

Envision
AVILA

AVILA COMMUNITY PLAN



April, 2021

COUNTY
of SAN LUIS
OBISPO

Public Review Draft

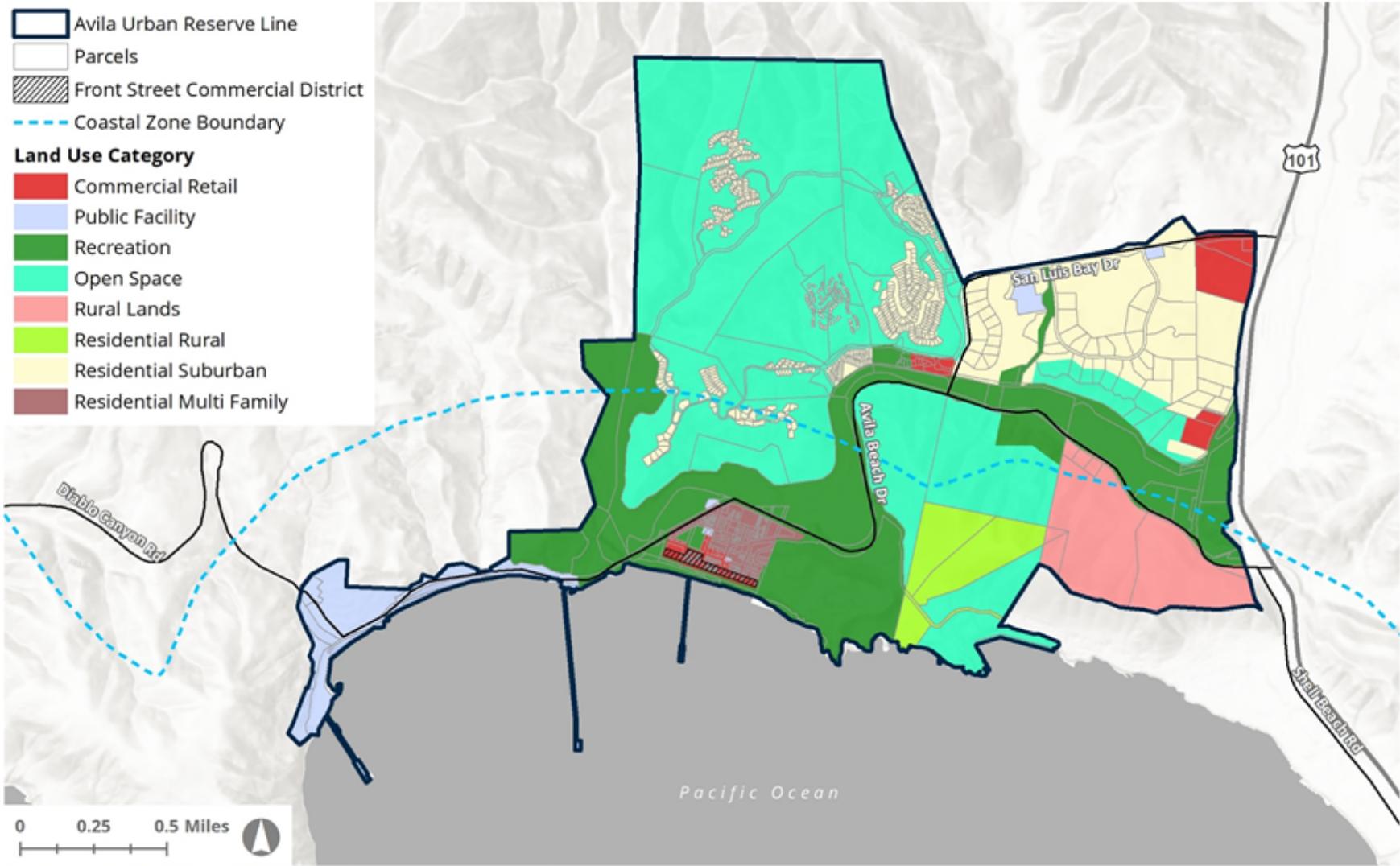


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Proposed Land Use Map

-  Avila Urban Reserve Line
-  Parcels
-  Front Street Commercial District
-  Coastal Zone Boundary

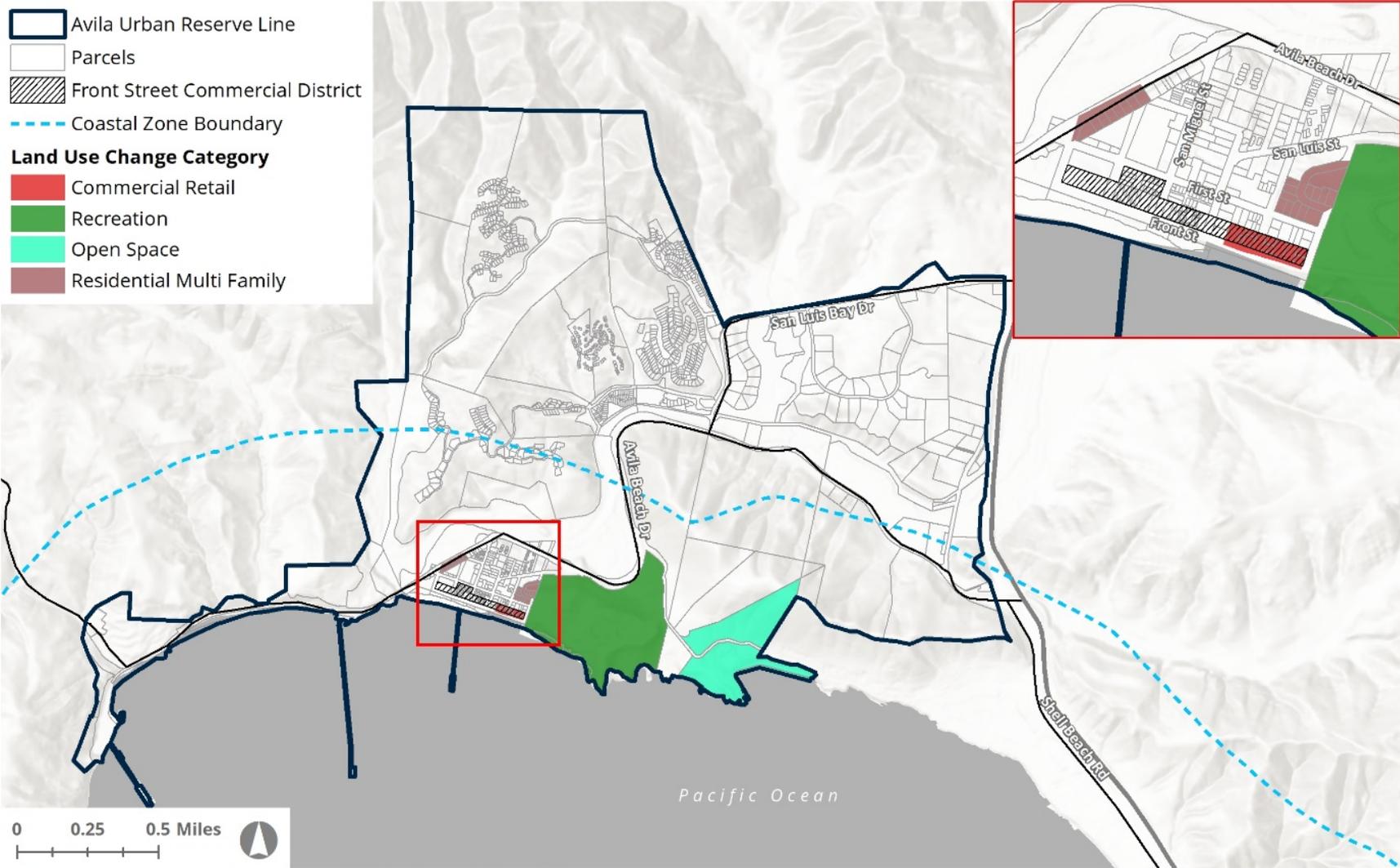
- Land Use Category**
-  Commercial Retail
-  Public Facility
-  Recreation
-  Open Space
-  Rural Lands
-  Residential Rural
-  Residential Suburban
-  Residential Multi Family



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

Proposed Land Use Map - Changes Highlighted

-  Avila Urban Reserve Line
-  Parcels
-  Front Street Commercial District
-  Coastal Zone Boundary
- Land Use Change Category**
-  Commercial Retail
-  Recreation
-  Open Space
-  Residential Multi Family



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

Table of Contents

- 1 Introduction..... 1-1
 - 1.1 Purpose..... 1-1
 - 1.2 Organization of the Plan..... 1-2
 - 1.3 The Planning Process, Envision Avila..... 1-3
 - 1.4 Avila URL Setting..... 1-4
 - 1.5 Relationship of Avila Community Plan to Existing Land Use Plans..... 1-7
- 2 Community Plan Framework.....2-1
 - 2.1 Community Vision.....2-1
 - 2.2 Community Priorities.....2-5
 - 2.3 Community Goals.....2-7
 - 2.4 Community Plan Policies and Programs.....2-8
 - 2.5 Policy Implementation..... 2-22
 - 2.6 Goals and Policies from the San Luis Obispo County General Plan..... 2-25
 - 2.7 Goals and Policies from the Avila Beach Specific Plan and the Avila Community Plan (Inland)..... 2-57
- 3 Population and Economy.....3-1
 - 3.1 Population.....3-2
 - 3.2 Housing.....3-4
 - 3.3 Economy.....3-8
- 4 Land Use and Community Aesthetics.....4-1
 - 4.1 Avila URL Subareas.....4-2
 - 4.2 Land Use Designations.....4-6
 - 4.3 Community Events and Tourism..... 4-19
- 5 Environmental Resources.....5-1
 - 5.1 Biological Resources.....5-2
 - 5.2 Cultural and Historic Resources.....5-8
 - 5.3 Geologic Hazards..... 5-11
 - 5.4 Flood Hazards..... 5-12
 - 5.5 Sea Level Rise..... 5-16

- 5.6 Wildfire 5-16
- 5.7 Hazardous Materials..... 5-19
- 6 Circulation.....6-1
 - 6.1 Planned Circulation Improvement Projects6-2
 - 6.2 Roads, Bikeways, and Pedestrian Network6-9
 - 6.3 Multi-Use Trails..... 6-15
 - 6.4 Transit..... 6-17
 - 6.5 Parking..... 6-18
 - 6.6 Special Events..... 6-20
 - 6.7 Vacation Rentals..... 6-21
 - 6.8 Emergency Evacuation Access..... 6-22
- 7 Coastal Access7-1
 - 7.1 State and Local Coastal Access Policies7-2
 - 7.2 Coastal Access Opportunities in Avila URL7-2
 - 7.3 Coastal Access Constraints in Avila URL 7-12
 - 7.4 California Coastal Trail..... 7-14
- 8 Public Facilities, Services, and Utilities.....8-1
 - 8.1 Water Supply8-3
 - 8.2 Wastewater 8-10
 - 8.3 Schools..... 8-10
 - 8.4 Parks 8-11
 - 8.5 Fire Protection..... 8-15
 - 8.6 Police Services.....8-1
- 9 Public Facilities Financing Plan.....9-1
 - 9.1 Key Findings.....9-1
 - 9.2 Community Growth Outlook.....9-2
 - 9.3 Public Facilities and Infrastructure9-3
 - 9.3.1 Utility Infrastructure9-4
 - 9.3.2 Circulation.....9-5
 - 9.3.3 Other Public Facilities9-5
 - 9.4 Funding Sources and Financing Mechanisms.....9-6

9.5 Recommended Implementation Steps..... 9-11

10 Planning Area Standards – Coastal Zone..... 10-1

10.1 Purpose and Organization 10-1

10.2 Chapter Organization..... 10-1

10.3 Communitywide Standards..... 10-2

10.4 Combining Designation Standards..... 10-19

10.5 Land Use Category Standards..... 10-19

Tables

Table 1 1 Community Plan Organization 1-2

Table 1 2 Relationship of Avila Community Plan to Existing Land Use Plans 1-10

Table 1 3 Relationship of Avila Community Plan to Existing Land Use Plans 1-11

Table 2-1 Community Vision Components.....2-2

Table 2-2 Community Priorities.....2-6

Table 2 3 Program Implementation 2-23

Table 2-4 Population and Economy 2-26

Table 2-5 Land Use..... 2-33

Table 2-6 Environmental Resources 2-36

Table 2-7 Circulation Element..... 2-42

Table 2-8 Coastal Access..... 2-46

Table 2-9 Public Facilities, Services, and Utilities 2-50

Table 2-10 Population and Economy 2-58

Table 2-11 Land Use..... 2-59

Table 2-12 Environmental Resources 2-59

Table 2-13 Circulation Element..... 2-60

Table 2-14 Coastal Access..... 2-62

Table 2-15 Public Facilities, Services, and Utilities 2-62

Table 3-1 Realistic Development Capacity.....3-7

Table 3-2 The Avila Economy – Jobs by Industry 3-10

Table 4-1 Land Use Distribution in Avila URL4-6

Table 5-1 Habitat Types of Avila URL.....5-3

Table 6-1 Planned Circulation Improvements6-3

Table 6-2	Intersection Level of Service Thresholds.....	6-13
Table 6-3	Existing Circulation Deficiencies Identified in Avila	6-13
Table 6-4	Vehicle Miles Traveled	6-14
Table 6-5	Parking in the Town of Avila and Avila Beach Subareas.....	6-19
Table 7-1	Coastal Access Improvements	7-10
Table 7-2	Avila URL Visitor Accommodations	7-13
Table 8 1	Avila URL Water Purveyors and Existing Water Supplies	8-5
Table 8 2	Existing Water Demand.....	8-8
Table 8 3	Project Future Water Demand.....	8-9
Table 8-4	1983 National Recreation and Park Association Standards for Parks	8-11
Table 8-5	Existing Parks, Recreation, and Natural Areas in Avila URL.....	8-12
Table 8-6	Proposed County Parks, Recreation, and Natural Areas in Avila URL.....	8-14
Table 9 1	Population, Households and Jobs in Avila.....	9-3
Table 9 2	Public Facility Needs.....	9-3
Table 9 3	Summary Matrix of Funding Sources and Financing Options.....	9-6
Table 9 4	Summary of State and Federal Transportation Grant Funds	9-8

Figures

Figure 1 1	Changes in Population Growth	1-5
Figure 1 2	Avila URL.....	1-6
Figure 1 3	Relationship of Avila Community Plan to the General Plan	1-8
Figure 1 4	Relationship of Avila Community Plan to the General Plan	1-9
Figure 1 5	Existing Land Use Plans in the Avila URL.....	1-12
Figure 3-1	Changes in Population Growth	3-3
Figure 3-2	2018 Population Age Distribution.....	3-4
Figure 3-3	Realistic Development Capacity.....	3-9
Figure 4-1	Avila URL Subsections.....	4-3
Figure 4-2	Avila Land Use Map	4-7
Figure 4-3	Proposed Land Use Changes	4-8
Figure 4-4	Town of Avila Commercial Land Uses.....	4-14
Figure 5-1	Avila URL Vegetation Map	5-4
Figure 5-2	Sensitive Resource Area Combining Designation and ESHA.....	5-7

Figure 5-3 Archaeological Sensitive, Historic, and Visitor Serving Areas Combining Designation..... 5-10

Figure 5-4 Geologic Study Area Combining Designation..... 5-14

Figure 5-5 Flood Hazard Combining Designation..... 5-15

Figure 5-6 Wildfire Zones in Avila URL..... 5-18

Figure 6-1 Circulation Plan.....6-8

Figure 6-2 Bikeways..... 6-11

Figure 6-3 Trails and Trail Corridors..... 6-16

Figure 6-4 Emergency Evacuation Access..... 6-23

Figure 7-1 Existing Coastal Access and Opportunities in Avila URL.....7-4

Figure 7-2 Proposed Coastal Access Improvements.....7-5

Figure 7-3 California Coastal Trail..... 7-16

Figure 8 1 Public Facilities.....8-2

Figure 8 2 Avila URL Sub-Basins and Water Service Area8-7

Figure 10-1 Avila URL Subregions..... 10-8

Figure 10-2 Tract No. 699..... 10-9

Figure 10-3 Intersection of Ontario Road and Avila Beach Drive..... 10-17

Figure 10-4 Avila Beach Drive Open Space Preservation 10-18

Figure 10-5 Avila Point..... 10-25

Figure 10-6 Ontario Ridge Open Space Preservation..... 10-28

Appendices

Appendix A Planning Area Standards – Inland Area

Appendix B Residential Vacation Rental Ordinance

Appendix C Avila Community Plan Background Report

Appendix D Avila Economic Development Perspectives

Appendix E Avila Overnight Accommodations Existing Conditions

Appendix F Avila Community Plan Update and EIR Hydrogeology Study

Appendix G Preliminary Geotechnical Report

Appendix H Existing Transportation Conditions Report

Appendix I Avila Beach Specific Plan

Appendix J Avila Beach Community Plan Inland

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1 Introduction



1.1 Purpose

The Avila Community Plan (Community Plan) establishes a vision for the future that will guide growth and development within the Avila Urban Reserve Line (URL) over the next 20 years. The Community Plan sets the policies, programs, and standards to help achieve that vision. This planning document was developed with substantial community participation through the *Envision Avila* outreach program, and continued community involvement is needed to achieve and implement the community vision.

California planning law requires cities and counties to prepare and adopt a “comprehensive, long-range plan” to guide future physical development (Government Code Section 65300). This long-range plan, typically known as a General Plan, provides a basis for local government land use decisions and informs stakeholders and decision-makers of the ground rules that guide development within the jurisdiction. California state law requires that each general plan address the following elements: circulation, land use, housing, conservation, open space, noise, and safety.

The Community Plan incorporates and updates information from the four existing County planning documents that have guided planning decisions in Avila:

- San Luis Bay Area Plan Coastal
- San Luis Obispo Inland Area Plan
- Avila Beach Specific Plan (Appendix I)

- Avila Community Plan (Inland) (Appendix J)

The process of creating the Community Plan included conducting an inventory of existing goals, policies, and programs from these four documents and updating them to be appropriate to the modern conditions and issues facing Avila over the plan horizon.

See Chapter 2, Community Plan Framework, for more details on goals, policies, and programs. See Section 1.5, Relationship of Community Plan to Existing Planning Documents, for further information on the interaction between the Community Plan and other regulatory documents.

1.2 Organization of the Plan

The organization of the Avila Community Plan follows in Table 1-1 below.

Table 1-1 Community Plan Organization

Chapter	Summary
Chapter 1	Introduction. This chapter outlines the organization of the Community Plan, describes the planning process, identifies the jurisdiction and authority of the County and other agencies, and explains the relationship between this plan and other regional and local planning guidance. It describes the relationship between the Community Plan and the County General Plan and County Local Coastal Program (LCP) as well as the relationship with San Luis Bay Area Plan Coastal, San Luis Obispo Inland Area Plan, Avila Beach Community Plan Update (Inland), and Avila Beach Specific Plan. This chapter also discusses the Community Plan’s setting of the Avila URL.
Chapter 2	Community Plan Framework. This chapter contains the community’s visions, goals, and priorities for the future of Avila and an analysis of issues to be addressed in the Community Plan. The vision and priorities established in this Chapter will guide the goals and policies in the remainder of the Community Plan.
Chapter 3	Population and Economy. This chapter describes the existing setting for population, housing, and industry, as well as forecasts the growth of these sectors under the build-out of the Community Plan. This chapter also discusses tourism, civic activities, and other factors that influence economic activity.
Chapter 4	Land Use. This chapter characterizes the planned distribution of each land use designation and the specific requirements of each, including allowed uses and building intensity. This chapter also describes the intent for each land use designation, which are used to develop community design guidelines that reflect and implement the community’s long-term vision. Temporary events and vacation rentals are also discussed as they relate to land use within Avila.
Chapter 5	Environmental Resources. This chapter describes the existing environmental resources in Avila, including biological resources, cultural and historical resources, and water resources.
Chapter 6	Circulation Element. This chapter focuses on transportation and circulation in Avila, considering the different needs for automobiles, transit vehicles, pedestrians, and bicyclists. This chapter also identifies evacuation routes in the event of a hazardous occurrence.
Chapter 7	Coastal Access. This chapter discusses existing coastal access opportunities in Avila, including Front Street and the Promenade, Olde Porte and Fisherman’s beaches, and Cave Landing. Coastal access opportunities also include a discussion of public recreation facilities, available parking, coastal access infrastructure, and visitor accommodations as they pertain to the coastal access requirements of the California Coastal Act. Opportunities and constraints for new and improved coastal access in Avila are also discussed.

Chapter	Summary
Chapter 8	Public Facilities, Services, and Utilities. This chapter describes existing public facilities and services conditions, service providers, and any current or projected service deficiencies. This chapter considers Port San Luis Harbor, the fire station, the elementary school, public parks, five water purveyors, and a wastewater facility in the Avila URL. The objective of this chapter is to ensure that adequate public facilities and services will be provided to serve both new and existing development.
Chapter 9	Public Facilities Financing. This chapter identifies funding sources and financing mechanisms that may be used to fund the public facilities, services, and utilities in Avila through the 2050 Plan horizon. Existing and potential funding sources are identified and aligned with applicable public facility improvements. In addition, a summary of priority implementation steps and actions are included.
Chapter 10	Planning Area Standards (Coastal Zone) and Community Plan Standards Inland (Title 22, Article 10). This chapter contains standards that apply to new development projects in the Avila URL. This chapter describes the corresponding regulations in the Coastal Land Use Ordinance and the Inland Land Use Ordinance based on the Community Plan Policies and Programs described in Chapters 1 through 8.

1.3 The Planning Process, *Envision Avila*

The Community Plan was authorized by the County of San Luis Obispo Board of Supervisors on June 13, 2016. Since authorization, the County ran a robust community outreach program that included five community workshops, three virtual workshops, numerous stakeholder interviews, and nine subcommittee meetings hosted by the Avila Valley Advisory Council (AVAC). To maintain a community-driven planning effort during the COVID-19 pandemic, County staff adjusted the format and methods of planned outreach events. County staff increasingly relied on digital tools to distribute and collect information from the community and keep the public informed and involved throughout the planning process.

In 2018, the County published the Community Plan Update Background Report (Background Report) (Appendix C), which established existing baseline conditions in the Avila URL. The Background Report was prepared using data collected through community workshops, an online participatory mapping project in partnership with California Polytechnic State University, San Luis Obispo (Cal Poly), and review by AVAC. The Background Report assessed existing policies, programs, standards, and environmental conditions that affect the land within the Avila URL, helping to inform the development of the Community Plan. The Background Report can be viewed as Appendix C of this document.

The *Envision Avila* process was instrumental in articulating the vision and top priorities of the community (see Table 2-2, Community Priorities). Information collected through public workshops and surveys also helped to identify the gaps in existing policy and implementation. Based on the community vision and priorities, County staff developed new policies, programs, and Planning Area Standards for the Plan.

1.4 Avila URL Setting

The unincorporated community of Avila lies in the southwestern portion of San Luis Obispo County and is home to approximately 1,474 residents¹. Avila is a place of abundant scenic natural resources and recreational opportunities, including Avila Beach, Fisherman’s and Olde Port Beach, and Pirate’s Cove Lookout and Beach. The Pacific Ocean and San Luis Bay are focal points for natural resources, recreation, and visitor-serving facilities, and serve as a vital role in the local economy. Avila possesses scenic beauty, a mild coastal climate, and natural resources that contribute to a high quality of life. These assets also present opportunities to provide jobs and services for residents and enhance recreation and tourist-oriented uses for both locals and visitors.

The Avila URL (shown by Figure 1-2) is bounded by Highway 101 (U.S. 101) to the east, the City of Pismo Beach to the south, the Pacific Ocean to the west, and the Irish Hills to the north. The Avila URL is comprised of approximately 2,200 acres, spread across coastal and inland zones. The Community Plan divides the Avila URL into five subsections: San Luis Bay Estates, Avila Valley, Cave Landing/Ontario Ridge, the Town of Avila, and Port San Luis. Detailed descriptions of the Avila URL subsections are provided in Section 4.1, Avila URL Subareas.

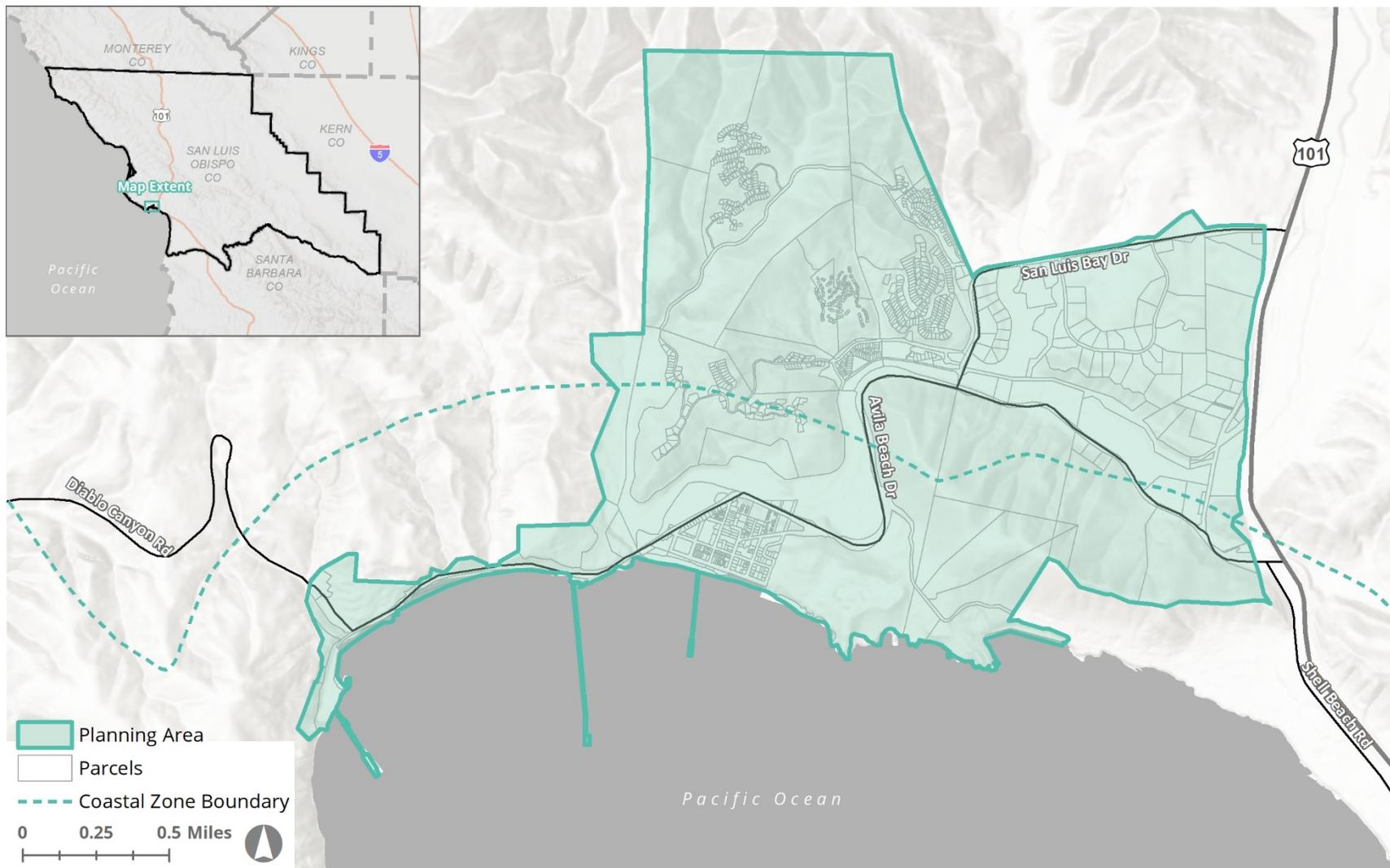
Avila’s population, like most unincorporated communities in the county, has seen fluctuations over time, as shown in Figure 1-1. The community’s population increased starting in the 1990s, however Avila has experienced a recent decrease in population, due to limited housing stock, Avila’s population has increased by 218 percent overall in the past fifty years.

¹ U.S. Census Bureau. Avila Beach, California Population: Census 2010 and 2000 Interactive Map, Demographics, Statistics, and Quick Facts. Available at: <http://censusviewer.com/city/CA/Avila%20Beach>

Figure 1-1 Changes in Population Growth



Figure 1-2 Avila URL



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

1.5 Relationship of Avila Community Plan to Existing Land Use Plans

The Community Plan is a comprehensive, updated planning document that incorporates information from four existing County Land Use Plans that guide planning decisions in the Avila URL. These four documents are the San Luis Bay Area Plan Coastal, the San Luis Obispo Inland Area Plan, the Avila Beach Specific Plan (Appendix I), and the Avila Community Plan (Inland) (Appendix J). The four existing documents provided a starting point for developing new policies that are specific to the needs of the community, while maintaining consistency with other County policies. The major themes included in these existing plans center around:

- Promoting and protecting visitor and recreational facilities and uses, and coastal dependent uses
- Protecting the unique character, scenic qualities, culture, and history of Avila
- Planning for most future development to be within existing and strategically planned areas
- Protecting biological and water supply
- Promoting and encouraging the use of alternatives to single occupant vehicles for access to Avila
- Maintaining and enhancing public access to the beaches, oceans, and Port properties

The Community Plan is a component of both the San Luis Obispo County General Plan and Local Coastal Program. These relationships are illustrated in Figure 1-3 and Figure 1-4, respectively. This plan is consistent with the intent and policies of the California Coastal Act and the San Luis Obispo County LCP. All other County plans, policies and programs that involve Avila and are subject to the County LCP are to be consistent with this plan. Where applicable, all public and private development in Avila is to be consistent with this plan. It should be recognized, however, that this plan is also subject to other authority, for example, federal and state statutes, case law, and regulations.

A comprehensive collection of existing Land Use Plans as described in Table 1-2 below, are encompassed in the proposed goals, policies, and programs of the Community Plan. Table 1-2 explains the objectives of each applicable County planning document and how it is related to the Community Plan. Figure 1-5 provides a map of the local Land Use Plans that pertain to the Avila URL.

Figure 1-3 Relationship of Avila Community Plan to the General Plan

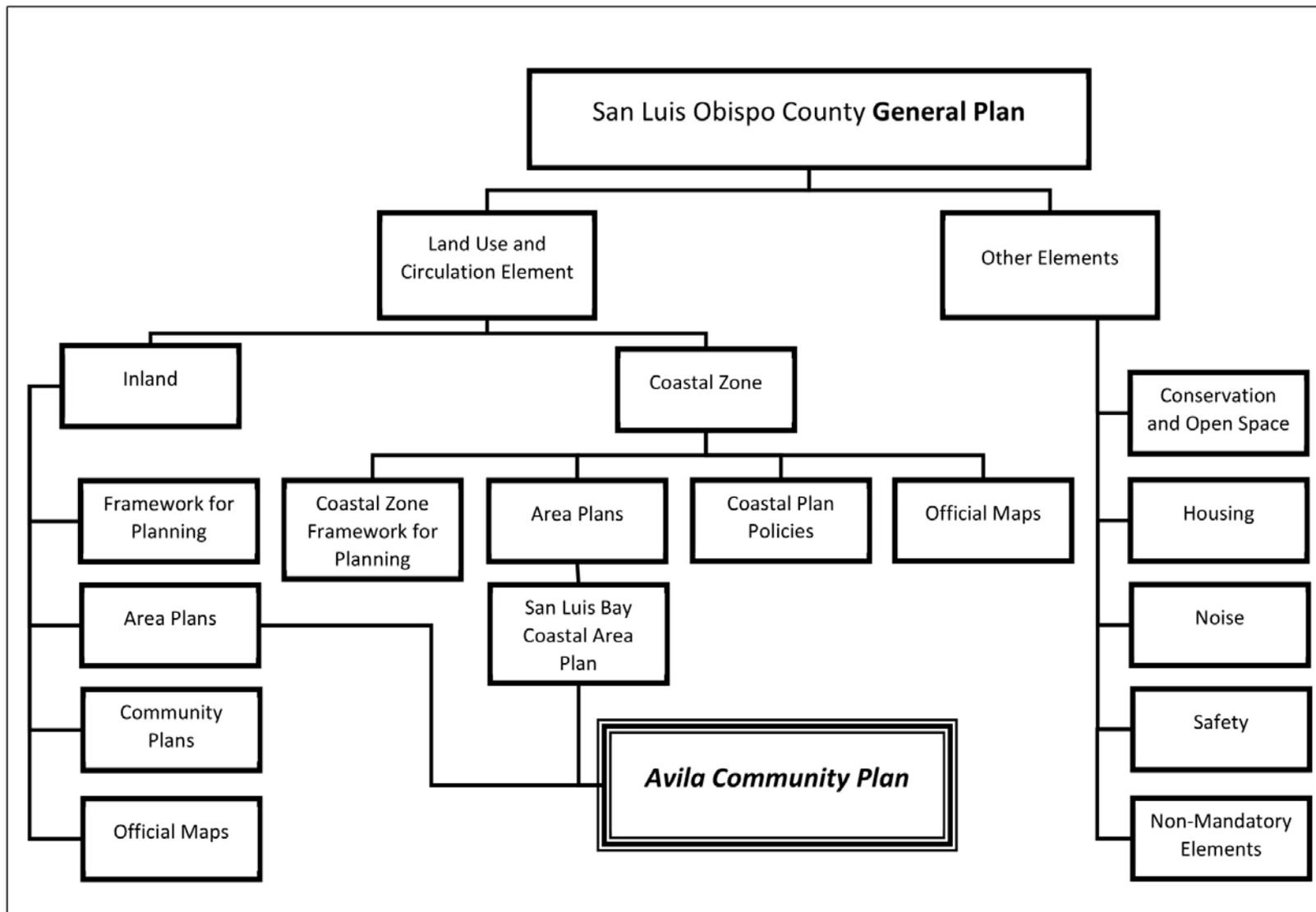


Figure 1-4 Relationship of Avila Community Plan to the General Plan

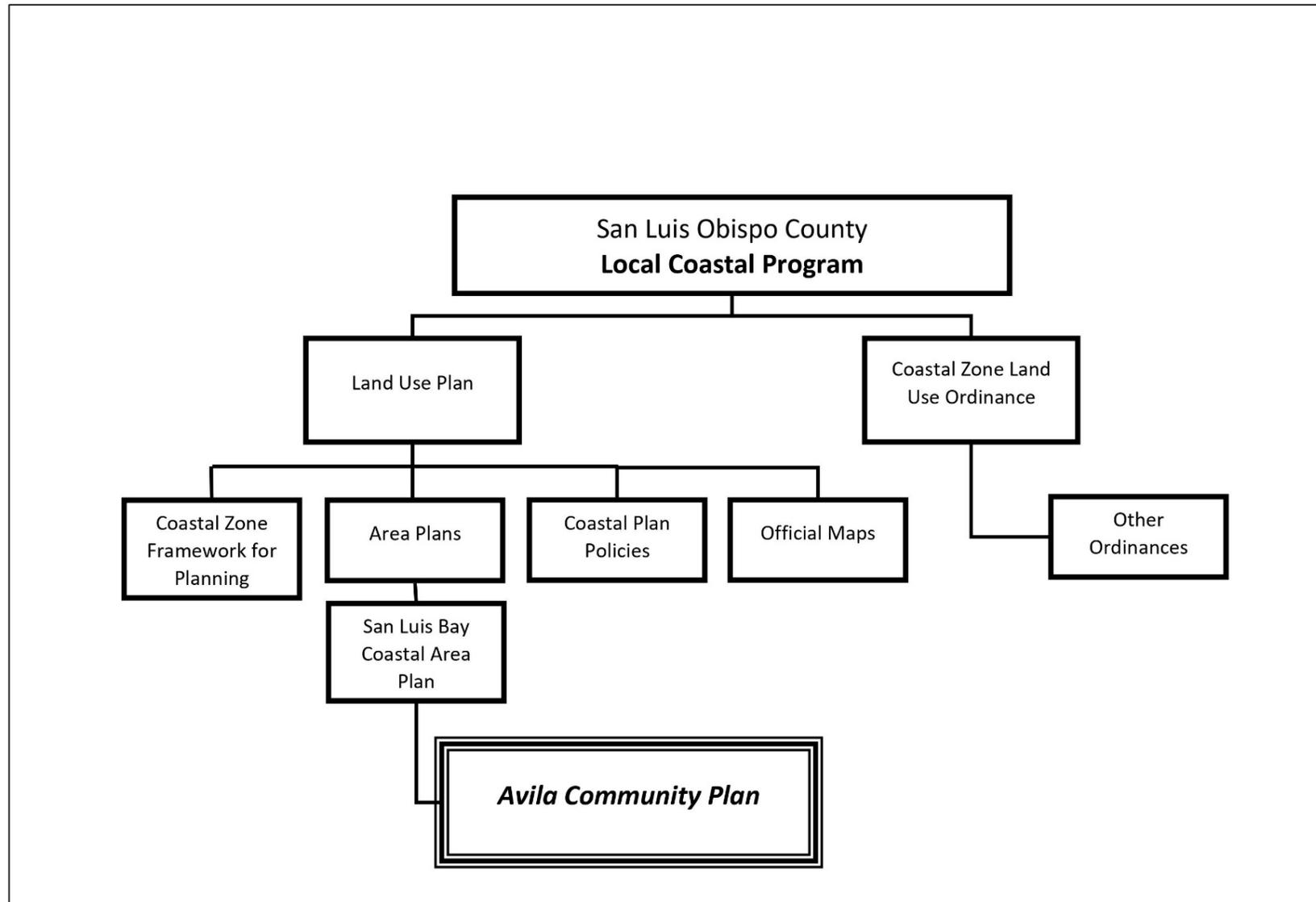


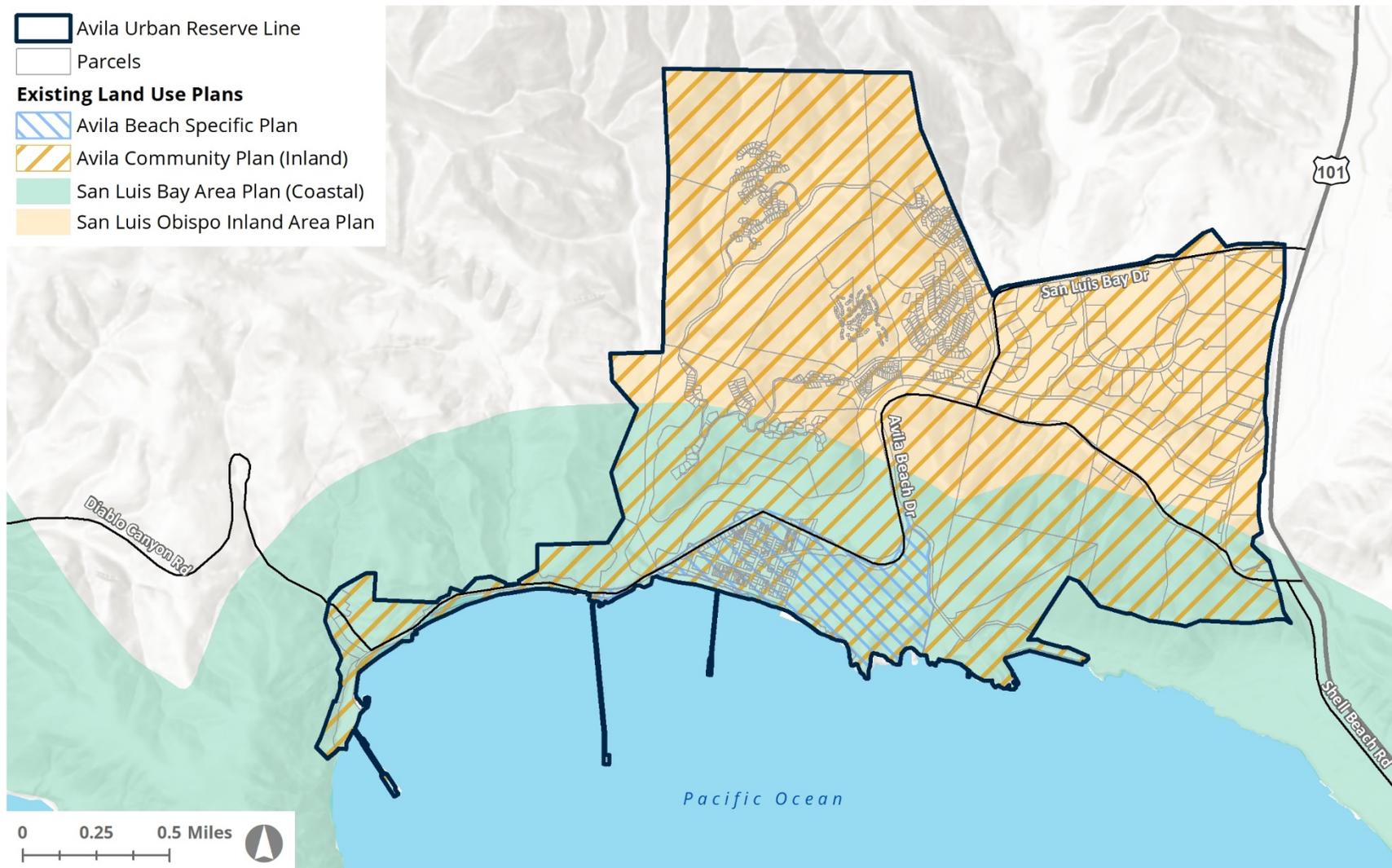
Table 1-2 Relationship of Avila Community Plan to Existing Land Use Plans

Land Use Plan	Summary of Document Objectives	How the Land Use Plan is Incorporated in the Community Plan	Status After Avila Community Plan is Adopted
San Luis Bay Area Plan Coastal	The San Luis Bay Area Plan Coastal was certified on February 25, 1988 and most recently revised in August 2009. This plan was adopted as part of the LUCE and LCP. This plan describes County land use policies and regulations for the Coastal Zone portion of the San Luis Bay Planning Area. The San Luis Bay Planning Area encompasses the south-central coastal portion of the county, extending from Point Buchon and Montana de Oro on the north to the Nipomo Mesa on the south.	Policies that focus on harbor improvements, maintaining the economic mix of residents, and providing for an environmentally sustainable rate of population growth and development were incorporated into various chapters of the Community Plan.	The San Luis Bay Area Plan Coastal will be maintained following the adoption of the Community Plan. However, the Community Plan will supersede the San Luis Bay Area Plan Coastal regarding future development in the Avila URL. In addition, all references to Avila in the San Luis Bay Area Plan Coastal will be repealed upon adoption of the Community Plan.
San Luis Obispo Inland Area Plan	The San Luis Obispo Inland Area Plan was originally adopted on September 22, 1980. It contains policies and programs for the rural portions of the San Luis Obispo planning area and the area within the San Luis Obispo URL. The Community Plan establishes policies and programs for land use, circulation, public facilities, services, and resources for the rural portions of the planning area. San Luis Obispo Inland Area Plan references the Community/Village Plans of the San Luis Obispo General Plan (LUCE Part III) for Avila urban area planning standards.	As part of the August 8, 2013 LUCE Reorganization, sections of the San Luis Bay Inland Area Plan affecting the Avila URL were extracted and incorporated into the Avila Community Plan (Inland).	The San Luis Obispo Inland Area Plan will remain active after the Community Plan is adopted and will make references to the Community Plan.

Table 1-3 Relationship of Avila Community Plan to Existing Land Use Plans

Land Use Plan	Summary of Document Objectives	How the Land Use Plan is Incorporated in the Community Plan	Status After Avila Community Plan is Adopted
Avila Beach Specific Plan (Appendix I)	The Avila Beach Specific Plan, was certified on November 15, 2000 and most recently revised in March 2001. The boundaries of the Avila Community Services District serve as the planning area of the Specific Plan. The Specific Plan was created to establish a vision for rebuilding the town of Avila following an oil spill and clean-up operation by the Unocal Corporation. The cleanup resulted in much of the town's commercial district being demolished during the clean-up process. Thus, the Specific Plan focused on walkability and opportunities for increasing the visual interest within the commercial district. The Specific Plan called for mixed use development and opportunities for socializing.	Policies that focus on harbor improvements, maintaining the economic mix of residents, and providing for an environmentally sustainable rate of population growth and development are incorporated into the various chapters of the Community Plan.	The Community Plan incorporates information from the Avila Beach Specific Plan. Therefore, the Avila Beach Specific Plan will be repealed by resolution to the Board of Supervisors after the Community Plan is adopted.
Avila Community Plan (Inland) (Appendix J)	The Avila Community Plan (Inland), which was created in 2013 as part of the LUCE reorganization, describes County land use and transportation programs for a 20-year time frame in the community of Avila.	The policies that are not outdated and still applicable to the Avila Community Update Planning area, such as prioritizing transportation improvements, are incorporated in the various chapters of the Community Plan.	The Community Plan incorporates and updates the previous Avila Community Plan (Inland). Therefore, the Avila Community Plan (Inland) will be repealed by resolution to the Board of Supervisors after the Avila Community Plan is adopted.

Figure 1-5 Existing Land Use Plans in the Avila URL



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

2 Community Plan Framework



2.1 Community Vision

The community of Avila has articulated the following vision for its future development:

“Avila’s moderate climate, recreational trails, clean beaches, and abundant open space exemplify life on the Central Coast. We have seen growth, yet our community retains its charming quality and relaxed environment that is attractive for long-term residency. The rolling hills and scenic coastline reflect our dedication in preserving our landscape and way of life. We want to maintain these qualities that allow residents and visitors to enjoy the abundant coastal and inland resources as well as thrive in a safe and friendly community.”

This “Vision Statement” was developed by the community through the Envision Avila outreach program and approved by the Avila Valley Advisory Council (AVAC). Although Avila residents and community members represent a diversity of opinions on planning issues, this vision statement is intended to generally reflect the community’s desires for urban development within the Avila URL.

The following discussion focuses on issues identified by the Avila community as part of the Avila Community Plan (Community Plan). Table 2-1 summarizes the topics and the community’s desired approach.

Table 2-1 Community Vision Components

Issue	Community Desire
Growth and Development	<ul style="list-style-type: none"> ▪ Provide a variety of visitor-serving facilities ▪ Maintain the small-town atmosphere ▪ Provide adequate housing for residents
Water Resources	<ul style="list-style-type: none"> ▪ Maintain, manage, and recharge the aquifer ▪ Monitor water demand in order to provide adequate surface water supply
Environmental Resources	<ul style="list-style-type: none"> ▪ Appropriately manage recreational facilities in environmentally sensitive areas ▪ Prevent coastal erosion along bluffs ▪ Maintain Avila Beach and Port San Luis Harbor
Community Infrastructure	<ul style="list-style-type: none"> ▪ Implement secondary access for emergency evacuations ▪ Improve traffic flow ▪ Minimize vehicle miles travelled ▪ Provide adequate parking ▪ Promote walking and biking ▪ Complete parks and recreational systems

Growth and Development

In 1977, the population within the URL was less than 400 residents, primarily located in the Town of Avila subarea. Changes in economic enterprises and residential development have influenced Avila’s population over time. In the mid-1990s, much of the community of Avila was rebuilt following an oil spill and clean-up operation by the Unocal Corporation. The cleanup required demolition and revamping of the commercial district. This transition also focused on walkability and opportunities for increasing the visual interest and human interaction within the commercial district. Revitalization of the community established a coastal tourist destination for visitors and residents to enjoy.

According to the most recent population projections, the Avila URL may have 1,671 residents by 2050, a modest increase from the estimated 2018 population of 1,273. The population within the Avila URL makes up one percent of the unincorporated county population and it is projected to increase at a slower rate than the rest of San Luis Obispo county (1.7 percent growth rate compared to the projected countywide rate of 2 percent).

The Avila URL is divided into five subareas: San Luis Bay Estates, Avila Valley, Cave Landing/Ontario Ridge, the Town of Avila, and Port San Luis. Descriptions of the Avila URL subareas are provided in Section 4.1. Commercial development is concentrated primarily in the Town of Avila, Port San Luis, at the entrance of San Luis Bay Estates, and a few businesses in the Avila Valley. These enterprises tend to be visitor-serving businesses that attract tourists and residents. A few vacant parcels in the Town of Avila and Port San Luis present

opportunities for additional commercial development. Avila Valley supports large-lot residential development, as well as commercial retail along Ontario Road, open space, and recreation. The San Luis Obispo Creek and the Bob Jones Trail run along the southern edge of Avila Valley.

Residential development is located throughout the Avila URL, including the Avila Valley, Town of Avila, and San Luis Bay Estates. Avila Valley presents opportunities for residential rural development whereas the Town of Avila allows residential multi-family development on a few underutilized parcels. According to the San Luis Bay Estates Master Plan, residential development is currently in its final phase with fewer than twenty lots remaining in 2021.

Approximately one quarter of the land in the Avila URL is categorized as urban, preserving the majority of the land as a natural landscape. In order to retain the small town, rural feel of the community, new residential and commercial development would need to be located in developed areas of Avila. Coastal bluffs and beaches along Avila's coastline present substantial environmental constraints, while providing tremendous opportunities for natural resource preservation, parks, and recreational facilities. Avila Point, Cave Landing, and the Avila Valley present opportunities to introduce new or expand existing recreational facilities that provide coastal access and protect scenic resources.

Water Resources

Three sources supply water to the Avila URL: The State Water Project (SWP), Lopez Lake Reservoir, and Avila Valley Sub-Basin. The first two sources are surface water sources and the latter is a groundwater supply. Five water purveyors distribute water from these sources to the community within the Avila URL; one private spa, a hot spring resort, serves water to the spa and several short-term rental units. These water purveyors and private resort are as follows:

- Avila Beach Community Services District (CSD)
- Avila Valley Mutual Water Company (MWC)
- San Miguelito Mutual Water Company (MWC)
- County Service Area (CSA) 12
- Port San Luis Harbor District
- Sycamore Mineral Springs Resort (Private spa)

To ensure adequate water sources are available for future residential and commercial development in the Avila URL, GSI Water Solutions, Inc. prepared a hydrogeologic study in order to determine water supply and demand of the geographic area encompassed by the Avila URL (Appendix F). The assessment of future surface water and groundwater reliability also incorporated strategies to ensure that future growth in the community would not deplete water sources.

Community Facilities and Infrastructure

In addition to water services, the Avila Beach CSD and San Miguelito MWC both operate wastewater collection, treatment, and disposal systems within the Avila URL. According to the

County's 2016-2018 Resource Summary Report, Avila Beach CSD's system and San Miguelito MWC's system are both expected to operate below capacity for the foreseeable future.

Police protection in the Avila URL is provided by the San Luis Obispo County Sheriff's Patrol Division. Deputies respond to calls for service, conduct proactive law enforcement activities, and perform initial investigations of crime. CalFire is a California State agency that functions as the County Fire Department under a contract with the County of San Luis Obispo since 1930. Therefore, fire service providers for Avila will be referred to as County Fire for hereon in for the Community Plan.

The most challenging component to emergency services in Avila is a lack of secondary access for an emergency evacuation.

Both police and fire services provide protection to the community of Avila in an adequate amount of time.

The community envisions Avila having a complete and integrated circulation system that effectively serves residents and visitors, particularly during peak summer and weekend conditions. The Unocal cleanup established pedestrian-friendly facilities such as the Promenade in the Town of Avila. . The community also expressed a desire to improve existing parking deficiencies in the community's circulation system, particularly along Avila Beach Drive.

Environmental Setting

Most of the land in the Avila URL is preserved as a natural landscape, including beaches, coastal bluffs, and rolling hillsides. Local natural features include the San Luis Obispo Creek Estuary, beaches, oak woodlands and freshwater creeks, such as See Canyon Creek and San Luis Obispo Creek. Varied topography includes the steep slopes of Ontario Ridge, Coastal Terrace of the Irish Hills and Ontario Ridge, and terrace areas north of Diablo Canyon that offer scenic value.

The extensive hillsides surrounding the Avila URL facilitate many opportunities for recreation and coastal access, but also present potential wildfire hazard. Very High Fire Hazard Zones include the hillsides of San Luis Bay Estates, the northern slopes of Ontario Ridge, and coastal bluffs of Cave Landing. High Fire Hazard Zones include Avila Point, the southern slopes of Ontario Ridge, and the hillsides surrounding Port San Luis.



Marre Weir in San Luis Obispo Creek

San Luis Obispo Creek provides streamflow percolation for the groundwater aquifer, as well as an essential habitat for steelhead trout. Along San Luis Obispo Creek is the Marre Weir, a sheet pile dam that was installed to prevent saltwater intrusion into the Avila Valley Sub-Basin. However, it also acts as a barrier that can partially obstruct migrating steelhead trout. The continued maintenance of this weir is important for both the steelhead trout as well as water supply for the community. The tidewater goby, Pismo Clarkia, and terrestrial habitats also inhabit the region.

The coastline in Avila URL is susceptible to coastal hazards resulting from storm waves. According to the San Luis Obispo County Multi-Jurisdictional Hazard Mitigation Plan, the unprotected, eroding cliffs at Avila Point and Cave Landing have a high risk of coastal damage from storm waves; the Port San Luis and Avila Beach subareas are at moderate risk (County of San Luis Obispo 2020). The coastline from Port San Luis to the Cal Poly Pier has existing rock revetments adjacent to Avila Beach Drive to protect the roadway from storm surge. Avila Beach is protected by a series of bluff walls and seawalls between Front Street and the shoreline.

The Avila URL will be impacted by rising sea levels over the next century due to changes in global climate. Sea level rise also contributes to increased coastal flooding and more frequent and severe tidal inundation, which can exacerbate existing coastal hazards from severe storms, as well as accelerate coastal beach and bluff erosion. Overall, the Avila URL has medium risk, or moderate potential, for being impacted by sea level rise.

2.2 Community Priorities

The priorities included in Table 2-2 were created by AVAC to provide general direction for the future of Avila (Appendix C). The priorities are specific to Avila and were developed through the *Envision Avila* outreach program and finalized by AVAC. These priorities identified community needs and aspirations that are expanded upon in the proposed goals, policies, programs, and standards in this plan.

Table 2-2 Community Priorities

Theme	Priority
Circulation	<p>Traffic control on San Luis Bay Drive and Avila Beach Drive to ensure public safety for residents and visitors</p> <hr/> <p>Improve the safety of San Luis Bay Drive/Ontario Road/U.S. 101 intersection</p> <hr/> <p>Improve Avila Beach Drive/Shell Beach Road/U.S. 101 intersection</p> <hr/> <p>Consider alternatives to roadway expansions:</p> <ul style="list-style-type: none"> ▪ Events permitted only at non-peak traffic times, with all event parking onsite or in reserved spaces outside of Avila ▪ Intercept parking lots outside Avila with shuttle/trolley/bus service and bicycle vending ▪ Avila Beach parking structure to reduce congestion from parking searches ▪ Message Boards on or near U.S. 101 for status of parking availability ▪ Weekend bus service to Avila from San Luis Obispo <hr/> <p>Additional north/south coastal route</p> <hr/> <p>Utilize K30 traffic evaluation method¹ to get a true value of existing traffic congestion</p> <hr/> <p>Address safety issues to Harford Pier regarding bicycle lanes, pedestrian paths, street crossings and traffic speed limits</p> <hr/> <p>Add a pedestrian path along the bluff on Front Street from the promenade uphill, in front of current parking spaces</p> <hr/> <p>Provide a full width bicycle lane on Avila Beach Drive from U.S. 101 to Port San Luis</p> <hr/> <p>Lengthen the right turn lane from First Street, Avila Beach Drive, San Juan intersection to alleviate congestion</p> <hr/> <p>Road development must preserve the current beauty and environmental features this area is noted for</p>
Events	<p>Allocate more sources to enforce County standards for Special Events</p>
Historic	<p>The historic Port San Luis Lighthouse needs to have continued access</p>
Land Use	<p>Rooftop decks and height restrictions need to be addressed especially in the recreational zoning category</p> <hr/> <p>The open spaces on the Diablo Canyon property such as Wild Cherry Canyon need to be preserved as open space</p> <hr/> <p>Limit hillside development, with specific controls for visual impacts, erosion, preservation of existing aquifers and compliance with existing circulation study and safety evacuation situations</p> <hr/> <p>Limits on up lighting in open spaces to preserve dark skies</p> <hr/> <p>Review zoning regulations for incompatible adjacent zoning</p> <hr/> <p>Define the specifics of recreational zoning land use category</p>
Parking	<p>Metered parking on holidays and weekends in Avila Beach commercial area</p> <hr/> <p>Consider residential area parking restrictions on holidays and weekends</p> <hr/> <p>Revise parking requirements for both commercial and residential new building</p>
Port	<p>Maintain and adhere to current Port San Luis Harbor District Master Plan, which includes: District Priorities, Fiscal Considerations, Harbor Users, Environment, Offshore Resources, Onshore Resources, Access, Services, and Safety</p>

Theme	Priority
Recreation	Hiking trails on the Diablo Canyon property will need to be maintained and available for public use
	Cave Landing should become a managed regional park with restricted parking hours
	Avila Point should be open space with a coastal trail
San Luis Bay Estates	Maintain current SLBE Master Development Plan
	Maintain gated community
	Golf course uses should be limited to those in the SLBE Master Plan
Vacation Rentals	The increase in vacation rentals has reduced the number of full-time community residents which impacts Avila's sense of community. The 50-foot minimum in the Avila Beach vacation rental ordinance needs review.
	Develop vacation rental regulations for all of Avila

¹ K30 is the proportion of "annual average daily traffic" (AADT) occurring at the 30th-highest hour of traffic density from the year's-worth of data. This factor is used to evaluate traffic forecasting and traffic engineers identify K30 as reaching a reasonable peak of activity before high outliers of traffic volume are used as determinative of overall traffic patterns.

2.3 Community Goals

The following goals, policies, programs, and standards constitute the Community Plan for Avila for the next twenty years. The goals function as guidance to help determine consistency of development proposals with the Land Use Element (LUE) and Local Coastal Program (LCP). New development should be located, designed, and built in a manner that furthers these goals and complies with all other applicable regulations.

Population and Economy

- Goal 1 Provide a mix of uses that serve visitors and residents.
- Goal 2 Maintain a mix of land uses to adequately fund public facilities.

Land Use

- Goal 3 Retain a small, beach town atmosphere.
- Goal 4 Provide zoning guidelines and design standards that enable visitor-serving businesses.
- Goal 5 Preserve and maintain recreational facilities.

Environmental Resources

- Goal 6 Protect and enhance the existing natural landscape so that is a clean, healthy, functioning ecosystem that protects a variety of wildlife.
- Goal 7 Promote conservation of environmental resources, such as existing flora, fauna, and sensitive habitats.
- Goal 8: Manage tribal cultural resources, cultural and archaeological resources.

Circulation Element

- Goal 9 Establish an efficient circulation system and pattern of land uses that minimize the number of automobile trips.
- Goal 10 Encourage alternatives to single-occupant and automobile travel, such as pedestrian and bicycle travel, transit, carpooling, and telecommuting.
- Goal 11 Implement secondary access for evacuation during an emergency event.

Coastal Access

- Goal 12 Provide maximum public access and protect existing public access, to the coast, the shoreline, and public recreation areas, consistent with the need to protect natural resources and private property rights.
- Goal 13 Develop additional recreational facilities for existing and future populations.

Public Facilities, Services, and Utilities

- Goal 14 Base all land use policies and plans on sustainable development that meets the needs of current residents and visitors without endangering the ability of future population to meet its needs.
- Goal 15 Carefully manage water resources to provide clean, sustainable water resources for the community.

2.4 Community Plan Policies and Programs

Population and Economy

POP – 1. Economic Development. Maintain a thriving local economy enriched by prioritizing transportation planning and collaborative partnerships.

Program POP – 1.1. Transportation Planning. Make regional transportation planning and investment processes open and responsive to the local business community.

Transportation Linkages. Maintain and improve transportation linkages between freeways and the existing and planned commercial development in the Avila URL.

Program POP –1.2. Collaborative Partnerships. Introduce a Chamber of Commerce or an economic development organization to facilitate collaboration and decision making between business owners, local government agencies, and non-profit organizations.

- a. *Effective Partnering.* Collaborate with regional economic development partners to achieve economic development goals, pursuant to measurable and effective agreements.

Covid-19 Impacts. Monitor impacts of Covid-19 global pandemic on the economy in Avila. Collaborative partnerships to provide guidance to business owners and County to provide additional coordination and support, as necessary, through collaborative partnerships.

- b. *Regional Organizations.* Have Avila residents and business owners appointed to the governing bodies of regional economic development service providers and organizations.
- c. *Pacific Gas & Electric.* Maintain and enhance direct relationships with Pacific Gas & Electric in order to coordinate a plan for the closure of the Diablo Canyon Power Plant.

POP – 2. Sustain the Tourist-oriented Economy. Encourage year-round use of facilities and activities by tourists and residents.

Program POP –2.1. Tourism. Encourage the following facilities and activities to establish a year-round economy.

- a. Additional hotels, motels, camping facilities, and other lodging.
- b. Outdoor entertainment facilities for concerts, farmers markets, and community events.
- c. Outdoor recreation focused in Avila Beach and Port San Luis Harbor, such as kayaking, canoeing, and sailing, and on the coastal bluffs, such as hiking, bicycling, and picnicking.
- d. Facilities that support special events, such as food trucks.

POP – 3. Public Facilities Financing. Maintain a mix of land uses sufficient to support a fiscally balanced community and to invest in maintaining and improving public facilities and services that enhance quality of life.

Program POP – 3.1. Economic Development Strategy. Prioritize the allocation of public resources among various public facilities that support economic development efforts.

Program POP – 3.2. Adequate Funding. Invest sufficient funding to achieve economic development goals.

Program POP – 3.3. Long-term Investment. The Avila URL should prioritize investments in economic development which are projected to generate long-term returns, versus investments in shorter-term projects and programs. See the Public Facilities Financing Plan for more details.

Land Use

LU – 1. Recreation. Maintain the Avila URL as an important recreational area for residents and visitors surrounded by scenic open spaces.

Program LU-1.1. Avila URL Beaches. Maintain existing coastal dependent and visitor serving uses at the Avila URL beaches, consistent with the Port San Luis Master Plan.

Program LU-1.2. Cave Landing and Ontario Ridge. Coordinate with Parks and Recreation Department to maintain and enhance the existing passive and rural recreation uses in the Cave Landing and Ontario Ridge area.

Program LU-1.3. San Luis Obispo Creek. Promote recreational uses that preserve the sensitive resources and can withstand natural hazards such as flooding along San Luis Obispo Creek.

LU – 2. Community Character. Preserve the small-town, rural atmosphere of the Avila URL and protect its coastal scenic qualities. Development proposals should be consistent with the surrounding community character and be responsive to the varied terrain and viewsheds.

Program LU – 2.1. Hillside Development. Limit hillside development and concentrate or cluster development on hillsides to protect existing terrain.

Program LU – 2.2. Coastal Viewsheds. New development should be organized to maintain and preserve unobstructed public views of the ocean.

Preserve and enhance the unique character of the different neighborhoods and subareas within the Avila URL.

Program LU – 2.3. Design Guidelines. If there is community support, facilitate the development of comprehensive Design Guidelines for the Town of Avila, Central Business District, and other subareas of the Avila URL in addition to the design standards in Chapter 10, Planning Area Standards.

LU – 3. Mix of Land Uses. Provide a mixture of land uses throughout the Avila URL to serve local residents and visitors.

Program LU – 3.1. Visitor-serving Facilities. Priority shall be given to visitor-serving uses throughout the Front Street Commercial District and the Commercial Retail area within the Town of Avila. Low-cost visitor serving facilities shall be protected, encouraged and, where feasible, provided.

Program LU – 3.2. Housing. Provide opportunities for a variety of housing types that are affordable to a range of income levels.

Program LU – 3.3. Housing Unit Survey. As part of a countywide assessment, conduct a housing unit survey in Avila in order to gain an accurate picture of the conditions of Avila’s housing stock.

Program LU – 3.4. Inclusionary Housing. Estimate the amount of inclusionary housing fees based on proposed residential development through this Community Plan and identify potential affordable housing sites within the Avila URL.

Program LU – 3.5. Port San Luis Harbor District Facilities. Prioritize coastal dependent and visitor-serving uses within Port San Luis and on the Avila URL piers. Coordinate with the Port San Luis Harbor District when updating their Port San Luis Harbor District Master Plan.

Program LU – 3.6. San Luis Bay Estates. Ensure development applications are consistent with the San Luis Bay Estates Master Development Plan.

LU – 4. Avila Valley. Maintain the existing rural nature of the Avila Valley area.

Program LU – 4.1. Residential Development. Maintain the rural residential character through large lot development or concentrate or cluster development away from local roads to preserve the open, rural environment.

Program LU – 4.2. Community Serving Uses. Promote community-based and serving uses such as community gardens or local markets to serve residents within Avila Valley and the Avila URL.

LU – 5. Avila Point. Establish development at Avila Point so as to provide an important recreational area for the community. Limit the footprint of future development to allow for greater open space and public access opportunities.

Program LU – 5.1. Planning Area Standards. Develop Planning Area Standards that allow for a mix of passive recreation uses, coastal access, public education facilities, and commercial development. Allowed land uses should prioritize visitor-serving and lodging uses, within the footprint of the existing impacted areas.

LU – 6. Commercial Retail. Provide sufficient commercial retail opportunities to meet the need for residents and visitors.

Program LU – 6.1. Front Street Commercial District. Maintain and enhance the mixed-use commercial area along Front Street with priority for visitor-serving uses. Encourage second floor development of residential units and lodging.

Program LU – 6.2. Neighborhood Commercial. Encourage neighborhood commercial retail and service establishments in Avila Valley and San Luis Bay Estates to serve residents.

LU – 7. Temporary Events. Provide opportunities for temporary events for the community and visitors while protecting residents from the impacts of larger temporary events.

Program LU – 7.1. Enforcement. Provide County resources to prioritize enforcement of the Temporary Event standards of the Coastal Land Use Ordinance (Title 23).

LU – 8. San Luis Bay Estates. Complete phased construction in San Luis Bay Estates.

Program LU – 8.1. Corrections for Land Use Designations. Through this Community Plan, update the County's land use designation map to correct land use designation boundaries which were approximated when the San Luis Bay Estates Master Development Plan was approved ("bubbles" of land use designations were established to generalize locations of Residential Suburban development and Open Space, before site-specific analysis determined precise feasible building sites). Corrections will have land use designation boundaries align with parcel lines.

Environmental Resources

ER – 1. Sensitive Biological Resources. Effectively manage endangered, threatened, and sensitive biological resources in and around the community of Avila.

Program ER – 1.1. Biological Resources. Implement an ecosystem approach whenever possible to preserve viable areas of sensitive habitat.

- a. Emphasize protection of highly sensitive habitats, such as woodland, shrubland, riparian/wooded wetland, and open water (estuary/freshwater).
- b. Coordinate with the San Miguelito MWC to maintain the Marre Weir to facilitate fish passage of steelhead trout along San Luis Obispo Creek.
- c. Preserve water quality of San Luis Obispo Creek and San Luis Obispo Creek Estuary to protect the tidewater goby habitat.
- d. Preserve grassland habitats in order to create suitable conditions for Pismo Clarkia.
- e. Maintain and improve oak woodland habitat to provide slope stabilization, soil protection, species diversity and wildlife habitat in conservation areas, such as Wild Cherry Canyon, Ontario Ridge, and Coastal Terrace of Irish Hills.
- f. Protect and manage sensitive habitats through coalitions with non-government organizations in the region.
- g. Encourage acquisition, preservation, and management of lands in the Sensitive Resource Combining Designation, as well as other sensitive habitat areas. Allow passive recreation where compatible with habitat and resource protection.

ER – 2. Sensitive Habitats. Establish land management policies to prevent or minimize impacts of new development to sensitive habitats.

Program ER – 2.1. Sensitive Habitats. The County should work closely with public agencies and conservation organizations to protect and manage sensitive habitat resources

- a. Strategies to protect and manage sensitive habitats may include encouraging acquisition in fee or by easements (such as conservation easements) by public agencies or conservation organizations, obtaining easements in connection with development projects, and implementing programs, such as mitigation banking.
- b. The County should pursue protection and management of ecologically significant areas containing riparian habitat, oak woodland, coastal sage scrub, dune scrub, coastal strand, or maritime chaparral communities through a variety of strategies that may include easements and agreements for property under private ownership and management, and acquisition by conservation organizations or public agencies:
- c. Where feasible, the County should seek to protect contiguous areas of sensitive habitat that:
 - Support or could support rare, threatened, or endangered species
 - Include a range of vegetation types to provide heterogeneity
 - Are sufficiently large to support ecosystem processes
 - Include buffer areas that separate habitat from incompatible uses, and
 - Include continuous wildlife corridors.

ER – 3. Tribal Cultural Resources. Effectively manage significant tribal cultural resources in and around the community of Avila.

Program ER – 3.1. Tribal Cultural Resources. Preserve Tribal Cultural Resources and areas designated as Archaeologically Sensitive.

- a. Continue County engagement with Native American tribal representatives to ensure effective consultation under AB 52 and SB 18.
- b. Work with tribal representatives to identify locations of sensitive archaeological sites in lands in the Archaeologically Sensitive Area Combining Designation.
- c. Work with tribal representatives to identify Tribal Cultural Resources prior to any proposed development and develop a plan for their preservation.
- d. Encourage acquisitions, preservation, and management of Tribal Cultural Resources. Allow passive recreation where compatible with resource protection confidentiality.

ER – 4. Cultural Resources. Effectively manage significant archaeological and historical resources in and around the community of Avila.

Program ER – 4.1. Cultural Resources. Preserve archaeological and historical sites and resources.

- a. Evaluate site significance for new development on parcels identified as “Historical” under combining designations prior to any proposed development and incorporate appropriate mitigation to avoid or reduce impacts to historical sites.
- b. Incorporate current professional standards and best management practices, in consultation with Native American tribal representatives and other affected communities of interest to establish mitigation measures to avoid or reduce impacts to archaeological sites.
- c. Encourage acquisition, preservation, and management of sensitive archaeological and historical sites.
- d. Implement design guidelines that retain architectural integrity of historic sites and structures in the community of Avila, such as the Avila Grocery Store.
- e. Coordinate with the Port San Luis Harbor to maintain and improve Harford Pier in accordance with the historic character and use of the facility.

ER – 5. Geologic Hazards. Prevent impacts of geologic hazards in the community of Avila.

Program ER – 5.1. Geologic Hazards. Prevent impacts of geologic hazards in lands in the Geologic Study Area Combining Designation.

- a. Continue to improve GIS mapping of areas subject to geologic hazards; for development in identified geologic hazard areas, prioritize mitigating impacts from geologic conditions.

- b. Evaluate the site's susceptibility to natural hazards from geologic or flood conditions. New development shall minimize erosion and shall not contribute to geologic instability.
- c. Mitigate impacts of new development along the shoreline to be designed so that shoreline protective devices, such as seawalls, cliff retaining walls, revetments, breakwaters, groins, that would substantially alter landforms or natural shoreline processes, will not be needed for the life of the structure.
- d. Mitigate impacts of new development to avoid or reduce erosion of steep wooded slopes south of Avila Beach Drive and north of Ontario Ridge.

ER – 6. Flood Hazards. Prevent impacts of flood hazards in the community of Avila.

Program ER – 6.1. Flood Hazards. Prevent runoff and discharge of pollutants from the community of Avila into the San Luis Obispo Creek, See Canyon Creek, and Pacific Ocean.

- a. Continue to improve GIS mapping of areas subject to flood hazards; for development in identified flood hazard areas, prioritize mitigating impacts that induce flooding.
- b. Maintain compliance with the National Flood Insurance Program (NFIP) requirements.

Program ER – 6.2. Avila Beach Parking Lot. Prioritize implementation of the identified flood control project to provide a permanent pumping system for the parking lot and culvert outfall to mitigate the flooding and maintain the parking lot in its current location.

ER – 7. Sea Level Rise and Coastal Erosion. Prevent impacts of sea level rise and coastal erosion in the community of Avila.

Program ER – 7.1. Sea Level Rise and Coastal Erosion. Implement and manage strategies to prevent impacts of sea level rise and coastal erosion.

- a. Support and implement education and public awareness programs regarding adverse impacts of climate change, including adverse weather, coastal storm, coastal erosion, and sea level rise.
- b. Work with Port San Luis Harbor District to upgrade and maintain existing seawalls and bereavement along the coast in Avila URL.
- c. Minimize potential damage and losses to critical facilities and infrastructure due to sea level rise impacts.
- d. New coastal development or redevelopment shall require a sea level rise analysis which shall take into account significant storm events, tidal inundation, coastal erosion, and predicted sea level rise over the anticipated life of the development in order to avoid or minimize impacts from sea level rise.

ER – 8. Wildfire Hazards. Minimize the threat of wildfire hazards in the community of Avila.

Program ER – 8.1. Wildfire Hazards. Implement and manage strategies to prevent impacts of wildfire hazards.

- a. Continue to improve GIS mapping and tracking efforts for lands in the Wildfire Severity Zones by gathering and maintaining relevant GIS data layers and imagery and utilizing the best available mapping applications and software.
- b. Coordinate with the San Luis Obispo Fire Safe Council to conduct fuel thinning and chipping projects in high priority areas.
- c. Create and maintain fuel breaks in strategic locations.
- d. Collaborate with property owners and regulatory agencies in order to utilize prescribed fire on private and State-owned lands in the community of Avila.
- e. Develop enhanced evacuation plans for San Luis Obispo county, including public outreach and education and identify public warning mechanisms and strategies.
- f. Prevent wildfires through aggressive code enforcement efforts by working with Engine Company Captains and Fire Prevention staff to increase the education and enforcement of PRC 4291, defensible space rules.
- g. Collaborate with property owners and regulatory agencies to provide education on the weed abatement program.
- h. Utilize grant funding to develop a Community Wildfire Protection Plan that will assess the fire hazard in the community of Avila, prioritize treatment areas, enhance collaboration among all fire agencies and stakeholders, and streamline environmental review process.

Circulation Element**CIR – 1. Coastal Access.** Maximize public access to and along the coast.

- a. Develop all feasible pedestrian access to and along the shoreline, consistent with public access goals and policies of this plan.
- b. Develop a coastal trail along Avila Point, from the Avila URL to Montana de Oro State Park, and Bob Jones Trail to San Luis Obispo.
- c. Provide a regional bikeway system in accordance with the County's Bikeway Plan.
- d. Provide conspicuous signs for all public access.

Program CIR – 1.1. Accept and Retain Coastal Access Offers. In order to preserve public access to Avila Beach, Olde Port Beach, Fisherman's Beach, Port San Luis Harbor, Cave Landing, and Pirate's Cove and public recreation areas, accept offers of dedication for trails, easements and other accessways as needed to complete and maintain the circulation system.

Program CIR – 1.2. Protect Existing Access Points. The County should continue to maintain access points at Avila Point, Cave Landing, Avila Beach, and Port San Luis Harbor and at the access points along the street ends¹ of Avila Beach Drive and Front Street.

Program CIR – 1.3. Develop Access Improvements. The County should develop and maintain street ends for public access, by implementing coastal access improvements identified in Chapter 7, Coastal Access, in this plan.

CIR – 2. Public Transit. Provide safe, convenient access to multiple transportation modes from shopping areas, residential areas, and recreational facilities.

- a. Require significant new, non-infill development to provide public transit access and pedestrian and bicycle pathways from residential areas to shopping areas, businesses, and public facilities in the Town of Avila, to the extent feasible.
- b. Use transit to link bicycle and pedestrian routes between residential areas, visitor serving areas, and recreational areas.

Program CIR – 2.1. Transit System. Coordinate with RTA and lead community advocacy in Avila for RTA's annual "Unmet Transit Needs" survey, in order to improve the public transit system to provide improved service to routes located in Avila, especially those within convenient walking distance of residences. Work with the Regional Transit Authority (RTA) to make the designated bus stops ADA-compliant as part of its overall plan and meet encroachment permit requirements.

Program CIR – 2.2. Transportation Demand Management. SLOCOG, in consultation with the County Public Works and Planning and Building Departments, should develop and implement a transportation demand program that includes measures, such as marketing and commuter information programs, transit and ridesharing incentives, transit service improvements, parking management programs, and alternative work schedules.

CIR – 3. Parking Demand Management. Provide adequate parking to serve the present and future needs of the community of Avila, including the Avila Valley and Port San Luis Harbor.

Program CIR – 3.1. Planning Area Standards. Update the parking standards for the Avila URL in Title 22, the Land Use Ordinance, and Title 23, the Coastal Zone Land Use Ordinance, to incorporate all parking management recommendations from the Avila Beach Parking Study.

Program CIR – 3.2. Remote Parking Lots. Expand the use of remote or satellite parking lots in the community of Avila.

Program CIR – 3.3. Trolley System. Expand a trolley system to transport from remote or satellite parking lots, as described in Table 6-1.

¹ A street ends is the final point before one street transitions to another street.

Program CIR – 3.4. Educational Program. Implement an educational program of parking resources for visitors and patrons of special events and residential vacation rentals.

CIR – 4. Circulation Improvements. Provide an appropriate and effective transportation system to serve the present and future needs of the community of Avila, including the Avila Valley and Port San Luis Harbor.

Program CIR – 4.1. Alternative Transportation. Expand the use of alternative forms of transportation, including public transit and bicycle facilities, as identified in Table 6-1.

Program CIR – 4.2. Pedestrian Access. Expand safe pedestrian access to Avila Beach and the Town of Avila, as identified in Table 6-1.

CIR – 5. Circulation Improvement Funding. Responsibly finance and administer the community circulation system in Avila.

- a. Follow the priority order of recommended transportation improvements listed in the Avila Circulation Study to the maximum extent possible given availability of funding. Where deviations from the priority list are proposed, obtain recommendations from the Avila Valley Advisory Council.
- b. Coordinate street and utility improvements in order to complete multiple improvements during one construction process.

CIR – 6. Community Events. Ensure that special events in the Town of Avila and Avila Valley provide adequate parking and access management.

Program CIR – 6.1. Update Ordinance Standards. Update the Temporary Event standards in Title 22, the Land Use Ordinance, and Title 23, the Coastal Zone Land Use Ordinance, to address community concerns regarding parking and access management for temporary events. The standards shall establish requirements for an encroachment permit for temporary events within Avila URL to a greater extent than under existing regulations.

Program CIR – 6.2. Shuttles for Community Events. Require that community events meeting both of the following criteria will provide a shuttle for attendees and provide County staff details on alternative lot location and shuttle route during the event permitting process. Satellite parking lots must be provided which are located outside the Coastal Zone, and preferably outside of the Avila URL.

- Events of over 1,000 attendees.
- Events scheduled at any time to overlap with peak weekend hours from 11:00 AM – 1:00 PM and 4:00 PM - 6:00 PM, during the months of April through September.

CIR – 7. Residential Vacation Rentals. Ensure that residential vacation rentals provide adequate parking and access management.

Program CIR – 7.1. Vacation Rental Guidelines. Update the vacation rental standards in Title 22, the Land Use Ordinance, and Title 23, the Coastal Zone Land Use Ordinance, to address community concerns regarding guest parking. The standards shall limit the

overall number of on-street parking spaces used for vacation rentals within Avila URL to a greater extent than under existing regulations.

Program CIR – 7.2. Education Program. Implement an education program, consisting of informative pamphlets, to make patrons of residential vacation rentals aware of emergency evacuation access in Avila.

CIR – 8. Emergency Evacuation Access. Provide additional emergency evacuation routes.

Program CIR – 8.1. Emergency Evacuation Plan. Coordinate with the County Office of Emergency Services (OES) to prepare a community emergency evacuation plan for the Avila URL as an extension of the existing County Emergency Operations Plan.

- a. Coordinate with OES and emergency service organizations in the jurisdiction, such as County Fire, CalTrans, California Highway Patrol, County of San Luis Obispo, and Avila Community Services District; to develop a community emergency evacuation plan that identifies, funds, implements, and maintains emergency evacuation routes in the community.
- b. Assess options for emergency evacuation routes.
- c. Partner with County OES to pursue grant funding to improve evacuation routes.
- d. Secure funding for preferred emergency evacuation route based on recommendations from Chapter 9, Public Facilities Financing Plan.
- e. Establish a cap on new development until an additional emergency access route is constructed to County standards.
- f. Monitor and assure critical infrastructure facilities are protected during a disaster that requires emergency evacuation.

Program CIR – 8.2. Secondary Access. The North Ranch Road connection to Montana de Oro through PG&E lands will be established as public secondary access for emergency evacuation only beginning with Phase 1B (anticipated to begin in 2032) of the Diablo Canyon Power Plant Decommissioning, when the number of employee and truck trips associated with decommissioning will be greatly reduced. Due to safety and security concerns, public access would be restricted in non-emergency situations, and the road would be reserved for PG&E employees, vehicles, and equipment.

Coastal Access

CA – 1. California Coastal Trail Connectivity. Establish full coastal access connectivity along the entirety of Avila’s coastline.

Program CA – 1.1. Port San Luis Pedestrian Path. Coordinate with the Port San Luis Harbor District to establish a designated pedestrian path along the shore within Harford Landing.

Program CA – 1.2. Avila Beach Drive to Harford Pier Trail Connector. Coordinate with SLO County Parks Department, SLOCOG, and Port San Luis Harbor District to acquire funds to complete the Avila Beach Drive to Harford Pier Trail Connector, to include:

- a. Pedestrian and bicycle access separated from vehicles
- b. Improved access for those with disabilities
- c. Protected areas to enjoy the shoreline

Program CA – 1.3. Montana De Oro and Avila Beach Public Trail. Work with PG&E and private landowners to acquire and develop a public trail corridor through the Irish Hills, connect Montana De Oro with Avila Beach, as a feasible near-term alternative to a coastal trail connection through PG&E prior to the decommissioning of Diablo Nuclear Power Plant.

CA – 2. Visitor Serving Accommodations. Continue to provide a range of visitor-serving overnight accommodation in Avila URL. Low cost visitor serving accommodations (LCVSA) shall be protected, encouraged, and, where feasible, provided.

Program CA – 2.1. Protect Existing LCVSA. Preserve RV and camping spaces at Avila Hot Springs, Port San Luis Harbor District, and Avila/Pismo KOA Campground, and encourage more rustic accommodations to increase LCVSA and maintain the rural and natural environment of the Avila URL.

Program CA – 2.2. New Development and Threshold for Low Cost Visitor Serving Accommodations (LCVSA). An appropriate threshold for Average Daily Rate (ADR) and proportion of LCVSA in Avila URL should be adopted and regularly updated. If the amount of LCVSA in Avila URL falls below the required proportion, accommodation development projects in Avila URL should provide on-site lower-cost accommodations, or provide equivalent mitigation, such as in-lieu fees, as a condition of approval of a Coastal Development Permit.

CA – 3. Olde Port and Fisherman’s Beach. Capitalize on the overlook area potential for the waterfront scenic vistas of Nobi Point and Woodyard by providing additional coastal access amenities consistent with Port San Luis Master Plan.

Program CA – 3.1. Woodyard Overlook. Work with the Port San Luis Harbor District to establish a pedestrian and bicycle waterfront overlook with related amenities and connections with the Harbor Terrace, consistent with the protection of coastal water quality and public safety needs including shoreline hazards and the stability of the bluffs.

Program CA – 3.2. Nobi Point Overlook. Work with the Port San Luis Harbor District to establish an overlook area for Nobi Point. Determine whether the overlook should be vehicle or pedestrian-oriented or serve as an area for additional vehicle parking, consistent with the protection of coastal water quality and public safety needs including shoreline hazards and the stability of the bluffs.

CA – 4. Avila Pier. Improve Avila Pier for public use.

Program CA – 4.1 Rehabilitation. Complete the rehabilitation recommendations in the Avila Pier Conditions Assessment.

Program CA – 4.2 New Uses. New uses on Avila Pier shall be in support of coastal dependent, coastal related, marine related visitor serving, or marine related recreational uses.

Program CA – 4.3 Facilities. Increase recreational boating and visitor-serving facilities on Avila Pier as feasible with the rehabilitation improvements of the Pier and consistent with the Port San Luis Master Plan.

CA – 5. Promenade. Maintain the Promenade and explore opportunities to extend the Promenade.

Program CA – 5.1. Expansion. Conduct a study to determine the feasibility of extending the Front Street closure to traffic and expanding the Promenade permanently or temporarily during special events or peak summer weekends.

CA – 6. Cave Landing. Improve visitor facilities at Cave Landing.

Program CA – 6.1. Amenities. Work with the Parks and Recreation Department to establish a formal parking area and visitor amenities such as restrooms, bicycle racks, and trash facilities at Cave Landing.

Program CA – 6.2. Designated Trail System. Work with the Parks and Recreation Department to establish a trail system with designated trails, signs, and overlooks to reduce impacts on local vegetation and erosion from undesignated trails.

CA – 7. Port San Luis Harbor. Preserve commercial fishing and harbor facilities within the Harbor.

Program CA – 7.1. Coastal Dependent Uses. New developments and uses on Harford Pier and Harford Landing shall be coastal dependent and be consistent with uses identified in the Port San Luis Master Plan.

Program CA – 7.2. Boat Access. Maintain access to the water, boats, boating facilities, and overall launching capability, consistent with demand and safety considerations determined by the Port San Luis Harbor District.

CA – 8. Harford Pier. Preserve and upgrade Harford Pier consistent with its historic character and coastal dependent uses.

Program CA – 8.1. Improvements. Work with the Port San Luis Harbor District to implement pier stem improvements for improved pedestrian and fire access in a way that upholds the Pier's historic character and does not impact its abilities to be a working Pier.

CA – 9. Vacation Rentals. Preserve the community character and available housing from vacation rentals.

Program CA – 9.1. Vacation Rental Guidelines. Update the vacation rental standards in Title 22 (Land Use Ordinance) and Title 23 (Coastal Zone Land Use Ordinance) to address community concerns of vacation rentals impacting the neighborhood characteristics and feel, parking, and housing availability. The standards shall limit the

overall number of vacation rentals within Avila URL to a greater extent than under existing regulations and increase the required distance between vacation rentals.

Public Facilities, Services, and Utilities

PF – 1. Water Supply. Monitor and assure the dependability of groundwater and surface water supply.

Program PF – 1.1. Water Allocations for New Development. Coordinate with water providers to continue to monitor water demand and the capacity of public water facilities and services through coordination with water purveyors to assure that new development can be supported by available water supplies without depleting groundwater supplies below safe yield, and/or degrading water quality.

PF – 2. Water Quality. Coordinate with water purveyors to maintain water quality of surface water and groundwater supply.

Program PF – 2.1. Seawater Intrusion. Coordinate with water purveyors to prevent seawater intrusion to maintain water quality and availability in the Avila Valley Sub-Basin.

Coordinate with the San Miguelito MWC to maintain the Marre Weir to prevent saltwater intrusion into the groundwater upstream.

PF – 3. Wastewater Services. Coordinate with wastewater service providers to provide adequate wastewater treatment services.

Program PF – 3.1. Wastewater – Adequate Services for New Development.

- a. Coordinate with Avila Beach CSD and San Miguelito MWC to maintain the existing wastewater treatment systems.
- b. Coordinate with San Miguelito MWC to secure provision of Wild Cherry Canyon for sewer capacity.
- c. Consider opportunities for additional wastewater capacity.

Program PF – 3.2. Wastewater Treatment. Coordinate with wastewater service providers to reduce odors associated with wastewater treatment.

- a. Monitor odor conditions surrounding the Wastewater Treatment Plant, such as Bob Jones Trail and Avila Beach Golf Resort.
- b. Coordinate with Avila Beach CSD and San Miguelito MWC to upgrade the facility to include wet air scrubbing.

PF – 4. Schools. Coordinate with school district to provide adequate school facilities for Avila residents.

Program PF – 4.1. School Facilities. As part of the County Resource Summary Report Program, continue to coordinate with SLCUSD on an annual basis to identify potential demand for school facilities, including Belleview-Santa Fe Charter School.

PF – 5. Parks and Recreation. Provide an accessible and high-quality public park and recreation system within Avila URL.

Program PF – 5.1. Parks and Recreation Facilities. Provide new and expanded park and recreational facilities. Continue to work cooperatively with local non-government agencies to encourage private development of parklands and facilities, to assist with meeting park and recreational needs.

Program PF – 5.2. Avila Point. Provide new recreational facilities at Avila Point. Require any development that occurs at Avila Point to provide developed parkland and coastal access trails.

Program PF – 5.4. Park Maintenance. Preserve existing parks, recreational facilities, and nature preserves. Continue to work cooperatively with other local government agencies, such as City of San Luis Obispo and City of Morro Bay, to maintain conditions and aesthetics of existing facilities.

2.5 Policy Implementation

The following tables identify how the policies and programs in Section 2.4, Community Plan Policies and Programs, will be implemented. Table 2-3 identifies each program, the responsible party, funding source, and timing.

Table 2-3 Program Implementation

Program	Description	Responsible Agency	Other Participants
POP - 1.1.	Transportation Planning	P&B	AVAC
POP – 1.2.	Collaborative Partnerships	P&B	AVAC, PG&E
POP – 2.1.	Tourism	P&B	AVAC
POP - 3.1.	Economic Development Strategy	P&B	AVAC
POP – 3.2.	Adequate Funding	P&B	AVAC
POP – 3.3.	Long-Term Investment	P&B	AVAC
LU – 1.1.	Avila URL Beaches	P&B	P&B, CCC
LU – 1.2.	Cave Landing and Ontario Ridge	P&B	P&B, CCC
LU – 1.3.	San Luis Obispo Creek	P&B	P&B
LU – 2. 1.	Hillside Development	P&B	PW, AVAC
LU - 2.2.	Coastal Viewsheds	P&B	CCC
LU - 2.3.	Design Guidelines	P&B	AVAC
LU – 3.1.	Visitor-Serving Facilities	P&B	AVAC, ABCSD
LU – 3.2.	Housing	P&B	AVAC
LU – 3.3.	Housing Unit Survey	P&B	
LU – 3.4.	Inclusionary Housing	P&B	
LU – 3.5.	Port San Luis Harbor District Facilities	PSLHD	CCC
LU – 3.6.	San Luis Bay Estates	P&B	AVAC
LU – 4.1.	Residential Development	P&B	AVAC
LU – 4.2.	Community Serving Uses	ABCSD	P&B, PW
LU – 5.1.	Planning Area Standards	P&B	AVAC
LU – 6.1.	Front Street Commercial District	P&B	AVAC
LU – 6.2.	Neighborhood Commercial	P&B	AVAC
LU – 7.1.	Enforcement	P&B	PW
ER – 1.1.	Biological Resources	UFWFS or CDFW	P&B
ER – 2.1.	Sensitive Habitats.	UFWFS or CDFW	P&B
ER – 3.1.	Tribal Cultural Resources	P&B	
ER – 4.1.	Cultural Resources	P&B	
ER – 5.1.	Geologic Hazards	P&B	PW
ER – 6.1.	Flood Hazards	P&B	PW
ER – 7.1.	Sea Level Rise and Coastal Erosion	PW	PW, CCC
ER – 8.1.	Wildfire Hazards	PW	PW, CF
CIR – 1.1.	Accept and Retain Coastal Access Offers	P&B	PARKS, PSLHD, CCC
CIR – 1.2.	Protect Existing Access Points	P&B	PW
CIR – 1.3.	Develop Access Improvements	P&B	PW
CIR – 2.1.	Transit System	SLORTA	P&B, PW

Program	Description	Responsible Agency	Other Participants
CIR – 2.2.	Transportation Demand Management	PW	P&B, SLOCOG
CIR – 3	Parking Demand Management	PW	P&B
CIR – 3.1.	Planning Area Standards	P&B	PW
CIR – 3.2.	Remote Parking Lots	P&B	PW
CIR – 3.3.	Trolley System	SLORTA	P&B
CIR – 3.4.	Educational Program	P&B	AVAC
CIR – 4	Circulation Improvements	PW	P&B
CIR – 4.1.	Alternative Transportation	P&B, PW	SLORTA
CIR – 4.2.	Pedestrian Access	P&B, PW	AVAC
CIR – 5	Circulation Improvement Funding	PW	P&B
CIR – 6	Community Events	P&B	PW
CIR – 6.1.	Update Ordinance Standards	P&B	PW
CIR – 6.2.	Shuttles for Community Events	P&B	SLORTA
CIR – 7.1.	Vacation Rental Guidelines	P&B	AVAC
CIR – 7.2.	Education Program	P&B	AVAC
CIR – 8.1.	Emergency Evacuation Plan	PW	P&B, CF
CIR – 8.2.	Secondary Access	PW	P&B, PG&E
CA – 1.1.	Port San Luis Pedestrian Path	PW	P&B, CCC
CA – 1.2.	Avila Beach Drive to Harford Pier Trail Connector	PARKS	P&B
CA – 1.3.	Montana De Oro and Avila Beach Public Trail	P&B	AVAC
CA – 2.1.	Protect Existing LCVSA	P&B	
CA – 2.2.	New Development and Threshold for Low Cost Visitor Serving Accommodations (LCVSA)	P&B	
CA – 3.1.	Woodyard Overlook	PSLHD	P&B
CA – 3.2.	Nobi Point Overlook	PSLHD	P&B
CA – 4.1.	Rehabilitation	P&B	PW, FOAP
CA – 4.2.	New Uses	P&B	PW, FOAP
CA – 4.3.	Facilities	P&B	PW, FOAP
CA – 5.1.	Expansion	P&B	PARKS, PW
CA – 6.1.	Amenities	PARKS	P&B, PW
CA – 6.2.	Designed Trail System	PARKS	P&B, PW
CA – 7.1.	Coastal Dependent Uses	P&B	CCC
CA – 7.2.	Boat Access	PSLHD	P&B
CA – 8.1.	Improvements	PSLHD	P&B
CA – 9.1.	Vacation Rental Guidelines	P&B	AVAC

Program	Description	Responsible Agency		Other Participants
PF – 1.1.	Water Allocations for New Development	ABCSD, SMMWC	AVMWC,	P&B
PF – 2.1.	Seawater Intrusion	ABCSD, SMMWC	AVMWC,	P&B
PF – 3.1.	Wastewater – Adequate Services for New Development	ABCSD, SMMWC		P&B
PF – 3.2.	Wastewater Treatment	ABCSD, SMMWC		P&B
PF – 4.1.	School Facilities	SLCUSD		P&B
PF – 5.1.	Parks and Recreation Facilities	PARKS		P&B
PF – 5.2.	Avila Point	PARKS		P&B
PF – 5.3.	Cave Landing	PARKS		P&B
PF – 5.4.	Park Maintenance	PARKS		P&B

ABCSD = Avila Beach Community Services District
 AVAC = Avila Valley Advisory Council
 AVMWC = Avila Valley Municipal Water Company
 CCC = California Coastal Commission
 CDFW = California Department of Fish and Wildlife
 CF = California Department of Forestry and Fire Protection/ County Fire
 FOAP = Friends of Avila Pier
 PARKS = County of San Luis Obispo Parks Department
 P&B = County of San Luis Obispo Planning and Building Department
 PSLHD = Port San Luis Harbor District
 PW = County of San Luis Obispo Public Works Department
 SLCUSD = San Luis Coastal Unified School District
 SLOCOG = San Luis Obispo Council of Governments
 SLORTA = San Luis Obispo Rapid Transit Agency
 SMMWC = San Miguelito Mutual Water Company (MWC)
 UWFWS = United States Fish and Wildlife Service

Details are provided in Chapter 9, Public Facilities Financing Plan, in the Community Plan. Funding sources could include development-based funding, land-secured funding and financing, County funding and financing, or State and Federal Programs.

2.6 Goals and Policies from the San Luis Obispo County General Plan

As discussed in Chapter 1, the San Luis Obispo County General Plan is a compilation of several different policy documents. These include:

- The Coastal Zone Framework for Planning, which provides general policy language concerning land use and circulation throughout the Coastal Zone portions of the county.
- Coastal Plan Policies which link General Plan policies with the Coastal Zone to the California Coastal Act.

- Various area plans that address regional issues. For example, the community of Avila is also covered in the more regional San Luis Bay Coastal Area Plan and San Luis Obispo Inland Area Plan.
- General Plan elements that are distinct from the County’s Local Coastal Program and Land Use and Circulation Elements. These include, for instance, the Conservation and Open Space Element, Housing Element, and the Parks and Recreation Element.

Of the four County planning documents, the San Luis Bay Area Plan Coastal and the San Luis Obispo Inland Area Plan will remain intact after the Community Plan is adopted. The Avila Beach Specific Plan (Appendix I), the Avila Community Plan (Inland) (Appendix J), and portions of the San Luis Bay Area Plan Coastal will be repealed by resolution to the Board of Supervisors after the Community Plan is adopted.

The following tables (Table 2-4, Table 2-5, Table 2-6, Table 2-7, Table 2-8, Table 2-9, and Table 2-10) summarize existing policy language in the Local Coastal Program that is applicable to the community of Avila. Please note, however, that this list is not exhaustive. Each document should still be consulted for the background and intent of each policy.

Table 2-4 Population and Economy

General Plan Policies	Description
County of San Luis Obispo Land Use and Circulation Elements	
Goal 6: Create a range of housing opportunities and choices.	Implementing Strategies
Objectives	1. Update the Coastal Zone Land Use Ordinance (CZLUO) and Land Use Plan area plans to encourage a diversity of housing (sizes, types, and costs) within subdivisions and neighborhoods
1. Plan for most new housing to be within urban or village areas and close to jobs, while protecting residential areas from incompatible uses.	2. Modify the Land Use Plan and Coastal Zone Land Use Ordinance to allow and encourage a diversity of housing (sizes, types, costs) within subdivisions and neighborhoods.
2. Provide quality housing choices that are affordable to people with a variety of income levels.	3. Modify the Coastal Zone Land Use Ordinance to create a new land use designation, such as "Mobile home Park (MHP)" to be applied to existing mobile home parks and sites where future mobile home parks are appropriate.
3. Provide a range of housing types within each neighborhood and avoid creating adverse concentrations of affordable units.	4. Modify the Coastal Zone Land Use Ordinance to allow more affordable units without parking, for residents who do not wish to pay for it.
	5. Amend the Coastal Zone Land Use Ordinance to require site designs for condominium and planned development projects that provide a range of housing sizes, footprints, and design features.
County of San Luis Obispo Housing Element	
Housing Goal for Unincorporated County:	Objective HE 1.00
Achieve an adequate supply of safe and decent housing that is affordable to all residents of the unincorporated county.	Facilitate the development and preservation of housing units that are diverse in type, size, and ownership level to meet the needs of residents of varying lifestyles and income levels.
	Policy HE 1.01
	Support and prioritize new residential development in areas identified for strategic regional residential development and other areas that are (a) located along priority transportation corridors (i.e. highways identified by San Luis Obispo Council of Governments as priorities for regional infrastructure investments), (b) located in or between areas with higher

General Plan Policies	Description
	<p>concentration of jobs and services, and (c) located within or in close proximity to existing urbanized areas or communities. This includes, but is not limited to, supporting and prioritizing the following in such areas:</p> <ul style="list-style-type: none"> ▪ improvements to infrastructure and facilities; ▪ reductions in infrastructure constraints for the development of housing to the extent possible; and ▪ increases in the supply of land for residential uses.
	<p>Policy HE 1.02 Prioritize proximity to jobs, services, schools, parks, and transportation systems when designating land for housing.</p>
	<p>Policy HE 1.03 Promote housing opportunities for all residents, regardless of age, ancestry, color, disability, ethnicity, familial status, gender, marital status, national origin, race, or religion.</p>
	<p>Policy HE 1.04 Encourage proposed residential developments to provide safe and attractive living environments through incorporation of high-quality architectural design, materials, site planning, and site amenities.</p>
	<p>Policy HE 1.05 Collaborate with other jurisdictions to plan for future housing demand beyond the State-required planning period (2020-2028).</p>
	<p>Policy HE 1.06 Work with community groups and developers to encourage development of housing for workforce-income households to meet the needs of higher income workers and their families.</p>
	<p>Policy HE 1.07 Preserve the existing supply of land that allows multi-family dwellings and discourage development of such land at lower residential densities or with solely nonresidential land uses.</p>
	<p>Policy HE 1.08 Encourage development of live-work units to provide housing for the workforce while generating economic activity.</p>
	<p>Policy HE 1.09 Encourage alternative housing types, such as co-housing, home sharing, residential and commercial mixed-use developments, utilization of existing spaces, and other efficient housing options.</p>
	<p>Objective HE 2.00 Facilitate the development and preservation of housing that is affordable to households of moderate-income or lower, households of workforce-income, and seniors.</p>
	<p>Policy HE 2.01 Prioritize investments, such as grant funds and loans, for developments and services relating to affordable housing in areas described under Policy HE 1.01.</p>
	<p>Policy HE 2.02 Utilize available federal and state financing and pursue new local funding sources to assist in the development and/or acquisition of affordable housing for extremely low-, very low, low-, and moderate-income households.</p>
	<p>Policy HE 2.03</p>

General Plan Policies	Description
	<p>Strive to prevent the conversion of affordable housing to market-rate housing.</p> <p>Policy HE 2.04</p> <p>Reduce regulatory barriers to the development of affordable housing.</p> <p>Policy HE 2.05</p> <p>Work with community groups and developers to provide opportunities for development and acquisition of housing for households of moderate-income or lower, households of workforce-income, and seniors.</p> <p>Policy HE 2.06</p> <p>Encourage long-term maintenance and improvement of existing housing for households of moderate income or lower.</p> <p>Policy HE 2.07</p> <p>Provide flexibility in satisfying requirements of the Inclusionary Housing Ordinance if the result of such flexibility allows for increased production of affordable housing.</p> <p>Policy HE 2.08</p> <p>Incentivize the development of housing that is affordable to households of moderate-income or lower and households of workforce-income.</p> <p>Policy HE 2.09</p> <p>Strive to protect manufactured homes, mobile homes, and mobile home parks as affordable housing options.</p> <p>Objective HE 3.00</p> <p>Provide support for services that reduce homelessness and housing of persons experiencing or at risk of experiencing homelessness.</p> <p>Policy HE 3.01</p> <p>Prioritize investments, such as grant funds and loans, for developments and services relating to homelessness in areas described under Policy HE 1.01.</p> <p>Policy HE 3.02</p> <p>Collaborate with other jurisdictions to support a county-wide approach to reducing homelessness.</p> <p>Policy HE 3.03</p> <p>Reduce regulatory barriers for the development of housing for persons experiencing or at risk of experiencing homelessness.</p>

San Luis Bay Coastal Area Plan

<p>Avila Beach Urban Area Standards – Communitywide</p>	<p>Temporary Events: Where allowed as S-17 uses by the Land Use Element, temporary events in the town of Avila Beach are subject to the following standards:</p> <ol style="list-style-type: none"> a. Permit Requirements: Minor Use Permit approval, except as follows: <ul style="list-style-type: none"> Public Events. Except as otherwise provided in this section, no land use permit is required for: <ul style="list-style-type: none"> ▪ Events occurring in approved theaters, convention centers, meeting halls or other approved public assembly facilities; or Admission free events held at a public park or other land in public ownership when conducted with the approval of the public agency having jurisdiction, provided that the event is conducted in accordance with all applicable provisions of this title; or ▪ Other free admission events which are eight hours or less in duration and are operated by nonprofit organizations.
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General Plan Policies	Description
	<p>In accordance with the Coastal Commission Guidelines for Temporary Events adopted on January 12, 1993, a Coastal Development Permit shall be required for any temporary events that meet all of the following criteria:</p> <ul style="list-style-type: none"> ▪ Are held between Memorial Day weekend and Labor Day; and, ▪ Occupy all or a portion of sandy beach area; and, ▪ Involve a charge for general public admission or seating where no fee is currently charged ▪ For use of the same area (not including booth or entry fees). <p>However, temporary events may be excluded from coastal development permit requirements when:</p> <ul style="list-style-type: none"> ▪ The fee is for preferred seating only and more than 75% of the provided seating capacity is available free of charge for general public use; or, ▪ The event is less than one day in duration or, ▪ The event has previously received a coastal development permit and will be held in the same ▪ Location, at a similar season, and for the same duration, with operating and environmental ▪ Conditions substantially the same as those associated with the previously approved event. <p>Notwithstanding the above provisions, a temporary event may be subject to coastal development permit review if unique or changing circumstances exist that have the potential for the temporary event to have a significant adverse impact on coastal resources. Such circumstances may include:</p> <ul style="list-style-type: none"> ▪ The event, either individually or together with other temporary events scheduled before or after the particular event, precludes the general public from use of a public recreational area for a significant period of time; ▪ The event and its associated activities or access requirements will either directly or indirectly impact environmentally sensitive habitat areas, rare or endangered species, significant scenic resources, or other coastal resources such as public access opportunities, visitor and recreational facilities, water-oriented activities, marine resources, biological resources, agricultural lands, and archaeological or paleontological resources; the event is scheduled between Memorial Day weekend and Labor Day and would restrict public use of roadways or parking areas or otherwise significantly impact public use or access to coastal waters; ▪ The event has historically required a coastal development permit to address and monitor associated impacts to coastal resources. ▪ In the event of any conflict regarding a determination by San Luis Obispo County as to whether a temporary event requires a coastal development permit, the matter shall be referred to the Executive Director of the Coastal Commission for resolution.
<p>The following standards apply only to the Pirate's Cove area to the land use categories or specific areas listed Residential Rural</p>	<p>Mallagh Landing</p> <ol style="list-style-type: none"> 1. Permit Requirement. Development plan approval is required for all uses, except secondary dwellings, to include the following:

General Plan Policies	Description
	<ul style="list-style-type: none"> a. Residential clusters shall be identified in accordance with the sections of the Coastal Zone Land Use Ordinance which identifies cluster densities. At such time as the county adopts a Planned Unit Development (PUD) ordinance, the residential clusters shall be identified in accordance with the PUD ordinance. b. Site selection for the residential clusters totaling 17 units shall be located adjacent to Pismo Beach where the extension of urban services would be appropriate. c. A preliminary archaeological survey shall be required. Mitigation measures and residential site selection shall emphasize the protection of known archaeological sites. d. A geologic report shall be required to indicate areas of landslide risk, bluff erosion, or where engineered foundations may be required. The residential clusters should be located consistent with these identified geologic concerns. e. Appropriate methods for ensuring public access and recreational use of Pirate’s Cove and the adjacent bluff top shall be identified. (A detailed discussion of public access standards, see Land Use Element combining designation in Chapter 7 of this document.) <p>[Amended 2006, Ord. 3099]</p>
<p>The following standards apply only to the San Luis Bay Estates project to the land use categories or specific areas listed Areawide</p>	<p>Permit Requirement - Master Plan. An amendment to the approved Master Development Plan for the entire property is to be prepared for the portions of the site within the coastal zone, for county review and approval prior to further development within the coastal zone. The Master Development Plan is to include any regulations, conditions and programs needed to implement each element of the county general plan as applicable to the site, and also the following:</p> <ul style="list-style-type: none"> a. The location of housing, business, open space, agriculture, recreation facilities, educational facilities, churches and related religious facilities, public buildings and grounds, solid and liquid waste disposal facilities; height, bulk and setback limits for such buildings and facilities, including the location of areas such as flood plains and excessively steep or unstable terrain where no building is to occur. b. The location and extent of existing and proposed streets and roads, proposed widths and standards for construction and maintenance, and the location and standards of construction, maintenance and use of all other transportation facilities, public or private. c. Standards for population and building density including lot size, construction types, and provisions for water supply, sewage disposal, storm drainage and solid waste disposal. d. Standards for conservation, development, and utilization of natural resources, including underground and surface waters, vegetation and soils, creeks and streams, fish, and wildlife resources. Such standards should include measures for flood control, prevention and control of surface water pollution, land use regulation in stream channels and other areas which may have a significant effect on fish, wildlife and other natural resources of the area, control of soil erosion caused by construction, and the protection of watershed areas. e. The location of areas of greatest biological significance shall be identified by a qualified biologist. Uses proposed in the master plan shall be sited consistent with protection of such identified habitat areas.

General Plan Policies	Description
	<p>f. All public agencies carrying out or supporting activities outside the Coastal Zone in the Avila area that could have a direct impact on the resources within the coastal zone shall consider the effect of such actions on coastal zone resources in order to assure that Coastal Act policies are achieved.</p> <p>g. At such time that the county adopts a PUD ordinance, new residential clusters located within the coastal zone shall be developed to those specifications. In the interim, the cluster division provisions in the Coastal Zone Land Use Ordinance shall be used.</p>

The following standards apply only to the San Luis Bay Estates project to the land use categories or specific areas listed Areawide

Density Limitation. Net residential density for the entire project area is to be within the range of the Residential Suburban land use category, not to exceed one dwelling unit per acre.

San Luis Bay Estates Master Plan

Residential Clusters

Standards

- All units will be attached or detached single family units of either condominium or PD ownership
- All structures will be of conventional construction with no mobile homes allowed beyond Indian Hill
- Structures shall not exceed three stories or 35' in height
- No residential structures will be built outside the general building areas shown on the master plan
- Occupants will be permanent year round adult residents
- There will be a limit of six attached units in on structure
- Individual cluster unit designs will be approved with each phase development plan approval
- All Land Use Ordinance Standards will be met unless a waiver of specific standard is granted
- Individual clusters may have a community recreation facility if noted on the development plan application
- The following specific standard will be used to evaluate development on the hilltop areas of Phase IV. The placement of units shall be limited to the area under a plane struck from Avila Road to the ridgetop and behind the point at which the plane touches the top of the ridge. Units may be placed in front of this area if it can be demonstrated that existing trees substantially screen the living units from view from Avila Road.
- The following specific standards will be used in evaluating Phase 5 and 6 residential areas. Site plans will limit residential development occurring in the heavily vegetated oak and riparian areas
- Recreation vehicles including trailered boats, camper trailers, vacation trailers, trailered off vehicles, and motor homes will not be permitted to be stored within the master plan area in the future. The existing storage area adjacent to the tennis center will be gradually eliminated within seven years. The site will be screened with vegetation immediately and ultimately be used as an overflow parking area.
- An engineered flood plain study for phase III residential development area is to be submitted for review and approval by the County Engineering Department prior to approval of development plan application for that phase; the study is to be submitted sooner if required by the County Engineering Department.

General Plan Policies	Description
Hotel Expansion	<p>Section IV of this report describes in detail the proposed hotel expansion development plan. It is anticipated that if implemented, that plan will be the ultimate level of development of the primary hotel facility within the hotel parcel. From time to time minor revisions to the secondary or support uses may be necessary for efficient operation. Such revisions may or may not constitute a revision of the development plan. Judgement of the permit requirement should be based on Chapter 22.03 of the Land Use Ordinance (i.e., plot plan, site plan or revised development plan).</p>
Golf course, Clubhouse and Golf Course Maintenance	<p>It is proposed that the golf course will continue to be used and operated in its present form: a privately owned 18-hole public fee golf course. A number of future improvements are anticipated within the golf course parcel as noted on the Master Plan Map. These improvements include:</p> <ul style="list-style-type: none"> ▪ Internal reorganization of the golf course design. This redesign will be aimed at providing a more usable and efficient course, increasing the quality of the course and upgrading of the infrastructure of the course (i.e., irrigation, drainage, maintenance area, etc.) ▪ Development of a permanent golf course clubhouse in the general area as shown on the Master Plan Map. It is the intent of the applicant that the possible future consideration of these applications be allowed within the approved Master Plan. The golf course as is presently exists and with future modifications, as noted above, is considered a part of the project open space and given full credit. <p>Areas within the golf course not specifically used for golf course play or support will remain as passive open space and uses will be eliminated to:</p> <ol style="list-style-type: none"> a. Walking and bike trails and maintenance roads b. Revegetation, erosion control and maintenance practices c. Underground utility systems.
Hotel Cottage Units	<p>The Master Plan designated an area for future development as individual guest accommodations. Development will be subject to a development plan approval but will be limited to the following conceptual standards.</p> <ul style="list-style-type: none"> ▪ Units be attached or detached no higher than 35' ▪ Units may have efficiency kitchen units ▪ Vehicular access will be throughout the existing hotel entrance ▪ Development within the cottage unit parcel will be limited to a maximum of four acres with the balance committed to permanent open space and given credit in project-wide space calculations. ▪ Development Standards will conform to all Land Use Ordinance Standards unless waivers are granted in the Development plan
Commercial Areas	<p>The overall Master Plan anticipates the development of a commercial area as noted on the plan map. The following general standards will be followed.</p> <ul style="list-style-type: none"> ▪ Any further development within this area with the exception of underground facilities and the development of through circulation improvements will be preceded by approval of a development plan application dictated by Section 22.02 of the Land use Ordinance. All other applicable sections of the Ordinance will be in force unless waived by the overall development plan approval. ▪ The commercial center shall be open to the general public ▪ Uses shall be limited to those noted in the adopted Land Use Element (1980) with the addition of public facilities (i.e., fire station, swim club,

General Plan Policies	Description
	<p>and other public recreation facilities). Approval of the development plan application for the commercial area is contingent on each proposed use being located in the land use category which allows such use (as shown on the official Land Use Element Map for the Avila Beach urban area) and on being consistent with the limitations on uses specified by the applicable planning area standards (Commercial Retail standard 1 and Recreation standard 1, San Luis Bay area plan). The actual development are within the commercial parcel as noted on Map 3 will be limited to the area north of the existing access road or approximately seven acres. It is anticipated that actual commercial uses will occupy less than our acres with the existing tennis facility and possible future project-wide recreation facilities occupying the balance of the site. Commercial uses will likely be a convenience shopping facility, gas station, specialty shops, and professional offices. The commercial center development plan will denote an integrated design theme for all structures and will emphasize low key, high quality design treatment, similar to recent National park commercial service areas. (i.e., Yosemite)</p> <ul style="list-style-type: none"> ▪ Existing interior access may be relocated with overall commercial development plan approval. ▪ An engineered flood plain study for the overall commercial area is to be submitted for review and approval by the County Engineering Department prior to approval of the development plan application for that area; the study is to be submitted sooner if required by the County Engineering Department.

Table 2-5 Land Use

Avila Beach Community Plan, LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies		Description
Coastal Framework for Planning		
Goal 3: Foster distinctive, attractive communities with a strong sense of place	<p>Objectives</p> <ol style="list-style-type: none"> 1. Protect and restore the valuable history, cultures, images and identity of communities and rural areas. 2. Protect rural areas between communities to achieve well-defined communities within an attractive rural setting. 3. Establish and maintain a distinct edge between urban and rural areas to enhance community separation while allowing for appropriate and compact urban expansion at the urban edge. 4. Enhance the commercial identity and viability of downtowns. 5. Foster a strong local identity through appropriate design of public spaces and buildings. 	
Goal 4: Create walkable neighborhoods and towns	<p>Objectives</p> <ol style="list-style-type: none"> 1. Plan communities with schools, parks, public spaces, transit stops and commercial districts located as focal points within convenient walking distances of neighborhoods, as illustrated in Figure 1-8. 2. Plan for maximum connectivity between different land uses through walkways or other means. 	

Avila Beach Community Plan, LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies		Description
		<ol style="list-style-type: none"> 3. Create attractive street enhancements and public spaces that serve as gathering places on corridors and at connecting locations. 4. Provide parks, natural areas and recreation facilities with new urban development to enhance a community's quality of life and improve public health. 5. Create neighborhoods and non-residential areas that minimize fear and crime through environmental and urban design.
Goal 6: Create a range of housing opportunities and choices.	Objectives	<ol style="list-style-type: none"> 1. Plan for most new housing to be within urban or village areas and close to jobs, while protecting residential areas from incompatible uses. 2. Provide quality housing choices that are affordable to people with a variety of income levels. 3. Provide a range of housing types within each neighborhood, and avoid creating adverse concentrations of affordable units.
Goal 7: Encourage mixed land uses.	Objectives	<ol style="list-style-type: none"> 1. Integrate residential units designed for affordability with non-residential uses in order to bring workplaces, commercial development and homes closer together. 2. Integrate complementary uses within commercial sites, in order to build effective mixed-use neighborhoods.
Goal 8: Take advantage of compact building design.	Objectives	<ol style="list-style-type: none"> 1. Develop small-scale neighborhoods and buildings that are affordable-by-design and efficient in land and energy consumption. 2. Include public and private amenities with new development to enhance the livability of compact neighborhoods.

Conservation and Open Space Element	
Goal VR 1: The natural and agricultural landscape will continue to be the dominant view in rural parts of the county.	Policy VR 1.1 Adopt Scenic Protection Standards Protect scenic views and landscapes, especially visual Sensitive Resource Areas (SRAs) from incompatible development and land uses.
Goal VR 6: A cohesive visual character will be maintained in urban areas.	Policy VR 6.1 Urban Design Ensure that new multi-family residential, mixed-use, and commercial or other non-residential development in the urban and village areas is consistent with local character, identity, and sense of place.

LCP Coastal Plan Policies	
Policy 1: Protection of Visual and Scenic Resources	Unique and attractive features of the landscape, including but not limited to unusual landforms, scenic vistas and sensitive habitats are to be preserved protected, and in visually degraded areas restored where feasible
Policy 2: Site Selection for New Development	Permitted development shall be sited so as to protect views to and along the ocean and scenic coastal areas. Wherever possible, site selection for new development is to emphasize locations not visible from major public view corridors. In particular, new development should utilize slope created "pockets" to shield development and minimize visual intrusion

Avila Beach Community Plan, LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
San Luis Bay Coastal Area Plan	
Avila Beach, Pier, and Parking Lot Goal, Policy 1	Recreational Value. Provide opportunities for fishing, passive recreation, and other compatible waterfront recreational uses at Avila Beach and Pier.
Port San Luis Districtwide Goal, Policy 4	Visitor Serving and Recreational Facilities. Enhance public enjoyment of the San Luis Obispo Bay waterfront by protecting and where feasible and appropriate, providing a range of opportunities for coastal recreation and visitor serving facilities, including affordable services.
Visual and Scenic Resources Goal, Policies 1 and 2	Waterfront Character. Protect scenic qualities including the time-honored character of Port San Luis and compatibility with surrounding uses and views.
Visual and Scenic Resources Goal, Policies 1 and 2	Bluffs and Hillsides. New development on bluffs and scenic hillsides shall be sited and designed to protect scenic resources and enhance the visual quality of the bluffs and hillsides. Visually degraded areas shall be restored where feasible.
Harford Pier Goal, Policy 3	Limitation on Use. Allow commercial and recreational fishing loading facilities, maritime access and landings, eating and drinking establishments, fisherman’s market and direct seafood sales (off of boats), wholesale and retail seafood sales, seafood loading, unloading and transportation, yachting and rowing clubs, boat fuel and lube oil dispensing, boat rental, skiff storage and launching facilities, sportfishing, sightseeing, ice making and sales, excursion boats, passenger transportation on water, mariculture and aquaculture support facilities, coastal accessways, educational and historic displays and exhibits, specialized marine-related programs, passive recreation, marine-related merchandise stores, Harbor Offices, public safety facilities, maritime emergency use, vehicle access, and limited parking.
Harford Landing Goal, Policy 3	Limitation on Use. Allow uses and developments on Harford Landing that are supportive of coastal dependent, coastal related, or visitor uses for Harford Pier and San Luis Obispo Bay waterfront. Permitted uses on Harford Landing shall include public parking, commercial and recreational fishing support facilities, support facilities, retail and wholesale seafood sales, boat repair, fuel storage and handling, eating and drinking establishments, yachting and rowing clubs, boat rental, boat storage and launching facilities, sportfishing, sightseeing facilities, boat engine repair and sales, marine supply, aquaculture and mariculture support facilities, overlooks, paths, trails, transit station (shuttle stop), visitor center, educational and historic displays and exhibits, passive recreation, food and beverage retail sales, marine related merchandise sales, outdoor seasonal sales and retail events, Harbor Offices, public safety facilities, accessory storage, temporary events, restrooms, and showers

Table 2-6 Environmental Resources

San Luis Bay Coastal Area Plan Goals or Policies	Description
San Luis Bay Coastal Area Plan	
Port San Luis Districtwide Goal 1, Development Approvals, Policy 3: Mitigation measures	<p>Goal: A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.</p> <p>Policy: New development shall avoid significant adverse impacts to coastal and marine resources. Where significant adverse impacts cannot be avoided, appropriate mitigation measures shall be implemented</p>
Port San Luis Districtwide Goal 3, Aquatic and Terrestrial Habitats, Policy 1: Marine Environments	<p>Goal: Responsibly managed and protected resources in and surrounding San Luis Obispo Bay (State-granted Tidelands).</p> <p>Policy: Unless allowed under Chapter 3 of the Coastal Act, new development, including alterations to port facilities is prohibited in marine environmentally sensitive habitat areas (ESHA's) and shall not result in significant water quality impacts to San Luis Obispo Bay. Marine resources shall be maintained, enhanced, and where feasible restored. New development within the marine environment shall sustain the biological productivity of coastal waters and maintain healthy populations of all species of marine organisms adequate for long term commercial, recreational, scientific, and educational purposes. New development within or adjacent to the marine environment shall include water quality Best Management Practices (BMP's) before, during, and after construction. Environmentally sensitive habitats of San Luis Creek and other coastal creeks, including their associated riparian habitats, shall be protected, preserved, and restored where feasible.</p>
Port San Luis Districtwide Goal 3, Aquatic and Terrestrial Habitats, Policy 4: Native Vegetation	<p>Goal: Responsibly managed and protected resources in and surrounding San Luis Obispo Bay (State-granted Tidelands).</p> <p>Policy: Native oak trees and plant cover shall be protected wherever feasible. New landside development shall require landscaping plans that include only native, drought tolerant plants of local stock appropriate to the site and that reflect the Port's waterfront character. Invasive plant species are prohibited.</p>
Port San Luis Districtwide Goal 3, Aquatic and Terrestrial Habitats, Policy 5: Land-based Sensitive Resources	<p>Goal: Responsibly managed and protected resources in and surrounding San Luis Obispo Bay (State-granted Tidelands).</p> <p>Policy: Consistent with the LCP provisions for Environmentally Sensitive Habitat Areas (ESHA) already required pursuant to Coastal Zone Land Use Ordinance Section 23.07.170, land based environmentally sensitive habitat areas (ESHA) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Development adjacent to ESHA and parks and recreation areas shall be sited and designed to prevent impacts that would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.</p>
Port San Luis Districtwide Goal 3, Aquatic and Terrestrial Habitats, Policy 5: Land-based Sensitive Resources	<p>Adhere to adopted guidelines and legal provisions for renovation of Port properties with historic significance.</p>

San Luis Bay Coastal Area Plan	
Goals or Policies	Description
Port San Luis Districtwide Goal 3, Visual and Scenic Resources, Policy 1: Waterfront Character	Goal: A landscape that reflects the context of its use and the natural setting with minimal impacts to scenic viewsheds. Policy: Protect scenic qualities including the time-honored character of Port San Luis and compatibility with surrounding uses and views.
Port San Luis Districtwide Goal 3, Visual and Scenic Resources, Policy 2: Bluffs and Hillside	Goal: A landscape that reflects the context of its use and the natural setting with minimal impacts to scenic viewsheds. Policy: New development on bluffs and scenic hillsides shall be sited and designed to protect scenic resources and enhance the visual quality of the bluffs and hillsides. Visually degraded areas shall be restored where feasible.
Port San Luis Districtwide Goal 3, Visual and Scenic Resources, Policy 2: Long-term Design	Goal: A landscape that reflects the context of its use and the natural setting with minimal impacts to scenic viewsheds. Policy: Incorporate visually pleasing design solutions that limit long-term maintenance requirements.
Port San Luis Districtwide Goal 3, Archaeology, Policy 1: Cultural Resources	Policy: Incorporate into decisions implementation measures that conserve cultural and historical resources in development of affected Port properties.
LCP Coastal Plan Policies	
The provisions of this section apply to development proposed within or adjacent to (within 100 feet of the boundary of) an Environmentally Sensitive Habitat as defined by Chapter 23.11 of this title.	<p>Application content. A land use permit application for a project on a site located within or adjacent to an Environmentally Sensitive Habitat shall also include a report by a biologist approved by the Environmental Coordinator that:</p> <ol style="list-style-type: none"> (1) Evaluates the impact the development may have on the habitat, and whether the development will be consistent with the biological continuance of the habitat. For those environmentally sensitive habitat areas which are only seasonally occupied, or where the presence of the species can best be determined during a certain season (e.g., an anadromous fish species or annual wildflower species), the field investigation(s) must be conducted during the appropriate time to maximize detection of the subject species. The report shall identify possible impacts, their significance, measures to avoid possible impacts, mitigation measures required to reduce impacts to less than significant levels when impacts cannot be avoided, measures for the restoration of damaged habitats and long-term protection of the habitats, and a program for monitoring and evaluating the effectiveness of such measures. (2) Is complete, current, and meets established standards for report content and assessment methodology. Report standards shall be consistent with CEQA guidelines, and incorporate the recommendations of the California Coastal Commission, California Department of Fish and Game, U.S. Fish and Wildlife Service, Marine Mammals Commission, and National Marine Fisheries Service, as appropriate. (3) Evaluates development proposed adjacent to environmentally sensitive habitats to identify significant negative impacts from noise, sediment and other potential disturbances that may become evident during project review. (4) Identifies the biological constraints that need to be addressed in designing development that would first avoid, then minimize impacts to

San Luis Bay Coastal Area Plan Goals or Policies	Description
	<p>ESHA. These identified constrains will be used by the County to evaluate, and require implementation of project design alternatives that result in impacts to ESHA being avoided and unavoidable impacts minimized. This shall also include assessment of impacts that may result from the application of fire safety requirements.</p> <p>(5) Verifies that applicable setbacks from the habitat area required by Sections 23.07.170 to 23.07.178 are adequate to protect the habitat or recommends greater, more appropriate setbacks.</p> <p>(6) Critically evaluate “after-the-fact” permit applications where un-permitted development has illegally encroached into setback areas before off-site mitigation is considered. Evaluate all options of restoring and enhancing the pre-existing on-site habitat values. Off-site mitigation consisting of replacing the area of disturbance with like habitat at a minimum of 3:1 ratio shall be an additional requirement to offset the temporary impacts of the violation and address the potential for restoration efforts to fail.</p> <p>b. Required findings: Approval of a land use permit for a project within or adjacent to an Environmentally Sensitive Habitat shall not occur unless the applicable review body first finds that:</p> <p>(1) There will be no significant negative impact on the identified sensitive habitat and the proposed use will be consistent with the biological continuance of the habitat.</p> <p>(2) The proposed use will not significantly disrupt the habitat.</p> <p>c. Land divisions: No division of a parcel containing an Environmentally Sensitive Habitat shall be permitted unless all proposed building sites are located entirely outside of the applicable minimum setback required by Sections 23.07.172 through 23.07.178. Such building sites shall be designated on the recorded subdivision map.</p> <p>d. Alternatives analysis required. Construction of new, improved, or expanded roads, bridges and other crossings will only be allowed within required setbacks after an alternatives analysis has been completed. The alternatives analysis shall examine at least two other feasible locations with the goal of locating the least environmentally damaging alternative. When the alternatives analysis concludes that a feasible and less environmentally damaging alternative does not exist, the bridge or road may be allowed in the proposed location when accompanied by all feasible mitigation measures to avoid and/or minimize adverse environmental effects. If however, the alternatives analysis concludes that a feasible and less-environmentally damaging alternative does exist, that alternative shall be used and any existing bridge or road within the setback shall be removed and the total area of disturbance restored to natural topography and vegetation.</p> <p>e. Development standards for environmentally sensitive habitats. All development and land divisions within or adjacent to an Environmentally Sensitive Habitat Area shall be designed and located in a manner which avoids any significant disruption or degradation of habitat values. This standard requires that any project which has the</p>

**San Luis Bay Coastal Area Plan
Goals or Policies**

Description

potential to cause significant adverse impacts to an ESHA be redesigned or relocated so as to avoid the impact, or reduce the impact to a less than significant level where complete avoidance is not possible.

(1) Development within an ESHA. In those cases where development within the ESHA cannot be avoided, the development shall be modified as necessary so that it is the least environmentally damaging feasible alternative. Development shall be consistent with the biological continuance of the habitat. Circumstances in which a development project would be allowable within an ESHA include:

(i) Resource dependent uses. New development within the habitat shall be limited to those uses that are dependent upon the resource.

(ii) Coastal accessways. Public access easements and interpretive facilities such as nature trails which will improve public understanding of and support for protection of the resource.

(iii) Incidental public services and utilities in wetlands. Essential incidental public services and utilities pursuant to ESHA Policy 13 and CZLUO Section 23.07.172(e).

(iv) Habitat creation and enhancement. Where the project results in an unavoidable loss (i.e., temporary or permanent conversion) of habitat area, replacement habitat and/or habitat enhancements shall be provided and maintained by the project applicant. Plans for the creation of new habitat, or the enhancement of existing habitat, shall consider the recommendations of the California Coastal Commission, the California Department of Fish and Game and/or U.S. Fish and Wildlife Service. Generally, replacement habitat must be provided at recognized ratios to successfully reestablish the habitat at its previous size, or as is deemed appropriate in the particular biologic assessment(s) for the impacted site. Replacement and/or enhanced habitat, whenever feasible, shall be of the same type as is lost ("same-kind") and within the same biome ("same-system"), and shall be permanently protected by a deed restriction or conservation easement.

(v) Restoration of damaged habitats. Restoration or management measure required to protect the resource. Projects located within or adjacent to environmentally sensitive habitat areas that have been damaged shall be conditioned to require the restoration, monitoring, and long-term protection of such habitat areas through a restoration plan and an accompanying deed restriction or conservation easement. Where previously disturbed but restorable habitat for rare and sensitive plant and animal species exists on a site that is surrounded by other environmentally sensitive habitat areas, these areas shall be delineated and considered for restoration as recommended by a restoration plan.

(2) Development in ESHA to avoid a takings. If development in an ESHA must be allowed to avoid an unconstitutional taking, then all of the following standards shall apply with respect to such development:

(i) Avoidance of takings. The amount and type of development allowed shall be the least necessary to avoid a takings.

(ii) Impacts avoided/minimized. All development in and impacts to ESHA shall be avoided to the maximum extent feasible. Any unavoidable impacts shall be limited to the maximum extent feasible.

San Luis Bay Coastal Area Plan Goals or Policies	Description
	<p>(iii) Mitigation required. All adverse impacts to the ESHA shall be fully mitigated.</p> <p>(3) Steelhead stream protection: net loss stream diversions prohibited. Diversions of surface and subsurface water will not be allowed where a significant adverse impact on the steelhead run, either individually or cumulatively, would result.</p> <p>Diversion dams, water supply wells which tap the subflow, and similar water supply facilities which could significantly harm the steelhead run in any of these streams shall not be allowed.</p> <p>Exceptions may be considered only where the impact cannot be avoided, is fully mitigated and no significant disruption would result. Techniques for impact avoidance include:</p> <ul style="list-style-type: none"> (i) Limiting diversions. Limiting diversions to peak winter flows exceeding the amount needed to maintain the steelhead runs, with off-stream storage where year-round water supplies are desired. (ii) Protecting water quality. Treating diverted water after use, and returning it to the watershed of origin in like quantities and qualities; and (iii) Supplementing flows. Supplementing stream flows with water imported from sources that do not exacerbate impacts on steelhead or salmon runs elsewhere. <p>(4) Other prohibited uses. Prohibited development activities include:</p> <ul style="list-style-type: none"> (i) Placement of barriers to fish. In-stream barriers to sensitive freshwater species migration, including types of dams not covered above, weirs, and similar obstacles which would substantially interfere with normal migration patterns, except where barriers cannot be avoided, and impacts are mitigated to less than significant levels (e.g., with fish ladders or other effective bypass systems). (ii) Destruction of rearing habitats. Development which would cause loss of spawning or rearing habitat through flooding, siltation or similar impacts. (iii) Disturbance or removal of native riparian vegetation on the banks of streams. Locations constituting an exception to this requirement are: <ul style="list-style-type: none"> (a) In-between stream banks when essential for flood control purposes and no less environmentally damaging alternative is available to protect existing structures; (b) On roads, trails, or public utility crossings where vegetation removal cannot be avoided, and where there is no feasible alternative and no significant disruption would result; and (c) For native habitat restoration and protection projects. (iv) Interference with fish migration. Any other development activity that would raise overall stream temperatures to unfavorable levels, or that would interfere with normal fish migration and movement within the stream. (v) Breaching. Breaching of the beach berm, where such berm creates a coastal lagoon that provides summer rearing habitat for juvenile steelhead and/or other sensitive aquatic species. Exceptions shall be authorized only where such breaching represents the least environmentally damaging feasible alternative for relieving a flood

**San Luis Bay Coastal Area Plan
Goals or Policies**
Description

hazard, public health hazard, or water pollution problem. In the event that a breach is authorized, it shall be conducted subject to the following standards:

(a) Artificial breaching of a sand bar or beach berm containing a coastal lagoon is considered coastal development; therefore, a coastal development permit must be obtained prior to breaching activity.

(b) As appropriate, permits for creek mouth breaching must also be obtained prior to commencement of any work from California Department of Fish and Game, the U.S. Army Corps of Engineers, the Monterey Bay National Marine Sanctuary (if applicable), the Regional Water Quality Control Board, and all other concerned agencies prior to the breaching. In many cases, the required coastal development permit must be obtained from the California Coastal Commission instead of, or in addition to, the County, because the lagoon/creek mouth will be located entirely or partially within the State's retained jurisdiction.

(c) Because of the unique nature of individual creek mouth environments, breaching standards must be designed specifically for each location where breaching activity will occur.

(d) Development of a creek mouth breaching plan for each site shall include consideration of the following:

(1) Use of feasible available alternatives, to eliminate the practice of artificial breaching if possible.

(2) Thorough study of affected rare, threatened, or endangered species and habitat, in particular, steelhead trout and tidewater goby.

(3) Review of mitigation options as compensation for environmental damage caused by breaching.

(4) Public access impacts.

(5) Public health impacts.

(6) Public safety impacts.

(7) Review of historic and projected flooding of public and private properties, agricultural lands, and habitat.

(8) Monitoring of lagoon and stream water quality.

(9) Creation of a monitoring plan for each individual breaching incident, and a long-term monitoring plan to study lagoon health and the impacts of breaching on the lagoon.

(5) Grading adjacent to Environmentally Sensitive Habitats shall conform to the provisions of Section 23.05.034c (Grading Standards).

(6) The use of invasive plant species is prohibited.

[Amended 2004, Ord. 2999; Amended 2006, Ord. 3082; Amended 2006, Ord. 3082;

Amended April 2006, Ord. 3082]

Table 2-7 Circulation Element

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
LCP Coastal Plan Policies	
Planning Area Circulation Programs	<p>Avila Valley Transportation System Management (TSM) and Demand Management (TDM) Programs. The county should pursue TSM and TDM programs to increase capacity and reduce traffic volume on Avila Beach Drive, including:</p> <ul style="list-style-type: none"> a) Public transit system improvements; b) Parking management; c) Intercept parking and shuttle service; and d) Establishment of bicycle routes. <p>[Added 1995, Ord. 2702]</p>
Planning Area Circulation Programs	<p>Resource Capacity - Avila Beach Drive. When annual traffic counts indicate that remaining excess capacity has declined to 25 percent of the LOS "C" ranges, the Board of Supervisors should be notified according to the procedures of the Resource Management System, and be asked to consider the allocation of the remaining capacity among coastal-dependent, coastal-related and other development. (Coastal dependent and coastal-related uses are defined in Chapter 8 of the San Luis Bay Area Plan (Coastal), Avila Beach Urban Area Standards, Public Facilities land use category.) [Added 1995, Ord. 2702]</p>
Planning Area Circulation Programs	<p>Street Improvement Assessment Districts. The county Engineering Department should work with residents and property owners in the formation of assessment districts to improve local streets to acceptable county standards.</p>
Avila Beach Urban Area Programs – Communitywide	<p>Priority Coastal-Dependent and Coastal-Related Uses. Priorities and policies of the California Coastal Act and the San Luis Obispo County Local Coastal Plan shall be considered in reference to any development proposal in the Avila Beach Urban Area, which could impact traffic levels on Avila Beach Drive. [Added 1995, Ord. 2702]</p>
Avila Beach Urban Area Programs - Commercial Retail	<p>Parking. The county should work with property owners toward development of adequate parking facilities needed to serve the downtown and beach areas.</p>
<p>Harford Pier: The following goal and policies apply only to the Harford Pier Planning Sub-Area. The Coastal Commission administers coastal development permits for Harford Pier</p> <p>Goal: An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.</p>	<p>Limited Parking. Allow limited parking on Harford Pier consistent with the applicable fire authority requirements. Within six months of Commission action on this amendment (i.e., prior to May 16, 2007), the Port shall submit for Coastal Commission Executive Director review and approval, a Harford Pier Parking Plan that accommodates commercial fishing needs and public access. Changes to parking and circulation patterns on Harford Pier (other than emergency closures and operation and maintenance activities covered under existing coastal permits) that change the density or intensity of use of the land, or change the intensity of use of water, or of access thereto, shall require a coastal development permit from the California Coastal Commission.</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
<p>Harford Landing. The following goal and policies apply only to the Harford Landing Planning Sub-Area.</p> <p>Goal: A land area that is physically and financially supportive of coastal dependent, coastal related and visitor-serving functions that are on and around Harford Pier and the San Luis Obispo Bay waterfront.</p>	<p>RV Camping on Harford Landing. RV camping is allowed on the Jetty for no more than 5 years following approval of this amendment (until November 16, 2011) or until another suitable location is established on Port property, whichever occurs first. Extension to this timeframe may be granted by the Executive Director of the Coastal Commission for good cause. RV camping is allowed within the East Parking Lot, provided a minimum of twelve parking spaces shall be reserved for those vehicles pulling trailer boats, and their trailers. The balance of the East Parking Lot shall be mixed use parking, with priority given at all times to vehicles with trailer boats. RV camping shall not be permitted in any other area of the Harford Landing.</p>
<p>Beach and Bluffs. The following goal and policies apply only to the Beach and Bluff Areas. The Coastal Commission administers coastal development permits for the beaches up to the mean high tide line. The County of San Luis Obispo administers coastal development permits for areas landward of the mean high tide line in the Beach and Bluff Area, including the bluff overlooks and areas within the County right of way.</p> <p>Goal: Maximize public access and recreation opportunities within the Beach and Bluff planning subarea and provide open space and complementary facilities where appropriate.</p>	<p>County Right-of-Way. Prohibit relocation of Avila Beach Drive unless necessary for public safety purposes or to enable safe access to Harbor facilities.</p>
<p>Lightstation. The following goal and policies apply only to the Lightstation Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for the Lightstation Planning Sub-Area.</p> <p>Goal: A fully restored and protected facility that serves as an educational, historic, and recreation site, supported by managed access and predominantly external funding.</p>	<p>Parking and Staging. Allow remote parking on Port property or provide other appropriate parking and staging to accommodate visitors to the Lighthouse.</p>
<p>The following standards apply only to the San Luis Bay Estates project to the land use categories or specific areas listed Recreation</p>	<p>Trails. New residential and commercial development is to be accompanied by construction of trails adjacent to San Luis Obispo Creek connecting the Avila Valley and Avila Beach recreation areas.</p>
<p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-</p>	<p>Pedestrian and Bicycle Paths. The county should work with the Port San Luis Harbor District and other property owners to provide pedestrian and bicycle paths connecting harbor recreation facilities with Avila Beach, the San Luis Bay Club and Avila Valley.</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
<p>serving retail establishments in appropriate locations.</p>	
<p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.</p>	<p>7. Parking Standard. The Harbor District may use revenues from a paid parking program to support Avila Beach, Pier, and Parking Lot public facilities. Minor Use Permit approval is required for any substantial parking fee increases above the existing parking rate of \$5.00 per day. For the purposes of this standard, a substantial increase in fees means an increase of 20% or more in any given year or on a cumulative basis over any five consecutive year period.</p>
<p>Planning Area Circulation Programs</p>	<p>8. Limitation on Use-Avila Parking Lot. Allow parking and related landscaping, overlooks, restrooms, shuttle or transit station, outdoor retail sales, temporary events, public safety facilities, accessory storage, eating and drinking places, affordable workforce housing, and visitor uses consistent with the Avila Beach Specific Plan</p>
<p>Avila Beach, Pier, and Parking Lot. The following goal and policies apply to the Avila Planning Sub-Area (Beach, Pier, and Parking Lot). The Coastal Commission administers coastal development permits for Avila Pier and up to the mean high tide line on Avila Beach. The County of San Luis Obispo administers coastal development permits for beach areas landward of the mean high tide line and the public parking lot.</p> <p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.</p>	<p>Vehicle Access on Pier. Allow restricted vehicle access through the Front Street plaza to the Pier with oversight and permission of the Harbor District and County of San Luis Obispo.</p>
<p>Avila Beach, Pier, and Parking Lot. The following goal and policies apply to the Avila Planning Sub-Area (Beach, Pier, and Parking Lot). The Coastal Commission administers coastal development permits for Avila Pier and up to the mean high tide line on Avila Beach. The County of San Luis Obispo administers coastal development permits for beach areas landward of the mean high tide line and the public parking lot.</p> <p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-</p>	<p>Limitation on Use-Avila Parking Lot. Allow parking and related landscaping, overlooks, restrooms, shuttle or transit station, outdoor retail sales, temporary events, public safety facilities, accessory storage, eating and drinking places, affordable workforce housing, and visitor uses consistent with the Avila Beach Specific Plan</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
<p>serving retail establishments in appropriate locations.</p>	
<p>Standards applying only to lands within the Recreation land use category</p>	<p>Pacific Coast Railroad Right-of-Way. Allowable uses are limited to the proposed railroad line, bicycle and hiking trails. Construction of the proposed railroad shall require Development Plan approval.</p>
<p>Avila Beach, Pier, and Parking Lot. The following goal and policies apply to the Avila Planning Sub-Area (Beach, Pier, and Parking Lot). The Coastal Commission administers coastal development permits for Avila Pier and up to the mean high tide line on Avila Beach. The County of San Luis Obispo administers coastal development permits for beach areas landward of the mean high tide line and the public parking lot.</p> <p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.</p>	<p>Parking Standard. The Harbor District may use revenues from a paid parking program to support Avila Beach, Pier, and Parking Lot public facilities. Minor Use Permit approval is required for any substantial parking fee increases above the existing parking rate of \$5.00 per day. For the purposes of this standard, a substantial increase in fees means an increase of 20% or more in any give year or on a cumulative basis over any five consecutive year period.</p>
<p>Harbor Terrace. The following goal and policies apply only to the Harbor Terrace Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for Harbor Terrace.</p> <p>Goal: Harbor Terrace encompasses a mix of uses that enhances the public's enjoyment of the Port, serves the needs of harbor users, and may augment Port income.</p>	<p>Pedestrian Access. New visitor serving developments on Harbor Terrace shall incorporate measures to provide safe pedestrian access onsite and coordinate access to the beach and other Port facilities.</p>
<p>Harbor Terrace. The following goal and policies apply only to the Harbor Terrace Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for Harbor Terrace.</p> <p>Goal: Harbor Terrace encompasses a mix of uses that enhances the public's enjoyment of the Port, serves the needs of harbor users, and may augment Port income.</p>	<p>Policy AQ 2.2 County employee business travel Reduce employee work-related vehicle trips.</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan	
Goals or Policies	Description
San Luis Bay Estates Master Development Plan	
Circulation	<ol style="list-style-type: none"> 1. All circulation systems to be privately owned and maintained. 2. Public access is limited to: commercial center, hotel, golf course facility, bikeway 3. A perpetual easement for the proposed bikeway will be dedicated to the county with recordation of the final tract map 4. Precise on- and off-site circulation improvements and phasing are to be established as conditions of subsequent land use permit and land division applications for the residential phases and other project components. 5. A walkway and hiking trail system is to be installed throughout the development. This system will be used in lieu of integral sidewalks and road sections unless otherwise require by conditions of land use permit and land division approvals.

Table 2-8 Coastal Access

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan	
Goals or Policies	Description
LCP Coastal Plan Policies	
Shoreline Access Policy 1: Protection of Existing Access	Public prescriptive rights may exist in certain areas of the county. Development shall not interfere with the public's right of access to the sea where acquired through historic use or legislative authorization. These rights shall be protected through public acquisition measures or through permit conditions which incorporate access measures into new development.
Shoreline Access Policy 2: New Development	Maximum public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development.
Shoreline Access Policy 4: Provision of Support Facilities and Improvements	Facilities necessary for public access shall be provided. This may include parking areas, restroom facilities, picnic tables or other such improvements.
Shoreline Access Policy 5: Acceptance of Offers to Dedicate	Dedicated accessways shall not be required to be opened to public use until a public agency or private association agrees to accept the responsibility for maintenance and liability of the accessway.
Shoreline Access Policy 6: Public Safety	The level and intensity of shoreline access is to be consistent with public safety concerns related to bluff stability, trail improvements as well as the provision of adequate facilities such as signs, fences and stairways.
Shoreline Access Policy 7: Development of Uniform Access Signs	A uniform signing system program should be developed. Such signs would assist the public in locating and recognizing access points.
Shoreline Access Policy 8: Minimizing Conflicts with Adjacent Uses	Maximum access shall be provided in a manner which minimizes conflicts with adjacent uses.
Shoreline Access Policy 9: Restoration and Enhancement of Shoreline Access Areas	Areas that have been severely degraded through overly intense and unrestricted use should be restored by such techniques as revegetation with native plants, trail consolidation and improvement

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan	
Goals or Policies	Description
	and through the provision of support facilities such as parking, defined trail and/or beach walk stairway systems, trash receptacles, restrooms, picnic areas, etc.
Shoreline Access Policy 10: Protection of Property Rights and Privacy	The acquisition of rights for access and view purposes and other uses by the public should be consistent with the protection of the property and use rights of property owners.
Shoreline Access Policy 11: Taking of Private Property	In meeting the foregoing policies for ensuring public access to the shoreline, careful consideration must be given to the requirements of Section 30010 which declares that no local governments may "... exercise their power to grant or deny a permit in a manner which will take or damage private property for public use, without the payment of just compensation...."
Shoreline Access Policy 12: Comprehensive Public Access Planning	As part of the periodic update of an area plan, the draft plan shall include development of a Comprehensive Public Access Component consistent with Section 30500 of the California Coastal Act.
Local Coastal Plan, Shoreline Access Improvements – Port San Luis	New development shall be required to provide and improve public access, as appropriate, along the landfill and the sandy beach adjacent to the landfill which extends to Avila State Beach. This will be necessary to offset the loss of sandy beach presently accessible to the public. Improvements for public access may include stairway, boat-launching facility for non-hoist vessels, restrooms, trash receptacles and signs.
Port San Luis Harbor District Master Plan	
Port San Luis Districtwide Goal 1, Development Approvals Policy 4: Cal Poly Pier	<p>Goal: A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.</p> <p>Policy: The Cal Poly Pier (formerly Unocal Pier) is intended for public education and public access and recreation purposes only. Marine research is allowed but not to the exclusion of public access. Use of the Pier for the support of offshore oil exploration is prohibited.</p>
Port San Luis Districtwide Goal 1, Priorities, Services and Facilities Policy 3: Boating and Fishing Facilities	<p>Goal: A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.</p> <p>Policy: Recognize the importance of boating and fishing to Port San Luis. Protect, and where feasible upgrade boating and fishing facilities. Other uses shall incorporate site and design measures that avoid interfering with these priority uses.</p>
Port San Luis Districtwide Goal 2, Access Policy 1: Access to Vessels and Water	<p>Goal: Adequate access for all harbor users and visitors.</p> <p>Policy: Maintain and enhance access to the water, boats, and boating facilities. Maintain the overall launching capability of the Harbor at levels in consideration of demand and safety, the availability of parking, economic circumstances, and dredging needs.</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
Port San Luis Districtwide Goal 2, Access Policy 4: Development Contributions to Enhanced Access.	<p>Goal: Adequate access for all harbor users and visitors.</p> <p>Policy: Require new commercial developments or redevelopments to provide public access improvements and enhancements, including related improvements such as interpretive exhibits, benches, and picnic tables</p>
Port San Luis Districtwide Goal 2, Access Policy 2: Shoreline Access	<p>Goal: Adequate access for all harbor users and visitors.</p> <p>Policy: Maintain public access to the beaches, oceans, and Port properties, and enhance where feasible consistent with public safety and coastal resource protection.</p>
Avila Beach, Pier, and Parking Lot, Goal 1, Policy 4: Limitation on Use-Avila Beach	<p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.</p> <p>Policy: Maintain existing uses at Avila Beach and avoid cluttering the area with unnecessary structures. Allow fishing, boating, yachting and rowing clubs, temporary boat storage, boat rentals, boat launching, sightseeing, picnicking, overlooks, aquaculture, coastal access, passive recreation, outdoor special events, outdoor sports and recreation, non-motorized recreation equipment rental, public safety facilities, shoreline protection, and temporary events.</p>
Public Facilities, Open Water, Goal 1, Policy 2: Other Vessels	<p>Goal: A water area with a healthy marine environment that is manageable and financially feasible, with limited user conflicts and sufficient public access.</p> <p>Policy: Allow mooring and anchoring of industrial, commercial, governmental, and marine research vessels subject to case-by-case District determination.</p>
Public Facilities, Open Water, Goal 1, Policy 4: Limitation on Use	<p>Goal: A water area with a healthy marine environment that is manageable and financially feasible, with limited user conflicts and sufficient public access.</p> <p>Policy: Maintain the Open Water Area for navigation purposes, fishing and boating, water sports, biological resources and other coastal dependent uses such as certain aquaculture and mariculture. Also allow boat rental, boat storage and launching facilities, sightseeing facilities, marine research and education, marinas, public safety facilities, water taxi, fuel and ice sales, yachting and rowing clubs, and cruise ships.</p>
Public Facilities, Beach and Bluffs, Goal 1, Policy 2: Vertical Access	<p>Goal: Maximize public access and recreation opportunities within the Beach and Bluff planning sub-area and provide open space and complementary facilities where appropriate.</p> <p>Policy: Provide adequate, safe, and convenient public access to beaches.</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
Public Facilities, Beach and Bluffs, Goal 1, Policy 4: Small Craft Launch	<p>Goal: Maximize public access and recreation opportunities within the Beach and Bluff planning sub-area and provide open space and complementary facilities where appropriate.</p> <p>Policy: Allow public vehicle access to Olde Port Beach free of charge for boat launching purposes consistent with public safety needs and natural resource protection.</p>
Public Facilities, Beach and Bluffs, Goal 1, Policy 7: Limitation on Use	<p>Goal: Maximize public access and recreation opportunities within the Beach and Bluff planning sub-area and provide open space and complementary facilities where appropriate.</p> <p>Policy: Allow overlooks, paths, trails, parking, picnicking, restrooms, sightseeing facilities, interpretive displays and exhibits, passive recreation, commercial and recreational fishing, boat rental, small boat launching facilities, camping, trolley stop, visitor center, mobile retail vendors, outdoor events, public safety facilities, coastal related temporary events, and beach nourishment.</p>
Public Facilities, Harford Pier, Goal 1, Policy 2: Reserve Space	<p>Goal: An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.</p> <p>Policy: All new developments and uses approved on Harford Pier shall be coastal dependent. The replacement and/or alteration of existing coastal-related developments and visitor-serving activities and uses on Harford Pier shall not result in an increase or an expansion in the existing development footprint. A 30-foot open space setback at end of pier shall be maintained.</p>
Public Facilities, Harford Pier, Goal 1, Policy 4: Pier Expansion	<p>Goal: An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.</p> <p>Policy: Expand the width of the Harford Pier stem to the extent of the historic pier footprint to support coastal dependent uses, increase water access, and improve fire ingress/egress.</p>
Public Facilities, Harford Pier, Goal 1, Policy 6: Rehabilitation	<p>Goal: An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.</p> <p>Policy: Rehabilitate the entire pier from the stem to the terminus. Repair or replace pilings, substructure railings, fender systems, and infrastructure through a phased approach.</p>
Public Facilities, Harford Landing, Goal 1, Policy 2: Beneficial Use	<p>Goal: A land area that is physically and financially supportive of coastal dependent, coastal related and visitor-serving functions that are on and around Harford Pier and the San Luis Obispo Bay waterfront.</p> <p>Policy: Provide efficient, safe, and convenient parking and circulation to benefit all users. Changes in parking and circulation patterns on Harford Landing (other than emergency closures and operation and maintenance activities covered under existing coastal development permits) that change the density or intensity of use of the land, or change the intensity of use of water, or of access thereto, shall require approval of a coastal development permit from the California Coastal</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
Public Facilities, Harford Landing, Goal 1, Policy 3: Limitation on Use	<p>Commission or from the County depending on the projects location in relationship to the jurisdictional boundary shown on LCP Figure 8.6.</p> <p>Goal: A land area that is physically and financially supportive of coastal dependent, coastal related and visitor-serving functions that are on and around Harford Pier and the San Luis Obispo Bay waterfront.</p> <p>Policy: Allow uses and developments on Harford Landing that are supportive of coastal dependent, coastal related, or visitor uses for Harford Pier and San Luis Obispo Bay waterfront. Permitted uses on Harford Landing shall include public parking, commercial and recreational fishing support facilities, support facilities, retail and wholesale seafood sales, boat repair, fuel storage and handling, eating and drinking establishments, yachting and rowing clubs, boat rental, boat storage and launching facilities, sportfishing, sightseeing facilities, boat engine repair and sales, marine supply, aquaculture and mariculture support facilities, overlooks, paths, trails, transit station (shuttle stop), visitor center, educational and historic displays and exhibits, passive recreation, food and beverage retail sales, marine related merchandise sales, outdoor seasonal sales and retail events, Harbor Offices, public safety facilities, accessory storage, temporary events, restrooms, and showers.</p>

Table 2-9 Public Facilities, Services, and Utilities

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
Port San Luis Harbor District Master Plan	<p>Goal: A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.</p> <p>Priorities for Development of Facilities and Allocation of Service Capacity.</p> <p>Use priorities and policies of the California Coastal Act when determining the appropriateness of proposed uses and developments and allocating service capacity. Prior to approval of any use that is not coastal dependent, the approval body shall make a finding that adequate resources and services are reserved for coastal dependent uses. Development will reflect the priorities according to the following classifications:</p> <ol style="list-style-type: none"> a. Priority I. The first priority is to meet the needs of uses that derive their viability directly from proximity to the ocean including boating and fishing, Harbor operations, aquaculture and mariculture, beach activities, fish off-loading, and oceanfront recreational uses. b. Priority II. The secondary priority is to accommodate uses that relate to but do not require the presence of water including trailer boat storage, equipment rental, and seafood processing, as well as uses that provide for the needs of waterfront visitors and workers, such as overnight accommodations, restaurants, and parking.

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
	<p>c. Priority III. The third priority is to accommodate those uses that do not otherwise fit into Priority I or Priority II uses, including marine research and education, offices or general retail.</p> <hr/> <p>Goal: A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.</p> <p>Service Capacity. Ensure proposed development of projects and related improvements are within the circulation and utility capacity available to the Harbor area or will be provided through a planned program of improvements. The following existing capacity limits are recognized for water and wastewater services, Avila Beach Drive road capacity, and parking:</p> <ul style="list-style-type: none"> a. Water. Usage shall not exceed the existing 100 acre-feet per year (AFY) available to the Harbor District from its Lopez entitlement. The District shall not sell or otherwise dispose of this entitlement to any users except lessees, concessionaires, or other Harbor uses. A 5-acre-foot per year reserve is desired. Water requirements for fire protection shall comply with the adopted fire code for the County of San Luis Obispo. b. Wastewater. Wastewater generation shall not exceed available capacity owned by the Harbor District in the Avila Beach Community Services District wastewater treatment plant and/or other such facility as may be constructed to expand wastewater treatment capacity. The District shall not sell or otherwise dispose of this entitlement to any users except lessees, concessionaires, or other Harbor uses. c. Parking. Maintain adequate parking to accommodate Harbor users and visitors. New development shall provide parking consistent with the County Coastal Zone Land Use Ordinances and the Avila Specific Plan. d. Road Capacity. Please refer to Community-wide Standard #2
<p>Port San Luis Districtwide Goal 1, Development Approvals Policy 4: Cal Poly Pier</p>	<p>Goal: A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.</p> <p>Policy: The Cal Poly Pier (formerly Unocal Pier) is intended for public education and public access and recreation purposes only. Marine research is allowed but not to the exclusion of public access. Use of the Pier for the support of offshore oil exploration is prohibited.</p>
<p>Port San Luis Districtwide Goal 1, Priorities, Services and Facilities Policy 3: Boating and Fishing Facilities</p>	<p>Goal: A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.</p> <p>Policy: Recognize the importance of boating and fishing to Port San Luis. Protect, and where feasible upgrade boating and fishing facilities. Other uses shall incorporate site and design measures that avoid interfering with these priority uses.</p>
<p>Port San Luis Districtwide Goal 2, Access Policy 1: Access to Vessels and Water</p>	<p>Goal: Adequate access for all harbor users and visitors.</p> <p>Policy: Maintain and enhance access to the water, boats, and boating facilities. Maintain the overall launching capability of the Harbor at levels in consideration of demand and safety, the availability of parking, economic circumstances, and dredging needs.</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
Port San Luis Districtwide Goal 2, Access Policy 4: Development Contributions to Enhanced Access.	<p>Goal: Adequate access for all harbor users and visitors.</p> <p>Policy: Require new commercial developments or redevelopments to provide public access improvements and enhancements, including related improvements such as interpretive exhibits, benches, and picnic tables</p>
Port San Luis Districtwide Goal 2, Access Policy 2: Shoreline Access	<p>Goal: Adequate access for all harbor users and visitors.</p> <p>Policy: Maintain public access to the beaches, oceans, and Port properties, and enhance where feasible consistent with public safety and coastal resource protection.</p>
Avila Beach, Pier, and Parking Lot, Goal 1, Policy 4: Limitation on Use-Avila Beach	<p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.</p> <p>Policy: Maintain existing uses at Avila Beach and avoid cluttering the area with unnecessary structures. Allow fishing, boating, yachting and rowing clubs, temporary boat storage, boat rentals, boat launching, sightseeing, picnicking, overlooks, aquaculture, coastal access, passive recreation, outdoor special events, outdoor sports and recreation, non-motorized recreation equipment rental, public safety facilities, shoreline protection, and temporary events.</p>
Public Facilities, Open Water, Goal 1, Policy 2: Other Vessels	<p>Goal: A water area with a healthy marine environment that is manageable and financially feasible, with limited user conflicts and sufficient public access.</p> <p>Policy: Allow mooring and anchoring of industrial, commercial, governmental, and marine research vessels subject to case-by-case District determination.</p>
Public Facilities, Open Water, Goal 1, Policy 4: Limitation on Use	<p>Goal: A water area with a healthy marine environment that is manageable and financially feasible, with limited user conflicts and sufficient public access.</p> <p>Policy: Maintain the Open Water Area for navigation purposes, fishing and boating, water sports, biological resources and other coastal dependent uses such as certain aquaculture and mariculture. Also allow boat rental, boat storage and launching facilities, sightseeing facilities, marine research and education, marinas, public safety facilities, water taxi, fuel and ice sales, yachting and rowing clubs, and cruise ships.</p>
Public Facilities, Beach and Bluffs, Goal 1, Policy 2: Vertical Access	<p>Goal: Maximize public access and recreation opportunities within the Beach and Bluff planning sub-area and provide open space and complementary facilities where appropriate.</p> <p>Policy: Provide adequate, safe, and convenient public access to beaches.</p>
Public Facilities, Beach and Bluffs, Goal 1, Policy 4: Small Craft Launch	<p>Goal: Maximize public access and recreation opportunities within the Beach and Bluff planning sub-area and provide open space and complementary facilities where appropriate.</p> <p>Policy: Allow public vehicle access to Olde Port Beach free of charge for boat launching purposes consistent with public safety needs and natural resource protection.</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
Public Facilities, Beach and Bluffs, Goal 1, Policy 7: Limitation on Use	<p>Goal: Maximize public access and recreation opportunities within the Beach and Bluff planning sub-area and provide open space and complementary facilities where appropriate.</p> <p>Policy: Allow overlooks, paths, trails, parking, picnicking, restrooms, sightseeing facilities, interpretive displays and exhibits, passive recreation, commercial and recreational fishing, boat rental, small boat launching facilities, camping, trolley stop, visitor center, mobile retail vendors, outdoor events, public safety facilities, coastal related temporary events, and beach nourishment.</p>
Public Facilities, Harford Pier, Goal 1, Policy 2: Reserve Space	<p>Goal: An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.</p> <p>Policy: All new developments and uses approved on Harford Pier shall be coastal dependent. The replacement and/or alteration of existing coastal-related developments and visitor-serving activities and uses on Harford Pier shall not result in an increase or an expansion in the existing development footprint. A 30-foot open space setback at end of pier shall be maintained.</p>
Public Facilities, Harford Pier, Goal 1, Policy 3: Limitation on Use	<p>Goal: An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.</p> <p>Policy: Harford Pier. Allow commercial and recreational fishing loading facilities, maritime access and landings, eating and drinking establishments, fisherman's market and direct seafood sales (off of boats), wholesale and retail seafood sales, seafood loading, unloading and transportation, yachting and rowing clubs, boat fuel and lube oil dispensing, boat rental, skiff storage and launching facilities, sportfishing, sightseeing, ice making and sales, excursion boats, passenger transportation on water, mariculture and aquaculture support facilities, coastal accessways, educational and historic displays and exhibits, specialized marine-related programs, passive recreation, marine-related merchandise stores, Harbor Offices, public safety facilities, maritime emergency use, vehicle access, and limited parking.</p>
Public Facilities, Harford Pier, Goal 1, Policy 4: Pier Expansion	<p>Goal: An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.</p> <p>Policy: Expand the width of the Harford Pier stem to the extent of the historic pier footprint to support coastal dependent uses, increase water access, and improve fire ingress/egress.</p>
Public Facilities, Harford Pier, Goal 1, Policy 6: Rehabilitation	<p>Goal: An historically authentic and structurally sound working pier that encompasses a mix of coastal dependent, coastal related, and some visitor serving uses.</p> <p>Policy: Rehabilitate the entire pier from the stem to the terminus. Repair or replace pilings, substructure railings, fender systems, and infrastructure through a phased approach.</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
Public Facilities, Harford Landing, Goal 1, Policy 2: Beneficial Use	<p>Goal: A land area that is physically and financially supportive of coastal dependent, coastal related and visitor-serving functions that are on and around Harford Pier and the San Luis Obispo Bay waterfront.</p> <p>Policy: Provide efficient, safe, and convenient parking and circulation to benefit all users. Changes in parking and circulation patterns on Harford Landing (other than emergency closures and operation and maintenance activities covered under existing coastal development permits) that change the density or intensity of use of the land, or change the intensity of use of water, or of access thereto, shall require approval a coastal development permit from the California Coastal Commission or from the County depending on the projects location in relationship to the jurisdictional boundary shown on LCP Figure 8.6.</p>
Public Facilities, Harford Landing, Goal 1, Policy 3: Limitation on Use	<p>Goal: A land area that is physically and financially supportive of coastal dependent, coastal related and visitor-serving functions that are on and around Harford Pier and the San Luis Obispo Bay waterfront.</p> <p>Policy: Allow uses and developments on Harford Landing that are supportive of coastal dependent, coastal related, or visitor uses for Harford Pier and San Luis Obispo Bay waterfront. Permitted uses on Harford Landing shall include public parking, commercial and recreational fishing support facilities, support facilities, retail and wholesale seafood sales, boat repair, fuel storage and handling, eating and drinking establishments, yachting and rowing clubs, boat rental, boat storage and launching facilities, sportfishing, sightseeing facilities, boat engine repair and sales, marine supply, aquaculture and mariculture support facilities, overlooks, paths, trails, transit station (shuttle stop), visitor center, educational and historic displays and exhibits, passive recreation, food and beverage retail sales, marine related merchandise sales, outdoor seasonal sales and retail events, Harbor Offices, public safety facilities, accessory storage, temporary events, restrooms, and showers.</p>
San Luis Bay Coastal Area Plan	
<p>Harbor Terrace. The following goal and policies apply only to the Harbor Terrace Planning Sub-Area. The County of San Luis Obispo administers coastal development permits for Harbor Terrace.</p>	<p>Goal: Harbor Terrace encompasses a mix of uses that enhances the public's enjoyment of the Port, serves the needs of harbor users, and may augment Port income.</p> <p>Service Restriction. Prohibit extension of roads, infrastructure, services, or other development connections through the Harbor Terrace property to other non-Harbor District properties. This restriction does not preclude trailhead connections.</p>
<p>The following standards apply only to the San Luis Bay Estates project to the land use categories or specific areas listed Recreation</p>	<p>Trails. New residential and commercial development is to be accompanied by construction of trails adjacent to San Luis Obispo Creek connecting the Avila Valley and Avila Beach recreation areas.</p>
<p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal</p>	<p>2. Water Access. Provide a mix of water access facilities at Avila Pier.</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
<p>dependent, marine-related, and visitor-serving retail establishments in appropriate locations.</p>	
<p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.</p>	<p>3. Acquisition Proposals. Consider any proposal to acquire, operate, improve, and maintain all of the Port's Avila Beach properties, as an entire package, from responsible public entities that shall continue to maintain these properties in the public trust.</p>
<p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.</p>	<p>6. Limitation on Use-Avila Pier. New uses shall be in support of coastal dependent, coastal related, marine related visitor serving, or marine related recreational uses with a maximum buildout potential of 6,000 square feet. The pier terminus may be developed in one or more leaseholds, provided that individual structures do not exceed 2,000 square feet. Structures are limited to single-story with a maximum height of 15 feet. The location of new structures and related pier improvements are to be consistent with an updated figure 8-8 Conceptual Avila Beach Facilities Plan. New development must incorporate appropriate lighting, building materials, and design elements. Proposals must meet fire authority requirements, parking requirements, Port Master Plan design recommendations for Avila Pier, and be approved at a public hearing of the Harbor Commission. Allow commercial and recreational fishing, coastal access, marine related wholesale and / or retail, yachting and rowing clubs, boat rental, small boat temporary storage, launching facilities, sportfishing, sightseeing facilities, other marine-related facilities, aquaculture, direct seafood sales (from docked boats), educational, historic and fisherman's marine-related displays and exhibits, passive recreation, food and beverage sales in conjunction with marine related facilities, restrooms, outdoor retail events, public safety facilities, accessory storage, and major emergency use.</p>
<p>Recreational uses at Avila Beach and Pier</p>	<p>Goal: An attractive recreational beach and pier, convenient and adequate parking, and complementary coastal dependent, marine-related, and visitor-serving retail establishments in appropriate locations.</p> <p>1. Recreational Value. Provide opportunities for fishing, passive recreation, and other compatible waterfront</p>
<p>Avila Beach Urban Area Programs – Recreation</p>	<p>Avila Beach. Future recreation uses at Avila Beach should be compatible with the Avila Beach Specific Plan. [Amended 2000, Ord. 2919]</p>
<p>Priorities, Services, and Facilities</p>	<p>Goal: A Harbor with protected, maintained, and enhanced resources that balances the environmental, social, and economic needs of the various user groups.</p> <p>Visitor Serving and Recreational Facilities. Enhance public enjoyment of the San Luis Obispo Bay waterfront by protecting and where feasible and appropriate, providing a range of opportunities</p>

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
	for coastal recreation and visitor serving facilities, including affordable services.
Residential Suburban	The following standards apply only to the San Luis Bay Estates project to the land use categories or specific areas listed. Recreational Facilities. Residential clusters may include incidental neighborhood recreational facilities.
Planning Area Service Programs	Sewage Disposal - Avila Beach. The Avila Beach sewage treatment district should provide sewer service to all areas within the urban service line as the need arises.
Avila Beach Urban Area Programs - Public Facilities (The following program applies only to the port of San Luis Harbor District)	Facility Management. The county should pursue coordinated review of any harbor improvement plans with the California Coastal Commission, the U. S. Army Corps of Engineers, the California Department of Water Quality Control Board and the Port San Luis Harbor District to ensure a timely response to the proposed project and incorporation of the concerns of each of these agencies into the approval of the development plan. [Amended 2007, Ord. 3069]
Avila Beach Urban Area Standards - Communitywide	Water Authorization Required. Submittal of a "will-serve" letter from the Avila Water District is required prior to issuance of any building permits for construction proposed to have water service.
Special Districts	Community Services District - Avila Beach. As Avila Beach grows, the community and LAFCO should consider consolidating services into a community services district, including services now provided by CSA No. 12, Avila Beach County Water District and the Avila Beach Lighting District. The CSD should include all lands within the urban reserve line, with provision of services based on "zones of benefit" so that service costs are borne by users.
Avila Beach Urban Area Programs - Commercial Retail	Facility Management. The county should cooperate with the town of Avila, the Avila Beach Community Services District, the Avila Beach Community Foundation, the Port San Luis Harbor District, and Front Street property owners to facilitate management of facilities in the downtown area of Avila Beach, including the beach and pier, the park, and the parking lot. [Added 1996, Ord. 2776]
San Luis Bay Estates Master Plan	
Maintenance Area	An area is noted on the overall development plan for maintenance. A site adjacent to San Luis Bay Drive is presently developed with a steel maintenance building, unimproved exterior storage areas and as maintenance. The Master Plan anticipates that this area will remain as noted on the plan map. The site will function as a project-wide maintenance area upon completion of the project. A site plan will be submitted for the reorganization of the present facilities as needed to serve the finished project. This plan will be submitted prior or with the Phase II Residential Area. Uses and improvements will be limited to: <ul style="list-style-type: none"> ▪ Interim construction equipment storage ▪ Ongoing overall community association maintenance area ▪ Fire and security operation facilities

Coastal Zone LUCE, LCP, and Port San Luis Harbor District Master Plan Goals or Policies	Description
	<ul style="list-style-type: none"> ▪ Establishment of the area as a separate legal parcel ▪ All exterior storage areas will be screened from view as noted in the Land Use Ordinance ▪ The area may be used as a solid waste storage and transfer area
Utilities	<ol style="list-style-type: none"> 1. Water and sewer services will be supplied through a mutual water and sewer company. 2. Sewage treatment will be supplied by an incremental expansion of the existing permitted plant in Wild Cherry Canyon. 3. Ownership and maintenance of mutual water and sewer system will be by individual shares owned by property owners 4. Water will be supplied by existing and new wells. A water treatment system will be installed and expanded to meet all state and local requirements. cross-connect the existing development's water system with the Avila and Port San Luis Water System, for fire storage capability only. Requested to aid Avila and the Port.
Public Services	<ol style="list-style-type: none"> 1. Sanitary waste services will be supplied by a private purveyor <ul style="list-style-type: none"> ▪ Fire protection will be supplied by the existing private Fire service and C.D.F ▪ Police protection and security will be supplied by the existing private security fence and the County Sheriff Department. Public access to the project will be limited to: Hotel and Golf Facility, Commercial Area (including tennis Facility), Bikeway. ▪ Master Property Owners Association will supply following services: Fire and security system, main road maintenance, service road maintenance, open space lot maintenance, project-wide community facilities, drainage and other private systems, walkways and equestrian trails, and other areas to be owned and operated like tennis and swim facilities. ▪ School service will not be provided because the Development is to be occupied by adults only. Any changes to this would require separate Development plan application to amend the approved Master Development plan and to a new environmental determination

2.7 Goals and Policies from the Avila Beach Specific Plan and the Avila Community Plan (Inland)

Because the content and policy guidance within the Avila Beach Specific Plan and the Avila Community Plan (Inland) have been integrated into the Community Plan, both plans become inactive upon the Community Plan’s adoption. Therefore, the following tables (Table 2-10, Table 2-11, Table 2-12, Table 2-13, Table 2-14, and Table 2-15) summarize existing policy language from the Avila Beach Specific Plan and the Avila Community Plan (Inland) to be removed from the Local Coastal Program.

Table 2-10 Population and Economy

Avila Beach Specific Plan	Description
Provide a mix of uses in Avila Beach to appeal to local residents and tourists	The Plan calls for a mix of uses oriented both towards local residents and tourists. Plan assumes new commercial development on ground level with residential lodging uses above. Under the Plan, visitor serving lodging uses are encouraged throughout the community. Bed and breakfast uses are allowed in Residential Multi-Family areas, and visitor lodging is allowed in Commercial Retail areas. Front Street location to be developed with limited amount of residential projects. This will help to ensure that the community can meet its full economic potential. Additionally, to future consolidate visitor-serving retail development on Front Street, this Plan recommends elimination of the potential for construction of retail space on Avila Pier. The Harbor District should consider eliminating this reference from its Master Plan.
Commercial Retail (standards)	Priority and Protection of Visitor-Serving Uses. Priority shall be given to visitor-serving uses throughout the Front Street Commercial District and the Commercial Retail area. Low-cost visitor serving facilities shall be protected, encouraged and, where feasible, provided.
Affordable Housing (regulatory changes to affordable housing requirements in Avila Beach)	A.1. New Housing. County policy stipulates that new housing projects over 11 units must include at least 15% affordable units. In Avila Beach, this requirement should be augmented by a requirement that all new housing projects of more than 4 and fewer than 11 much include at least one studio unit.
Affordable Housing (regulatory changes to affordable housing requirements in Avila Beach)	A.2. Mobile Home Park Replacement Housing. The former Mobile Home Park located at Front Street, San Juan Street and San Francisco Street contained a number of occupied mobile home units prior to the vacation of the property for cleanup activities. Some of these units may be required to be replaced with new affordable units under the Coastal Zone Land Use Ordinance and related state statutes pertaining to replacement of affordable housing. If the requirements for replacement of affordable housing are satisfied at some other sites in Avila Beach, the former Mobile Home Park site should be used to provide visitor accommodations. However, if necessary, the former Mobile Home Park site could be used to provide these affordable units if no other site in Avila Beach is available. Other potential sites include the residual land around the reconfigured parking lot or the lot at the end of Laurel Street and land adjacent to the parking lot.
Front Street Commercial District Area Standards (new development design guidelines)	B.1. Allowable Uses. All uses allowed in the Commercial Retail land use category by the Coastal Framework for Planning (Table "O) are allowed in the Front Street Commercial District except: communication users; schools - business and vocational; concrete, gypsum and plaster products; food and kindred products; printing and publishing; single family dwellings (except on the second floor; auto, mobile home and vehicle dealers and supplies. Consistent with Avila Beach Standard 1 for Commercial Retail areas, developments in the Front Street Commercial District shall give priority to visitor-serving uses. However, development on the second floor is encouraged to include conditional residential uses as well as visitor-lodging uses, to replace housing units removed as a result of the cleanup, and to provide surveillance of streets and other public spaces, increasing the level of safety in these places. The intent is to achieve two objectives for second floor uses-residential units to provide surveillance and lodging units to assure an adequate supply of visitor accommodations.

Avila Beach Specific Plan	Description
Maintain the economic mix in Avila Beach to keep the town affordable	The Plan recognizes need for housing of all income groups, and especially for moderate and low-income households. The Plan calls for the development of new affordable housing in Avila Beach to replace the loss of such housing due to clean-up activities. It encourages replacement of affordable housing units lost through the clean-up process.

Table 2-11 Land Use

Avila Beach Specific Plan	Description
Provide a mix of uses in Avila Beach to appeal to local residents and tourists	The Plan calls for a mix of uses oriented both towards local residents and tourists. Plan assumes new commercial development on ground level with residential lodging uses above. Under the Plan, visitor serving lodging uses are encouraged throughout the community. Bed and breakfast uses are allowed in Residential Multi-Family areas, and visitor lodging is allowed in Commercial Retail areas. Front Street location to be developed with limited amount of residential projects. This will help to ensure that the community can meet its full economic potential. Additionally, to future consolidate visitor-serving retail development on Front Street, this Plan recommends elimination of the potential for construction of retail space on Avila Pier.
Maintain and preserve unobstructed public views of the ocean	Views of the ocean, which are key to the character of Avila Beach, are maintained in several ways by the Specific Plan. New development along Avila Beach Drive is organized to preserve view corridors from Avila Beach Drive along the side streets out towards the ocean.
Maintain the economic mix in Avila Beach to keep the town affordable	The Plan recognizes need for housing of all income groups, and especially for moderate and low-income households. The Plan calls for the development of new affordable housing in Avila Beach to replace the loss of such housing due to clean-up activities. It encourages replacement of affordable housing units lost through the clean-up process.

Table 2-12 Environmental Resources

Avila Beach Community Plan and Avila Beach Specific Plan	Description
Avila Beach Community Plan	
Land Use Programs, Recreation Policy 1: Floodplains	The County Public Works Department should work with owners of developing properties to acquire protective easements over floodplain areas.
Avila Beach Specific Plan	
Commercial Retail, Standard 2: Storm Drainage	Commercial development shall use best management practices (BMPs) to control and prevent pollutants from entering the storm drain system. BMPs shall be chosen and sized to meet the guidance of the California Storm Water Best Management Practices Handbook (Industrial/Commercial). Such measures shall include both source control and treatment control practices that ensure contaminants do not leave the site. Stormwater runoff from commercial sites shall be filtered through BMPs that treat storm water runoff up to and including the 85th percentile storm event. Restaurant and other commercial cleaning practices that can impact water quality (such as floor mat rinsing and vehicle cleaning) by introducing chemicals to storm drain systems (detergents, oils and grease and corrosive chemicals) shall provide designated areas that collect and dispose of this runoff

Avila Beach Community Plan and Avila Beach Specific Plan			Description
			through the sanitary septic system. Street sweeping and cleaning shall use best management practices outlined in the above referenced handbook or the Model Urban Runoff Program to keep contaminants and cleaning products from entering the storm drain system. [Added 2000, Ord. 2919]
Residential, Protection	Standard 1:	View	All new residential development shall be designed to protect public view corridors to the beach and ocean. [Added 2000, Ord. 2919]
Residential, Drainage	Standard 2:	Storm	All new residential development shall provide Best Management Practices (BMPs) to address polluted runoff. BMPs shall be sized and developed to meet the requirements of the California Storm Water Best Management Practices Handbook (Municipal). Such measures shall include, but not be limited to: minimizing the use of impervious surfaces (e.g., install pervious driveways and walkways); directing runoff from roofs and drives to vegetative strips before it leaves the site; and/or managing runoff on site (e.g., percolation basin). The installation of vegetated roadside drainage swales shall be encouraged and, if used, calculated into BMP requirements. The combined set of BMPs shall be designed to treat and infiltrate storm water runoff up to and including the 85th percentile storm event. [Added 2000, Ord. 2919]
Open Space, Vegetation	Standard 1:	Riparian	Riparian vegetation is to be retained along creekways.

Table 2-13 Circulation Element

Avila Beach Community Plan and Avila Beach Specific Plan		Description
Avila Beach Community Plan		
Circulation Programs		Avila Valley Transportation System Management (TSM) and Transportation Demand Management (TDM) Programs. The county should pursue TSM and TDM programs to increase capacity and reduce traffic volume on Avila Beach Drive, including a) Public transit system improvements; b) Parking management; c) Intercept parking and shuttle service; and d) Establishment of bicycle routes. [Amended 1994, Ord. 2702]
Circulation Programs		Resource Capacity – Avila Beach Drive. When annual traffic counts indicate that remaining excess capacity has declined to 25 percent of the LOS "C" range, the Board of Supervisors should be notified according to the procedures of the Resource Management System, and be asked to consider the allocation of the remaining capacity among coastal-dependent, coastal-related and other development. (Coastal-dependent and coastal-related uses are defined the San Luis Bay Area Plan (Coastal), Avila Beach Urban Area Standards, Public Facilities land use category.) [Amended 1994, Ord. 2702]
Circulation Programs		Pedestrian and Bicycle Paths. The County should work with the Port San Luis Harbor District and other property owners to provide pedestrian and bicycle paths connecting harbor recreation facilities with Avila Beach, the San Luis Bay Club and Avila Valley.

Avila Beach Community Plan and Avila Beach Specific Plan	Description
Circulation Programs	Street Improvement Assessment Districts. The County Public Works Department should work with residents and property owners in the formation of assessment districts to improve local streets to acceptable county standards.
Avila Beach Specific Plan	
Goal 7. Improve bicycle, pedestrian and vehicular circulation in Avila Beach	<p>Enhancements to the streetscape such as new and widened sidewalks, street trees and street lighting would greatly enhance the pedestrian experience and would improve the visual character of the community. Pedestrian circulation would also be improved through several major enhancements. In particular, Front Street would be reconstructed to include a pedestrian-only zone between San Francisco and San Miguel Streets. The Plan proposed a mid-block passageway which would create a pedestrian connection between the pedestrian zone and the Earl's Alley parking lot. (More specifics on design of pedestrian, bicycle and vehicular circulation included in plan)</p> <p>Vehicular circulation in Avila Beach would be enhanced primarily through the installation of a new intersection into town. The new intersection would be located at Avila Beach Drive where SF Street and Second Street would intersect it. New signing will guide beach-oriented vehicular traffic to the new intersection and parking lot, thereby reducing traffic impacts on residential streets</p>
Goal 8. Provide safe pedestrian access to the beach	In addition to enhancing the pedestrian environment, the Plan would enhance pedestrian access to the beach through construction of the pedestrian-only zone and mid-block passage. The construction of a new Front Street Park near Avila Beach Drive would also create a safe place for children to move to and from the beach without crossing a street.
Goal 9. Provide adequate parking in Avila Beach in balance with enhanced pedestrian facilities and transit services	<p>The parking demand in Avila Beach is generated primarily by beach users and not by the town's shops and restaurants. For this reason, the Specific Plan eliminates the existing requirement for on-site parking for commercial uses within the Front Street commercial area, in favor of an in lieu parking fee that will be used to provided and maintain public parking facilities and/or transit service from remote parking facilities.</p> <p>The overall parking supply in Avila Beach will be maintained. The existing Earl's Alley parking lot can be enhanced throughout the provision of pedestrian facilities connecting it to the center of town and through tree planting to improve the lot's appearance.</p>
Goal 10. Promote and encourage the use of alternatives to single occupant vehicles for access to Avila Beach	The Plan encourages the uses of alternative to single-occupant vehicles to Avila Beach through the bicycle path connections to the Avila Valley and Shell Beach, and by limiting the parking supply to be consistent with the supply that is currently available. These approaches will reduce the impact of motor vehicles on the community and will help to reduce air pollutant emissions.
Avila Beach Urban Area Programs - Commercial Retail	Parking. The county should work with property owners toward development of adequate parking facilities needed to serve the downtown and beach areas.
Avila Beach Urban Area Programs – Recreation	Pacific Coast Light Railway. The county should assist the railroad operator in acquiring right-of-way to extend the proposed Pacific Coast Light Railway from Avila Valley through Avila Beach. The old Santa Fe

Avila Beach Community Plan and Avila Beach Specific Plan	Description
	School building east of Ontario Road should be incorporated into the proposed railroad facilities development.
Avila Beach Urban Area Programs – Recreation	Avila Pier. The county shall encourage discussions between the Port San Luis Harbor District and the Avila Beach Community Services District regarding management of the pier, beach and parking lot. [Amended 2000, Ord. 2919]

Table 2-14 Coastal Access

Avila Beach Specific Plan	Description
Public Facilities, Recreation 12: Avila Pier	The county shall encourage discussions between the Port San Luis Harbor District and the Avila Beach Community Services District regarding management of the pier, beach and parking lot.

Table 2-15 Public Facilities, Services, and Utilities

Avila Beach Community Plan and Avila Beach Specific Plan	Description
Avila Beach Community Plan	
Community Service Programs	Community Services District. As Avila Beach grows, the community and LAFCO should consider consolidating services into a community services district, including services now provided by CSA #12, Avila Beach County Water District and the Avila Beach Lighting District. The CSD should include all lands within the urban reserve line, with provision of services based on "zones of benefit" so that service costs are borne by users.
Avila Beach Specific Plan	
Avila Beach Urban Area Programs - Recreation	Floodplains. The county Engineering Department should work with owners of developing properties to acquire protective easements over floodplain areas.
Commercial Retail (standards)	Storm Drainage. Commercial development shall use best management practices (BMPs) to control and prevent pollutants from entering the storm drain system. BMPs shall be chosen and sized to meet the guidance of the California Storm Water Best Management Practices Handbook (Industrial/Commercial). Such measures shall include both source control and treatment control practices that ensure contaminants do not leave the site. Stormwater runoff from commercial sites shall be filtered through BMPs that treat storm water runoff up to and including the 85th percentile storm event. Restaurant and other commercial cleaning practices that can impact water quality (such as floor mat rinsing and vehicle cleaning) by introducing chemicals to storm drain systems (detergents, oils and grease and corrosive chemicals) shall provide designated areas that collect and dispose of this runoff through the sanitary septic system. Street sweeping and cleaning shall use best management practices outlined in the above referenced handbook or the Model Urban Runoff Program to keep contaminants and cleaning products from entering the storm drain system. [Added 2000, Ord. 2919]
Standards applying only to lands within the Residential multi-family	Storm Drainage. All new residential development shall provide Best Management Practices (BMPs) to address polluted runoff. BMPs shall be sized and developed to meet the requirements of the California Storm

Avila Beach Community Plan and Avila Beach Specific Plan	Description
and residential single-family land use categories	Water Best Management Practices Handbook (Municipal). Such measures shall include, but not be limited to: minimizing the use of impervious surfaces (e.g., install pervious driveways and walkways); directing runoff from roofs and drives to vegetative strips before it leaves the site; and/or managing runoff on site (e.g., percolation basin). The installation of vegetated roadside drainage swales shall be encouraged and, if used, calculated into BMP requirements. The combined set of BMPs shall be designed to treat and infiltrate storm water runoff up to and including the 85th percentile storm event. [Added 2000, Ord. 2919]
Recommend appropriate uses for the Unocal Tank Farm site	The Plan recommends recreation-oriented uses on the Tank Farm site, including a conference center and/or marine educational facility in a natural setting, with trails and open space that would be publicly accessible.
Recognize the community's desire to acquire jurisdiction over the beach, pier, and parking lot, currently administered by the Port San Luis Harbor District	The Plan recognizes the community's desire to acquire jurisdiction over the beach, pier, and parking lot by recommending improvements to these facilities, such as reconfiguration of the parking lot.
Avila Beach Urban Area Programs - Commercial Retail	Facility Management. The county should cooperate with the town of Avila, the Avila Beach Community Services District, the Avila Beach Community Foundation, the Port San Luis Harbor District, and Front Street property owners to facilitate management of facilities in the downtown area of Avila Beach, including the beach and pier, the park, and the parking lot. [Added 1996, Ord. 2776]

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3 Population and Economy



This chapter describes the population and socioeconomic characteristics of the Avila URL including past trends, present conditions, and future projections. The population and demographic profile has been prepared using information obtained from U.S. Census Bureau data, including the American Communities Survey, the California Department of Finance, and the San Luis Obispo Council of Governments (SLOCOG).

A critical component of long-range planning programs, such as a Community Plan, is projecting a community's future population and economic growth. The Avila Community Plan (Community Plan) establishes infrastructure policy, projected economic and business expansion, and residential growth based on anticipated population changes, with feedback from the Avila Valley Advisory Council (AVAC), the community, and County decision-makers.

Envision Avila

During the public outreach process for the Community Plan, members of the community mainly expressed a desire to sustain the charming Town of Avila area, including its tourist-serving businesses. Community members also expressed concerns about community events, residential vacation rentals, and tourism impacting traffic and parking in the community. Many community members requested street improvements and increased allocation of resources to

improve enforcement of policies. Other areas of interest include Avila Point, where the majority of the community expressed the desire for minimal development such as camping and similar scale lodging, and Cave Landing, where open space was the most supported land use. Outside of the Avila URL, community members also looked ahead to the Diablo Canyon Nuclear Power Plant Decommissioning and expressed preferences for future land uses on the properties currently owned by the Pacific Gas and Electric Company (PG&E). Suggested land uses include open space and conservancy, a coastal trail, egress out of town, and a desire to remove nuclear waste.

Economic Stakeholder Interviews

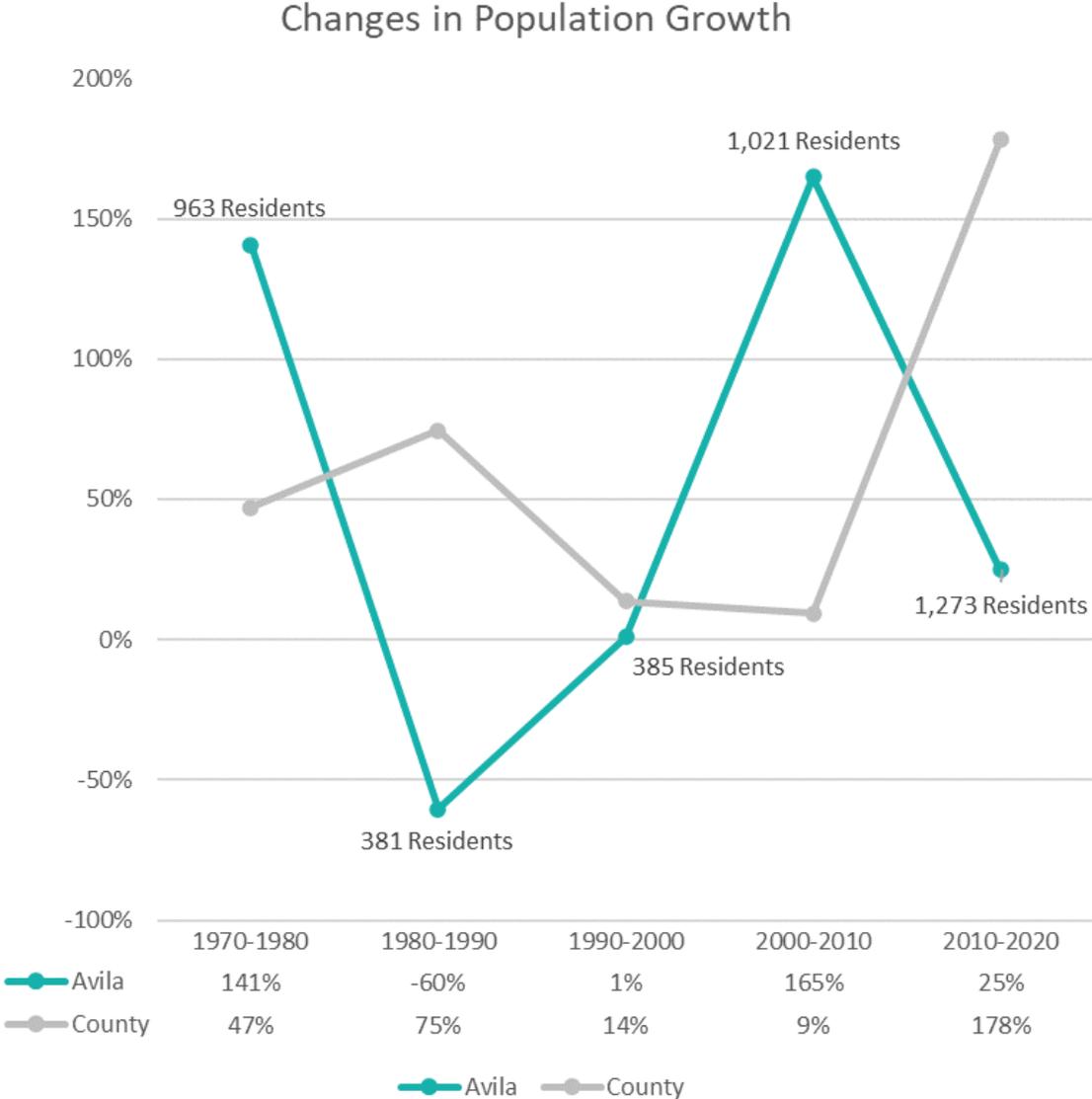
Economic & Planning Systems, Inc., aided the County in conducting a series of stakeholder interviews to gather the economic perspective of local business owners. Economic & Planning Systems, Inc. completed a memorandum, "Avila Economic Development Perspectives," (Appendix D) to qualitatively identify, analyze, and evaluate stakeholders' opinions of Avila's economic future. The memorandum presented a variety of stakeholders' opinions of Avila's economic constraints and future opportunities, and is referenced throughout this chapter.

3.1 Population

Population Trends

Avila's population, like most unincorporated communities in the county, has seen fluctuations over time. In 1970, fewer than 400 residents lived within the limits of the URL, and housing stock continued to be limited prior to the 1980s (SLOCOG 2004). The construction of San Luis Bay Estates in the late 1980s and the opening of the Diablo Canyon Nuclear Power Plant in 1985 created new housing and economic opportunities that spurred population growth. In addition, the Unocal cleanup in 2000 required extensive construction of buildings in the Town of Avila. The new buildings and amenities established as part of the cleanup ultimately bolstered the tourist economy and encouraged population growth through new residential development. As shown in Figure 3-1, Avila's population increased starting in the 1990s. Though Avila has experienced a recent decrease in population, due to limited housing stock, the URL's population has increased by 218% overall in the past fifty years (U.S. Census Bureau 2018).

Figure 3-1 Changes in Population Growth



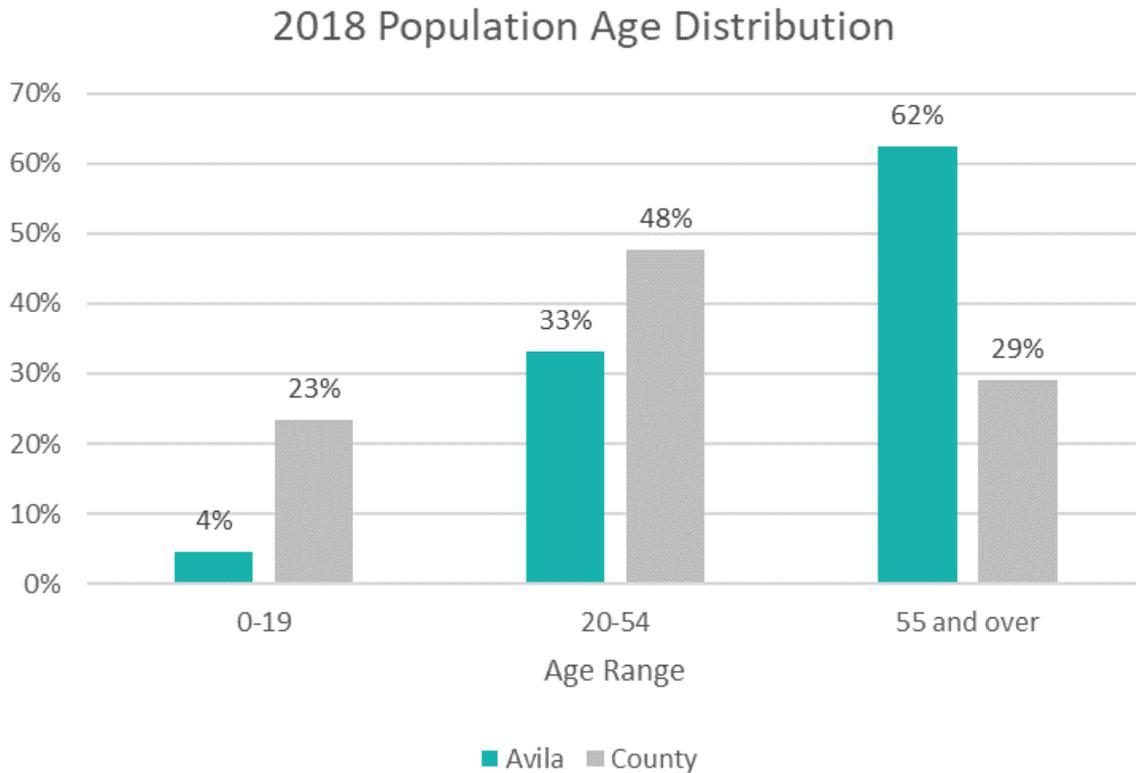
As shown in Figure 3-1, Avila’s population fluctuates more substantially than unincorporated San Luis Obispo County, due to the comparatively small number of individuals living in Avila. In 2018, the population within the Avila URL was 1,273 whereas in 2019 San Luis Obispo County’s population was 121,504 (U.S. Census Bureau 2018; County of San Luis Obispo 2020). Avila’s population makes up approximately 0.8 percent of the unincorporated county population and it is projected to increase at a slower rate than the rest of San Luis Obispo County.

SLOCOG predicts that the Avila URL will have 1,671 residents by 2050 and 2,204 residents by 2080 (SLOCOG 2017). SLOCOG projects that Avila’s population will increase at a slower rate than the rest of the unincorporated county, increasing on average 1.7% every five years, as opposed to the 2% average increase in the remaining unincorporated county.

Age Distribution

Age demographics have also changed in the Avila URL since the 1970s. In 1976, 39.1% of the community’s population was in the 20-29 age bracket (U.S. Census Bureau 2018). More than forty years later, Avila’s population in 2021 currently consists primarily of the over-55 age bracket, which represents 62.5% of the population (compared to 27.1% countywide), as shown in Figure 3-2.

Figure 3-2 2018 Population Age Distribution



As shown in Figure 3-2, Avila has a smaller portion of children, teenagers, and residents age 20-54 years of age, compared to San Luis Obispo county as a whole. Avila’s population is also older than California’s population as a whole, with a median age of 63.3, compared to 37.5 statewide.

3.2 Housing

Housing Conditions

The San Luis Obispo Department of Planning and Building periodically conducts housing condition surveys across the County's ten urban communities, with surveys held in 2002, 2008, and 2014. Follow-up surveys were not completed in Avila in 2008 and 2014; therefore, data is limited to housing conditions in 2002. In 2002, out of 355 units surveyed in Avila, 344 units

were determined to be in sound condition, 10 units were determined to be deteriorated, and 1 unit was determined¹ to be dilapidated (County of San Luis Obispo 2020). Compared to the 23,431 units surveyed by County staff in 2002, Avila’s deteriorated and dilapidated units made up less than 2.2% and 1.85%, respectively. However, no units have been surveyed since 2002.

The first phases of construction of San Luis Bay Estates in the late 1980s established the largest portion of residential development in the Avila URL. In addition, housing in the Town of Avila was rebuilt during the oil spill clean-up process completed by Unocal Corporation in 2000. U.S. Census Data confirmed approximately 73 percent of Avila’s housing supply was built between 1980 and 2009 (U.S. Census Bureau 2018).

Housing Occupancy Type

In the 1970s, the housing supply consisted of a limited stock of primarily low-cost, college-age and young adult housing (Appendix C). At that time, a portion of housing stock was also used as secondary residences or seasonal vacation homes.

In 2018, of Avila’s 1,074 housing units, 738 were occupied and 336 units were vacant (U.S. Census Bureau 2018). The homeowner vacancy rate was 0 percent, whereas the rental vacancy rate was 11 percent (U.S. Census Bureau 2018). Thus, seasonal use of rental properties may cause short-term, temporary periods of vacancy in Avila. A discussion of residential vacation rentals is provided at the end of this section.

Residential dwelling units within the Avila URL have an occupancy rate of 1.72 persons per unit. Most of these units – 62.8% - are owner-occupied, which is slightly higher than the countywide average of 59.7%. Dwelling units located in the San Luis Bay Estates and Town of Avila subsections make up 93% of the total number of units in the Avila URL.

Housing Costs

According to the 2020-2028 Housing Element for the County of San Luis Obispo, in 2019, 12 homes were sold in Avila at the median selling price of \$1,459,006 (County of San Luis Obispo 2020). Avila’s median selling price was the highest median selling price of all nine unincorporated communities and more than double the overall County median selling price (\$708,954) (County of San Luis Obispo 2020). Therefore, the cost of owning a home in the Avila URL is substantially higher than the median home value for San Luis Obispo County.

A number of factors that impede the rate of residential construction in the County include:

- Regional shortages of available water
- A need for key infrastructure development, such as sewers
- An abundance of natural habitats, natural resources areas, and agricultural production areas that are protected by government policies and regulations

¹ The rating system used for the survey was modeled after one provided by the State of California Department of Housing and Community Development (“HCD”). The system established three levels of housing condition — sound, deteriorating, and dilapidated — based on five exterior components: foundation, roofing, siding, windows, and doors. Sound units require only painting or very minor repairs such as window or door repair and roof patching. Deteriorating units need several nonstructural or at least one structural repair. A dilapidated unit requires replacement of the foundation, roof structure, siding, and windows.

- High land costs
- High construction costs
- New financing regulations
- Concerns about Homeowner Association rules and viability
- Concerns about growth impacts in some communities
- Impediments to development of affordable multifamily projects such as construction defect/legal liability (and the resulting lack of insurance) and community opposition to high-density housing

In the 2020-2028 Housing Element, the County determined that the community of Avila had adequate water for buildout and that traffic volumes were not expected to reach Level of Service "D" through till 2028 (County of San Luis Obispo 2020). In addition, no sewer operational issues and no planned increases in capacity were identified.

Regional Housing Needs Assessment

The Regional Housing Needs Allocation (also known as RHNA) establishes the total number of housing units that the County and each of the seven (7) Cities must plan for within the eight-year planning period. During the 2014-2019 housing cycle, the County of San Luis Obispo exceeded its required allocation of 1,347 housing units, approving the construction of 1,864 housing units (County of San Luis Obispo 2020). Of that total however, only 297 of the units were for lower income and moderate income households.

The County must plan for 3,256 housing units through December 2028 after accounting for units previously approved, under construction or completed in the year 2019. Of that total 2,671 units are intended for lower income and moderate income households. If Avila continues to comprise less than one percent of the County's unincorporated population, in order to contribute a proportional number of housing units for the County's 2020-2028 housing cycle, an estimated 4 very low income housing units would need to be built in the Avila URL, while 7 above moderate income housing units would need to be built.

Inclusionary Housing Ordinance

The County revised its Inclusionary Housing Ordinance in March 2019 to significantly increase the average amount of funds for building affordable housing in San Luis Obispo County to approximately \$1 million per year (County of San Luis Obispo 2020). Applicable developments must either construct affordable housing units on-site, off-site, donate land to the County, or pay a per-unit in-lieu fee. The ordinance would apply to the following development types in Avila:

- Housing unit construction \geq 2,200 sq. ft. per unit
- Commercial/industrial development \geq 5,000 sq. ft.
- Mixed-use development
- Subdivision of land

Realistic Development Capacity

The County Land Use Element, Land Use Ordinance (Title 22), and Coastal Zone Land Use Ordinance (Title 23) allow maximum residential multi-family densities of 26 or 38 dwelling units per acre, generally (County of San Luis Obispo 2020). However, residential developments at such densities are not frequently produced. This may be due to many variables, including natural site features, cost of construction, and opposition to high-density development.

Since it is unlikely for all parcels to be developed at the allowable maximum residential densities, the County utilizes a realistic development capacity to represent the number of dwelling units that a parcel will likely yield. County staff conducted analysis of the realistic development capacity of Avila for the 2020-2028 Housing Element. To determine the realistic development capacity of vacant parcels, the County analyzed residential projects approved or built on parcels with allowable residential densities greater than 20 dwellings units per acre over a five-year period. This analysis considers the actual number of dwelling units approved or built and the parcel size to determine the density achieved for each residential development. The average of the density achieved is then used to represent the realistic development capacity assumed for vacant and underutilized parcels.

Table 3-1 Realistic Development Capacity

Parcel Size (Acres)	Number of Dwelling Units Approved or Built	Maximum Allowable Density (Dwelling Units per Acre)	Density Achieved (Dwelling Units per Acre)
0.10	2	38	20
0.40	7	26	18
0.48	9	38	19
0.60	17	38	28
1.36	17	38	13
1.50	10	38	7
1.60	28	38	17.625
Average Density Achieved (Dwelling Units per Acre)			18

Source: County of San Luis Obispo. County of San Luis Obispo General Plan 2020-2028 Housing Element. Adopted November 17, 2020.

The average density achieved was 18 dwelling units per acre, and thus, the realistic development capacity assumed for vacant and underutilized parcels is 18 dwelling units per acre (County of San Luis Obispo 2020). This figure is considered conservative, as such developments occurred prior to the full implementation of the County Housing Initiatives Package included in the 2020-2028 Housing Element. County staff identified example environmental constraints that may lead to increases in development costs. Noise and liquefaction zones were identified as example environmental constraints in the Avila URL.

Residential Vacation Rentals

A residential vacation rental is a furnished residence that accommodates visitors on a temporary, short-term basis. This form of overnight accommodations has increased in

popularity due to platforms, such as Airbnb and VRBO (Vacation Rentals by Owner). Due to Avila’s beautiful scenery and tourist amenities, residential vacation rentals have increased in the community over the past decades. Most of the residential vacation rentals occur within the Town of Avila, and approximately 17 percent of the housing units within Avila URL overall are permitted for residential vacation rentals. Due to the loss of available housing units, the community has expressed the need for updated regulations within Avila URL.

The Community Plan includes guidance to update the current residential vacation rental standards (included as Appendix B), which would increase the distance standards and provide more specific performance standards for their use and operation. Proposed regulations include density control, a cap on the number of residential vacation rental permits, and an increased distance requirement between residential vacation rentals. The intent of the measures is to ensure that vacation rental activity respects community, preserves housing stock, and minimizes negative impacts, while recognizing that there is a role for vacation rentals in the community of Avila.

3.3 Economy

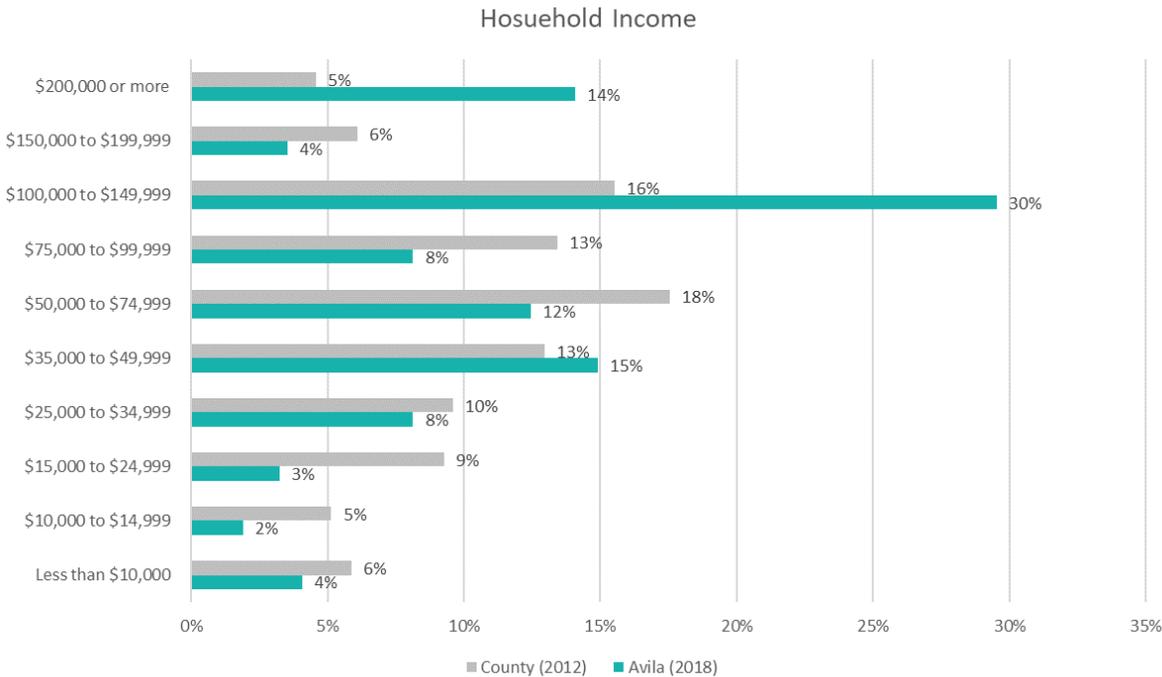
In the latter half of the 19th century Avila facilitated oil extraction and served as the main shipping port for San Luis Obispo county. The Port San Luis Harbor still serves the community of Avila as a working, commercial, fishing pier. The oil spill and clean-up operation in the Town of Avila rebuilt the core commercial district and was accompanied by a shift in the economy to a greater share of visitor-serving businesses – one that has been reflected in many unincorporated communities in the County. Avila Valley also contains visitor-serving establishments - spas, local wineries, and small-scale agricultural stands. Existing public facilities and infrastructure deficiencies related to traffic, parking, and secondary access act as limiting factors on economic development for the community.

Avila’s pleasant climate encourages ample recreation facilities, including the Bob Jones Trail and beaches. Outdoor entertainment, such as community events and concerts held at the Avila Beach Golf Resort, are popular. The promenade and three coastal piers distinguish the community while encouraging a dynamic, walkable downtown area. Business owners in Avila expressed during stakeholder interviews that they support maintaining and expanding these tourist industries and adjoining public facilities (Appendix C).

Income

Of the population in the Avila URL, 35 percent are employed, with a large proportion of the residents being retired. As shown in Figure 3-3, 45 percent of the households within the Avila URL have a yearly income of \$75,000 or more; which is slightly greater than the county at 41 percent (U.S. Census Bureau 2018). The average household income in Avila in 2018 was \$128,720 (U.S. Census Bureau 2018). Overall, residents within the Avila URL have an average yearly salary greater than those of the county. The median household income (in inflation-adjusted dollars) has increased over the years, from \$70,513 in 2010 to \$84,455 in 2018, but did drop from \$100,076 in 2017 (U.S. Census Bureau 2018).

Figure 3-3 Realistic Development Capacity



During stakeholder interviews, business owners explained that Avila’s tourism industry has established a seasonal economy that can be difficult for businesses who lose popularity during the winter months (Appendix C). In addition, business owners voiced concerns with ongoing solid waste maintenance and flood management, despite Avila’s substantial contributions to the County’s Transient Occupancy Tax revenue. Slow growth sentiment, limited wayfinding, and restrictive governance were identified as challenges from business owners who were interviewed.

Jobs by Industry

Economic enterprises include a variety of opportunities for jobs in a community. Industries are divided by sectors, such as construction and retail trade, in order to determine the number and diversity of jobs in a community’s economy. There are approximately 3,500 jobs within the Avila URL, most from tourism-related sectors or related to the Diablo Canyon Power Plant, as shown in Table 3-2 (U.S. Census Bureau 2018). Of the jobs located within the Avila URL, approximately 3,300 can be found in three employment sectors: Educational Services, Accommodation and Food Services, and Public Administration.

Table 3-2 The Avila Economy – Jobs by Industry

Industry	Jobs
Finance and Administration	5
Administration & Support, Waste Management and Remediation	11
Other Services (excluding Public Administration)	12
Information	16
Construction	18
Real Estate and Rental and Leasing	18
Manufacturing	23
Utilities	24
Professional, Scientific, and Technical Services	38
Retail Trade	101
Accommodation and Food Services	473
Educational Services	1,146
Public Administration	1,683
Total	3,568

Source: U.S. Census Bureau; LEHD On The Map data for Avila Beach CDP

The number of jobs in Avila saw a dramatic jump from 2011 to 2012, when more than one thousand new educational services jobs were created in the community, mainly due to the creation of PG&E’s Education Center. In 2015, there was a slight drop in jobs due to losses in jobs categorized as Transportation and Warehousing, Wholesale Trade, and Other Services (excluding Public Administration), though job numbers recovered over the past few years, with a slight downward trend. Accommodation and Food Service jobs as well as Retail jobs have increased over the years, especially since 2011, but have seen decreases in the most recent year, by approximately 9% and 12% respectively. Arts, Entertainment, and Recreation jobs saw the same increase since 2011, but have dropped by 54% since 2015.

Business owners also expressed that the closure of the PG&E Diablo Canyon Power Plant may impact Avila due to its close proximity to the Avila URL (Appendix C). However, these local economic impacts would likely be distributed throughout San Luis Obispo county. PG&E will discontinue its power operations at Diablo Canyon upon the expiration of the Unit 1 and Unit 2 operating licenses, in November 2024 and August 2025, respectively. Decommissioning will begin promptly after the units shutdown and the process will take approximately ten years. PG&E and the County of San Luis Obispo are soliciting suggestions and ideas for future use of the Diablo Canyon lands and facilities.

Community Constraints

Avila is known for its beautiful landscape and dynamic downtown, which has attracted many visitors, residents, and business owners (Appendix C). The community continually balances the trade-offs associated with resource preservation against land uses and development, roadway access, parking, and population growth. Limited growth in the community also provides



unique financial challenges for financing public facilities, such as new multimodal infrastructure and additional evacuation routes. Also, wildfire risk is a safety concern to the community, due to the lack of secondary access during an emergency evacuation.

Future Opportunities

Avila is a beloved community with many opportunities to build upon unique features that residents and tourists appreciate. Implementing strategic growth principles, facilitating street improvements, and encouraging alternative modes of transportation could alleviate existing issues related to traffic and parking. In addition, community events and growing the business community could establish a year-round economy (Appendix C).

Community members expressed a range of priorities during the *Envision Avila* outreach program. Some stakeholders sought to expand commercial development and capitalize on growing sectors, while others focused on maintaining and expanding other unique features and amenities in the community. When asked about preferred land uses, the majority of participating community members preferred not to expand the Front Street commercial corridor and expressed an overall desire to maintain open space throughout the community. In addition, the community requested a public facilities financing plan to prioritize street improvements for better circulation overall as well as implementation of secondary access for emergency evacuations.

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4 Land Use



Land use planning represents a generalized blueprint for current and future development of land in the Avila URL. This Chapter describes the existing urban form and community aesthetic of the different community areas within the Avila URL, and then provides detail on land use designations. This Chapter also describes temporary events and vacation rentals, which are increasingly common activities within the Avila URL. Goals and policies for Avila's urban form and land use patterns can be found in Chapter 2, Community Plan Framework.

Envision Avila sought feedback from community members on the future of land use in Avila. Through an online mapping activity in 2017, the County found that many participants generally agreed with the existing vision for land use within the Avila URL. For example, participants wanted to see commercial uses in areas that already have a commercial land use designation, such as along Front Street, in Port San Luis area, and at the entrance to San Luis Bay Estates. Participants expressed varying thoughts on appropriate land uses for the former Unocal oil tank farm site at Avila Point – including recreational, commercial, residential, and open space uses. Most participants expressed a strong desire to allow public access to recreational or open space uses at Avila Point.

Overall, participants wanted to encourage some changes to land use in the Avila URL, while protecting scenic and recreational resources, as well as the small town, rural feel of the area. Residents were concerned over impacts from vacation rentals and temporary events. The

overall land use strategy of the Community Plan is to provide minor, targeted land use updates, while providing specific land use policies and standards to preserve Avila’s beach town, scenic, and recreational resources.

4.1 Avila URL Subareas

The Avila URL is divided into five subsections: San Luis Bay Estates, Avila Valley, Cave Landing/Ontario Ridge, the Town of Avila, and Port San Luis. Each subsection has its own unique character and range of land uses that draw in residents and visitors (See Section 4.2 for Land Use definitions). Figure 4-1 shows the different subsections within Avila’s URL.

San Luis Bay Estates



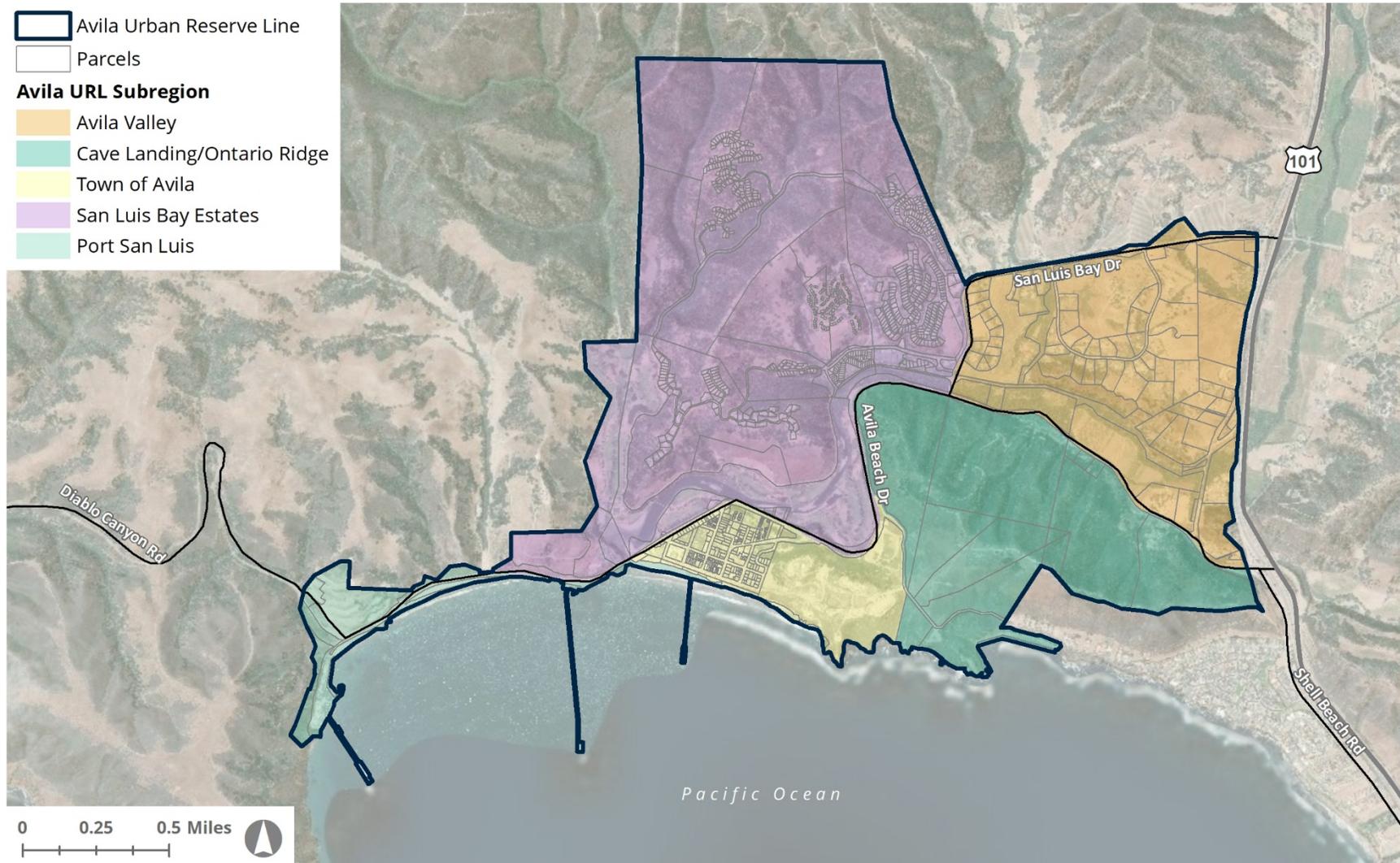
Avila Beach Golf Resort

The San Luis Bay Estates subsection is the largest subsection in the Avila’s URL, covering 1,050 acres north of Avila Beach Drive between San Luis Bay Drive on the east and San Luis Obispo Creek to the south. The topography ranges from rugged hillsides to low-lying areas along San Luis Obispo Creek.

This subsection encompasses the San Luis Bay Estates Master Development Plan, which includes private residential development, the Avila Beach Golf Resort (a resort hotel and 18-hole golf course), commercial retail, and a fire station. The San Luis Bay Estates subsection also contains a large section of the Bob Jones Trail along the San Luis Obispo Creek.

The residential uses in the San Luis Bay Estates consist of single-family residences and mobile homes, which account for sixty-two percent of the residential dwelling units within the Avila URL. Much of the subsection is designated as open space, which is reserved by a perpetual easement in order to maintain the residential cluster division of the area. Additional open space was allocated in other Avila URL subsections in order to satisfy the requirement of the residential cluster easement. The Avila Beach Golf Resort hosts major events that draw in large numbers of visitors, especially during the summer and fall months.

Figure 4-1 Avila URL Subsections



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2020.

Avila Valley

The Avila Valley subsection is located along the easterly edge of the Avila URL and is bound by U.S. 101 to the east, Ontario Ridge to the south, and San Luis Bay Drive to the north and west. Avila Valley contains varying sloping hills and low-lying, flat areas along San Luis Obispo Creek, allowing for agricultural activities that create a rural setting.



Avila Valley

The predominant land use designation in this subsection is Residential Suburban, supporting large-lot residential development. Other land use designations include Commercial Retail along Ontario Road, Open Space and Recreation. San Luis Obispo Creek runs along the southern edge of the subsection. The Bob Jones Trail runs along the creek through this subsection. The Bellevue-Santa Fe Charter School, Avila Valley Barn, KOA Campground, and Avila Hot Springs are also located in the Avila Valley subsection.

Cave Landing/Ontario Ridge

The Cave Landing/Ontario Ridge subsection consists of 221 acres in the southeast area of the Avila URL and is bound by the City of Pismo Beach to the east, Avila Beach Drive to the north, Cave Landing Road to the west, and the Pacific Ocean to the south. Access to the subsection is from Cave Landing Road off Avila Beach Drive or walking along the Shell Beach Bluff Trail from Pismo Beach. The subsection contains the prominent Ontario Ridge hillside, coastal beach bluffs, and Pirates Cove beach.



Cave Landing

Existing land uses in the subsection consist of the Sycamore Mineral Springs Resort & Spa, three residences, a popular hiking trail along Ontario Ridge and the coastal bluffs, and a recreational beach.

Town of Avila

The Town of Avila subsection consists of 165 acres contained within the Avila Beach Community Services District (CSD) and is bound by Avila Beach Drive to the north and west, the Pacific Ocean to the south and Cave Landing Road to the east. This subsection contains

the main commercial and visitor-serving area of the Avila URL, including Avila Beach and Avila Pier.

As a result of the oil contamination cleanup in the Town of Avila by Unocal Corporation, much of the subsection was redeveloped in the 1990s and early 2000s. Existing uses in the subsection include beach recreation, multi- and single-family housing, and commercial uses such as restaurants, bars, gift shops, vacation rentals, and hotels. Many areas in the Town have a mix of uses, with residential and commercial uses in the same building, on the same parcel, or on the same block. The vast majority of the Town is built out, with several vacant lots to undergo infill development. Unocal's former oil tank farm at Avila Point is inactive and poses a unique opportunity for redevelopment.



Avila Beach

The Town of Avila contains approximately thirty-seven percent of the residential dwelling units within the Avila URL. The Avila Beach Promenade is a prominent portion of Front Street which is closed off to vehicles. In addition to creating a unique, walkable, visitor-friendly area, the Promenade is also the center of many local activities and events that draw visitors from throughout San Luis Obispo county and the broader region.

Port San Luis

The Port San Luis subsection is bound by San Luis Obispo Creek and Avila Pier to the east, the Irish Hills to the north, the Pacific Ocean to the south, and Point San Luis to the west. The Port San Luis Harbor District owns and manages both land and tideland properties in the subsection, which is managed through the Port San Luis Harbor District Master Plan.

The existing uses in the Port subsection include the Port San Luis Harbor at Harford Landing and both coastal-dependent enterprise and non-enterprise activities. Enterprise activities include commercial



Port San Luis

fishing and the oil industry and non-enterprise activities include restaurants and visitor-serving recreational activities such as beach access, RV parking and campgrounds, recreational boating, and water sports such as paddle boarding and kayaking. While the Point San Luis

Lighthouse and Diablo Canyon Power Plant are outside of the Avila URL, this subsection provides limited access to them via Diablo Canyon Road.

4.2 Land Use Designations

Land use designations indicate the intended use of each parcel of land. They provide both a vision of the organization of uses in the Avila URL and a flexible structure with varying permitting land uses in a single designation to allow for changes in economic conditions and community visions. The land use designation map is shown in Figure 4-2 and the acreage and distribution of the land uses are detailed in Table 4-1.

For each land use designation, a description of the purpose and character of the land use, summarized from the LUCE and specific to the Avila URL, and a description of the areas in the Avila’s URL where the designations are located is included. Unless additional restrictions or allowances on uses are required for the Avila URL land use designations, uses allowed in land use designations within the coastal zone are provided in “Table O” within the Coastal Zone Framework for Planning, and uses allowed in inland land use designations are provided in Article 2 of the Inland Land Use Ordinance (Title 22).

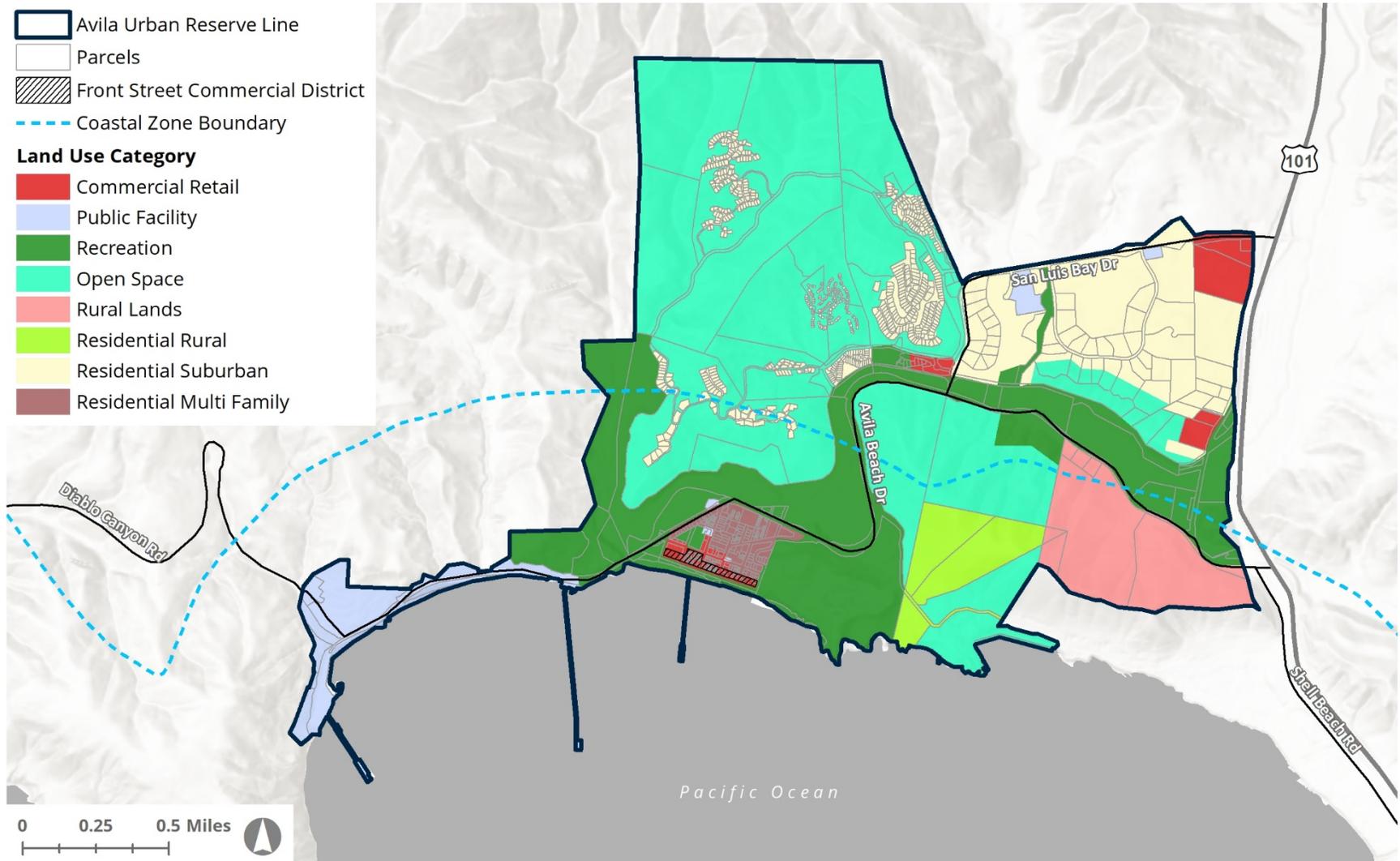
Additional development and use regulations in the Avila URL in addition to existing standards are also set by planning area standards in Chapter 10, Planning Area Standards. In addition, the associated land use designations for each property include specific allowances and prohibitions of uses, dimensional requirements such as building setbacks, parking standards, and more refined building heights compared to the Avila Community Plan (Community Plan).

Table 4-1 provides a summary of the proposed Land Use Ordinance Designations. Open Space covers the largest land area within the Avila URL, followed by Recreation and Residential Suburban. Proposed land use changes are presented in Figure 4-3.

Table 4-1 Land Use Distribution in Avila URL

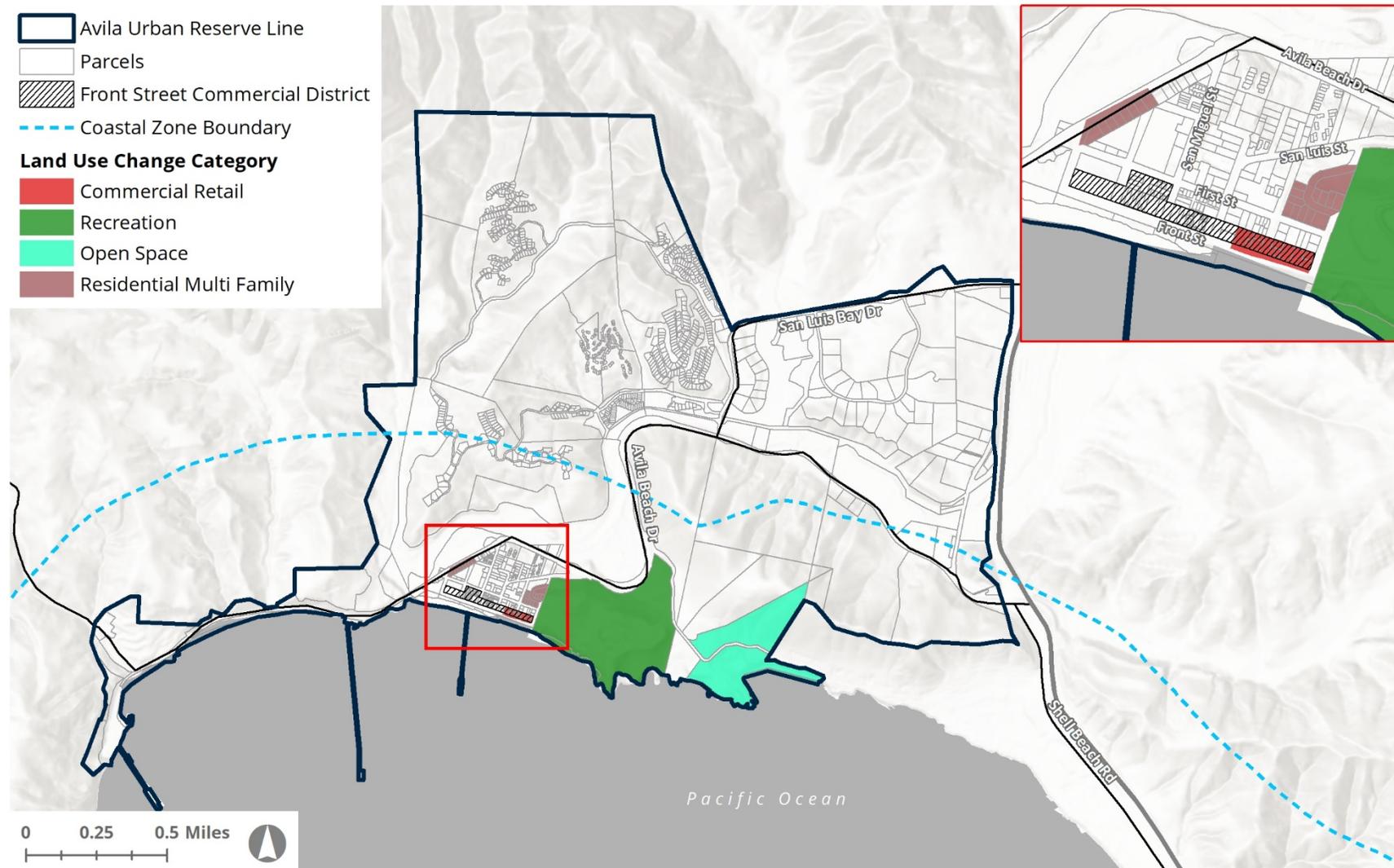
Land Use Designation	Acreage	Percent of Land Use Distribution
Rural Lands	145	7%
Residential Rural	74	3%
Residential Suburban	344	16%
Residential Multi-Family	33	1%
Commercial Retail	55	2%
Public Facilities	94	4%
Open Space	974	44%
Recreation	500	23%
Total	2,219 acres	

Figure 4-2 Avila Land Use Map



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

Figure 4-3 Proposed Land Use Changes



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

Rural Lands

This designation provides for rural development at very low densities to maintain the character of rural and open areas and to preserve important watershed and wildlife habitat areas. Areas designated Rural Lands typically have high open space value and limited agriculture potential. Types of uses allowed in Rural Lands include agriculture uses, passive recreation, rural camping, and residential uses. The Rural Lands land use category covers lands south of Avila Beach Drive on the northerly slopes of Ontario Ridge, as shown in Figure 4-2. The area is extremely steep and is covered by dense oak woodland, providing a scenic backdrop from the urbanized coastal area of Pismo Beach to the south. Development within the Rural Lands designation should occur adjacent to Avila Beach Drive and not in the hillsides, with portions of undeveloped land covered by open space easements.



Rural Property in Avila Valley

USES

- **Coastal Zone and Inland Areas.** Uses allowed per "Table O" within the Coastal Zone Framework for Planning but limited to: agricultural accessory structures; animal raising and keeping; crop production and grazing; nursery specialties; specialized animal facilities; residential accessory uses; single family dwellings; temporary dwellings; accessory storage; pipelines and power transmission; rural sports and group activities; and water wells.
- **Inland Areas.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22)

BUILDING INTENSITY

- One dwelling unit per 20 to 160 acres in the Coastal Zone and 10 to 160 acres in inland areas.
- Secondary dwelling units at one per parcel

Residential Rural

This designation provides for the retention of the rural character associated with the open countryside. Residential Rural allows for limited non-residential uses compatible with the area and parcel size as well as low-density residential development where agriculture is a secondary use. Types of uses allowed include all types of agriculture uses, rural camping, schools and museums, single-family and mobile home parks, and limited retail and service uses.



Ontario Ridge

Within the Avila URL, there are only two large parcels designated as Residential Rural. They are located in the Cave Landing/Ontario Ridge subsection as shown in Figure 4-2. The Residential Rural areas include the Ontario Ridge Trail, which connects Pismo Beach to Pirates Cove and offers sweeping views of the Pacific Ocean. The Residential Rural designation in the area helps to preserve the recreational opportunities and important landscapes. Challenges such as service extensions outside urban areas, geological and archaeological resource protection, recreation and shoreline access opportunities, visual and scenic impacts are all factors when considering development in the Residential Rural designations in the Avila URL.

USES

- **Coastal Zone Areas.** All uses allowed per "Table O" within the Coastal Zone Framework for Planning

BUILDING INTENSITY

- One dwelling unit per 5 to 20 acres

Residential Suburban

This designation provides areas for single-family residential development on estate sized lots in a semi-rural suburban setting within urban and village areas or in older existing rural subdivisions. The Residential Suburban designation encourages the clustering of allowed development to preserve important community attributes or natural features and allows for limited, compatible non-residential uses. The designation is important for areas with a landscape or viewshed of high visual quality. Types of uses allowed include agriculture accessory structures and crop production, rural camping and active and passive recreation, residential uses except for multi-family dwellings, and limited retail and service uses.



Residential Development in San Luis Bay Estates

Within the Avila URL, the Residential Suburban designation is located throughout the San Luis Bay Estates and Avila Valley subsections, as seen in Figure 4-2. San Luis Bay Estates uses the cluster division provisions of the Coastal Zone Land Use Ordinance for its Residential Suburban land uses, which allow smaller individual lot sizes while providing open space to preserve the highly scenic quality of the oak woodland hillsides of the area. In Avila Valley, Residential Suburban development is clustered toward the center of the subsection and not immediately adjacent to the roadways or prominent hilltops. The suburban lots utilize specially designed individual sewage disposal systems and a community water supply system.

USES

- **Coastal Zone Areas.** All uses allowed per “Table O” within the Coastal Zone Framework for Planning
- **Inland Areas.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22)

BUILDING INTENSITY

- One dwelling unit per 1 to 5 acres
- 8 dwelling units per acre for mobile home parks

Residential Multi-Family

The Residential Multi-Family designation provides areas for residential development with a wide range of densities and housing types, including single-family dwellings, apartments, condominiums, mobile home developments, and senior housing. This designation is typically in an urban or village reserve line and in areas with sufficient utilities and facilities and near commercial areas and community services. Types of uses allowed include churches, schools, passive recreation, a range of residential uses, and limited retail and service uses.



Residential Multi-Family Development in Avila

The Residential Multi-family land use category is the only residential land use found in the Town of Avila subsection and makes up approximately 1 percent of the land use in the Avila URL, as shown in Figure 4-2. The existing development within this designation includes a combination of single-family residences and duplexes, with a limited number of multi-family developments. New development proposals for multiple family dwellings must be consistent with the surrounding community character and be responsive to the varied terrain and viewsheds of existing development.

USES

- **Coastal Zone Areas.** All uses allowed per "Table O" within the Coastal Zone Framework for Planning

BUILDING INTENSITY

- 1 to 15 units per acre. Increased density up to 38 units per acre permitted if conditions in listed in Chapter 10, Planning Area Standards, are met.
- 8 dwelling units per acre for mobile home parks

Commercial Retail

Commercial Retail is the only commercial land use designation in the Avila URL, making up two percent of the Plan area. Commercial Retail provides areas for retail stores, service establishments, tourism, dining, and entertainment to meeting the needs of the residents, visitors, or the community. Designated Commercial Retail areas in the Avila URL are shown in Figure 4-2 and include: the Central Business District (CBD) in the Town of Avila subsection, the entrance to San Luis Bay Estates, and along Ontario Road in the Avila Valley subsection. Figure 4-4 below highlights the commercial areas in the Town of Avila that are difficult to see from Figure 4-2. Each of the designated Commercial Retail areas serves a different purpose

and has a unique character, which is detailed below. Standards unique to the various commercial areas are included below and in Chapter 10, Planning Area Standards.

The CBD is the Commercial Retail area located in the Town of Avila subsection and concentrated within the blocks between Front and First Streets, extending from San Juan Street to San Rafael Street, shown in Figure 4-4. This Commercial Retail area is the economic



Central Business District

hub of the Avila URL. In 1999, most of this area was demolished as part of a clean-up operation by the Unocal Corporation. The uses prior to the demolition were varied and included bars, restaurants, a mobile home park, motels, auto repair, grocery, and several residences. Existing uses include restaurants and tasting rooms along the Promenade, local grocery markets, retail shops, and vacation rentals. Standards and guidelines for CBD development included in Chapter 10, Planning Area Standards, seek to create a pedestrian-friendly, visually interesting commercial district that is reminiscent of the area prior to redevelopment activities.

Located within the CBD in the area defined by Front Street between San Juan Street and San Rafael Street, as shown in Figure 4-4. As a part of the Community Plan, the Commercial Retail designation within the Front Street Commercial District was extended to San Rafael Street to create a cohesive Front Street that would transition to Avila Point once that area becomes open to the public. This Front Street Commercial District includes ground floor beach-oriented shops, restaurants, bars, and markets and second floor housing, lodging, and offices. The area also includes the Avila Beach Promenade, which is a closed block of Front Street between San Francisco and San Miguel Street, and the Landing Passage, which is a pedestrian ally through the same block. The District also includes existing residences. Standards and guidelines for development within the Front Street Commercial District are included in Chapter 10, Planning Area Standards.



Front Street Commercial District

Figure 4-4 Town of Avila Commercial Land Uses



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2020.



San Luis Bay Estates Main Entrance Commercial

There are also commercial areas in the San Luis Bay Estates and Avila Valley subsections. The main entrance to San Luis Bay Estates has a hotel, restaurant/ market, and private offices and businesses. This is the only area designated as Commercial Retail within the San Luis Bay Estates Development, which serves its residents as well as visitors using the adjacent Bob Jones Trail. Along Ontario Road, there are Commercial Retail parcels located on the corner of San Luis Bay Drive and two parcels closer to Avila Beach Drive. Pacific Gas & Electric owns one of the parcels near San Luis Bay Drive which is used as an

education facility. The remaining Commercial Retail parcels are currently undeveloped in 2021. Similar to the commercial areas adjacent to the San Luis Bay Estates, the commercial areas along Ontario Road are neighborhood serving for the Avila Valley residents.

USES

- **Coastal Zone Areas.** All uses allowed in the Commercial Retail land use category per "Table O" within the Coastal Zone Framework for Planning, except: bars; communication uses, schools, concrete, gypsum, and plaster products, food and kindred products, printing and publishing, auto, mobile home, vehicle dealerships, and supplies.
- **Inland Areas.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22)

BUILDING INTENSITY

- 40 to 100 percent site coverage for non-residential uses
- 1 to 38 units per acre (maximum 50 percent of the total floor area; must be incidental to the primary commercial use)

Public Facilities

This designation is intended to apply to lands owned by public agencies in order to provide areas for development of public facilities to meet public needs. The character and location of areas with this land use designation range depending on the need for public facilities. Types of uses allowed include limited agriculture, a range of cultural, education, and recreation uses, accessory residential uses, limited service uses, and public utility facilities.



Avila Beach Community Services District

Land designated as Public Facilities makes up 4 percent of land in the Avila URL, as shown in Figure 4-2, and includes the

Community Service District (CSD) water treatment plant located on Avila Beach Drive, the Avila Beach Community Service District Office located on First and San Luis Streets, the Avila Beach Community Center on San Miguel Street, and the Bellevue-Santa Fe Charter School on San Luis Bay Drive.

Within the Avila URL, most of the land designated as Public Facilities is owned by or under a long-term lease by Port San Luis Harbor District, which includes all areas east of the San Luis Bay Inn. This area within the Avila URL remains dedicated to commercial fishing, marine, and visitor-serving uses. In addition to this Community Plan, the Port San Luis Harbor District Master Plan guides the use and development of land controlled by the Harbor District. Existing uses in this area include docking areas for commercial and recreational boats, repair facilities, boat and marine gear storage areas, coastal dependent visitor-serving uses such as recreational equipment rentals and beaches, restaurants, and the California Polytechnic State University's (Cal Poly) and Harford piers. The Harford Pier remains a working pier for the commercial fishing industry and has restaurants and parking for the public. The Cal Poly pier serves as a research pier for Cal Poly. The Harbor Terrace, located adjacent to Diablo Canyon Road, includes overnight campground accommodations for recreational vehicles and tents, visitor-serving commercial uses, and harbor uses such as boat and gear storage, and Harbor District expansion areas.

USES

- **Coastal Zone Areas.** All uses allowed per "Table O" within the Coastal Zone Framework for Planning
- **Inland Areas.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22)

BUILDING INTENSITY

- Varied

Open Space

The Open Space designation is applied to lands in public ownership or private lands where an open space agreement or easement has been executed between the property owner and the County. Lands with an Open Space designation have value as natural areas to preserve natural beauty, ecological diversity, and sensitive wildlife. Types of uses allowed include limited agriculture uses, coastal accessways and passive recreation, caretaker residences, and limited resource extraction.



San Luis Obispo Creek

This land use designation is the largest portion of land within the Avila URL at 44 percent. Open Space designations within the Avila URL include much of San Luis Bay Estates subsection, the hills south of Avila Beach Drive near Cave Landing, a segment of land along San Luis Obispo Creek north of Avila Beach Drive, and County-owned properties in the Cave Landing areas as depicted in Figure 4-2. The San Luis Bay Estates and the hillside south of Avila Beach Drive in the Cave Landing/Ontario Ridge subsection is designated Open Space in order to meet the amount of open space required as a condition of the San Luis Bay Estates cluster development. The segment of land north of Avila Beach Drive is located near riparian areas of San Luis Obispo Creek and is subject to flooding. A section of the Bob Jones Trail along the Creek and portions of the Avila Beach Golf Resort are located in this area. The Open Space designation in the Cave Landing area include culturally important lands such as Mallagh Landing and Pirates Cove. The beach along Pirates Cove also remains an important recreational area in the county.

USES

- **Coastal Zone Areas.** All uses allowed per "Table O" within the Coastal Zone Framework for Planning
- **Inland Areas.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22)

BUILDING INTENSITY

- Not specified

Recreation

This land use designation provides for parks, recreation, and visitor-serving development for public enjoyment. Recreation designations allow recreation and resort-oriented development incidental to outdoor recreation. Areas with a Recreation designation typically feature a natural or man-made resource that provides a public recreational need and is prioritized over residential or commercial development. Types of uses allowed include limited agricultural uses, a range of cultural, education, and recreation uses, a range of residential uses, resource extraction, and retail and service uses.



Avila Beach Park

Recreation is a broad notion and encompasses many enjoyable activities that residents and visitors use to relax, have fun, and stay healthy. Typically, active recreation tends to involve facilities and usually larger groups of people, such as a playground, tennis courts, swimming pool, or swimming beach. Passive recreation tends to be more tranquil and involve activities that are more individual or involve a small group, such as walking or hiking trails, picnic areas, and nature appreciation. Recreational opportunities are a major draw for visitors to Avila Beach and other areas within the Avila URL. Recreational land use consists of 23 percent of land within the Avila URL, as shown in Figure 4-2.

Much of the designated Recreational land in the Avila URL is for active recreational uses. Avila Beach is one of the more popular swimming beaches in San Luis Obispo county, which draws in visitors throughout the year. Avila Beach is designated with a Recreation land use, which extends the full length of Front Street and includes the Central Coast Aquarium, picnic facilities, playground equipment, restrooms, and Avila Pier. The Recreation land use category is also found along San Luis Obispo Creek via the Bob Jones Trail, a pedestrian/bicycle trail connecting the Avila Valley to the Town of Avila. Recreation designations in the San Luis Bay Estates subsection consist of the Avila Beach Golf Resort, swimming pool, and tennis courts. In the Avila Valley and Cave Landing/Ontario Ridge subsections, Recreational land is designated for existing facilities such as the Avila Hot Springs pool and accompanying camper park, the Santa Fe School structure, Sycamore Mineral Hot Springs, which is a resort with cabin units, a pavilion, pool, bath house and spa facilities, Avila Barn, and Avila KOA park. Each of these facilities is a visitor-serving use that provides important recreational opportunities in the area.

Avila Point was designated with a Recreation land use as a part of the Community Plan, with the intention of improving the site for public access and trails, upscale camping and minimal visitor-serving commercial. Residential units may also be possible on the site. Additional land

use restrictions and development standards for Avila Point are provided in Chapter 10, Planning Area Standards.

USES

- **Coastal Zone Areas.** All uses allowed per "Table O" within the Coastal Zone Framework for Planning. In addition:
 - The land located between San Luis Bay Drive on the west Ontario Road on the east and between San Luis Obispo Creek on the north and Avila Beach Drive to the south is limited to those uses allowed in the Open Space land use category with the addition of uses contained in the definition of outdoor sports and recreation.
 - The land located at the intersection of Avila Beach Drive and Ontario Road, shown in Figure 8-9 of the San Luis Bay Coastal Area Plan, are limited to those uses allowed in the Open Space land use category with the addition of: Libraries and Museums, Outdoor Sports and Recreation, Eating and Drinking Places, Food and Beverage Retail Sales, and Roadside Stands.
- **Inland Areas.** All uses allowed per Article 2 of the Inland Land Use Ordinance (Title 22)

BUILDING INTENSITY

- 40 to 100 percent site coverage for non-residential uses
- 20 to one acre per dwelling unit outside urban and village areas
- 7 dwelling units per acre to 20 acres per dwelling unit inside urban and village areas, depending on site design standards of the Coastal Land Use Ordinance (Title 23).
- 8 dwelling units per acre for mobile home parks
- 8 to 38 dwelling units per acre for multi-family uses
- 12 units per acre for recreational vehicle parks in the coastal zone and 15 units per acre for recreational vehicle parks in the inland areas

4.3 Community Events and Tourism

The Avila URL continues to be a popular tourist destination due to its scenic and swimmable beaches and recreational opportunities. Traditional high visitor season occurs between Memorial Day in May and Labor Day in September. The visitor season is expanding earlier into spring and later into fall due to changing weather trends and a trending increase in community events. Vehicle counts along Avila Beach Drive in 2016 estimated as many as 45,000 visitors come to the Avila URL daily during the peak summer months.

Temporary Events

Temporary events within the Avila URL have been increasing due to its scenic location and visitor-serving amenities of the area. From 2013 to 2017, the community has experienced a 56 percent increase in the number of temporary events, which are considered any gathering that is advertised and open to the public. A majority of these events have been held at the Avila Beach Golf Resort, but events have also occurred at Sycamore Mineral Hot Springs, Avila Beach

and the Promenade, Port San Luis Harbor area, Avila Valley Barn, Central Coast Aquarium, Avila Beach Community Center, and Point San Luis Lighthouse, which is accessed from the Avila URL.

Larger events at the Avila Beach Golf Resort consist of concerts, car shows, festivals, and food related events, which have had attendance ranging from 1,000 to 5,000 people. The Avila Valley Barn has also applied for an entitlement that would authorize multiple recurring events throughout the year, with an attendance up to 200 people (at the time of writing, this application has not been approved). Because temporary events have increased both in frequency and in the number of people attending the events, traffic, circulation, and safety concerns have been raised. Participants in *Envision Avila* expressed concern over the number of events being held, parking and traffic problems during these events, and safety issues due to the limited ingress/egress options. Proposed policies and standards to address parking, traffic, and other issues for temporary events are discussed in Chapter 2, Community Plan Framework, and Chapter 10, Planning Area Standards.

5 Environmental Resources



The Avila URL is home to unique and scenic environmental resources. Environmental resources within Avila URL are an important contributor to the identity of the community. Biological resources draw in visitors who appreciate their scenic quality and provide habitat for a diverse range of plants and animals, while archaeological and historic resources provide cultural value and convey the history of the area. This chapter describes the following within the Avila URL:

- biological resources
- cultural resources
- environmental hazards which may pose a future public safety risk
- special overlay categories that identify hazardous conditions or special resources

The information provided in this Chapter is used to develop the goals and policies in Chapter 2, Community Plan Framework and standards in Chapter 10, Planning Area Standards.

Envision Avila

During the public outreach process for the Avila Community Plan (Community Plan), participants identified that environmental protection and conservation of open spaces, such as Wild Cherry Canyon and Diablo Canyon, was a top priority for the community. Open space is essential due to its scenic contributions to the community and the important resources and

habitats it provides. Participants also expressed support for protection of San Luis Obispo Creek and Marre Weir because of their habitat value. Additionally, participants expressed concerns about environmental hazards, specifically wildfires and flooding, and the risks they pose to the community.

5.1 Biological Resources

Biological resources include common and sensitive plants and animal species and the natural communities, habitats, and resources they depend on. Avila URL contains the steep slopes of Ontario Ridge, Coastal Terrace of the Irish Hills and Ontario Ridge, San Luis Obispo Creek Estuary, beaches, oak woodlands, and freshwater creeks. Due to the range of topography and natural communities and because approximately two-thirds of the land in Avila URL is preserved as a natural landscape, there is a diverse range of plant and animal species in the Community Plan area.

Due to the location along the coast and the unique natural features in Avila URL, there is a variety of habitat types which host various collections of plants and animals.



Woodland Habitat in Avila

Shown in Figure 5-1, the URL consists of the following main habitat types:

- Woodland
- Shrubland
- Grassland
- Riparian/wooded wetland
- Herbaceous wetland
- Sandy beach
- Open water (estuary/freshwater)
- Agriculture

Woodland habitat is the most common habitat type within Avila and comprises approximately 39 percent of the Avila URL, as shown in Table 5-1. Woodland habitats within Avila URL are predominantly oak woodlands, which are defined as a distinguishable grouping of oak trees over one acre in area growing in a relatively uniform pattern. About 300 acres in Avila URL have an oak woodland density of 75 to 100 percent. Woodland habitats are typically found on steep ridgelines.

The shrubland habitat type comprises 16 percent of the Avila URL, as shown in Table 5-1. Coastal sage scrub and chaparral are the main community types within the shrubland areas. The species in this region are highly variable and are generally dependent on topography, soils, and slope aspect, and are typically found in the coastal areas and Avila Valley. The grassland regions make up about 11 percent of the Avila URL and are dominated by grasses and annual herbaceous plants, with or without scattered trees and shrubs.

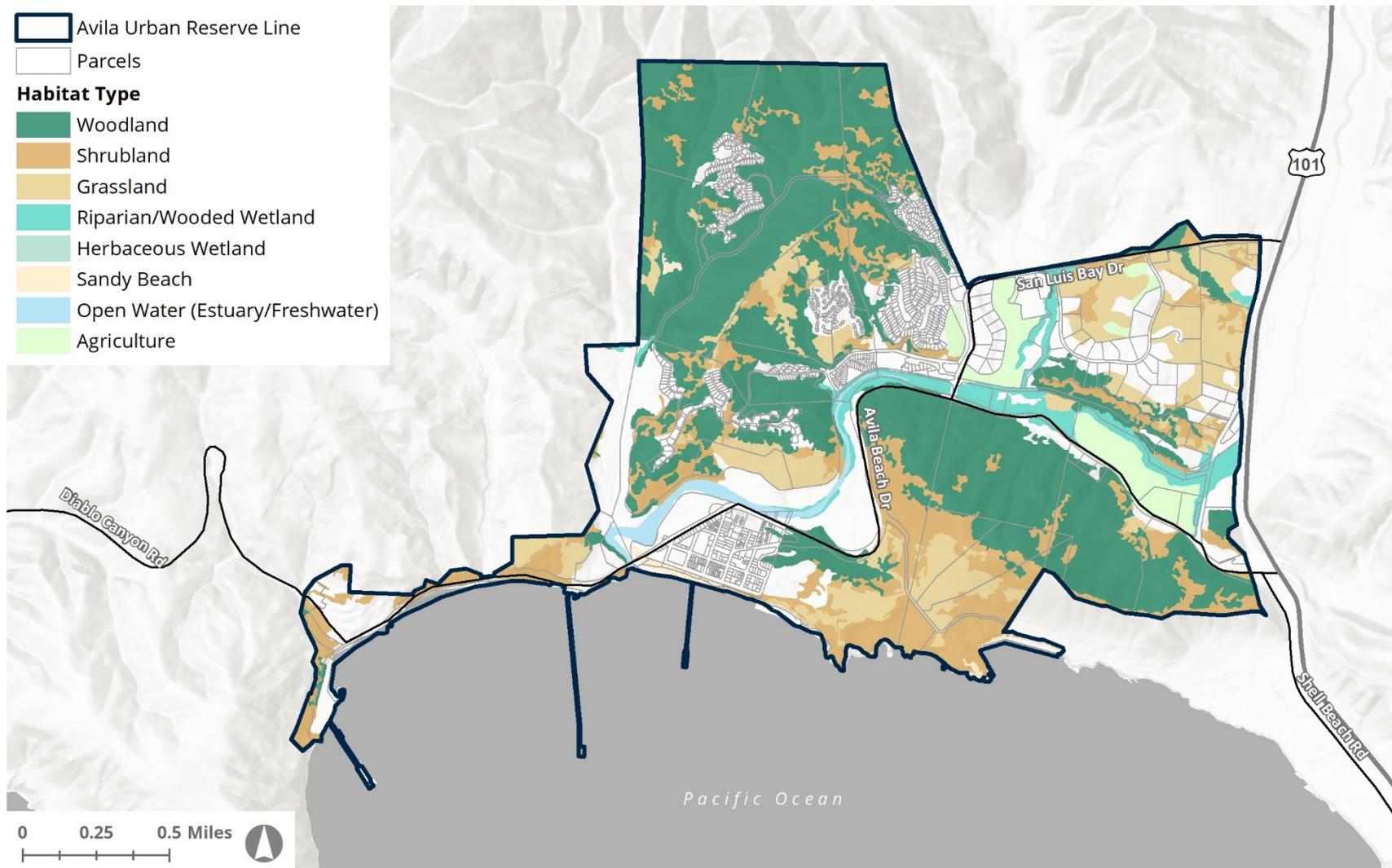
Urban and agricultural areas are highly influenced by human activities and consist of approximately 28 percent of the Avila URL.

Table 5-1 Habitat Types of Avila URL

Name	Acres	Percent
Woodland	856	39
Urban	547	25
Shrubland	355	16
Grassland	245	11
Riparian/Wooded Wetland	79	4
Agriculture	75	3
Open Water (estuary/freshwater)	26	1
Sandy Beaches	12	1
Herbaceous Wetland	<0.1	<0.1
Total	2,196	100

The abundant vegetation regions of the Avila URL, described above, serve as habitat for a variety of animal species. Due to its coastal resources, Avila URL contains both aquatic and terrestrial animals. Marine mammals, fish, invertebrates, and shorebirds are common within the coastal areas of Avila URL and just offshore of the planning area. Due to the range of habitat types and undeveloped natural areas, Avila URL is a biodiverse area within the county. Portions of the Avila URL are considered a Bird Sanctuary by the County of San Luis Obispo due to its diversity and abundance of bird species.

Figure 5-1 Avila URL Vegetation Map



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

Sensitive Species and Communities

Due to the range of habitats and undeveloped nature of Avila URL, there are a number of sensitive natural communities and species within the Community Plan area. Federal, State, and local regulations protect sensitive biological resources. These existing regulations and community interest in protecting open spaces and habitats helped inform the land use map and limit the development potential in areas with sensitive biological resources.

The Avila URL contains identified estuarian and marine wetlands, freshwater wetlands, and freshwater ponds which are considered sensitive biological resources. Sensitive natural communities within Avila URL include:

- Irish Hills
- Ontario Ridge
- San Luis Creek Estuary

The California Natural Diversity Database (CNDDDB) provides an inventory of special status species that have occurred in an area. According to the CNDDDB, there are approximately 80 special status plants and animal species with the potential to occur in the Avila URL (CDFW 2020). Some of these species include:

- | | |
|----------------------------------|--|
| ▪ Hoover's bent grass (plant) | ▪ Tidewater goby (fish) |
| ▪ Pismo clarkia (plant) | ▪ Steelhead trout (fish) |
| ▪ Umbrella larkspur (plant) | ▪ California red-legged frog (amphibian) |
| ▪ Black-flowered figwort (plant) | ▪ Coopers hawk (bird) |



Steelhead Trout

Two unique sensitive species are the steelhead trout and tidewater goby. The steelhead trout is an important local species that is considered threatened by the federal Endangered Species Act. San Luis Obispo Creek is one of the streams in San Luis Obispo county that historically and presently have populations of steelhead. Steelhead trout access this waterway through the mouth of the Creek in Avila. Steelhead habitat in the Avila URL is shown in Figure 5-2.

The Marre Weir, a sheet pile dam that is managed by San Miguelito Mutual Water Company, is located on San Luis Obispo Creek, approximately a half-mile west of the San Luis Bay Bridge. This weir was installed to keep saltwater from infiltrating freshwater wells upstream; however, it also acts as a barrier that can partially obstruct migrating steelhead. As a result, in 2006, a low flow notch was cut into the weir to improve the fish passage for migrating steelhead trout by lowering fish jump height, reducing sediment buildup, and

meeting fish migration patterns (Central Coast Regional Water Quality Control Board [RWQCB] 2007). The continued maintenance of Marre Weir is important for both the steelhead and the water supply for the community.

Another sensitive species which inhabits the unique marine and freshwater areas of the Avila URL is the tidewater goby. The tidewater goby is a federally endangered small, gray-brown fish which rarely exceeds two inches. In general, they tend to occur in lagoons and estuaries that are more than 2.5 acres in size which have remained relatively unaffected by human activities. The U.S. Fish and Wildlife Service considers the San Luis Obispo Creek an important tidewater goby habitat, helping maintain the populations of other tidewater goby throughout the county through dispersal (USFWS 2013).

Combining Designation

The Sensitive Resource Area (SRA) combining designation identifies areas of high environmental quality, including but not limited to important geologic features, wetlands and marshlands, undeveloped coastal areas and important watersheds, seeks to preserve the scenic and environmental quality of an area, and identifies Environmentally Sensitive Habitats (ESHA), which are coastal resources protected by the California Coastal Act. ESHA areas include wetlands, coastal streams and riparian vegetation, terrestrial habitats and marine habitats located within the coastal zone. Development in or adjacent to designated ESHA areas require a biological report and compliance with standards in Title 22 and Title 23 of the San Luis Obispo County Code.

Standards in Title 22 and Title 23 of the San Luis Obispo County Code apply to all uses requiring a land use permit that are located within a SRA combining designation, which include permit requirements and site design and development standards. SRAs in Avila URL are designated for the following areas, as shown in Figure 5-2 below.

Ontario Ridge (SRA)

The Ontario Ridge is a major ridge that forms an important scenic backdrop for the Avila URL. Development in the area would require the provisions of open space agreements on the slopes to preserve the scenic quality of the area for residents and visitors.

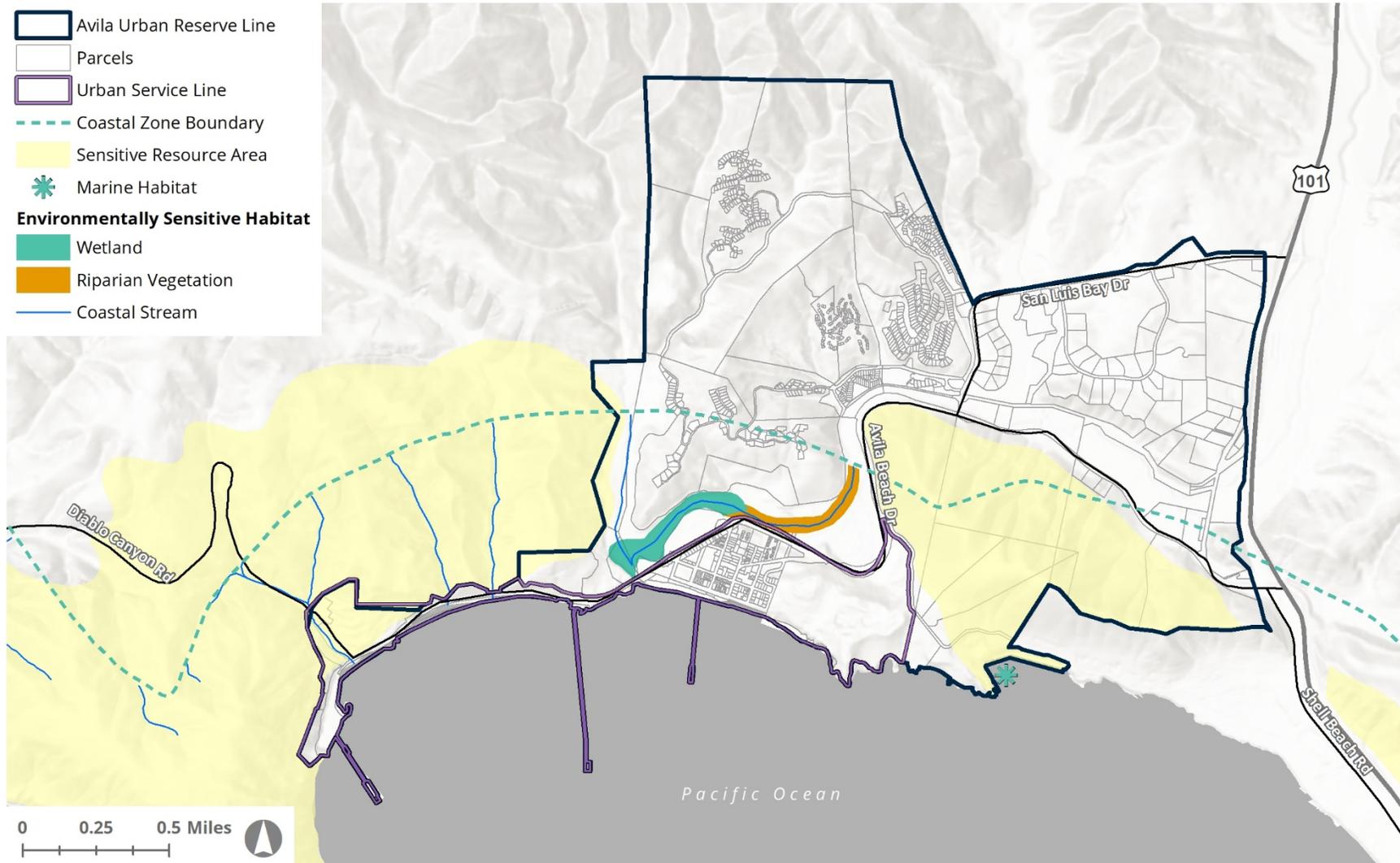
Coastal Terrace of Irish Hills (SRA)

This coastal terrace is located north and south of Diablo Canyon and supports a variety of coastal species that differ from other coastal areas. The terrace north of Diablo Canyon has outstanding scenic value, with volcanic formations.

San Luis Obispo Creek Estuary (SRA)

This estuary is an important feeding and resting area of migratory waterfowl and it is one of the southernmost streams supporting steelhead rainbow trout runs in the State.

Figure 5-2 Sensitive Resource Area Combining Designation and ESHA



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

5.2 Cultural and Historic Resources

Avila's history of human habitation extends over 9,000 years and the area is culturally significant to the Chumash tribe. The prehistoric habitation of the area by the Chumash, the historic uses of the coastline and land for trading, and the historical oil industry in the Avila URL create an area rich in history. The town of Avila is located on the home of the Obispoño Chumash Indian community of Sepjato. Archaeological evidence from 9,000 to 3,000 years ago suggest coastal dwellers emphasized the processing of small seeds (as evidenced by mano and metate grinding stones), hunting of large land mammals and sea mammals, fishing, and collection of shellfish in the Avila URL. Evidence from 3,000 to 950 ago indicate the use of mortar and pestle and fishing from boats, and evidence from 950 to 200 years ago indicate the use of the bow and arrow to capture smaller land mammals, and greater use of boats for open ocean fishing with nets.

During the late 1800s and early 1900s, the San Luis Bay became an important shipping and trading area due to its location between Los Angeles and San Francisco. A federal breakwater was built to provide storm protection. Mallagh's Landing was the first wharf located in the Cave Landing area, and People's Wharf was built next near the Town of Avila, followed by the development of Harford Pier. After the reduction in trading due to the railroad expansion, the oil industry became a major economic driver in Avila. In the late 1990s, a Unocal oil pipe leak contaminated the soil and required the cleanup and redevelopment of a significant area of the town of Avila. As of 2021, visitors and tourism are an important piece of the economy, bringing in county residents as well and visitors from across the state.

Combining Designation

The Archaeologically Sensitive Area (ASA) combining designation is used to identify and protect cultural and archaeological resources. Development in an ASA region must comply with the requirements of the Title 22 and Title 23 of the San Luis Obispo County Code, including a preliminary site survey, mitigation, and provisions for resource discovery. In 2021, all current archaeologically sensitive areas located within the Avila URL fall within the coastal zone (depicted in Figure 5-3). Approximately 50 percent of the land within the coastal zone of Avila is designated as an archeologically sensitive area, including a majority of the Town of Avila.

The Historic Site (H) combining designation is applied to areas of the county to enhance and perpetuate the use of structures, sites, and areas which are representative to past eras, events, and architectural styles. It also serves to provide the development and maintenance of appropriate settings for the historic sites. Development in areas with a Historic Site combining designation have minimum parcel size requirements and are required to obtain a minor use permit. As of 2021, there are seven places with a Historic Site combining designation, as detailed below and shown in Figure 5-3.

- Harford Pier
- Avila Grocery Store
- San Luis Yacht Club
- Avila Schoolhouse
- Avila Valley Historic Site
- Marre House
- Point San Luis Lighthouse (outside of Avila URL but accessed through Port San Luis Harbor)

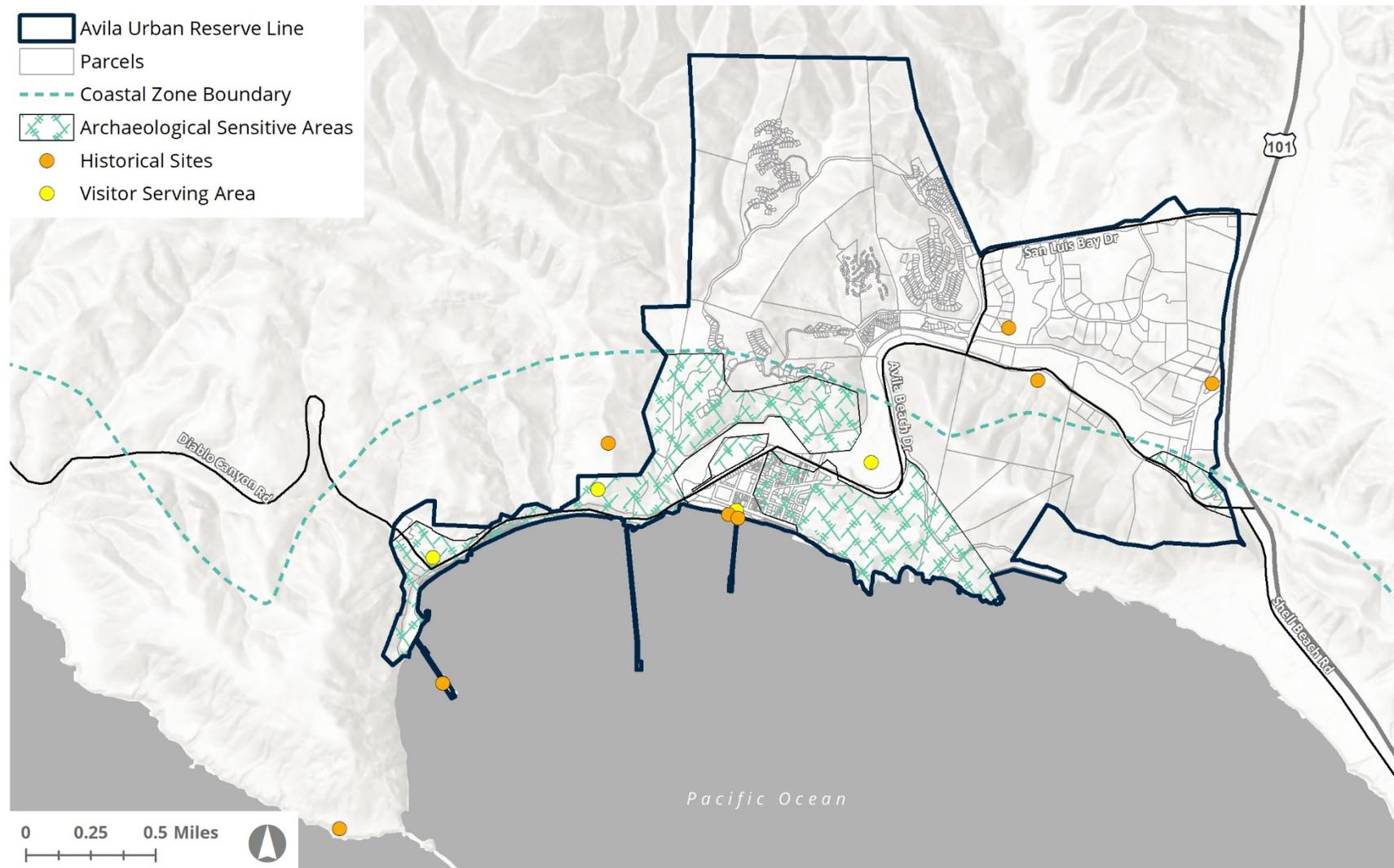


Point San Luis Lighthouse

The Visitor Serving Priority

Areas (V) combining designation is applied to areas that presently, or are proposed, to serve tourists and visitors to the coast. In these areas, visitor-serving uses have priority over non-visitor serving uses, but not over agriculture or coastal dependent uses. As of 2021, the Avila URL has four visitor-serving areas located in the Promenade, Avila Beach Golf Resort, the San Luis Bay Inn, and Harbor Terrace, as shown in Figure 5-3.

Figure 5-3 Archaeological Sensitive, Historic, and Visitor Serving Areas Combining Designation



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

5.3 Geologic Hazards

Avila URL is located within the Coast Ranges geologic and geomorphic province, which is characterized by north-northwest trending mountain ranges composed of sedimentary, volcanic, and metamorphic formations. The area consists of flat floodplains of San Luis Obispo Creek and See Canyon Creek, and the moderate to steep hills and intervening drainages that drain towards San Luis Obispo Creek and See Canyon Creek. Due to the varying topography and creeks, Avila has a high risk for liquefaction, seismic, landslides, and erosion. These hazards pose a risk to property and residents and existing and new developments and are listed below.

Liquefaction occurs when ground-shaking causes the mechanical properties of some fine-grained, saturated soils to liquefy and act as a fluid. Within the Avila URL, liquefaction risks are located along the creeks and the coastline. Most of the liquefaction hazard areas are at a moderate risk for liquefaction; however, a small section along Avila Beach Drive towards the Port has high risk potential for liquefaction.

The Avila URL contains two fault lines running through the southern portion of the planning area. These two fault lines are not considered active but are designated potentially capable and potentially capable-inferred. These terms are used for faults that have been displaced once in the last 35,000 years or over once in the last 500,000 years and are typically only an important consideration for nuclear power plant design and siting.



Avila Beach Drive

A landslide is a geologic hazard where the force of gravity combines with other factors to cause earth material to move or slide down an incline. There are three areas within the Avila URL with very high landslide potential. The largest area is within Port San Luis Harbor along the hillsides just west of Diablo Canyon Road. The area with the greatest potential landslide risk is within Cave Landing, just east of Cave Landing Road, and it is surrounded by areas that also have high potential. The other area is located within San Luis Bay Estates along Blue Heron Drive adjacent to the Avila Beach Golf Resort. Historic landslides have

occurred in the Irish Hills just outside Avila URL, and along Avila Beach Drive which temporarily blocked the road and access to Diablo Canyon Road, within the Harbor Terrace area, San Luis Bay Estates, and the Cave Landing area.

Erosion is another also a geologic hazard in the Avila URL. Surface runoff erosion consists of the removal of soil from the land surface by the action of rainfall and runoff. Evidence of this type of erosion is observed along roadways in Avila, especially along See Canyon Road and Avila Beach Drive. Surface runoff erosion has led to the continuous need for repair along Avila Beach Drive due to roadway debris and obstructed drainage infrastructure resulting from surface erosion. Coastal erosion is typically caused by wind and wave action associated with storm surges or waves. Coastal structures, such as piers and structures built near the edge of bluffs can be impacted by coastal erosion. Much of Avila Beach, Olde Port Beach, and Fisherman's Beach are protected by 10 to 20-foot-high seawalls and rock revetment and from northerly swells by the Port San Luis Breakwater. However, structures/infrastructure in low-lying areas and coastal bluffs are at risk to damage from coastal storms originating from the southwest. According to the San Luis Obispo County Multi-Jurisdictional Hazard Mitigation Plan, the Port San Luis and Avila Beach areas are at moderate risk of coastal damage and erosion from storm waves and Avila Point and Cave Landing, with their unprotected eroding cliffs, have a high risk.



Avila Beach Seawall

Combining Designation

The Geologic Study Area (GSA) combining designation is applied to areas where geologic and soil conditions could present new developments and their users with potential hazards to life and property (depicted on Figure 5-4). It is applied to areas with seismic, landslide, liquefaction, and coastal erosion hazards. All land use permit applications for projects located within a GSA are required to provide a geotechnical report, subject to requirements in Title 22 and Title 23 of the San Luis Obispo County Code. To further reduce geologic hazards, additional standards are included in Chapter 10, Planning Area Standards.

5.4 Flood Hazards

Flooding within the Avila URL occurs along low-lying areas along See Canyon, San Luis Obispo Creek, and coastal areas. Flood hazard areas occur on Avila Beach Drive, San Luis Bay Drive, Ontario Road, as well as the parking lot in the Town of Avila, and low-lying areas along the coast. Areas along the roads typically flood every 25 years or less and the Town of Avila parking lot consistently floods yearly during the rainy season. In 2021, a major winter storm created flooding along First Street and San Francisco Street, adjacent to the parking lot, which forced residents out of their homes.

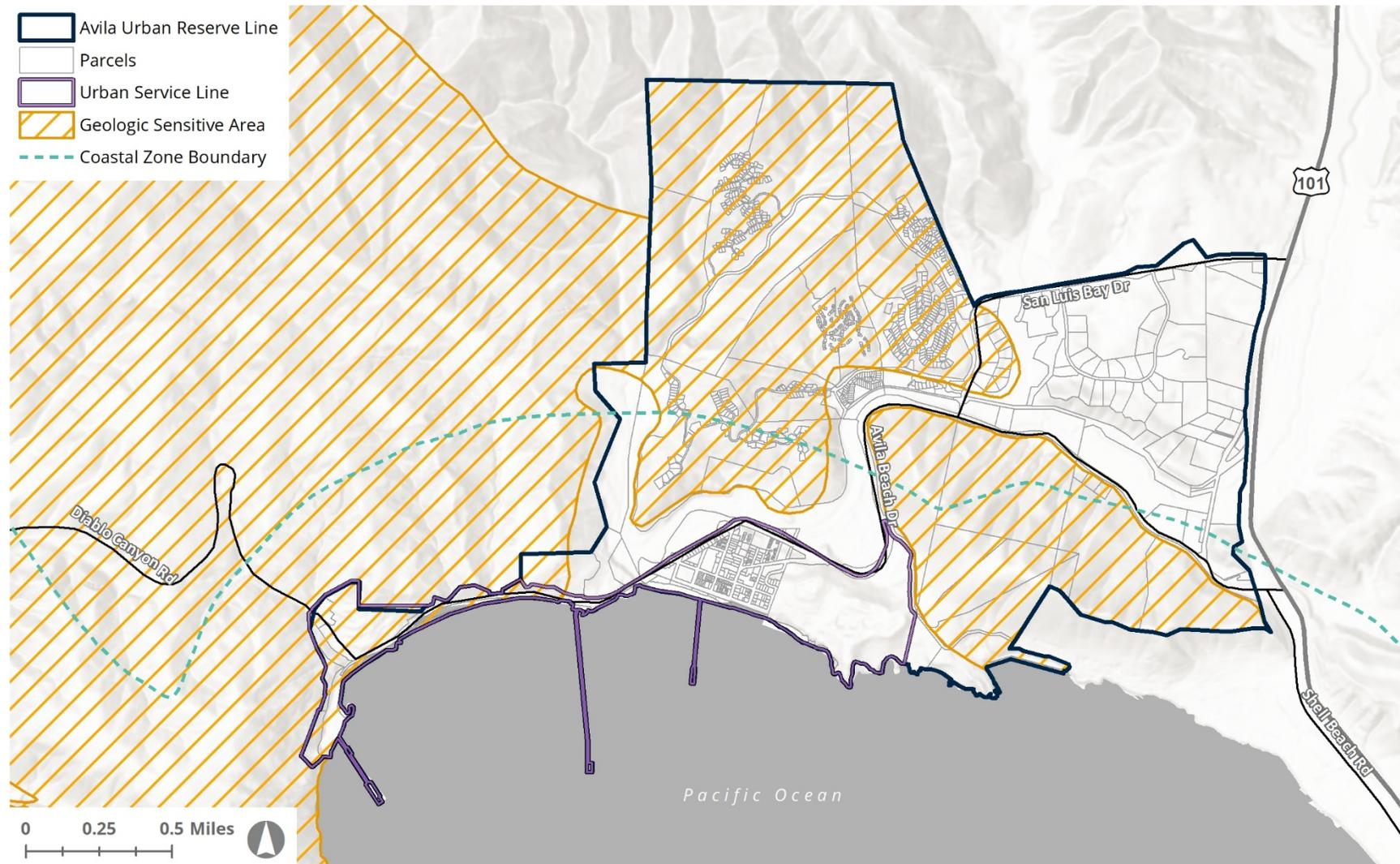
Implementation of a permanent pumping system will be necessary to maintain the parking lot in its current location. The current Capital Improvement Program (CIP) for the county includes a flood control project to provide a pumping system for the parking lot in order to mitigate flooding.

Combining Designation

The Flood Hazard (FH) combining designation is applied to areas to avoid damage to property improvements, loss of water retention facilities, open space, and wildlife habitats, to encourage land development to minimize impacts on waterways, and coordinate land uses and water management to support non-structural uses in flood-prone areas.

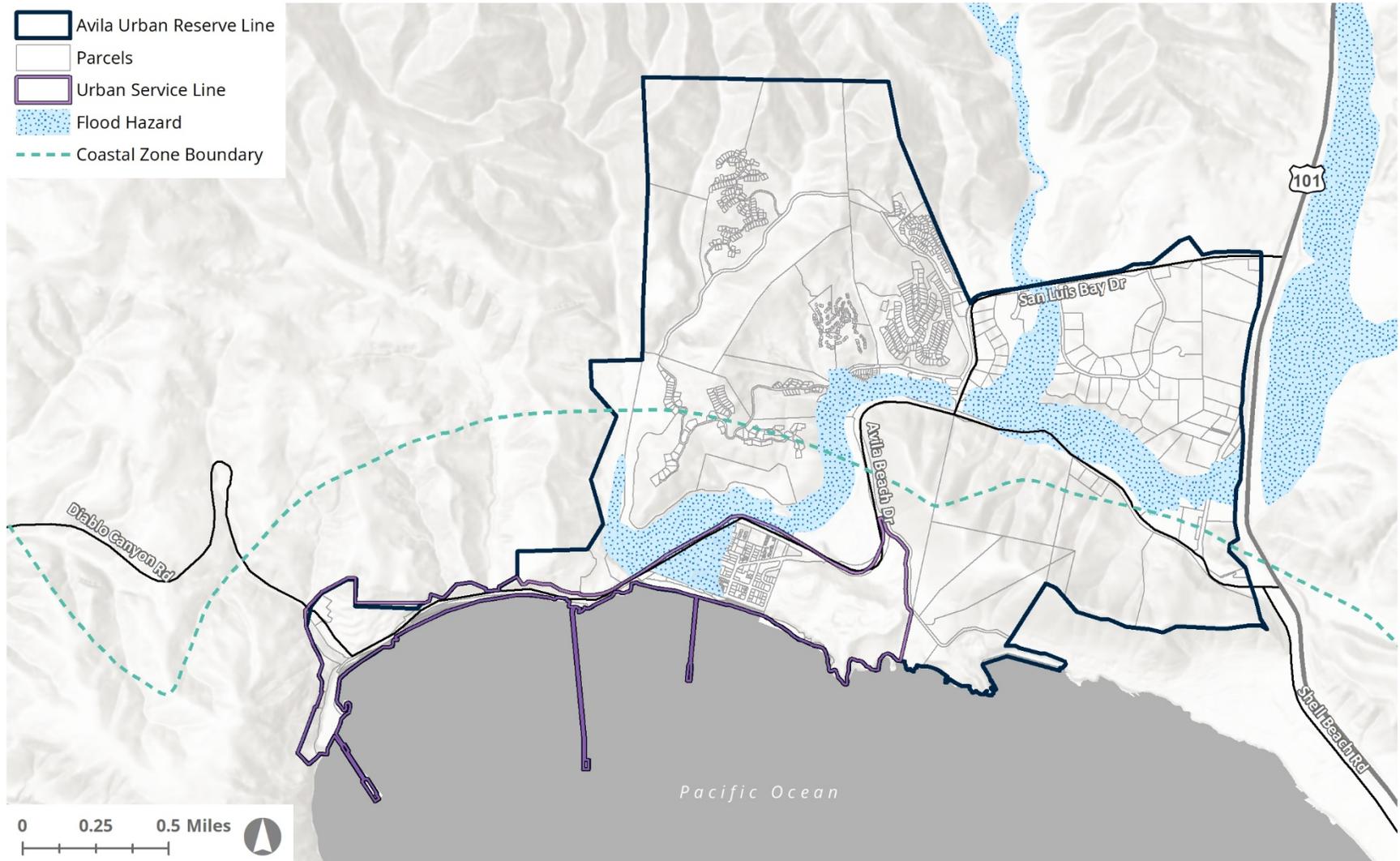
Title 22 and Title 23 of the San Luis Obispo County Code requires permit and processing requirements, flood hazard avoidance requirements, and construction standards for projects within a Flood Hazard combining designation. The Flood Hazard designation overlays sections of Avila Beach Drive, San Luis Bay Drive, Ontario Road, and the town of Avila as shown in Figure 5-5. Low-lying areas along See Canyon, San Luis Obispo Creek, and the ocean are prone to flooding, and critical infrastructure within the Avila URL, including roads, parking, and public facilities have historically flooded.

Figure 5-4 Geologic Study Area Combining Designation



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

Figure 5-5 Flood Hazard Combining Designation



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

5.5 Sea Level Rise

Sea level rise is defined as the relative average rise in mean sea level. driven by the expansion of ocean waters as they warm and the addition of freshwater to the ocean caused by climate change. Regional and local factors such as tectonics and ocean and atmospheric circulation patterns result in relative sea level rise rates that can be higher or lower than the global average. Sea level rise also contributes to increased coastal flooding and more frequent and severe tidal inundation. This can exacerbate existing hazards from severe storms, as well as accelerate coastal beach and bluff erosion.

The County prepared a sea level rise risk and vulnerability assessment as part of the San Luis Obispo County Multi-Jurisdictional Hazard Mitigation Plan. The assessment used the *State of California Sea-Level Rise Guidance: 2018 Update*, which provides projections for future sea level rise based on greenhouse gas (GHG) emission scenarios. According to the assessment, sea level rise is anticipated to contribute to increased coastal hazards including coastal flooding and erosion throughout San Luis Obispo County. As detailed above under Geologic and Flood Hazards, the coastline in Avila URL is susceptible to coastal erosion and flooding resulting from storm waves.

The initial assessment shows sea levels are likely to rise 0.5 feet by 2030, one foot by 2050 with 16 percent probability, and 3.1 feet by 2100 with 20 percent probability. According to the vulnerability assessment in the Multi-Jurisdictional Hazard Mitigation Plan, without a coastal flood or storm event, impacts on the coastline within Avila URL would require a 9.9-foot rise in sea level. However, in combination with a coastal flooding event or storm, a 1-foot increase in sea level would impact shoreline, cliffs low-lying areas adjacent to the San Luis Obispo Creek, piers, and boat yard and other uses within Harford Landing in Avila URL. Overall, there areas are classified as a “moderate risk” with respect to possible future coastal flooding associated with sea level rise.

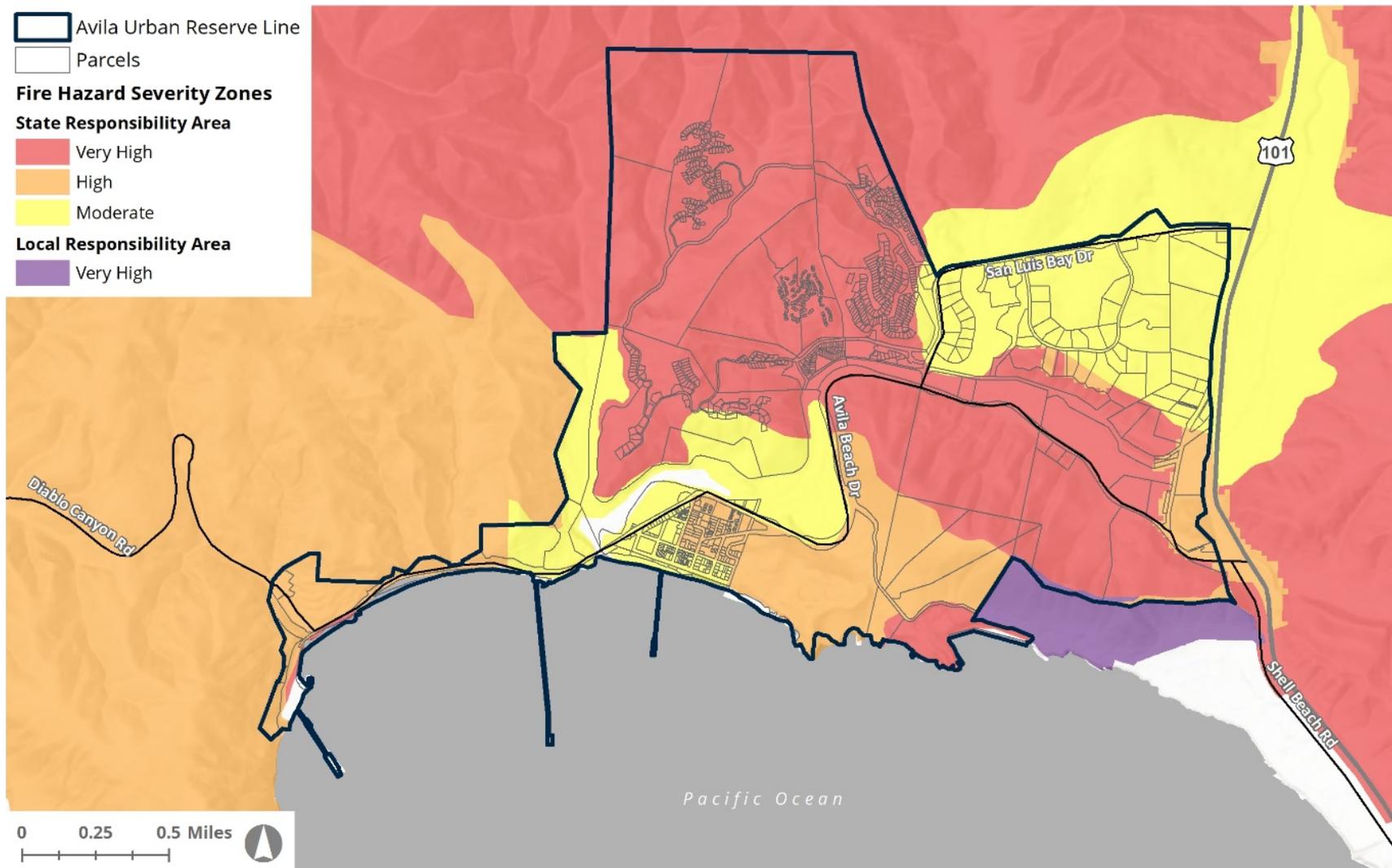
The Coastal Commission requires sea level rise analysis and bluff retreat studies for new coastal development permits, which provide site-specific research on historic and projected rates of sea level rise and bluff erosion. In addition, standards for Avila Point were established limit developable area along coastal bluffs. Chapter 10, Planning Area Standards also requires a sea level rise analysis included in the required blufftop setback evaluation pursuant to Title 23.

5.6 Wildfire

Most of the Avila URL is considered a High or Very High Fire Hazard Zone, as shown in Figure 5-6. Very High Fire Hazard Zones are located in the hillsides of San Luis Bay Estates, the northern slopes of Ontario Ridge, and coastal bluffs of Cave Landing. High Fire Hazard Zones are located on Avila Point, the southern slopes of Ontario Ridge in Cave Landing, and hillsides along Port San Luis. A wildfire in June 2020, located just outside the Avila URL to the east of U.S. 101, burned over 400 acres and highlighted the risk wildfires pose to the Avila URL.

The community and County Fire have expressed concerns over the existing access and evacuation options during a wildfire event (as well as other natural disasters such as an earthquake). Avila Beach Drive is considered a "one-way in, one-way out" road that connects San Luis Bay Drive west into the Town of Avila, Cave Landing, Avila Point, and Port San Luis. In addition, there is no secondary access into or out of the area west of San Luis Bay Drive that meets road standards. This constraint is further exacerbated during summer weekends and holidays when traffic levels in the area may potentially impede evacuation. Chapter 6, Circulation, provides a fire protection discussion, which includes recommendations for additional evacuation routes and strategies during an emergency.

Figure 5-6 Wildfire Zones in Avila URL



Data Source: San Luis Obispo County, Department of Planning and Building, 2018; CalFire 2007, 2009.

5.7 Hazardous Materials

The major hazardous material risk in the Avila URL is related to agriculture runoff in Avila Valley and historic oil operations. Agricultural activities in the Avila URL consist of growing and harvesting apple trees, citrus trees, and grape vines. Farming and other agriculture operations create a risk to the environment from the use and storage of agriculture-related products such as fertilizers and pesticides. However, agricultural enterprises in the Avila URL are relatively small-scale and low-impact. Risk relating to hazardous materials exposure from oil operations are relatively low within the Avila URL due to the previous oil remediation efforts by Unocal. There is only one open remediation case from the California State Water Resources Control Board (SWRCB) for the former Unocal Tank Farm site on Avila Point, which is actively being remediated.

Diablo Canyon Nuclear Power Plant is not within the Avila URL but is located six miles northwest of the of the Avila URL, with the main entrance to the facility located on Diablo Canyon Road off Avila Beach Drive. The plant is the last operational nuclear power plant in California and will be closing in 2025 with the expiration of its operating license. The primary safety concern for the Avila URL is the accidental release of nuclear materials into the environment during its remaining years of operation and the storage and transportation of hazardous materials on-site after decommissioning.

The Diablo Canyon Emergency Planning Zone (EPZ), which is the area around the Plant for emergency planning and response, is divided into 12 Protective Action Zones (PAZ). Diablo Canyon has an emergency response plan that is tested regularly and evaluated by federal officials. PAZs help organize emergency planning and response actions into areas that are familiar to emergency response agencies and the public. The Avila URL is located in PAZ 3 and the County will be notified in any instance that has the potential to impact the Avila URL. Similar to wildfire and other potential emergencies, the area in the Avila URL west of San Luis Bay Drive is limited to only one evacuation route. See the emergency response evacuation discussion in Chapter 8 Public Facilities, Services, and Utilities.

Other concerns regarding decommissioning are the potential impacts on the Avila URL related to traffic and truck trips, which can create additional safety hazards. This issue will require continual coordination between the County and the facility owner, Pacific Gas and Electric Company (PG&E).

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6 Circulation



Circulation planning involves the management of roads, pedestrian routes, bikeways, and other modes of transportation. All of these factors are critical to the success of future land uses, environmental resources, and quality of life, and potential development must consider transportation needs and capacities. This Chapter describes existing and proposed major transportation routes and public facilities that are closely coordinated to support land use.

This Chapter also includes information and provisions from the following documents:

- SLOCOG Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) (adopted in 2019)
- County Bikeways Plan (adopted in 1994 and subsequently amended in 2016)
- Parks and Recreation Element of the County General Plan (adopted in 2006)
- Avila Circulation Study and Road Improvement Fee Update, Avila Beach Drive Capacity Metric & LOS Policy Evaluation Memorandum (adopted in 2019)
- Avila Beach Parking Study (2019)

This Chapter presents circulation issues, including those relating to coastal access and emergency evacuation. In accordance with AB 1358¹, California Complete Streets Act, this plan also establishes the importance of developing alternative modes of transportation in order to provide “complete streets” for all users of public roadways.

The County has identified and prioritized circulation improvements illustrated by the circulation maps throughout this Chapter. Figure 6-1 shows existing and proposed roads for the circulation network. Figure 6-2 shows existing and proposed bikeways. Figure 6-3 shows existing and proposed multi-use trails and trail corridors in Section 6.2.

For more information on coastal access, please refer to Chapter 7, Coastal Access, of this Plan. For more information on emergency evacuation and secondary access, please refer to Chapter 8, Public Facilities.

6.1 Planned Circulation Improvement Projects

This section describes the major planned circulation improvements that will help complete the transportation network and accommodate the expected amount of growth under this plan. For additional requirements and details, refer to the Avila Circulation Study, SLOCOG RTP & SCS, County Bikeways Plan, and County Parks and Recreation Element, which contain complete, prioritized lists of planned roadway, bikeway, and intersection improvements to be implemented and funded as identified by the County of San Luis Obispo.

Avila Circulation Study and Road Improvement Fee Update

The 2018 Avila Circulation Study and Road Improvement Fee (RIF) Update was adopted by the County Board of Supervisors in November 2019 and analyzed the existing and cumulative capacity of area intersections and roadways based on the existing General Plan land uses. The Avila Circulation Study includes a complete, prioritized listing of planned roadway, bikeway, and intersection improvements to be funded by road improvement fees or discretionary transit funds. Projects funded by road improvement fees are prioritized over discretionary projects in order of anticipated capacity deficiency. For projects funded by the County roads budget, the order of funding priority is as follows: 1) maintenance, 2) safety, 3) betterments, and 4) all other projects.

Table 6-1 summarizes the planned circulation improvement projects identified in the Avila Circulation Study, SLOCOG RTP & SCS, County Bikeways Plan, and County Parks and Recreation Element. The Community Plan recommends implementing the planned circulation improvements identified in Table 6-1.

¹ The California Complete Streets Act (2008) requires that jurisdictions address the needs of all users of public roadways when updating General Plan documents. Users of public roadways include motorists, pedestrians, bicyclists, children, senior citizens, persons with disabilities, movers of commercial goods, and users of public transportation. Planning “complete streets” includes incorporation of the following: sidewalks, shared-use paths, bike lanes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, pedestrian signals, signs, street furniture, and bicycle parking facilities.

Table 6-1 Planned Circulation Improvements

Project Name	Roadway/ Location	Recommended Improvements	Funding (see notes below for each assigned number)
Avila Circulation Study and Road Improvement Program			
Avila Beach Drive Roundabout Project	Shell Beach Road to Monte Road	Roundabout and/or other intersection improvements	50% Road Impact Fee
Avila Beach Drive Road Widening Project	San Luis Street to San Luis Bay Drive	Two EB lanes, one WB, turn lanes and bike lanes	26% Road Impact Fee
Avila Beach Drive Signalization	At San Luis Street	Signalization and intersection improvements	50% Road Impact Fee
Avila Beach Drive Signalization	At San Miguel Street	Signalization and intersection improvements	50% Road Impact Fee
Avila Beach Drive Signalization	At Ontario Road	Signalization and intersection improvements	50% Road Impact Fee
San Luis Bay Drive Overcrossing Improvements	Ontario Road to Monte Road	Widen overcrossing, add turn lane, signalize	50% Road Impact Fee
Avila Beach Drive Bike Lanes	First Street to San Luis Street	Widening for bike lanes	Other Sources
Avila Beach Drive Bike Lanes	San Luis Bay Drive to Ontario Road	Widening for bike lanes	Other Sources
Avila Beach Drive Parking	Avila Beach Drive On-Street Parking	60 stalls intercept parking lot	Other Sources
Avila Beach Drive Pedestrian Walkway	Port San Luis to Cal Poly's Pier	Pedestrian Walkway Study	Other Sources
Cave Landing Road Trail	Avila Beach to Pismo Beach	Construct trail in existing easement	Other Sources
San Luis Bay Drive Bike Lanes	Avila Beach Drive to Bay Laurel Place	Widening for bike lanes	Other Sources
Avila Beach Parking Structure (owned by Port San Luis Harbor District)	At 1st Street and San Francisco Street	2nd Deck	Other Sources
Parking Management Plan	Avila URL	Conduct a Parking Management Plan	20% Road Impact Fee
SLOCOG RTP & SCS			
Avila Beach Drive and San Luis Bay Drive interchange improvements			1

Project Name	Roadway/ Location	Recommended Improvements	Funding (see notes below for each assigned number)
Avila Beach Drive Signalization	Avila Beach Drive at San Miguel Street and San Luis Street		1
Park and Ride Facilities	The Bob Jones Trailhead, the intersection of Avila Beach Drive and Shell Beach Road		1
U.S. Highway 101 Improvements		Access and operational improvements	1
Port San Luis Harbor District Port Master Plan			
Port San Luis Pier and Parking Area	Port San Luis Pier	Extend parking area on the Port San Luis Pier once the Pier is extended	2
Port San Luis Pier Bike Racks	Port San Luis Pier	Racks near pier terminus and parking	2
West Pier Walkway	West Pier	Expand pier by up to 20 feet for walkway	2
East Pier Walkway	East Pier	Upgrade existing walkway	2
Trolley Stop	Existing Trolley stop near restrooms	Improve Trolley stop near restrooms	2
Waterfront Pedestrian Path	Port San Luis Harbor Waterfront	Improve path and move boat hoist	2
Central Pedestrian Path	Port San Luis Harbor	Designate path from restrooms to pier	2
Bike Storage	Port San Luis Harbor	Provide convenient, secure, and well-lighted racks	2
Parking Area	Port San Luis Harbor	Reconfigure parking area	2
East Parking Lot	Port San Luis Harbor Parking Lot	New lot for peak demand parking	2
Port San Luis Bike Lanes	Port San Luis Harbor	Bike Lanes from Avila Beach to Port San Luis	2
Woodyard Pedestrian Overlook	Woodyard Subarea	New parking, path to Harbor Terrace and trolley stop	2
Beach Stairs and ADA Access	Beaches within Port San Luis Harbor District	New beach access in various locations	2

Project Name	Roadway/ Location	Recommended Improvements	Funding (see notes below for each assigned number)
Shoreline Connection	Beaches within Port San Luis Harbor District	Allow/assist with pathway on bluffs from Port to Avila Beach	²
Harbor Terrace	Harbor Terrace Subarea	New mixed use with lodging and pedestrian improvements	²
Avila Beach Drive Bike Lanes	Avila Beach Drive	Work with County on continuous bike/pedestrian facilities	²
County Bikeways Plan			
Avila Beach Drive Bike Lanes	Avila Beach Drive	Proposed Class II bike lanes from Avila Beach Drive to Bob Jones Trail	³
Ontario Road Bike Lanes	Ontario Road	Proposed Class II bike lanes along entire corridor (Existing bike lanes Bob Jones Trail to Higuera Street)	³
San Luis Bay Drive Bike Lanes	San Luis Bay Drive	Proposed Class II bike lanes between U.S. Highway 101 and Avila Beach Drive	³
San Luis Bay Drive Bike Lanes	San Luis Bay Drive to Ontario Road	Proposed change from Class III bicycle routes to Class II bicycle lanes	
County Parks and Recreation Element			
Bob Jones Trail (Also in County Bikeways Plan)	Bob Jones Trail	Proposed connection to Octagon Barn and City of San Luis Obispo (Existing Class I from First Street to Ontario Road)	⁴
Cave Landing Trail	Cave Landing	Proposed trail from Cave Landing Road to Bluff Drive (Existing unimproved trail)	⁴
Harford Pier Trail (California Coastal Trail)	Harford Pier	Proposed pedestrian and bicycle facility from First Street to Harford Pier	⁴
Wild Cherry Canyon Trail	Wild Cherry Canyon Trail	Proposed trail from Avila Beach Drive to Los Osos	⁴

Project Name	Roadway/ Location	Recommended Improvements	Funding (see notes below for each assigned number)
Avila Beach Specific Plan			
Sidewalk Completion	Portions of First Street, Front Street, and San Miguel Street that are not yet completed	Complete sidewalks in order to have a thorough, connected network	5
Bike rack at Downtown	Earl's alley parking lot	Add bike parking in the Town of Avila	5
Cave Landing Road Bicycle and Pedestrian Path	Between Avila Beach and Shell Beach via Cave Landing Road	Establish a trail for pedestrians and cyclists	5
Avila Beach Community Plan			
Avila Valley Transportation System Management (TSM) and Transportation Demand (TDM) Programs	Avila URL	Implement TSM and TDM Programs to reduce traffic	5
San Luis Bay Area Plan (Coastal)			
San Luis Bay Drive Bike Lanes	San Luis Bay Drive	Class I or II bikeways on San Luis Bay Drive, Cave Landing Road from San Luis Bay Drive to Shell Beach Road at the Pismo Beach city limits, and Shell Beach Road to U.S. Highway 101	5
Connecting Harbor Recreation Pedestrian and Bike Paths	Port San Luis Harbor	Pedestrian and bicycle paths connecting harbor recreation facilities with Avila Beach, the San Luis Bay Club, and Avila Valley	5

Project Name	Roadway/ Location	Recommended Improvements	Funding (see notes below for each assigned number)
San Luis Bay Area Plan			
See Canyon Road Widening	See Canyon Road	See Canyon Road widening to County Standard (Note: Widening extents not included)	5

¹ Details are provided in the SLOCOG RTP and SCS Financial Plan. Funding sources could include the Federal Funding, State Funding, Local Funding Findings, or Supplemental Funding

² Details are provided in the Port San Luis Harbor District Port Master Plan. Funding sources could include the Harbor District, public private partnerships, the State Coastal Conservancy Urban Waterfront, the State Coastal Conservancy Public Access, the Department of Boating & Waterways, SLOCOG, the State Water Resources Control Board, the Wildlife Conservation Board, or the California Department of Parks & Recreation

³ Details are provided in the County Bikeways Plan, Funding Section. Funding could include the California Active Transportation Program, the California Highway Safety Improvement Program, and SLOCOG sales tax.

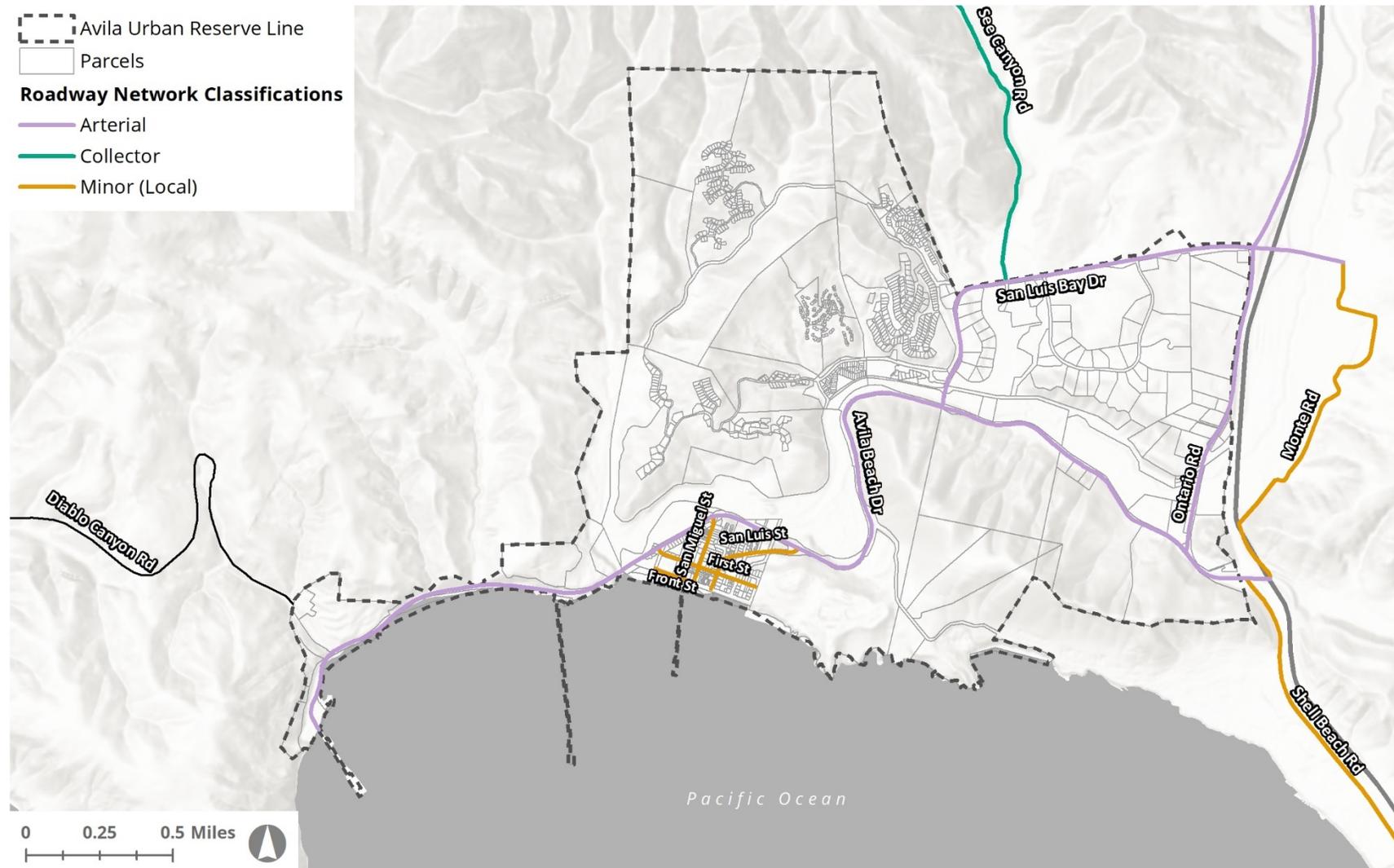
⁴ Details are provided in the County Parks and Recreation Element, Funding and Maintenance Section. Funding sources could include grant funding, development impact fees, developer contributions, joint use agreements, donations, volunteer assistance and collaborative agreements, funding maintenance, user fees, general fund, and grant funds.

⁵ Details are provided in Chapter 9, Public Facilities Financing Plan, in the Community Plan. Funding sources could include development-based funding, land-secured funding and financing, County funding and financing, or State and Federal Programs.

Source: Avila Circulation Study and Road Improvement Fee Update, 2019; SLOCOG RTP & SCS, 2019; Port San Luis Harbor District Port Master Plan; County Bikeways Plan, 2016; County Parks and Recreation Element; Avila Beach Specific Plan; Avila Beach Community Plan (Inland); San Luis Bay Area Plan (Coastal); San Luis Bay Area Plan

U.S. Highway 101 Widening Project in San Luis Bay Area Plan has since been replaced with the Pismo Congestion Relief Pilot Project, which is managed by Caltrans.

Figure 6-1 Circulation Plan



Data Source: San Luis Obispo County, Department of Planning and Building, 2018; San Luis Bay Area Plan (Coastal), 2009.

6.2 Roads, Bikeways, and Pedestrian Network

Existing Conditions and Emerging Issues

Roads

The Avila URL is accessed from U.S. Highway 101 via San Luis Bay Drive and Avila Beach Drive. San Luis Bay Drive intersects with Avila Beach Drive, a two-lane road that crosses San Luis Obispo Creek, runs adjacent to the bay, and ultimately dead ends at the parking lot at Port San Luis Harbor and entrance to Diablo Canyon Nuclear Power Plant, as shown in Figure 6-1. Currently in 2021, emergency evacuation access is limited to Avila Beach Drive and San Luis Bay Drive. Other potential accessways include Diablo Canyon Road and North Ranch Road through the PG&E property and Lupine Canyon Road through San Luis Bay Estates. These may be options during an emergency situation; however, neither are open to the public or meet fire safety standards². Diablo Canyon Road and North Ranch Road are normally only available for PG&E employees and equipment, while Lupine Canyon Road is normally only available for residents of San Luis Bay Estates. Diablo Canyon Road/North Ranch Road is considered the favored option for secondary access due to its more recent construction, and the gradual phasing out of employee vehicles over the timeline of the Diablo Canyon Decommissioning. See Section 6.8, Emergency Evacuation Access, for more details.

San Luis Bay Drive, Avila Beach Drive, See Canyon Road, and other roads in the inland area provide access to residential development, local businesses, and visitor-serving amenities. The roads in the Town of Avila provide access to the coast, as well as residential and visitor-serving uses. Visitors to the community use on-street parking along Avila Beach Drive, roads within the Town of Avila, and two public parking lots located in the interior of the town and at the Port San Luis Harbor.

Port San Luis Harbor has unique circulation needs to serve visitors as well as the commercial and recreational fishing enterprises. The only vehicular access to the Port San Luis Harbor is along Avila Beach Drive. The segment of road encompassed in the port extends more than one mile between Avila Beach and Harford Pier. This road segment allows for vehicular access and bicycle access on Class III bicycle routes. This road also connects to Diablo Canyon Road and serves as the primary access road for the Diablo Canyon nuclear power plant.

Bikeways

Bikeways facilitate alternative modes of transportation and encourage an active lifestyle. The County Bikeways Plan includes an extensive network of community bikeways. The Bob Jones Trail is a popular, well-known bike trail in the Avila URL. Additional sections of bikeways are provided along main roadways in Avila, including Avila Beach Drive and San Luis Bay Drive. There are three classes of bikeways:

- Class I “bicycle paths” are completely separated from roadways and are sometimes in an exclusive corridor. In Avila, these paths will also be designed for pedestrians.

² Phone call conversation with Paul Lee, CAL FIRE, Fire Captain. December 8, 2020.

- Class II “bicycle lanes” are found alongside vehicle lanes in the roadway. Class III “bicycle routes” are targeted for local, low-volume streets.
- Class III bike lanes require cars and bicyclists to share the road and are designated by signs and/or sharrows.

As shown in Figure 6-2, Avila contains the following mix of bicycle facilities.

Existing Class I “Bicycle Paths”

- Bob Jones Trail from First Street to Ontario Road.

Existing Class II “Bicycle Lanes”

- Avila Beach Drive west of First Street
- Avila Beach Drive between San Luis Street and San Luis Bay Drive.
- Ontario Road between Avila Beach Drive and the Bob Jones Trailhead
- Shell Beach Road
- First Street to San Luis Street
- San Luis Street to San Luis Bay Drive
- Ontario Road to Shell Beach Road

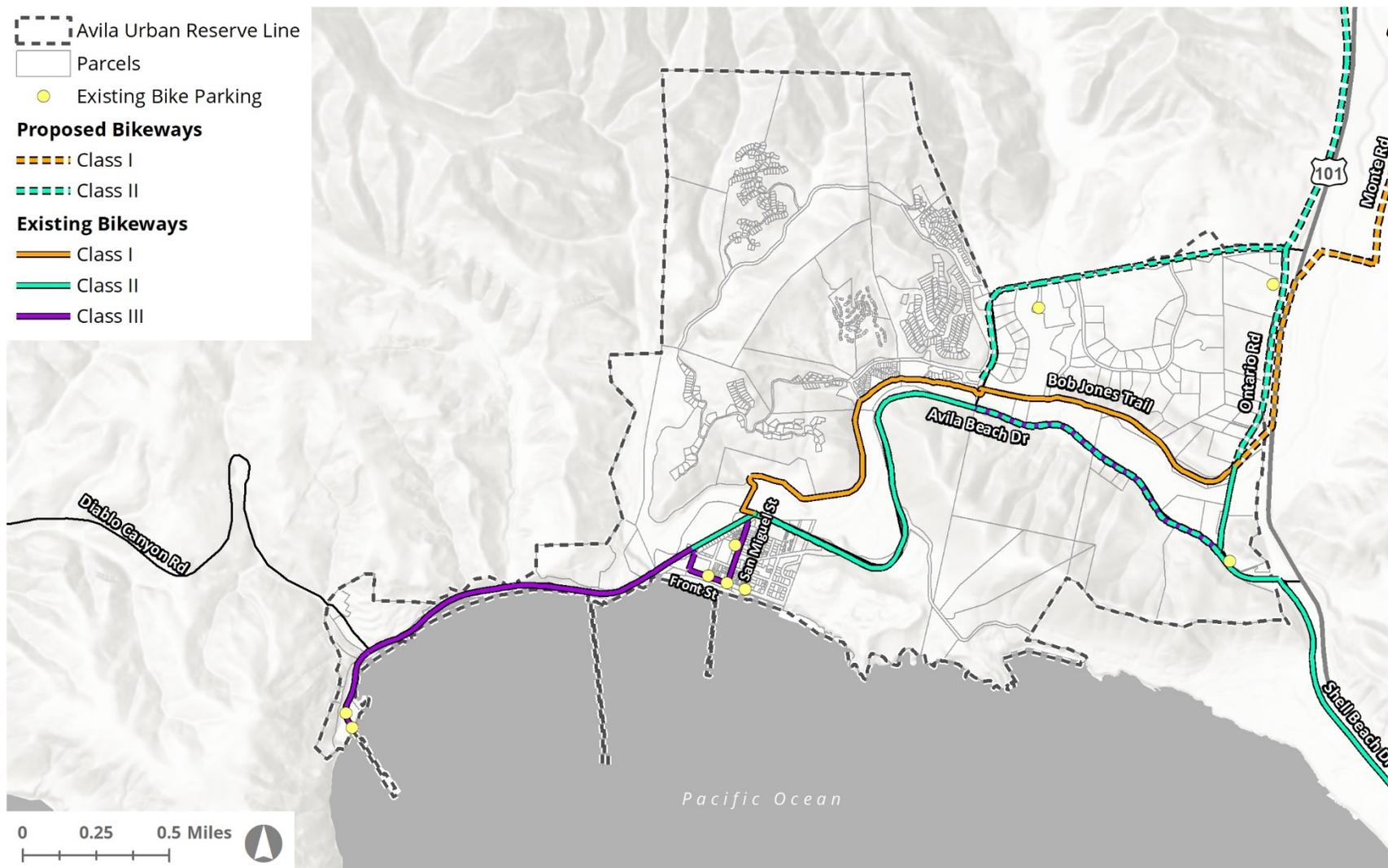
Existing Class III “Bicycle Routes”

- Avila Beach Drive (east of First Street)
- Port San Luis Harbor to First Street
- San Luis Bay Drive to Ontario Road

Bike parking is also provided at the following locations:

- Front Street at San Francisco Street, San Miguel Street, and San Luis Street provides 14 bicycle parking spaces
- Avila Beach Promenade provides 22 parking spaces
- Port San Luis provides 7 bicycle parking spaces
- Fat Cats Café provides 4 bicycle parking spaces
- United States Post Office provides 5 bicycle parking spaces
- PG&E Education Center provides 20 bicycle parking spaces
- Bellevue-Santa Fe Charter School provides 8 bicycle parking spaces

Figure 6-2 Bikeways



Data Source: San Luis Obispo County, Department of Planning and Building, 2018; SLOCOG, 2014.

Pedestrian Network

Throughout the *Envision Avila* process, the community prioritized coastal access and encouraging a pedestrian-friendly community, especially within the Town of Avila. This can be accomplished by providing for interconnected systems of sidewalks, multi-use trails, and other pedestrian routes.

Pedestrians are also able to use Class I bicycle/pedestrian paths (see the County Bikeways Plan). In addition, a system of multi-use trails improves pedestrian access to the coast and within the community (see the Multi-Use Trails section below). Avila also contains the following mix of sidewalks.

- Avila Beach Drive contains sidewalks on the south side of the road from San Luis Creek Bridge to San Miguel Street.
- First Street contains continuous sidewalk on south side from Avila Beach Drive to San Luis Street, intermittent on northside, with minimal sidewalk east of San Luis Street.
- San Francisco Street and San Juan Street contain continuous sidewalk on both sides.
- San Luis Street and San Miguel Street contain continuous sidewalk on both sides south of First Street with intermittent sidewalk north of First Street.
- Ontario Road, San Luis Bay Drive, San Antonio Street, and San Rafael Street contains no or minimal sidewalks.

Level of Service

Existing circulation service conditions in Avila are identified in the Avila Circulation Study and Draft Existing Transportation Conditions Report, prepared by Central Coast Transportation Consulting in 2020 (Appendix H).

Level of service (LOS) thresholds and agency standards are used to determine operational performance of intersections and roadways. LOS is a quantitative rating ranging from A through F; with LOS A representing free-flowing conditions and LOS F representing congested conditions when traffic volume exceeds capacity. The County of San Luis Obispo has an overall LOS standard for roadway and intersection which is LOS D. At a Board of Supervisors hearing for the Avila Fee Program on November 19, 2019, all development was approved to design to a LOS D standard. The LOS thresholds for intersections are based on the Highway Capacity Manual (HCM) and are presented in Table 6-2.

Table 6-2 Intersection Level of Service Thresholds

Signalized Intersections Control Delay (seconds/ vehicle) ¹	Level of Service	Stop Controlled Intersections Control Delay (seconds/ vehicle) ¹	Level of Service
<10	A	<10	A
>10 – 20	B	>10 – 15	B
>20 - 35	C	>15 - 25	C
>35 – 55	D	>25 - 35	D
>55 – 80	E	>35 – 50	E
>80 or v/c > 1	F	>50 or v/c > 1	F

Source: Central Coast Transportation Consulting, 2020

Table 6-3 below, summarizes the circulation deficiencies identified by the County.

Table 6-3 Existing Circulation Deficiencies Identified in Avila

Location	Deficiency
Avila Beach Drive, west of San Luis Bay Drive	This roadway operates at LOS D under K100* and weekday PM conditions and LOS E under peak summer conditions.
Intersection of Avila Beach Drive and Ontario Road	This intersection operates at LOS F during the weekday PM peak hour, LOS E during Saturday midday peak hour, and meets the peak hour signal warrant. Signalization is included in the Avila Road Improvement Fee Program.
Avila Beach Drive/ U.S. Highway 101 Southbound Ramps/ Shell Beach Road	The intersection operates at LOS F during the weekday PM and Saturday midday peak hours and meets the peak hour signal warrant. A roundabout is included in the Avila Road Improvement Fee program and design is currently underway (as of 2021).
San Luis Bay Drive/ U.S. Highway 101 Northbound Ramps	The intersection operates at LOS E during the weekday PM peak hours and does not currently meet the peak hour signal warrant (as of 2021). An Intersection Control Evaluation determined the San Luis Bay Drive intersections will require traffic signals.

*Note: K100 was established in the 2018 Avila Circulation Study and Road Improvement Fee Update as a new metric for estimating capacity of Avila Beach Drive exclusively using the 100th annual highest hour.

Peak hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day.

The intersections along Avila Beach Drive and San Luis Bay Drive, and roadway segments, were evaluated for summer weekday evening (4:00-6:00PM) and summer Saturday midday (11:00AM -1:00PM) time periods.

Source: Central Coast Transportation Consulting 2020

Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measure used to identify the amount of travel for all vehicles in a geographic region or a given period of time, based on the distance of trips and number of trips. The County of San Luis Obispo has not adopted vehicle miles traveled (VMT) thresholds at this time. The SLOCOG Travel Demand Model was used to estimate the VMT generated by land uses in Avila in 2020. Table 6-4 summarizes the existing VMT for the Avila area and the projected VMT for year 2045.

Table 6-4 Vehicle Miles Traveled

Demographics			VMT by Trip Purpose			VMT Efficiency Metrics	
Year	Employees	Population	Residential VMT	Office VMT	Retail VMT	Residential VMT Per Capita	Office VMT Per Employee
County of San Luis Obispo							
2020	117,276	246,732	4,480,333	1,595,434	5,631,405	18.16	13.60
2045	136,042	279,361	5,055,320	1,691,375	6,606,915	18.10	12.43
Avila							
2020	1,012	1,674	13,697	8,218	37,316	8.18	8.12
2045	1,380	1,693	12,507	12,006	53,957	7.39	8.70
Change	368	18	-1,190	3,788	16,641	-0.79	0.58

The table shows that Avila produces a lower rate of residential VMT per capita and office VMT per employee than the countywide average. It also shows that residential VMT is projected to decrease and office and retail VMT is projected to increase.

Traffic Control Measures

The community identified other circulation concerns during the *Envision Avila* process. Community members identified a variety of traffic control measures to ensure public safety on San Luis Bay Drive and Avila Beach Drive. Generally, participants agreed that traffic control measures along San Luis Bay Drive and Avila Beach Drive were necessary; however, there was some disagreement on which measures should be implemented. Common expressed themes include the need for secondary access, improved bicycle infrastructure, and increased public transit and trolley system.

Planned Improvements

Pedestrian and Bicycle Facilities

The latest San Luis Obispo County Bikeways Plan was adopted in 2016 and latest Parks and Recreation Element was adopted in 2006. The Avila Circulation Study and SLOCOG RTP and SCS have been updated since the adoption of the County Bikeways Plan and Parks and Recreation Element; therefore, planned pedestrian and bicycle facilities summarized in Table 6-1 reflect the Avila Circulation Study and SLOCOG RTP and SCS. The Community Plan recommends implementing the planned circulation improvements identified in Table 6-1. Policies and standards regarding pedestrian and bicycle facilities are included in Chapter 2, Community Plan Framework.

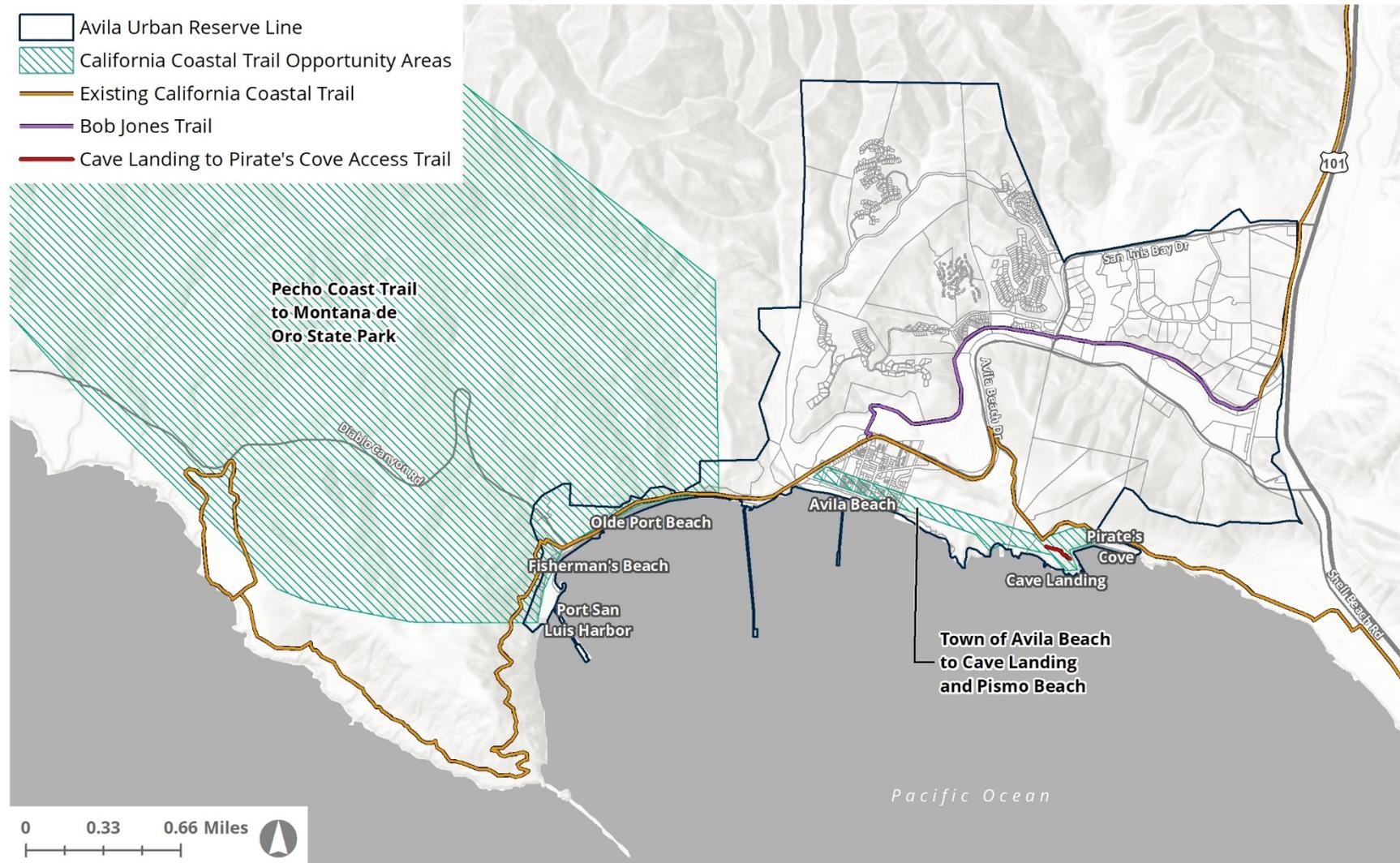
The Port San Luis Harbor District Port Master Plan was completed in 2004 and updated in 2007. Table 6-1 summarizes the transportation improvements included in the Community Plan and the status. At the time of the study all improvements were planned within ten years.

6.3 Multi-Use Trails

Existing Conditions and Emerging Issues

Avila includes an extensive network of trails, such as the Bob Jones Trail and Ontario Ridge Trail. Existing trails, including the California Coast Trail, are described in Chapter 7, Coastal Access, and Chapter 8, Public Facilities, Services, and Utilities. The existing and planned network of trails is shown in Figure 6-3.

Figure 6-3 Trails and Trail Corridors



Data Sources: San Luis Obispo County, Department of Planning and Building, 2018.

Planned Improvements

Planned trail improvements in Avila will build upon existing trail facilities throughout the community that are well-loved and used. The ultimate goal is an interconnected system of trails that provides easy access to Avila Beach and bluff top trails, and links public recreation facilities across the region. Most planned trails are on public property, although some cross private property. For a complete identification of planned roads, bikeways, and multi-use trails, please refer to the County Bikeways Plan and the Parks and Recreation Element.

Table 6-1 summarizes planned multi-use trails in Avila that were previously identified in existing plans. The Community Plan recommends implementing the planned improvements identified in Table 6-1. Policies and standards regarding pedestrian and bicycle facilities are included in Chapter 2, Community Plan Framework.

6.4 Transit

Existing Conditions and Emerging Issues

The San Luis Obispo Regional Transit Authority (RTA) provides regional fixed-route and dial-a-ride services throughout San Luis Obispo county. Route 10 serves the south county. The Avila Beach Trolley provides free, fixed-route service between Pismo Beach and Avila Beach on Friday evenings, Saturdays, and Sundays from April through September. Weekend service is provided hourly between 10:00 a.m. and 6:00 p.m. The Avila Beach Trolley connects to the South County RTA network, which serves the Five Cities area with four routes.

Planned Improvements

Planned transit improvements in the Avila Circulation Study are summarized in Table 6-1. Throughout the timeline of the Avila Community Plan, Route 10 will have a new connection to the Avila Beach Trolley, via the new park and ride location off the Avila Beach Drive exit of U.S. Highway 101. Although RTA's long-term plans for new routes do not include new routes in or out of Avila, there are opportunities to increase transit service and frequency to existing routes through community advocacy.

The SLOCOG RTP & SCS also includes the following transit policy objectives:

- *Increase the Frequency and Hours of Services, Areas Served, and Destinations Served.* Examples include: providing twice-per-hour service; daily express buses throughout the day to Pismo Beach or San Luis Obispo; and service to currently unserved neighborhoods. Bus routes should be carefully determined so that future road work can take potential calming measures into account with design.
- *Provide a more appropriately located, well-designed, and easily accessible park and ride lot.* Existing park and ride lots have been identified by SLOCOG and published in the 2013 Park and Ride Study. This study also provides recommendations on securing new Park and Ride sites that could be implemented by the community.
- *Improve the Performance of Transit Service.* Examples include:

- Identify key focus points with regional transit access for large buses with transit access for large buses with passenger amenities (schedule and route information, shelters, and benches) and minimize the costly deployment of regional transit along local, narrow streets without sidewalks.
- Provide a permanent park and ride lot, mostly for ridesharing.
- Provide a future transfer node to minimize the need for multiple transfers to and from regional buses.
- Integrate local transit with school buses.
- *Assure Safe and Convenient Access to ADA-Compliant Bus Stops.* Examples including providing bus shelters, wheelchair ramps, lighting, secure bike racks at the park and ride lot, and landscaped walkways to bus stops.

Other recommendations include improving public transportation awareness and education, improving passenger comfort and convenience, and improving reliability. Additional transit services could include a shuttle bus from satellite or remote parking lots for special events. Policies and standards regarding public transit are included in Chapter 2, Community Plan Framework.

6.5 Parking

Existing Conditions and Emerging Issues

The community of Avila experiences very high parking demand, especially during summer weekends, with the off-street parking lot and most on-street parking in the Town of Avila at 100 percent occupancy by mid-morning, and parking along Avila Beach Drive nearing capacity by mid-afternoon. Once parking has reached saturation in the Town of Avila, vehicles circulate looking for parking, exacerbating congestion and traffic issues. Table 6-5 presents parking available in the Avila URL.

Parking in Port San Luis Harbor is provided in the form of on-street parking along Avila Beach Drive and the Harford Landing parking lot parking lot, located at the end of Avila Beach Drive. The Port San Luis Harbor District prepared a Parking Management Plan in 2013 and the County conducted a parking study in July 2019. The Plan and the study evaluated existing parking supply and demand and developed recommendations to address parking supply constraints.

Table 6-5 Parking in the Town of Avila and Avila Beach Subareas

Parking Location	Number of Parking Spots	Public or Private Access
Within Town of Avila, west of San Luis Obispo Creek and Port San Luis Harbor District		
On-Street Parking	1,250	Public
Off-Street Parking	767	Public
Parking Lots Outside of Town of Avila (Remote Lots)		
Bob Jones Trail, Bellevue-Santa Fe Charter School, Frontage on See Canyon Road, Proposed lot at Avila Beach Drive and U.S. Highway 101	235	Public
Private Parking		
Avila Beach Golf Resort ¹	2,770	Private
Total Public Parking Spots		2,252
Total Private Parking Spots		2,770
Total Parking Spots		5,022

¹ The Avila Beach Golf Resort provides 2,410 temporary parking spaces on the fairway, and 360 paved parking spaces, when special events are held.

Source: County of San Luis Obispo. Avila Beach Parking Study. July 24, 2019.

Note: The Avila Beach Parking Study focused on parking within the Avila Beach and Town of Avila subareas, not the entire Avila URL.

During *Envision Avila*, community members were able to identify issues and opportunities for improving parking and traffic control measures. Generally, all participants agreed that parking needed to be improved in the Town of Avila in order to improve circulation overall. Common themes included implementation of a shuttle service, implementation of satellite or remote parking lots, and resident-only parking. Resident-only parking would require coordination to establish a new parking enforcement mechanism and allocate staff.

Planned Improvements

This Community Plan incorporates many of the recommendations from the County's 2019 Avila Beach Parking Study, which provided short-, medium-, and long-term parking strategies.

Short-term parking strategies include:

- Expanding three-hour parking time limits
- Implementation of beach loading zones
- A residential parking permit program
- An employee parking permit program
- Parking wayfinding signs
- Enforcement of time limits and illegal parking

Medium-term parking strategies include:

- One-way street conversion and angled parking along First Street

- Weekend and holiday employee parking at remote or satellite parking lots

Long-term parking strategies include:

- Smart meters and demand-based pricing in the Town of Avila
- Parking payment by smart phone
- New parking facilities on Avila Beach Drive at San Juan Street and U.S. Highway 101

Additional parking strategies include:

- 3-hour parking limits be implemented on First Street, Front Street, and all cross-streets that are currently unrestricted (as of 2021)
- Smart parking meters be installed on core commercial streets in Town of Avila
- Allocate County staff resources for parking enforcement during busiest hours of peak seasons
- Employee Permit Parking Program be implemented through designated, on-street parking zones during business hours.

The Port San Luis Harbor District's 2013 Parking Management Plan also identified short-term and long-term parking strategies. Short-term parking strategies include a harbor parking pass program for employees, parking meters in the Port San Luis Harbor parking lot, parking meters in the Town of Avila, a residential parking program, improved enforcement, boat trailer parking, and an hourly serve Towne Trolley. Long-term strategies include satellite or parking lots at the Bob Jones Trail, PG&E Education Center, and Avila Beach Drive at U.S. Highway 101; as well as a parking structure in the Town of Avila, parking and boat parking in Harbor Terrace, and private parking during peak season or events.

Park and Ride lots can reduce parking demand by replacing the number of vehicles accessing the Avila URL with a bus or trolley. Reducing the number of trips and vehicles parking in the Town of Avila will mitigate traffic and parking congestion. In 2017, SLOCOG completed a Park and Ride Study for the County. The existing Bob Jones Trailhead parking lot and expansion was identified as a potential source of relief for parking in Avila, and a new park-and-ride lot will also be constructed at the southwest corner of Avila Beach Drive and Shell Beach Drive. See Table 6-1 for the County's planned improvements to address parking. Additional policies and standards regarding parking are included in Chapter 2, Community Plan Framework.

6.6 Special Events

Existing Conditions and Emerging Issues

Throughout the year, special events are held within Avila, including well-attended festivals and concerts. These events are mostly held throughout the summer and on weekends and can have attendance from 1,000-5,000 people. The Avila Beach Golf Resort accommodates some of the increased parking demand by providing free parking on the fairway for special events.

Parking issues and roadway congestion can be compounded when special events occur during the peak summer season, when beach goers and special event attendees create heavy parking

demand and traffic in the Town of Avila. Traffic congestion along Avila Beach Drive exceeds capacity during special events in the summer. Although the parking demand can be accommodated on the Avila Beach Golf Resort for most events (under 3,000 attendees), traffic conditions can become an issue along Avila Beach Drive. For inbound traffic, the intersection of Avila Beach Drive at First Street may experience congestion, as heavy demand of vehicles, bicycles and pedestrians utilize this intersection to access the Town of Avila.

Planned Improvements

As described in Section 6.4, Parking, satellite or remote parking lots were implemented at the Bob Jones Trail and PG&E Education Center, with an additional lot planned to be located at Avila Beach Drive at U.S. Highway 101. The County may establish contracts and implement signage for visitors to use remote or satellite parking lots with shuttle buses, as part of park and ride programs, for peak seasons and special events. Policies and standards regarding public transit and parking for special events are included in Chapter 2, Community Plan Framework.

6.7 Vacation Rentals

Existing Conditions and Emerging Issues

As described in Chapter 7, Coastal Access, vacation rentals comprise 17 percent of the total housing stock in the community of Avila. Through *Envision Avila*, community members expressed concerns that vacation rentals exacerbate existing parking issues. The Coastal Zone Ordinance (Title 23) specifies traffic and parking requirements for vacation rentals, as summarized below:

- Traffic generated by the residential vacation rental shall not exceed the type of vehicles or traffic volume normally generated by a home occupied by a full-time resident in a residential neighborhood. Normal residential traffic volume is considered to be up to ten trips per day.
- All parking associated with a residential vacation rental shall be entirely on-site, in the garage, driveway, or otherwise out of the roadway. Tenants of residential vacation rentals shall not use on-street parking at any time.

Planned Improvements

In practice, existing vacation rental regulations are difficult to enforce and may not result in a net traffic benefit for the community. Policies to improve parking issues associated with residential vacation rentals are included in Chapter 2, Community Plan Framework, and Chapter 10, Planning Area Standards.

6.8 Emergency Evacuation Access

Existing Conditions and Emerging Issues

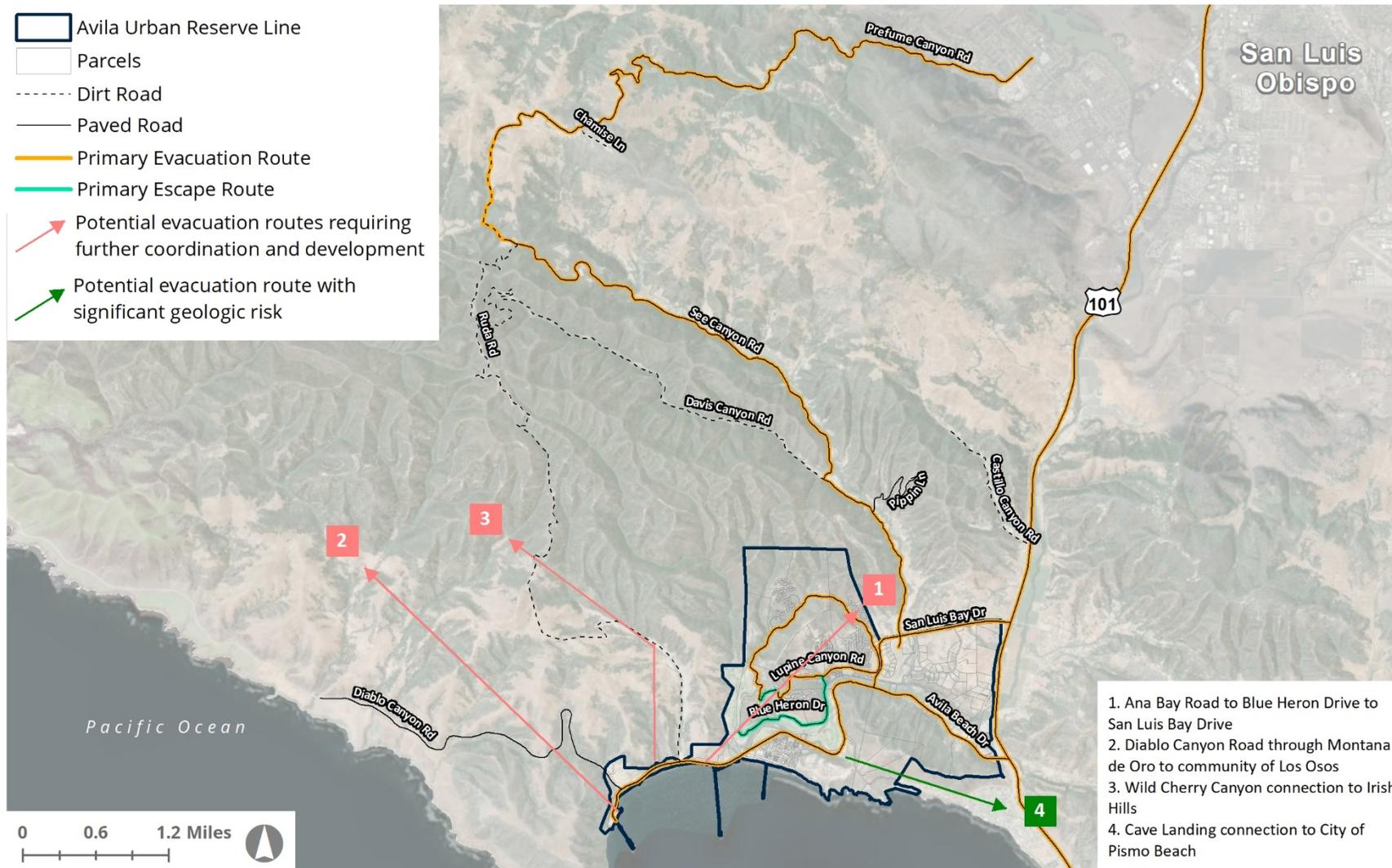
Avila Beach Drive is the only public roadway providing access to and from the Avila URL. In 2021, emergency vehicle access is currently permitted through Blue Heron Drive, connecting to Coffeeberry Place. Blue Heron Drive begins at the Avila Beach Golf Resort and travels north of San Luis Creek. Coffeeberry Place is a private road located in San Luis Bay Estates with access via a gate at the south end. Approximately three quarters of a mile of Blue Heron Drive is shared with the existing Bob Jones Trail. Evacuation through San Luis Bay Estates along Lupine Drive, due to the gatehouse located on Bay Laurel Place, is typically only available for residents of San Luis Bay Estates.

Due to the limited options for emergency vehicle access, County Fire will require secondary access on all proposed significant developments in the community of Avila. There are also traffic flow and illegal parking issues along roads, such as Avila Beach Drive and Cave Landing Road, during summer weekends and holidays, which can delay response times and emergency response access (County of San Luis Obispo 2019). Residents and overall community input have highlighted the concern of evacuation planning from the Town of Avila, Cave Landing, Avila Point, and Port San Luis during the busy summer weekend holiday times in the event of a fire or other emergency.

Because Avila Beach Drive is the only public roadway providing access to and from Avila, improvements to increase capacity have been considered to improve emergency evacuation access. Widening Avila Beach Drive from the Town of Avila to U.S. Highway 101 presents environmental constraints with San Luis Creek on one side and steep hills on the other (Appendix C). However, widening Avila Beach Drive from San Luis Street to San Luis Bay Drive can likely occur along the Creekside without disturbance to uphill slopes, and cost-effective retaining systems can be utilized to address the widening (Appendix C). This modification would add an additional eastbound lane for egress from the Town of Avila.

Through coordination between County Fire, Port San Luis Harbor District, and the community, recommended secondary evacuation route locations have been identified, as shown in Figure 6-4.

Figure 6-4 Emergency Evacuation Access



Data Source: San Luis Obispo County, Department of Planning and Building, 2018; CAL FIRE, 2019.

Planned Improvements

CalFire has identified four potential evacuation routes for Avila, as shown in Figure 6-4 and detailed below:

1. Ana Bay Road to Blue Heron Drive to San Luis Bay Drive
2. Diablo Canyon Road/North Ranch Road connection to Montana de Oro
3. Wild Cherry Canyon connection to Irish Hills
4. Cave Landing Road to City of Pismo Beach

These routes are identified as options because of their existing connections to major roadways in Avila. However, environmental review, entitlement processes, and extensive coordination between the County of San Luis Obispo, County Fire, CalTrans, and California Highway Patrol would be required in order to implement an official secondary evacuation route. Historically, the Cave Landing Road, connected to Bluff Drive in the Shell Beach area of the City of Pismo Beach, was considered an alternative evacuation route. Due to landslides in the area, this connection is now closed to vehicles and is an unmaintained dirt path. Due to geologic risks in the area, significant funding would be needed to implement a structure that addresses the impacts of the previous landslide.

Ana Bay Drive to Blue Heron Drive could provide another evacuation route. This option would require extensive coordination with the San Luis Bay Estates home owners association (HOA) and property owners in order to allow access to San Luis Bay Drive and implement modifications to existing traffic calming measures.

Another evacuation route that has been identified as a potential option is North Ranch Road, a northerly road from the end of Avila Beach Drive and Diablo Canyon Road to Montana de Oro State Park and the town of Los Osos. The route begins at the gated entrance of the PG&E Diablo Canyon Nuclear Power Plant, and continues on a paved road through Montana de Oro State Park, entering the town of Los Osos. Diablo Canyon Road/North Ranch Road is considered the favored option for secondary access due to its more recent construction, and the gradual phasing out of employee vehicles over the timeline of the Diablo Canyon Decommissioning.

Finally, Wild Cherry Canyon connection to Irish Hills is an additional evacuation route that is unrealistic due to the difficult topography. In addition, expenses required to change the road to meet Fire Code and reduce impacts to sensitive environmental resources.

Policies and programs to improve emergency response, evacuation safety are included in Chapter 2, Community Plan Framework. In addition, policies and programs related to community safety have been included in Chapter 2, Community Plan Framework, and Chapter 10, Planning Area Standards.

7 Coastal Access



The coastline is one of the most valued resources for residents throughout the state of California, and access to the coastal resources within the Avila URL is an important piece of this Community Plan. From the adoption of the California Coastal Act in 1978 (Coastal Act), coastal access was considered direct physical access to and along California's publicly owned tidelands and beaches. In more recent years, coastal access has expanded to include affordable and adequate overnight accommodations, public transportation, and educational and recreational opportunities within the definition of coastal access.

The County's LCP defines two types of physical coastal access:

- **Vertical Access.** The right to areas generally perpendicular to the beach and shoreline that provide access to beach and shoreline areas.
- **Lateral Access.** The right to areas generally along and parallel to the shoreline.

This Chapter details regulations and policies that govern coastal access in the County of San Luis Obispo and the Avila URL. The Chapter then describes existing areas of coastal access in the Avila URL, constraints to coastal access, and opportunities for improved access in the future. Coastal access constraints and opportunities are used to establish the goals and policies in Chapter 2 and development standards in Chapter 10 in this Community Plan.

Envision Avila

During the public outreach process, *Envision Avila*, members of the community expressed a strong desire to preserve coastal access in Avila and preserve the coastal resources which are the unique, defining features of the area. Feedback included a focus on related coastal access issues such as addressing traffic safety issues along Avila Beach Drive towards the Port San Luis Harbor District. Survey results also indicated that public access improvements in the form of trails, parkland, and passive recreation at Avila Point were a major priority. Participants also expressed concern over existing vacation rentals impacting existing neighborhoods, and desired to update rental regulations. Lastly, the availability of parking throughout the Avila URL was generally identified as an issue in the community.

7.1 State and Local Coastal Access Policies

In Chapter 1, Section 30001.5. C of the Coastal Act guarantees the right of public access to all coastal tidelands and also contains mandates to protect coastal recreational resources, the marine environment, environmentally sensitive areas, and reduce impacts of development within the coastal zone. One of the fundamental goals of the Coastal Act for the coastal zone in California is to:

“Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.”

Local governments play an essential role in implementation of the Coastal Act through the development of local coastal programs (LCPs), which consist of land use plans and implementing ordinances to guide development in the coastal zone and carry out policies of the Coastal Act. Once an LCP is certified by the California Coastal Commission (Coastal Commission), coastal zone permitting authority is transferred to the local government. The Coastal Commission retains permanent coastal permit jurisdiction over development proposed on tidelands, submerged lands, and public trust lands, and also acts on appeals from certain local government coastal permit decisions.

Chapter 3 Article 2 of the Coastal Act contains public access requirements for development in all coastal jurisdictions. San Luis Obispo County’s LCP also includes the Coastal Plan Policies document, which contains specific policies regarding coastal access. The Port San Luis Harbor District also contains coastal access policies within the Port San Luis Harbor District Master Plan for development within Port San Luis. Applicable policies related to coastal access from the County’s Land Use and Circulation Elements (LUCE) and LCP and the Port San Luis Harbor District Master Plan are referenced and incorporated into Chapter 2, Planning Framework, of the Community Plan, as necessary.

7.2 Coastal Access Opportunities in Avila URL

The Avila URL contains many locations for public access, including four sandy beaches, three piers, a public park, and trails along the coastal bluffs in Cave Landing. Avila Beach Drive and

Front Street provide lateral access along the coastline from the Town of Avila through Port San Luis. The existing shoreline access opportunities in Avila are shown in Figure 7-1, and are followed by a discussion of the different types of access points, coastal access amenities, and where improvements would improve coastal access. Coastal access improvements were developed by reviewing existing conditions, community outreach, and consistency with the Port San Luis Harbor District Master Plan. Figure 7-2 shows the location of the proposed coastal access improvements.

Figure 7-1 Existing Coastal Access and Opportunities in Avila URL



Data Sources: San Luis Obispo County, Department of Planning and Building, 2018.
 Imagery: Microsoft Bing and its licensors, 2021.

Figure 7-2 Proposed Coastal Access Improvements



Data Sources: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2021.

Town of Avila

Avila Beach

Avila Beach is one of the primary recreational and tourist destinations in San Luis Obispo County. The shoreline in this area primarily consists of a sandy beach with some rocky coastal bluffs covered in coastal sage scrub. The beach is approximately 14 acres and extends from the mouth of the San Luis Obispo Creek in the west to Avila Point in the east. Avila Beach Park is open to the public and covers the shoreline in this area between Avila Beach Drive and San Juan Street. The remainder of the shoreline is fronted by Front Street, which runs parallel to the beach, and provides a sidewalk and lateral access to the shoreline. Stairways descend from the sidewalk through a concrete sea wall along Front Street to the beach to provide vertical access at eleven locations along the beach.



Avila Beach



Avila Beach Park

Avila Pier

The shoreline also includes Avila Pier, which is accessed from Front Street between San Francisco Street and San Miguel Street. The pier is approximately 1,635 feet long and contains boating facilities such as a hoist, tie-ups, and a public landing. Structures on the pier include the historic yacht club at the base of the pier, as well as a public restroom, lifeguard station, bait and tackle shop, and fish cleaning station on the pier's terminus. The Port San Luis Harbor District regulates development on the pier, limiting use to coastal dependent, visitor-serving, and marine-recreational uses.

Avila Pier closed in June 2015 due to structural concerns, however, the first portion of the pier reopened in April 2019.

Front Street Promenade

In addition to the pier, the Avila Beach Promenade provides full pedestrian access along Front Street between San Francisco Street and San Miguel Street at the base of the pier. The Promenade is closed to vehicular traffic and includes visitor-serving uses such as gift shops,

restaurants and bars, ice cream, and other commercial retail establishments. The Promenade also has benches, beach overlooks, wayfinding signage, and decorative mosaics. The Landing Passage provides a pedestrian alley that connects First Street with the Promenade. Within the passage are additional visitor-serving food and retail uses.

Avila Beach Parking Lot

Due to the popularity and accessibility of the coast, there is a high demand for parking within the Town of Avila. The Avila Beach parking lot is a triangular lot one block from the beach owned by the Port San Luis Harbor District. The parking lot contains approximately 353 parking stalls and has an electronic payment machine near the entrance. The Port San Luis Harbor District Port Master Plan is currently being updated in 2021 to evaluate adding an additional story to the parking lot, which may help reduce the number of cars circling and idling as visitors search for parking on busy days, and potentially relieve parking pressure for on-street spaces.



The Landing Passage

The remainder of the parking facilities include on-street parking throughout town and along Avila Beach Drive, which total approximately 780 spaces, most of which are restricted to a maximum of three hours but are free. The parking in the Town of Avila is at or exceeds capacity during busy times during summer weekends and holidays, approximately 47 days out of the year.

Avila Point

Located between the Town of Avila and Cave Landing, Avila Point is a major feature and backdrop to the Town of Avila. Avila Point is currently owned by Chevron and previously owned by Unocal. The shoreline along Avila Point consists of coastal bluffs, rocky tidelands, and sea caves. The area is fenced and access is restricted to official workers only. The site is no longer an active oil storage facility and the removal of the oil storage tanks and partial cleanup has already occurred. Many *Envision Avila* participants indicated a desire to prioritize open space and coastal access for the public along this shoreline. Due to the rugged nature of the coastline in this area, bluff trails and overlooks would be appropriate coastal access features to include for future development.

Port San Luis

Port San Luis Harbor and Harford Landing

The Port San Luis Harbor District is responsible for planning and improvements to coastal access amenities in this area. Public access is available along the entire coastal edge shoreline in this area, which includes the land abutting Harford Pier (Harford Landing) as well as the shoreline west of Diablo Canyon Road. There are informal paved or compact-dirt paths along the coastal rocky edge in the parking lot of Harford Landing and along Avila Beach Drive. The shoreline in this area consists of a rocky coastal edge, which has been armored with riprap to control erosion.



Harford Pier Sport Fishing

As an active commercial harbor, Port San Luis has unique amenities that facilitate and support commercial fishing and boating. Existing access facilities include public restrooms and showers, boatyard storage, maintenance, and repair, a mobile boat hoist, and boat launching facility. A paved public parking lot is available in a paved lot for passenger and vehicles with trailers, providing approximately 250 free vehicle parking spaces (about 35 spaces are larger to accommodate boat trailers). Parking in this area can exceed capacity during busy times during summer weekends and holidays.



Harford Pier

Harford Pier

Harford Pier is a National Historic Structure recognized by the State Historic Preservation Office. The pier is an active working pier that serves both commercial and recreational fishing functions. It provides direct water access to boats, fishing opportunities, restaurants, retail fish sales, and scenic vistas. The pier also has skiff tie-ups for vessels that are moored in the harbor to access the pier, as well as a number of public and private boat hoists. The pier is also open to vehicular traffic and has approximately 16 two-hour parking spaces.

Olde Port and Fisherman's Beaches and Bluffs

This area includes the shoreline adjacent to Avila Beach Drive between San Luis Obispo Creek and Diablo Canyon Road and provides a scenic link between the Town of Avila and the working harbor in Port San Luis. San Luis Obispo County owns this stretch of Avila Beach Drive until Diablo Canyon Road, where it then falls under the jurisdiction of the Port San Luis Harbor District. The rural waterfront shoreline in this area consists of two sandy beaches, low-lying coastal bluffs, and hillsides. Lateral public access is provided to motorists, pedestrians, and bicyclists along the entire stretch of shoreline in this area along Avila Beach Drive and unimproved pathways along the adjacent bluff tops. Parking access is provided by approximately 470 free on-street spaces on both sides of Avila Beach Drive. Similar to the Town of Avila, parking in this area reaches or exceeds capacity during busy times, especially during summer weekends and holidays. There are limited right-of-way improvements along Avila Beach Drive such as crosswalks, bike lanes, or walkways, which create safety hazards during busy times of the year.



Nobi Point

The Olde Port and Fisherman's Beaches are not as heavily used as Avila Beach, but are popular for sunbathing, swimming, water sports and recreation, and boating. Olde Port Beach is one of the few County beaches to allow dogs and has fire pits during certain times of the year. There are several vertical access points along Avila Beach Drive to access these beaches. Olde Port Beach provides two stairways, an ADA ramp, ocean launch ramp, and an unofficial trail along the bluff. Fisherman's Beach has access from one stairway and an unofficial coastal bluff trail. Additional access facilities include a restroom above Olde Port Beach. Harbor Terrace, located inland from Fisherman's Beach, includes a variety of visitor-serving and harbor amenities, including campgrounds, overnight RV spaces, commercial retail, and boat storage.

The shoreline in this area is also accessed through Nobi Point and Woodyard scenic overlooks on the blufftop, which offer uninterrupted scenic vistas of marine life, the rural waterfront landscape, and the working harbor. RV camping is permitted by reservation in these overlooks. In addition, the California Polytechnic State University (Cal Poly) Marine Education and Research Pier (formerly Unocal Pier) is located between San Luis Obispo Creek and Olde Port Beach. The pier serves as a research facility for the University but is open to the public during certain times of the year.

Cave Landing

This area includes the easterly shoreline in Avila URL, which encompasses the southerly slopes of Ontario Ridge and the bluffs and beaches of Pirate's Cove, east of the coastal bluffs on the

Avila Point/Unocal unused oil tank farm. The bluffs in this area are taller than other areas in the Avila URL and are covered with coastal sage scrub habitat. Access to the area is from Cave Landing Road off Avila Beach Drive, which ends at an unimproved dirt parking lot, which can generally accommodate 80 to 100 vehicles. Coastal access in this area is provided with a series of informal and undesignated hiking trails along the bluffs. In addition, the Ontario Ridge Trail ends at the parking area to connect hikers from Pismo Beach and the top of the hillside to the coast at Cave Landing and Pirate’s Cove. The County is in the process of securing easements for portions of the trail.

Pirate’s Cove is a popular recreational beach typically used for sunbathing and swimming. There is one trail that provides a vertical access point to the beach as well as access to coastal bluff areas above the beach. There are no permanent public restrooms in this area for visitors. Due to the lack of improved and designated trails and parking areas, there is considerable degradation of native vegetation and erosion along footpaths and parking areas. The County has plans to make improvements to the Cave Landing parking lot area to improve vehicle access and erosion.

Bob Jones Trail

The Bob Jones Trail is a Class I bicycle path and pedestrian trail which provides access to Avila Beach from Ontario Road in Avila Valley. The trail is approximately 2.5 miles in length and provides an alternative access to Avila Beach. The unpaved parking lot at the Ontario Road trailhead can generally accommodate approximately 70 to 80 parking spaces. There is also a designated stop for San Luis Obispo County Regional Transit Agency (RTA)’s Avila-Pismo Beach Trolley service.

Under this Community Plan, the Bob Jones Trail will be extended from the existing trailhead at Ontario Road, for a stretch of 4.5 miles to the Octagon Barn in San Luis Obispo. The extension fills an essential link in the region’s north-south bicycle network, and a safe and accessible alternative to many surface streets within the City and County jurisdictions.

Coastal Access Improvements

The following coastal access improvements were developed from the existing conditions detailed above and public outreach. The improvements are listed in Figure 7-1 and their location shown in Figure 7-2.

Table 7-1 Coastal Access Improvements

Improvement	Location	Description
1 Avila Pier Upgrade	Avila Pier	Complete Avila Pier upgrades and open the remainder of the pier, consistent with Port San Luis Harbor Master Plan
2 Avila Beach Promenade	Front Street between San Francisco Street and San Miguel Street	Maintain the Promenade and explore opportunities to extend the Promenade by closing additional areas of Front Street to vehicular traffic
3 Parking Demand Strategy	Town of Avila and Port San Luis Harbor District	Provide more parking opportunities and implement a parking demand strategy to reduce the need for passenger vehicle parking

	Improvement	Location	Description
4	Pedestrian Improvements	Front Street east of San Luis Street	Continue the sidewalk or a designated pedestrian walkway on the west side of Front Street after San Luis Street
5	Avila Beach Drive to Harford Pier Trail Connector	Bob Jones Trail at San Juan Street to Harford Pier	Complete the Avila Beach Drive to Harford Pier Trail Connector, to include pedestrian and bicycle access separated from vehicles, improved universal access, and protected areas to enjoy the shoreline
6	Harbor Terrace	North of Fisherman's Beach	Complete the Harbor Terrace project and maintain visitor-serving uses and accommodations
7	Nobi Point and Woodyard Parks	Along Avila Beach Drive near Fisherman's Beach	Transition Nobi Point and Woodyard into mini-park scenic vistas, consistent with the Port San Luis Harbor Master Plan
8	Harford Pier Upgrades and Access Improvements	Harford Pier	Maintain and upgrade Harford Pier, including expand pedestrian and vehicular access
9	Maintain Commercial and Recreational Fishing Activities	Harford Pier and Landing	Maintain the working Pier and Harbor by promoting and preserving commercial and recreational fishing activities and facilities
10	Pedestrian Path to Harford Pier	Diablo Canyon Road to Harford Landing	Coordinate with the Port San Luis Harbor District to establish a pedestrian path along the shoreline
11	Cave Landing Improvements	Cave Landing	Improve the parking area at Cave Landing, implement an official trail system with designated trails, signage, and viewpoints, provide visitor facilities such as restrooms and trash disposal areas, and install bicycle racks
12	Ontario Ridge Easements	Ontario Ridge Trail	Obtain easements for all portions of the Ontario Ridge Trail
13	Avila Point Standards	Avila Point	Require coastal bluff trails and overlooks and limit the footprint of future development to allow for greater open space and public access opportunities. Require connections between the Town of Avila at the end of Front Street to Cave Landing and Pirate's Cove through Avila Point, which would provide lateral access along the entire coastline in Avila URL to Shell Beach
14	Bob Jones Trail to City of San Luis Obispo	Bob Jones Trail Park and Ride lot north to the City of San Luis Obispo	Complete the Bob Jones Trail extension to the City of San Luis Obispo

Notes: See Chapter 9, Public Facilities Financing Plan for funding recommendations for these improvements

7.3 Coastal Access Constraints in Avila URL

Parking and Vehicular Access

As discussed in Chapter 6, Circulation, for approximately 47 days during peak visitor months, vehicle traffic along Avila Beach Drive is at or exceeds capacity and service standards. Avila Beach Drive is the only roadway which provides vehicular access to the coastline in the Avila URL. In addition, parking is at capacity during summer weekends and holidays. Pursuant to the California Coastal Act, transportation to the coast and the parking availability and affordability play a role in coastal access within the Avila URL.

Alternative Transportation Access

Avila Beach Drive between San Luis Obispo Creek and the Port San Luis Harbor has no improvements for bicyclists or pedestrians traveling along the shoreline in this area, as discussed in detail in Chapter 6, Circulation. Bicyclists share the road with vehicles and pedestrians, and pedestrians use roadway shoulders where passenger vehicles and RVs regularly park or informal, unpaved paths along the blufftops. During the busy seasons parking occurs on each side of Avila Beach Drive. There are no crosswalks along this portion of Avila Beach Drive, which creates a safety hazard for people crossing the street. The area would benefit from designated bike areas, formal pathways, and pedestrian safety improvements.



Avila Beach Drive

In addition to Avila Beach Drive, within the Port San Luis Harbor, there are no formal pedestrian accessways along the shoreline. Within the Harford Landing, the dirt paths along the shoreline are confusing for pedestrians and are not easily visible or used. The area would benefit from a more formal, continuous pathway along the shoreline.

Affordable Accommodations

The Community Plan includes policies and standards to address and improve Low Cost Visitor Serving Accommodations (LCVSA) in the area.

The Coastal Commission generally divides overnight accommodations into three cost categories— “lower,” “moderate,” and “higher” cost. To comply with Coastal Act Section 30213, coastal communities are required to protect and encourage low cost overnight accommodations. In a report produced for one of its public workshops on the topic of LCVSA, the Coastal Commission provided guidance on the cost categories associated with different types of accommodations (Appendix E). Hotels along or near the coast, especially more

recently, are typically a higher cost accommodation. There are also residential vacation rentals (or short-term vacation rentals), which can provide a lower cost option, especially for larger groups or families, but it is not clear how large a role they play in providing lower cost accommodations in the market. Finally, campgrounds, cabins and hostels are typically lower cost by their nature.

A memorandum, "Avila Overnight Accommodations Existing Conditions," was completed by Economic & Planning Systems, Inc., (EPS) in November 2020 to analyze the affordable accommodations within the Avila URL (Appendix E). The Coastal Commission recommends jurisdictions develop the lower cost threshold for Average Daily Rates (ADR) per room/unit for overnight accommodations. Coastal Commission recommends using 125 percent of the statewide annual ADR to determine this threshold. Using this methodology, the lower cost threshold for Avila URL should be \$160 per night.



Hotel Accommodations

Table 7-2 below summarizes the accommodations in Avila URL in 2021 and their affordability related to Coastal Commission's guidance and the lower cost threshold.

Table 7-2 Avila URL Visitor Accommodations

Accommodation Name	Type	Units	Cost Category
Avila Lighthouse Suites	Hotel	54	High
San Luis Bay Inn	Hotel	150	High
Avila La Fonda Hotel	Hotel	28	High
Avila Village Inn	Hotel	30	High
Inn at Avila Beach	Hotel	32	High
Sycamore Mineral Hotsprings Resort and Spa	Hotel	72	High
Avila Hot Springs	Cabin/RV/Campsite	20 cabin, 3 tent, 90 RV	Low
Port San Luis RV Campground	RV	39	Low
Avila / Pismo KOA	Cabin/RV/Campsite	32 cabin, 70 tent/RV	Low
Harbor Terrace	Cabin/RV/Campsite	31 cabin, 56 tent, 95 RV	Low
n/a	Short Term Vacation Rentals	75 ¹	High

¹ 2021 data shows 75 separate accommodations which may have a range of capacities.

About 88 percent of the individual accommodation option in Avila fall in the high-cost category only about 12 percent of facilities are LCVSA. However, after accounting for capacity,



Rustic Camping Accommodations

LCVSA account for about 55 percent of the overnight options. This is due to high capacity sizes for campgrounds and RV types of accommodations as well as the new Harbor Terrace project. While the LCVSA represent half of the accommodation capacity in Avila URL, a majority of those options are more rustic accommodations of RV, camping, and cabins. Community Plan Policy CA-3 seeks to preserve existing LCVSA and encourage new rustic accommodations to increase LCVSA while preserving the rural and natural aesthetic of the Avila URL. In addition, to improve access opportunities for visitors that require or desire a hotel-type

accommodation, Community Plan Policy CA-3 seeks to require on-site LCVSA for new accommodation development or equivalent mitigation as a condition of approval if the amount of LCVSA becomes too low.

In addition to the affordability of visitor accommodations, the community has expressed concern over the number of short term vacation rentals. Short term vacation rentals account for 88 percent of the accommodation facilities in the Avila URL; however, they only provide 16 percent of Avila’s guest capacity. Most of the short term vacation rentals are located within the Town of Avila, and approximately 17 percent of the housing units within Avila URL are permitted for residential vacation rentals. Due to the loss of available housing units, the community has expressed the need for updated residential vacation rentals regulations within Avila URL. The Community Plan includes updated residential vacation rental regulations (included as Appendix B), which would increase the distance standards and provide more specific performance standards for their use and operation.

7.4 California Coastal Trail

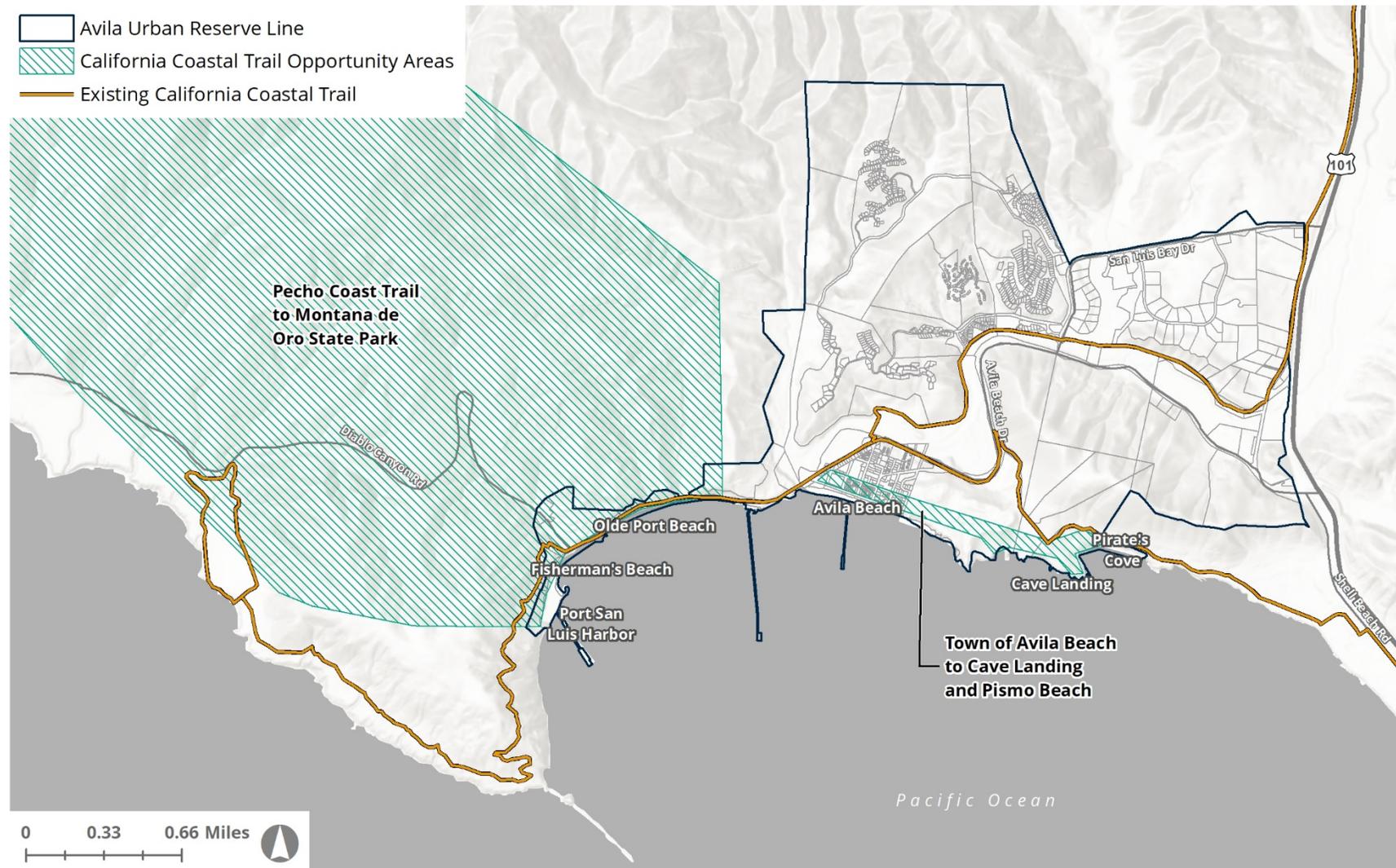
The California Coastal Trail is a network of public trails for walkers, bikers, equestrians, wheelchair riders and others along California’s coastline. The California Coastal Trail section within Avila URL primarily follows the alignments of existing road rights-of-way along and adjacent to the shoreline, including Avila Beach Drive and Cave Landing Road, as shown in Figure 7-3. The Pecho Coast Trail is a section of the California Coastal Trail which is just outside the Avila URL adjacent to Port San Luis Harbor but is accessed through the Avila URL from Diablo Canyon Road. The Pecho Coast Trail is located on PG&E property and is only open to the public through scheduled docent-led hikes. The Bob Jones Trail is also a designated portion of the Coastal Trail which travels inland to San Luis Obispo to connect with the Los Osos and Montaña de Oro State Park portions of the Trail via Los Osos Valley Road.

Currently proposed or new trail locations which would connect and improve the California Coastal Trail include:

- **Avila Point.** A trail which connects the Town of Avila and Cave Landing/Ontario Ridge sections through Avila Point would allow the California Coastal Trail to stay along the shoreline. Currently, the designated trail travels along Avila Beach Drive to Cave Landing Road to connect these areas.
- **Avila URL to Montaña de Oro State Park.** This trail would connect Montaña de Oro State Park to the west with Avila URL through current PG&E property.
- **Bob Jones Trail to San Luis Obispo.** An extension of the Bob Jones Trail from the trailhead at Ontario road to the City of San Luis Obispo is planned with the County and City of San Luis Obispo. Different segments of the trail extension are in various stages of the planning and construction process.

Figure 7-3 shows the existing designated Coastal Trail locations and potential locations which would improve coastal access and user safety along the trail.

Figure 7-3 California Coastal Trail



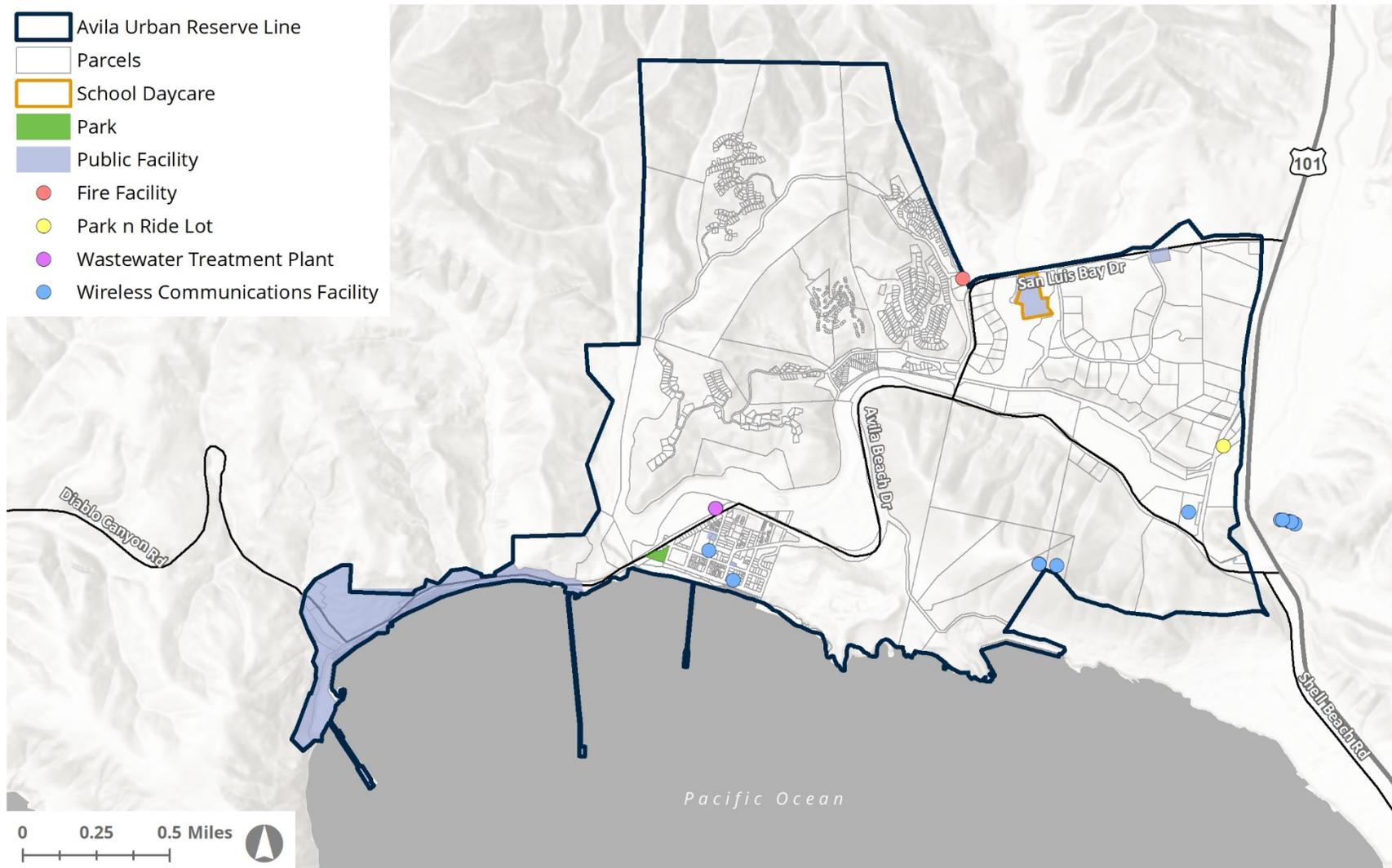
Data Sources: San Luis Obispo County, Department of Planning and Building, 2018.

8 Public Facilities, Services, and Utilities



This Chapter addresses the public facilities, services, and utilities needed to support residents, businesses, and visitors within the Avila URL. This includes water supply, sewage disposal, schools, parks, fire protection, police services, and drainage. This Chapter describes the existing conditions of public facilities, services, and utilities as well as improvements which may be necessary to accommodate future growth within the Avila URL or provisions of this plan. The goals and policies to adequately accommodate future anticipated growth are located in Chapter 2, Community Plan Framework. The locations of various public facilities described in this Chapter are shown in Figure 8-1.

Figure 8-1 Public Facilities



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.

Envision Avila

Throughout *Envision Avila*, members of the community expressed a major concern with existing infrastructure in regard to emergency response and evacuation in the event of a natural disaster or other large emergency. Participants also indicated that water supply is a concern in the community and pointed to water use restrictions and high water use base rates. Some participants identified a need for additional wastewater infrastructure and water supplies.

8.1 Water Supply



Water Supply in Avila

The provision of water services is essential to community well-being and orderly growth and development. This section describes Avila's water supply sources and historical and projected water demand for the community. Water in the Avila URL is distributed from three sources: The State Water Project (SWP), Lopez Lake Reservoir, and Avila Valley Sub-Basin.

Five water purveyors distribute the water from these sources to the community, as shown in Figure 8-2 and Table 8-1, and include:

- Avila Beach Community Services District (CSD)
- Avila Valley Mutual Water Company (MWC)
- San Miguelito Mutual Water Company (MWC)
- County Service Area (CSA)
- Port San Luis Harbor District

Avila Beach CSD was established in 1997 to provide water and wastewater services to 150 acres in the Avila region of San Luis Obispo county. The Avila Beach CSD provides water and sewer service to approximately 355 connections (WSC, 2017). Avila Beach CSD is a subcontractor to the San Luis Obispo Flood Control District and Water Conservation District (SLOFCD & WCD) for 100 acre-feet a year (AFY) of SWP Table A water and 100 AFY of SWP drought buffer water (effective as of January 2017) in addition to being a subcontractor to CSA 12 for 68 AFY of Lopez water, providing a total supply of 168 AFY (WSC 2017). Avila Beach CSD does not own or operate any groundwater production wells.

Avila Valley MWC was established in 1983 to provide water to a small cluster of homes located on 261 acres within the Avila URL. Avila Valley MWC currently provides water to 28 connections (San Luis Obispo County 2018). Avila Valley MWC is a subcontractor to the SLOFCD & WCD for 20 AFY of SWP Table A water and 60 AFY of SWP drought buffer water in addition to being a subcontractor to CSA 12 for 12 AFY of Lopez water, providing a total surface water supply of 32 AFY. The Avila Valley MWC also owns two Basin wells that have

been in regular service since 2012 after an upgrade to the filtration system (SLO County 2018). The wells had been used only for emergency backup purposes prior to 2012 (Carollo, 2012).

San Miguelito MWC was established in 1979 to provide water to the San Luis Bay Estates. The 2016 population served was 1,450 via 640 connections (LAFCO, 2016). The buildout maximum is 930 connections (SLO County 2018). The San Miguelito MWC receives its water supply from both surface and groundwater sources. San Miguelito MWC is a subcontractor to the SLOFCD & WCD for 275 AFY of SWP Table A water and 275 AFY of SWP drought buffer water, providing a total surface water supply of 275 AFY. Additional water is pumped from three wells that draw water from the shallow aquifer in the Basin. The San Miguelito MWC's goal is to provide consumers with a 70/30 blend of surface and well water (SLO County 2018). The wells are used in conjunction with SWP water and used exclusively when SWP water is not available. San Miguelito also operates 2 golf course irrigation wells, which are completed in bedrock outside of the Basin. The entire golf course irrigation demand (approximately 150 AFY) is satisfied by these wells and is considered to be separate from the supply and demand analysis described in this Chapter.

Port San Luis Harbor District manages Port San Luis Harbor, which serves the public with commercial and recreational boating, fishing, and coastal-related opportunities. Port San Luis Harbor includes Harford Pier, Harbor terrace, Fishermen's Beach, Port Beach, Cal Poly Research Pier, Avila Pier, Avila Beach, Pirate's Cove, and the light station which is located outside the Avila URL, (SLO County 2018). Port San Luis Harbor has contracted for 100 AFY of Lopez water from CSA 12; however, the current water use of the harbor is only approximately 20 AFY and is expected to increase to only approximately 40 AFY at buildout.

CSA 12 is one of several County Service Areas located in San Luis Obispo County, managed by the County Board of Supervisors. The Lopez Reservoir is operated by Zone 3, of which CSA 12 is a member. All Lopez water delivered to water purveyors within the Avila URL is done so under subcontract with CSA 12. In addition to the Lopez water subcontracted to Avila Beach CSD, Avila Valley MWC, and Port San Luis Harbor, CSA 12 delivers 61 AFY of Lopez water directly to customers in the rural area east of the community of Avila and 7 AFY of SWP water to the San Luis Coastal Unified School District (SLO County 2018).

Sycamore Mineral Springs Resort serves domestic water to its spa facility and several short-term rental units via its small public water system. The resort does not receive any imported surface water and relies entirely on groundwater pumped from two wells believed to be completed in the Avila Valley Basin alluvium. The hot springs water source is from the underlying bedrock formations which are not considered to be separate from the supply and demand analysis described in this Chapter.

Table 8-1 Avila URL Water Purveyors and Existing Water Supplies

Water Purveyor	SWP Supply (AFY)			Total Surface Water Supply (AFY)	Pumps Groundwater from Avila Valley Basin?
	Water Service Amount (Table A)	Drought Buffer	Lopez Supply (AFY)		
Avila Beach CSD	100	100 ¹	68	168	–
Avila Valley MWC	20	60	12	32	Yes
San Miguelito MWC	275	275	–	275	Yes
Port San Luis Harbor	–	–	100	100	–
CSA 12 ²	7 ³	7 ³	61 ⁴	68	Private wells only ⁵
Sycamore Mineral Springs Resort	–	–	–	–	Yes

¹ Avila Beach CSD added 100 AFY of drought buffer to their 100 AFY Table A allocation in late 2016 that became effective in January 2017 (WSC, 2017). Prior to this, Avila Beach CSD did not have a SWP drought buffer.

² The Lopez Reservoir is operated by SLOFCD & WCD Zone 3 (Zone 3) of which CSA 12 is a Zone 3 member. All Lopez water delivered to water purveyors within the Avila URL is done so under subcontract with CSA 12.

³ Seven AFY of SWP water are allocated to the San Luis Coastal Unified School District, contracted through County CSA 12. Entities within CSA 12 have been noted as being interested in an additional 30 AFY of SWP water if it becomes available (Carollo, 2012).

⁴ Provided to customers in the rural area east of the community of Avila.

⁵ CSA 12 does not operate any production wells. Groundwater produced within the CSA 12 service area are from private wells only (regulated through County of San Luis Obispo Environmental Health Services)

Acronyms: CSD – Community Services District, MWC – Mutual Water Company, CSA – County Service Area, SWP – State Water Project, AFY – acre-feet per year

Surface Water

The current Avila URL water demand is 467 AFY. Most of the water supplied to the Avila community comes from the surface water from the SWP and Lopez Lake Reservoir. Lopez water is delivered to water purveyors within the Avila URL under contract with the County Service Area #12 (CSA 12). In years when less water is required for downstream releases, additional water (known as surplus water) may be made available to the Zone 3 member agencies, including CSA 12 (WSC, 2017). The water purveyors in the Avila URL import 309 AFY of surface water from SWP and/or Lopez sources, on average. This accounts for 66 percent of the average annual water demand within the Avila URL.

Groundwater

The Avila Valley Sub-Basin is a part of the San Luis Valley Ground Water Basin. Water supply from this sub-basin is distributed by Avila Valley MWC and San Miguelito MWC. The Avila Valley Sub-Basin (Water Planning Area 6) encompasses approximately 1,400 acres along the San Luis Obispo Creek floodplain between the Los Osos Valley Fault and the Pacific Ocean, as

shown in Figure 8-2.¹ The water purveyors in the Avila URL also produce approximately 158 AFY of groundwater from the Basin alluvial aquifer within the Avila URL on average.² This groundwater accounts for about 34 percent of the average annual Avila URL water demand.

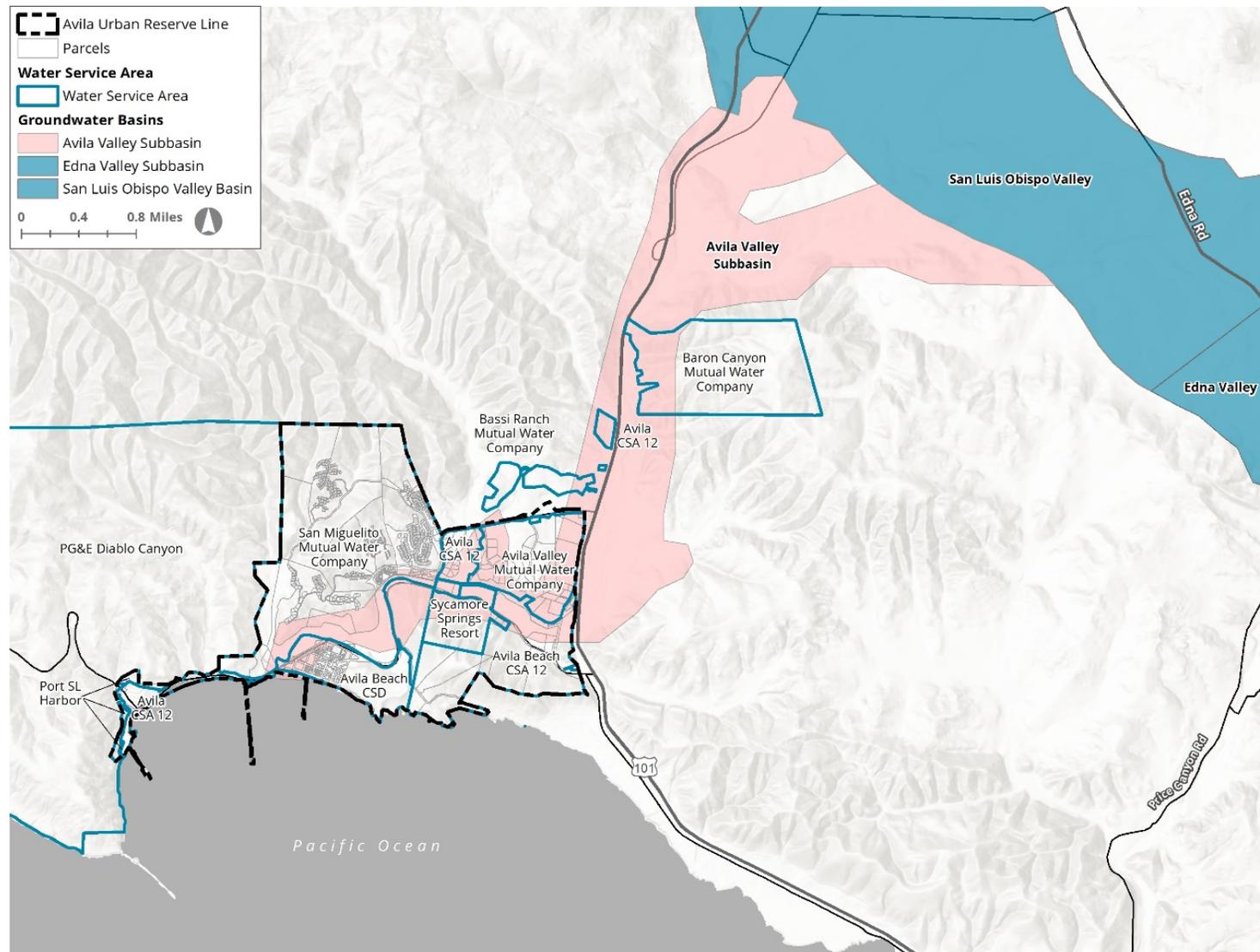
According to the San Luis Obispo County 2012 Master Water Report, the primary constraints on water availability in the Avila Valley Sub-Basin are physical limitations, environmental demand, and elevated nitrates. Since it is a shallow alluvial deposit, the sub-basin is more susceptible to drought and the releases from the City of San Luis Obispo Water Reclamation Facility into San Luis Obispo Creek. The Marre Weir, located at the San Luis Obispo Creek Estuary, is a metal sheet pile structure that spans the width of the creek. The purpose of the weir is to prevent saltwater intrusion into the groundwater upstream. Between the Marre Weir and the ocean, seawater intrusion is the primary constraint to water availability.

In 2016 the County initiated a study of the San Luis Obispo Valley groundwater basin to determine the safe yield, which is the maximum quantity of water that can be annually withdrawn from a groundwater basin over a long period of time (during which water supply conditions approximate average conditions) without developing an overdraft condition. Due to the uncertainty of the safe yield of the basin, there is uncertainty whether water demand projected over 20 or more years would exceed the available supply.

¹ The current water demand outside of the Avila URL, but within the Basin is approximately 442 AFY, based on estimates of rural domestic pumping and irrigated agriculture demand. The total current estimated water demand for the Basin, including the Avila URL, is 909 AFY, satisfied with 309 AFY of imported surface water (or 34 percent of the total) and approximately 600 AFY of groundwater pumping from the Basin (66 percent of the total).

² Note that this includes 56 AFY that is attributed to private rural domestic use and private agricultural irrigation occurring within CSA 12.

Figure 8-2 Avila URL Sub-Basins and Water Service Area



Data Source: San Luis Obispo County, Department of Planning and Building 2018

Water Supply and Demand

Table 8-2 shows the water supply source and amount for each of the water purveyors in the Avila URL. Demand estimates for water resources that are supplied by the water purveyors are based on population and building data within Avila URL. Recent water demand shown in Table 8-2 is based on data provided by the water purveyors. Forecasted water demand is determined by population projections and development and was derived from the San Luis Obispo County 2012 Master Water Report and the 2014 San Luis Obispo Integrated Regional Water Management Plan.

Table 8-2 Existing Water Demand

Water Purveyor or Groundwater Producer	SWP Supply (AFY)	Lopez Supply (AFY)	Total Surface Water (AFY)	% of Total Demand	Avila Valley Basin Groundwater (AFY)	% of Total Demand	Total (AFY)
Avila Beach CSD	81 ^{1,2}	–	81	100%	–	–	81
Avila Valley MWC	29 ¹	–	29	91%	3	9%	32
San Miguelito MWC	110	–	110	64%	62	36%	173
Port San Luis Harbor	–	20	20	100%	–	–	–
CSA 12 ³	7	61	68	55%	56 ⁴	45%	124
Sycamore Mineral Springs Resort	–	–	0	0%	37	100%	37
Avila URL Totals	–	–	309	66%	158	34%	467
Basin Area Outside of Avila URL							
Rural Domestic Wells ⁵	–	–	0	0%	3	100%	3
Agricultural Irrigation Wells ⁵	–	–	0	0%	439	100%	439
Basin Totals (Outside of Avila URL)	–	–	0	0%	442	100%	442
Grand Totals	–	–	309	34%	600	66%	909

¹ Imported water sources as provided were not segregated; therefore, they are presented as the lump sum of SWP and Lopez water.

² Water demand is based on average demand for the period 2012–2016 (WSC, 2017)

³ CSA 12 surface water demands are based on the water supply numbers presented in the 2018 Avila Community Plan Background Report (SLO County, 2018).

⁴ CSA 12 Basin groundwater demand is based on estimates of average annual effective pumping for 7 rural domestic wells and agricultural irrigation demands on 27 acres within the Avila URL.

⁵ Includes production only from wells located outside of the Avila URL, but within the Basin.

Acronyms: AFY – acre-feet per year, CSD – Community Services District, CSA – County Service Area, Lopez – Lopez Reservoir, MWC – Mutual Water Company, SWP – State Water Project, % - percent

The projected future water demands for the Avila URL and greater Basin area, as shown in Table 8-3, are based on interviews with water purveyor personnel, review of the Water Resources Analysis Technical Memorandum prepared for Avila Beach CSD (WSC 2017), review

of the 2012 San Luis Obispo County Master Water Report (Carollo 2012), and review of materials compiled in the 2018 Avila Community Plan Background Report (SLO County 2018).

Table 8-3 Project Future Water Demand

Water Purveyor or Groundwater Producer	Forecast Demand in 15 Years (AFY)	Forecast Demand in 20 Years (AFY)	Build Demand (30 or More Years) (AFY)	Percent Increase from Current Demand and Buildout
Avila Beach CSD	101	105	108	33%
Avila Valley MWC	31	31	32	0%
San Miguelito MWC	359	383	393	127%
Port San Luis Harbor	40	40	40	100%
CSA 12 ³	125	125	126	1%
Sycamore Mineral Springs Resort	37	37	37	0%
Avila URL Totals	693	721	736	57%
Rural Domestic Wells ⁵	4	4	5	41%
Agricultural Irrigation Wells ⁵	439	439	439	0%
Basin Totals (Outside of Avila URL)	443	443	444	0%
Grand Totals	1,136	1,164	1,179	30%

¹ Source: Water Resources Analysis Technical Memorandum prepared for Avila Beach CSD (WSC, 2017).

² Source: 2018 Avila Community Plan Background Report (SLO County, 2018).

³ Source: personal communication with Chris Munson, September 2020.

⁴ Based on rural domestic and agricultural irrigation demand analysis and review of 2012 San Luis Obispo County Master Water Report (Carollo, 2012), and the 2018 Avila Community Plan Background Report (SLO County, 2018).

⁵ Based on rural domestic and agricultural irrigation demand analysis and review of 2012 San Luis Obispo County Master Water Report (Carollo, 2012)

Acronyms: AFY – acre-feet per year, CSD – Community Services District, CSA – County Service Area, MWC – Mutual Water Company

As shown in Table 8-3, forecasted water demand will exceed the forecasted water supply from the Avila Beach CSD but the demand will be either equal or less than the water supply from the other Avila URL water purveyors. The SWP is considered a supplementary source of water since hydrologic variability, maintenance schedules, and repair requirements can cause reduced deliveries or complete shutdown of the delivery system. Since delivery to the Central Coast began, the SWP has provided between 50 and 100 percent of the contracted allocations. Also, due to the uncertainty of the safe yield of the Avila Valley Sub-Basin, the dependability of groundwater supply is not certain.

8.2 Wastewater

The Avila Beach CSD and San Miguelito MWC both operate wastewater collection, treatment, and disposal systems within the URL, shown in Figure 8-1. The Avila Beach CSD wastewater system serves the Town of Avila and Port San Luis and has a design flow of 0.2 million gallons per day (MGD). Average flows were 0.055 MGD in 2018, or 28 percent of design capacity. The CSD's treated municipal wastewater is discharged to the Pacific Ocean through a 2,240-foot outfall that terminates about 29 feet below the water's surface, 540 feet beyond the Avila Pier. The Avila Beach CSD also maintains:

- 9,346 feet of gravity sewer
- 40 manholes
- 1 lift station
- 238 residential sewer connections
- 53 commercial/industrial sewer connections
- Less than 291 customers
- Wastewater treatment plant
- 12-inch gravity ocean outfall

According to the County's 2016-2018 Resource Summary Report, Avila Beach CSD's system is expected to operate below capacity for the foreseeable future.

The San Miguelito MWC serves the San Luis Bay Estates. The treatment plant, which is located outside the Avila URL in Wild Cherry Canyon, has a permitted flow of 0.15 MGD averaged over 30 days. Its design capacity exceeds 0.17 MGD. According to the County's 2016-2018 Resource Summary Report, the treatment plant is also expected to operate below capacity for foreseeable future.

8.3 Schools



Belleview-Santa Fe Charter School

San Luis Coastal Unified School District (SLCUSD) provides public schools for children who live within the Avila URL. Belleview-Santa Fe Charter School is the only school facility located within the Avila URL and serves students kindergarten through 6th grade. Students within the URL who do not attend Belleview-Santa Fe, attend other elementary schools, middle schools, and high schools within SLCUSD. Currently, about ten percent of the population in Avila is between the ages of 5 and 19.

San Luis Obispo County uses three different levels of severity to identify resource deficiencies in schools. Below are the three levels and the criteria for each:

- **Level of Severity Criteria I** – When enrollment projections reach school capacity within seven years.
- **Level of Severity Criteria II** – When enrollment projections reach school capacity within five years.
- **Level of Severity Criteria III** – When enrollment equals or exceeds school capacity.

According to the County’s 2016-2018 Resource Summary Report, Belleview-Santa Fe Charter School does not currently have any capacity concerns and is not designated with any of the severity levels. Elementary, middle, and high school enrollment in SLCUSD is currently at about 78, 68, and 62 percent of available capacity, respectively. Although elementary school enrollment has been increasing more than middle and high schools in the SLCUSD, the elementary schools generally do not have capacity concerns.

8.4 Parks

Parks in San Luis Obispo county are classified as Mini-Parks, Linear Parks, Neighborhood and Community Parks, Regional Parks, and Recreational Sites. Within the Avila URL, there are a number of parks and recreational facilities that are used by residents and visitors.

The San Luis Obispo County General Plan Parks and Recreation Element (Parks Element) incorporated standards in acres of parkland per thousand population in order to provide adequate park acreage in the jurisdiction, as shown in Table 8-4, details the existing park and recreational facilities within the Avila URL.



Avila Beach Park

Table 8-4 1983 National Recreation and Park Association Standards for Parks

Classification	Acres/ 1,000 People	Size Range	Population Served	Service Area
Neighborhood Parks	1-2	15+ acres	A Neighborhood Approx. 5,000	1/4 – 1/2 mile
Community Parks	5-8	25+ acres	Several Neighborhoods	1 -2 miles
Regional Metropolitan Parks	5-10	200+ acres	Several Communities	1 hour driving time

Classification	Acres/ 1,000 People	Size Range	Population Served	Service Area
Regional Park Reserve	Variable	1,000+	Several Communities	1 hour driving time
Special Areas	No Applicable Standard	Includes linear parks, trails, beaches, golf courses, historical sites, flood plains, coastal access ways, etc. No standard is applicable.		
Conservancy (Natural Areas)	No Applicable Standards	Protection and management of the natural/cultural environment with recreational use as a secondary objective		

Source: County of San Luis Obispo 2006b, Parks and Recreation Element

Source: 1983 National Recreation and Park Association Standards for Parks. (These standards are only used for establishing need for additional parklands and facilities. These definitions are not necessarily consistent with specific County Park definitions).

Table 8-5 Existing Parks, Recreation, and Natural Areas in Avila URL

Park or Recreation Facility Name	Park Designation	Owner/ Operator	Size (acres)	Description
Avila Beach Coastline; Community of Avila	Beach	Port San Luis	n/a	A popular swimming beach for residents and visitors for leisure, swimming, informal sports, and sunbathing. Public parking, restrooms, vendors, boating and swimming are all facilitated on this public land. The beach is adjacent to shops and retail businesses along Front Street. This beach is located within the community of Avila and extends the town to the Port San Luis Pier.
Avila Beach Park	Neighborhood and Community Park	SLO County Parks	2.5	The park includes a playground, basketball and volleyball courts, grass areas, picnic and BBQ areas, restrooms, and is adjacent to the Central Coast Aquarium.
Avila Beach Plaza	Community Plaza	SLO County/ SLO County Parks	n/a	A pedestrian plaza along a portion of Front Street.
Avila Beach Recreation Center	Civic Center Building	Avila Civic Association	n/a	An area for indoor recreation.
Bellevue-Santa Fe (Existing School)	School	San Luis Coastal Unified School District (SLCUSD)	n/a	Children’s play equipment, basketball and handball courts, sports fields (grass area with back stops) and school facilities.
Bob Jones Pathway	Bicycle Path and Pedestrian Corridor	SLO County Parks	1.8	A pedestrian and Class I bicycle trail which travels along San Luis Obispo Creek from Ontario Road to the Town of Avila. There are plans to connect the trail from the Ontario Road park-and-ride to the City of San Luis Obispo

Park or Recreation Facility Name	Park Designation	Owner/ Operator	Size (acres)	Description
Fisherman's and Olde Port Beach	Recreational Site	Port San Luis	n/a	Two swimming beaches to the west of Avila Beach between the Cal Poly and Harford Piers. Dogs are allowed on Olde Port Beach.
Pirate's Cove Lookout and Beach	Neighborhood and Community Park	SLO County Parks	n/a	A scenic beach lookout area near Smugglers Cove and Pirate's Cove Beach. This area contains a parking area, a series of informal trails, and a popular beach. The lack of formal and designated use areas have led to degradation and erosion in some areas.
Ontario Ridge Trail	Linear Park	SLO County Parks	n/a	An informal hiking trail that travels along Ontario Ridge between the City of Pismo Beach to Cave Landing area in Avila URL. The trail offers sweeping views of the coastline.
Avila Beach Golf Resort	n/a	Private	n/a	A private 18-hole golf course within the San Luis Bay Estates located adjacent to San Luis Obispo Creek, along intertidal areas, and within inland oak woodland areas.
See Canyon Park	Park	SLO County Parks	8.7	Land that is currently undeveloped but designated for future park land.
Pecho Coast Trail to the Lighthouse (Avila Beach Drive and the Lighthouse)	Trail	Pacific Gas and Electric	n/a	A 3.6-mile round trip hike on the Pecho Coast Trail to the Point San Luis Lighthouse crosses land owned by Pacific Gas & Electric (PG&E), which is accessible only with a trail guide on organized treks.
West Irish Hills Natural Park South of Montana de Oro and east of Diablo Canyon	Natural Area	Bureau of Land Management, Nature Conservancy San Luis Obispo Land Conservancy	1,200+	A habitat protection area with trail development potential. The preserve is a natural area originally conserved by the Nature Conservancy and is in the middle of the Irish Hills.
Hibbard Preserve	Natural Area	Bureau of Land Management, Nature Conservancy San Luis Obispo Land Conservancy		As part of the West Irish Hills National Park, the preserve is a natural area originally conserved by the Nature Conservancy and is in the middle of the Irish Hills.

n/a = information is unknown.

Source: County of San Luis Obispo 2006a

San Luis Obispo County uses three different levels of severity to identify resource deficiencies in community parks. Below are the three levels and the criteria for each:

- **Level of Severity Criteria I** – An unincorporated community has between 2.0 and 3.0 acres of community parkland per 1,000 persons.
- **Level of Severity Criteria II** – An unincorporated community has between 1.0 to 2.0 acres of community parkland per 1,000 persons.
- **Level of Severity Criteria III** – An unincorporated community has 1.0 acre or less of community parkland per 1,000 persons.

According to the County’s 2016-2018 Resource Summary Report, Avila’s demand for parkland has a recommended Level III severity. There is only one park that meets the criteria for developed community parkland in the Avila URL, Avila Beach Park. Avila Beach Park is located between Avila Beach Drive and San Juan Street and is approximately 2.5 acres. Consequently, Avila URL’s acres of community parkland per 1,000 residents is approximately 0.8 acres, which does not account for undeveloped park land such as golf courses, natural areas, linear parks, or other recreational sites managed by the County, such as See Canyon Park, Avila Beach and Pirate’s Cove Beach.

The County identified opportunities for future park and recreational spaces in the jurisdiction. The identified lands would be implemented through grant funding, capital improvement expenditures, or discretionary project review consistent with the objectives and policies established by the Parks Element.

Table 8-6 Proposed County Parks, Recreation, and Natural Areas in Avila URL

Park or Recreation Facility Name	Location	Description
Avila Community Park	Specific site unknown	Provide a community park in the Avila Valley.
San Luis Obispo Creek Natural Area	City of SLO to Pacific Ocean	Restoration and protection of riparian habitat, environmental education and passive recreational opportunities.
Cave Landing Trail	Bluff and Local Roads	Connect the town of Avila to Cave Landing Road and Bluff Drive along the bluffs and the old Cave Land right-of-way.
Avila Beach to Harford Pier Trail	Vicinity Avila Beach Drive	Provide a trail connecting the community of Avila Beach to provide a trail along Ontario Ridge.
Bob Jones Pathway (Avila Beach Drive/San Miguel to Avila Park)	Vicinity of Avila Beach Drive	Connect the existing section of the Bob Jones Pathway near the sewer plant to Avila Park.
California Coast Trail	Along the coast	The CCT is a statewide trail extending along the California Coast. In San Luis Obispo county, the CCT is generally located along the marine terrace. Periodic public access to the CCT should be provided from the first public road. The CCT will connect the various coastal communities. Preserve sensitive habitats, passive recreation and nature study.

Source: County of San Luis Obispo. 2006a

While the designated developed community parkland is low within Avila URL, community outreach and feedback related to parks did not show that residents feel there is a lack of parkland in the Avila URL, although there is the desire to maintain and protect existing recreational resources.

8.5 Fire Protection



San Luis Obispo County Fire Station 62

CAL FIRE is a California State agency that functions as the County Fire Department under a contract with the County of San Luis Obispo since 1930. Therefore, fire service providers for Avila are commonly referred to as the San Luis Obispo County Fire Department (County Fire) and Avila Beach CSD provide fire protection for the Avila community. San Luis Obispo County Fire Station 62 is located in Avila at 1551 Sparrow Road, as shown in Figure 8-1. Station 62's response area includes the hills west of U.S. 101 in Avila Valley, U.S. 101 from the southern rim of San Luis Obispo to Pismo Beach, Avila Valley, the community of

Avila, Port San Luis, and Pirate's Cove. Additionally, Diablo Canyon Nuclear Power Plant is in the station's response area.

According to County Fire, an estimated six wildfires had burned under 50 acres within the Avila URL between 2015 and 2020. However, in June 2020, the Avila Fire burned over 440 acres just outside Avila URL and posed a significant risk to spreading into the planning area. To help mitigate the fire risk, County Fire has a comprehensive vegetation management plan.

County Fire maintains adequate response times to serve the Avila URL during emergencies and calls. However, the availability of roadways within Avila URL can impede emergency response times to certain areas. According to the State Fire Code, Avila Beach Drive is considered a dead-end road west of San Luis Bay Drive, which creates a response and evacuation constraint. For the areas west of San Luis Bay Drive, Avila Beach Drive is the only major emergency evacuation route (San Luis Obispo County 2020). Blue Heron Drive accessed from San Luis Bay Inn to the Bob Jones Trail is an available escape route to San Luis Bay Drive but is one-way along the Bob Jones Trail and requires County officials to remove safety bollards in place at the Bob Jones Trail. Evacuation through San Luis Bay Estates along Lupine Drive, due to the gatehouse located on Bay Laurel Place, is typically only available for residents of San Luis Bay Estates. Additional information about emergency evacuation access is provided in Chapter 6, Circulation Element.

8.6 Police Services

Police protection in the Avila URL is provided by the San Luis Obispo County Sheriff's Patrol Division. Deputies respond to calls for service, conduct proactive law enforcement activities,

and perform initial investigations of crime. Patrol personnel are deployed from three stations throughout the county: Coast Station, North Station, and South Station. The Coast Station is located in Los Osos, approximately 13 miles along the roadways to the Avila URL. The Coast Station patrols from the community of Avila to San Simeon and from the Los Padres Mountain range to the Pacific Ocean. The Coast Station is currently staffed with one commander, two sergeants, and 19 deputy sheriffs assigned to patrol their area. Similar to fire services, police response during major incidents on busy summer weekends, holidays, or special events can delay response times and impact the ability of the police to access the area.

The Port San Luis Harbor Patrol provides additional emergency response and law enforcement services in the Port San Luis Harbor District. Harbor Patrol Officers and Harbor Patrol Reserves maintain public safety on land and the harbor waters. The Port San Luis Harbor Patrol implements emergency response for the Harbor District based on the Emergency Evacuation Plan managed by the County Office of Emergency Services.

9 Public Facilities Financing Plan



This Chapter summarizes the Public Facilities Financing Plan (PFFP) for the Avila Community Plan (Community Plan). It builds on the demographic and growth assumptions presented in Chapter 3, Population and Economy, and identifies funding sources and financing mechanisms that may be used to fund public facilities, services, and utilities in Avila through 2050. Existing and potential funding sources are identified and aligned with applicable public facility improvements, and a summary of priority implementation steps and actions is provided below.

9.1 Key Findings

Public improvements in Avila will require a diversity of funding and financing sources to construct and maintain. The Community Plan envisions a variety of new investments in public facilities, including transportation infrastructure, utilities, streetscapes, parks, and other improvements, identified throughout the Plan. Design work, engineering, and cost estimates for priority community investments will be prepared as part of the Community Plan implementation.

Generally, new planned growth can provide a substantial tax base and recurring tax revenue from which local government can implement new infrastructure for the community. In Avila, while development-based funding sources remain a possibility, the limited new development desired by the community directly affects the revenue potential for development impact fees and other funding sources that depend on community expansion. To help bridge the gap, this PFFP recommends three non-development-based funding sources and financing mechanisms that have the potential to generate meaningful support for public improvements in Avila:

With the modest growth planned for Avila through 2050, development-based funding potential is limited. Therefore, County appropriations, additional government funding, grant funding, and new tax levies will likely be needed to meet the community's public facilities needs.

- 1) County resources allocated to Avila through the budget appropriation process (i.e., Capital Improvement Plan (CIP)), which may be matched or otherwise further supported by state or federal grant funding;
- 2) Voter-supported establishment of a Community Facilities District (CFD), through which property owners would pay a "special tax" on their property tax bill to fund capital improvements, maintenance, and/or operations; and
- 3) County formation of an Infrastructure Financing District, which would devote increases in County property tax revenue for infrastructure improvements and may be bonded to fund major investments of communitywide significance.

Public facilities and infrastructure improvements should be prioritized and phased to improve feasibility. Recognizing the considerable resources likely required to implement the potential suite of public improvements needed or desired within the Avila community, in combination with the funding constraint posed by limited growth potential in the community, strategic Plan implementation is warranted. The Plan implementation process will further assess and articulate public facilities and infrastructure needs, along with design options, engineering, and cost assessments. Cost estimates will be particularly important to funding and financing implementation.

9.2 Community Growth Outlook

Avila had a resident population of approximately 1,273 people in 2018. The SLOCOG 2050 Regional Growth Forecast projects that Avila will see a population increase approximately 400 people over the next 30 years, as shown in Table 9-1. Overall, this modest increase in the absolute number of new residents limits the potential for new residents to fund public facilities and infrastructure.

Table 9-1 Population, Households and Jobs in Avila

Item	2018	2050	Buildout ¹	2018 to 2050		
				Number	Annual Rate	Overall Increase
Avila URL Population Housing Units Jobs	1,273	1,671	2,204	398	0.9%	31.3%

¹ Buildout is assumed to be 2080.

Sources: Avila Community Plan Chapter 3, Population and Economy

9.3 Public Facilities and Infrastructure

The full list of improvements identified by Community Plan is summarized here, organized by type. Table 9-2 provides an overview of the public facilities needed or desired for the Community Plan and references the Chapter that identifies each improvement.

A combination of CIP budget appropriations and matching funds, CFD/special tax funding, and/or IFD funding are likely sources of funding for the desired improvements, as further detailed in Section 9.4. Sewer capacity expansion is the only improvement considered by the Plan that is unlikely to require new public funding or financing.¹ All other public facilities and infrastructure investments considered are likely to require new sources of public funding and financing.

For the Community Plan effort, cost estimates have not been identified for needed or desired public improvements. Establishing cost estimates for the emerging priorities will be an important part of implementation of the Community Plan.

Table 9-2 Public Facility Needs

Category	Source
Circulation	
Roads & Bikeways	
Road improvements at Cave Landing Road	Community Plan Chapter 8
Road, bikeway and pedestrian improvements at Avila Beach Drive	Community Plan Chapter 6
Bikeway improvements at San Luis Bay Drive	Community Plan Chapter 6
Parking	
Parking at Avila Beach	Community Plan Chapter 7
Parking at Cave Landing	Community Plan Chapter 7
Town of Avila Parking Lot (Harbor District)	Community Plan Chapter 6
Parking Demand Strategy (Town of Avila and Port San Luis Harbor District)	Community Plan Chapter 7
Sidewalks	
Pedestrian Improvements (Front Street east of San Luis Street)	

¹ The sewer system project at Wild Cherry Canyon likely would be funded through existing San Miguelito Mutual Water Company cost recovery mechanisms, including rate payer funding.

Category	Source
Avila Beach Promenade	Community Plan Chapter 7
Paths/Trails	
Avila Beach Drive to Harford Pier Trail Connector (multi-use)	Community Plan Chapter 7
Harford Landing shoreline path (pedestrian)	Community Plan Chapter 7
Avila Beach Drive shoreline path (pedestrian)	Community Plan Chapter 7
Bob Jones Trail to San Luis Obispo (multi-use)	Community Plan Chapter 8
Wild Cherry Canyon Trail (pedestrian)	Community Plan Chapter 8
Cave Landing Trail (pedestrian)	Community Plan Chapter 7
Avila Point Trail Connector (pedestrian)	Community Plan Chapter 7
Ontario Ridge Trail (pedestrian)	Community Plan Chapter 7
Public Facilities	
Parks & Facilities	
Nobi Point and Woodyard Parks	Community Plan Chapter 7
Developed community park at Cave Landing	Community Plan Chapter 8
Restrooms, trash disposal, and bike racks at Cave Landing	Community Plan Chapter 7
Mini-park scenic vistas at Nobi Point and Woodyard	Community Plan Chapter 7
Avila Community Park	County Parks & Recreation Element
Pier Upgrades	
Harford Pier Upgrades and Access Improvements	Community Plan Chapter 7
Avila Pier Upgrades	Community Plan Chapter 7
Chapter 6, Circulation; Chapter 7, Coastal Access; Chapter 8, Public Facilities, Services, and Utilities	

9.3.1 Utility Infrastructure

The Community Plan identifies minimal utility infrastructure improvements needed to alleviate existing service deficiencies or meet the needs of future growth.

Water Supply

Forecasted water demand at buildout is expected to be less than or equal to anticipated water supply, though uncertainty about the safe yield of the Avila Valley Sub-Basin means that supply from the community’s other two sources (State Water Project and Lopez Lake Reservoir) may need to increase to meet future demand.

Wastewater Management

Both the Avila Beach CSD and San Miguelito Mutual Water Company (MWC) systems are projected to operate below capacity for the foreseeable future. If capacity issues occurred it would be addressed as necessary by the San Miguelito MWC and would not be expected to require a new public funding or financing strategy. The existing rate payer approach to cost recovery likely would fund needed expansion of this system, as deemed necessary.

9.3.2 Circulation

Required circulation improvements include roadways, parking, bicycle lanes and paths, trails, and coastal access improvements.

Roadways, Bikeways, and Parking

Roadway improvements may be needed at Cave Landing Road and Avila Beach Drive (Table 9-2) to improve connectivity, lessen congestion during peak travel times, and provide additional evacuation egress. Additional parking in the Town of Avila and improvements to the Cave Landing parking area are desired to reduce roadside parking and improve pedestrian safety. The Plan also identifies potential bicycle lane improvements along San Luis Bay Drive and bicycle and pedestrian improvements along Avila Beach Drive.

Paths and Trails

The Plan proposes a series of multi-use trails and trail connectors throughout the community, including three new trail segments that would improve connectivity with the California Coastal Trail, including at Avila Point, from Avila URL to Montana de Oro State Park, and the Bob Jones Trail to San Luis Obispo.

9.3.3 Other Public Facilities

The Community Plan identifies a number of other public facilities needing improvement, including upgrades to public parks and piers.

Parkland Improvements

Despite a “Level III” severity parkland deficit, the community has a significant amount of open space and natural areas that fulfill the need for traditional parkland. However, there are four strategic park improvements included in the Plan:

- Upgrade Cave Landing to a "developed" community park, including restrooms, trash disposal, and other recreational amenities;
- Develop a new mini-park with scenic vistas at Nobi Point and Woodyard; and
- Develop Avila Community Park along with other County Parks improvements.²

Public Piers

The community has two visitor-serving piers in need of upgrades. The first segment of the Avila Pier reopened in 2019 following a closure in 2015, but additional improvements are needed in order to reopen the full length of the pier. The Harford Pier is fully operational but requires maintenance and upgrades and would benefit from enhanced pedestrian and vehicular access. As of 2021, the Port San Luis Harbor District is developing a 20-year master plan for Harford Pier.

² Assumes Community Plan park improvements will be consistent with County General Plan Parks and Recreation Element.

9.4 Funding Sources and Financing Mechanisms

There are a number of funding sources and financing mechanisms that may be used to fund new public facilities and infrastructure improvements, along with ongoing operations, identified in the Community Plan. The applicability of each funding source will depend on a number of factors, including the type of improvement, the necessity of the investment, and the benefits it generates for the community, among other factors.

Because of the limited growth potential for Avila, the preferred options for funding community investments and services are:

- 1) County General Fund Appropriations/CIP and Grant Funds;
- 2) Community Facilities District Funding and Financing; and
- 3) Infrastructure Financing District (IFD) Funding and Financing.

Table 9-3 summarizes a broad set of funding and financing tools available to communities in California, and the remainder of this section describes the three primary, preferred funding and financing options recommended for implementation of the Community Plan. "Burden incidence" represents the responsible party for financing a project or improvement.

Table 9-3 Summary Matrix of Funding Sources and Financing Options

Funding Mechanism	Source or Financing	Burden Incidence	Utility Infrastructure	Circulation	Public Facilities	O&M ¹
Development-based Funding						
Developer Dedications and Exactions	Contributions,	Developers	X	X	X	
Development Impact Fees		Developers		X	X	
Utility Connection Fees		Developers	X			
Land-secured Funding and Financing						
Community Facilities District (Special Tax)	"CFD"	Property owners in district	X	X	X	X
Special Benefit Assessment District		Property owners in district	X	X	X	X
County Funding and Financing						
General Fund/CIP		County	X	X	X	X
General Obligation Bonds (Property Tax Override)		Property owners in jurisdiction	X	X	X	
Revenue Bonds		Rate payers	X			
Parcel Taxes		Property owners in jurisdiction	X	X	X	X

Funding Source or Financing Mechanism	Burden Incidence	Utility Infrastructure	Circulation	Public Facilities	O&M ¹
Transient Occupancy Tax (TOT)	Lodging property guests	X	X	X	X
Sales Tax Add On	Retail goods purchasers	X	X	X	X
Business Improvement District "BID"	Property owners in BID areas		X	X	X
Capitalizing Leases	County			X	
Infrastructure Financing District	County	X	X	X	
State and Federal Programs (Selected)					
Regional, State, and Federal Transportation Funding					
Federal Surface Transportation Block Grant Program (STBGP)/State Highway Account (SHA)	n/a			X	
Federal Congestion Mitigation and Air Quality	n/a			X	
State Active Transportation Program (ATP)	n/a			X	
State/Regional Transportation Improvement Program	n/a			X	
Regional and State Parks and Recreation Funding					
Proposition 68	n/a			X	
Regional, State, and Federal Utility Funding					
Community Development Block Grants (CDBG)	n/a	X			
Regional, State, and Federal Community Facility Funding					
USDA Rural Community Development Initiative Grants	n/a				X

¹ Operation & Maintenance

Burden incidence represents the responsible party for financing a project or improvement.

Avila Community Plan Recommended Option 1: County General Fund Appropriations/CIP and Grant Funds

San Luis Obispo's Five-Year Capital Improvement Plan (CIP) is a multi-year planning process that identifies infrastructure and facilities improvements, including major maintenance projects. While the CIP is not a budget, it does force prioritization and study of desired County investments. Ultimately, funding is allocated through the annual budget process or by a County Board of Supervisors action. The CIP is the result of a collaborative effort by the County Administrative Office and various County Departments, as well as Community Service Districts (CSD) and advisory councils. The CIP also assesses potential for state, federal, and other grant funding opportunities.

As part of the CIP process, the County will seek a range of matching funds, grants, and other funding resources. To this end, additional research into funding and grant opportunities, as well as the preparation grant applications may be appropriate. Matching funds and grant funding may be available for coastal access, roadway, sidewalk, bicycle/pedestrian, trail, and other improvements, to fill existing funding gaps and relieve pressure on the County funding. Table 9-4 summarizes select state and federal grant programs that may be used to fund transportation improvements.

Table 9-4 Summary of State and Federal Transportation Grant Funds

Grant Program	Use
State	
State Highway Operation and Protection Program (SHOPP)	Highways
State Transportation Improvement Program (STIP)	Highways, local road improvements, certain transit projects
Active Transportation Program (ATP)	Active transportation (bike/pedestrian)
Highway Bridge Program (HBP)	Highway bridges
Federal	
Urbanized Area Formula Grants (Section 5307 funds)	Capital, operating, and planning
Enhanced Mobility of Seniors and Individuals with Disabilities	Capital and operating for projects serving persons with disabilities and/or seniors
Formula Grants for Rural Areas (Section 5311 funds)	Capital, operating, and planning
Bus and Bus Facilities Formula Grants	Buses and related equipment
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Rideshare, vanpools, new buses, intersection roundabout, and channelization projects, bike and ped improvements
Highway Infrastructure Program (HIP)	Highways, bridges, tunnels, alternative fuel infrastructure
Highway Safety Improvement Program (HSIP)	Safety projects

Avila Community Plan Recommended Option 2: Community Facilities District

Land-secured financing methods are often used to fund local infrastructure or provide services that benefit a particular area (ranging from an entire jurisdiction to sub-areas of all sizes). Traditionally, special assessment bonds as authorized by the Improvement Bond Act of 1915 and other related legislation were issued and funded by annual property tax assessments from benefitting properties. Increased voting requirements created by Proposition 218 largely eliminated the use of Special Benefit Districts in the mid-1990s. However, since the mid-1980s the Mello-Roos Community Facilities District (CFD) has emerged as the most common form of land-secured financing in California.

A Mello-Roos Community Facilities District (CFD) will be most viable for modest, local-serving community amenities and ongoing community services that generate a clear and observable benefit to residents and property owners. This financing tool requires two-thirds voter approval (or landowner approval in some cases) and funds are generated through new

“special taxes” on property. In Avila, the tool may be best for improvements such as public space upgrades and new trails, and/or the ongoing maintenance of these local amenities. Such investments and the good maintenance of local amenities may be strongly desired by local residents and businesses, and thus supported at the ballot box given their willingness to pay. Local voters and property owners might support parking too, or possibly other upgrades on the waterfront, though outreach will be required to assess voter support. This funding tool, however, likely is less viable for bigger ticket infrastructure investments such as major roadway improvements that would require significant special tax levies, which result in a notable increase in the tax burden on local property. While CFDs are very common in California, achieving voter approval in already urbanized areas has proven to be very challenging.

While a useful financing method, a Community Facilities District will have limited applicability in the Avila URL. Neighborhoods such as Avila Valley Estates and San Luis Bay Estates are already provided roads, water, and sewer infrastructure via established homeowner associations and individual water purveyors. Establishing a CFD may be the most feasible with new residential subdivisions or clusters in the Avila URL.

Community Facilities District Act

The Mello-Roos Community Facilities Act of 1982 (authorized by Section 53311 et. seq. of the Government Code) enables the formation of a CFD by local agencies, with two-thirds voter approval (or landowner approval when there are fewer than 12 registered voters in the proposed district), for the purpose of imposing special taxes on property owners. The resulting special tax revenue can be used to fund capital costs or operations and maintenance expenses directly, or they may be used to secure a bond issuance, the proceeds of which are used to fund capital costs. Because the levy is a tax rather than an assessment, the standard for demonstrating the benefit received is lower, thus creating more flexibility. Despite limited use in populated infill areas due to voting requirements, CFDs have become a well-used infrastructure finance tool.

Establishment

California’s land-secured funding districts can fund a wide range of infrastructure improvements that generate direct and measurable benefits to specific properties. The districts require (resident) voter or landowner approval. In the case of a CFD, a two-thirds voter approval is needed in areas that have more than 12 residents (landowners can approve special taxes in areas with 12 or fewer residents).

Cost Burden

The owners or users of real estate pay assessments or special taxes included on their property tax bill. By adding to the cost of ownership, the assessment or tax may affect the price a buyer is willing to pay for a home or commercial property, in which case the cost incidence is shared with the builder, land developer, or landowner. Experience suggests that less than 100 percent of the CFD cost burden is recognized by buyers (i.e., buyers do not fully price in the special tax when they make a home purchase, and thus they share in the cost).

Economic Considerations

Land-secured financing provides a well-established method of securing relatively low-cost tax exempt, long-term, fixed rate, fully-assumable debt financing. However, there can be challenges associated with establishing measurable and specific benefits to particular properties. In addition, land-secured financing adds financing costs (e.g., cost of issuance and program administration), which makes CFD preferable to a Benefit Assessment District which has stricter requirements for demonstrating special benefit. Finally, while land-secured financing has been widely used in greenfield development where landowner approval is the norm, achieving a two-thirds voter approval in infill areas can be a barrier to use of the tool.

Avila Community Plan Recommended Option 3: Infrastructure Financing District

Infrastructure Financing Districts (IFDs), Enhanced Infrastructure Financing Districts (EIFDs) and other Tax Increment Financing (TIF) approaches are available to local public entities in California. Counties may establish an IFD, EIFD, or other TIF District for a given project or geographic area in order to capture incremental increases in property tax revenue from future development. In the absence of the TIF, this revenue would accrue to a county's General Fund (or other property-taxing entity revenue fund). IFD funds can be used for project-related infrastructure, including roads and utilities, as well as parks and housing. Unlike prior TIF/Redevelopment law in California, IFDs and EIFDs do not provide access to property tax revenue beyond the local jurisdiction's share (i.e., TIF under now-dissolved Redevelopment law historically had provided state property tax revenue funding).

An Enhanced Infrastructure Financing District (EIFD) in Avila may be appropriate for funding County priority improvement projects that are region-serving, expensive, and/or do not appeal to local voters enough for them to tax themselves to pay for the improvements. The tool is well suited for costly roadway improvements, and might be an option for parking facilities or pier rehabilitation projects. The EIFD provides broad flexibility in what it can fund, and eligible projects include roads, bridges and wastewater and groundwater facilities, as well as parks and open space. And since voter approval is not required, the County may forward this funding option independently. However, the funding for an EIFD is derived from the County's share of local property tax revenue, which otherwise would accrue to the County General Fund, so strong political support for the infrastructure improvement program is necessary.

Largely because IFDs can be difficult to enact, Senate Bill 628 created a similar but more flexible tool, the EIFD. The EIFD bill expands the scope of eligible projects considerably, and recent legislation removed the 55 percent voting threshold previously required for an EIFD bond issuance. EIFDs also can be formed and gain access to ongoing annual revenue (without a bond or associated debt service) without a vote.

While any tax increment, no matter how small, could be used to fund infrastructure and community facilities, it is important that local property tax available is limited (San Luis Obispo County retains approximately 23 percent of the total property taxes collected).³ Moreover, the

³ San Luis Obispo County Fiscal Year 2019-20 Final Budget pg. 66.

use of local property tax to support infrastructure financing allocates public funds for public facilities and infrastructure, potentially diverting General Fund revenue needed for municipal services. Dedicating tax revenue to infrastructure limits funding for new public services costs.

Establishment

The establishment of an IFD or EIFD requires approval by every local taxing entity that will contribute its property tax increment. The IFD also requires two-thirds voter approval (within the specific geographic area) to form the IFD. EIFDs do not require a vote for formation or when debt issuance is sought.

Cost Burden

The incidence of burden of an infrastructure financing district is the local taxing jurisdiction that foregoes property tax revenue for services and dedicates these funds to infrastructure or other eligible investments.

Economic Considerations

IFDs and EIFDs redirect property taxes otherwise accruing to the county General Fund. Assessed Value creation and appreciation within the district is captured and invested in a manner that helps support community sustainability and growth. Specific types of public investments of community-wide significance may be financed through an IFDs and EIFDs, and IFDs and EIFDs cannot be used to finance operations and maintenance expenses. Unlike former Redevelopment TIF, IFDs only can utilize county government's share of property tax.

9.5 Recommended Implementation Steps

This section recommends actions to implement the Public Facilities Financing Plan for public facilities and infrastructure improvements envisioned by the Community Plan.

Infrastructure Program and Planning Consistency

- To ensure that the improvements identified in the Community Plan can be funded and implemented, established and ongoing coordination between County departments and other regional agencies is required so that desired public infrastructure projects are included in the County's Capital Improvement Plan (CIP).
- Community Plan implementation will also require intergovernmental coordination. Service providers in Avila include the Port San Luis Harbor District, County Fire, County Sheriff, and five water purveyors serving the community.⁴ These agencies will play an important role in the implementation of improvements, particularly those involving emergency evacuation routes and pier and beach facilities.

⁴ Avila Beach Community Services District (CSD), Avila Valley Mutual Water Company (MWC), San Miguelito Mutual Water Company (MWC), County Service Area (CSA), and Port San Luis.

Public Facilities Finance Plan Implementation

- The County will plan for additional public facilities and infrastructure, including the prioritization of essential and priority near-term improvements. For priority projects, the County will progress design work, engineering, and cost analysis (considering one-time development and ongoing operations and maintenance). Prioritization should take into account the following factors:
 - i. Consideration of Public Health and Safety
 - ii. Compliance with Environmental Sustainability Requirements
 - iii. Fulfillment of Community Preference (including quality of life investments and strategic placemaking opportunities)
 - To forward funding and financing of key community investments, cost estimate information will be used to weigh costs and benefits in the prioritization process, including market and non-market benefits (e.g., health and recreation value). The cost estimates are needed for the County CIP process. Cost information also would be used to evaluate special tax levels or other tax measures, to assess Infrastructure Finance District potential, and/or to apply for state, federal, and/or other grant funds. As these studies are completed, more detailed analysis of project-specific planning for funding and financing will occur.

Public Appropriations and Grant Funding

- To enhance funding potential, research into grant opportunities and the preparation of grant applications may be appropriate (see Table 9-3 and Table 9-4 for selected, illustrative grant sources). Grant funding may be available for coastal access, roadway, sidewalk, bicycle/pedestrian, trail, and other improvements, to fill funding gaps and relieve pressure on the County and/or CFD funding.

Community Facilities District

- A Community Facilities District (CFD) special tax might be established, depending on voter support for the public facilities and infrastructure improvements sought. A special tax can be used to help fund upfront capital improvements, as well as ongoing operations and maintenance. For example, a CFD special tax could fund a shuttle that where people can park outside of Avila and brought into the community; consequently, lessening impacts associated with traffic congestion and parking availability.

Infrastructure Financing District

- The County might form a communitywide Infrastructure Financing District (IFD). The Community Plan contemplates a wide range of community improvements and investments to improve quality of life and community sustainability. Throughout the community, roadway improvements, parking, recreation, and other improvements are sought. Because these public realm improvements likely cannot be funded with typical development-based funding sources such as fees, the County could create an IFD to fund these community-serving public investments. An IFD allocates new tax revenue from the

County's ad valorem taxes (i.e., the 1 percent Proposition 13 rate) to fund improvements. It is not an additional tax (e.g., a CFD adds a new special tax), but instead is an allocation of existing property taxes.

Future Considerations

- As needed, the County will evaluate, prioritize, design, cost, and phase potential infrastructure improvements.
- To effectively implement the Public Facilities Financing Plan, the County will establish a schedule for future, ongoing public facilities study (e.g., every five years). Studies should identify and evaluate evolving priorities, costs, timing, and other factors associated with public facility and infrastructure improvements. Public facilities funding options should also be refreshed during these ongoing intervals.

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10 Planning Area Standards – Coastal Zone



10.1 Purpose and Organization

Planning area standards implement the goals and policies of this Plan. These standards are mandatory requirements that apply to new land uses and proposed development. These planning area standards are an accumulation of standards established by the Local Coastal Program, the Coastal Zone Land Use Ordinance (CZLUO) Title 23, and the Avila Beach Specific Plan. Where a conflict exists between the standards in this Chapter and the CZLUO, the planning area standards shall prevail.

10.2 Chapter Organization

The planning area standards are organized as follows:

- **Section 10.3 Communitywide Standards.** These are standards that apply throughout the Avila URL.
- **Section 10.4 Combining Designation Standards.** These are standards that apply to areas with a special combining designation, such as a Sensitive Resource Area (SRA).

- **Section 10.5 Land Use Category Standards.** These are standards that apply to specific land use categories and specific areas or sites within those categories.

10.3 Communitywide Standards

Purpose.

The provisions of this Section address the details of site planning, project design, and the ongoing conduct and operation of land uses. These standards are intended to ensure that all development produces an environment of stable and desirable character, and is harmonious with existing and future development, and protects the use and enjoyment of neighboring properties, consistent with the General Plan.

Applicability of Standards.

The following standards apply throughout the Avila URL to the land use categories or specific areas listed.

- A. **Avila Beach Specific Plan.** The Avila Beach Specific Plan, certified by the California Coastal Commission November 15, 2000, and any amendments thereto, is hereby repealed with the approval of this Community Plan. Development Standards contained in the Avila Beach Specific Plan have been incorporated into the Planning Area Standards in the relevant sections below.
- B. **Permit Requirement.** Unless otherwise specified in the Avila Community Plan, permit requirements are included in Table O of the Coastal Zone Framework for Planning.
- C. **Water Authorization Required.** Submittal of a "will-serve" letter from the Avila Water District is required prior to issuance of any building permits for construction proposed to have water service.
- D. **Fire Safety Clearance.** All applications for new development shall receive fire safety clearance from the applicable fire protection agency.
 1. **Setbacks for Fire Safety.** Where setbacks are required by the fire protection agency for fuel-breaks and vegetation or fuel modification, they shall be located adjacent to development and be in addition to the required setbacks for protection of the identified sensitive features.
- E. **Resource Protection**
 1. **Applicability.** In the following locations or circumstances, development shall be clustered or concentrated, as described in Residential Rural standards, to protect identified sensitive features:
 - i. Within a Sensitive Resource Area Combining Designation.
 - ii. Adjacent to wetland vegetation, riparian vegetation, coast live oak woodland, coastal sage scrub, maritime chaparral, or other significant stands of vegetation (whether or not identified as a Sensitive Resource Area Combining Designation).

F. **Consistency with Circulation Element.** All proposed public and private development and circulation improvements shall be consistent with Chapter 6, Circulation, of this Community Plan – including recommended roadway, pedestrian, intersection, traffic calming, bikeway, and other improvements and the circulation policies found in Chapter 2, Planning Framework, of this Plan.

G. **Tree Protection and Replacement**

1. **Tree Protection.** Development shall be designed to protect and maintain stands of native trees, or tree stands that provide valuable habitat or scenic value to the maximum extent feasible, while allowing reasonable use of the property.
2. **Native Tree Retention and Replacement.** Development shall: a) be designed to retain healthy Native trees where feasible, except where removal is appropriate for habitat restoration or enhancement; b) provide for replacement of diseased or aging Native trees at a 2:1 ratio, and replacement of healthy Native trees at a 4:1 ratio, with Native tree species approved by the County that are drought tolerant, appropriate to the climate, resistant to disease, and compatible with the character of the area.
3. **Coastal Oak Woodland Habitat Retention and Replacement.** Land divisions, Minor Use Permits and Development Plans shall: be designed to retain healthy Coastal Oak Woodland habitat where feasible, except where removal is appropriate for habitat restoration or enforcement; provide for replacement of diseased or old Coastal Oak Woodland habitat with other suitable species approved by the County that are drought tolerant, appropriate to the climate, resistant to disease, and compatible with the character of the area.

H. **Sea Level Rise and Shoreline Development**

1. New development or expansion of uses adjacent to a beach or coastal bluff are subject to the following requirements:
 - i. A sea level rise analysis shall be included in the site stability evaluation report when determining the appropriate bluff and coastal setback pursuant to Section 23.04.118 of the Coastal Zone Land Use Ordinance.
 - ii. The site stability evaluation shall also include an analysis of beach erosion, wave run-up, inundation and flood hazards and a slope stability analysis.
 - iii. On lots with a legally established shoreline protective device, an analysis describing the condition of the existing seawall, identifying any impacts it may be having on public access and recreation, and evaluating opportunities to modify or replace the existing armoring device in a manner that would eliminate or reduce these impacts.
- I. **Construction Practices.** Construction practices to protect trees shall be implemented. These construction practices are to include at a minimum:

2. **Protective Measures.** Practices to protect trees shall include but not be limited to: installing orange construction fencing around protected areas shown on the site plan; protecting tree trunks and other vegetation from construction equipment by wood fencing or other barriers or wrapping with heavy materials; disposing of waste, paints, solvents, etc. off-site by approved environmental standards and best practices; and storing equipment carefully.
 3. **Stockpiling of Materials.** Materials, including debris and dirt, shall not be stockpiled within 15 feet of any tree, and shall be minimized under tree driplines. Stockpiled materials shall be removed frequently throughout construction. All stockpiled materials shall be removed before final inspection.
 4. **Construction Practices.** Excavation work shall be planned to avoid root systems of all on-site trees on abutting properties. Any trenching for utilities that may occur within the dripline of trees on the project site shall be hand dug to avoid the root system of the tree.
- J. **Light and Glare.** Except as necessary to support agricultural operations, all lighting fixtures in new development shall be shielded so that neither the lamp nor the related reflector interior surface is visible from adjacent properties.
- K. **Site Planning – Sloping Sites.** Land use applications for new development on sites with varied terrain are to include design provisions for concentration of developments on low or moderate slopes, retaining steeper slopes visible from public roads undeveloped.
- L. **Temporary Events.** Where allowed by Section 23.08.248, temporary events are subject to the standards of this Section.
5. **Permit Requirements.** Minor Use Permit approval, except as follows.
 - i. **Public Events.** No land use permit is required for:
 - a. Events occurring in approved theaters, convention centers, meeting halls or other approved public assembly facilities; or
 - b. Admission free events held at a public park or on other land in public ownership when conducted with the approval of the public agency having jurisdiction, provided that the event is conducted in compliance with all applicable provisions of this Community Plan; or
 - ii. **Commercial Entertainment.** Commercial outdoor entertainment activities are subject to the permit requirements and standards of Chapter 6.56 of the County Code (Temporary Commercial Outdoor Entertainment Licenses).
 - iii. **Parades.** Parades and other temporary events within the public right-of-way are not subject to land use permit requirements, provided that all requirements of the County Engineer and County Sheriff are met.
 - iv. **Temporary Camps.** Temporary camps as a principal use or accessory to another temporary event are subject to the permit requirements and other provisions of Chapter 8.64 of the County Code.

6. **Time Limit.** A temporary event shall be held in a single location for no longer than four consecutive days or two successive weekends, except where a different time limit is established by other applicable provisions of the County Code or through Minor Use Permit approval.
 - i. Start and end times for temporary events should occur outside of the peak hour, based on traffic flow along Avila Beach Drive west of San Luis Bay Drive. During the summer peak season, events with 2,000 attendees or more should be scheduled to not coincide with peak operations.
7. **Location.** The site of any temporary event other than public events and parades shall be located no closer than 1,000 feet to any Residential Single-Family land use category.
8. **Site Design Standards.** All temporary events are subject to the following standards, regardless of whether a land use permit is required, except where alternative standards are established by Chapter 6.56 or 8.64 of the County Code.
 - i. **Access.** Outdoor temporary events shall be provided a minimum of two unobstructed access points, each a minimum of 18 feet wide, from the event site to a publicly maintained road.
 - ii. **Parking and Shuttles.** Off-street parking shall be provided for private events as follows with such parking consisting at minimum of an open area with a slope of 10 percent or less, at a ratio of 400 square feet per car, on a lot free of combustible material.
 - On-site parking shall be made available during special events.
 - **Satellite Parking Lot and Shuttle.** Applicants shall provide a shuttle for attendees for community events which are both over 1,000 attendees and which are scheduled at any time to overlap with peak weekend hours from 11:00 AM – 1:00 PM and 4:00 PM – 6:00 PM, during the months of April through September. Applicants shall provide County staff details on alternative lot location and shuttle route. Satellite parking lots must be provided which are located outside the Coastal Zone, and preferably outside of the Avila URL.
 - **Seated Spectator Events.** One parking space for each 12 square feet of seating area.
 - **Exhibit Event.** One parking space for each 75 square feet of exhibit area.
9. **Signage.** Event organizers shall obtain an encroachment permit for “Event Parking” directional signage and provide a 200-foot-long temporary right turn lane along Avila Beach Drive at the First Street entrance to improve operational flow along the roadway. Site circulation and queuing at the event entrance (First Street access) can also be improved by having two entry lanes into the Avila Beach Golf Course for event parking.

- i. Temporary or permanent changeable message signs should be installed on Avila Beach Drive and San Luis Bay Drive, prior to their intersection. The changeable message signs will direct people to utilize the satellite parking lots when there is a special event and/or when public parking is at capacity. These parking lots could be made more attractive by adding retail opportunities, such as food trucks, subsidized parking costs, bike rentals, etc.
10. **Fire Protection.** Facilities shall be provided as required by the County Fire Department.
11. **Water Supply and Sanitation.** Facilities shall be provided as required by the County Health Department.
12. **Guarantee of Site Restoration.** A bond or cash deposit may be required for approval of a temporary event to guarantee site restoration after use, and operation in compliance with the standards of this Plan. The guarantee shall cover both operation and restoration and is subject to the provisions of Section 22.02.060 (Guarantees of Performance).

Standards for Subareas in Avila

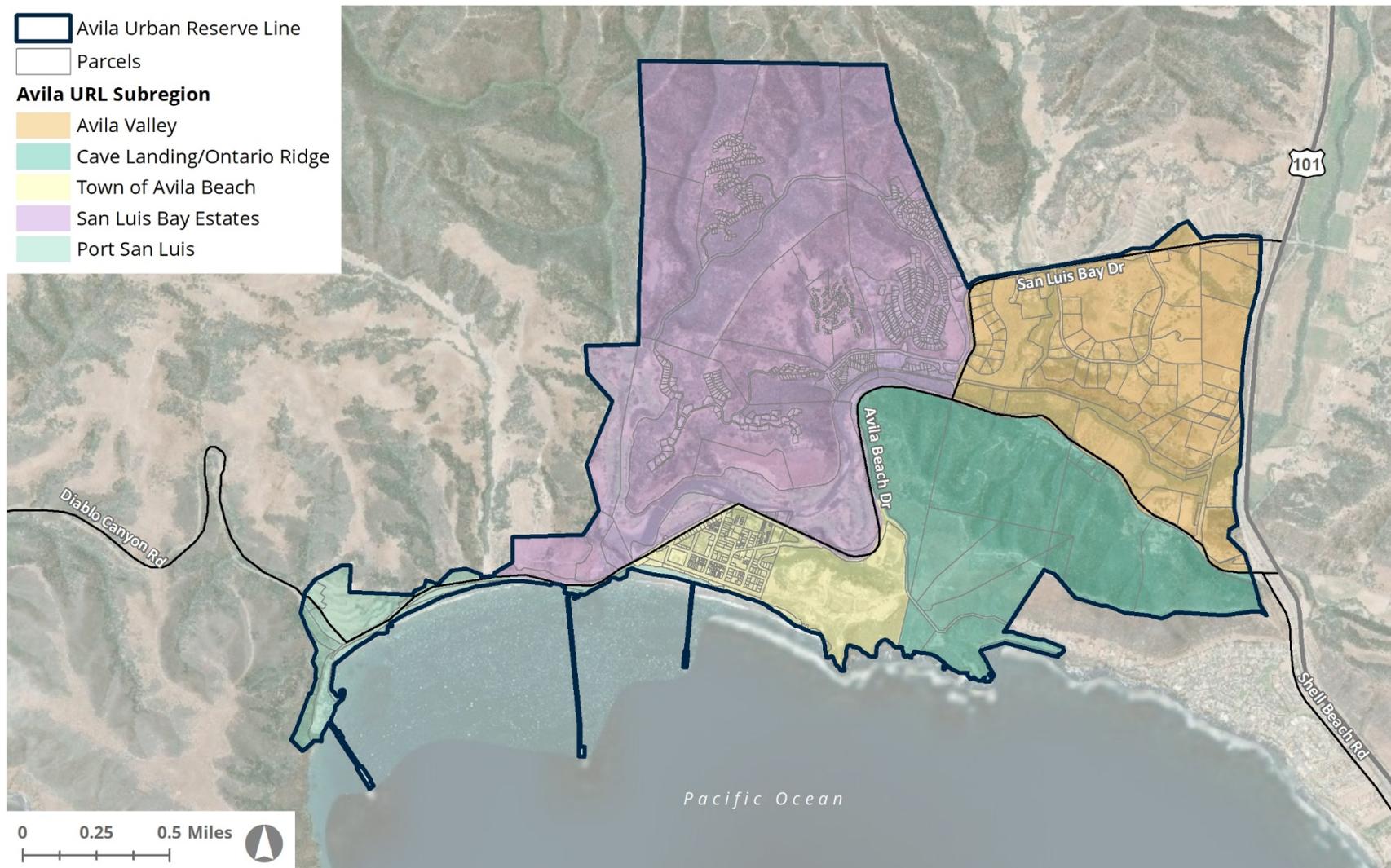
The following standards apply throughout various subregions and subareas of the Avila URL. Figure 10-1 below shows the subregions of the Avila URL.

Avila Valley. The following standards apply only to the Avila Valley (see Figure 10-1), to the specific areas listed.

- A. **Tract No. 699.** The following standards apply only to Tract No. 699 (see Figure 10-2).
 1. **Offer of Dedication.** Lot 31 of Tract No. 699 along San Miguelito Creek has been offered for dedication to the County for future recreational and open space purposes. Until such time as the offer of dedication is accepted by the County, private use of this area shall not hinder or preclude potential future public recreational and open space use and shall not disturb riparian vegetation.
 2. **Density Limitation - Land Divisions.** Net density for Lot 28, including any open space lot subsequently created, is not to exceed one dwelling unit per 3.3 acres, consistent with sewage disposal requirements. Lot 31, the area offered for dedication to the County for open space and recreation purposes, shall have no dwelling unit entitlement. No other lots within Tract 699 shall be re-subdivided or split into lots of lesser size than the original lot.
 3. **Location Requirements.** Development of Lot 28 shall be primarily located east of a line extending along the north-south ridge running through the property, with landscape screening where needed, so that development is generally out of view of San Luis Bay Drive. A maximum of three dwelling units may be located west of the north-south ridge, subject to the following criteria.

- i. Development shall be partially screened from San Luis Bay Drive with landscaping conforming to the character of the natural landscape of the surrounding area.
- ii. As part of the required Conditional Use Permit application, a visual analysis shall be prepared by a consultant approved by the Environmental Coordinator that analyzes three-dimensional building envelopes for dwellings and accessory structures. A conceptual grading analysis shall also be prepared. The conceptual grading analysis and visual analysis shall demonstrate that the following criteria are met.
- iii. All structures shall be located so that they do not extend above the horizon line of the ridgeline as viewed from San Luis Bay Drive.

Figure 10-1 Avila URL Subregions



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2020.

Figure 10-2 Tract No. 699

-  Avila Urban Reserve Line
-  Parcels
-  Tract No. 699



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
 Imagery: Microsoft Bing and its licensors, 2021.

4. Grading shall be minimized and retaining walls greater than three feet in height and all graded slopes shall not be visible from San Luis Bay Drive.
 - i. Setbacks from San Luis Bay Drive shall be maximized, but in no case shall structures be closer than 50 feet from San Luis Bay Drive.
 - ii. Permit Requirement. Minor Use Permit approval is required for all uses except accessory dwelling units prior to any grading or construction, to ensure compliance with the objectives and requirements of the approved Conditional Use Permit. Minor Use Permits are subject to the following criteria.
 - iii. Plans shall be approved by the Architectural and Planning Board for Avila Valley Estates prior to submittal to the Department.
 - iv. Buildings shall be placed within required building site envelopes unless an exception is approved through the required Minor Use Permit approval process.
 - v. Plans shall include grading plans which shall minimize grading and prohibit alteration of established drainage patterns.
 - vi. Structures are limited to a single story unless proposals for taller structures will not appreciably increase obstruction of views and reduction of scenic values. Multi-level structures may be appropriate to reduce grading on sloping sites.
 - vii. Design and landscaping shall harmonize with the natural landscape. Accessory uses, structures, and activities which conflict with natural aesthetic values shall be prohibited.
 - viii. Plans shall include septic systems approved by the County Public Works and Health Departments. Engineered specialized septic systems shall be used unless conventional systems meet the conditions of tract map approval.
5. **Circulation and Access.** Development on Lot 28 which generates additional traffic shall contribute a proportional share of fees and/or improvements to mitigate cumulative traffic impacts (as determined by a comprehensive traffic study prepared by the applicant or made available by others during the environmental review for the required Conditional Use Permit or subdivision application) on Avila Road and San Luis Bay Drive, if necessary. Traffic mitigation fees shall be required either as part of discretionary approvals or upon adoption of an ordinance establishing traffic mitigation fees. Access for development on Lot 28 shall be provided by no more than two road connections to San Luis Bay Drive. The road connections shall be aligned with existing intersections where feasible and shall maximize sight distances.
6. **Mitigation of Land Use Conflicts.** In order to mitigate potential land use conflicts between agricultural activities, the adjacent elementary school and proposed residential development, the required Conditional Use Permit for development on

Lot 28 of Tract 699 shall address animal keeping, crop production and grazing and animal facilities uses. The criteria in the following items (a) through (d) shall be incorporated into the project design and/or conditions of approval of the Conditional Use Permit. Item (e) shall be addressed during the environmental review for the Conditional Use Permit.

- i. A buffer area and fencing between agricultural uses and the elementary school shall be established as approved by the Director, the Agricultural Commissioner, and the San Luis Coastal Unified School District.
- ii. Animal densities shall be determined and barns, stables and animal enclosures shall be located away from the elementary school to minimize health, safety and nuisance impacts, in a manner approved by the Director in consultation with the County Environmental Health Division, and the San Luis Coastal Unified School District.
- iii. Agricultural practices will be governed by the Agricultural Commissioner's Office to ensure compliance with all applicable regulations and requirements regarding the use of restricted pesticides. Restricted pesticides shall only be used in accordance with a current restricted materials permit issued by the County Agricultural Commissioner.
- iv. Agricultural practices shall comply with all applicable requirements of the Water Quality Control Plan, Central Coast Basin regarding limiting water quality impacts to San Miguelito/San Luis Obispo Creek.
- v. During environmental review, a plan shall be submitted by the applicant incorporating measures for minimizing potential impacts of nonrestricted pesticide use on the elementary school and proposed residential development. The plan shall be reviewed in consultation with the San Luis Coastal Unified School District and the County Agricultural Commissioner.

Town of Avila. The following standards apply only to the Town of Avila (see Figure 10-1), to the specific areas listed.

A. Streets and Circulation

1. **Areawide Systems – Development Plan Projects.** Development Plan proposals shall be integrated into areawide circulation and utility easements, providing for future extensions where known areawide rights-of-way are planned.
2. **Driveways – New Land Divisions.** New land divisions shall include, where possible, design provisions for combining driveways and private access roads serving proposed parcels wherever terrain and adequate site distance on the public road allow.
3. **Pedestrian and Bikeways – New Land Divisions.** Provide for safe and site-sensitive pedestrian and bike circulation facilities in the design of roads for new subdivisions where feasible.

4. **Road Design and Construction– New Land Divisions.** Road alignments proposed in new land division applications shall be designed and constructed to minimize terrain disturbance consistent with safety and construction standards. Altered slopes shall be replanted with indigenous plants or protected by other appropriate erosion control measures.
 5. **Curb, Gutter, and Sidewalk Improvement Requirements.** Land use applications shall follow the requirements and exemptions for installation of curb, gutter, and sidewalk improvements specified in Section 23.05.106 of the Coastal Zone Land Use Ordinance.
- B. **Public Street and Access Connections.** The following standards apply to land divisions, and Minor Use Permits, and Development Plans for development of more than one dwelling unit.
1. **Public Access.** Except where infeasible, dedicate and improve public right-of-way easements for vehicular, bicycle, and pedestrian, connections to surrounding areas where they: provide efficient and convenient links to adjacent neighborhoods, nearby recreational areas, and other nearby activity centers; are shown on the Circulation Element map; or are needed for adjacent emergency access.
 2. **Street Extensions.** Where feasible and where no adverse impacts to environmentally sensitive areas will occur, dedicate and improve public right-of-way easements for streets in order to provide access to adjacent parcels and create an interconnected circulation system.
 3. **Street Drainage.** The drainage should continue to be designed for paved areas to be designated for pedestrians, without curbs and gutters usually associated with streets. Area drains, swales, or trend drains should be utilized to accomplish this purpose. Drains would be selected to be consistent with the overall street furniture palette for Avila.
- C. **Trees.** Planting of trees in the streetscape is required for all new land divisions and all construction of new dwellings and new non-residential development. Trees shall meet the following requirements;
1. **Street Trees.** Street trees in the Town of Avila should be Washingtonia hybrid palm trees, which are cross-bred between California Fan Palms (*Washingtonia filifera*) and Mexican Fan Palms (*Washingtonia robusta*). These hybrid trees are more disease resistant than the California Fan Palm in the humid coastal environment, but will be less tall and skinny than the Mexican Fan Palm. The trees would be located primarily on the business side of the street, with some additional trees on the side streets into Front Street and to frame the views of the ocean.
- D. **Street Lighting.** Street lights shall continue to be installed at a 50-foot spacing in a line with the palms and benches.

- E. **Street Furniture.** Street lights and benches should continue to be installed at appropriate locations along passageways, such as the edges of terraces and in front of existing businesses.

Port San Luis. The following standards apply only to Port San Luis (see Figure 10-1), to the specific areas listed.

- A. **Permit Requirements – Port Facilities.** New development, including alterations to port facilities (other than those approved by coastal commission permits or on-going maintenance) shall require a Minor Use Permit, unless Development Plan approval is otherwise required by the Coastal Zone Land Use Ordinance.
- B. **Port San Luis Harbor District Port Master Plan.** Permit approval of facilities under jurisdiction of the Port San Luis Harbor District may be granted only where consistent with the policies of the Harbor Port Master Plan, Appendix J of the Port Master Plan, the Local Coastal Program, the Coastal Act where applicable, and upon prior approval from the Harbor District.
- C. **Shoreline Access Improvements - Port San Luis.** New development shall be required to provide and improve public access, as appropriate, along Port San Luis Harbor. Improvements for public access may include: stairway, boat-launching facility for non-hoist vessels, restrooms, trash receptacles and signs.

San Luis Bay Estates. The following standards apply only to the San Luis Bay Estates (see Figure 10-1), to the specific areas listed. The approved Master Conditional Use Permit/Development Plan ("Master Development Plan") for San Luis Bay Estates, as amended by the Local Coastal Program Land Use Plan and as it may be amended in the future by the Commission or Board is hereby incorporated into this Community Plan as though it were fully set forth here. All development within the Master Development Plan area shall comply with the adopted Master Development Plan, as amended by the Local Coastal Program Land Use Plan. In the event any conflict between the provisions of this Community Plan and the Master Development Plan, the Master Development Plan shall take precedence. Any deviation of existing or proposed development from the provisions of the Master Development Plan shall occur only after appropriate amendment of the Master Development Plan. All references in the Master Development Plan to Site Plan Review approval shall be construed as Minor Use Permit approval in compliance with Section 22.62.050.

- A. **Permit Requirement - Master Plan.** An amendment to the approved Master Development Plan is required for development changing the development standards and land uses in the existing Master Plan. Any changes to the Master Development Plan are to include the following:
 1. The location of the proposed uses, solid and liquid waste disposal facilities; height, bulk and setback limits for such buildings and facilities, including the location of areas such as flood plains and excessively steep or unstable terrain where no building is to occur.

2. The location and extent of existing and proposed streets and roads, proposed widths and standards for construction and maintenance, and the location and standards of construction, maintenance and use of all other transportation facilities, public or private.
3. Standards for population and building density including lot size, construction types, and provisions for water supply, sewage disposal, storm drainage and solid waste disposal.
4. Standards for conservation, development, and utilization of natural resources, including underground and surface waters, vegetation and soils, creeks and streams, fish and wildlife resources. Such standards should include measures for flood control, prevention and control of surface water pollution, land use regulation in stream channels and other areas which may have a significant effect on fish, wildlife and other natural resources of the area, control of soil erosion caused by construction, and the protection of watershed areas.
5. The location of areas of greatest biological significance shall be identified by a qualified biologist. Uses proposed in the master plan shall be sited consistent with protection of such identified habitat areas.
6. All public agencies carrying out or supporting activities outside the Coastal Zone in the Avila area that could have a direct impact on the resources within the coastal zone shall consider the effect of such actions on coastal zone resources in order to assure that Coastal Act policies are achieved.
7. At such time that the county adopts a Planned Unit Development ordinance, new residential clusters located within the coastal zone shall be developed to those specifications. In the interim, the cluster division provisions in the Coastal Zone Land Use Ordinance shall be used.
 - i. **Density Limitation.** New residential uses shall be within the range of the Residential Suburban land use category, not to exceed one dwelling unit per acre, not including Accessory Dwelling Units, and shall not impact open space requirements from the existing development.
 - ii. **Lot Sales.** All sales programs shall be administered from the project sales office in the commercial village.
 - iii. **Open Space Preservation.** Guarantees of open space preservation shall be in the form of agreements, easements, contracts or other appropriate instrument.
 - iv. **Site Planning.** New development is to utilize the cluster division provisions of Section 23.04.021 of the Coastal Zone Land Use Ordinance and Inland Land Use Ordinance (Section 23.04.021).
8. **Limitation on Use.** Land uses shall be limited to the following: accessory storage; bars and night clubs; caretaker residence; convenience and liquor stores; grocery stores; hotels and motels; indoor amusements and recreation; outdoor sports and

recreation; pipelines and transmission lines; public safety facilities; restaurants; rural recreation and camping; temporary events and energy-generating facilities (limited to renewable energy facilities).

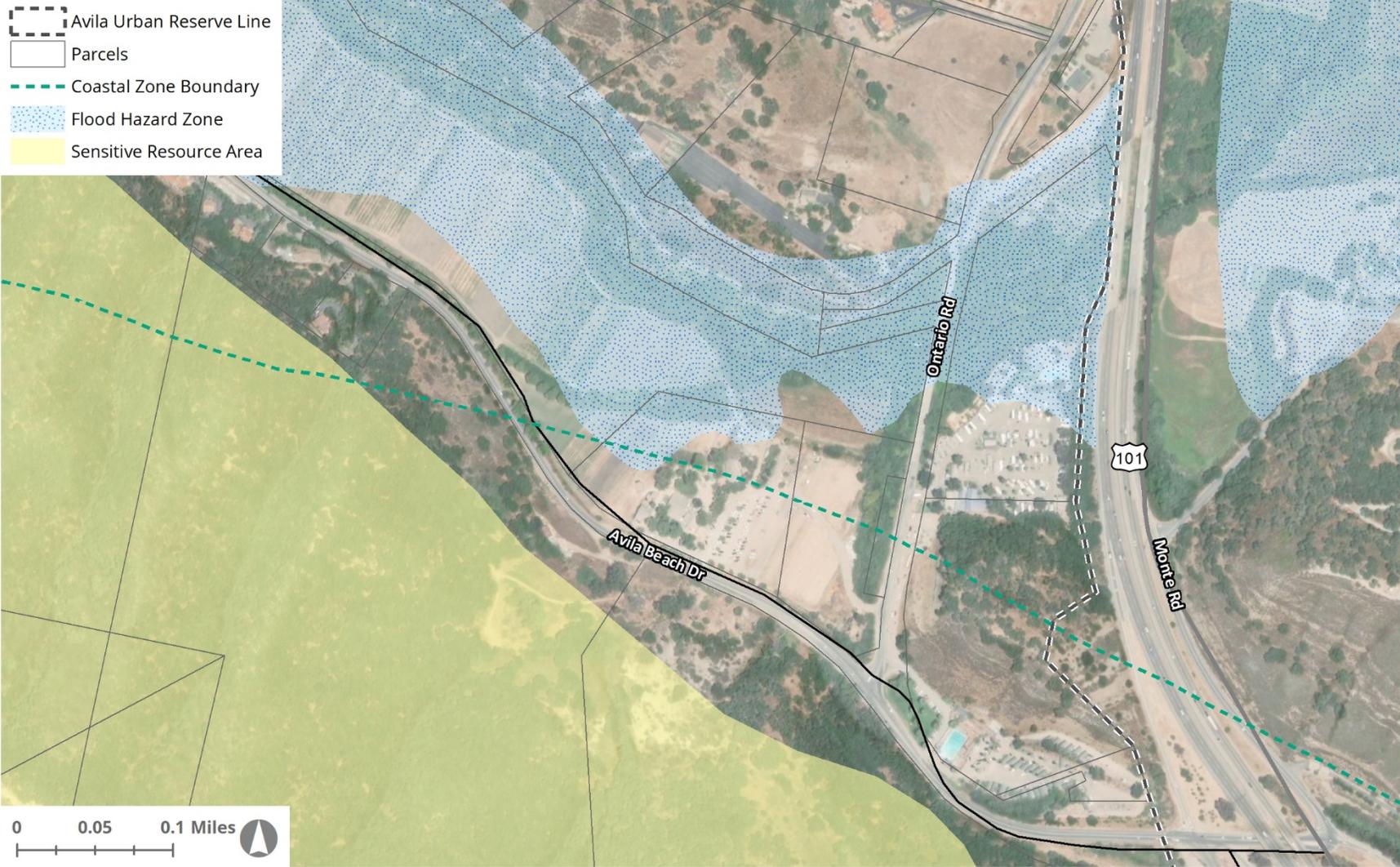
9. **Floodplains.** Floodplain areas containing natural habitats shall be preserved in their natural state.
10. **Trails.** Any new residential or commercial development shall provide connections to the existing public trail adjacent to San Luis Obispo Creek connecting the Avila Valley and Avila Beach recreation areas

Avila Beach Drive. The following standards apply to the area bounded by San Luis Obispo Creek on the north, San Luis Bay Drive on the west, Ontario Road on the east and Avila Beach Drive on the south, except for the area shown in Figure 10-3.

- A. **Limitation on Use.** Uses identified in Coastal Table O, Part I of the Land Use Element/Local Coastal Plan as “A”, “S” or “P” uses are limited to those uses allowed in the Open Space land use category with the addition of uses contained in the definition of outdoor sports and recreation.
- B. **Permit Requirements.** Conditional Use Permit approval is required for all uses.
- C. **Flood Protection.** Structural uses shall be protected from flooding or clustered on contiguous parcels under the same ownership.
- D. **Intersection of Ontario Road and Avila Beach Drive.** The following standards apply to the area at the intersection of Ontario Road and Avila Beach Drive shown in (see Figure 10-3).
 1. **Limitation on Use.** Land uses shall be limited to those identified by Section 22.06.030 as allowable, permitted, or conditional uses in the Open Space land use category, with the addition of: libraries and museums, outdoor sports and recreation, restaurants, grocery stores, and roadside stands.
 2. **Permit Requirements.** Minor Use Permit approval is required for all new uses proposed in existing structures. Conditional Use Permit approval is required for all new uses that propose any additional structures. Land use permit applications shall include a review of potential traffic impacts to Avila Beach Drive and the intersection of Avila Beach Drive and Ontario Road.
 3. **Site Design Criteria.** Commercial development (existing and proposed structures) shall be limited to a total of 6,000 square feet. All development shall be located at least 100 feet from the upland extent of riparian vegetation. All structures shall be located outside of the Flood Hazard Combining Designation.
 4. **Development Standards for Oak Woodland Preservation Areas.** In the oak woodland areas on the south side of Avila Beach Drive between San Miguel and San Luis Streets and on the vacant lot on San Rafael Street, the following development standards shall be met to preserve the natural setting and entry into Avila (see Figure 10-4).

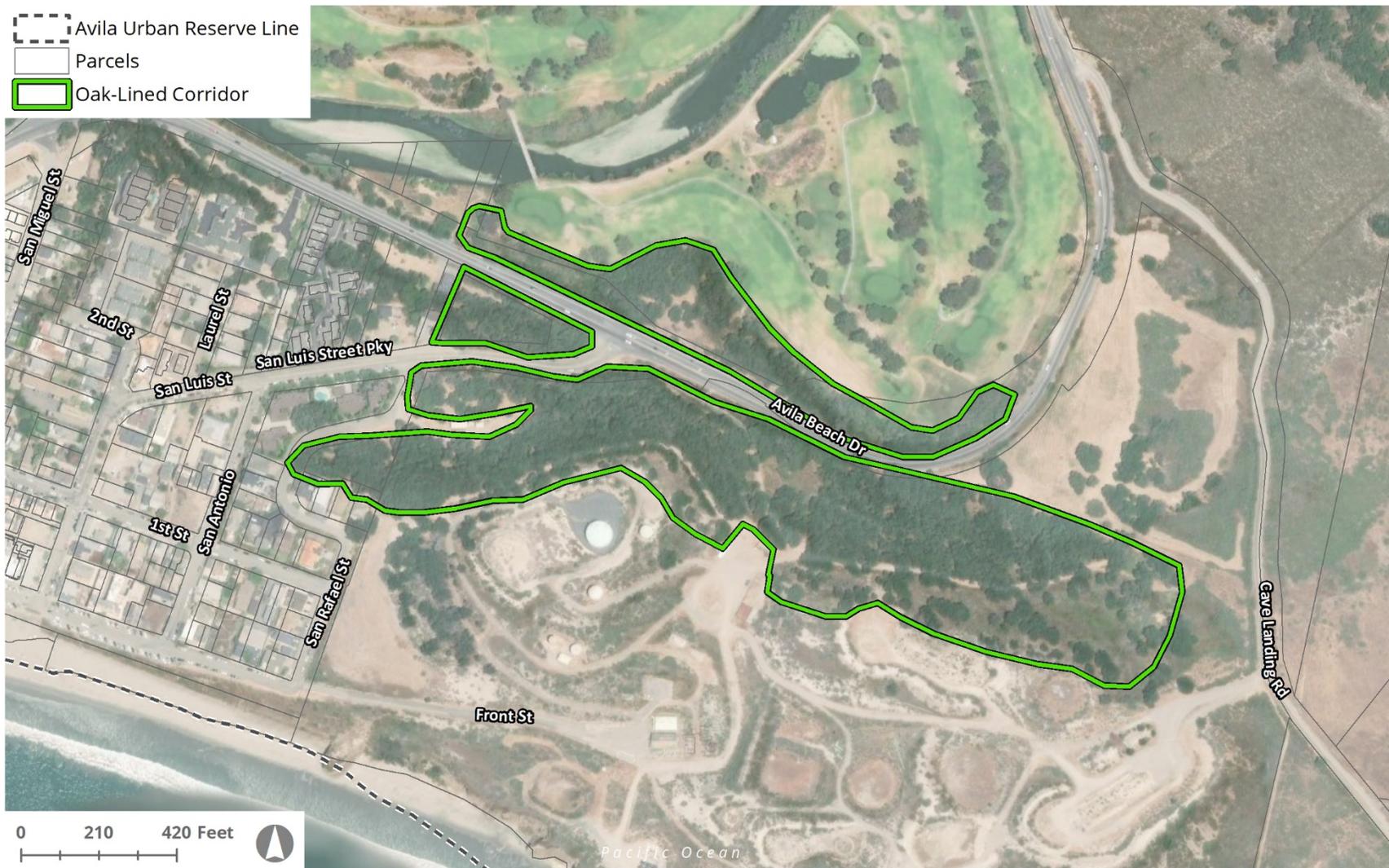
- i. New construction in this area shall not result in the removal of any native tree with a diameter at breast height (DBH) greater than six inches, that is one of a group of trees that form a continuous, uninterrupted canopy, except in such circumstances as described in 3.ii, below.
 - ii. New construction must be setback by a minimum of five feet from the dripline of any native tree to be preserved.
 - iii. No grading or construction activities may occur within the area defined by the dripline of any native tree to be preserved.
 - iv. If retention of trees in accordance with 3.i, above, would result in a significant reduction in the development potential of a parcel, removal of a limited number of native trees may be permitted if it would not reduce the area of the canopy by more than 15 percent or significantly reduce the effectiveness of the canopy in screening development from public view. All such trees removed shall be replaced at the rate of four trees for every tree removed, and shall be located so they will become, at maturity, part of the continuous, uninterrupted tree canopy.
5. **Visual Resources.** The parcel located on the curve of San Rafael Street (see Figure 10-4) shall retain the existing strand of coast live oak trees. Building sites shall not be located on slopes or ridgetops so that structures are silhouetted against the sky as viewed from public roads, public beaches, or the ocean.

Figure 10-3 Intersection of Ontario Road and Avila Beach Drive



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2021.

Figure 10-4 Avila Beach Drive Open Space Preservation



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2021.

10.4 Combining Designation Standards

These are standards that apply to areas with a special combining designation, such as a Sensitive Resource Area (SRA). Designation of properties in the Sensitive Resource combining designation does not in and of itself convey or imply any right of public use, access, trespass or violation of privacy. The same is true when the LUE/LCP identifies a new open space preservation through easement, contract or other instrument. Descriptions of combining designations are provided in Chapter 5, Environmental Resources.

A. Sensitive Resource Areas (SRA)

1. Proposed projects shall be planned in compliance with the Sensitive Resource Areas combining designation standards of Section 23.07.160 of the Coastal Zone Land Use Ordinance.

B. Historic (H)

1. Proposed projects shall be planned in compliance with the Historic combining designation standards of Section 23.07.100 of the Coastal Zone Land Use Ordinance.

C. Geologic Sensitive Area (GSA)

1. Proposed projects shall be planned in compliance with the Geologic Sensitive Areas combining designation standards of Section 23.07.080 of the Coastal Zone Land Use Ordinance.

D. Flood Hazard Areas (FH)

1. Proposed projects shall be planned in compliance with the Flood Hazard Areas combining designation standards of Section 23.07.060 of the Coastal Zone Land Use Ordinance.

10.5 Land Use Category Standards

These are standards that apply to specific land use categories (i.e., zoning) and specific areas or sites within those categories.

Agriculture (AG). The following standards apply only to lands within the Agriculture land use category in the specified areas.

- Allowable Uses.** Uses allowed by Coastal Table O, Part I of the Land Use Element are limited to: agricultural accessory structures; crop production and grazing; animal raising and keeping; nursery specialties--soil-dependent; farm support quarters; single family dwellings; mobile homes; temporary dwellings; roadside stands; temporary or seasonal retail sales; pipelines and power transmission; and water wells and impoundment.
- Minimum Parcel Size – Diablo Coastal Terrace.** The minimum parcel size for new land divisions is 80 acres unless the Coastal Zone Land Use Ordinance would require a larger parcel size. The agricultural parcels owned by Pacific Gas and Electric shall

remain in a consolidated holding to maintain the low population zone surrounding the Diablo Canyon Nuclear Power Plant.

Commercial Retail (CR). The following standards apply only to lands within the Commercial Retail land use category in the specified areas.

- A. **Priority and Protection of Visitor-Serving Uses.** Priority shall be given to visitor-serving uses throughout the Front Street Commercial District and the Commercial Retail area.
- B. **Town of Avila Commercial Retail.** This section contains standards and design guidelines for development in the commercial areas in the Town of Avila (see Figure 10-1).
 1. **Building Style and Materials**
 - i. **Building Articulation.** All facades shall emphasize three dimension detailing and architectural elements to create shadows, visual relief, and visual interest, including: cornices, window moldings, reveals, awnings and projections, trellises, detailed parapets, and arcades.
 - ii. **Building Materials.** The use of different building materials, particularly those that differ from dominant building materials on a street block, is encouraged to enhance visual variety along the streetscape.
 2. **Roof Requirements**
 - i. **Roof Detailing.** Roofs shall provide a simple articulation to create visual interest, including: roofline cornices, reveals, and detailed eaves.
 - ii. **Roof Materials.** Roof materials shall be non-reflective.
 - iii. **Overhangs.** Overhangs and awnings are encouraged on each building to provide shade and a sense of enclosure for pedestrians.
 - iv. **Balconies.** Balconies shall not project more than five feet over the sidewalk.
 3. **Building Scale.** To help maintain the historical scale of Avila, development should give the appearance of being separate buildings on 25-foot or 50-foot-wide lots. A single project may encompass two or more adjacent parcels, but the buildings must be articulated to reflect the historic parcelization pattern.
 4. **Signs.**
 - i. **Sign Materials.** Signs shall be made of wood or materials similar to wood in appearance, metal with neon, or painted directly onto the building surface. Signs shall not be constructed of prefabricated letters or of plastic.
 - ii. **Sign Detailing and Style.** Sign design shall be related to the commercial use occupying the building through either form, material, color, icon/logo, or motif.

- iii. **Sign Colors.** Mounted signs should be colorful, to be consistent with the signs of old Avila.
 - iv. **Sign Illumination.** Sign illumination shall be either direct illumination by building- or ground-mounted light fixtures, or neon lighting.
 - v. **Sign Location.** Signs shall be attached flush to the building façade or hung perpendicular from the façade. Signs attached flush to the building shall be permitted to extend to a maximum of two feet above the roof line but must be within the overall building height.
5. **Landscaping.** Landscaping shall utilize coastal, drought-tolerant, climate-appropriate plant materials.
6. **Building Lighting.** Building lighting shall be mounted perpendicularly to building facades and shall be compromised of simple fixtures.
7. **Off-Street Parking.**
- i. **Off-Street Parking Locations.** Off-street parking shall be located at the rear of the lot, with primary access from side streets or access easements. Parking may be located under buildings as grades permit or on surface parking lots.
 - ii. **Residential Buffer.** Parking areas shall be buffered from residential lots with fences, trellises, and/or landscaping.
 - iii. **Landscaping.** Parking areas shall be shaded with tree cover.
8. **Mechanical Equipment.**
- i. **Building Mounted Utilities.** To minimize visual clutter, building mounted or adjacent utilities shall be hidden from view by enclosures and/or building materials.
 - ii. **Roof Top Mechanical Equipment.** Rooftop mechanical equipment shall be screened by integral architectural elements, such as pitched roofs or ornamental parapets. Rooftop equipment shall not exceed maximum allowable building height unless it complies with Section 23.04.124b(3) of the Coastal Zone Land Use Ordinance.

Front Street Commercial District (FCR). This section contains standards and design guidelines for development in the commercial area defined by Front Street to San Rafael Street.

- 1. **Allowable Uses.** All uses allowed in the Commercial Retail land use category by the Coastal Framework for Planning (Table "O") are allowed in the Front Street Commercial District except: communication uses; schools – business and vocational; concrete, gypsum and plaster products; food and kindred products; printing and publishing; single family dwellings (except on the second floor); auto, mobile home and vehicle dealers and supplies.

- i. **Residential Uses.** Residential uses shall only be allowed in the second floor and shall be allowed with Minor Use Permit approval.
2. **Front Setbacks.** Front setbacks shall be between zero and 5 feet from the property line. Variable setbacks are encouraged within each street block in order to provide visitors a variety of spaces to experience. Rails, low screening walls, and planters along the front façade shall not exceed 3 ½ feet in height.
 - i. **Side Setbacks.** Side setbacks shall be zero feet from the property line at the street frontage, in order to create a continuous built edge along the streetscape edge.
 - ii. **Rear Setbacks.** Rear setbacks shall be 10 feet from the property line. Rear setbacks are not required on parcels adjacent to the mid-block passage. Allowable uses in rear setbacks are landscaping, service access and parking.
3. **Building Heights.** Buildings shall be a maximum of 25 feet tall, unless they meet one or more of the conditions below, in which case the building shall be a maximum of 35 feet tall. Building height shall be measured from where the sidewalk meets the property line along Front Street or First Street.
 - i. Unenclosed second story deck is 10 percent of parcel depth or 8 feet, whichever is greater.
 - ii. Building is located on a corner lot.
 - iii. Side setbacks are a minimum of 10 feet total.
 - iv. Project is located on the mid-block passage.
4. **Windows and Entryways.**
 - i. **Ground Floor Windows.** The ground floor façade shall be comprised of at least 40 percent glass, other transparent material, or physical openings to promote visual permeability. Storefront windows should be broken into vertical segments with molding, columns, pilasters, or other three dimensional detailing. Sills shall not be greater than 3 feet in height.
 - ii. **Second Story Windows.** To reinforce the human scale of two-story facades, window openings in upper floors should have vertical elements in their designs and should appear to be “punched” into solid walls.
 - iii. **Entryways.** Each business shall maintain a direct entryway onto a street or the mid-block pedestrian passage. Building entryways shall be accentuated by molding, lighting, overhangs, or awnings. Building entryways should be recessed into entry bays, to create transitional spaces between the street and buildings.
5. **Off-Street Parking.**
 - i. **Parking Access.** To avoid conflicts between vehicles and pedestrians in the commercial area of Front Street, driveways shall not cross the Front Street

sidewalk. Access easements across adjacent lots to the rear or side of a property should be arranged on a voluntary basis between individual property owners.

- ii. **Parking Requirements.** Uses other than residences or lodging (e.g. retail and restaurant uses) are not required to provide on-site parking but have the option to pay in-lieu parking fees, in an amount to be determined by the County, for any unbuilt required parking spaces.

Central Business District Standards (for Areas Not on Front Street). This section contains standards that provide policy direction for new development in commercial areas in Avila that are not on or connected to Front Street. This includes all parcels with a Commercial Retail (CR) designation, as distinct from the FCR designation.

1. **Allowable Uses.** All uses are allowed in the CR category per Coastal Framework for Planning (Table "O") are allowed in the CR category in Avila, except: bars; communication uses; schools – business and vocational; concrete, gypsum and plaster products; food and kindred products; printing and publishing; auto, mobile home and vehicle dealers and supplies. Allowable uses within the CR area shall be subject to the following provisions:
 - i. Business establishments may not be open for business after 10:00 PM, any night of the week.
 - ii. Establishments whose principal business is the consumption of alcoholic beverages on site are not permitted.
2. **Residential Uses.** Residential uses shall be allowed with Minor Use Permit approval in the CR district.
 - i. Residential uses on the second floor shall be processed as a Minor Use Permit, while all other residential uses on the ground floor shall require Development Plan Review.
 - ii. **Prohibition on Single-Family Dwellings.** Single-family dwellings are prohibited in the Central Business District. If multi-family development is infeasible due to the size of the lot, parking requirements may be waived.
3. **Setbacks.**
 - i. **Front Setbacks.** All parcels in CR commercial areas shall have zero foot front setbacks.
 - ii. **Side Setbacks.** Side setbacks in all commercial areas shall be zero to 10 feet from the property line.
 - iii. **Rear Setbacks.** In order to minimize visual and noise impacts of commercial uses on adjacent residential property, rear setbacks in the commercial retail area shall be a minimum ten feet setback from the property line. Allowable uses in rear setbacks are landscaping, service access and parking.

4. **Building Height.** Buildings shall be a maximum of 35 feet tall.
5. **Off-Street Parking.**
 - i. **Parking Requirements.** All uses in the CR land use category must provide on-site parking in accordance with the provisions of Section 23.04.162 of the Coastal Zone Land Use Ordinance.

Open Space (OS)

1. **Riparian Vegetation.** Riparian vegetation shall be retained along creekways.
2. **Density Calculations.** The parcel lying southerly of Avila Beach Drive is to be included in overall project density calculations to determine the required open space acreage for the entire project under the cluster division provisions of the Coastal Zone Land Use Ordinance.
3. **Cave Landing.** Land uses in Cave Landing should be limited to passive recreation.

Recreation (REC). The following standards apply only to lands within the Recreation land use category.

4. **Avila Point.** The following standards apply only to Avila Point, to the specific areas and land uses listed. The Avila Point area is located in the Town of Avila subarea and defined in Figure 10-5. Development on Avila Point shall require Development Plan review and approval.
 - i. **Development Footprint.** Future development shall be limited to the outer boundary of the existing impacted area from previous tank farm uses. The remaining area shall be left as open space for public access.
 - No development shall occur on the north facing slopes facing Avila Beach Drive or along Fossil Point and the south and south-east slopes.
 - ii. **Limitation on Use.** The primary use of Avila Point should be open space and passive recreation. Additional uses and development may include, in order from highest priority to lowest priority of acreage, scale, and intensity: rustic accommodations such as camping, yurts or cabins; visitor-serving commercial uses; public educational facilities such as museums and cultural centers; and residential uses.
 - Any residential development shall provide for 15 percent of all units to be affordable housing units provided on site, in accordance with the provisions of Section 23.04.092 of the Coastal Zone Land Use Ordinance.
 - The following land uses shall not be permitted: schools, social service organizations, sports assembly, manufacturing and processing, resource extraction, retail or wholesale trade, services, or transportation uses.

Figure 10-5 Avila Point

-  Avila Urban Reserve Line
-  Parcels
-  Avila Point



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
 Imagery: Microsoft Bing and its licensors, 2021.

- iii. **Site Design.** Development shall not substantially change the existing topography of Avila Point in order to preserve the important Town of Avila backdrop. Development shall not impact the north-facing slopes or its vegetation and shall not be viewed from Avila Beach Drive.
 - **Height.** Structures shall maintain the natural landscape of Avila Point and shall not exceed 25 feet in height.
 - **Visual Analysis.** A visual analysis shall be required for all development which shows how the proposed development complies with standards of Avila Point, maintains the existing topography, and integrates into the viewshed.
- iv. **Public Access Requirement.** Future development shall provide a public access easement along the coastal bluffs and shoreline of Avila Point.
 - **Offer to Dedicate.** Any offers of dedication to the County shall prioritize development on the dedicated portion of land to maximize public access.
 - **California Coastal Trail.** Development shall provide coastal trails, pathways, overlooks, and parks which connect the Town of Avila with Cave Landing through Avila Point.

Rural Lands (RL)

1. **Irish Hills.** The following standard applies only to Rural Lands land use category in the Irish Hills.
 - i. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element as "A" or "S" are limited to: ag accessory structures; animal raising and keeping; crop production and grazing; nursery specialties; specialized animal facilities; transmission facilities; residential accessory uses; single family dwellings; mobile home dwellings; temporary dwellings; roadside stands; temporary or seasonal retail sales; accessory storage; pipelines and power transmission; coastal accessways; and water wells and impoundment.
 - ii. **Permit Requirement.** Development Plan approval is required for all uses adjacent to Avila Beach Drive or Cave Landing Road.
 - iii. **Open Space Preservation.** New development proposals are to include provisions for guaranteeing preservation of the steep wooded slopes south of Avila Beach Drive extending to Ontario Ridge (see Figure 10-6). Guarantees of open space preservation may be in the form of agreements, easements, contracts, or other appropriate instrument, provided that such guarantee is not to grant public access unless desired by the property owner.
 - iv. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element shall be limited to: agricultural accessory structures; animal raising

and keeping; crop production and grazing; nursery specialties; specialized animal facilities; residential accessory uses; single family dwellings; temporary dwellings; accessory storage; pipelines and power transmission; rural sports and group activities; coastal accessways; and water wells and impoundment.

Figure 10-6 Ontario Ridge Open Space Preservation



Data Source: San Luis Obispo County, Department of Planning and Building, 2018.
Imagery: Microsoft Bing and its licensors, 2021.

Residential Multi-Family (RMF)

1. **Density.** Maximum density shall be 15 units per acre, unless the following conditions are met, in which case the maximum density shall be 38 units per acre.
 - i. The bulk, massing, and design character of the project would be consistent with that of the surrounding adjacent parcels, and
 - ii. All other design guidelines and standard applicable to RMF development are met.
 - iii. These determinations will be made by the Planning Commission through the Development Plan review Process.
2. **Prohibition on Single-Family Dwellings.** Single-family dwellings are prohibited in the RMF land use category. If multi-family development is infeasible due to the size of the lot, parking requirements may be waived.
3. **Inclusion of Studio Units.** In order to maintain an inventory of smaller units that would be affordable to a larger segment of the housing market, projects of more than four and fewer than 11 units must include at least one studio unit that is deed-restricted to function as a rental at a moderate income level. Studios that are developed pursuant to this requirement shall not be eligible for use as a residential vacation rental.
4. **Setbacks.** To achieve conformance with existing development patterns, front setback requirements shall be consistent with adjacent parcels.
5. **Allowable Building Heights.** Buildings in the RMF land use category shall be no greater than 25 feet in height. If one or more of the conditions below are met, buildings shall be no greater than 35 feet in height.
 - i. The building would result in no greater obstruction of public views and no greater limitation of solar access to adjacent properties.
 - ii. The building has a pitched roof with a slope greater than 2.5 inches over every 12inches, and the additional height above 25 feet is used to achieve this pitched roof. Heights shall be measured as specified in the Coastal Zone Land Use Ordinances.
6. **Off-Street Parking.**
 - i. **Parking Requirements.** Except as modified by this section, off-street parking requirements are as specified in the Coastal Zone Land Use Ordinance.
 - ii. **Parking Location.** To reduce visual impacts, required parking spaces shall not be located in the front setback, except as provided in Section 23.04.108.a(2) of the Coastal Zone Land Use Ordinance.
7. **Public View Protection.** All new residential development shall be designed to protect public view corridors to the beach and ocean.

8. **Landscaping Along Avila Beach Drive.** Residential development shall be clustered to prevent the construction of a long row of separate units along Avila Beach Drive. Screening of units from Avila Beach Drive may be accomplished by the use of landscaping and fences with a high degree of transparency, but not with solid walls or fences.
9. **Development Standards for Oak Woodland Preservation Areas.** In the oak woodland areas on the south side of Avila Beach Drive between San Miguel and San Luis Streets and on the vacant lot on San Rafael Street, the following development standards shall be met to preserve the natural setting and entry into Avila:
 - i. New construction in this area shall not result in the removal of any native tree with a diameter at breast height (DBH) greater than six inches, that is one of a group of trees that forms a continuous, uninterrupted canopy.
 - ii. New construction must be setback by a minimum of five feet from the dripline of any native tree to be preserved, and
 - iii. No grading or construction activities may occur within the area defined by the dripline of any native tree to be preserved.
 - iv. If retention of trees in accordance with 10.iii. through 10.v., would result in a significant reduction in the development potential of a parcel, removal of a limited number of native trees may be permitted if it would not reduce the area of the canopy by more than 15% of significantly reduce the effectiveness of the canopy in screening development from public view. All such trees shall be replaced at the rate of four trees for every tree removed, and shall be located so they will become, at maturity, part of the continuous, uninterrupted tree canopy.

Residential Rural (RR)

1. **Cave Landing.** The following land uses shall not be permitted: schools, social service organizations, sports assembly, manufacturing and processing, resource extraction, retail or wholesale trade, services, or transportation.
2. **Land Divisions.** The maximum number of parcels shall be one parcel per five acres of gross site area.
3. **Clustered Development.** Minimize site disturbance and concentrate or cluster development in accordance with Section 23.04.036. This is intended to protect riparian and wetland habitat; rare, endangered, or threatened species; and other sensitive features described in Section 23.04.036.
4. **Setbacks.** New development shall be set back at least 100 feet from the following sensitive features: wetland vegetation, the upland extent of riparian vegetation, and areas of habitat that support rare, endangered, or threatened species.

This section contains design guidelines that provide policy direction for new development in Avila in the residential areas for those parcels with a Residential Suburban (RS) land use designation.

Residential Suburban (RS). The following standards apply only to lands within the Residential Suburban land use category.

1. **Limitation on Use.** Uses allowed by Coastal Table O, Part I of the Land Use Element as within the residential clusters are limited to: home occupations; residential accessory uses; single family dwellings; temporary dwellings; public safety facilities; public utility centers; participant sports and active recreation (limited to incidental neighborhood recreation facilities); pipelines and power transmission; accessory storage; coastal accessways; and water wells and impoundment. The range of uses allowed within the coastal zone portions of the property is to be further refined through preparation of the project master development plan, so that uses will be compatible with the character of each cluster.
2. **Site Area.** Where dwellings shall be built as multi-family units, the minimum area of buildable lots may be as small as 2,500 square feet.
3. **Recreational Facilities.** Residential clusters may include incidental neighborhood recreational facilities.

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