

Appendix C

Avila Community Plan Background Report



AVILA COMMUNITY PLAN

BACKGROUND REPORT

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Appendix A: List of Events 2011-2017 within the Avila URL

EXECUTIVE SUMMARY

This background report provides an overview of existing conditions within the Avila Urban Reserve Line (Avila URL) in relation to the Comprehensive Avila Community Plan update. The information presented in this background report was collected to relieve community concerns related to traffic congestion, safety issues, and future land use patterns as well as reveal the opportunities and constraints in the Avila URL and will help inform the goals, policies, and programs included in the Avila Community Plan update.

The information in the Background Report was collected from existing planning documents for Avila, the Department of Planning and Building, other departments within the County of San Luis Obispo, and outside agencies. The following sections of this executive summary briefly outline existing conditions, and where applicable, future directions for the Avila URL.

DEMOGRAPHICS

The population within the Avila URL makes up 1% of the unincorporated county population and it is projected to increase at a rate slower than the rest of the unincorporated county. In 2015, the population within the Avila URL was 1,474,¹ and most residents fall within the over-50-age bracket. Of the residents that work, the majority commute elsewhere for employment. Residents within the Avila URL have an average yearly salary greater than those of the county. There are about 1,500 jobs within the Avila URL, most of which are related to tourism.

LAND USES

The Land Uses section of this report describes the types and intensity of land use within the Avila URL. There are approximately 2,220 acres of land within the Avila URL consisting of ten land use categories. Residential lands total 584 acres, distributed throughout the Avila URL with lower density housing in the areas of Avila Valley, and medium and higher densities scattered throughout the Town of Avila and San Luis Bay Estates. Commercial Retail makes up 53 acres and is predominately concentrated in the Town of Avila. Smaller pockets of commercial retail can be found along San Luis Bay Drive and Ontario Road. Open Space lands total 850.5 acres and are distributed across the community. There are 393.9 acres of land designated as Recreation that follow

¹ The Department's projections rely on information from the State Department of Finance, the US Census Bureau, and models from the San Luis Obispo Council of Governments and the Regional Metropolitan Planning Organization. This information is coupled with historic building trends and known limiting factors.

along San Luis Obispo and See Canyon Creeks offering visitor-serving amenities including but not limited to trails, beaches, and accommodations. There is one parcel designated Industrial lands, the former Unocal property overlooking the Town of Avila, and it is approximately 98.2 acres. The Public Facilities land use category makes up 96.4 acres and include lands owned by public agencies such as the fire station, port, piers, and school. South of Avila Beach Drive along Ontario Ridge, there are 144.7 acres designated as rural lands.

As a part of the comprehensive Community Plan Update, the existing documents that regulate the land uses within the Avila URL will be updated and consolidated into one document.

AESTHETICS

The scenic qualities are a deep part of the community's character and a major reason the area is such a highly visited destination. The subsections of the Avila URL, Avila Valley, San Luis Bay Estates, Cave Landing/Ontario Ridge, the Town, and the Port each have their own unique aesthetic character. Design standards within the Avila URL have created a more densely developed town and clustered development in San Luis Bay Estates and Avila Valley. The focus was to create pockets of development surrounded by open space. Most of the standards and regulations that influence aesthetic detail is found within the Avila Beach Specific Plan.

AIR QUALITY

The Avila URL is located within the Coastal Plateau Air Basin, which is regulated by the San Luis Obispo Air Pollution Control District. Air quality in the Avila URL is generally good according to nearby monitoring station data. Air quality issues relevant to the Avila URL include vehicle emissions, construction activity emissions, and fugitive dust odors. Proximity of the Avila URL to US 101 contributes most to the exposure of sensitive receptors to vehicle emissions. Future directions related to air quality include review and creation of policies to locate sensitive receptors away from the US 101.

BIOLOGICAL RESOURCES

The Biological Resources section describes the unique and scenic biological features that exist within the Avila URL. Approximately 1,649 acres (66%) of the Avila URL have not been converted to urban uses (i.e. residential, commercial). Avila is further unique in that it has distinct natural areas. Tree dominated habitats are predominately found along the ridgelines and in

dedicated open space whereas more drought resistant herbaceous and shrub species are found along the coast and in Avila Valley. Vegetation along San Luis Creek is further defined as a wooded wetland. There is also a myriad of special status fauna species found within the Avila URL, though the exact number is dependent on the season and migration patterns of the species.

The biological impacts of the community plan and the associated mitigation will be incorporated through the environmental review process.

CIRCULATION

This section describes the existing conditions and emerging issues related to transportation, including roads, highways, public transit, parking, and bicycle and pedestrian infrastructure. The Avila URL is accessed from Highway 101 from San Luis Bay and Avila Beach Drive. San Luis Bay merges into Avila Beach Drive, a two-lane road, and dead-ends at the parking lot at Port San Luis Harbor and entrance to Diablo Canyon Nuclear Power Plant. There is no secondary access into or out of the community. The roads throughout 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. There is also a mix of bicycle lanes, sidewalks, trails, and a public transportation service depending on the season.

The community plan update will consider policies to guide the circulation network of the Avila URL specifically evaluating additional access into and out of the Avila URL, additional parking facilities, improving and expanding the existing pedestrian and bicycle trail network.

CULTURAL AND HISTORICAL RESOURCES

The Cultural and Historical Resources section describes the prehistoric and historical occupation of the Avila URL. Avila's history extends over 9,000 years and is culturally significant to the Chumash tribe. Approximately 50 percent of the land within the coastal zone is designated as an archaeologically sensitive area indicating the prominence and potential for archaeological resources within the Avila URL.

The shipping and oil industries made the URL economically important during the 1800s-1900s. Due to an oil pipe leak that contaminated the soil, most of town was torn down in the Unocal Clean-up of the late 1990s. In the last twenty years, most of the town has been completely redeveloped. Avila has been a tourist destination since the 1870s, but the shipping and oil industries provided the economic value until the late 1900s. Since the decline of both the

shipping and oil industries, tourism has become one of the main economic generators for the Avila URL and the entire county.

HOUSING

The purpose of the Housing section is to provide a snapshot of the existing conditions of the housing market within the Avila URL. At the time of this report, there are approximately 1,062 residential dwelling units within the Avila URL with an occupancy rate of 1.38 persons per unit. Of the total dwelling units, 17 percent are used as residential vacation rentals; the highest portion of housing stock dedicated to vacation rentals of all unincorporated communities. This adds to the affordable housing challenge in the Avila URL as it further reduces the community's already limited supply of long-term rental housing. The community has nearly reached build-out and based on the current growth rate, build-out will be reached by 2080 with a projected population of 2,204.

PUBLIC FACILITIES

The Public Facilities section describes the community infrastructure that provides the foundation for development and growth. It considers infrastructure and systems for water distribution, wastewater treatment, solid waste disposal, and storm water management. In addition, the section describes services including police and fire protection and local schools.

Within the Avila URL, there is a port, fire station, an elementary school, five water purveyors, and one wastewater facility. 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 Hanford Pier, Harbor terrace, Fishermen's Beach, Port Beach, Cal Poly Research Pier, light station (outside the URL), Avila Pier, Avila Beach and Pirate's Cove. County Fire services the Avila URL out of Fire Station 62. Belleview-Santa Fe Charter School is the only school facility within the URL and serves students in K-6th grades. The County of San Luis Obispo Sheriff's Department services the Avila URL out of the Coast Station located in Los Osos.

There are five water purveyors in the Avila URL that distribute water from three sources: State Water Project, Lopez Lake Reservoir, and Avila Valley Sub-Basin. The water purveyors include the Avila Beach Community Services District (CSD), Avila Valley Mutual Water Company (MWC), San Miguelito MWC, County Service Area (CSA 12), and Port San Luis. San Miguelito MWC and Avila Beach CSD provide waste water services. San Miguelito MWC waste water facility is outside of the URL in Wild Cherry Canyon, property owned by PG&E.

HAZARDS

Hazards are the natural and human-caused vulnerabilities that pose a reasonable threat to a community. Drought, flooding, hazardous material, seismic hazards, sea level rise, and wild fires were all analyzed through the Background Report. Within the Avila URL, there are additional considerations and challenges when mitigating these hazards since Avila Beach Drive is considered a dead-end road west of San Luis Bay Drive. Avila Beach Drive is the main access road through the URL and serves as the main entrance to Diablo Canyon Nuclear Power Plant. Even though the plant is not within the Avila URL, it is important to consider the effects decommissioning will have on the community.

NOISE

The Noise section provides a discussion on the existing noise setting of the Avila URL. It also identifies locations of major noise sources and noise sensitive land uses. The greatest noise sources are traffic from US 101, San Luis Bay Drive, Avila Beach Drive, and San Luis Street. Other sources of noise include pedestrians, commercial and recreational activities, temporary events, and sounds associated with the coastal setting (e.g., ocean waves and faunal activity). Recently, there was an increase in the number and frequency of temporary events within the area, which has increased traffic-related noise to the area as well as point-source noise associated with events.

TOURISM AND TEMPORARY EVENTS

The Tourism and Temporary Events section describes the rise in visitor-serving amenities and uses and more recent upsurge in temporary events within the Avila URL. The Avila URL has been a popular tourist destination since the 1870s. More recently, the number of events and the number of visitors to the area has resulted in effects to traffic, parking, and an increase in point-source noise. Input from community members indicates a desire to limit and regulate events as well as accommodating and balancing the influx of tourists enjoying the natural and scenic areas the community has to offer.

COMMUNITY OUTREACH

Since the official funding approval by the Board of Supervisors in June 2016, Planning & Building has hosted four public workshops, seven subcommittee meetings, completed an online participatory mapping project, and provides monthly updates at the Avila Valley Community Advisory Council (AVAC) Meetings.

1 - INTRODUCTION

The intent of the 2018 Avila Community Plan Background Report (Background Report) is to provide an understanding of the existing conditions for the community within the Avila URL. This Background Report will ultimately inform the comprehensive Avila Community Plan update and establish a baseline for environmental review associated with the community plan update.

The comprehensive Avila Community Plan update was funded and authorized by the County of San Luis Obispo Board of Supervisors on June 13, 2016. The Avila Community Plan update was authorized by the Board of Supervisors to address growing community concern related to traffic congestion, safety issues, and future land use patterns.

COUNTY GENERAL PLAN

California planning law requires cities and counties to prepare and adopt a “comprehensive, long-range general plan” to guide future physical development (Government Code Section 65300). Comprehensive studies and community outreach are essential and required during the general plan update process to successfully guide long-range development. State law also specifies the content of general plans. A general plan must contain development policies, diagrams, and text that describe objectives, principles, standards, and plan proposals. Per the Governor’s Office of Planning and Research (OPR) 2017 General Plan Guidelines, topics from different elements may be combined, but all must be addressed within the general plan (OPR 2017).

State law also specifies the content of general plans and requires preparation of seven mandated elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. The County has elected to include four additional elements: Economic, Parks and Recreation, Off-shore Energy, and Agriculture, resulting in eleven equal-status general plan elements.

LAND USE ELEMENT

The Land Use Element (LUE), known as Title 22 (Inland) and Title 23 (Coastal) describes the official County policy and regulation on the orderly growth and development of land. As previously mentioned, the LUE is one of eleven elements of the San Luis Obispo County General Plan. The existing LUE has been prepared in accordance with state law regulating General Plans, and it has been adopted by the County Board of Supervisors. The LUE coordinates and implements policies and programs from all the other County general plan elements that affect land use, as well as provides policies and standards for the management of growth and development in each unincorporated community

and the rural areas of the county. The LUE also serves as a reference point and guide for future land use planning studies throughout the county. The LUE incorporates the Land Use Plan (LUP) portion of the County Local Coastal Program (LCP). The LUP has been certified by the California Coastal Commission.

For ease of understanding and administration, the LUP serves as the Land Use Element for the Coastal Zone, which is the area subject to the California Coastal Act of 1976. The LUP, together with the Coastal Zone Land Use Ordinance (CZLUO) and related maps, comprise the County's LCP. The LCP is consistent with standards and procedures contained in Public Resources Code Section 30510, et seq., that are established for the preparation, approval, and certification of Local Coastal Programs.

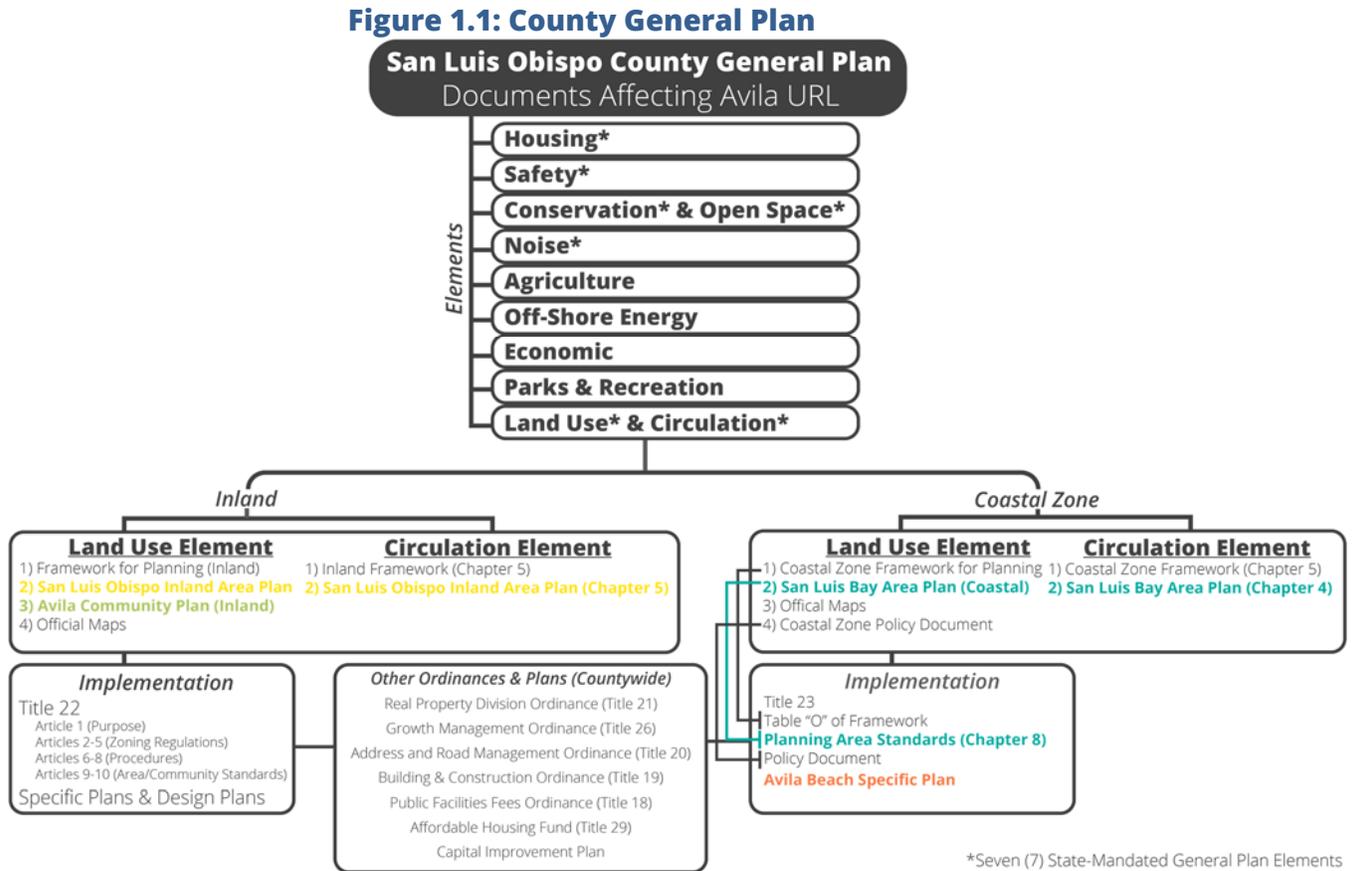
RESOURCE MANAGEMENT SYSTEM (RMS)

The Resource Management System (RMS) is described in the Framework for Planning, Part I of the Land Use Element of the County General Plan. The RMS provides information to guide decisions about balancing land development with the resources necessary to sustain such development. To accomplish this goal, the RMS focuses on collecting data, identifying problems, and helping decision-makers develop solutions for the County and for individual communities.

A key part of the RMS is the biennial Resource Summary Report (RSR), which addresses six resources: water, sewage disposal, schools, roads, air quality, and parks. The report is published by the Department of Planning and Building using information gathered from service providers, County agencies, reports from state and regional agencies, and other related research through environmental impact reports and plan updates. The primary purpose of the RSR is to provide a comprehensive summary of the County's current state of natural and human made resources. Recommended actions in the RSR may also address resource use by existing development and recommend improvements to infrastructure and efficiencies. Information from the 2014-2016 RSR was used to describe current conditions of the Avila URL related to water, waste water, schools, circulation, air quality, and parks.

AVILA PLANNING DOCUMENTS

Figure 1.1, depicts the elements of the general plan and the documents that guide development in Avila.



Source: County of San Luis Obispo Department of Planning & Building (2017)

The intent of this Community Plan Update is to create a comprehensive document that provides all relevant information on the community within the Avila URL. Typically, community plans guide land use decisions over a 20-year planning horizon. Prior to initiating, it is critical to establish existing baseline conditions. The Background Report will establish baseline conditions by assessing existing policies, programs, standards, and environmental conditions that affect the land within the Avila URL. The information established by this document will help to inform the comprehensive Avila Community Plan update. As seen in Figure 1.2, there are four existing County planning documents that guide Avila: The San Luis Obispo Inland Area Plan, Avila Community Plan (Inland), San Luis Bay Area Plan (Coastal), and the Avila Beach Specific Plan. The

Community Plan Update intends to compile all the relevant information about Avila from the four existing documents into one comprehensive document.

SAN LUIS BAY AREA PLAN COASTAL (CERTIFIED FEBRUARY 25, 1988; REVISED AUGUST 2009)

The San Luis Bay Area Plan Coastal describes County land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinances and Local Coastal Program. This area plan allocates land use throughout the planning area by land use categories. The land use categories determine land uses that may be established on a parcel of land, as well as defining their allowable density and intensity. 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.

SAN LUIS OBISPO INLAND AREA PLAN (AUGUST 8, 2013)

The San Luis Obispo Inland Area Plan contains policies and programs for the rural portions of the San Luis Obispo planning area and the area within the San Luis Obispo Urban Reserve Line. It also contains regional policies and programs that affect both urban and rural areas. The plan establishes policies and programs for land use, circulation, public facilities, services, and resources for the rural portions of the planning area.

AVILA COMMUNITY PLAN (INLAND)

The Avila Community Plan describes County land use and transportation programs for a 20-year time frame in the community of Avila Beach. All information contained in this plan is now part of the San Luis Obispo Inland Area Plan.

AVILA BEACH SPECIFIC PLAN (CERTIFIED NOVEMBER 15, 2000; REVISED MARCH 2001)

The Avila Beach Specific Plan was adopted in 2000 with the purpose of creating a vision for rebuilding the town of Avila Beach following an oil spill and clean-up operation by the Unocal Corporation (Unocal). The cleanup resulted in much of the town's commercial district being demolished during the Unocal clean-up. The boundaries of the Avila Beach Community Services District serve as the project area of the specific plan. This includes the area bounded by Cave Landing Road to the east, the edges of the Avila Beach Drive right-of-way to the north and west, and the Pacific Ocean to the south. The Specific Plan represents the most recent planning document for the community and encompasses approximately 7% of the acreage of the URL.

SAN LUIS BAY ESTATES MASTER DEVELOPMENT PLAN (MASTER USE PERMIT – 1981; AMENDED 1987)

San Luis Bay Estates, a private development, covers approximately 1,050 acres in the north-west side of the Avila URL. The conditional use permit was granted in 1967 to development the property to include a gated residential community, a hotel, retail stores, offices, and a golf course. By the time the San Luis Bay Estates Master Development Plan was approved in 1981, a hotel, an 18-hole golf course, tennis facilities, a private water supply and sewage disposal systems, a fire station, private roads, the first unit of a mobile home park, and an office area adjacent to the entrance gate on San Luis Bay Drive were already constructed. The development plan divides development into six residential phases. The last phase of the permit is in the process of being built-out.

GENERAL PLAN AMENDMENT PROCESS

The General Plan may be amended whenever the Board of Supervisors deems it public necessity. Since the community plan is a part of the general plan, any changes require a general plan amendment. The following provides a brief description of the steps in the amendment process; however, more detail on the amendment process can be found in County Code 23.01.050.

1. Authorization: Amendments may be initiated by the Board of Supervisors upon its own motion; or by the Board of Supervisors upon acceptance of a petition from any interested party, including the Planning Director and/or Planning Commission.
2. Creation: During this stage, community outreach is continued. All relevant information to the Avila URL will be compiled into the draft community plan, and any changes and/or additions to the policies will be made. The intent of this step is to compile a comprehensive plan (inland and coastal) to guide land use decisions over a 20-year planning horizon.
3. Environmental Review: As required by the California Environmental Quality Act (CEQA), the plan update will be subject to an environmental review to determine if significant environmental impacts may result from the proposed changes. The review will result in either a Negative Declaration (ND) or a determination that an Environmental Impact Report (EIR) is required.
4. Planning Commission Hearing: The Planning Commission will hold a public hearing for the proposed amendment to the General Plan, pursuant to Section 23.01.060. The purpose of the hearing shall be to receive testimony from parties interested in the proposed amendment,

- consider the recommendations of the Planning Director, and adopt a recommendation for the Board of Supervisors.
5. Planning Commission Recommendation: After the public hearing, the Planning Commission will provide written recommendation to the Board of Supervisors on the proposed amendment, setting forth the reasons for the recommendation and the relationship of the proposed amendment to affected general and specific plans.
 6. Board of Supervisors Hearing: Upon receipt of the Planning Commission recommendation, the Board of Supervisors shall hold a public hearing pursuant to Section 23.01.060. The Board of Supervisors may approve, modify or disapprove the recommendation of the Planning Commission, provided that any modification of a proposed amendment by the Board of Supervisors not previously considered by the Planning Commission shall first be referred to the Planning Commission for report and recommendation. The Planning Commission is not required to hold a public hearing on such referral. Failure by the Planning Commission to report within 40 days after the referral shall be deemed approval of the proposed modification to the amendment.
 7. California Coastal Commission Hearing: An amendment to the San Luis Obispo County Local Coastal Plan will not be accepted as effective until it is certified by the California Coastal Commission pursuant to Chapter 6, Article 2 of the California Coastal Act.
 8. Board of Supervisors Hearing: If the California Coastal Commission approves the amendment with modifications, then the Board of Supervisors must adopt the modifications at a regular hearing.

DOCUMENT ORGANIZATION

The following chapters are divided into topic areas. Each topic area details the current regulations, current conditions, and outlines with there are emerging directions through three distinct sections. The “Regulatory Setting” section in each chapter provides a description of all federal, state, and local regulations related to the topic. The “Current Conditions” section provides a baseline for each topic and discusses constraints. Not all chapters include an “Emerging Directions” section, but if one is included, then this section provides any additional consideration and/or study needs during the update process.

2 - DEMOGRAPHICS

The following is a demographic profile of information on population, age, gender and employment in the Avila URL.

POPULATION

In 2015, the population within the Avila URL was 1,474,² which was approximately 1% of the unincorporated county population (SLOCOG, 2017). According to the most recent population projections, the URL may have 1,671 residents by 2050 (SLOCOG, 2017). The population within Avila URL is projected to increase at a slower rate than the rest of the unincorporated county. SLOCOG projects that the population within the Avila URL will increase on average 1.7% every five years as opposed to the 2% average increase in the remaining unincorporated county.

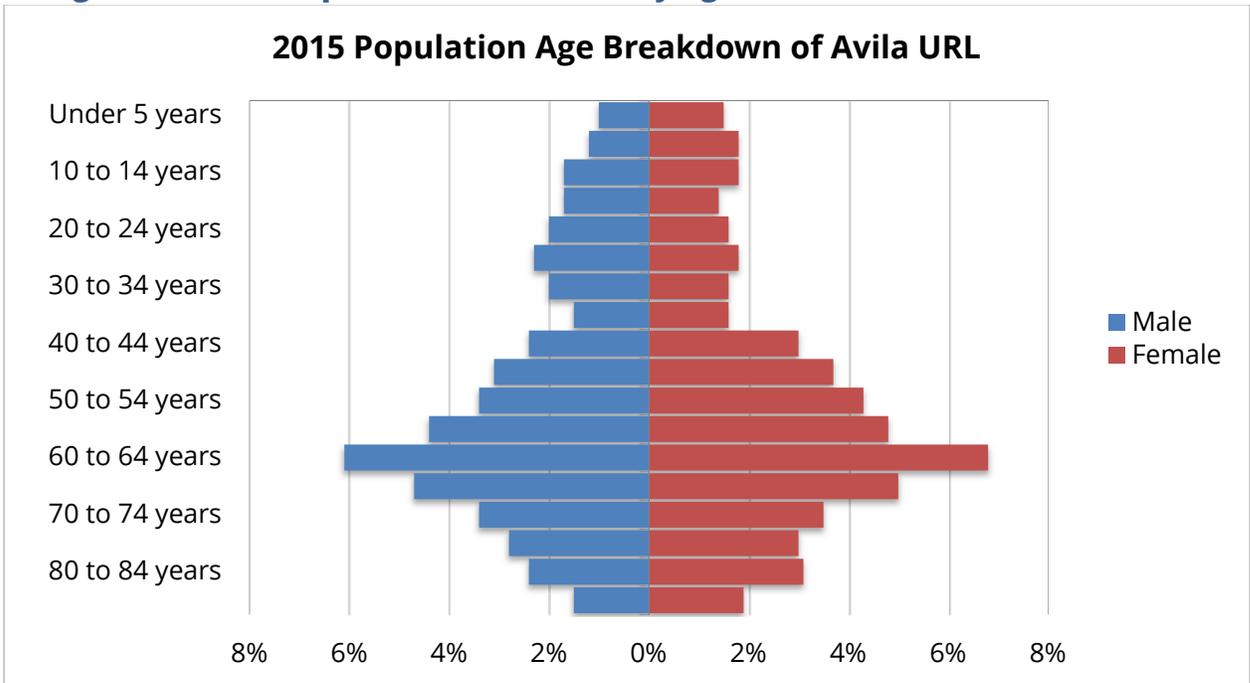
The population of Avila has increased and decreased over time. In 1977, the population in the Avila URL was under 400 residents, primarily located in the Town subsection. This number is significantly smaller than today's population since San Luis Bay Estates had yet to be constructed. In the 1970s, the Town subsection was considered an area for low-cost college-age/young adult housing. During this time, the Town subsection experienced a decline in population because of limited residential units and a high portion of housing stock dedicated as secondary residences. Today, the Town subsection is seeing a decrease in population due to economic and visitor-serving factors. A more detailed discussion on dwelling units and population can be found in Chapter 9 - Housing.

The age demographics have also changed since the 1970s. In 1976, 39.1% of the Town subsection's population was in the 20-29 age bracket. Forty years later, this age group makes up 4.1% of the URL population. Within the Avila URL, most of the population is in the over-50 age bracket. This age bracket represents 61% of the Avila URL population.

Looking at the county as a whole, the age breakdown between the Avila URL and the entire county are very different. The over-50 age bracket makes up the minority of the entire county at 36.6%. Figure 2.1 depicts the 2015 population breakdown by age and gender of Avila URL. Figure 2.2 shows the 2015 population breakdown by age and gender in the county.

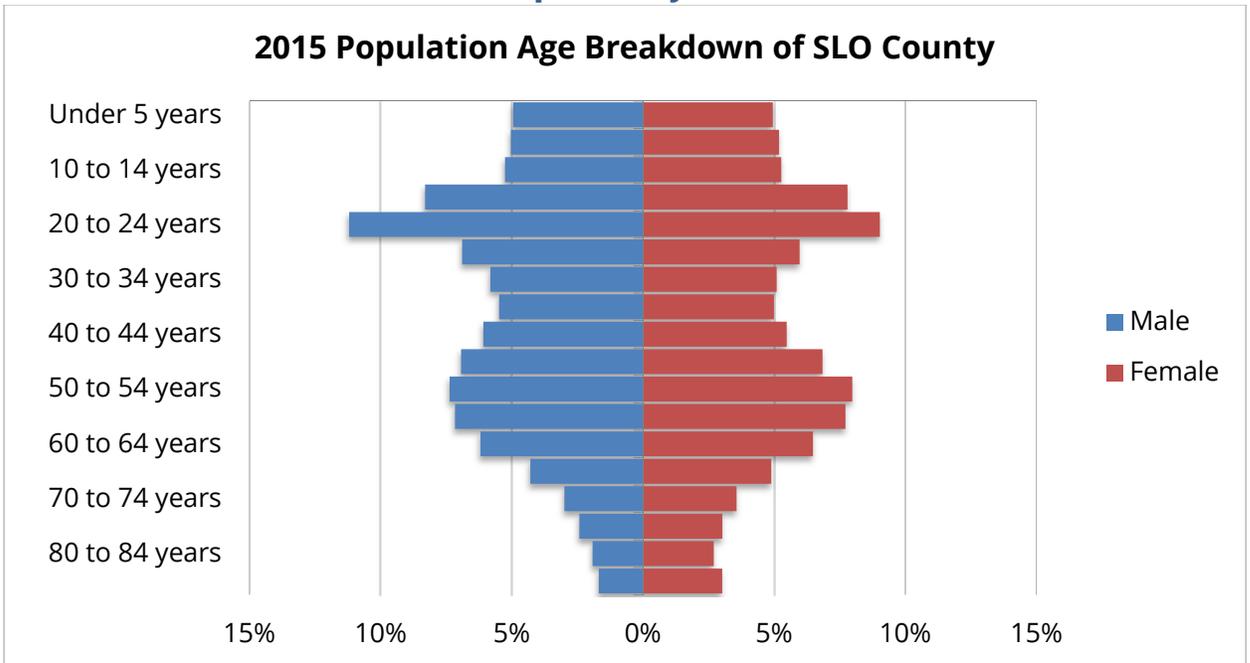
² The Department's projections rely on information from the State Department of Finance, the US Census Bureau, and models from the San Luis Obispo Council of Governments and the Regional Metropolitan Planning Organization. This information is coupled with historic building trends and known limiting factors.

Figure 2.1: 2015 Population Breakdown by Age and Gender of Avila URL



Source: 2010 Census DP-1-Geography-Avila Beach and 2015 San Luis Obispo County Population Projections

Figure 2.2: 2010 Population Breakdown by Age and Gender of San Luis Obispo County

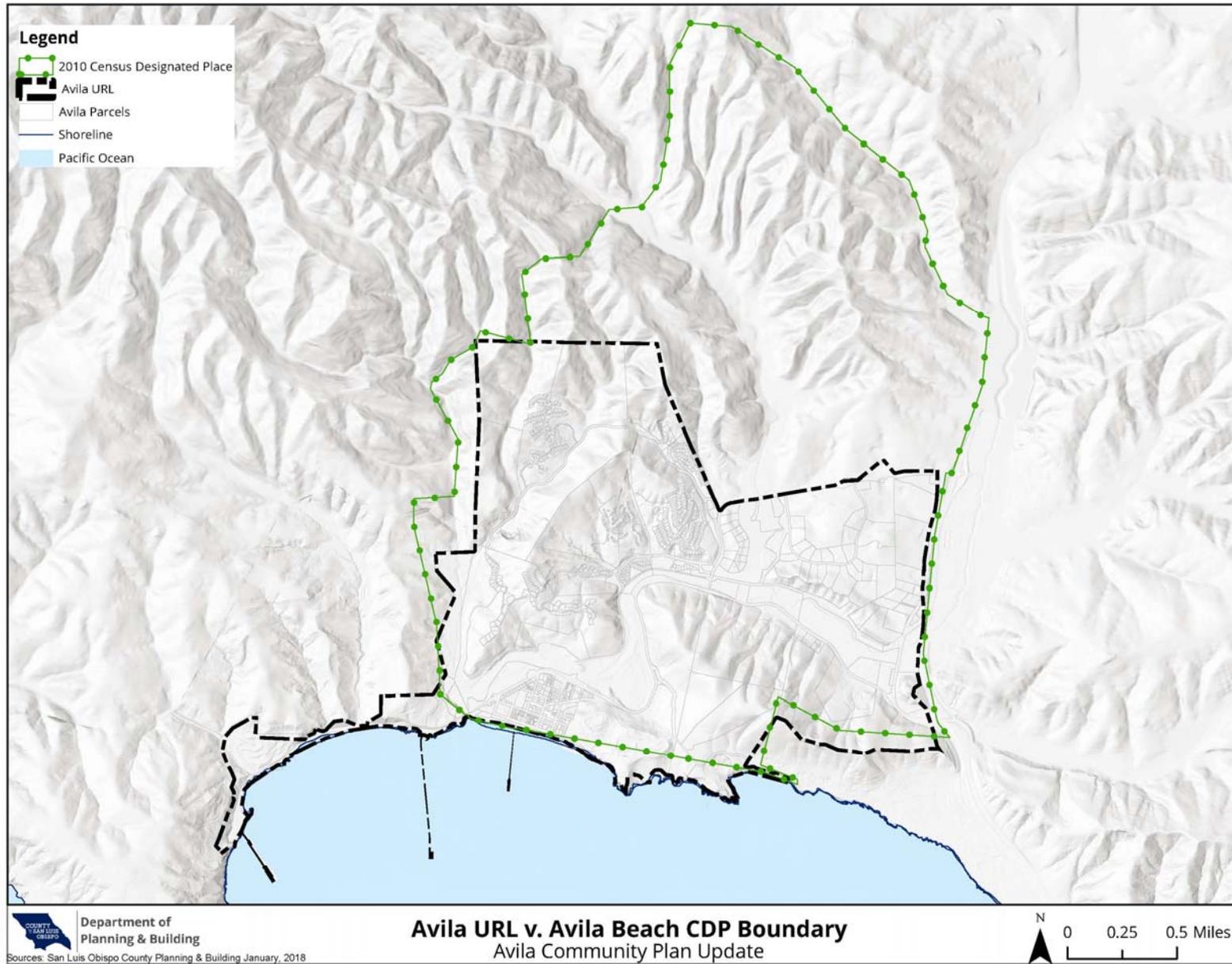


Source: 2010 Census DP-1-Geography-San Luis Obispo County

EMPLOYMENT

Avila Beach was recognized as a Census Designated Place (CDP) during the 2010 decennial census. CDPs are the statistical counterparts of incorporated places and are delineated to provide data for settled concentrations of population that are identifiable by name but are not legally incorporated under the laws of the state in which they are located. As seen in Figure 2.4, the Avila Beach CDP is larger than the Avila URL. As the Census collects the most consistent and comprehensive demographic information, a percentage of the Census figures was used in this analysis by factoring out the additional address points outside the Avila URL in the CDP.

Figure 2.4: Avila URL v. Avila Beach CDP Boundary



Source: County of San Luis Obispo Department of Planning & Building (2018)

According to the U.S. Census Bureau's On-the-Map 2015 Inflow/Outflow Report, there were 1,562 primary jobs within the Avila URL³. A primary job is defined as the one job that provides each person with the most earnings. Individuals that live outside the Avila URL held 98.5% of the primary jobs located within the URL (U.S. Census Bureau, 2015). As seen in Figure 2.5, only 4.6% of the population living within Avila Beach CDP were employed within the Avila URL.

Of the jobs located within the Avila URL, about 85% can be found in three employment sectors: Educational Services, Accommodation and Food Services, and Arts, Entertainment, and Recreation sectors. These job sectors are primarily visitor-serving which generate additional traffic to the area. Traffic within the community is a topic of concern due to limited roadway capacity, parking, and alternative emergency access.⁴ Due to the lack of public transportation, most employees commute via single-occupancy in a vehicle. Forty-two percent (42%) of the employees that work within the Avila URL live no more than 10 miles away from their primary job in the Avila URL (U.S. Census Bureau, 2015).

Figure 2.5: 2015 Inflow/Outflow Counts of All Jobs in Avila URL



Of the residents within the Avila URL that are employed elsewhere, the top employment sectors are Health Care and Social Assistance, Accommodation and Food Services, and Educational Services. Forty-eight percent (48%) of the households within the Avila URL have a yearly income of \$75,000 or more; which is slightly over the county at forty-one percent (41%).

³ The original number has been adjusted by 9.2% to account for the dwelling units outside of the Avila URL.

⁴ These constraints will be fully discussed in Chapter 7 – Circulation.

LAND USE CONNECTION

In summary, the population within the URL makes up 1% of the unincorporated county population and the population is projected to increase at a rate slower than the rest of the unincorporated county. Most residents fall within the over-50-age bracket. Of the residents that work, the majority commute elsewhere for employment. Residents within the Avila URL have an average yearly salary greater than those of the county. There are about 1,500 jobs within the Avila URL, most of which are related to tourism.

This information will be useful during the plan update because the build-out of the Avila URL will be assessed. Build-out capacity is an estimate of the likely ultimate population anticipated within the land use categories for the URL, including any limitations on density imposed by area plan or coastal zone land use ordinance standards. Knowing the current employment conditions, infrastructure constraints, and projected population are necessary to estimating this number. Build-out is revisited in Chapter 3–Land Uses and Chapter 9–Housing.

3 - LAND USES

This chapter summarizes applicable land use regulations and identifies existing land uses and community form.

REGULATORY SETTING

STATE

CALIFORNIA PLANNING LAW AND GENERAL PLAN GUIDELINES

California planning law requires cities and counties to prepare and adopt a “comprehensive, long-range general plan” to guide future physical development (Government Code Section 65300). To assist local governments in preparing general plans and the public in participating in that process, the Governor’s Office of Planning and Research (OPR) periodically revises guidelines for the preparation and content of local general plans (Gov. Code § 65040.2). State law requires preparation of seven mandated elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. The County has elected to have four additional elements: Economic, Parks and Recreation, Off-shore Energy, and Agriculture, resulting in eleven equal status general plan elements. A general plan must contain development policies, diagrams, and text that describe objectives, principles, standards, and plan proposals. Per the Governor’s Office of Planning and Research (OPR) 2017 General Plan Guidelines,

topics from different elements may be combined, but all must be addressed within the general plan (OPR 2017).

CALIFORNIA COASTAL ACT AND CALIFORNIA COASTAL COMMISSION

The California Coastal Commission, the state's coastal protection and planning agency acting under the directive of the California Coastal Act of 1976 (Coastal Act; Public Resources Code Section 30000), was established by voter initiative to plan for and regulate new development, and to create strong policies to protect public access to and along the shoreline. The components of the Coastal Act most relevant to land use and development in the Coastal Zone in the planning area include:

- Chapter 3: Coastal Resources Planning and Management Policies – provides goals and objectives associated with California's coastal resources and associated public access, recreation, marine environment, land resources, development, and industrial development.
- Chapter 6: Implementation – establishes the process and procedure for the development and certification of LCPs in the Coastal Zone.
- Chapter 7: Development Controls – creates general provisions and procedures for development within the Coastal Zone to best achieve the goals and objectives identified in Chapter 3.

Ensuring that coastal-dependent uses are afforded locations and resources to succeed is one of the primary goals of the Coastal Act. Section 30255 requires that the County give priority within the Coastal Zone to uses that must be located near the coast to function. Coastal-dependent uses must be accommodated on or near the coast, and coastal-related uses must be accommodated near related coastal-dependent uses.

In addition to coastal-dependent and coastal-related uses, another priority for locations in the Coastal Zone is for visitor-serving uses such as retail, restaurants, and other attractions (Coastal Act Section 30222), and affordable overnight accommodations (Section 30213). Adequate parking, facilities, and accommodations must also be available and affordable to the general public. The Coastal Act also places a priority on recreational boating harbors and facilities serving the commercial fishing. The Coastal Act calls for these types of facilities to be protected and upgraded and, as much as possible, proposed recreational boating facilities shall not interfere with the needs of the commercial fishing industry (Section 30234).

The final Coastal Act requirement concerning priority uses in the Coastal Zone addresses the location and sustainable management of energy facilities. This includes both oil drilling activities (Section 30262) and emerging

technologies, such as solar arrays and wave energy converters, to provide renewable energy (Section 30253(d)).

REQUIREMENTS FOR LOCAL COASTAL PROGRAMS

To ensure maximum public access to the coast and public recreation areas, the Coastal Act directs each local government lying within the Coastal Zone to prepare an LCP consistent with Section 30501 of the Coastal Act, in consultation with the Coastal Commission and with public participation.

Until an LCP has been adopted by the local jurisdiction and certified compliant with the Coastal Act, the Coastal Commission retains permitting authority within the portion of a local jurisdiction located in the Coastal Zone. Section 30519(a) of the Coastal Act specifies that once an LCP has been developed for a municipality, development review authority is delegated to that local government.

REQUIREMENTS FOR COASTAL DEVELOPMENT PERMITS

A coastal development permit is required for development in the Coastal Zone that results in changes to the density or intensity of the use of land, changes in water use, and/or impacts to coastal access. The general provisions for coastal development permits are described in Section 30600 of Chapter 7 of the Coastal Act. This requirement is waived for emergency projects that are deemed necessary to protect life or property (although the project applicant is required to obtain a permanent coastal development permit once emergency conditions have passed).

The development permit review process is described in ordinances developed by local governments, pursuant to Section 30519. Additionally, Section 30519(b) specifies that requirements for coastal permits do not apply to development proposed in certain areas. These areas are outlined in Section 30600(a)(2), which states that a permit shall not be required for development on tidelands, submerged lands, or public trust lands, or for any development for which local permits are not usually required. Development in these areas is instead subject to review by the Coastal Commission. The requirements also do not apply to development by a port or harbor district if the LCP includes specific development plans for the area.

INDUSTRIAL DEVELOPMENT

Section 30260 states that “coastal-dependent industrial facilities” shall be encouraged so long as they are consistent with the values outlined in the Coastal Act, and there is minimization of any adverse impacts.

REQUIREMENTS FOR COASTAL ENERGY FACILITIES

Section 30413 explains that the Coastal Commission and the California Energy Commission (CEC) participate in decisions that are made regarding certain coastal areas that relate to energy resources. Section 30264 further explains that thermal electric generating power plants are permitted if the specific site is deemed appropriate by the CEC.

REGIONAL AND LOCAL

SLOCOG REGIONAL TRANSPORTATION (RTP)/ SUSTAINABLE COMMUNITIES STRATEGY (SCS)

Like all regional agencies in California, the San Luis Obispo Council of Governments (SLOCOG) is required by state and federal law to prepare, update and adopt a Regional Transportation Plan (RTP) every four years. SLOCOG is the region’s Metropolitan Planning Organization and its purpose is to examine common regional problems and suggest solutions. SLOCOG’s prime responsibilities include transportation planning and funding for the region, while also serving as a forum for the study and resolution of regional issues.

The 2014 RTP is the region’s blueprint for a transportation system with the purpose of enhancing quality of life by meeting current and future mobility needs. The 2014 RTP strives to further enhance our quality of options for people and goods. The plan includes a strong commitment to creating a more sustainable transportation system that maximizes choice, addresses transportation issues holistically and is both visionary and attainable.

Over the last few decades there has been a continuing shift in land use patterns to more concentrated development. Urban reserve and service lines were adopted in the 1980s, together with a significant “down-zoning” of rural areas to lower density rural residential and higher agricultural minimum parcel sizes. More sustainable development goals, policies and strategies have also been integrated into many general plans. Many zoning codes have also been updated to modify setbacks, allowing mixed land uses and providing more flexibility. These regulatory changes, together with changing markets and housing preferences have resulted in more concentrated development patterns in urban areas.

Using Community 2050 as its foundation, SLOCOG adopted the 2010 RTP which included a Preliminary SCS. That plan identified various development

scenarios and SCS policies and actions. The plan proactively linked land use, transportation, and air quality for the first time. The 2014 RTP built on these prior efforts and formally addresses all requirements specified in SB 375.

THE COUNTY OF SAN LUIS OBISPO LAND USE AND CIRCULATION ELEMENT

The Land Use and Circulation Element (LUCE) is the broadest scope of the elements and it establishes the pattern for land use. To implement the LUCE the county uses Title 23: Coastal Land Use Ordinance and Title 22: Inland Land Use Ordinance. There are four general plan documents that affect Avila: The San Luis Obispo Inland Area Plan, Avila Community Plan (Inland), San Luis Bay Area Plan (Coastal), and the Avila Beach Specific Plan. These provide policies, programs and standards guiding land use within the Avila URL.

PORT SAN LUIS HARBOR DISTRICT MASTER PLAN (2004)

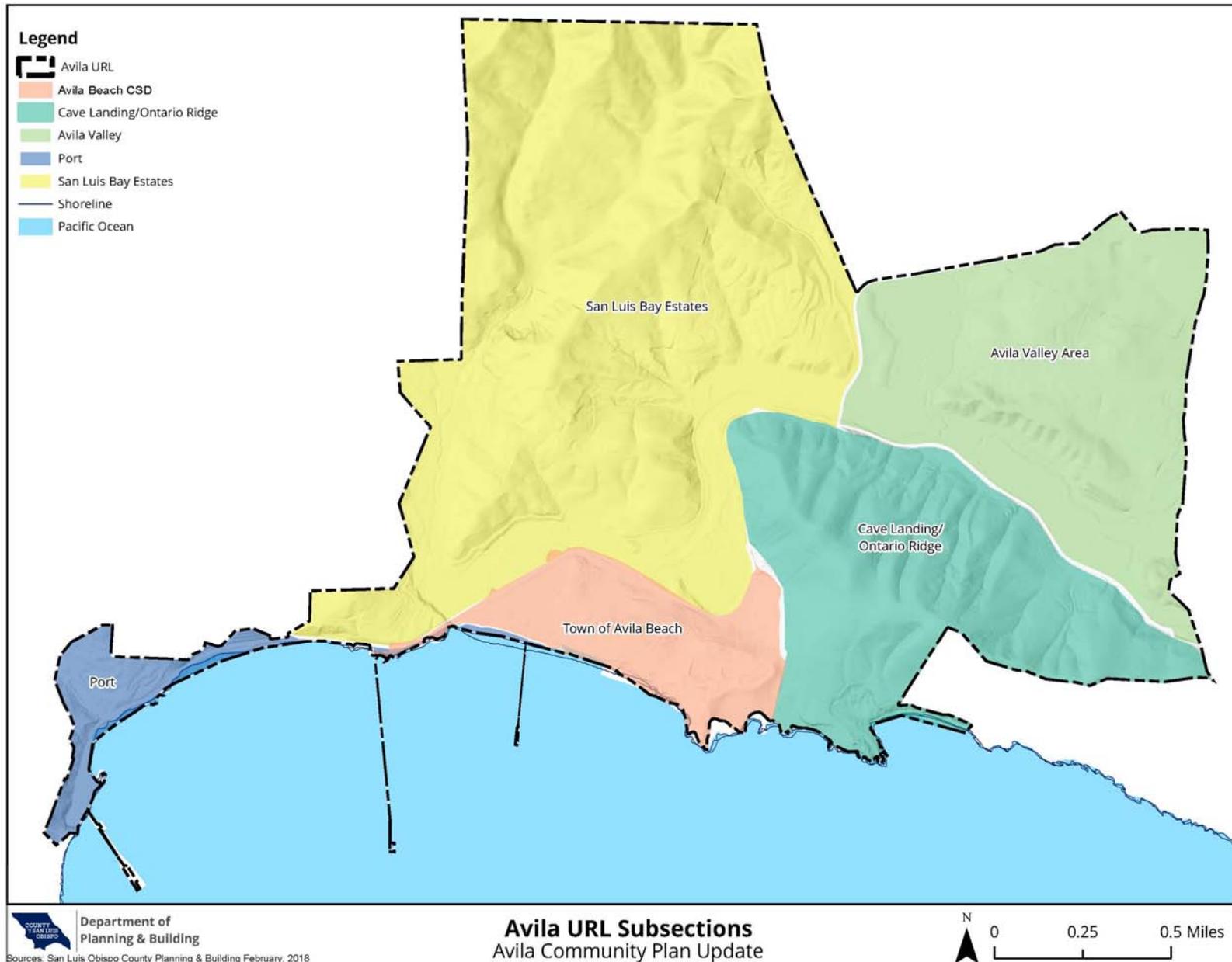
Port San Luis Harbor District manages San Luis Bay through the Port Master Plan (2004). This Plan sets forth the Harbor District's official public policy regarding the use and development of the land, piers, and tidelands under its administration. The Port Master Plan is both a policy plan and master development plan for the areas under the control of the Harbor District. The goals and policies set forth in Chapter 3 of the Master Plan are incorporated into the County Local Coastal Program (LCP) in the San Luis Bay Area Plan (Coastal). This plan must be consistent with the County's LCP. All activities of the Harbor District affecting the physical development of the harbor must be consistent with this Plan.

EXISTING CONDITIONS

AVILA URL SUBSECTIONS

The Avila URL includes the area bounded on the east by US 101, the city of Pismo Beach on the south, the coastal zone on the west, and the Irish Hills to the north. The URL is divided into five sub-subsections: San Luis Bay Estates, Avila Valley, Cave Landing/Ontario Ridge, the Town of Avila Beach, and Port San Luis. These subsections can be seen in Figure 3.1 and are described below.

Figure 3.1: Subsections of Avila URL



Source: County of San Luis Obispo Department of Planning & Building Department (2018)

AVILA VALLEY

The subsection of Avila Valley is located at the easterly edge of the Avila URL, about two miles east of the town of Avila Beach. It is bound by US 101 to the east, by Ontario Ridge on the south, and by San Luis Bay Drive on the north and west. This subsection has a rural look by design and necessity due to the topographical features. Land in Avila Valley consists of several hazard areas including flood plains along the See Canyon and San Luis Obispo Creeks, and geologic hazard areas consisting of steep slopes. Only 8% of the total residential dwelling units can be found within Avila Valley.

SAN LUIS BAY ESTATES

The San Luis Bay Estates subsection lies north of Avila Beach Drive between San Luis Bay Drive on the east and San Luis Obispo Creek to the south, covering approximately 1,050 acres. San Luis Bay Estates is a private residential development and encompasses the entire subsection. Sixty-two percent (62%) of the residential dwelling units within the Avila URL are within San Luis Bay Estates.

A conditional use permit was granted in 1967 to develop the property to include a gated residential community, a hotel, retail stores, offices, and a golf course. In the 1980s, by the time the San Luis Bay Estates Master Development Plan was approved, a hotel, 18-hole golf course, tennis facilities, private water supply and sewage disposal systems, fire station, private roads, the first unit of a mobile home park, and an office area adjacent to the entrance gate on San Luis Bay Drive had already been constructed. The development San Luis Bay Estates was divided into six residential phases. The last phase of the plan is in the process of being built-out.

Within the subsection, there are pockets of development surrounded by open spaces, which was a condition in the Master Development Plan. Each phase of residential development includes the reservation of an area of open space to be reserved by perpetual easement to maintain a ratio of one acre of open space for each existing and proposed residential living unit. To satisfy this requirement, areas around the cluster developments are zoned open space, portions of the golf course are covered under Open Space Agreements and there is property within the Cave Landing/Ontario Ridge subsection that is included in the open space calculation. Throughout the development there is a trail system, which was intended to be in lieu of sidewalks. Since San Luis Bay Estates is a private community, none of the facilities are maintained or operated by the County.

CAVE LANDING/ONTARIO RIDGE

This subsection is on the southeast side of the Avila URL. The approximately 221 acres are bounded by the Pismo Beach city limits to the east, Avila Beach Drive to the north, Cave Landing Road to the West, and the Pacific Ocean to the south. The subsection encompasses the southerly slopes of Ontario Ridge and the bluffs and surrounding beaches of Pirates Cove. It is bordered on the west by the Union Oil Company tank farm (within the town of Avila Beach subsection). Access to Cave Landing is from Cave Landing Road via Avila Beach Drive. Most of the subsection is undeveloped other than three residential dwelling units (0.3% of the dwelling units in the Avila URL) and Sycamore Mineral Hot Springs, a spa and hot spring resort.

This subsection is known for the informal hiking trail along Ontario Ridge and Pirate's Cove with beach and coastal bluffs. There is no through-access as the subsection is barricaded at the easterly end where it abuts the Pismo Beach city limits. Cave Landing Road is within the County road system but is maintained at minimum standards with a narrow pavement width. The beach is a heavily used recreational resource; however, the lack of improved access and parking has resulted in considerable degradation of native vegetation and erosion along footpaths to the beach and cliff-top parking areas.

THE TOWN OF AVILA BEACH

The town of Avila Beach (Town) subsection is contained within the Avila Beach Community Services District boundary, which is approximately 165 acres. This subsection is bound by Avila Beach Drive to the north, the Pacific Ocean to the south and Cave Landing Road to the east. The Town subsection includes the main commercial hub of the Avila URL, the Unocal property and the Port San Luis Harbor District lands. As a result of the Unocal cleanup, most of the town has been redeveloped since the early 2000s, which has been guided by the Avila Beach Specific Plan (2001). The Unocal cleanup is discussed in Chapter 8 – Culture and History. Before the cleanup, this subsection contained the most residential dwelling units. Today, 37% of the residential dwelling units within the Avila URL are found within the Town subsection.

Due to the beach and the commercial activity in the subsection, residents and visitors intermingle most often in this region. Most of the visitor-serving businesses such as restaurants, gift shops, vacation rentals, and hotels are found within this subsection. As guided by the Avila Beach Specific Plan, the Town subsection is walkable and aesthetically consistent to keep the “small beach town” feeling.

PORT SAN LUIS

The Harbor District owns and controls both land and tideland properties at San Luis Obispo Bay, bounded by Point San Luis on the west, the Irish Hills to the north, City of Pismo Beach on the east, and the Pacific Ocean to the south three miles seaward. Port San Luis (Port) encompasses roughly 2,500 acres of water and 125 acres of land. Port San Luis Harbor District manages San Luis Bay through the Port Master Plan (2004). The goals and policies of this document can be found in the County's General Plan as part of the San Luis Bay Area Plan.

The uses of the Port subsection include both coastal-dependent enterprise and non-enterprise activities. Enterprise activities include commercial fishing and the oil industry, both of which play major roles in the creation and development of the Avila URL. Non-enterprise activities are primarily focused on visitor-serving recreational activities such as beach access, parking, and recreational boating. This subsection is not just an important economic and coastal resource for the Avila URL but for the State. The Coastal Act Section 30701 declares that the ports of the State of California are economic and coastal resources and are an essential element of the national maritime (including recreational) industries.

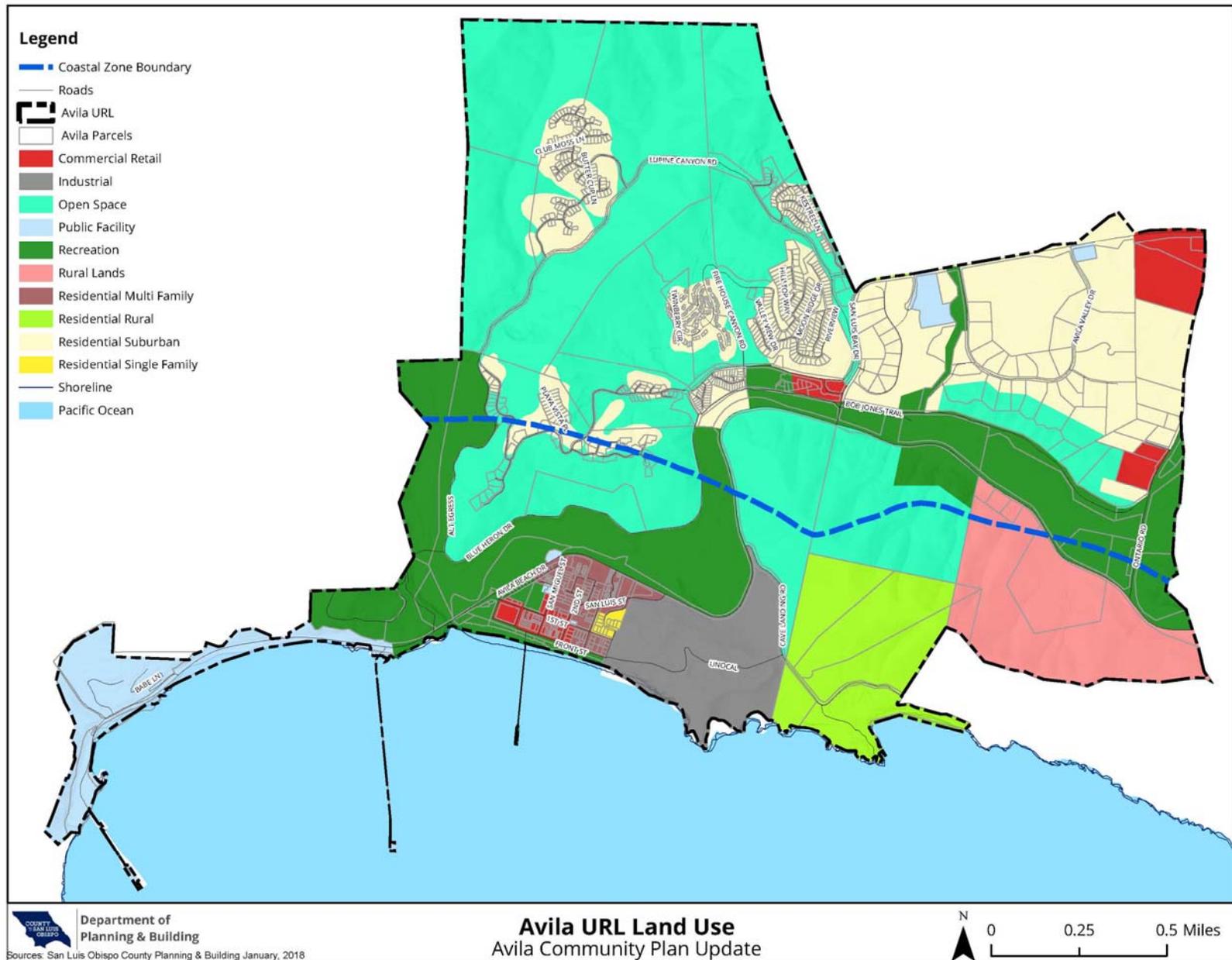
EXISTING LAND USES

There is approximately 2,220 acres within the Avila URL. The Avila URL is one of two urban reserve lines in the county to geographically include both coastal and inland zones. Land within the coastal zone is subject to the California Coastal Act of 1976 and the California Coastal Commission, which adds a layer of oversight when developing property in the coastal zone. Figure 3.2 is a land use map of the Avila URL and depicts the coastal zone boundary.

The Coastal Zone Boundary is defined by the California Coastal Act, which also defines and prioritizes coastal-dependent uses. The Coastal Act places a high priority on coastal-dependent uses, which includes prioritizing the protection and maximization of recreation and visitor-serving land uses including low- or moderate-cost amenities within the Coastal Zone. Visitor-serving uses include hotel and lodging accommodations, commercial fishing infrastructure and facilities, restaurants, parking facilities, and shopping or entertainment uses for visitors and tourists.

Within the Avila URL, there are ten land use categories. Table 3.1 shows land uses within Avila URL. Open space land uses comprise 38%, followed by residential land uses at 19%, and recreation land uses at 18%.

Figure 3.1: Land Use Map of Avila URL



Source: County of San Luis Obispo Department of Planning and Building (2018)

Table 3.1: Avila URL Land Use by Acre

Land Use Zone		Inland	Coastal	Total Acres	Total %
Commercial Retail (CR)	Acres	41.9	11.1	53	2%
	%	3.1%	1.3%		
Industrial (IND)	Acres		98.2	98.2	4%
	%		11.3%		
Open Space (OS)	Acres	693	157.5	850.5	38%
	%	51.2%	18.2%		
Public Facilities (PF)	Acres	10.1	86.3	96.4	4%
	%	0.7%	10%		
Recreation (REC)	Acres	179.8	214.1	393.9	18%
	%	13.3%	24.7%		
Rural Lands (RL)	Acres	12.6	132.1	144.7	7%
	%	0.9%	15.2%		
Residential Multi-Family (RMF)	Acres		30.1	30.1	1%
	%		3.5%		
Residential Rural (RR)	Acres		129.3	129.3	6%
	%		14.9%		
Residential Suburban (RS)	Acres	416.1	5	421.1	19%
	%	30.7%	0.6%		
Residential Single Family (RSF)	Acres		3.3	3.3	0.1%
	%		0.4%		
Total Acres	Acres	1,353.5	867.0	2,220.5	
Total %	%	61%	39%		100%

Source: County of San Luis Obispo Department of Planning and Building (2018)

LAND USE DEFINITIONS

Below are the definitions of land use categories established by the County of San Luis Obispo's Inland Land Use Ordinance, Title 22 and Coastal Land Use Ordinance, Title 23.

Commercial Retail (CR). The CR land use category designates space for Central Business Districts (CBD), Visitor-Serving Commercial, and Neighborhood Commercial areas. CBD areas provide centralized locations for business and public facilities that offer a wide range of commodities and services scaled to meet neighborhood and community shopping needs. Visitor-Serving Commercial areas provide services for highway travelers and uses associated with tourists and vacationers within urban areas. In the Coastal Zone, CR also provides Visitor-Serving Priority Areas (County of San Luis Obispo, 1988). Neighborhood Commercial areas provide convenient locations for retail commercial to meet daily shopping needs of residential uses. (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Industrial (IND). The IND land use category identifies areas suited to industrial activities that will not adversely affect adjacent areas of other uses. IND provides opportunities for the concentration of industrial uses to enable efficient use of transportation, circulation, and energy facilities (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Open Space (OS). The OS land use category consists of lands in public fee ownership, or private lands where an open space agreement or easement has been executed between property owner and County. In the Coastal Zone, OS may also be applied to areas left open as part of density transfer negotiated through the amendment process, or undeveloped portions of state park properties (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Public Facilities (PF). The PF land use category identifies land and structures committed to public facilities and public agency uses that benefit and meet the needs of the public (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Recreation (REC). The REC land use category identifies areas having recreational potential, providing for public park and recreation areas when not in conflict with surrounding rural and agricultural land uses. REC allows for recreation and resort-oriented development that will be incidental to outdoor recreation, and where significant public recreational resources are available in the immediate vicinity (County of San Luis Obispo, 1980). In the Coastal Zone, REC provides for visitor-serving recreational uses (County of San Luis Obispo, 1988).

Rural Lands (RL). The RL land use category consists of low population densities in rural areas outside of urban and village reserve lines where an open and natural countryside with very low development intensity is preferred. RL in the inland portion

of the County encourages rural development at very low densities that maximizes open space, watershed, and wildlife habitat areas (County of San Luis Obispo, 1980). In the Coastal Zone, RL permits rural development with very low densities, which maintains the character of rural and open areas, and maximizes preservation of watershed and wildlife habitat areas (County of San Luis Obispo, 1988).

Residential Multi-Family (RMF). The RMF land use category provides areas for residential development with a wide range of densities and housing types, including single-family dwellings, multi-family dwellings and mobile home developments. RMF relates high density residential development efficiently to community utilities and facilities, in addition to locating higher residential densities near commercial areas (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Residential Rural (RR). The RR land use category provides for residential development at a low-density compatible with a rural character and life-style that maintains the character of the open countryside and is compatible with surrounding agricultural uses. RR permits residential uses in areas where agriculture is clearly a secondary use (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Residential Suburban (RS). The RS land use category designates areas for lower density residential expansion and allows 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 (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

Residential Single Family (RSF). The RSF land use category provides areas for single-family homes on urban-sized lots of less than one acre and mobile home developments in communities with full urban services. RSF provides housing within neighborhood context where social interaction is facilitated by allowing compatible non-residential uses such as small convenience stores, parks, and schools (County of San Luis Obispo, 1980; County of San Luis Obispo, 1988).

LAND USES IN THE AVILA URL

COMMERCIAL RETAIL (CR)

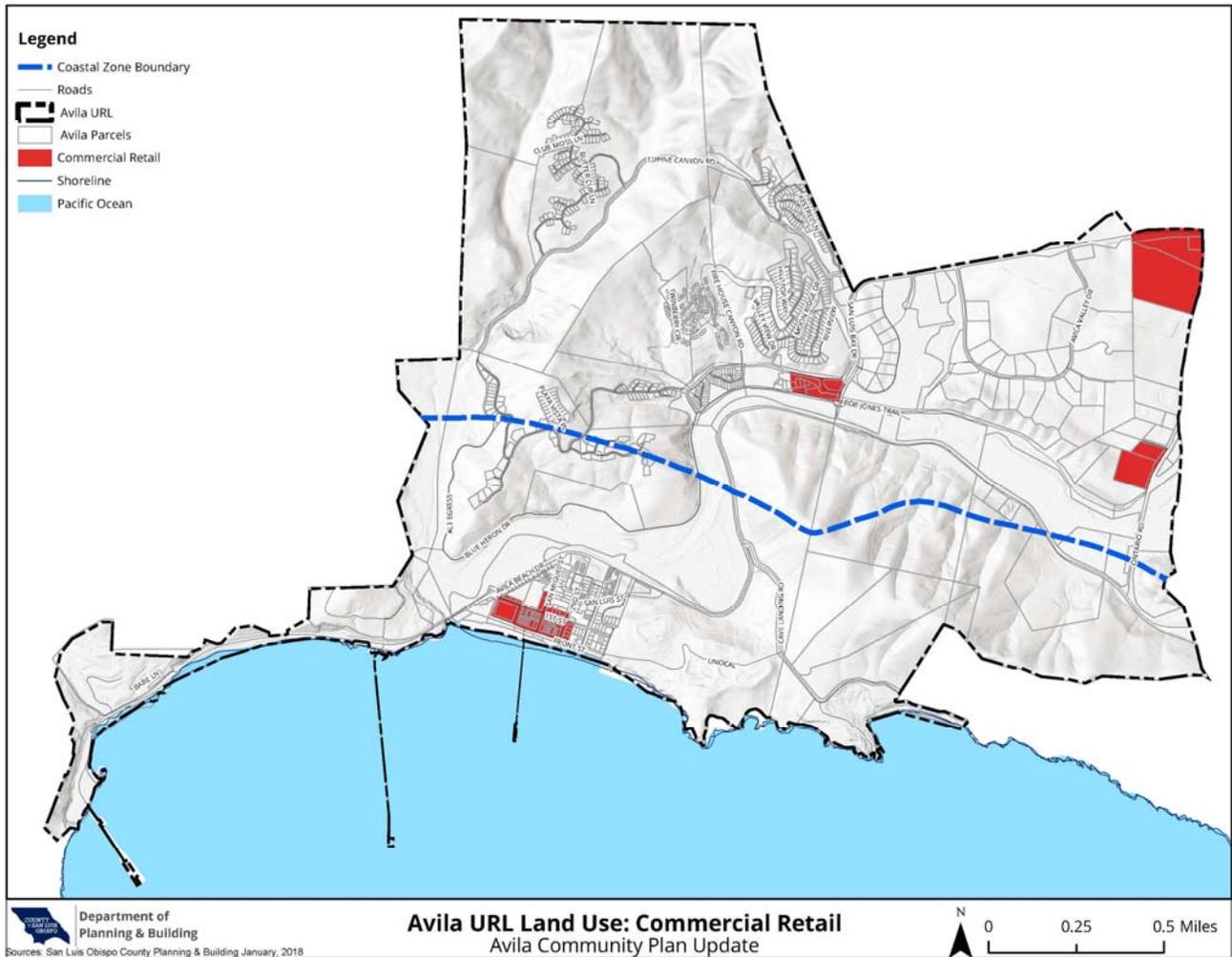
Commercial Retail makes up 2% of the land use in the Avila URL. Areas include: the Central Business District (CBD) in the Town subsection, the entrance to San Luis Bay Estates, and along Ontario Road in the Avila Valley subsection. The pockets of the commercial retail land use in the Avila URL can be seen in Figure 3.3.

The main entrance to San Luis Bay Estates has a hotel, restaurant/market, and private offices and businesses. This is the only area zoned commercial retail within the San Luis Bay Estates Development.

The CBD in the Town subsection is concentrated within the blocks between Front and First Streets, extending from San Juan Street to a point east of San Antonia Street. It is the economic hub of the Avila URL. As mentioned previously, most of this area was demolished as part of the Unocal cleanup in 1999. The uses prior to the demolition varied and included bars, restaurants, a mobile home park, motels, an auto repair shop, a grocery store and several residences. Now, the uses are geared more to visitor-serving uses such as a hotel, restaurants and tasting rooms along the Promenade, and vacation rentals.

Along Ontario Road, there are four CR parcels located on the corner of San Luis Bay Drive and two parcels closer to Avila Beach Drive. PG&E owns one of these lots, which is used as an education facility. The other two parcels are currently undeveloped and privately owned.

Figure 3.3: Commercial Retail Land Use



Source: County of San Luis Obispo Department of Planning and Building (2018)

INDUSTRIAL (IND)

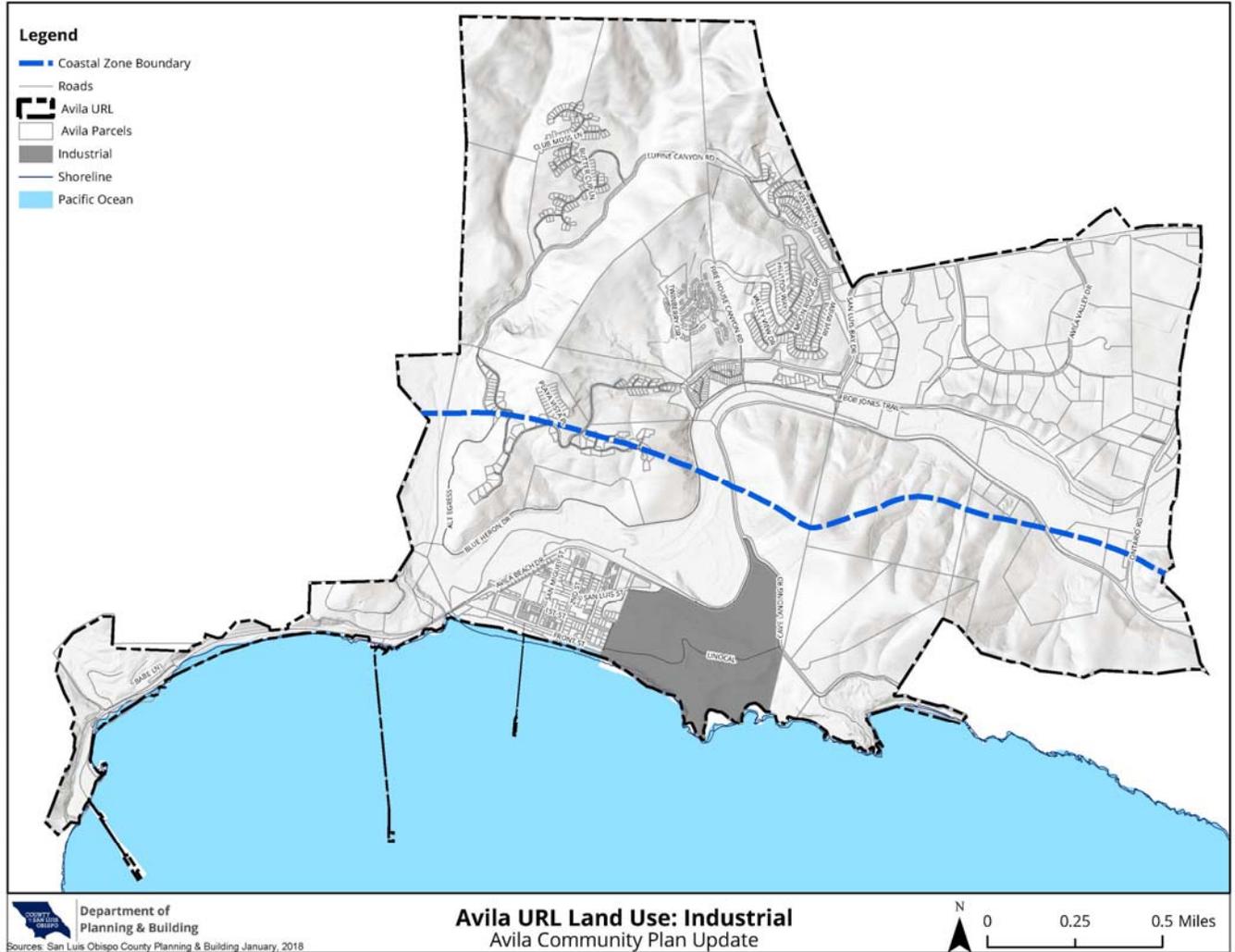
This land use designation only applies to the Unocal (a subsidiary of Chevron) property adjacent to the easterly edge of the town. The site is approximately 98 acres and located on a large hill overlooking the Town subsection (Figure 3.4).

The site was used as Unocal's tank farm for petroleum storage. The site is relatively flat with slopes of between 0-15%, but the site is surrounded by rather steep cliffs where slopes can extend over 30%. At one time, there were approximately 12 major storage tanks on the flat section of the site with small tanks and accessory buildings (i.e., water tanks, truck loading facilities) scattered throughout. In conjunction with the cleanup of petroleum contamination in town, Unocal removed the tanks and other facilities, except for water tanks.

The property is fenced, and access is restricted to Chevron officials. Chevron maintains the sewage disposal system and fire protection facilities but receives water

from the Avila Beach Community Services District. The tank farm site is a major visual feature in the Town subsection as it overlooks and can be seen from all vantage points from the town below. Chevron applied to rehabilitate the site in 2013. However, as of this writing, progress has not yet been made in developing a plan.

Figure 3.4: Industrial Land Use



Source: County of San Luis Obispo Department of Planning and Building (2018)

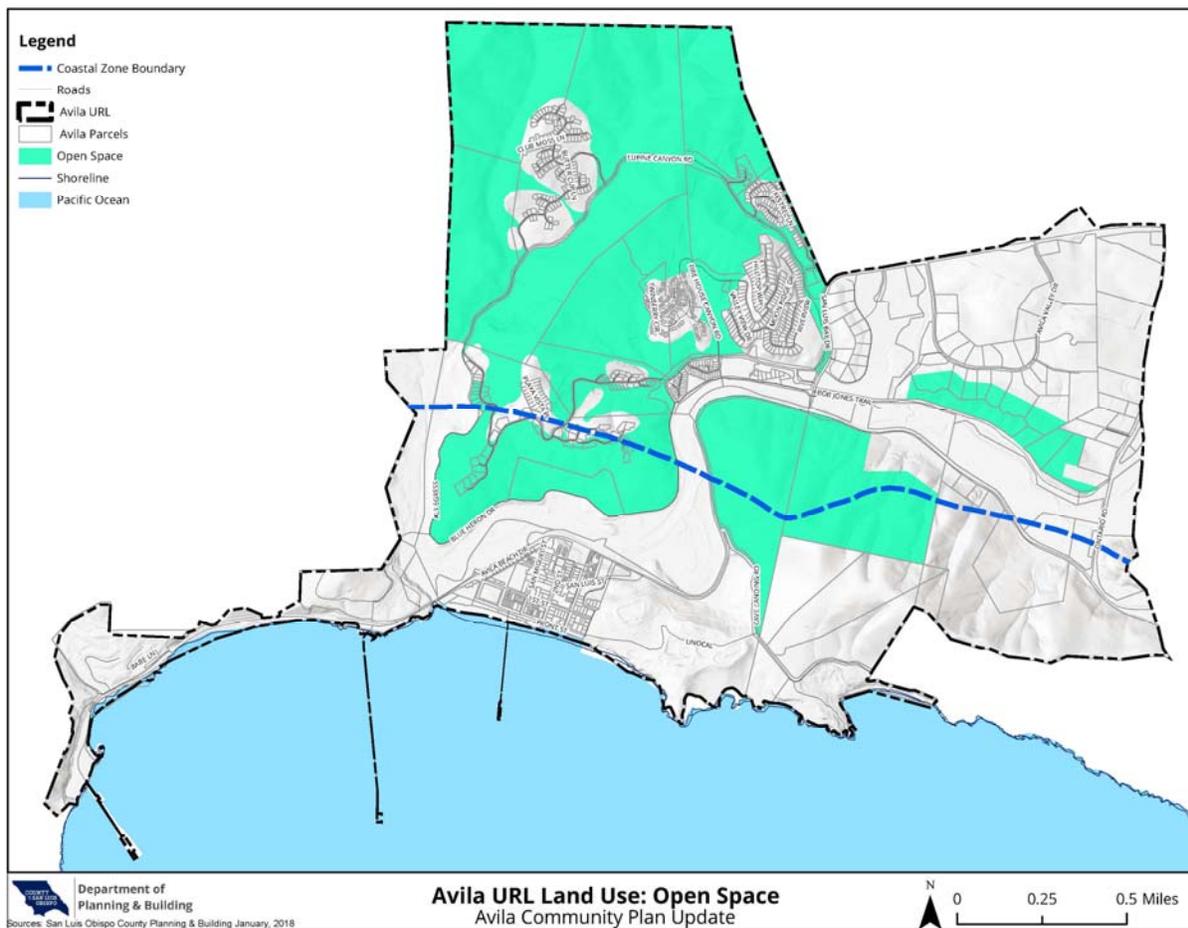
OPEN SPACE (OS)

The largest portion of land within the URL is zoned open space at 38% (Table 3.1). These areas include much of San Luis Bay Estates, the hills south of Avila Beach Drive near Cave Landing, and a segment of land along San Luis Obispo Creek north of Avila Beach Drive as depicted in Figure 3.5. Most of these lands are not open to the public serving as passive open space not used for active recreation. The exceptions are the Bob Jones Trail and the golf course.

A majority of the San Luis Bay Estates subsection is zoned open space, as a condition of the cluster development that was approved. Each phase of residential development includes the reservation of an area of open space to be reserved by perpetual easement to maintain a ratio of one acre of open space for each existing and proposed residential living unit. Throughout the development, there is a trail system which was intended to be in lieu of sidewalks, but these are private and not open to the public. The lot south of Avila Beach Drive in the Cave Landing/Ontario Ridge subsection was purchased to meet the amount of open space required to develop a portion of San Luis Bay Estates. It is extremely steep and heavily brush covered.

The segment of land along San Luis Obispo Creek north of Avila Beach Drive is subject to flooding. Since the Bob Jones Trail follows along the creek, low intensity recreational uses are permitted.

Figure 3.5: Open Space Land Use



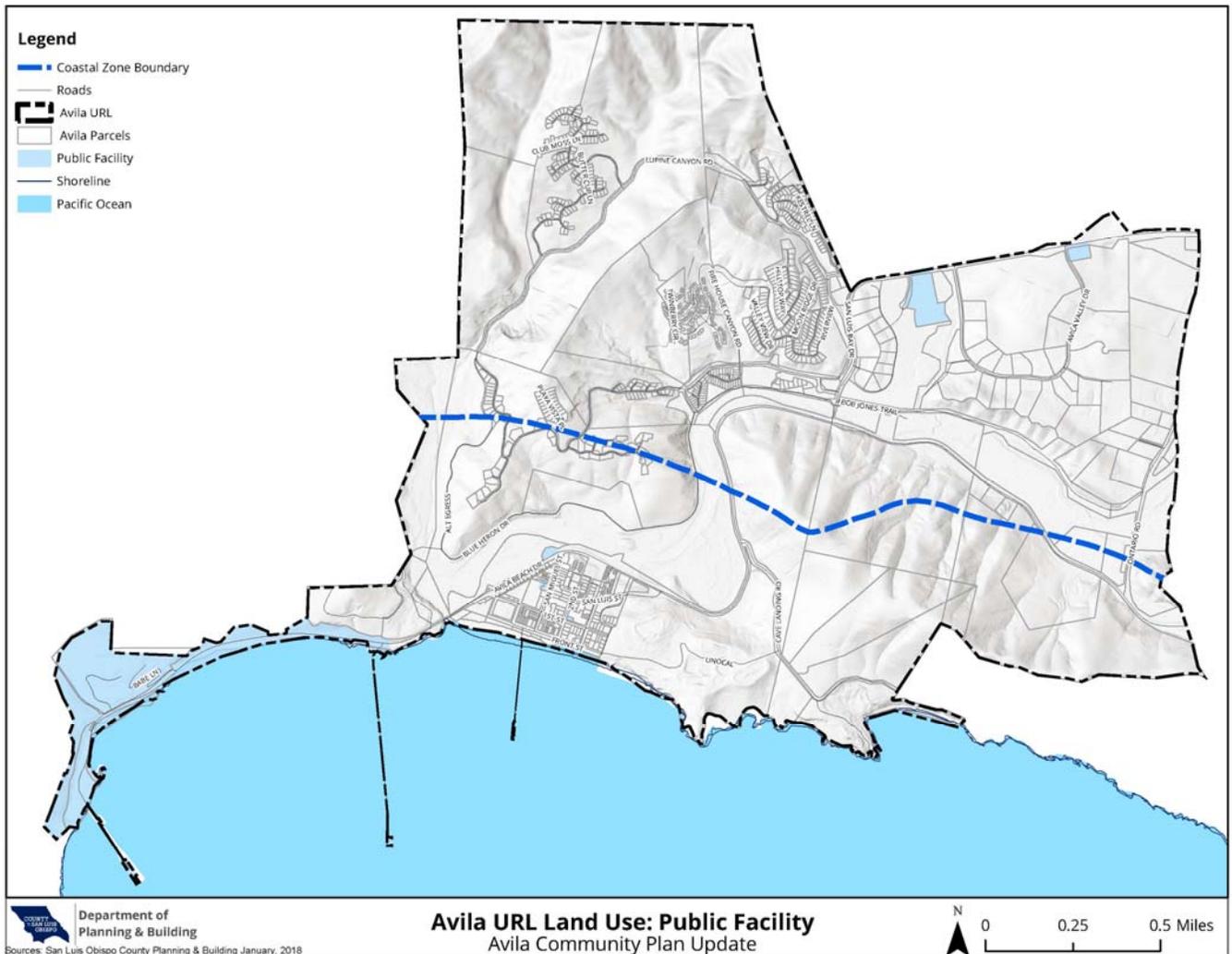
Source: County of San Luis Obispo Department of Planning and Building (2018)

PUBLIC FACILITIES (PF)

The Public Facilities land use category is applied to lands owned by public agencies. As seen in Figure 3.6, most of this land use category in the Avila URL is owned by or under a long-term lease by Port San Luis Harbor District. The PF land uses also includes the Community Service District (CSD) water treatment plant located on Avila Beach Drive, the fire station on First and San Luis Streets (now the Avila Beach Community Service District Office), the Avila Beach Community Center on San Miguel Street, and the Bellevue-Santa Fe Charter School on San Luis Bay Drive. Two of the three piers in the Avila URL, the Cal Poly and Harford piers, are included in this land use category. The Cal Poly pier serves as a research pier for California Polytechnic State University in San Luis Obispo. The Harford pier remains a working pier. There are two restaurants located on the pier, and motor vehicles are still able to drive down to the end. The history of the piers can be found in Chapter 8- Cultural and Historical Resources.

As mentioned in the Port Master Plan, the lands owned by Port San Luis Harbor District currently provide and are proposed to expand recreational uses over a series of phased development. These uses are compatible with the character of the harbor including, but not limited to, docking commercial and recreational boats, repair facilities, parking, storage, and visitor-serving and coastal dependent uses. One of the next phases of development for the district is the Harbor Terrace project which would consist of a campground, restrooms, parking, commercial and harbor uses for both the public and overnight guests. This development would move 25 RV camping spaces on Avila Beach Drive to the site which would allow for additional roadside parking.

Figure 3.6: Public Facilities Land Use



Source: County of San Luis Obispo Department of Planning and Building (2018)

RECREATION (REC)

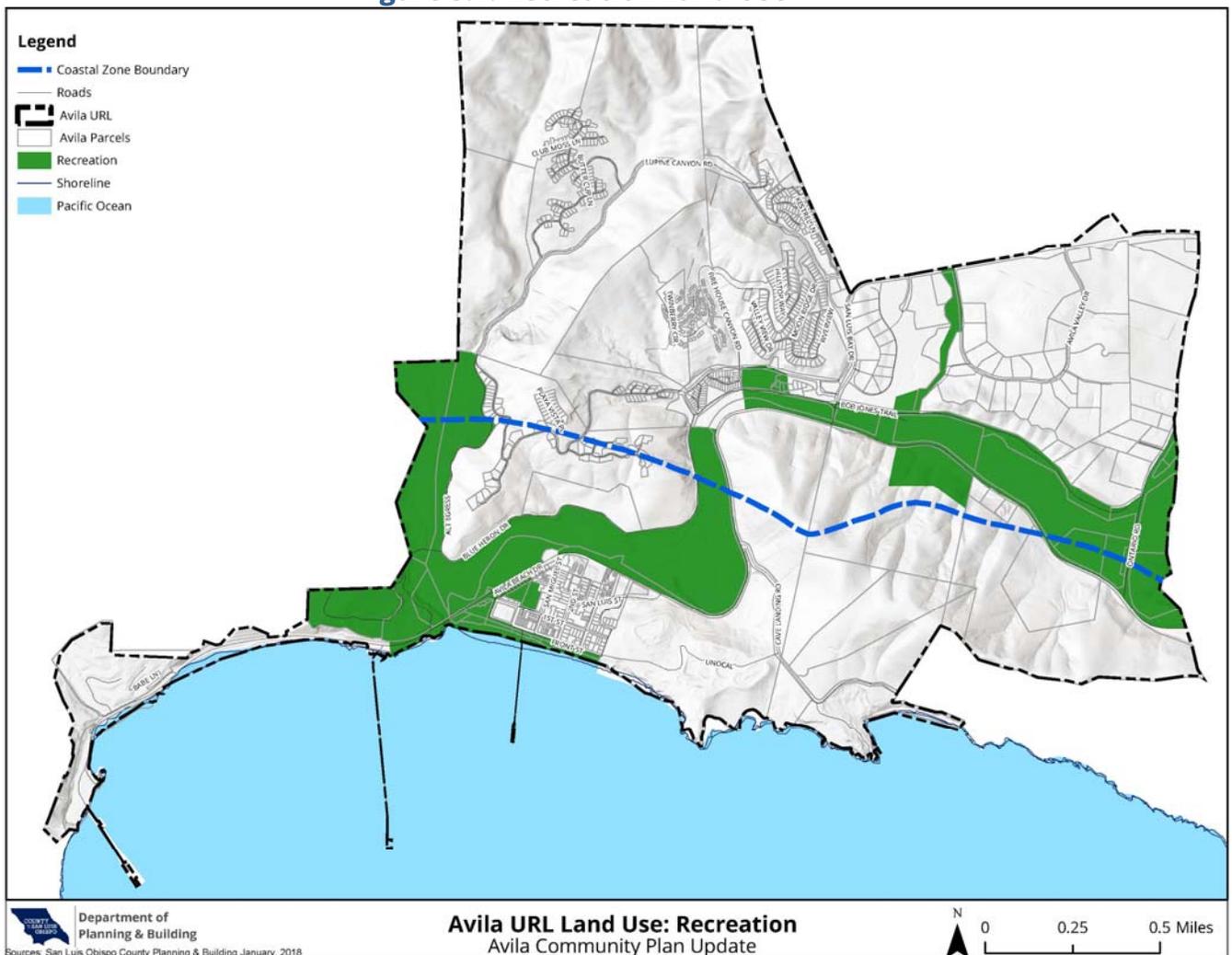
As seen in Figure 3.7, the Recreation land use category is found primarily along San Luis Obispo and See Canyon creek beds and to areas containing existing recreational development such as the privately-owned golf course, swimming pool, and tennis courts located in the San Luis Bay Estates subsection. A main feature within the recreation land use category is the Bob Jones Trail, a pedestrian/bicycle trail, which connects the Avila Valley subsection to San Luis Bay Estates and the Town subsections. There is an effort to connect the City of San Luis Obispo and Avila through this trail system.

The Recreation land use category extends the full length of Front Street and serves as a major draw to the community and visitors. Resources located on the beach include the Central Coast Aquarium, picnic facilities, playground equipment, restrooms,

and a public pier (Avila Pier). Both the beach and Avila Pier are operated and maintained by the Port San Luis Harbor District. Currently the pier is closed, and fundraising efforts have begun to stabilize the pier.

In the Avila Valley and Cave Landing/Ontario Ridge subsections, most of the businesses operating in the recreational land use category are visitor-serving. Avila Hot Springs pool and camper park, Avila KOA park, and the old Santa Fe School tasting room are all located along Ontario Road. Along Avila Beach Drive, Avila Barn provides local produce, and Sycamore Hot Springs has short-term rentals and a spa.

Figure 3.7: Recreation Land Use

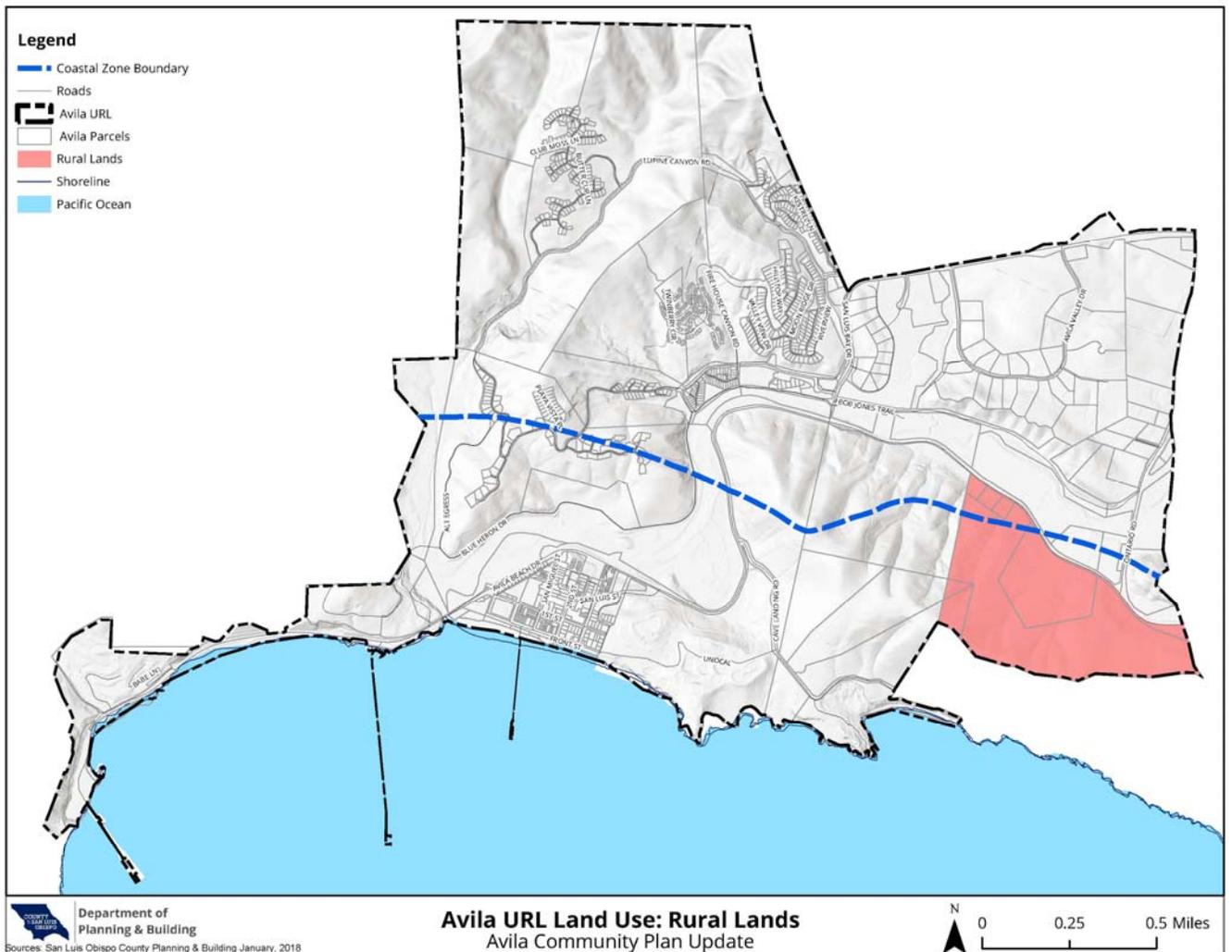


Source: County of San Luis Obispo Department of Planning and Building (2018)

RURAL LANDS (RL)

The Rural Lands land use category covers lands south of Avila Beach Drive on the northerly slopes of Ontario Ridge as seen in Figure 3.8. The area is extremely steep and heavily wooded and provides the southerly definition of Avila Valley. Any development must occur adjacent to Avila Road, not on the hillsides. The undeveloped portions of the properties are covered by open space easements. These rural lands provide a scenic backdrop from the urbanized coastal area of Pismo Beach to the south.

Figure 3.8: Rural Lands Land Use

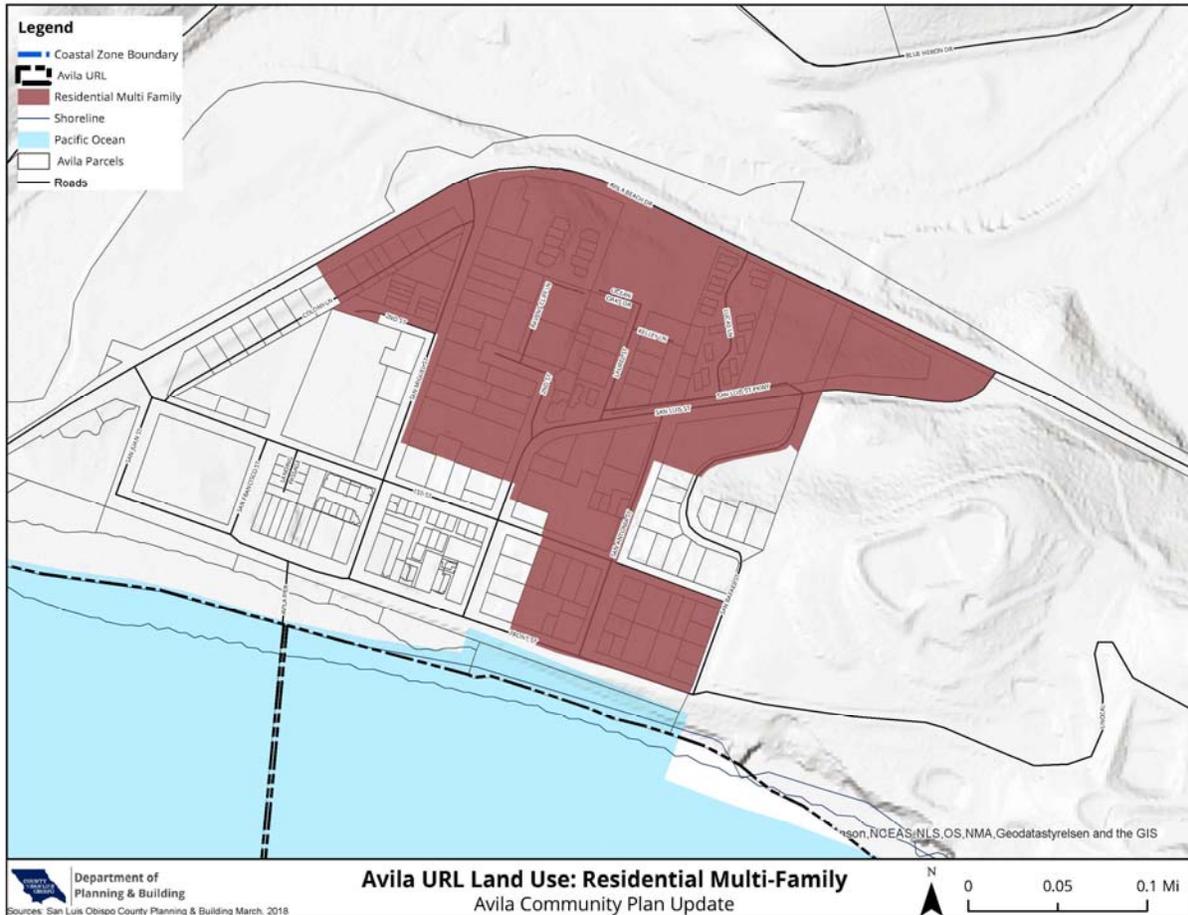


Source: County of San Luis Obispo Department of Planning and Building (2018)

RESIDENTIAL MULTI-FAMILY (RMF)

As seen in Figure 3.9, the Residential Multi-family land use category is only found in the Town subsection and makes up approximately 18% of the Town subsection. The dwelling units within this category include a combination of single-family residences and duplexes.

Figure 3.9: Residential Multi-Family Land Use

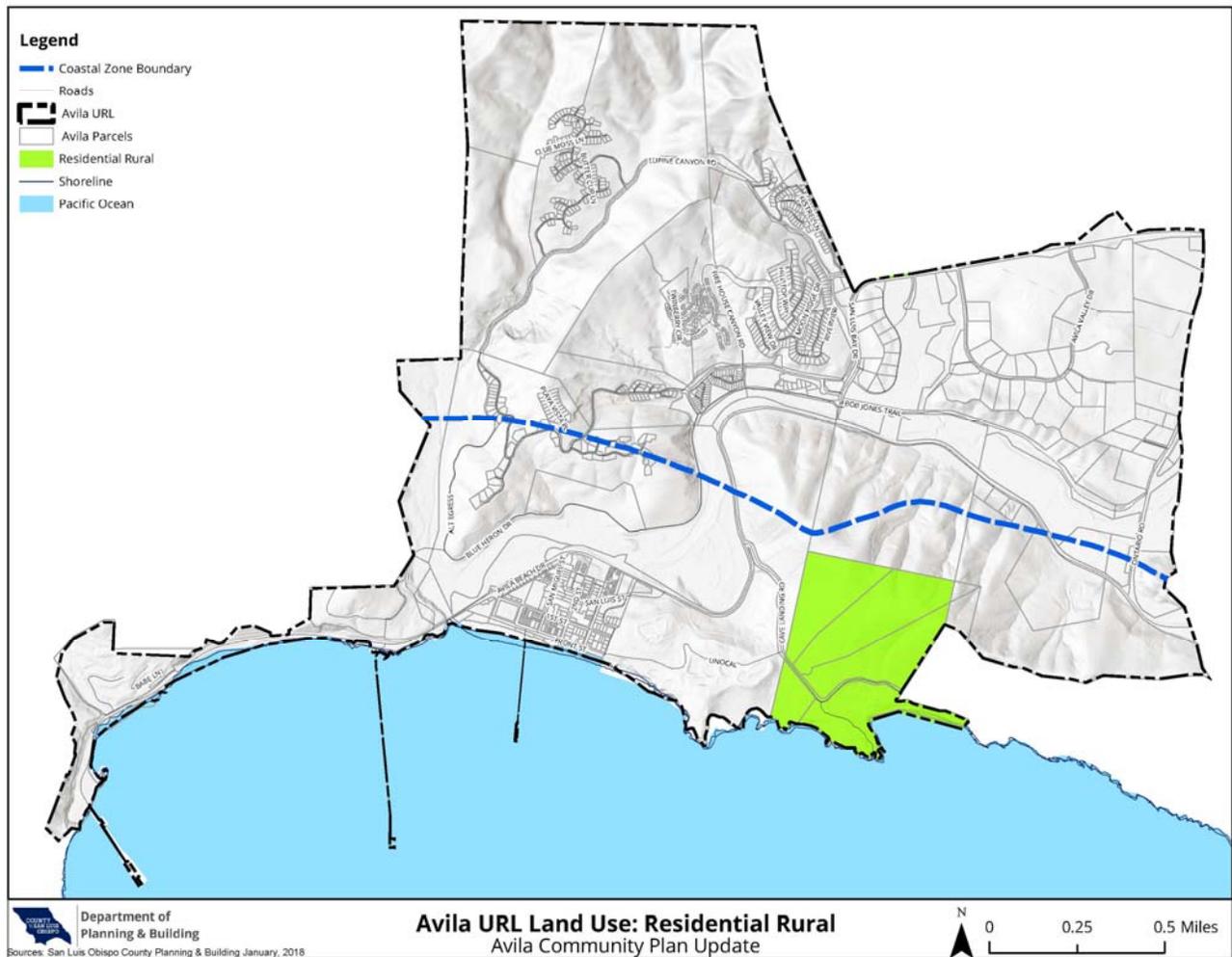


Source: County of San Luis Obispo Department of Planning and Building (2018)

RESIDENTIAL RURAL (RR)

As seen in Figure 3.10, there are four large parcels zoned Residential Rural. Each is located along Cave Landing. The parcels include culturally significant lands such as Mallagh Landing and Pirates Cove. Challenges such as service extensions outside existing subdivided areas, geological and archaeological resource protection, recreation and shoreline access opportunities, visual and scenic impacts are all factors when considering development on these properties. An improvement plan was proposed by County Parks and Recreation but was denied by the Coastal Commission in 2014. Since then, the cultural resource has continued to be a popular destination, however, due to the limited facilities and maintenance available, upkeep of the area has been limited. Part of the Ontario Ridge trail goes through this land use zone.

Figure 3.10: Residential Rural Land Use



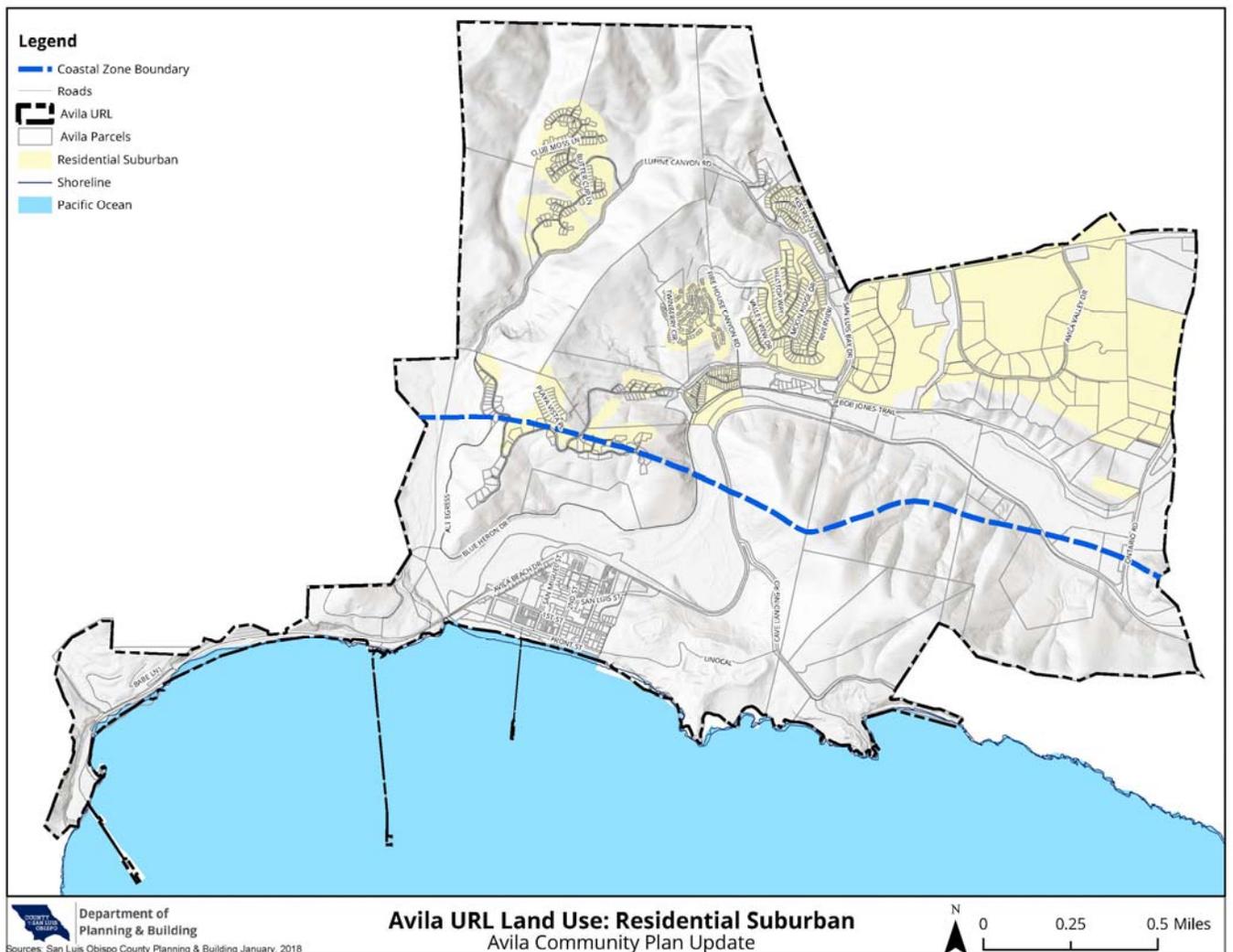
Source: County of San Luis Obispo Department of Planning and Building (2018)

RESIDENTIAL SUBURBAN (RS)

As seen in Figure 3.11, the pockets of development throughout the San Luis Bay Estates and Avila Valley subsections are zoned Residential Suburban. San Luis Bay Estates is made up of lower density residential clusters of single-family residences.

In Avila Valley, RS development is clustered toward the center 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. The units are clustered, and the net density does not exceed one dwelling unit per 5 acres.

Figure 3.11: Residential Suburban Land Use

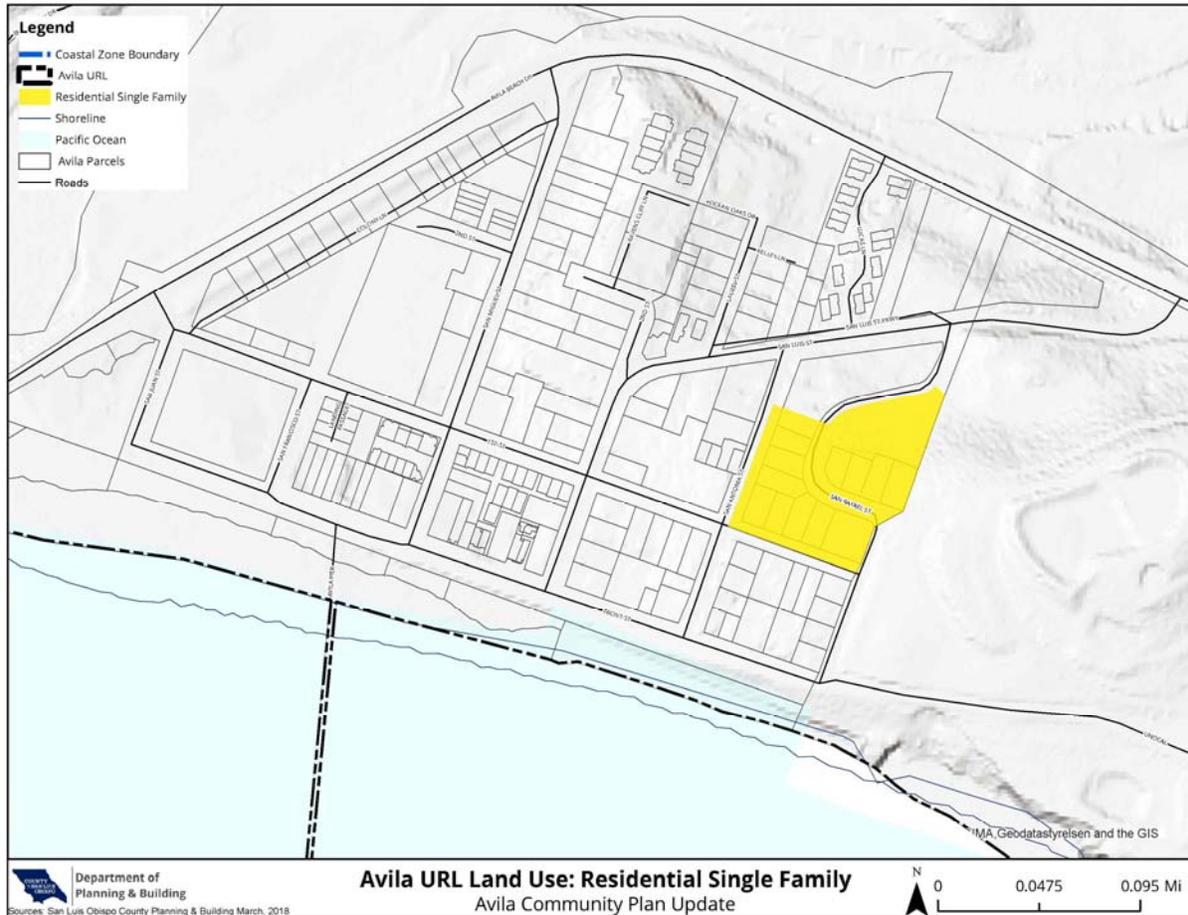


Source: County of San Luis Obispo Department of Planning & Building (2018)

RESIDENTIAL SINGLE FAMILY (RSF)

As seen in Figure 3.12, there is one block in the Town subsection that is residential single family. The block is bordered on the north by San Luis Street, on the west by San Antonio Street, on the south by First Street, and on the east by the Unocal property.

Figure 3.12: Residential Single-Family Land Use



Source: County of San Luis Obispo Department of Planning & Building (2018)

EMERGING DIRECTIONS

DESCRIPTION UPDATES

The community plan update will consolidate the land use related policies and standards into a single comprehensive document. Additional policies and standards may be considered as the existing plans are evaluated for consistency with concerns and needs of the community.

4 - AESTHETICS

This section provides a description of the subsections within the Avila URL and the aesthetic design and natural environmental qualities that make those subsections distinct regions.

REGULATORY SETTING

LOCAL

SAN LUIS BAY AREA PLAN (COASTAL)

The San Luis Bay Area Plan Coastal describes County land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinances and Local Coastal Program. This area plan allocates land use throughout the planning area by land use categories. The following standards can be found in the San Luis Bay Area Plan and are related to view protection and open space preservation.

- In both the Residential Multi-Family and Residential Single-Family land use categories, all new residential development shall be designed to protect public view corridors to the beach and ocean (p.8-29).
- In the Rural Lands land use category, new development proposals are to include provisions for guaranteeing preservation of the steep wooded slopes south of Avila Road extending to Ontario Ridge. These areas are not open to the public unless desired by the property owner (p.8-31).

SAN LUIS OBISPO INLAND AREA PLAN

The San Luis Obispo Inland Area Plan contains policies and programs for the rural portions of the San Luis Obispo planning area and the area within the San Luis Obispo Urban Reserve Line. It also contains regional policies and programs that affect both urban and rural areas. The plan provides detail on special overlay land use categories such as combining designations which have special resources. Combining designations require a more detailed project review to avoid or minimize adverse environmental impacts. As stated in the San Luis Obispo Area Plan, Ontario Ridge is highlighted as a sensitive resource area. Ontario Ridge (SRA) is an important scenic backdrop for the Avila URL and open space agreements on the slopes should be obtained at the time of development proposals (p. IV.6-5).

AVILA BEACH SPECIFIC PLAN

The Avila Beach Specific Plan was adopted in 2000 with the purpose of creating a vision for rebuilding the town of Avila Beach following the Unocal oil spill and clean-

up operation. The cleanup resulted in the demotion of much of the town's commercial district. The Plan's vision incorporated pre-clean-up design of the buildings and a variety in building forms during rebuilding of Avila Beach. The standards and guidelines are divided into five sections, Affordable Housing and sections representing each of four land use districts- Front Street Commercial Retail (FCR), Commercial Retail (CR), Residential Multi-Family (RMF) and Residential Single-Family (RSF).

The plan focused on walkability and increasing the visual interest within the commercial district. To increase visual interest, the plan called for development to create variety along the street edge through variable building heights and setbacks in combination with elements such as balconies, awnings and overhangs. The intent of this design aspect was to generate opportunities for human interaction by incorporating places for people to gather. Human interaction was a driver in the type of development as well. The plan called for mixed use development with residential units on the second floor above first floor businesses which would provide a "neighborhood watch" over public areas such as public streets and pedestrian areas. Elements of town pre-clean-up are reflected through sign types and designs, building materials and building styles.

SAN LUIS BAY ESTATES MASTER DEVELOPMENT PLAN

The San Luis Bay Estates Master Development Plan was approved in 1981 evolving from a 1967 Conditional Use Permit. The 1981 permit, the Master Development Plan, established the development phases of San Luis Bay Estates, a private development, covering approximately 1,050 acres in the north-west side of the Avila URL. The development San Luis Bay Estates was divided into six residential phases. The last phase of the plan is in the process of being built-out. A visual analysis from Avila Beach Drive to the development was done to dictate the building zone location. Limiting development that is visible from Avila Beach Drive is a standard in the permit. The permit specifies height restrictions, the number of dwelling units to be developed in each phase, density, and open space requirements. Each development phase was required to come back to the Department of Planning and Building with specific detailed studies of on-site characteristics.

PORT SAN LUIS HARBOR DISTRICT MASTER PLAN

The Port San Luis Harbor District Master Plan addresses the logical and sensitive development of the State granted tidelands of San Luis Obispo Bay, integrates ecological, social, and fiscal objectives, and preserves the unique character of the rural waterfront. The Master Plan establishes one visual and scenic resource goal. The goal is to have "a landscape that reflects the context of its use and the natural setting with minimal impacts to scenic viewsheds." Policies that guide the aesthetics of

the Port include waterfront character protection, enhancing the visual quality of the bluffs & hillsides, renovating historic port properties using adopted guidelines, and incorporating visually pleasing designs (3-7).

EXISTING CONDITIONS

The two main roads in Avila, Avila Beach Drive and San Luis Bay Drive, provide a variety of views in Avila. Avila Beach Drive meanders along San Luis Creek providing views of steep hills covered in oak woodland, the Bob Jones bike trail, the Pacific Ocean, and the three piers. San Luis Bay Drive provides views of Avila Valley and local agriculture. Design standards are found in both the Avila Beach Specific Plan and the San Luis Bay Area Plan (Coastal). Design Standards within the URL have created a more densely developed town and clustered development in San Luis Bay Estates and Avila Valley. The focus was to create pockets of development surrounded by open space.

As stated earlier the approximately 2,220 acres of the Avila URL is divided into five subsections: Avila Valley, San Luis Bay Estates, Cave Landing/Ontario Ridge, the Town, and the Port. Each subsection has unique aesthetic character, but specific aesthetic design standards are limited. Most of the aesthetic detail is found in the Avila Beach Specific Plan which was completed for the redevelopment of the Town subsection.

The Avila Valley subsection encompasses both entrances to the Avila URL from either the San Luis Bay Drive or Avila Beach Drive's US 101 exists. Avila Valley has a rural look by design and necessity due to the topographical features defined by flood plains along two creeks, See Canyon and San Luis Obispo, and steep slopes. Residential dwelling units are set back from both creeks with pockets of agriculture. There are approximately 84 acres of agricultural crops making up 19% of the land within the subsection. Agricultural uses are limited to this subsection and not found within the land use category of agriculture.

The San Luis Bay Estates subsection is the largest of the five subsections with the most residential dwelling units. The development within this subsection contains a gated residential community, a hotel, an athletic club, retail stores, offices, and a golf course. The residential community was divided into six development phases. There are nine residential clusters each with individualized aesthetic design. Throughout the development there are trails connecting the residential clusters in place of sidewalks. The roads through San Luis Bay Estates are narrow making golf carts a common transportation mode within the development. The approval of this development required each phase of residential development to include the reservation of an area of open space to maintain a ratio of one acre of open space for each existing and proposed residential living unit.

To the left (or south) of the intersection of Avila Beach Drive and US 101 is the start of the Cave landing/Ontario Ridge subsection. This subsection encompasses the steep slopes of Ontario Ridge, the coastal bluffs and beaches of Pirates Cove. Most of this subsection includes undeveloped parcels other than Sycamore Mineral Hot Springs Resort and three residential dwelling units. This subsection is known for the informal hiking trail along Ontario Ridge and coastal bluffs to Pirate's Cove beach. There is no through-access as it is barricaded at the easterly end where it abuts the Pismo Beach city limits. Cave Landing Road is in the County road system but is maintained at minimum standards with a narrow pavement width. The beach is a heavily used recreational resource, however, the lack of improved access and parking has resulted in considerable degradation of native vegetation and erosion along footpaths to the beach and cliff-top parking areas.

Due to the Unocal cleanup, most of the town has been redeveloped since the early 2000s guided by the Avila Beach Specific Plan. Of the existing land use plans in the Avila URL, the Avila Beach Specific Plan contains the most detailed aesthetic standards. During the creation of the plan, a significant effort went into the document's creation including detailed text and visual design standards. Before the Unocal cleanup, the Town subsection was considered "funky" and one of the main design priorities in the plan is to "preserve the funky and eclectic character of Avila Beach." Today, the town looks very similar to the vision included in the Specific Plan; however, the town is not typically described as funky or eclectic as it once was.

Driving in from Avila Beach Drive, the Avila Beach Golf Course is to the right and the town is to the left. In town, there are hotels, retail shops, restaurants, a park looking out to the beach, the Central Coast Aquarium, residential units, a parking lot. As guided by the Avila Beach Specific Plan, the town is walkable and has a "small beach town" feel. The beach is a focal point along Front Street. Front Street between San Francisco and San Miguel Streets is closed to vehicles creating a Promenade in front of the Avila pier. This is where events such as the Friday Farmer's Market take place. Heading East on Front Street, the road increases in steepness and public access stops at San Rafael leading up to the Unocal property.

Traveling west down Avila Beach Drive, there is an unobstructed view of the Pacific Ocean. The second pier on the left is the Cal Poly research pier. There is parking along Avila Beach drive for those looking to access the beaches. There is limited RV parking along Avila Beach Drive before reaching the Diablo Canyon Front Gate, the entrance to Diablo Canyon Nuclear Powerplant. Avila Beach Drive dead-ends at the Port San Luis Harbor District parking lot. Visitors have access to the Harbor District office, three restaurants, sport fishing, and charter boats in this subsection. Vehicles are permitted to drive on Harford Pier. Walking along the pier sea life such as harbor seals dolphins, otters, and pelicans are commonly spotted. From this subsection,

hikers can access the Pecho Coast Trail to Point San Luis Lighthouse as part of a docent led hike (which is not within the URL).

EMERGING DIRECTIONS

DESIGN STANDARDS OF THE AVILA URL

In the last twenty years, the style of the town has been well established through the Specific Plan. However, contrary to the Specific plan, the community no longer identifies the town as “eclectic or funky”. During the 2016 Kick-Off meeting, community members were asked to choose two adjectives that best describe the Avila URL. The top results were beautiful (38%), friendly (18%), and charming (17%). Eclectic (3%) and funky (1%) were the least selected out of the nine choices. Descriptions of the subsections and the aesthetic characteristics will be updated to better represent the existing aesthetic nature of the Avila URL. Additionally, maintaining the natural environment within the Avila URL is so important that the community highlights it as the community vision statement which can be seen in Chapter 14 - Community Outreach. The scenic qualities are a deep part of the community’s character and major reason that the area is such a highly visited destination. These features include but are not limited to the unincorporated town of Avila, with its promenade, and coastline. The hillsides offer a clustered residential development (San Luis Bay Estates) surrounded by dense oak woodlands, the coastal view shed, and recreational open space opportunities. According to the Conservation and Open Space Element, the two-lane public road leading to the town, Avila Beach Drive, is suggested as a scenic corridor (9.14). Through the community plan update, standards related to hillside development, height restrictions, and scenic corridor will be reviewed to help mitigate visual impacts.

The community plan update will consider policies related to design aesthetics to meet the aesthetic goals of the community. A unified set of design guidelines will reduce the risk of inconsistency as well as provide a more streamlined approach to future updates.

5 - AIR QUALITY

This section outlines regulatory air quality standards, provides air quality conditions within the URL, and discusses how conditions would reasonably change given projected population, economic, and environmental conditions.

REGULATORY SETTING

FEDERAL

CLEAN AIR ACT

The federal Clean Air Act regulates air emissions from stationary and mobile sources to control air pollution in the United States. Under the Clean Air Act, the Environmental Protection Agency (EPA) establishes limits on six criteria pollutants through the National Ambient Air Quality Standards (NAAQS). These pollutants include ozone, carbon monoxide, nitrogen dioxide, lead, particulate Matter (PM 10) and particulate Matter (PM 2.5). To protect public health and welfare, the Clean Air Act sets standards for the six criteria pollutants. The Clean Air Act also gives the EPA the authority to limit emissions of air pollutants coming from sources such as chemical plants, utilities, and steel mills. Individual states or tribes may have more stringent air pollution standards, but they must meet the minimum standard requirements set by the EPA. Under the Clean Air Act, states must develop State Implementation Plans (SIPs) that outline strategies and control measures to attain air pollution standards under the Clean Air Act.

Table 5.2: Federal and State Ambient Air Quality Attainment Standards

Pollutant	Federal Standard	California Standard
Ozone	0.07 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.07 ppm (8-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.03 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	0.15 mg/m ³ (3-mo avg)	1.5 mg/m ³ (30-day avg)
Particulate Matter (PM10)	150 mg/m ³ (24-hr avg)	50 mg/m ³ (24-hr avg) 20 mg/m ³ (annual avg)
Particulate Matter (PM2.5)	12 mg/m ³ (annual avg) 35 mg/m ³ (24-hr avg)	12 mg/m ³ (annual avg)
<i>ppm = parts per million mg/m³ = micrograms per cubic meter</i>		

Source: CARB (2015)

STATE

CALIFORNIA CLEAN AIR ACT

The California Clean Air Act regulates air emissions from stationary and mobile sources to control air pollution in California. Under the California Clean Air Act, the California Air Resources Board prepares and enforces the federally required State Implementation Plans to achieve and maintain National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS). The State standards set

limits for six criteria pollutants that are identical to or stricter than federal standards. The California Clean Air Act also sets ambient air standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

The California Clean Air Act directs the California Air Resources Board to designate Air Quality Management Districts (AQMDs). AQMDs obtain attainment designations if the concentrations of criteria air pollutants meet or are less than the SAAQS. AQMDs receive nonattainment designations if the concentrations of criteria air pollutants exceed the SAAQS. The California Air Resources Board, as the oversight agency, is responsible for regulating statewide air quality, but implementation and administration of SAAQS is delegated to the regional Air Pollution Control Districts (APCDs). APCDs are established for specific air basins and are primarily responsible for developing plans to meet SAAQS and NAAQS; creating control measures for non-vehicular sources of air pollution necessary to achieve and maintain SAAQS and NAAQS; implementing permit programs established for the construction, modification, and operation of air pollution sources; enforcing air pollution statutes and regulations governing non-vehicular sources; and developing employer-based trip reduction programs.

CRITERIA POLLUTANTS

The State of California and the U.S. Environmental Protection Agency (USEPA) adopted ambient air quality standards for six common air pollutants of primary public health concern: ozone, particulate matter (PM₁₀ and PM_{2.5}), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), carbon monoxide (CO), and lead. These are called “criteria pollutants” because the standards establish permissible airborne pollutant levels based on criteria developed after careful review of all medical and scientific studies of the effects of each pollutant on public health and welfare. Air Quality Standards are used to designate a region as either “attainment” or “non-attainment” for each criteria pollutant. A non-attainment designation can trigger additional regulations for that region aimed at curbing pollution levels and bringing the region into attainment of the standards.

The NAAQS are generally less restrictive than CAAQS; however, the federal standards include regulatory penalties that the California Standards do not have. For most pollutants, the NAAQS allow a standard to be exceeded a certain number of times each calendar year without resulting in a non-attainment designation.

OZONE

Ozone is formed in the atmosphere by complex reactions involving pollutants and sunlight. The amount of ozone formed depends on both the concentration of pollutants, in addition to the intensity and duration of sunlight. Motor vehicles,

industrial and commercial combustion sources, and urban and rural burning are the principal sources of pollutants that contribute to ozone formation.

PARTICULATE MATTER (PM 2.5 AND PM10)

Ambient air quality standards have been established for two classes of particulate matter: PM10 (respirable particulate matter less than 10 microns in aerodynamic diameter), and PM2.5 (fine particulate matter 2.5 microns or less in aerodynamic diameter). Both consist of many different particles that vary in chemical activity and toxicity. In 1998, the California Air Resources Board (ARB) identified diesel particulate matter as a toxic air contaminant based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. PM2.5 is a greater health risk because the particles are smaller and can travel deeper into the lungs. Sources of particulate pollution include diesel exhaust; mineral extraction and production; combustion products from industry and motor vehicles; smoke from wildfires and prescribed burning; paved and unpaved roads; condensation of gaseous pollutants into liquid or solid particles; and windblown dust from soils disturbed by demolition, construction, agricultural operations, off-road vehicle recreation, and other activities.

SULFUR DIOXIDE

Sulfur dioxide (SO₂) is a colorless gas generated by fossil fuel combustion from mobile sources such as vehicles, ships, and aircraft, in addition to stationary sources such as industry, homes, and businesses. SO₂ may also be emitted by petroleum production and refining operations.

NITROGEN DIOXIDE, CARBON MONOXIDE AND LEAD

Nitrogen dioxide (NO₂) is a brownish-colored air pollutant that irritates the eyes, nose and, throat, and can damage lung tissues. Carbon monoxide (CO) results from fuel combustion and can cause headaches and fatigue. Motor vehicles are the primary contributor of CO in outdoor air. Lead is extremely toxic. Exposure to high concentrations of lead, particularly in young children, can result in damage to the central nervous system, and may be associated with high blood pressure in adults. Human exposure to lead typically occurs via inhalation of air and ingestion of lead in food, soil, water or dust.

TOXIC AIR CONTAMINANTS

A toxic air contaminant (TAC) is defined as “an air pollutant which may cause or contribute to an increase in mortality, serious illness, or pose a present or potential hazard to human health.” Exposure to TACs can potentially increase the risk of contracting cancer and result in other adverse health effects (e.g., asthma, birth

defects and respiratory disease). TACs can cause health effects through both short-term, high-level, or "acute" exposure, in addition to long-term, low-level or "chronic" exposure.

TACs are not considered "criteria pollutants" but are significant in maintaining public health. The impacts of TACs tends to be highest near pollutant sources and decrease with distance to the affected receptor. Carcinogen are considered TACs and pose cancer-causing potential of TACs, which is a public health concern, because many scientists believe that there is no "safe" level of exposure. Any exposure to a carcinogen can pose some risk of causing cancer. Furthermore, many compounds have a synergistic effect where compounds interact and cause effects greater than that of each individual compound.

LOCAL

2001 CLEAN AIR PLAN

The 2001 Clean Air Plan outlines the San Luis Obispo Air Pollution Control District's (SLOAPCD) strategies to reduce ozone precursor emissions from stationary and mobile sources. The SLOAPCD, Santa Barbara APCD, and Ventura County APCD comprise the South-Central Coast Air Basin. SLOAPCD regulates air quality in the San Luis Obispo County portion of the South-Central Coast Air Basin, and is responsible for attainment planning related to criteria air pollutants, development of District regulations, and enforcement. SLOAPCD created and maintains an Air Quality CEQA Handbook (last updated in 2012), establishing significance thresholds for various air pollutants.

RESOURCE MANAGEMENT SYSTEM (RMS)

The RMS provides information to guide decisions about balancing land development with the resources necessary to sustain such development. A key part of the RMS is the biennial Resource Summary Report (RSR), which provides a comprehensive summary of the County's current state of natural and human made resources. Information from the 2014-2016 RSR was used to describe the current conditions of both countywide and Avila URL air quality.

EXISTING CONDITIONS

REGIONAL AIR QUALITY

The County of San Luis Obispo is approximately 3,316 square miles and can be divided into three general regions based on geography and meteorology: Coastal Plateau, Upper Salinas River Valley, and East County Plain. Though air quality in these three regions is distinct based on localized characteristics, the dividing physical

features only provide a limited barrier to the transport of pollutants between regions. The URL is located within the Coastal Plateau (SLOAPCD, 2001). On a regional basis, ozone is the pollutant of greatest concern within the coastal plateau.

The county's air quality is measured by multiple ambient air quality monitoring stations, including a station located in Grover Beach approximately 8 miles southeast of the Avila URL and a station located in San Luis Obispo approximately 6 miles northwest of the Avila URL. Ten permanent stations exist in the county; eight stations operated by the SLOAPCD and two stations (San Luis Obispo and Paso Robles) operated by the California Air Resources Board (CARB). Air quality monitoring is controlled by Federal and State quality assurance and control procedures to ensure data validity. Monitoring stations measure gaseous pollutant levels continuously, and averages each hour, 24 hours a day.

CRITERIA POLLUTANTS

The significance of a given pollutant can be evaluated by comparing its atmospheric concentration to state and federal air quality standards. These standards represent allowable atmospheric containment concentrations at which the public health and welfare are protected, and include a factor of safety. In San Luis Obispo, ozone and fine particulate are the pollutants of main concern, exceedances of state health-based standards for those pollutants are experienced in some areas of the county (Table 5.1). The county is designated as a non-attainment area for the state ozone and PM₁₀ standards. The Avila URL is included in the readings from the San Luis Obispo station (County of San Luis Obispo 2014-2016 RSR).

Table 5.1: Recommended Levels of Severity for Air Quality

Criteria Pollutant	Area of County	Recommended Levels of Severity
Ozone	West County	II
Particulate Matter – PM2.5	SLO County (excluding the Nipomo Mesa)	II
Particulate Matter – PM10	SLO County (excluding the Nipomo Mesa)	II
Sulfur Dioxide (SO ₂)	Nipomo Mesa	I
Nitrogen Dioxide, Carbon Monoxide, Lead	SLO County	None
Toxic Air Contaminants	SLO County	None. LOS for Toxics not evaluated because toxics are not

		criteria pollutants and strategies are in place to mitigate impacts.
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Source: The Department of Planning & Building 2014-2016 RSR

OZONE

Motor vehicles have historically represented about 50% of the ozone pollutant emissions generated in the county. That proportion has risen in recent years, and will continue to increase as the population increases, exacerbating an existing air quality problem. Ozone is at Level of Severity II (2014-2016 the County of San Luis Obispo's Resource Summary Report) as seen in Table 5.1. This means that the air monitoring shows one or more violations per year of a State Air Quality Standard and the county, or a portion of it, has been designated by the State as a non-attainment area.

PARTICULATE MATTER (PM 2.5 AND PM10)

According to APCD, development adjacent to a high-volume roadway, such as US 101, can present a significant health risk to residents. Diesel fueled trucks and cars traveling on roadways can expose residents to diesel particulate matter (DPM), which has been classified by the state as a toxic air contaminant and a carcinogen. As seen in Table 5.1, Particulate Matter – PM2.5 and Particulate Matter – PM10 are at Level of Severity II (2014-2016 the County of San Luis Obispo's Resource Summary Report). This means that the air monitoring shows one or more violations per year of a State Air Quality Standard and the county, or a portion of it, has been designated by the State as a non-attainment area.

SULFUR DIOXIDE

The state standard for SO₂ was exceeded periodically on the Nipomo Mesa up until 1993. Equipment and processes at the facilities responsible for the emissions were upgraded as a result. Exceedances of the federal SO₂ standard had not been measured in the county until the Federal 1-Hour SO₂ standard was exceeded on May 19, 2013. The exceedance was measured at the Mesa 2 monitoring station, located immediately downwind of the Phillips 66 Santa Maria Refinery. The refinery was performing maintenance at the time, and process equipment that would normally control sulfur dioxide emissions was not operating. Releases of this type are unlikely to recur in the future, as the refinery is no longer permitted to operate without emission controls during scheduled maintenance procedures. As seen in Table 5.1, SO₂ is at Level of Severity I in the Nipomo Mesa (2014-2016 the County of San Luis Obispo's Resource Summary Report). This means that the air monitoring shows periodic but infrequent violations of a CAAQS, with no area of the county designated by the State as a non-attainment area.

NITROGEN DIOXIDE, CARBON MONOXIDE, AND LEAD

Lead was last monitored in the county in 1987. Concentrations of lead in the ambient air dropped significantly after unleaded fuel use in vehicles became widespread. In the 2014-2016 the County of San Luis Obispo's Resource Summary Report, LOS is not recommended for NO₂ in SLO County because the State and Federal standards for NO₂ have never been exceeded in this county. LOS is not recommended for CO in SLO County because the State CO standards have not been exceeded in SLO County since 1975. LOS is not recommended for lead in SLO County because the county is in attainment of the State standard for lead.

TOXIC AIR CONTAMINANTS

The APCD has been successful in reducing levels of toxic air pollutants from existing sources while limiting impacts from new and modified sources within the County of San Luis Obispo. Current rules and policies continue to control and reduce toxic impacts; however, continued efforts are necessary to protect the health and welfare of the public. The USEPA reported recently that levels of benzene and lead, as well as mercury from man-made sources, are down more than 50% from 1990 levels (nationally, a 66% drop in benzene, 60% drop in mercury and 84% drop in lead). By 2030, USEPA expects reductions to be 80% of the 1990 levels.

AVILA URL AIR QUALITY

The Coastal Plateau is immediately inland from the Pacific Ocean and is typically 5 to 10 miles wide. It ranges in elevation from sea level to about 500 feet above sea level, and is bounded by the Santa Lucia Range to the northeast. Approximately 75% of the county population and corresponding portion of the commercial and industrial facilities are located within the Coastal Plateau. The Grover Beach station monitors wind direction and speed, and the San Luis Obispo stations monitors ozone, PM 10, PM 2.5, temperature, and humidity, in addition to wind direction and speed in the Coastal Plateau region and the Avila URL. Due to higher population density and closer proximity of urban areas, air pollutants per unit area are higher in this region than in other regions of the county. Motor vehicles are the primary source of long-term emissions (SLOAPCD 2012) within this region.

Air quality can become unhealthy within the Avila URL during periods where wind transports air pollution from outside of the URL, especially during significant smoke from wildfires. Air quality can also be significantly impacted near an emission source. Some locations within the Avila URL are affected by toxic emission sources, such as high-volume roadways, as of the six common air pollutants, the URL is most impacted by particulate matter especially diesel particulate matter (DPM), due to the proximity to US 101.

EMERGING DIRECTIONS

OZONE

Ozone has exceeded State ambient air quality standards and the county has been designated as a non-attainment area. Air quality is included in the Resource Management System (RMS), Chapter 4. The intent is to track emissions and ambient air quality in the planning area to provide an early alert system as air quality levels are noticeably degraded. Control measures recommended in the SLOAPCD's Air Quality Management Plan (AQMP) will be proposed for implementation as necessary when a given alert level is reached. The district is currently in the process of performing a comprehensive update to the AQMP.

PARTICULATE MATTER (PM 2.5 AND PM10)

PM2.5 and PM10 has exceeded State ambient air quality standards and the county has been designated as a non-attainment area due to high levels for diesel particulate matter (DPM). The most effective way to mitigate this health risk and reduce the exposure to DPM is to locate sensitive receptors (residences, schools, hospitals, nursing homes, etc.) away from the toxic source (US Highway 101) (SLOAPCD). Nonresidential land uses (such as parking lots, warehouses, etc.) could be located next to the roadway. Implementing strategies such as air filtration systems, sound walls, and vegetation barriers has not been proven to be as effective as restricting development of sensitive receptors farther from the pollutant. If there are proposed zoning or standard changes in the update that are adjacent to US 101, mitigation measures would be considered.

6 – BIOLOGICAL RESOURCES

This section identifies the natural landscape and sensitive resources that are in the URL. It also summarizes applicable regulations related to these resources.

REGULATORY SETTING

FEDERAL

FEDERAL ENDANGERED SPECIES ACT

The United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) administer the Federal Endangered Species Act (ESA). The ESA requires each agency to maintain lists of imperiled native species and affords substantial protections to these listed species. The jurisdiction of the NMFS under the ESA is limited to the protection of marine mammals, marine fishes, and anadromous fish. All other species are subject to USFWS jurisdiction.

The USFWS and NMFS may list a species if it is endangered (at risk of extinction in all or a significant portion of its range) or threatened (likely to become endangered in the foreseeable future). Section 9 of the ESA prohibits the take of any wildlife species listed as endangered and most species listed as threatened. Take, as defined by the ESA, means “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Harm is defined as “any act that kills or injures the species, including significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering.”

The ESA includes exceptions that allow an action to be carried out, even though the action may result in the take of a listed species, where conservation measures are included for the species. Section 7 of the ESA provides an exception for actions authorized (e.g., under a Section 404 permit), funded, or carried out by a federal agency, and Section 10 provides an exception for actions that do not involve a federal agency.

CLEAN WATER ACT, SECTION 404 – PROGRAMMATIC GENERAL PERMIT FOR WETLAND FILL.

The Clean Water Act (CWA) is the primary federal law that protects the quality of the nation’s waters, including wetlands, lakes, rivers, and coastal areas. Section 404 of the CWA regulates the discharge of dredged or fill material into the waters of the United States, including wetlands. The CWA holds that all discharges into the nation’s waters are unlawful unless specifically authorized by a permit; issuance of such permits constitutes its principal regulatory tool.

The US Army Corps of Engineers (USACE) is authorized to issue Section 404 permits, which allow the placement of dredged or fill materials into jurisdictional waters of the United States under certain circumstances. The USACE issues two types of permits under Section 404: general permits (either nationwide permits or regional permits) and standard permits (either letters of permission or individual permits). General permits are issued by the USACE to streamline the Section 404 permitting process for statewide or regional activities that have minimal direct or cumulative environmental impacts on the aquatic environment. Standard permits are issued for activities that do not qualify for a general permit (i.e., that may have more than a minimal adverse environmental impact).

CLEAN WATER ACT, SECTION 401 – PROGRAMMATIC WATER QUALITY CERTIFICATION.

Under the CWA Section 401, applicants for a federal license or permit to conduct activities that may result in the discharge of a pollutant into waters of the United States must obtain certification from the state in which the discharge would

originate. All projects that have a federal component and may affect state water quality (including projects that require federal agency approval, such as issuance of a Section 404 permit) must also comply with CWA Section 401 and the state's Porter-Cologne Water Quality Control Act. In California, Section 401 certification is handled by the Regional Water Quality Control Boards (RWQCBs). Avila is under the jurisdiction of the Central Coast RWQCB, which is responsible for implementation of state and federal water quality protection guidelines. The Central Coast RWQCB implements the Water Quality Control Plan for the Central Coast Basin, a master policy document for managing water quality issues in the region.

MIGRATORY BIRD TREATY ACT.

The Migratory Bird Treaty Act (MBTA) of 1918, as amended, implements various treaties and conventions between the United States and Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Under the MBTA, taking, killing, or possessing migratory birds is unlawful, as is taking of any parts, nests, or eggs of such birds (16 U.S. Government Code 703). Take is defined more narrowly under the MBTA than under the ESA and includes only the death or injury of individuals of a migratory bird species or their eggs. As such, take under the MBTA does not include the concepts of harm and harassment as defined under ESA.

STATE

CALIFORNIA ENDANGERED SPECIES ACT

The California Department of Fish and Wildlife administers the California Endangered Species Act (CESA). The CESA prohibits the take of listed species and species formally under consideration for listing ("candidate" species) in California. A take is defined as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" (Fish and Game Code Section 86). Under this definition, and in contrast to Federal Endangered Species Act, CESA does not prohibit harm to a listed species. Furthermore, take under CESA does not include "the taking of habitat alone or the impacts of the taking." However, the killing of a listed species that is incidental to an otherwise lawful activity and not the primary purpose of the activity constitutes a take under CESA. California Endangered Species Act does not protect insects, but with certain exceptions prohibits the take of plants on private land.

CALIFORNIA FISH AND GAME CODE, SECTION 1600-1616 - MASTER STREAMBED ALTERATION AGREEMENT FOR STREAMBED MODIFICATIONS.

The CDFW has jurisdictional authority over streams, lakes, and wetland resources associated with these aquatic systems under California Fish and Game Code Section 1600 et seq. The CDFW has the authority to regulate work that will

“substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris waste or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake” (Fish and Game Code Section 1602). An entity that proposes to carry out such an activity must first inform the CDFW, and where the CDFW concludes that the activity will “substantially adversely affect an existing fish or wildlife resource,” the entity proposing the activity must negotiate an agreement with the CDFW that specifies terms under which the activity may be carried out in a way that protects the affected wildlife resource.

CALIFORNIA FISH AND GAME CODE 3503 (BIRD NESTS)

Section 3503 of the California Fish and Game Code makes it “unlawful to take, possess, or needlessly destroy the nests or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.” The CDFW may issue permits authorizing take.

CALIFORNIA FISH AND GAME CODE 3503.5 (BIRDS OF PREY)

Section 3503.5 of the California Fish and Game Code prohibits the take, possession, or destruction of any birds of prey or their nests or eggs “except as otherwise provided by this code or any regulation adopted pursuant thereto.” The CDFW may issue permits authorizing take of birds of prey or their nests or eggs pursuant to CESA or the Natural Community Conservation Planning Act.

CALIFORNIA COASTAL ACT

The Coastal Act outlines standards for development within the Coastal Zone and includes specific policies (see Division 20 of the Public Resources Code) that address issues such as terrestrial and marine habitat protection, commercial fisheries, and water quality. The Coastal Zone encompasses 1.5 million acres of land, and stretches from 3 miles at sea to an inland boundary that varies from several blocks in urban areas to as much as 5 miles in less developed areas. About 40% of the land within the URL is within the coastal zone. The Coastal Zone extends into federal waters under the federal Coastal Zone Management Act.

Chapter 3 of the Coastal Act contains the standards used by the California Coastal Commission in the review of coastal development permits and local coastal plans (LCP). The Coastal Act governs all development along the coast, and mandates protection of public access, recreational opportunities, and marine and land resources.

LOCAL

SAN LUIS BAY AREA PLAN

The San Luis Bay Area Plan Coastal describes county land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinances and Local Coastal Program. The plan provides detail on special overlay land use categories such as combining designations which have special resources. Combining designations require a more detailed project review to avoid or minimize adverse environmental impacts. Ontario Ridge and San Luis Creek are highlighted as sensitive resource areas. It states that Ontario Ridge (SRA) is an important scenic backdrop for the Avila URL and open space agreements on the slopes should be obtained at the time of development proposals (p.7-1). The plan also designates San Luis Creek Estuary (SRA) is an important feeding and resting area for migratory water fowl and it supports steelhead rainbow trout.

TITLE 22: SAN LUIS OBISPO COUNTY LAND USE ORDINANCE

This Title is the Land Use Ordinance of the County of San Luis Obispo, Title 22 of the San Luis Obispo County Code. These regulations are established to protect and promote the public health, safety and welfare of the unincorporated inland areas of the County of San Luis Obispo. More particularly, Title 22 implements the General Plan and manages future growth of the county in compliance with the General Plan. It also assists the public in identifying and understanding regulations affecting the development and use of land in particular areas. Specific standards have been adopted for Avila. These standards are found in Article 10 of the Land Use Ordinance (Chapter 22.106 – San Luis Obispo Area Communities and Villages) and apply to development proposals in addition to the standards of Chapter 22.14 of the Land Use Ordinance.

TITLE 23: SAN LUIS OBISPO COUNTY COASTAL ZONE LAND USE ORDINANCE (CZLUO)

Title 23, known as the Coastal Zone Land Use Ordinance (CZLUO), Title 23 of the San Luis Obispo County Code, was established to protect and promote the public health, safety and welfare of the unincorporated coastal areas of the County of San Luis Obispo. It functions to implement the San Luis Obispo County General Plan and the San Luis Obispo County Local Coastal Program, and manages the future growth of the county in accordance with those plans. As Title 22 does for the inland portions, the Coastal Zone Land Use Ordinance provides the principal method for implementation of the general plan by setting requirements for how particular land uses may be designed and developed in the coastal zone.

COASTAL POLICY DOCUMENT

The Coastal Policy Document (County of San Luis Obispo 2007) is part of the County's Local Coastal Program and Land Use Element (LUE). Some of the policies have been incorporated into the Coastal Zone Land Use Ordinance (CZLUO) and planning areas standards. The LUE is the coordinating mechanism for incorporating the policies of this document that have land use implications. In addition to amended portions of the LUE and the CZLUO, this document states the policy commitment of the County to implement the mandates of the Coastal Act. The document includes policies related to environmentally sensitive habitats, shoreline access, coastal watershed, visual and scenic resources, hazards, and air quality, among others.

EXISTING CONDITIONS

The URL encompasses a wide range of habitats, from marine to terrestrial. Habitat types include open water, marine intertidal, estuarine, riparian, sandy beach, coastal scrub, oak woodland, and annual grassland.

FLORA

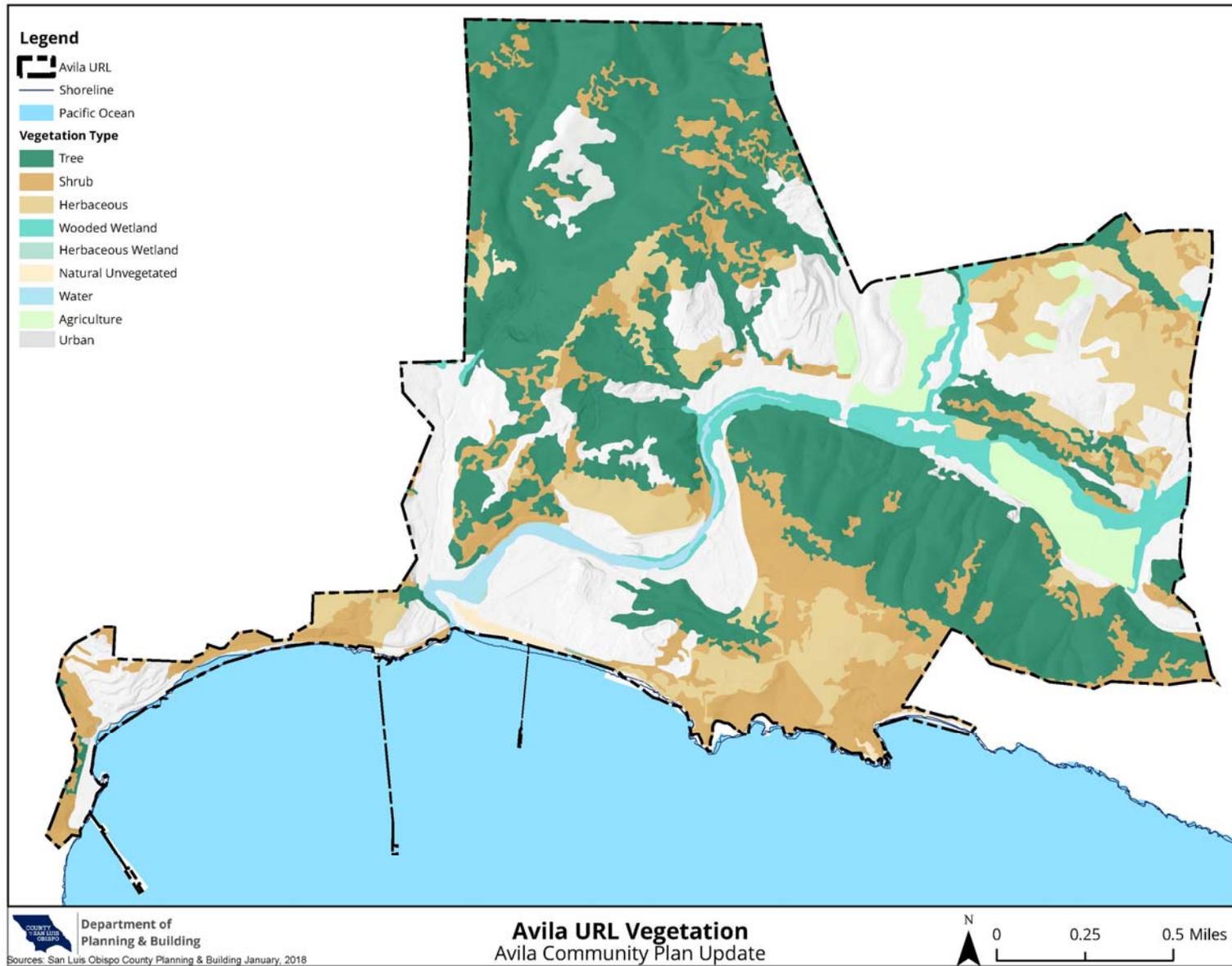
Within the URL, only a quarter of the land is categorized as urban; leaving the majority as natural landscape. Trees, shrub, and herbaceous regions make up approximately 66% of the URL (Figure 6.1). Tree-dominated habitats are predominately found along ridgelines and in the URL open space areas. On the coast and in Avila Valley, there are more drought resistant species in the herbaceous and shrub regions. Along San Luis Creek, vegetation is considered a wooded wetland.

As seen in Figure 6.1 and in Table 6.1, 39% of the URL is covered by tree species, like oaks and manzanita, which are typically found along steep ridgelines. Figure 6.2 illustrates the canopy density of oak woodlands within the URL. In the inland portion of the Avila URL, the County defines oak woodlands as a grouping of trees over one acre in area growing in a contiguous pattern and on a site of sufficiently uniform quality that is distinguishable as a unit, including any Stand within 500 feet; where the dominant trees are one or more of the following species: Blue oak (*Quercus douglasii*), Coast live oak (*Quercus agrifolia*), Interior live oak (*Quercus wislizeni*), Valley oak (*Quercus lobata*), and California black oak (*Quercus kelloggii*) (Chapter 22.58). About 300 acres have an oak woodland density of 75-100%.

The shrub region makes up 16% of the land within the URL. The flora species in these regions are highly variable and are generally dependent on topography, soils and slope aspect. Plants occurring in scrub communities are characterized as being aromatic, low growing and drought tolerant. Some common plant species include California sagebrush, coyote brush (*Baccharis pilularis*), monkeyflower (*Mimulus* sp.), poison oak (*Toxicodendron diversilobum*), California buckwheat (*Eriogonum fasciculatum*), and black sage (*Salvia mellifera*).

Herbaceous regions are dominated by grasses and shrubs, with or without scattered trees (which may have up to 10% cover). Herbaceous plants are non-woody plants, such as most ferns and grasses. These regions create suitable conditions for Pismo Clarkia (*Clarkia speciosa* ssp. *Immaculata*). The entire URL is listed as potential habitat for Pismo Clarkia. It is listed under the Federal Endangered Species Act as an endangered species.

Figure 6.1: Avila URL Vegetation Map



Source: The California Native Plant Society (2007) and the County of San Luis Obispo Department of Planning and Building (2018)

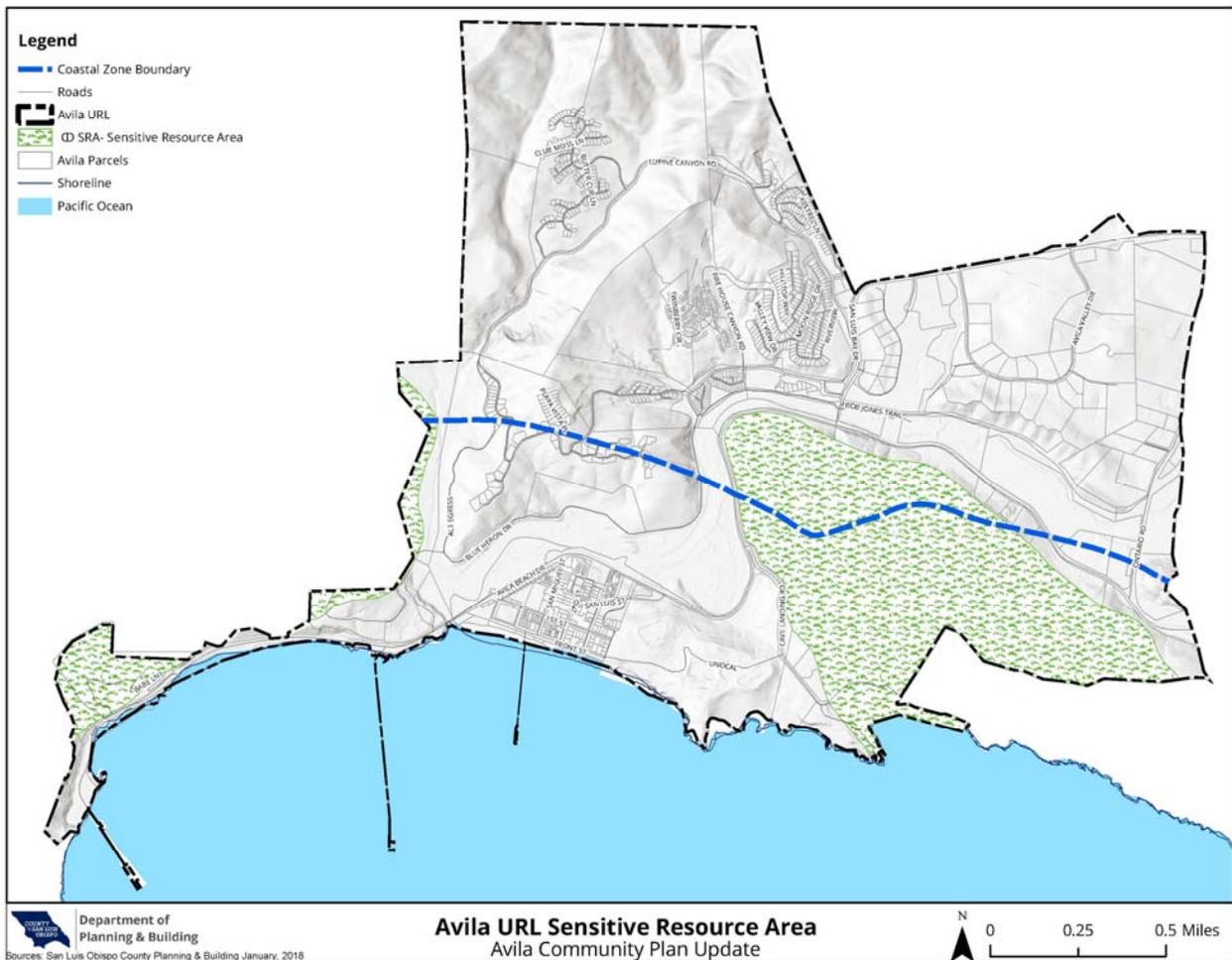
Table 6.1: Land acre of Vegetation

Name	Acres	Percent
Tree	856.52	39%
Urban	547.08	25%
Shrub	355.19	16%
Herbaceous	245.44	11%
Wooded Wetland	78.79	4%
Agriculture	74.83	3%
Water	25.60	1%
Natural Unvegetated	12.46	1%
Herbaceous Wetland	0.31	0%
Total	2,196.22	100%

Combining designations are used to identify and highlight areas of the county having natural or built features which are sensitive, hazardous, fragile, of cultural or educational value, or of economic value as extractable natural resources (CZLUO Section 23.07.101).

The areas shown in Figure 6.3 are sensitive resource areas, which include the Coastal Terrace of Irish Hills and Ontario Ridge. The coastal terrace both north and south of Diablo Canyon, supports a variety of coastal species that differ from other coastal areas. The terrace area north of Diablo Canyon has outstanding scenic value, with volcanic formations. Ontario Ridge is a major ridge that forms an important scenic backdrop for the coastal area.

Figure 6.3: Avila URL Sensitive Resource Areas



Source: The County of San Luis Obispo Department of Planning and Building (2018)

FAUNA

The vegetation regions of the URL serve as habitat for a myriad of fauna species. The number of species found within the URL is dependent on the season and migration pattern of the species. This section provides a brief overview of fauna species and is not a full comprehensive inventory found within the URL.

Marine mammals such as harbor seals (*Phoca vitulina*), southern sea otter (*Enhydra lutris*), California sea lion (*Zalophus californicus*), dolphins (Family Delphinidae) and porpoises (Family Phocoenidae) can be spotted off the coast. On occasion, whales such as humpback (*Megaptera novaeangliae*) and orcas (*Orcinus orca*) can be spotted.

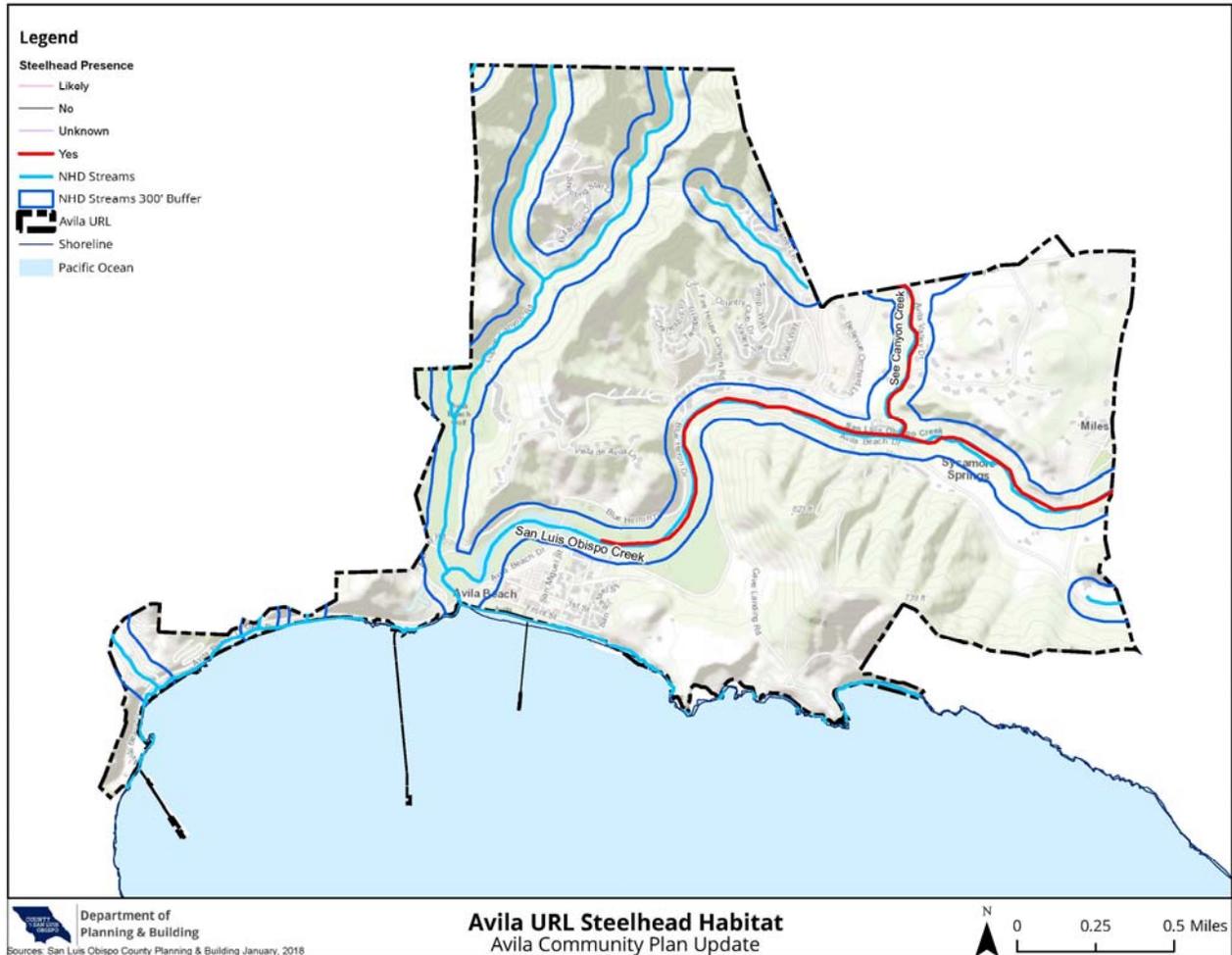
Around the beach regions, there are several invertebrate species, predominantly crustaceans such as sand crabs and beach hoppers, that have adapted to the wave action and shifting sands of the beach. These invertebrates attract numerous shorebirds such as long-billed curlews (*Numenius americanus*) and black-bellied plovers (*Pluvialis squatarola*). These species are most abundant during the winter. Along the piers and over the water are the California brown pelican and several species of gulls.

Within shrub and herbaceous habitats there are a wide variety of invertebrates, reptiles, birds, and mammals. Reptiles such as the gopher snake (*Pituophis catenifer*), western rattlesnake (*Crotalus oreganus bellen*), and western fence lizard (*Sceloporus occidentalis*) are common in the region. This habitat provides suitable breeding and/or foraging habitat for a wide variety of birds, including brown towhee (*Pipilo fuscus*), California thrasher (*Toxostoma redivivum*), and Anna's hummingbird (*Calypte anna*). The dense understory of scrub habitat provides considerable protection for small rodents and rabbits including shrews (*Sorex* sp.), mice (*Peromyscus* sp.), woodrats (*Neotoma* sp.), and Audubon's cottontail (*Sylvilagus auduboni*). Striped skunk (*Mephitis mephitis*), American badger (*Taxidea taxus*), gray fox (*Mephitis mephitis*), bobcat (*Lynx rufus*) and coyote (*Canis latrans*) may also occur foraging on small rodents. Mule deer (*Odocoileus hemionus*) is also found specifically on the edge of the coastal scrub brush and within adjacent grassland habitats to the north.

The San Luis Obispo and See Canyon Creeks serve as steelhead habitat. Approximately 300 feet west of the San Luis Bay Drive Bridge along San Luis Obispo Creek is the Marre Weir, a sheet pile dam. It is managed by San Manuelito Mutual Water Company and ABR Priorities. This weir was installed to keep saltwater from infiltrating freshwater wells upstream; however, it serves as a partial barrier to migrating steelhead trout. In 2006, when steelhead trout was reconfirmed as a threatened species by Endangered Species Act of 1973 (National Marine Fisheries Service, 2016) As a result, in 2006, a low flow notch was cut into the weir to improve the fish passage for migrating steelhead trout. This notch was intended to lower fish

jump height, reduce sediment buildup, and meet fish migration patterns (State of California Regional Water Quality Control Board Central Coast Region, p.5). The continued maintenance of this weir is important for the community water and biological resources.

Figure 6.4: Avila URL Steelhead Habitat



Source: The County of San Luis Obispo Department of Planning and Building (2018)

The California Natural Diversity Database (CNDDDB) is an inventory of the status and locations of rare plants and animals in California. CNDDDB staff work with partners to maintain current lists of rare species. Table 6.2 lists the eleven-rare species that have been identified within the Avila URL.

Table 6.2: CNDDDB Rare Species found in Avila URL

Scientific Name	Common Name
<i>Agrostis hooveri</i>	Hoover's Bent Grass
<i>Arctostaphylos pilosula</i>	Santa Margarita Manzanita
<i>Bombus occidentalis</i>	Western Bumble Bee
<i>Castilleja densiflora</i> var. <i>obispoensis</i>	San Luis Obispo Owl's-Clover
<i>Coccyzus americanus occidentalis</i>	Western Yellow-Billed Cuckoo
<i>Danaus plexippus</i>	Monarch - California Overwintering Population
<i>Delphinium umbraculorum</i>	Umbrella Larkspur
<i>Eucyclogobius newberryi</i>	Tidewater Goby
<i>Rana draytonii</i>	California Red-Legged Frog
<i>Scrophularia atrata</i>	Black-Flowered Figwort
<i>Senecio aphanactis</i>	Chaparral Ragwort

EMERGING DIRECTIONS

The community plan update will consider additional policies to protect the unique biological features within the Avila URL, specifically in context to existing protective policies and community input to further protect biological resources.

7 - CIRCULATION

This section provides an in-depth look at the existing transportation network within the URL and the applicable regulatory framework for transportation facilities. An assessment of the existing transportation network is used to identify existing needs and provide a context for potential goals and objections through the Community Plan Update Process.

REGULATORY SETTING

FEDERAL

HIGHWAY CAPACITY MANUAL

Transportation Research Board (TRB) is a division of the National Research Council of the United States which serves as an independent adviser to the President of the United States of America, the Congress and federal agencies on scientific and technical questions related to national transportation. TRB publishes the Highway

Capacity Manual, last updated in 2016, which provides methods and guidelines for computing capacity and quality of service of highway facilities.

The ability of roads to carry vehicular traffic (capacity) depends on several factors: the number of travel lanes, the nature of topographic features, the presence and width of roadway shoulders, and the number of other vehicles all affect the capacity of roads. The Highway Capacity Manual sets standards for these and other factors which determine traffic "Levels of Service" (LOS) ranging from level "A" to "F" which are defined as follows:

- LOS "A" Free flow: Unlimited freedom to maneuver and select desired speed.
- LOS "B" Stable flow: Slight decline in freedom to maneuver.
- LOS "C" Stable flow: Speed and maneuverability somewhat restricted.
- LOS "D" Stable flow: Speed and maneuverability restricted. Small increases in volume cause operational problems.
- LOS "E" Unstable flow: Speeds are low; freedom to maneuver is extremely difficult. Driver frustration is high during peak traffic periods.
- LOS "F" Forced flow: Stoppages for long periods. Driver frustration is high at peak traffic periods.

Level of Service is a useful measure of the relationship between the volume of traffic on a given roadway and the capacity of the roadway to operate safely and efficiently. San Luis Obispo County has established LOS "C" as the threshold for the acceptable operation of roadways and interchanges in rural areas and LOS "D" in urban areas. When a roadway or interchange is projected to operate below these Levels of Service, the County initiates a process to identify, design, fund and construct the necessary improvements to ensure an acceptable LOS is achieved and maintained.

STATE

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans is responsible for operating and maintaining the state highway system. The Caltrans Highway Design Manual (HDM) establishes uniform policies and procedures to carry out the highway design functions of Caltrans. If local projects have an impact on the state highway system, Caltrans provides general guidance regarding the preparation of traffic impact studies. They provide a traffic study examples and the methodology to use when evaluating operating conditions on the state highway

system. The target LOS for Caltrans is to maintain between LOS 'C' and LOS 'D' on State highway facilities.

COMPLETE STREETS ACT

Beginning January 1, 2011, the California Complete Streets Act of 2008 (Assembly Bill 1358) requires revisions of any city or county general plan or circulation element to accommodate all roadway users. This includes pedestrians, bicyclists, motorists, persons with disabilities, seniors, children, movers of commercial goods, and users of public transportation. This bill aims to provide a balanced, multi-modal transportation network that is appropriate to the rural, suburban, or urban context of the general plan.

CALIFORNIA BICYCLE TRANSPORTATION ACT

The intent of the California Bicycle Transportation Act is to incorporate the needs of bicyclists in the transportation system through design and development. The act requires the consideration of commuter needs in route selections with physical and property safety as a major planning component. The act also requires facilities accommodate bicyclists of all ages and skills. The act provides definitions, considerations, and design requirements.

Section 890.4 of the Streets and Highways Code provides the classifications of bikeways. They are defined as "all facilities that provide primarily for, and promote, bicycle travel." The four classifications are also defined below per the Streets and Highway Code:

- Class I Bikeway (Bike Path or Shared Use Path): "Provide(s) a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized."
- Class II Bikeway (Bike Lane): "Provide(s) a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted." Bike lanes typically provide for one-way bicycle travel adjacent to the motor vehicle lane. Class II Bike Lanes can be adjacent to the travel lane or separated by a striped buffer.
 - According to San Luis Obispo County Traffic Regulation Code "no person shall park a vehicle at any time at any location designated...as a bicycle lane, except authorized emergency vehicles, County authorized maintenance vehicles and where a parking lane has been delineated adjacent to the bicycle lane by use of parking space lines, tees or edge stripe.

- Class III Bikeway (Bike Route): “Provide(s) a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians or motorists.” Bike Routes provide continuity to other bicycle facilities.
- Class IV Bikeway (Cycle Track or Separated Bikeway): “Promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.”

SENATE BILLS 375 (SB 375)

Senate Bill (SB) 375 (2008) requires that regional transportation plans include a Sustainable Community Strategy (SCS) to reduce greenhouse gas emissions from passenger vehicles and light trucks.

SENATE BILL 743 (SB 743)

Senate Bill 743 (SB 743) was passed by the State Legislature in 2013 directing the Governor’s Office of Planning and Research to develop new guidelines for the evaluation of transportation impacts under the CEQA. CEQA treats auto delay and congestion, commonly measured using LOS, as an environmental impact. SB 743 requires the CEQA Guidelines to prescribe an analysis that better accounts for transit and reducing greenhouse gas emissions.

The draft guidelines identify Vehicle Miles Traveled (VMT) as the primary metric used to recognize transportation impacts in place of vehicular LOS because it satisfies the explicit goals of SB 743 and is already used in CEQA to study greenhouse gas and energy impacts. VMT is also used in planning to meet regional Sustainable Community Strategies.

SB 743 creates a new exemption for certain projects that are consistent with a specific plan, and eliminates the need to evaluate aesthetic and parking impacts of a project, in some circumstances. The intent of SB 743 is to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

REGIONAL

SLOCOG REGIONAL TRANSPORTATION (RTP) / SUSTAINABLE COMMUNITIES STRATEGY

The San Luis Council of Governments (SLOCOG) prepared a Regional Transportation Plan/Sustainable Communities Strategy in 2014. It presented the blueprint for regional transportation system within the County. The RTP identifies

multimodal improvements to the County's transportation system over the next 20 years with a focus on expanding the region's transportation choices.

LOCAL

THE COUNTY OF SAN LUIS OBISPO LAND USE AND CIRCULATION ELEMENT

The Land Use and Circulation Element (LUCE) establishes the pattern for land use. This element defines the components of the street circulation system and describes how roads function to carry traffic between destinations. The circulation plan maps in the area plans show the locations of roads according to these functional classifications. Roads are classified by using a hierarchy of how the road functions to carry traffic between destinations. The highest road classification is a Principal Arterial Road, such as US 101 and the lowest being a Local Road, such as Avila Valley Drive. Of the four roadway classifications, the majority of the roads are classified as local roads; however, five roads within the Avila URL are considered collectors.

RESOURCE MANAGEMENT SYSTEM (RMS)

The RMS provides information to guide decisions about balancing land development with the resources necessary to sustain such development. A key part of the RMS is the biennial Resource Summary Report (RSR), which provides a comprehensive summary of the County's current state of natural and human made resources. Information from the 2014-2016 RSR was used to describe the current conditions of circulation within the Avila URL.

THE COUNTY OF SAN LUIS OBISPO COUNTY BIKEWAYS PLAN

San Luis Obispo County prepared the 2015 San Luis Obispo County Bikeways Plan to identify and prioritize bikeway facilities throughout the unincorporated area of the County including, bike lanes, routes, parking, connections with public transportation, educational programs, and funding. Changes in existing conditions or proposed land uses may result in future modifications to the recommendations contained in this plan. Major updates to the plan are prepared every five (5) years.

THE COUNTY OF SAN LUIS OBISPO COUNTY PUBLIC IMPROVEMENT STANDARDS

The San Luis Obispo County Public Improvement Standards establish the minimum requirements for the design and construction of any public improvement in the County of San Luis Obispo. Per the Public Improvement Standards, roadway cross-sections are designed based on the type of road (rural or urban) and the future average daily traffic (ADT) volume.

THE COUNTY OF SAN LUIS OBISPO PARKS AND RECREATION ELEMENT

The Parks and Recreation Element (2006) establishes policies and programs to provide and maintain parks, recreation, and natural areas within San Luis Obispo County. The County Parks and Recreation Element contains a network of Class I “Bike Trails” as well as “Multi-Use Trails” that are required to meet specific standards of minimum width of eight (8) feet for two-way traffic and multi-use trail standards of 12 feet for two-way bicycle travel. The County Parks and Recreation Department is the primary administrator of trails, including the planning, design, construction, and maintenance. Per the County Parks and Recreation Element, “A multi-use trail may have originally been designed to provide a facility for bicyclists separated from other traffic, but trails often see greater use by pedestrians, joggers, and sometimes even equestrians. The planning and design of multi-use paths should therefore take into account the various skills, experience and characteristics of these different users.”

COUNTY OF SAN LUIS OBISPO ENERGYWISE PLAN

The County of San Luis Obispo adopted the EnergyWise Plan (EWP) in November 2011. The EWP is required by the Conservation and Open Space Element (COSE) of the General Plan and is intended to facilitate the goals of the COSE, though implementation of the reduction measures contained in this plan will require action by the Board of Supervisors. This Plan builds upon the goals and strategies of the COSE to reduce local Greenhouse Gas emissions (GHG). It also identifies how the County will achieve the GHG emissions reduction target of 15% below baseline levels by the year 2020 in addition to other energy efficiency, water conservation, and air quality goals identified in the COSE. This Plan also assists the County’s participation in the regional effort to implement land use and transportation measures to reduce regional greenhouse gas emissions from the transportation sector by 2035. The EWP states that public and private investment in the improvement of bicycle and pedestrian networks will result in a 2% decrease in vehicle miles traveled.

SAN LUIS BAY AREA PLAN

Ordinance No. 2702 amended various sections of the San Luis Bay Area Plan (Coastal) with the goal of providing an equitable framework for managing traffic capacity of Avila Beach and San Luis Bay Drives. A standard in the ordinance requires traffic studies in the Avila Beach area to collect vehicle counts during the second week in May. Development of this standard was based on results from an *Avila Beach Drive Resource Capacity Study* (Wilbur Smith Associates, September 1992). The methodology is not consistent with current engineering practices and is the only one of its kind in the county. The policies and standards of Ordinance No. 2702 have been in place for over twenty years, and the area served by these roadways has undergone a number of significant changes since time of adoption. Staff evaluated the programs and standards set forth by Ordinance No. 2702 with the goal of informing the public, stakeholders

and decision-makers about its various provisions, and to determine whether they remain relevant in 2016.

Within this document, is a standard related to Level of Service (LOS) on the two main access roads into the Avila URL. The standard states,

“Avila Beach Drive and San Luis Bay Drive Level of Service. Reserve a portion of the Avila Beach Drive road capacity to serve coastal dependent uses and do not subject Avila Beach Drive to traffic levels exceeding Level of Service (LOS) “C” overall. The LOS for Avila Beach Drive and San Luis Bay Drive shall be based on the average hourly weekday two-way 3:00 p.m. to 6:00 p.m. traffic counts to be conducted during the second week in May of each year. Fire access lane requirements will comply with the adopted fire code for the County of San Luis Obispo. Further, significant disruptions to the environmentally-sensitive habitat of San Luis Obispo Creek and its associated riparian habitat areas shall be avoided. Unavoidable impacts shall provide equivalent offset mitigation and enhancement measures (8-8).”

This standard was studied in the 2015 Avila Transportation Evaluation and on July 19th, 2016 Board of Supervisors directed Planning and Building to remove language pertaining to the *second week of May* traffic methodology from San Luis Bay Area Plan as a part of the Avila Beach Community Plan Update process.

THE COUNTY OF SAN LUIS OBISPO BOARD OF SUPERVISORS

In 2016, staff was directed by the Board of Supervisors to evaluate the transportation programs in Avila. From the evaluation, there were three key findings that staff identified about the traffic methodology. These findings included:

- The “2nd Week in May” methodology was intentionally reverse-engineered to achieve LOS C at build-out (2035) to avoid the need to widen Avila Beach Drive. In the early 1990s, there were three studies published on traffic in Avila Beach alluding to the fact that Avila Beach Drive would need to be widened to keep up with capacity demand. At that time, the finding was not supported by the community or Board, so staff was directed to look at non-summer weekday traffic to avoid the need for road widening.
- The methodology is not accomplishing what it was created to avoid. Traffic circulation along Avila Beach Drive would degrade from LOS C to LOS D at build-out under the 2nd week in May Methodology, thus triggering the need to widen Avila Beach Drive.
- The methodology is not consistent with current engineering practices and results in an under representation of actual traffic congestion experienced by the community.

Planning & Building and Public Works staff presented three recommendations at the July 19th, 2016 Board of Supervisors Meeting. The following direction was unanimously approved. The Board directed:

- Planning and Building to remove language pertaining to the second week of May traffic methodology from San Luis Bay Area Plan as a part of the comprehensive Avila Beach Community Plan Update process;
- Public Works to identify a department-based procedure on traffic methodology for the Community of Avila Beach. This effort is still on-going; and
- Staff to require all Environmental Impact Reports to evaluate both the traffic impacts during the second week in May and during the most appropriate time relative to the proposed land use as an interim approach until the Avila Beach Community Plan Update is finalized.

EXISTING CONDITIONS

Circulation of a community is not solely focused on roadways. The roads, access points, modes, and parking infrastructure form the circulation network of the Avila URL and each can affect how well roadways perform. Access to the Avila URL and traffic flow are impacted by highway interchanges and secondary access. Transportation mode share between automobiles, alternative transportation, and trucks also impacts the flow of traffic within the Avila URL. Modes such as biking, walking, and transit are considered alternative transportation. Having a portion of total trips in and out of the Avila URL using alternative transportation alleviates traffic congestion and helps the County achieve both state and local GHG reduction targets. Having parking facilities available also impacts movement and access into the Avila URL.

ROADWAYS

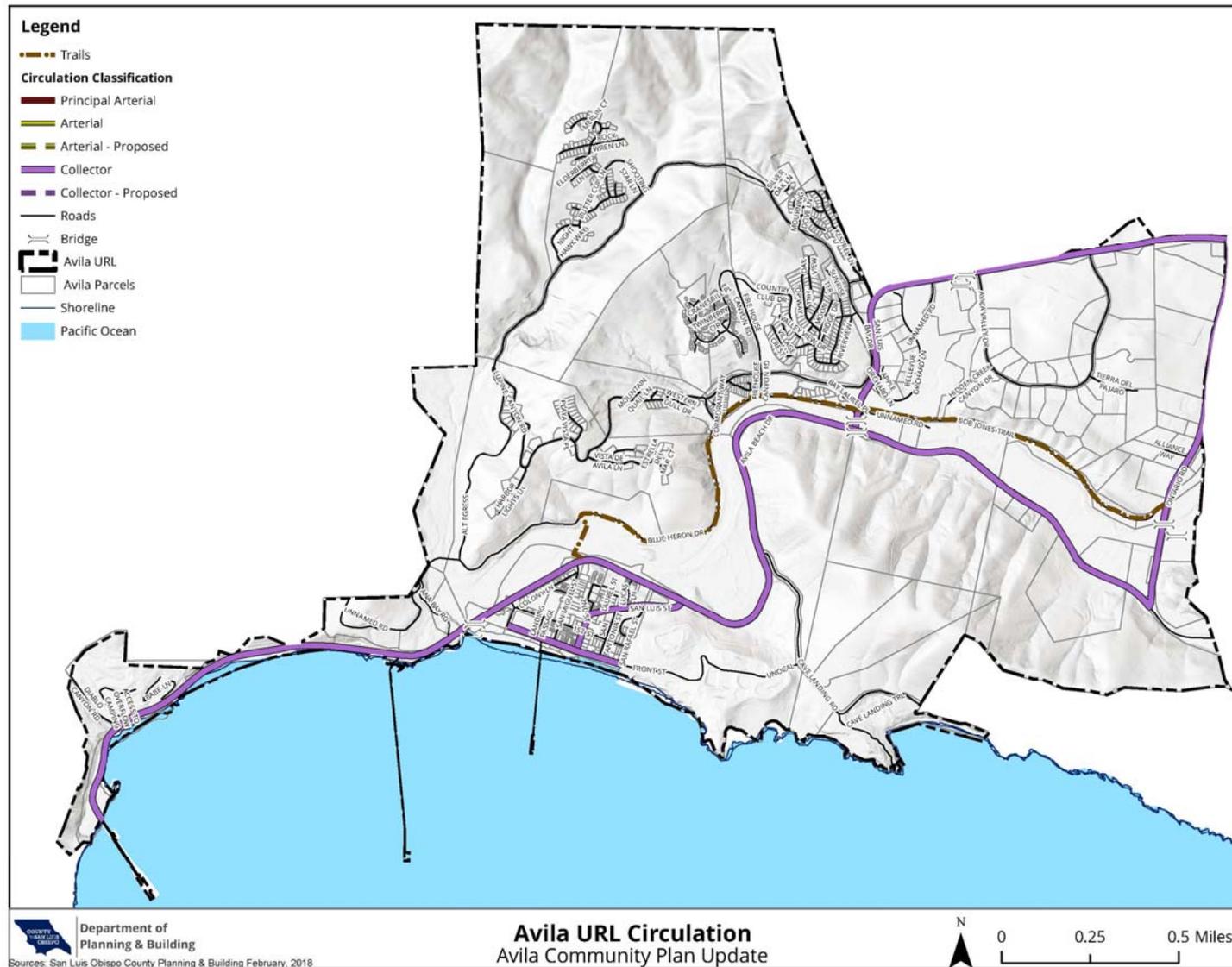
Along the eastern boundary of the Avila URL is US 101. US 101 is the primary interstate providing regional and statewide access north and south. Avila Beach Drive and San Luis Bay Drive are the two main collectors that bisect the Avila URL. These two roads also serve as the only access points to and from US 101 and are the only ways to access the Avila URL coast from the interior. As seen in Figure 7.1, Avila Beach Drive follows along San Luis Creek running west to east. San Luis Bay Drive bisects Avila Beach Drive providing access to the San Luis Bay Estates and Avila Valley subsections as well as See Canyon Road, which is outside the Avila URL. Between San Luis Bay Drive and Avila Beach Drive, Ontario Road runs parallel to US 101. The Bob Jones Trail, a pedestrian and bicycle trail within the Avila URL, is located between Ontario Road in Avila Valley and San Juan Street in the town subsection.

The five most heavily used roads in the Avila URL are classified as collectors. They include: Avila Beach Drive, San Luis Bay Drive, Ontario Road, San Luis Street, and

Front Street. These roads enable traffic to move to and from local roads, arterial roads and activity centers (The County of San Luis Obispo's Land Use and Circulation Element). They serve as the principal arterial of residential areas and carry a relatively high volume of traffic. Avila Beach Drive is the most heavily used road within the Avila URL. However, the 2014-2016 RMS recommended no Level of Severity for Avila Beach Drive based on the 2nd week in May traffic methodology dictated by the San Luis Bay Area Plan. The remaining roads are classified as local roads which are used primarily for access to adjacent property.

Traffic through Avila is composed of three main users: PG&E employment; recreational use; and residential use. Avila Beach Drive serves as the main access point to PG&E's Diablo Canyon Power Plant for the projected 1,866 employees (San Luis Obispo Chamber of Commerce, 2017). The access road is located just northeast of the Port San Luis. Recreational and tourist traffic is drawn towards the town subsection, Port subsection, and the golf course. San Luis Street, San Miguel Street, and 1st Street serve as access points into the beach and the central business district from Avila Beach Drive. The number of these trips increases seasonally, specifically during the summer and/or holiday months.

Figure 7.1: Avila URL Circulation Map



Source: The County of San Luis Obispo Department of Planning and Building (2018)

INTERCHANGES

The interchanges that provide access to and from the Avila URL are located at Avila Beach Drive/US 101 and San Luis Bay Drive/US 101. The operations of these intersections are measured using the Level of Service indicator. Through the RSR, the Planning and Building Department monitors the interchanges using Level of Severity. San Luis Obispo County has established Level of Service (LOS) C as the threshold as the acceptable operation of roadways and interchanges in rural areas and LOS “D” in urban areas. If an interchange is projected to operate below the adopted Level of Service, the County initiates a process to identify, design, fund and construct the necessary improvements to ensure an acceptable LOS is achieved and maintained.

Table 7.1, contains Levels of Service and recommended level of severity for existing conditions (2016) and build-out conditions for the US 101 interchange operations in Avila according to the 2014-2016 RSR.

Table 7.1: RSR Interchange Level of Service and Severity in Avila

US 101 Interchange	Existing Levels of Service ¹		Build-out Levels of Service ¹		Level of Severity
	Southbound (SB) Ramps	Northbound (NB) Ramps	SB Ramps	NB Ramps	
San Luis Bay Drive	B	E	B	F	III
Avila Beach Drive	D	A	F	B	III

Source: Department of Planning and Building 2014-2016 RSR

The Avila Beach Drive/US 101 ramps are configured such that the on-ramp forms a T-intersection near the US 101 southbound off-ramp/Shell Beach Road intersection. According the 2014-2016 RSR, the intersection is severely constrained and extensive queuing occurs on the ramps which causes significant delays during peak hour periods. These ramps have a Level of Severity III, which means that traffic volume projections indicate that the interchange is operating at Level of Service D. Since these interchanges are in a rural area and are projected to operate below LOS C, the County initiated a Project Study Report (PSR) to begin addressing the issue.

A Project Study Report (PSR) was completed in May 2016 through a capital improvement project. In the fall of 2017, the Possible Alternative and Engineering Design stage started. In this phase, three alternatives will be compared: Roundabouts on both southbound (west) and northbound (east) off-ramps/onramps of US 101,

Roundabout only on the southbound (west) off-ramp/on-ramp of US 101, and No-build. This study will also consider including a Park & Ride and bus stop at the southwest corner of Avila Beach Drive and Shell Beach Drive. The preliminary estimates for this project fall between \$4 to \$7 million dollars. Currently, no funding has been earmarked for this project.

The San Luis Bay Drive/US 101 southbound ramps are configured such that the intersections are near the Ontario Road intersection. During peak hour periods, the interchanges are severely constrained and extensive queuing occurs on the side street and ramp approaches. Interchange improvements at this location are included in the current 2018 Avila Circulation Study which is an update to the 2015 Draft Circulation Study. According to the 2014-2016 RSR, it is also recommended that this ramp be at Level of Severity III. An improvement project has not been identified.

ALTERNATIVE TRANSPORTATION

BIKE FACILITIES

The current bicycle and trail network within the Avila URL consists of seven Class I, Class II, and Class III bicycle facilities. Figure 7.2, depicts the bike facilities located within the Avila URL which includes existing bikeways, bike parking, and public restrooms.

The Bob Jones Trail is the only Class I bike path within the Avila URL. It is a completely separated path for pedestrians and bicycle users. As seen in Figure 7.2, the Bob Jones Trail starts at the Ontario Road park-and-ride lot, travels west along San Luis Obispo Creek, through the golf course along Blue Heron Drive and ends at Avila Beach Drive and San Juan Street. Funding to connect and continue this path between the Ontario Road park-and-ride lot and the City of San Luis Obispo is an on-going effort.

Ontario Road, San Luis Bay Drive, and Avila Beach Drive between US 101 and San Juan Street are classified as Class II meaning that the adjacent lane is exclusive or semi-exclusive for bicycle use. Avila Beach Drive west of San Juan is classified as a Class III bike lane, which is a shared lane with other roadway users. Additional proposed bicycle facilities to be located in the Avila URL are outlined in Table 7.2.

Bike parking and public restrooms can be found in the Avila Valley, town and port subsections. These locations can be seen in Figure 7.2. Through the San Luis Obispo County's Bikeway Plan, an inventory of the number of bicycle parking stalls was created. Table 7.3 inventories the location of and number of parking stalls between the years 1995, 2010, and 2015. In 2015, there were 80 stalls within the Avila URL and the only proposed parking stall location is at Cave Landing.

Figure 7.2: Avila Bike Facilities



Source: 2015-2016 San Luis Obispo County Bikeways Plan

Table 7.2: List of Current and Proposed URL Bike Infrastructure

Status	Class	Roadway	From	To
Proposed	II	Avila Beach Drive	First Street	San Luis St
Proposed	II	Avila Beach Drive	San Luis Bay Drive	Ontario Road
Proposed	II	Ontario Road	Bob Jones Bikeway	Higuera Street
Proposed	II	San Luis Bay Drive	Bob Jones Bikeway	Ontario Road
Proposed	I	Connector (Bob Jones Trail)	San Luis Obispo	Avila Beach

Source: The County of San Luis Obispo Bikeways Plan (2015-2016)

Table 7.3: Bike Parking Inventory

Type of Facility	Location		Number of Spaces		
	Name of Site	Address	1995	2010	2015
Business	Avila Hot Springs	250 Avila Beach Drive	6	0	0
	Fat Cats Café	3920 Avila Beach Drive	0	4	4
	PG&E Information Center	Ontario Rd.	20	20	20
	Avila Beach Post Office	191 San Miguel St.	0	5	5
	Avila Beach Promenade	Pier on Front St.	0	0	22
Park	Avila Beach	Front St.	0	25	14
	Port San Luis	3900 Avila Beach Drive	0	7	7
School	Bellevue Santa Fe Elementary	1401 San Luis Bay Drive	16	9	8
Proposed	Cave Landing Road Trailhead	Cave Landing	-	-	-

Source: The County of San Luis Obispo Bikeways Plan (2015-2016)

TRANSIT

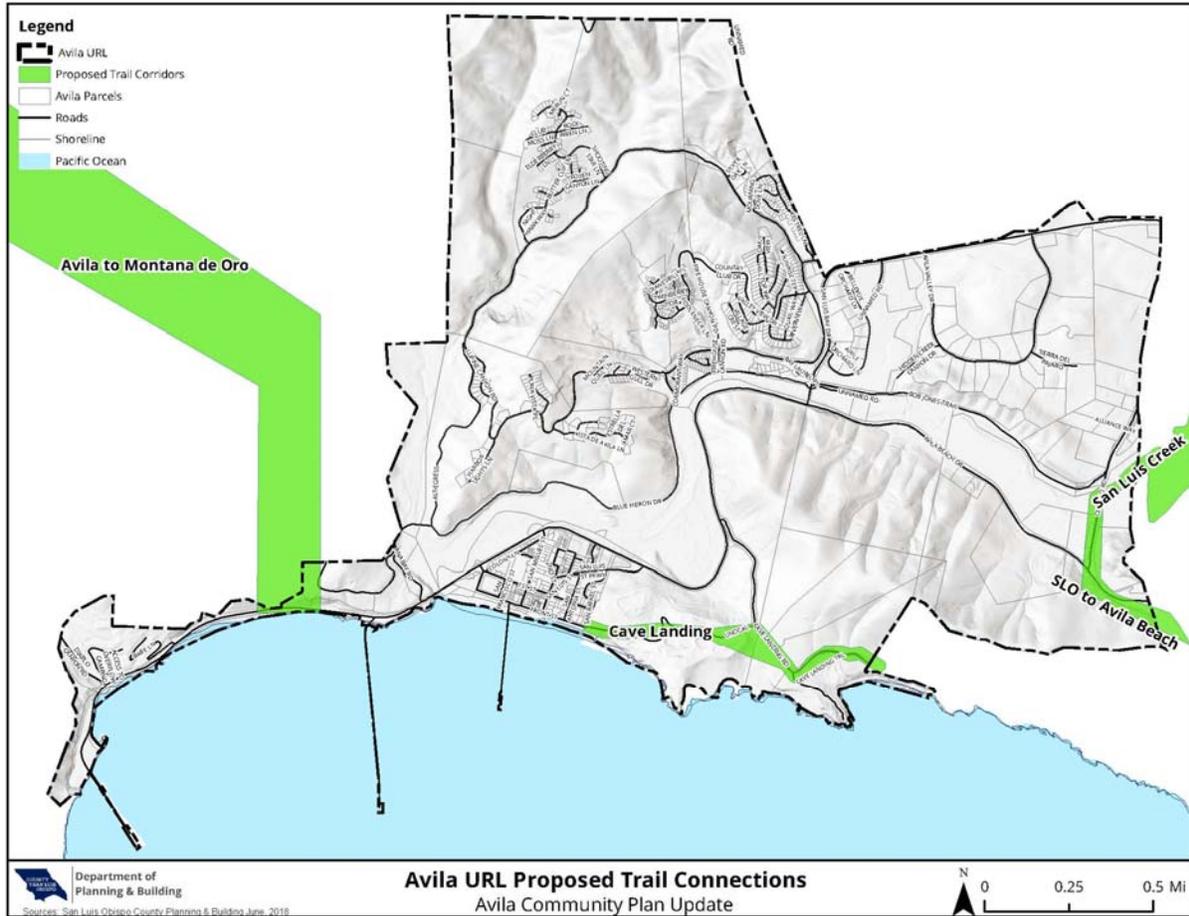
Transit service is limited within the Avila URL. A free trolley service managed by the San Luis Obispo Regional Transit Authority runs between the months of April and October, with no service in winter. The trolley services run between the Pismo Beach Premium Outlets (outside the URL) to and from Port San Luis on Friday, Saturday, and Sunday.

PEDESTRIAN NETWORK

As a result of the Unocal clean-up, the pedestrian network and circulation pattern in Avila Beach was modified to enhance pedestrian movement toward the beach. However, the traditional grid pattern within the town subsection and its historic beach-oriented character was retained. Front Street was reconstructed to include a pedestrian-only zone, also known as the Promenade, between San Francisco and San Miguel Streets. This space is a flexible space used for pedestrians, outdoor vendors, special events such as the Friday Farmer's Market, and restaurant seating. There is also a mid-block passageway that was intended to create a pedestrian connection between the Promenade and parking lot located at 1st and San Miguel Streets.

As stated earlier, the Bob Jones Trail is a multi-use trail for pedestrians and bicyclists traveling between Ontario Road and San Juan Street. It is the only designated trail within the Avila URL that is maintained by the County, however, the County of San Luis Obispo Parks and Recreation Element includes four proposed trails that either connect or are within the Avila URL. Figure 7.4 depicts the potential location of these proposed trail connections. The proposed trails would connect the town and cave landing/Ontario Ridge subsections, Avila URL to Montaña de Oro State Park to the West, and the City of San Luis Obispo to the Avila URL.

Figure 7.3: Proposed Trail Connections within Avila



Source: The County of San Luis Obispo Department of Planning and Building (2018)

PARKING

EXISTING PARKING STOCK

The Port San Luis Harbor District commissioned a parking management plan in 2013 which inventoried existing parking spaces within the Town and Port subsections. The study found a total of 1,771 stalls within these subsections (San Luis Harbor District, p.16). Table 7.4, shows the profile of parking by sub-area; a third of the communities parking supply is located along Avila Beach Drive. Nearly 50% of the supply is either in the town parking lot located at 1st and San Miguel Street or on local streets within the town subsection.

Table 7.4: Parking Stalls per Location

Parking Location	Stalls	Percent
Avila Beach Dr.	582	33%
Port San Luis Lot	287	16%
Town of Avila On Street	525	30%
Town Parking Lot	377	21%
Total	1,771	100%

Source: Port San Luis Harbor District Parking Management Plan, p.16

The study also inventoried which streets within the town provided on-street parking. Over 25% of the on-street parking in the town of Avila is found on Front Street and another 20% is found on 1st Street (San Luis Harbor District, p.18). Table 7.5 provides an inventory and location of parking stalls. At over 65%, Front, 1st, San Miguel, and San Luis Streets provide the most on-street parking. A total of 525 on street parking stalls are located within the town subsection.

Table 7.5: Parking Stalls per Town Street

Street	Stalls	Percent
Front	137	26%
1st	104	20%
2nd	18	3%
San Juan	33	6%
San Francisco	26	5%
San Miguel	60	11%
San Luis	52	10%
San Antonia	48	9%
San Rafael	47	9%
On Street Total	525	100%

Source: Port San Luis Harbor District Parking Management Plan, p.18

PROPOSED PARKING

The existing parking lot located at 1st and San Miguel Streets has approximately 377 parking stalls. According to the 2013 Parking Management Plan, a second deck could add approximately 325 additional stalls (Port San Luis Harbor District, p. 39). The cost of this structure was estimated using a rough cost per stall of \$22,000. According to the study, the estimated cost to construct the expanded parking structure would be more than \$7,150,000 (p.39). Adding a second deck to the lot was studied as an

alternative to better manage parking; however, it was not recommended due to the need for additional studies on the proposed alternative strategies (Port San Luis Harbor District, p.38). Strategies such as satellite parking, parking outside of the town subsection and shuttling in, are recommended before funding a larger infrastructure projects such as a parking structure.

According to the 2015 Draft Avila Circulation Study, parking in Avila Beach is already at or near capacity during the summer weekends and holidays (p.36). At current build-out, the estimated development of the planned land uses in the town subsection will result in a parking demand of about 200 stalls (2009 Circulation Study). Since the Avila URL is accessed via two collectors from US 101, routing drivers to a satellite parking lot would be easily implemented. The 2015 Circulation Study suggests two locations for the satellite parking facilities: the existing PG&E visitor center on Ontario Road to intercept traffic from the north and a new lot near the Avila Beach Drive/US 101 interchange. The PG&E visitor center maintains 75 stalls with minimal capital cost. A lease agreement between the County and PG&E would be needed for seasonal use. The second potential location is near the Avila Beach Drive/US 101 interchange and is estimated to have 115 stalls. As seen in Table 7.6, with an additional 220 stalls, the parking percent change would be over 12%.

Table 7.6: Potential Parking within the Avila URL

Location	Stalls
Bob Jones Trail Park & Ride Lot Expansion	30
PG&E Education Center	75
Avila Beach Drive near US 101	115
Total Potential Range	220

SECONDARY ACCESS

Avila Beach Drive from San Luis Bay Drive west is considered a "one-way in, one-way out" road. In the event of an evacuation, the current emergency route includes the Bob Jones Trail, which runs parallel to Avila Beach Drive and is only one lane. Secondary access is a concern because the population within the Avila URL can swell from 1,400 residents to six times as many visitors depending on weather conditions and special events. This variable population shift can create gridlock along the roadways, parking constraints, and additional challenges to an evacuation.

A previous study determined that it was not feasible to widen Avila Beach Drive from the town subsection to US 101 due to the environmental constraints of San Luis

Creek on one side and the steep hills on the other (2015 Draft Avila Circulation Study and Traffic Impact Fee Update, p. 33). Another alternative identified emergency evacuation route often discussed consists of a northerly road from the end of Avila Beach Drive to Montaña de Oro State Park. The route would begin at the gated entrance of the PG&E Diablo Canyon Nuclear Power Plant and continue for seven miles along an unpaved road one-lane road (2015 Draft Avila Circulation Study and Traffic Impact Fee Update, p. 33). In March of 2018, PG&E submitted a land use application to improve to the North Ranch Road to meet County Fire standards for two-way roads. The intent is to provide an all-weather emergency access/exit route from Diablo Canyon Power Plant to the community of Los Osos. According to County Fire, this road cannot be constructed to meet California Fire Code and Public Road Standards which limits the use of this road for emergency equipment only and public use would not be allowed due to environmental and cultural resources issues.

Historically, the Cave Landing Road to Bluff Drive segment leading to Shell Beach was considered an alternative evacuation route (Avila Beach Circulation Study, 2009). As stated in the 2006-2007 San Luis Obispo County Civil Grand Jury Report, Cave Landing Road is a dirt road that should be upgraded and designated as exit route from Avila Beach to Shell Beach. Per estimates done in the Avila Beach 2009 Circulation Study, the estimated cost to upgrade and designate Cave Landing Road as an alternative route is \$6,000,000 to \$10,000,000, largely due to the need to construct a structure to bridge a significant landslide that has closed Cave Landing Road. In the San Luis Bay Area Plan (Coastal) no provision should be made for through traffic between Avila Beach and Pismo Beach to preserve the residential character of the Sunset Palisades area in Pismo Beach (p.6-7).

EMERGING DIRECTIONS

ROADWAY CLASSIFICATIONS

The existing information as discussed in this section on Avila URL roads will be revised to be consistent with the findings in the more recent 2015 Draft Avila Circulation Study conducted by Public Works.

ROAD CAPACITY

County staff and the San Luis Harbor District will collaborate on developing a defined threshold for a “road capacity” standard found in the San Luis Bay Area Plan.

PARKING

The County Department of Public Works is evaluating long term and short-term solutions to the parking conditions during peak holiday and weekends. Studying the

practical and financial viability of additional satellite parking locations will be done through the new 2018 Circulation Study.

The community plan update will evaluate the effects of visitor serving uses on parking, rental availability, and home prices in the Avila URL. Additional policies will be considered to accommodate for additional parking facilities and the concerns of the community.

ROADWAY CONGESTION

The County Department of Public Works is identifying a department-based procedure on traffic methodology for the Avila URL. A new methodology will provide a better understanding of infrastructure and travel demand management strategies to alleviate the traffic congestion in the Avila URL. Travel demand strategies could include additional satellite parking, increased transit service, traffic signal timing. Through the environmental review process, traffic safety enhancements, such as establishing formal emergency routes and coordinated planning around large temporary events, will be reviewed to lessen the impact on the roadway.

SECONDARY ACCESS

The community plan update process will include collaboration with property owners to evaluate and consider alternatives for circulation patterns into and out of the Avila URL.

8 - CULTURAL AND HISTORICAL RESOURCES

This chapter discusses the Avila URL's history and identifies existing historical and cultural resources. It also provides the regulatory conditions relating to historical, cultural, and paleontological resources.

REGULATORY SETTING

FEDERAL

Cultural resources are considered during federal undertakings chiefly under Section 106 of the National Historic Preservation Act of 1966 (as amended) through one of its implementing regulations; 36 CFR 800 (Protection of Historic Properties); and the National Environmental Policy Act. The definition of a federal undertaking includes any project requiring a federal permit, license, or approval. Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the National Historic Preservation Act, and Section 106 of 36 CFR 800.3-800.10. Other federal laws include the Archeological Data Preservation Act of 1974, the

American Indian Religious Freedom Act of 1978, the Archaeological Resources Protection Act of 1979, and the Native American Graves Protection and Repatriation Act of 1989, among others.

Section 106 of the National Historic Preservation Act (16 United States Code [USC] 470f) requires federal agencies to consider the effects of their undertakings on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings (36 CFR 800.1). The significance of any adversely affected historic property is assessed and mitigation measures are proposed to reduce any impacts to an acceptable level. Historic properties are listed in or are eligible for listing in the National Register of Historic Places per the criteria listed below (36 CFR 60.4):

The quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- Are associated with events that have made a significant contribution to the broad patterns of our history; or
- Are associated with the lives of persons significant in our past; or
- Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded, or may be likely to yield, information important in prehistory or history.

STATE

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The California Environmental Quality Act (CEQA) requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC] Section 21084.1). If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to preserve the resource. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that,

without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources, a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines Section 15064.5[a] [1-3]).

ASSEMBLY BILL 52

Assembly Bill 52 (AB 52) establishes a consultation process with all California Native American Tribes on the Native American Heritage Commission List, federally and non-federally recognized Tribes. It is intended to include consideration of Tribal Cultural Values in determination of project impacts and mitigation through CEQA. The Bill requires a lead agency to provide tribal notice and meaningful consultation.

SENATE BILL 18

Senate Bill 18 (SB 18) was passed in 2004 and requires cities and counties to consult with California Tribal Governments anytime a city or county amends or adopts its General Plan. The requirements of SB 18 are separate from the CEQA process.

LOCAL

LOCAL COASTAL LAND USE ORDINANCE (TITLE 23)

As stated before, to implement the LUCE the county uses Title 23: Coastal Land Use Ordinance. Within this ordinance, there are procedures to protect of archaeological resources within and not within the archaeologically sensitive areas combining designation (23.07.104 and 23.04.200). If a proposed development is either within 100 feet of the bank of a coastal stream (as defined in the Coastal Zone Land Use Ordinance) or within 300 feet of such stream where the slope of the site is less than 10 percent, the development is subject to the standards for the Archaeologically Sensitive Areas Combining Designation in Chapter 23.07.

CONSERVATION AND OPEN SPACE ELEMENT (COSE)

The Conservation and Open Space Element (COSE) is part of the County's General Plan and is used as a tool to protect and preserve unique community resources. Conservation is the planned management, preservation, and wise utilization of natural resources and landscapes to ensure their availability in the future. The COSE contains goals, policies, and strategies to conserve, protect, and restore biodiversity and open space. The plan outlines cultural resources such as historic sites, visual resources such as scenic corridors, and water resources.

HISTORY

OBISPEÑO CHUMASH

The URL is within an area of central California with a history of prehistoric occupation extending over 9,000 years ago. The prehistory of Avila can essentially be divided into three major time Periods: The Early Period, Middle Period, and Late Period. Archaeological evidence from Early Period sites (9,000-3,000 years before present [B.P.]) 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. Sites were often located on elevated land forms for protection and normally were relatively small (Gibson 1993).

The subsequent Middle Period (between approximately 3,000 and 950 years B.P.) is indicated by the use of mortar and pestle and increased fishing from boats. Village site locations tended to be larger than in the Early Period, suggesting increasing social interaction and cooperation over a wider geographical range.

During the Late Period (between 950 and 200 years B.P.), subsistence practices continued to diversify, featuring use of the bow and arrow instead of spear to capture smaller land mammals, and greater use of boats for open ocean fishing with nets. Shell beads that had been used for exchange throughout previous time periods increased in number and size, suggesting a sophisticated economic exchange system. Along with technological and economic developments, Chumash social systems evolved with large villages governed by chiefs (Greenwood 1978).

By 1805, most of the Native Americans in the Chumash villages were displaced (Gibson 1993). The area now encompassing the town of Avila Beach formerly was the home of the Obispeño Chumash Indian community of Sepjato (Greenwood 1978 in Parker 1992).

SPANISH SETTLEMENT

The historic record of the URL began with the Spanish explorer Juan Cabrillo, who was said to have entered San Luis Bay in 1592, which he named Todos Santos. When the Spanish began to settle California in the eighteenth century using a system of missions and Presidios, Mission San Luis Obispo de Tolosa was established in 1772 at San Luis Obispo, 10 miles inland from the URL.

When Mexico declared independence from Spain in 1822, it secularized the missions and began to give or to sell former mission lands to Presidio soldiers. In 1839, Miguel Avila, son of a soldier at the Santa Barbara Presidio, petitioned Governor Alvarado for land around San Luis Bay. In 1842, he was granted the Rancho San Miguelito, consisting of 22,135 acres, including the present URL. Miguel Avila raised cattle and grain on his rancho (Krieger, p.53). A major drought in 1863-64 killed Avila's cattle and in 1867 he was forced to sell his adobe house and portions of the shoreline

(to the west of present Avila Beach) to a San Luis Obispo businessman, John Harford in 1867 (Dickerson, p.75). When Avila died in 1874, his wife and sons plotted the town of Avila on the beach adjacent to San Luis Creek to pay taxes on the remaining ranch property.

THE RISE OF SHIPPING

By the 1870s, when the town was laid out, the bay had become a trading center, bringing goods and travelers to San Luis Obispo from Los Angeles and San Francisco, and providing those cities with agricultural produce from the inland San Luis Obispo valley. The first wharf, Mallagh's Landing, at Cave Landing to the east of the project area, was built in the 1850s and bought by David Mallagh in 1860. Peoples Wharf was built in 1869, in town between San Luis and San Miguel Streets, by John Harford. A hotel and warehouse were built on Front Street where the wharf met the shore (Angel, p.322).

Harford sold Peoples Wharf and built a third pier, Harford Pier, in 1873 at the western end of San Luis Bay where the landing was more sheltered. He also constructed a narrow-gauge railroad from the wharf to the town. At the same time, a narrow-gauge railroad line was being built from Avila to San Luis Obispo, by the San Luis Obispo and Santa Maria Valley Railroad. This railroad company, financed by businessmen from San Francisco, bought Harford's Wharf and railroad for \$30,000 in 1875 and leased Peoples Wharf. The Avila brothers gave land for a depot and right-of-way. The railroad was completed to San Luis Obispo in 1876 and to Los Alamos in 1882 (Angel, p.320). A tidal wave in 1878 destroyed Peoples Wharf, which was never rebuilt, leaving the Harford Wharf with a monopoly (Dickerson 1989:5).

San Luis Bay became an important shipping port for the region because of its location and the federal breakwater. The harbor is one of two on California's central coast between Monterey and Santa Barbara, a nautical distance of over 240 miles (Port San Luis Harbor District, March 2018). Authorized in 1888, the federal breakwater was completed in 1913 protect Port San Luis Harbor and the town of Avila Beach. Port San Luis is the only harbor of refuge in the region when the neighboring Morro Bay harbor is closed due to certain storm conditions. With the arrival of the Southern Pacific Railroad in San Luis Obispo, trade development declined in Avila. County produce formerly shipped to Los Angeles and San Francisco came to be shipped by rail, particularly when the coast route was completed in 1901 (Aquinid).

In the hopes of repairing facilities and commerce generation, the citizens of southern San Luis Obispo County voted to create and fund a Harbor District for the Port San Luis Area in 1954 (Port San Luis, 2018). The State owns and typically manages the waters out to three miles. As a result of the Harbor District's creation, the State

Legislature granted the Harbor District the area's tidelands in trust in 1954 (Port San Luis, 2018).

THE OIL INDUSTRY

In the early 1900s, the oil industry brought Avila's economy back. Union Oil brought oil from Santa Maria in tankers mounted on narrow gauge tracks to ship from Harford's Wharf. By 1906 sufficient oil trade occurred at the wharf for the United States Customs Office to declare the Port an official Port of Entry, thus allowing international shipping, particularly for petroleum. By 1907, three oil companies, Union Oil, Phillips, and Standard Oil shipped their products from Port San Luis and Avila (Lings, p.61). In 1906, Union Oil built a 6-inch pipeline from the Santa Maria oil fields to Port San Luis.

In 1909, the Independent Oil Producers Agency, a group of 150 small companies in the oil-rich San Joaquin Valley asked Union Oil to become a sales agent for them. Needing a way to deliver this vast quantity of oil to the sea for shipping, Union Oil in alliance with the Independent Oil Producers Agency formed the Producers Transportation Company to construct an 8-inch 245-mile pipeline from the San Joaquin Valley to Avila. This was the largest pipeline project built before World War I. A tank farm was built in San Luis Obispo to store 27,000,000 barrels of oil (Krieger 1988: 61; Welty 1966:147-8).

In 1907, the current public wharf was built in town to compete with Harford's Wharf. Oil activity increased at Avila. In 1910, there were four new oil tanks on the eastern hills. Additionally, the Pacific Coast Company, owners of Harford's Wharf, built an oil pier at Avila in 1914, when the large tankers found landing at Harford's Wharf treacherous (Dickerson, p. 77). A 3 to 4-inch oil pipeline was laid under San Miguel Street. Luigi Marre leased the property at the north end of San Miguel Street for an oil refinery (Lings, p.68). Between 1914 and 1922 San Luis Bay became the "largest crude oil shipping port in the world" (Dickerson, p.75).

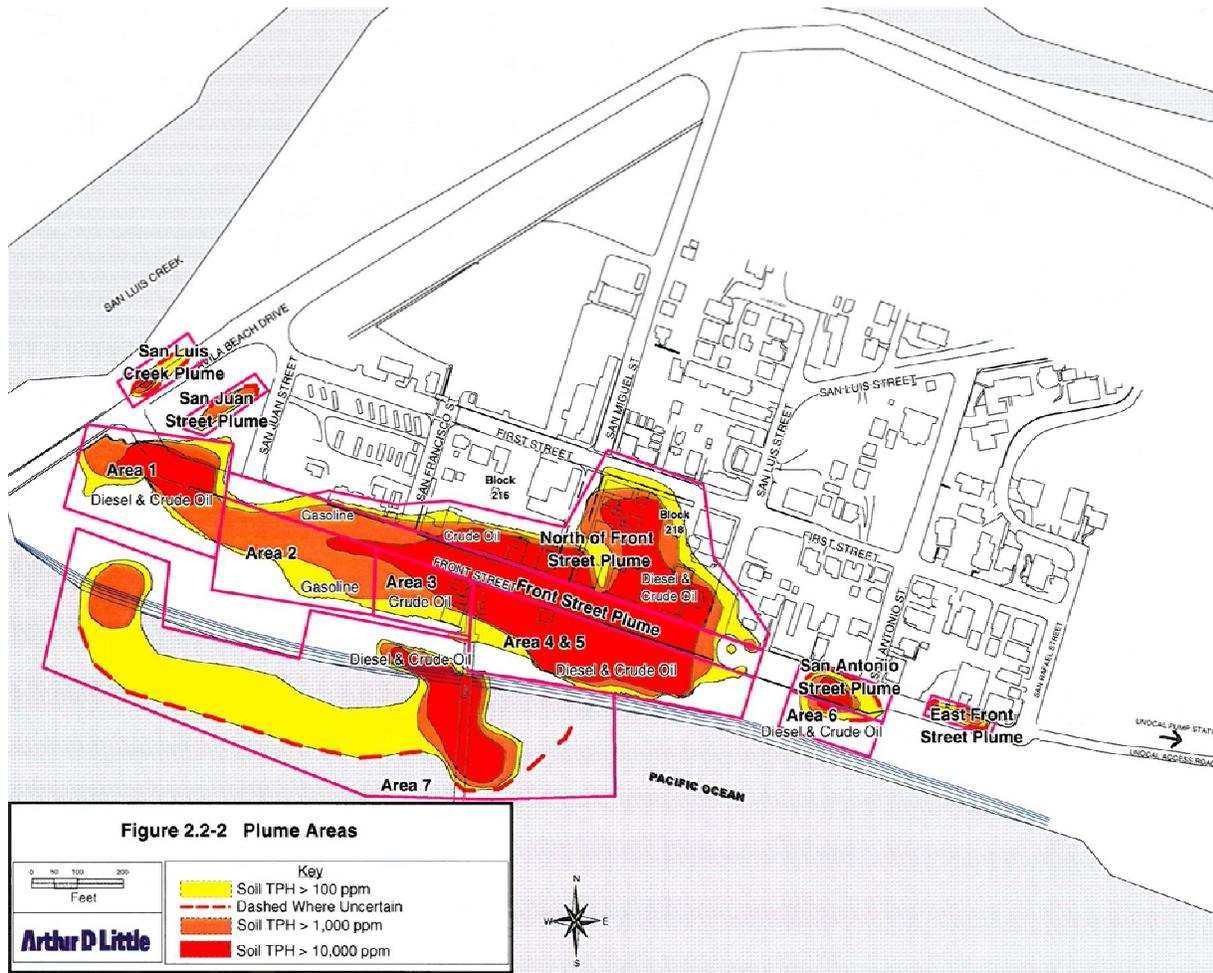
Between 1910-1997, Unocal Avila Terminal facility was used for petroleum hydrocarbon storage and transfer activities. Petroleum products including gasoline, diesel, fuel oil and crude oil were pumped from the terminal through a network of underground pipelines beneath Front Street to Avila Beach Drive and over the San Luis Obispo Creek bridge to the Cal Poly Pier formerly the Unocal pier.

The initial discovery of hydrocarbons in the soil happened in 1988 (Avila Beach Final EIR). A town wide assessment was completed in 1990. In 1991, the Regional Water Quality Control Board (RWQCB) directed Unocal to submit a cleanup plan outlining different clean-up solutions. Between 1991 and 1994, there were interim clean-up solutions such as soil vapor extraction (SVE)/bioremediation system and air sparge/biosparge (Avila Beach Final EIR). In 1994, 1995, and 1996, cleanup or abatement orders were submitted to Unocal.

In 1997, a full Environmental Impact Report was completed to evaluate Unocal's proposed cleanup project. During the EIR process the clean-up was divided into three main areas: the beach, which is divided into the west beach (Areas 1, 2 and 3) and east beaches (Areas 4, 5 and 6, the Avila pier acts as a dividing point); the Front Street area; and the area north of Front Street. These areas can be seen in Figure 8.1 along with the estimated total petroleum hydrocarbon (TPH) contamination level. The primary reason for the breakdown into three areas was based on the intensity of the use in each of the areas. The beach is public and is used for recreation. Front Street is used for public vehicles and pedestrian transportation, and for business access. Below the street are the Unocal pipelines and the town's utilities. North of Front Street, the primary use is for business and residential structures. All three areas had gasoline-grade (C4 to C10), diesel-grade (C10 to C 2s), and crude or residual- grade (C25 to C40) hydrocarbons in the subsurface. About 1,480 samples were taken between 1989-1997 (Avila Beach Final EIR). Soil contamination was identified an estimated 539,000 square feet of plume contamination (Avila Beach Final EIR).

In 1997, Unocal was sued under Proposition 65 for illegally discharging toxic substances into a drinking water source. California's Proposition 65, also called the Safe Drinking Water and Toxic Enforcement Act, was enacted in 1986. It is intended to help Californians make informed decisions about protecting themselves from chemicals known to cause cancer, birth defects, or other reproductive harm. In 1998, Unocal agreed to pay up to \$200 million for the clean-up. Removal was completed by excavating much of the beachfront portion of the town and part of the beach itself, replacing with clean sand, and facilitating the reconstruction of the town. Most of Front Street was torn down, the contaminated soil excavated up to 15 feet deep, and the commercial properties rebuilt.

Figure 8.1: Areas of Contamination (1997)



Source: Avila Beach Final EIR (1997)

TOURISM

Beginning in the 1870s, Avila catered to tourists. Luigi Marre's two story Italianate hotel along the cliffs adjacent to the Harford Wharf provided food and lodging for boat passengers as well as those residents of San Luis Obispo who took the Saturday excursion train to Avila for picnics. There was also a hotel at the waterside adjacent to Peoples Wharf. In the 1930s and 1940s, Avila was a popular swimming beach.

Fishing was an additional industry in the town. During World War II the United States military took control of the wharves and all sea traffic. The Yacht Club was used first by Army troops, and later by the Navy and the Coast Guard until 1946 (Bentley, 8-A). After the war, Avila remained largely a tourist resort and a working and pleasure harbor.

EXISTING CONDITIONS

The Avila URL is within an area of Central California that has a history of prehistoric occupation extending over 9,000 years ago and it is culturally significant to the Chumash. The town of Avila Beach is located on the home of the Obispeño Chumash Indian community of Sepjato (Greenwood 1978) which suggests that there would be archeological resources within the Avila URL. To be designated as an archaeologically sensitive area, the area needs to be identified on the rural parcel number list prepared by the California Archaeological Site Survey Office on file with the Planning & Building Department, delineated by the official maps (Part III) of the Land Use Element, or a parcel containing a known archaeological site recorded by the California Archaeological Site Survey Office (23.07.104).

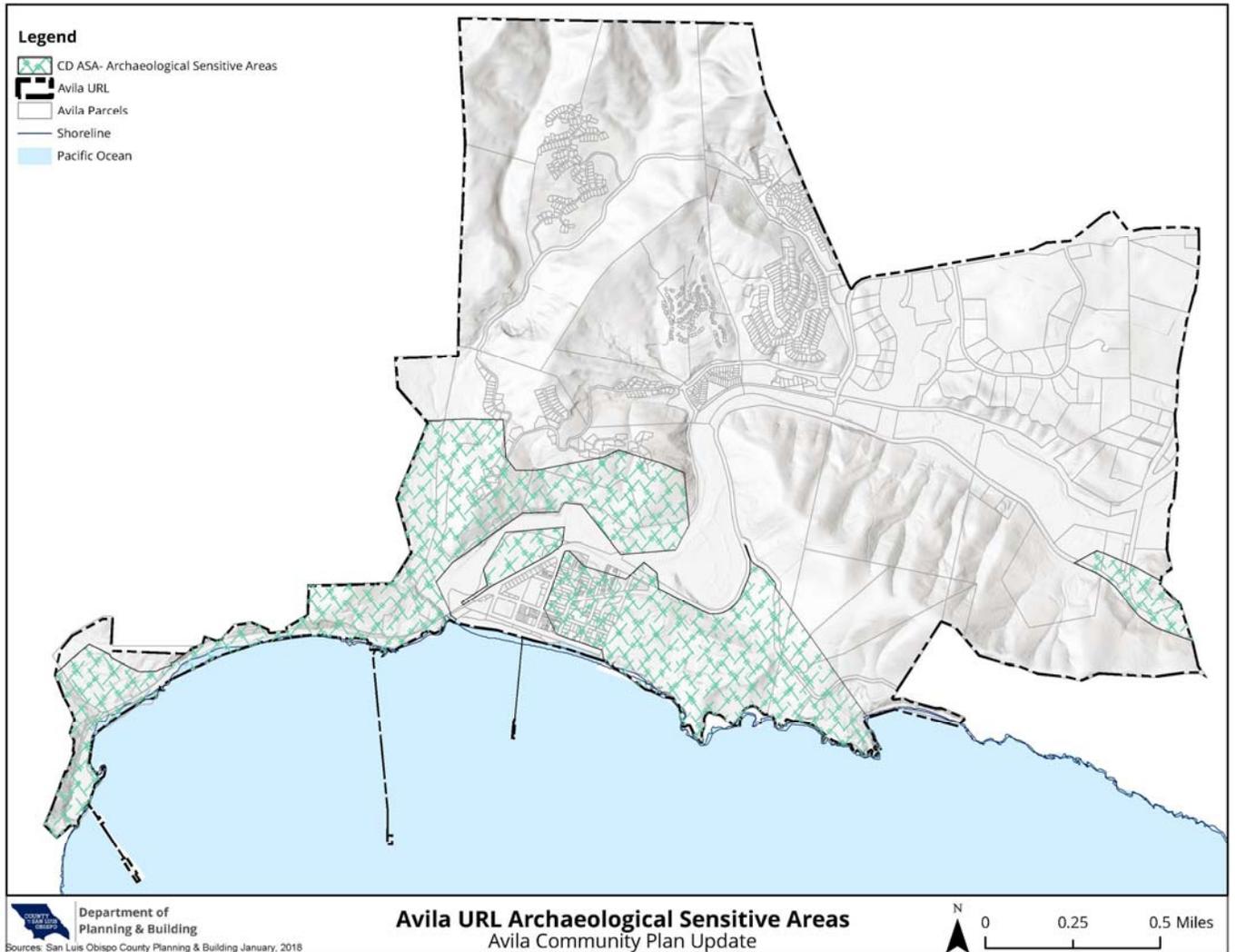
As depicted in Figure 8.2, all the current archeologically sensitive areas within the Avila URL fall within the coastal zone. About 50% of land within the coastal zone is designated as an archaeologically sensitive area. To develop on property that is within the archeologically sensitive regions, a preliminary site survey is required by a qualified archaeologist knowledgeable in local Native American culture and approved by the Environmental Coordinator (CZLUO, 23.07.104). Even if the site is not within the Archaeologically Sensitive Areas Combining Designation, development that is either within 100 feet of the bank of a coastal stream or is within 300 feet of such stream where the slope of the site is less than 10 percent. will require site survey and possibly mitigation (23.04.200).

There are two Historic Site Combining designations within the Avila URL. The Historic Site combining designation is applied to areas of the county by the Official Maps of the Land Use Element to recognize the importance of archeological and historic sites, structures and areas important to local, state, or national history. One site is off Bellevue Orchard Lane and the other is near Sycamore Springs Resort. As stated in Title 22 and Title 23, development within these parcels requires a minimum parcel size, minor use permit, and environmental review.

As mentioned above, the town subsection has the highest density of older structures within the Avila URL. However, due to the Unocal clean-up, much of the town has been rebuilt since the late 1990s. Prior to Unocal clean-up demolition, each building over 50 years of age was evaluated to determine significance. Only two buildings on Front Street- the Avila Grocery Store and the San Luis Yacht Club- were found to be historically significant (Merriam 2006:4). Both buildings were removed and then restored to their original locations at the completion of Unocal's clean-up efforts. Only three historic non-residential buildings remain in the town, including the Avila Grocery Store (est. 1917), San Luis Yacht Club (est. 1941), and Avila Schoolhouse (est. 1913) (GANDA, 2008).

Avila has three remaining piers (from east to west): Avila Pier, Cal Poly Pier formerly known as the Unocal Pier, and Harford Pier. The San Luis Harbor District maintains both the Avila and Harford Piers and leases the Cal Poly Pier to California Polytechnic State University. In 2015, the Avila Pier was closed to visitors due to instability and weight limit issues. There is currently an effort to rehabilitate the Avila Pier which is spearheaded by the Friends of the Avila Pier. In May 2017, District Maintenance staff completed work on a section of the pier near the closure gate and moved the gate out an additional 90 feet. The projected cost to rehabilitate the Pier is estimated at \$17 million. The Cal Poly Pier, formerly known as the Unocal pier, is used as a research facility for the University but opens twice a year to the public. In 2001, Unocal gifted the pier to the University for their marine science education program and Port San Luis Harbor District granted a 49-year ground lease to the University for these purposes. The Harford Pier is home to recreational and commercial fishing, as well as two restaurants and a seafood market. It is still open to vehicles.

Figure 8.2: Archaeological Sensitive Areas



Source: The County of San Luis Obispo Department of Planning and Building (2018)

EMERGING DIRECTIONS

Through the update process, the list of historic buildings and sites will be updated within the Avila URL. Staff will also work with Port San Luis Harbor District to remain informed on the happenings of the Avila Pier rehabilitation. Additionally, staff has had introductory meetings with yak tityu - Northern Chumash Tribe and Northern Chumash Tribal Council and will continue working with local tribes on a regular basis during the update process as required by SB 18 and AB 52.

9 - HOUSING

This chapter discusses the current housing conditions in the Avila URL and provides a glance at the impact visitor-serving vacation rentals have on housing availability. It also provides the regulatory conditions related to housing and vacation rentals.

REGULATORY SETTING

LOCAL

COUNTY OF SAN LUIS OBISPO HOUSING ELEMENT

The Housing Element is one of seven required elements of the County's General Plan. Its primary purpose is to facilitate the provision of needed housing in the context of the Land Use Element of the General Plan and related ordinances. Its secondary purpose is to meet the requirements of state law and achieve certification by the California Department of Housing and Community Development, which in turn will help the County qualify for certain funding programs offered by the State. The State requires an update to the Housing Element every eight years.

LAND USE ORDINANCE (TITLE 22 AND 23)

The Land Use Ordinances (Title 22 and 23) provides the principal method for implementation of the general plan by setting requirements for how particular land uses may be designed and developed in the coastal zone (Title 23) and inland (Title 22). Specifically, residential uses (i.e. Single Family, Secondary Dwellings, Vacation Rentals) identified as allowable, are subject to the provisions of Title 22 or 23.

EXISTING CONDITIONS

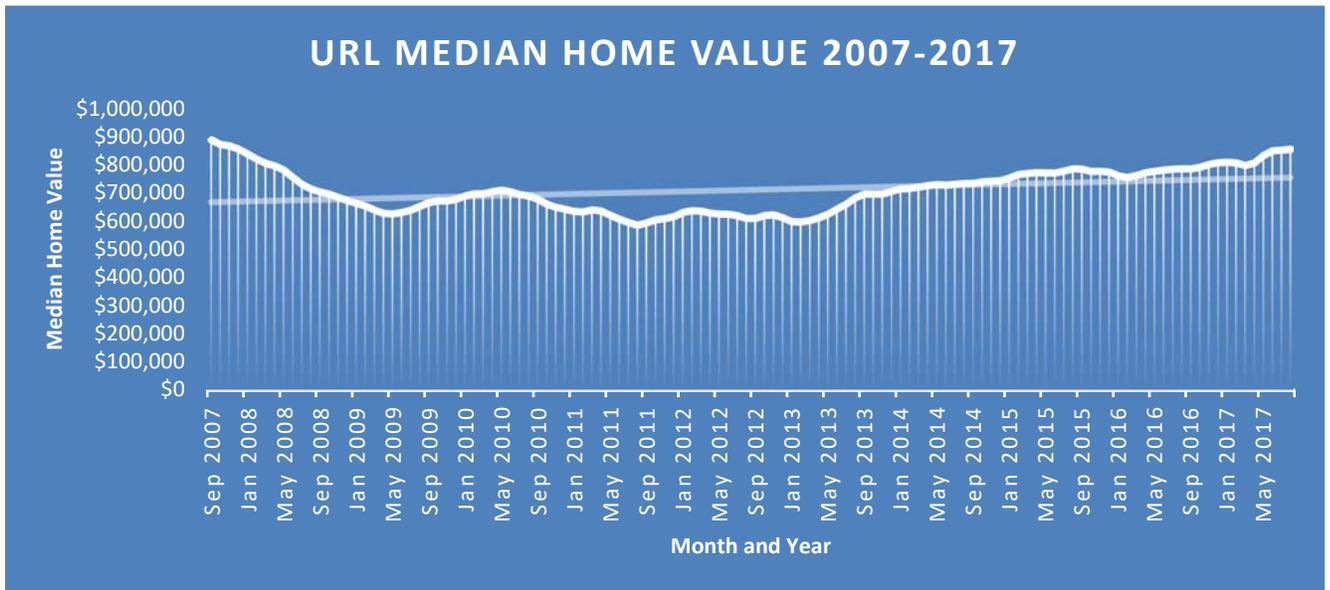
According to the County's 2014-2019 Housing Element, there is a chronic undersupply of housing that is affordable and suitable for locally employed persons within the County. The element calls for coordinated public and private actions to facilitate more housing affordable to residents. As stated before, the population of the Avila URL is 1% of the unincorporated county population (SLOCOG, 2017). Of the population in the Avila URL, 35% are employed (U.S. Census Bureau, 2010). The Average age of the population within the Avila URL is over 50, the majority are retired, and the land value is high. Affordable housing within the URL is limited and the likelihood improving the county's limited supply of affordable housing within the Avila URL is unlikely.

Currently, there are 1,062 residential dwelling units within the Avila URL with an occupancy rate of 1.38 persons per unit. Most of the units are owner-occupied at

62.8%, which is slightly higher than the countywide total at 59.7% (American Fact Finder, 2010). Most of the Avila URL dwelling units are in the San Luis Bay Estates and Town subsections. The dwelling units within these subsections make up 93% of the units within the Avila URL.

Cost of owning a home in the URL is higher than the median for the county. As of April 2017, San Luis Obispo County's median home value was \$530,000 (CoreLogic). The median home value in the Avila URL is \$850,000 (Zillow). Figure 9.1 charts the median home value in Avila for the last ten years which shows an increasing trendline.

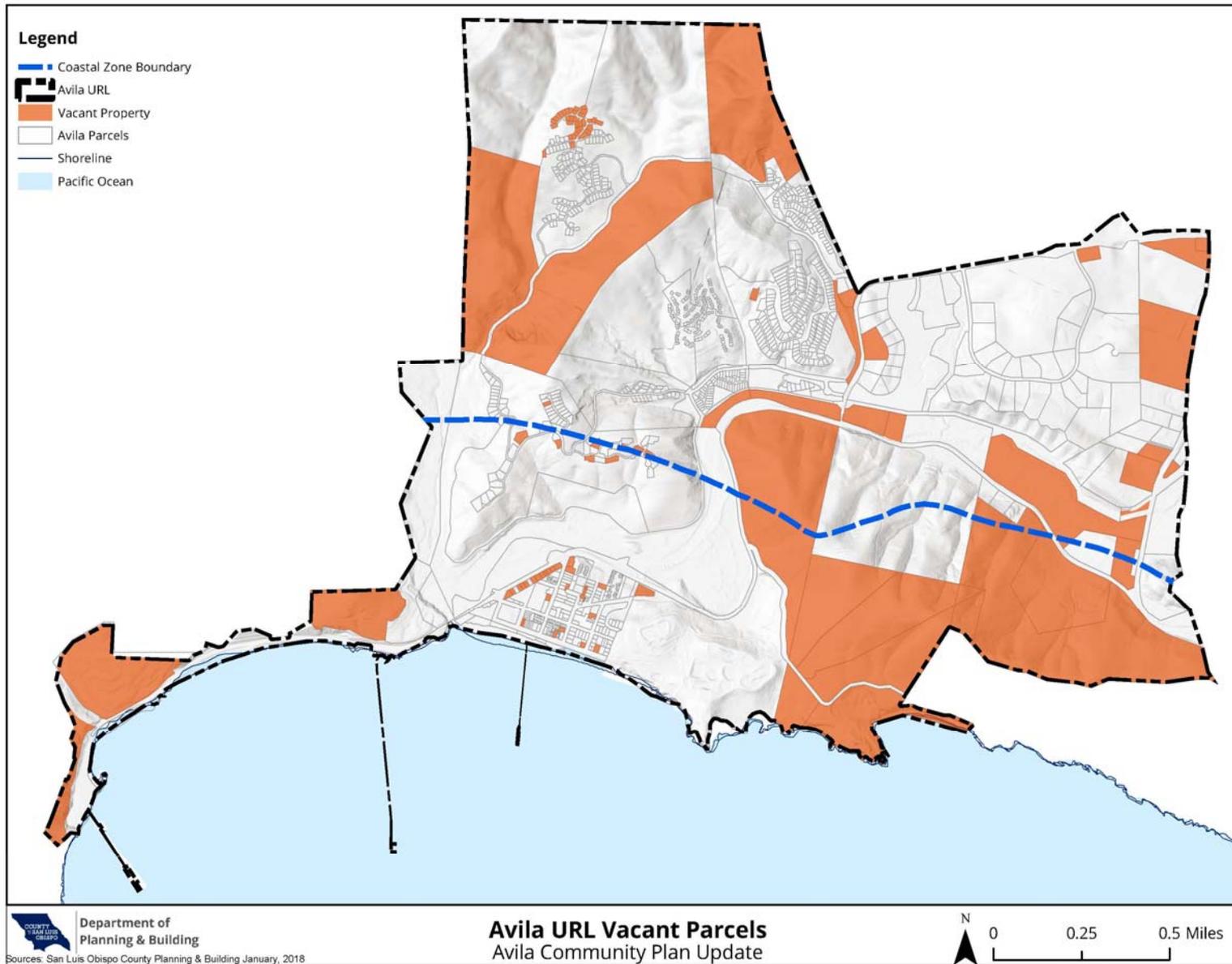
Figure 9.1: URL Median Home Value



Source: Zillow Market Trend Reports (2017)

These market conditions lend itself to increased interest in development; however, most of the land within the URL has already been developed. Vacant parcels make up thirty-one percent of the URL as seen in Figure 9.2. Of the vacant parcels, thirty-eight percent (38%) of the undeveloped land is zoned open space and will likely remain vacant. Of the 2,220 acres in the Avila URL, nineteen percent (19%) are currently developable.

Figure 9.2: Vacant Parcels in the URL



Source: The County of San Luis Obispo Department of Planning and Building (2018)

Developable land is scarce and home values are high, which are both conditions that limit population growth. Based on the current growth rate, build-out is not expected to be reach until 2080 with a population of 2,204. This projection increases about one-percent every five years. Population projections up to 2050 can be seen in Table 9.1. As policies and zoning are updated, the build-out projections will be revisited.

Table 9.1: Avila Population Projections 2010-2050

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Avila Inland	1,054	1,061	1,086	1,111	1,136	1,162	1,189	1,199	1,209
Avila Coastal	410	413	422	432	442	444	454	458	462
Total	1,464	1,474	1,508	1,543	1,578	1,606	1,643	1,657	1,671

Source: The County of San Luis Obispo Department of Planning and Building (2017)

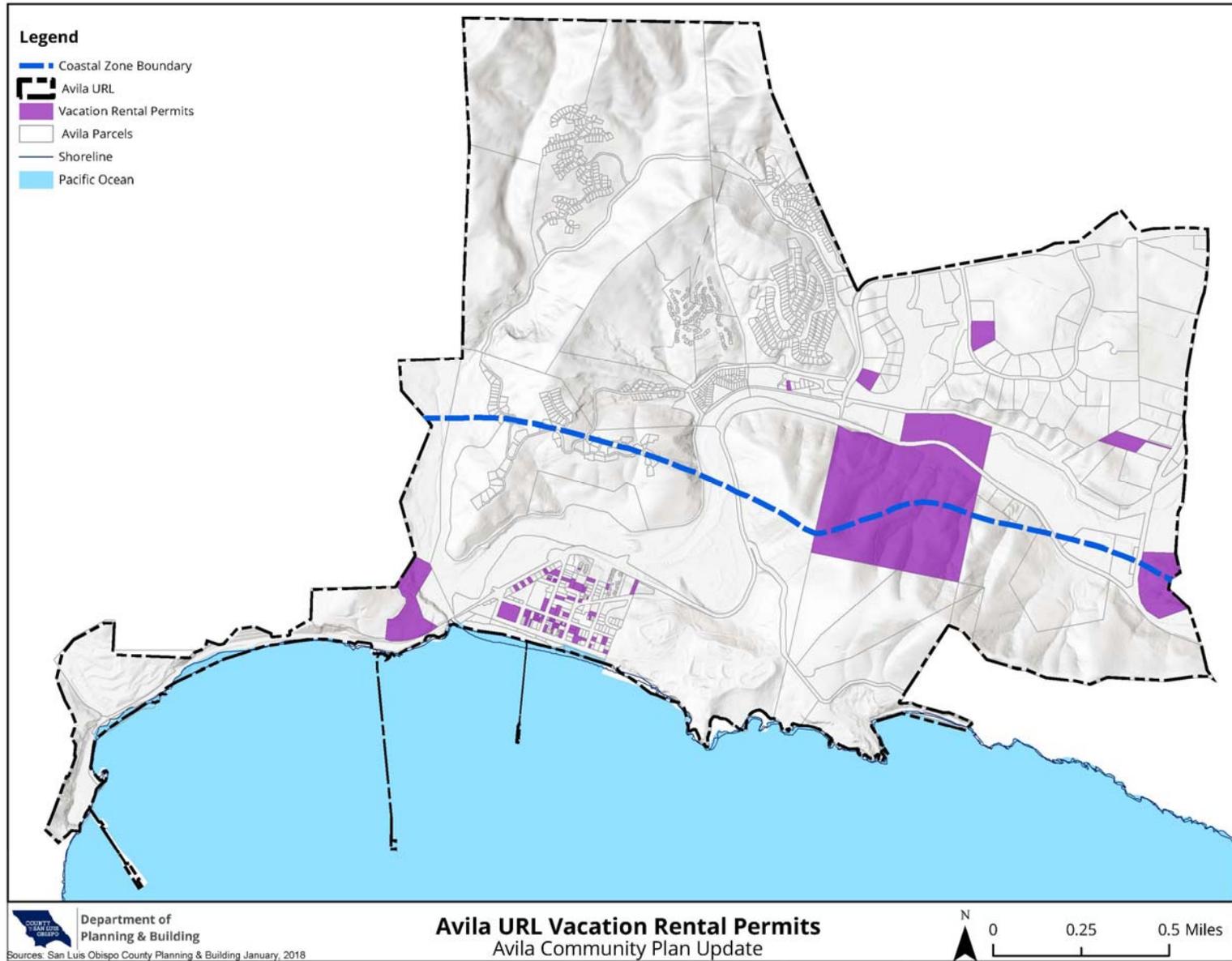
VACATION RENTALS

As shown in Figure 9.3, there are 70 permitted vacation rentals including 10 hotel/motels within the Avila URL. Seven permits are outside the town subsection. Of the total housing stock in the town, 17% are used as permitted vacation rentals. For a vacation rental to be permitted, businesses must have a license and collect Transient Occupancy Tax (TOT).

The Auditor-Controller-Treasurer-Tax Collector (ACTTC) administers the County's TOT program, which receives money collected by lodging businesses from guests. TOT collected by operators from their guests helps fund County services, such as law enforcement and road maintenance. Lodging businesses are required to collect 9% TOT and 1% for the Tourism Marketing District (TMD) assessment, which goes to promote tourism in the area. The Tourism Business Improvement District (TBID) within the Avila URL also requires lodging operators to collect an additional 2% assessment. Within the URL, there is 12% (9% TOT + 1% TMD + 2% TBID) added to the rent charges collected from guests.

According to the County Tax Collector, Avila collects the third most TOT of the 19 unincorporated communities in the county behind Cambria and San Simeon. The yearly dollars collected since fiscal year 2008-2009 have increased by 51%. Figure 9.5 shows the steady increase of TOT collected in the URL.

Figure 9.3: URL Vacation Rental Permits



Source: The County of San Luis Obispo Department of Planning and Building (2018)

Figure 9.4: Town Subsection Current Vacation Rental Permits (2018)



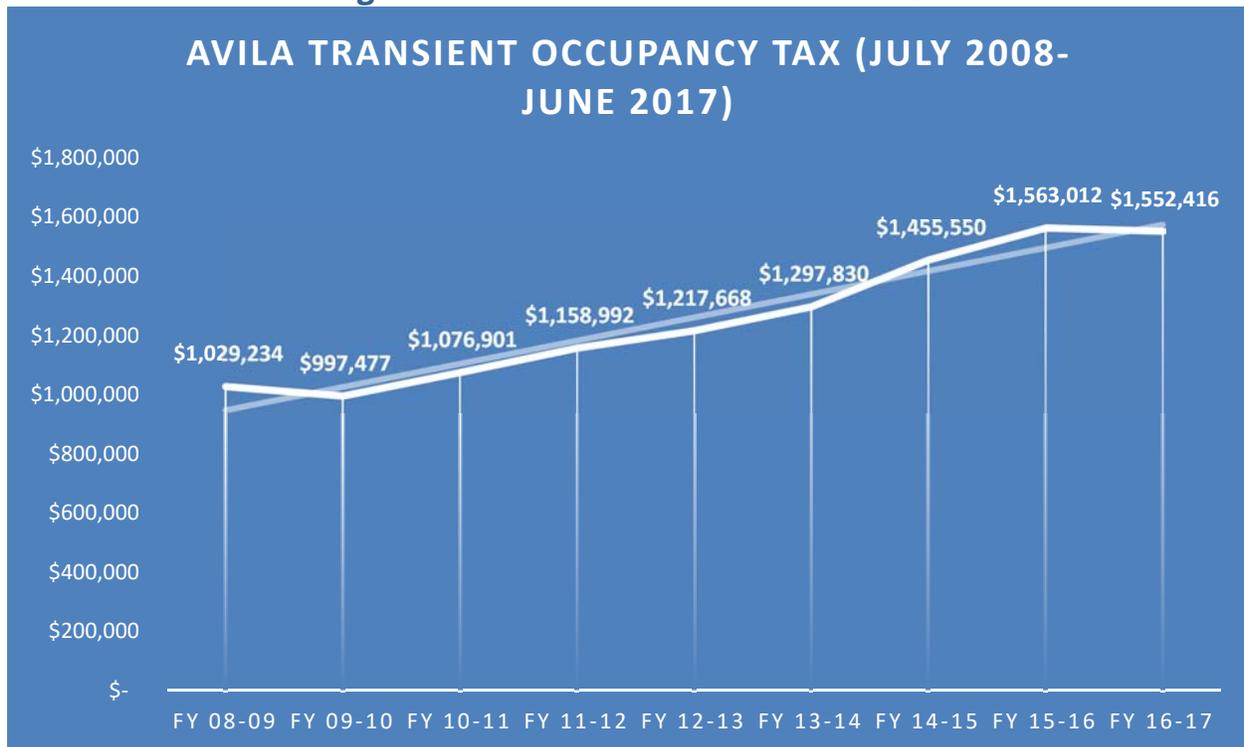
Source: The County of San Luis Obispo Department of Planning and Building (2018)

Table 9.2: Percentage of Vacation Rental Housing Units

Location	Housing Units	Number of Vacation Rentals	Percent of Housing Units
Cambria	4,062	339	8%
San Simeon	301	7	2%
Avila (Town)	368	62	17%
Cayucos	2,354	276	12%
SLO County	117,315	1,195	1%

Source: American Fact Finder (2010), The County Auditor-Controller-Treasurer-Tax Collector (2018)

Figure 9.5: TOT collected within the URL



Source: The County Auditor-Controller-Treasurer-Tax Collector (2017)

EMERGING DIRECTIONS

ASSESSING BUILD-OUT CAPACITY

As stated before, build-out capacity is an estimate of the likely ultimate population anticipated within the land use categories for the Avila URL, including any limitations on density imposed by area plan or coastal zone land use ordinance standards. It represents the beginning of a transition from a growing population to a

stable, slower growing population as most of the parcels in the Avila URL are developed. Thirty-one percent of the land within the Avila URL is undeveloped with the majority of that in the coastal zone. As developable parcels become more scarce, they become more expensive and less likely to be developed, unless the supply is increased through higher density approval through the update process. The primary value of the build-out capacity estimate is an indicator of the long-term effects of land use policies on the economy, particularly in terms of the plan providing opportunities for new development. Through the update process, land uses, which determine build-out, will be evaluated.

VACATION RENTALS

Vacation rentals have become a concern for community members, making up 17% of the total housing stock. Vacation rentals can exacerbate existing parking and traffic constraints as well as reduce the number of fulltime residents. The two community priorities related to vacation rentals include:

- 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 distance requirement (23.08.165b) in the Avila Beach vacation rental ordinance may need to be revisited.
- Develop vacation rental regulations for all of Avila. Currently, the vacation rental ordinance only applies to the coastal zone.

The community plan update will consider amending existing policies within the Avila URL to address the trends in vacation rentals.

10 - PUBLIC FACILITIES AND SERVICES

This chapter identifies existing public facilities and services in the URL including fire protection, parks, police services, schools, water, and waste water. This chapter also summarizes applicable regulations required for each type of infrastructure or service.

REGULATORY SETTING

FEDERAL

NATIONAL FLOOD INSURANCE PROGRAM

In 1968, Congress created the National Flood Insurance Program (NFIP) to help provide a means for property owners to financially protect themselves from flood damages. The NFIP offers flood insurance to homeowners, renters, and business owners if their community participates in the NFIP. Participating communities agree to adopt and enforce floodplain management ordinances that meet or exceed Federal Emergency Management Agency (FEMA) requirements to reduce the risk of flooding. These ordinances should reduce future flood risks to new construction in Special Flood Hazard Areas (SFHA). The SFHAs and other risk premium zones applicable to each participating community are depicted on Flood Insurance Rate Maps. FEMA manages the NFIP and oversees the floodplain management and mapping components of the program.

CLEAN WATER ACT AND NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

Authorized by the Clean Water Act in 1972, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Any industrial, municipal, or other facility which discharges directly to surface waters must obtain permits through the authorized states. In California, the State Water Resources Control Board (SWRCB) serves as the authorized agency to issue NPDES permits.

STATE

POLICE AND FIRE

FIRE PREVENTION FEE (AB X1 29)

On July 7, 2011, AB X1 29 was signed into law, establishing the Fire Prevention Fee. The bill required the state Board of Forestry and Fire Protection to establish emergency regulations to implement the new fee at an amount not to exceed \$150 per habitable structure within the State Responsibility Area plus an inflation cost adjustment factor. The state uses the money collected from fees to fund a variety of fire prevention activities as specified in the law.

CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

In accordance with the California Code of Regulations, Title 8, Sections 1270 and 6773, the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly

combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

UNIFORM FIRE CODE

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The code also contains specialized technical regulations related to fire and life safety.

SCHOOLS

CALIFORNIA DEPARTMENT OF EDUCATION FACILITIES AND PLANNING DIVISION

The California Education Code contains various provisions governing the siting, design, and construction of new public schools (e.g., Education Code Sections 17211, 17212, and 17212.5). In addition, to help focus and manage the site selection process, the Department of Education's School Facilities and Planning Division has developed screening and ranking procedures based on criteria commonly affecting school selection (Education Code Section 17251[b], Title 5 of the California Code of Regulations, Section 14001[c]). The foremost consideration in the selection of school sites is safety. Certain health and safety requirements are governed by state statute and Department of Education regulations. In selecting a school site, a school district typically considers factors such as proximity to airports and railroads, proximity to high-voltage power transmission lines, presence of toxic and hazardous substances, and hazardous air emissions within one-quarter mile.

SCHOOL FACILITY FEES EDUCATION

Code Section 17620 authorizes school districts to levy a fee, charge, dedication, or other requirement against any development project for the construction or reconstruction of school facilities, provided that the district can show justification for levying of fees. Government Code 65995 limits the fee to be collected to the statutory fee (Level I) unless a school district conducts a Facility Needs Assessment (Government Code Section 65995.6) and meets certain conditions. These fees are adjusted every two years in accordance with the statewide cost index for Class B construction, as determined by the State Allocation Board.

SB 50 (1998) instituted a new school facility program by which school districts can apply for state construction and modernization funds. This legislation-imposed limitations on the power of cities and counties to require mitigation for school facility impacts as a condition of approving new development. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property” (Government Code Section 65996[b]). Additionally, a local agency cannot require participation in a Mello-Roos district for school facilities; however, the statutory fee is reduced by the amount of any voluntary participation in a Mello-Roos district. Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be “full and complete mitigation” under the California Environmental Quality Act.

WATER AND WASTEWATER

SENATE BILL 610

Senate Bill (SB) 610 (Section 21151.9 of the Public Resources Code and Section 10910 et seq. of the Water Code) requires the preparation of water supply assessments for large developments (e.g., for projects of 500 or more residential units; at least 500,000 square feet of retail commercial space; or at least 250,000 square feet of office commercial space). It is unlikely that this type of development will occur in Morro Bay.

GROUNDWATER MANAGEMENT ACT

The Groundwater Management Act, AB 3030, signed into law in 1992, provides a systematic procedure for, but does not require, an existing local agency to develop a groundwater management plan. This section of the code provides such an agency with the powers of a water replenishment district to raise revenue to pay for facilities to manage the basin (extraction, recharge, conveyance, and quality). In some basins, groundwater is managed under other statutory or juridical authority (such as adjudicated groundwater basins) and is not subject to the provisions of this act for groundwater management plans.

WATER CONSERVATION ACT OF 2009

The Water Conservation Act of 2009 (SB X7-7) affects urban water and agricultural water. The 2020 Water Conservation Plan sets forth a statewide road map to maximize the state’s urban water efficiency and conservation opportunities between 2009 and 2020 and beyond for urban water. It aims to set in motion a range of activities designed to achieve the 20 percent per capita reduction in urban water demand by 2020. These activities include improving an understanding of the variation

in water use across California, promoting legislative initiatives that incentivize water agencies to promote water conservation, and creating evaluation and enforcement mechanisms to ensure regional and statewide goals are met.

LOCAL

RESOURCE MANAGEMENT SYSTEM (RMS)

The RMS provides information to guide decisions about balancing land development with the resources necessary to sustain such development. A key part of the RMS is the biennial Resource Summary Report (RSR), which provides a comprehensive summary of the County's current state of natural and human made resources. Information from the 2014-2016 RSR was used to describe the current conditions of parks, schools, water and waste water in the Avila URL.

POLICE AND FIRE

CAL FIRE/SAN LUIS OBISPO COUNTY FIRE CONSOLIDATED FIRE PROTECTION STRATEGIC PLAN

The Cal Fire/San Luis Obispo County Fire Consolidated Fire Protection Strategic Plan, adopted in 2012, is a planning document that serves as a guide for the Board of Supervisors and other partners in the Cal Fire/San Luis Obispo County Fire consolidated fire protection program. It identifies desired levels of service for fire protection, assesses the current delivery system, and forecasts necessary changes to fire protection services. The plan describes and presents data regarding fire protection in the county using community demographics, service levels, staffing models, governance, and funding options.

WATER AND WASTEWATER

THE LOW RESERVOIR RESPONSE PLAN

The Low Reservoir Response Plan (LRRP) describes a set of actions that the San Luis Obispo County Flood Control and Water Conservation District (District) Zone 3 will implement when the amount of water in storage within the Lopez Reservoir drops below 20,000 Acre-Feet (AF) provided that the District's Board of Supervisors has declared an emergency related to Zone 3. The purpose of the LRRP is to limit downstream releases and municipal diversions from Lopez Reservoir during periods of low reservoir storage (i.e. less than 20,000 AF) to preserve water within the reservoir, above the minimum pool level, for a minimum of 3 to 4 years under continuing drought conditions.

MUNICIPAL STORM WATER MANAGEMENT PROGRAM

The Storm Water Management Program (SWMP) was prepared by the County of San Luis Obispo to comply with mandatory requirements of the U.S. Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) Phase II Final Rule and the State Water Resources Control Board Water Quality Order No. 2003-0005-DWQ, NPDES General Permit No. CA CAS000004, "Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems" (MS4 General Permit). The NPDES Phase II Final Rule was adopted in December 1999 and requires operators of small municipal separate storm sewer systems (MS4s) located in designated urbanized areas (UAs) and in areas meeting certain regulatory criteria to develop and implement SWMPs. The State's MS4 General Permit was adopted on April 30, 2003 and implements the NPDES Phase II Final Rule in California.

THE PORT

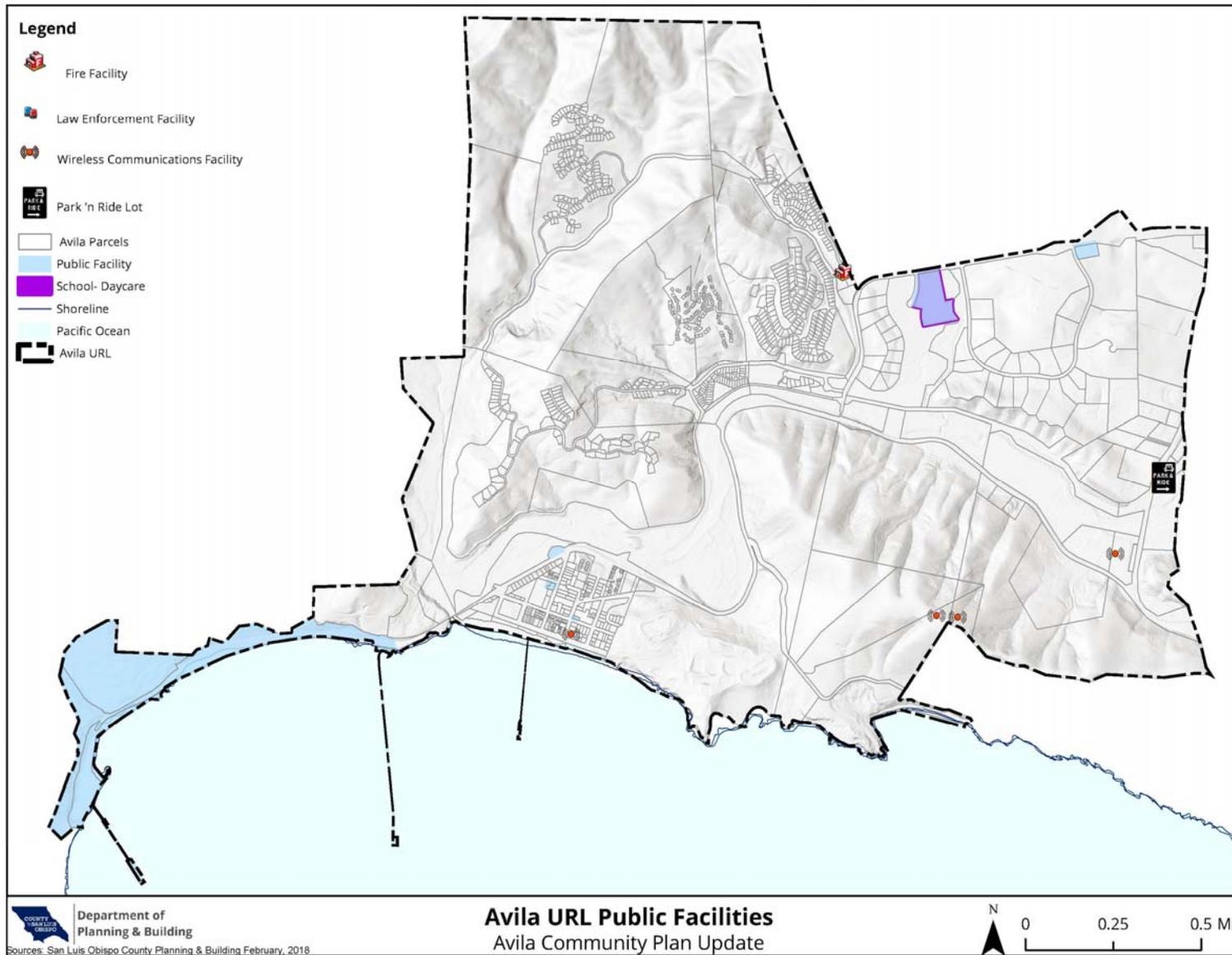
PORT SAN LUIS HARBOR DISTRICT MASTER PLAN

The Port San Luis Harbor District Master Plan addresses the logical and sensitive development of the State granted tidelands of San Luis Obispo Bay, integrates ecological, social, and fiscal objectives, and preserves the unique character of the rural waterfront. Overlapping mandates for the administration of Port properties requires balancing the needs of numerous harbor users, as well as the resources required to serve them, such as waterfront locations, capital, and infrastructure improvements. Furthermore, all planning activities must be implemented in a responsible way to safeguard environmental resources including land and water ecosystems, scenic views, and the waterfront character.

EXISTING CONDITIONS

Within the Avila URL, there is a port, fire station, an elementary school, five water purveyors, and one wastewater facility. Below is more detail of the public facilities and services found within the Avila URL. Figure 10.1 shows the location of the facilities.

Figure 10.1: Public Facilities in the URL



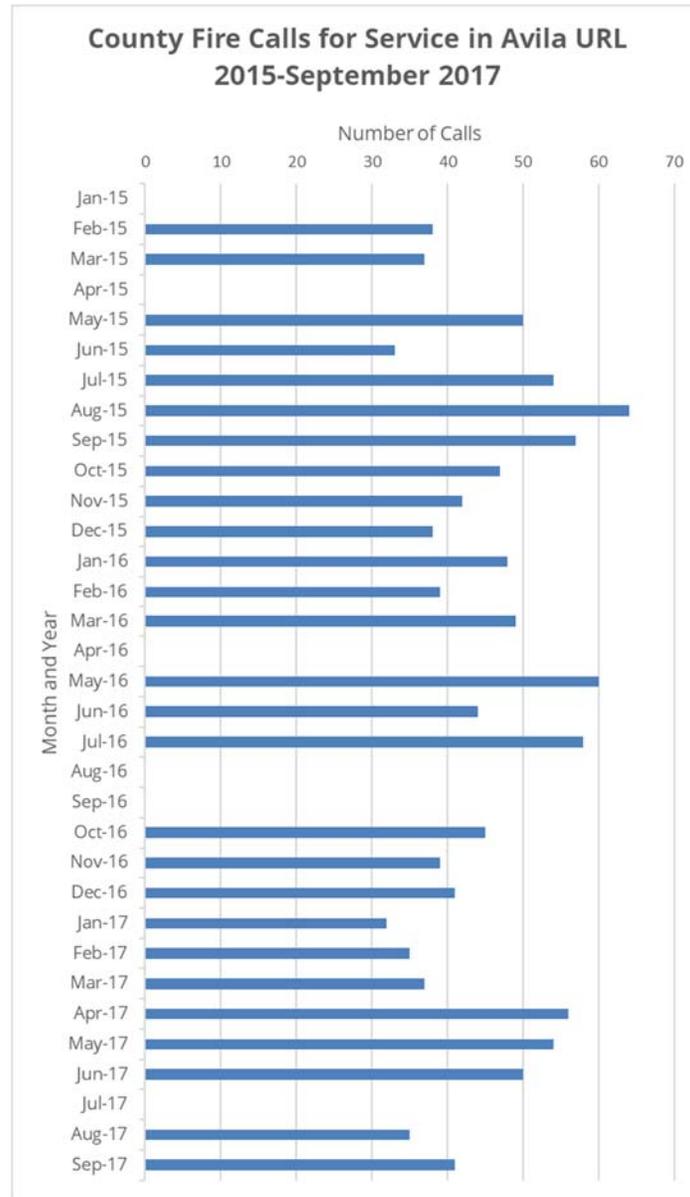
Source: The County of San Luis Obispo Department of Planning and Building (2018)

FIRE PROTECTION

San Luis Obispo County Fire Department and Avila Beach Community Services District operate cooperative fire protection for the Community of Avila. San Luis Obispo County Fire Station 62 is located at 1551 Sparrow Road. Station 62 has a varied response area, which includes the hills west of US 101 in Avila Valley, US 101 from the southern rim of San Luis Obispo to Pismo Beach, Avila Valley, Avila Beach, Port San Luis and Pirates Cove. Diablo Canyon Nuclear Power Plant is also located in Station 62's response area.

According to County Fire, an estimated six wild fires have burned under 50 acres within the Avila URL within the last five years. To help mitigate the fire risk, County Fire has a comprehensive vegetation management plan and stays engaged with the community. County Fire provides the number of service calls during the month. The number of service calls from January 2015- September 2017 is depicted in Figure 10.2. On average, 70% of calls are for medical aid and 30% are rescue or fire (County Fire).

Figure 10.2: Avila URL Fire Service Calls 2015-September 2017



Source: County Fire (2015-2017)

PARKS

Community parks are intended to meet the recreational needs of a community by providing facilities and there are two parks within the Avila URL. The first and only maintained park is Avila Beach Park, a 2.5-acre facility, located between Avila Beach Drive and San Juan Street. The park includes a pirate ship fort, picnic tables, swings, basketball & volleyball courts, and bathrooms. The second is Pirates Cove, an undeveloped park facility. Over the last few years, the Parks Department has tried to

improve conditions; however, efforts were halted by the Coastal Commission because coastal access is a primary issue with the Commission and they did not feel the plan as proposed met the needs of the whole.

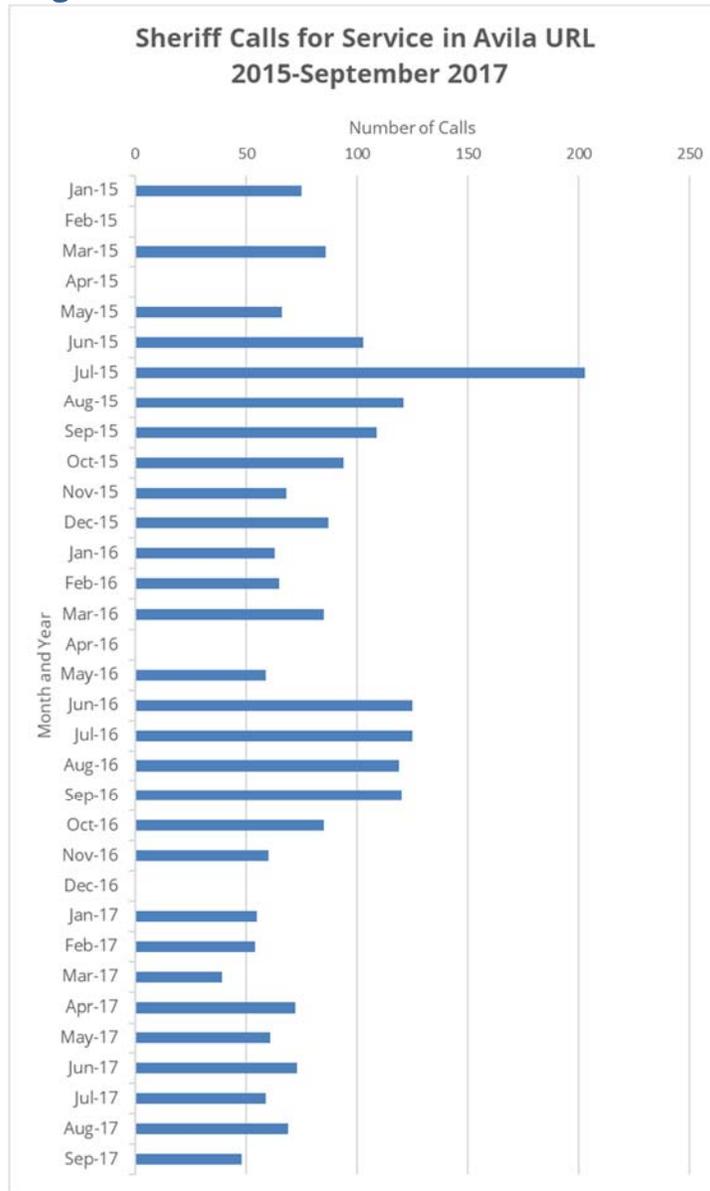
According to the 2014-2016 RSR, Avila has 1.0 acre or less of community parkland per 1,000 persons which puts availability of parks in the Avila URL at a level of severity III. To improve park availability, the RSR recommends continuing to pursue strategies for the acquisition and development of parks, including the dedication of parkland and the collection of development impact and public facility fees.

POLICE SERVICES

Law enforcement services within the Avila URL are provided by the 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 patrols from Avila Beach to San Simeon and from the Los Padres mountain range to the Pacific Ocean.

Figure 10.3 shows the reported number of service calls made from January 2015-September 2017. This data provides a snapshot of the number of incidents within an approximate two-year period.

Figure 10.3: Avila URL Sheriff Calls for Service



Source: The County of San Luis Obispo Sheriff's Department (2015-2017)

SCHOOLS

The San Luis Coastal Unified School District (SLCUSD) provides public school services for children who attend school within the URL. Belleview-Santa Fe Charter School is the only school facility within the URL and serves students K-6th grade.

According to the 2010 Census, about 10 percent of the population in Avila is between the ages of 5 and 19. Students within the URL who do not attend Belleview attend Elementary, middle school, and high school within SLCUSD. Table 10.1 depicts enrollment and capacity for school years 2014-2015 and 2015-2016. During the 2015-2016 school year, enrollment increased by 3%. According to the 2014-2016 RSR, there is no recommended level of severity for Belleview-Santa Fe Charter School.

Elementary school enrollment in SLCUSD has generally trended upward over the past 10 years but has remained below capacity. In calculating the maximum practical capacity, SLCUSD includes all rooms that could be used for classrooms but excludes rooms used for weight training, special education and day care. For elementary schools in the district, the recommended Level of Severity is II. Middle school enrollment has trended slightly upward over the past 10 years and is expected to remain below capacity for the next seven or more years. There is no recommended Level of Severity for middle school. High school enrollment in the district has trended slightly downward over the past 10 years and is expected to remain below capacity for the next seven or more years. There is no recommended Level of Severity for high school.

WATER

Within the Avila URL, water is distributed from three water sources: State Water Project (SWP), Lopez Lake Reservoir, and Avila Valley Sub-Basin. Most of the available water in the Avila URL is surface water from the State and Lopez Lake; however, the Avila Valley Sub-basin serves as a portion of development and community wells. There are five water purveyors that distribute the water from these sources to the community. In the Avila URL, the water purveyors include the Avila Beach CSD, Avila Valley Mutual Water Company (MWC), San Miguelito MWC, County Service Area (CSA 12), and Port San Luis. Figure 10.5 is a map of the Avila Valley Sub-Basin and where the Avila URL water purveyors serve.

Figure 10.5: Sub-Basin Map and Water Purveyors of Avila



Source: Planning & Building Department, 2014-2016 RSR

According to the 2014-2016 RSR, the State Water Project (SWP) supplies the most water to the Avila URL at 49%. As seen in Table 10.1, four of five water purveyors in the Avila URL receive part of their water supply from the SWP including Avila Beach CSD, Avila Valley MWC, San Miguelito MWC, and CSA 12. 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, but recently, the drought coupled with pumping restrictions in consideration of endangered species habitat lowered that amount to 35 percent in 2008 and 40 percent in 2009.

The Lopez Lake Reservoir supplies 39% of the water in the Avila URL (2014-2016 RSR). Avila Beach CSD, Avila Valley MWC, CSA 12 and Port San Luis receive water from Lopez Lake. The County Flood Control and Water Conservation District Zone 3 (Zone 3) funds the operations of the Lopez Project which includes Lopez Lake and Dam, Lopez Terminal Reservoir, Lopez Water Treatment Plant, and Distribution System. Zone 3 provides drinking water to the five cities communities of Arroyo Grande, Avila Beach, Grover Beach, Oceano CSD, and Pismo Beach. In December 2014, Zone 3 adopted The Low Reservoir Response Plan which will help ensure a reliable water supply to Lopez Lake customers, including CSA 12.

The Avila Valley Sub-Basin supplies 18% of the water in the URL distributed by Avila Valley MWC and San Miguelito MWC (2014-2016 RSR). The sub-basin is not recognized by the state and no basin yield numbers have been published. According to the 2014-2016 RSR, individual water users within the CSA 12 boundary could request an exemption to install a private well and pump water from the Avila Valley Sub-Basin. It is unknown the number of users with private wells (2014-2016 RSR).

According to the 2010 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 release from the City of San Luis Obispo Water Reclamation Facility into San Luis Obispo Creek significantly offsets storage losses, but are intended to support steelhead habitat. 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. Below the Marre Weir, seawater intrusion is the primary constraint to water availability.

Table 10.1: Avila URL Existing and Forecasted Water Supply and Demand

Avila URL Existing and Forecasted Water Supply and Demand					
Demand	Avila Beach CSD	Avila Valley MWC	San Miguelito MWC	CSA 12	Port San Luis
FY 2015/2016 Demand (AFY)	74.7 ¹	27.6 ¹	125.5 ¹	68 ²	35
Forecast Demand in 15 Years (AFY)	143	31	359	67	35
Forecast Demand in 20 Years (AFY)	166	31	383	66	67
Buildout Demand (30 Or More Years) (AFY)	162-170 ³	30-32 ³	373-393 ³	65-68 ³	67-69 ³
Supply					
State Water Project ⁴	66 ⁵	20	275	7 ⁶	0
Lopez Lake Reservoir	68	12	0	61	100
Avila Valley Sub-Basin	0	20	118	Uncertain ⁷	0
Total Supply:	134	52	393	68	100
Water Supply Versus Forecast Demand	Water demand projected over 20 years will not equal or exceed the estimated dependable supply. This is due primarily to a lack of information regarding the safe yield of the sub-basin.				

Notes:

1. See Table II-1. Current year data for agriculture and rural are from 2012.
2. 2011 data.
3. The low end of the forecast demand range assumes 5% additional conservation (beyond what has already been accomplished) at buildout for all urban users.
4. State Water Project average allocation assumes 66 percent of contract water service amount.
5. Avila Beach CSD has a 100 AFY allocation from the State Water Project, but no drought buffer. Therefore, the 66 percent assumption for State Water Project delivery is 66 AFY.
6. Seven (7) AFY of SWP water allocated to the San Luis Coastal Unified School District.
7. Individual water users within CSA 12 boundary could request an exemption to install a private well and pump water from the Avila Valley Sub-basin. It is unknown the number of users with private wells, but it is likely minimal.

Source: Planning & Building Department, 2014-2016 RSR

SURFACE WATER

The California Department of Water Resources (DWR) owns and operates the State Water Project (SWP). In 1963, the San Luis Obispo County Flood Control and Water Conservation District (District) contracted DWR for 25,000 AFY of State Water. The SWP began delivering water to the Central Coast in 1997 upon completion of the Coastal Branch conveyance and treatment facilities, serving Santa Barbara and San Luis Obispo Counties.

Table 10.2 provides a summary of SWP allocations to Avila URL water purveyors by providing the water service amount, drought buffer, and total reserve allocations. It also provides the average, maximum and minimum allocations based on the range of deliveries. For long-term planning, it is assumed that SWP contractors will receive 66 percent of the maximum allocation in each year. To receive a greater portion of State Water during times of reduced deliveries, most agencies have entered into “Drought Buffer Water Agreements” with the County for use of an additional portion of the County’s excess capacity of SWP allocation.

**Table 10.2: State Water Project Water Service Amounts (AFY)
To Avila URL Water Purveyors**

Contractor	Water Service Amount	Drought Buffer	6% Allocation Year	66-69% Allocation Year	100% Allocation Year
San Miguelito MWC	275	275	16.5	181.5	275
Avila Beach CSD	100	100	6	66	100
Avila Valley MWC	20	60	1.2	39.6	20
Total:	395	435	24	287	395

Note: Table amended to reflect accurate information (Source: San Miguelito MWC 2018)

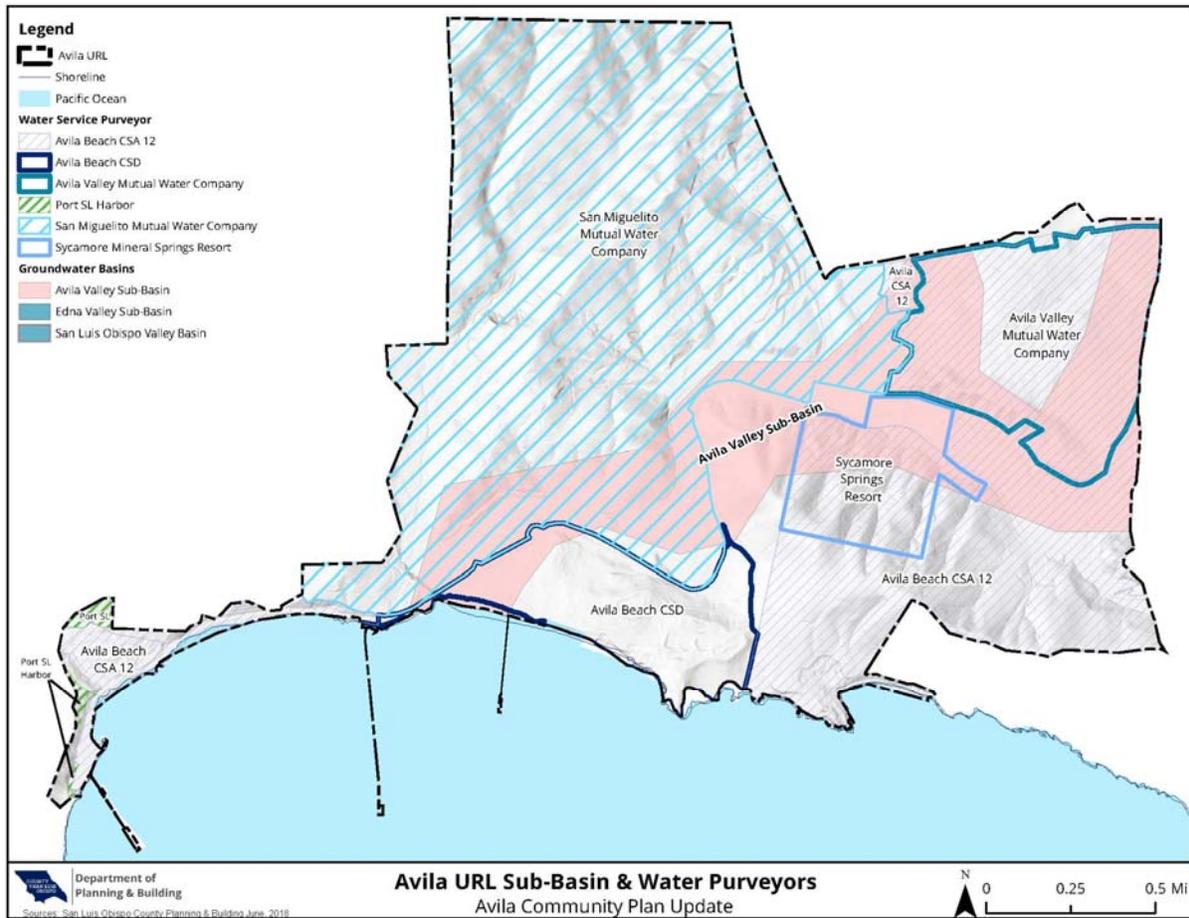
Source: San Luis Obispo Flood Control and Water Conservation District (2016)

GROUND WATER

Avila Valley Sub-Basin is a part of the San Luis Valley Ground Water Basin. The Avila Valley Sub-Basin (WPA 6) encompasses approximately 1,100 acres along the San Luis Obispo Creek floodplain between the Los Osos Valley fault and the Pacific Ocean, which is almost 7 miles (Master Water Plan). Figure 10.5 is a map of the Avila Valley Sub-Basin and how it geographically relates to the San Luis Obispo Valley Ground Water Basin. This Sub-Basin is made up of alluvial deposits of San Luis Obispo Creek and tributaries to the ocean at Avila Beach. These alluvial deposits are typically less than 60 feet deep and are comprised of river gravel and sand beds overlain by floodplain silts and sands. Production of water depends on the alluvial deposits.

WATER PURVEYORS

Figure 10.6: Water Purveyors of Avila



Source: The Department of Planning & Building 2014-2016 RSR

AVILA BEACH COMMUNITY SERVICES DISTRICT

The Avila Beach Community Services District (CSD) supplies its customers with domestic water service, wastewater service and fire protection, among other services. The water supply for the Avila Beach CSD is contracted through CSA 12, and consists of both Lopez Reservoir (68 AFY) and State Water (100 AFY) allocations for a total supply of 168 AFY. Water quality for both Lopez Lake and State Water treated sources meets both primary and secondary standards for drinking water, though regular monitoring of the treatment process is necessary to make appropriate adjustments to account for seasonal changes in the quality of Lopez Lake water.

AVILA VALLEY MUTUAL WATER COMPANY

Avila Valley Mutual Water Company (MWC) serves a small cluster of homes (28 connections) in the Avila Valley area. Avila Valley MWC receives its water supply from

surface sources. The 2008 water demand was 32 AFY. The Avila Valley MWC contracts with the County Flood Control and Water Conservation District for a 20 AFY allocation of State Water and 60 AFY of Drought Buffer, which is distributed through Zone 3 facilities. 12 AFY allocation of Lopez Lake water procured from CSA 12, bringing its total supply to 32 AFY. The Avila Valley MWC also owns two wells which have been in regular service since 2012 after an upgrade to the filtration system.

SAN MIGUELITO MUTUAL WATER COMPANY

San Miguelito MWC serves the San Luis Bay Estates area. The 2008 population served 620 connections and a build-out population of 930 connections. The San Miguelito MWC receives its water supply from both surface and groundwater sources. It contracts with the District for a 275 AFY allocation of State Water and 275 AFY of Drought Buffer, which is wheeled through Zone 3 facilities. Additional water is pumped from three local wells that draw water from the aquifer fed by San Luis Obispo Creek. The San Miguelito MWC's goal is to provide consumers with a 70/30 blend of surface and well water. The wells are used in conjunction with State Water and used exclusively when State water is not available. San Miguelito MWC has adequate supply to meet both existing and future water requirements. Quality of San Miguelito MWC water is similar to others using water from Lopez Lake. Raw well water is treated for iron and manganese and mixed with Lopez Lake water prior to delivery.

CSA 12

CSA 12 provides 61 AFY of Lopez Reservoir water to customers in the rural area east of Avila Beach and transfers up to 100 AFY of Lopez Reservoir water through its piping system to Port San Luis. Port San Luis currently uses only 35 percent (35 AFY) of that allocation. In addition, CSA 12 transfers water through its piping system to Avila Beach CSD, Avila Valley MWC, and San Miguelito MWC. Water supplies for CSA 12 also include 7 AFY from the State Water Project which is allocated to the SLCUSD.

WASTEWATER

Both Avila Beach CSD and San Miguelito MWC operate wastewater collection, treatment, and disposal systems within the URL. The Avila Beach CSD serves the Town and Port San Luis. The CSD treatment plant has a design flow of 0.2 MGD; current (2016) average daily flows are 0.055 MGD, or 27% of design capacity. According to the 2014-2016 RSR, the plant is expected to operate well below capacity for the next five years or more.

The San Miguelito MWC serves 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

2014-2016 RSR, the treatment plant is expected to operate well below capacity for the next five years or more.

Table 10.3: Recommended Levels of Severity for Wastewater Treatment

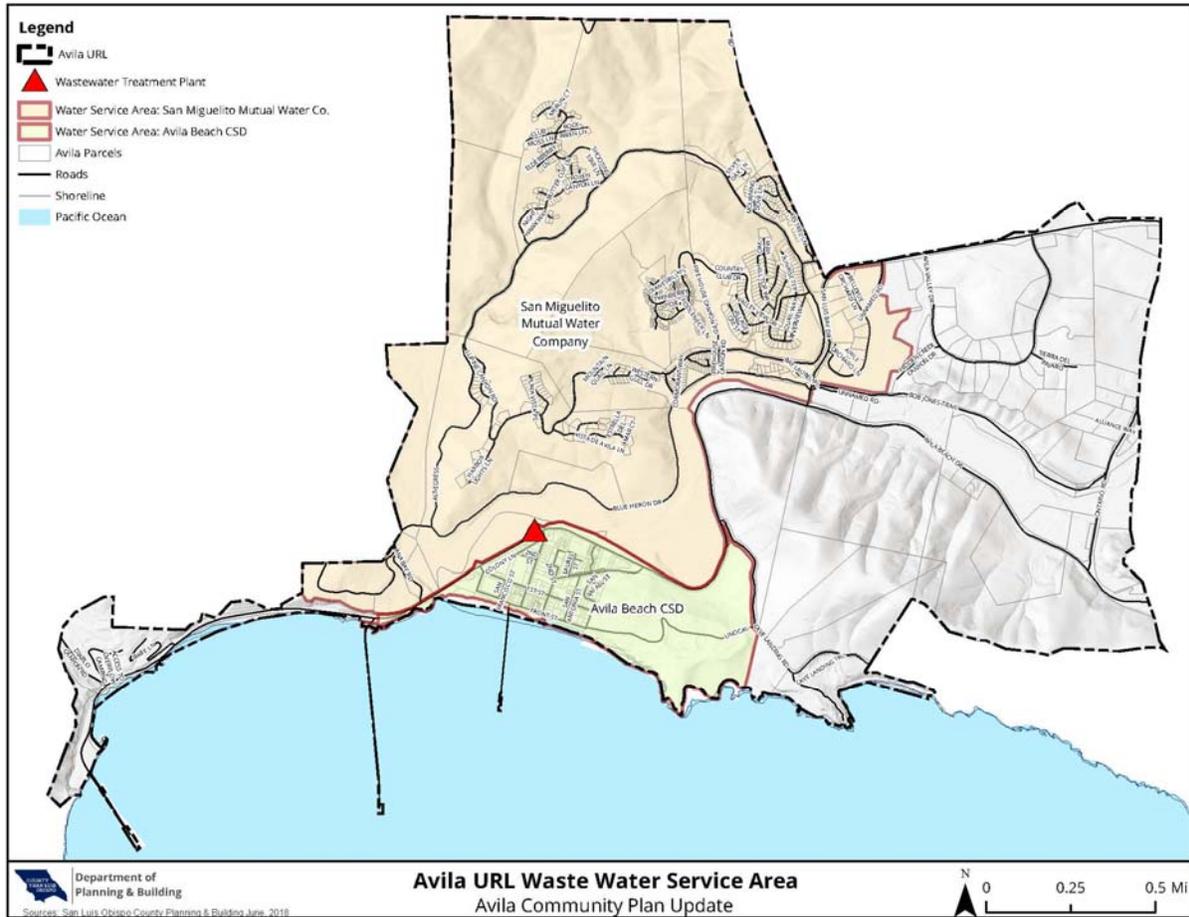
	2016 Service Area Population	2016 Average Daily Flow (MGD)	2020 Service Area Population	2020 Estimated Average Daily Flow (MGD)	Design Flow ¹ (MGD) ²	Percent of Design Flow In 2020	Recommended Levels of Severity
Avila Beach CSD	1,533	0.055	1,542	0.089	0.2	45%	None
San Miguelito Mutual Water Company	612	0.069	626	0.071	0.15	45%	None

Sources: San Luis Obispo County Department of Public Works, 2016; Central Coast RWQCB, 2016; SLOCOG, 2016

Notes:

1. Design Flow = average daily dry weather flow in million gallons per day.
2. MGD = Million gallons per day

Figure 10.7: San Miguelito MWC and Avila Beach CSD Wastewater Service Areas



Source: The Department of Planning & Building 2014-2016 RSR

EMERGING DIRECTIONS

FIRE PROTECTION

According to the State Fire Code, Avila Beach Drive is considered a dead-end road west of San Luis Bay Drive. There are traffic flow issues during the summers and weekends along Avila Beach Drive and illegal parking along roads like Cave Landing which can delay response time. It is important to keep Cave Landing Road accessible due to the critical communication infrastructure located on Ontario Ridge. Fire safety policies will be reviewed, and updates will be considered and coordinated with County Fire.

WATER

In 2016 the County initiated a study of the San Luis Obispo Valley groundwater basin to determine, among other factors, the safe yield. There is uncertainty regarding the safe yield of the Avila Valley Sub-basin. A conservative forecast of future demand for urban users suggests that the available supply will be equaled or exceeded at General Plan build-out. According to the Housing Element, water availability is adequate for current build-out of the Avila URL; however, future development would have to find additional water availability. Some future development projects have been included in water and wastewater capacity build-out projections even though they are not included in the County's General Plan. SMMWC is an example of a purveyor that has included some future projects in their Master Plan. The cumulative water demand of the proposed community plan will be evaluated through the environmental review process.

11 - Hazards

This section outlines the natural and human-caused vulnerabilities that pose a reasonable threat within the URL. It summarizes the nature of the vulnerability, the risk level, and any past hazard events.

REGULATORY SETTING

FEDERAL

NATIONAL FLOOD INSURANCE PROGRAM

Administered by the Federal Emergency Management Administration (FEMA), the National Flood Insurance Program (NFIP) provides subsidized flood insurance for property owners in communities. The NFIP establishes regulations that limit development in flood-prone areas. The boundaries of flood-prone areas are determined by FEMA's Flood Insurance Rate Maps, which provide flood information and identify flood hazards in the community. In certain high-risk areas, federally regulated or insured lenders require property owners to have flood insurance before issuing a mortgage.

EARTHQUAKE HAZARDS REDUCTION ACT

The Earthquake Hazards Reduction Act was passed in 1977 to reduce the threat to life and property from earthquakes by establishing the National Earthquake Hazards Reduction Program (NEHRP). In the 1990s, the act was significantly amended by the NEHRP because it redefined agency responsibilities, program goals, and objectives. Lead by FEMA, the NEHRP addresses many factors related to earthquake safety,

including improved understanding and prediction of earthquake-related hazards and vulnerabilities, improved building codes and land use practices, development of more resilient design and construction techniques, improved mitigation capacity, and accelerated effective implementation of earthquake-related research.

NUCLEAR REGULATORY COMMISSION

The Nuclear Regulatory Commission (NRC) was established in 1974 to ensure the safe use of radioactive materials for civilian purposes, and is responsible for licensing and regulating civilian use of radioactive materials. Areas under the NRC's regulatory purview include nuclear reactors for power plants and civilian research, the use and transport of nuclear materials for civilian purposes, and safe disposal of radioactive waste materials. The NRC's role includes licensing the operation of nuclear power plants, and it is responsible for ensuring that these power plants operate safely.

STATE

CALIFORNIA GOVERNMENT CODE - SAFETY ELEMENT

California Government Code Section 65302(g) includes specific requirements for the safety element of local general plans. It specifies that safety elements must address the risk resulting from surface rupture, ground shaking, ground failure, tsunami, dam failure, mudslides and landslides, subsidence, liquefaction, other known geologic hazards, flooding, and wild land and urban fires, to the extent that these hazards are present in the community. It requires safety elements to include mapping of known seismic and geologic hazards, and to address evacuation routes, military installations if applicable, peak load water requirements, in addition to minimum road widths and clearances around structures. Safety elements must address several specific items related to flooding and wildfires as outlined in Government Code Sections 65302(g)(3) and 65302(g)(4).

SENATE BILL 379

Senate Bill 379 (2015) requires the County to review the safety element and update as necessary to include climate adaptation and resiliency strategies. The bill requires the update to include a set of goals, policies, and objectives based on a vulnerability assessment that identifies both the risks that climate change poses to the local jurisdiction, the geographic areas at risk from climate change impacts, and specified information from federal, state, regional, and local agencies.

ASSEMBLY BILL 2140

Assembly Bill (AB) 2140 (Government Code Sections 8685.9 and 65302.6) passed in 2006. AB 2140 allows local communities to adopt a local hazard mitigation plan (LHMP) into the safety element, and specifies certain elements that must be included in the LHMP if a community chooses to prepare one. Typically, when a federal

disaster is declared, FEMA will provide disaster relief funds up to 75 percent of the total cost of eligible reconstruction activities. Of the remaining 25 percent not covered by FEMA, the California state government can contribute up to 75 percent (18.75 percent of the total), leaving 25 percent of the remaining costs (6.25 percent of the total) to be covered by the local governments. AB 2140 allows the state to pay for more of the funding not covered by FEMA if the local government has incorporated an LHMP into its safety element, decreasing the amount of disaster relief funds that must be provided by the local government. By including the LHMP in the safety element, communities can also ensure the two documents are consistent.

HAZARDOUS WASTE CONTROL ACT

The Hazardous Waste Control Act (Health and Safety Code Sections 25100 et seq.) describes requirements for the proper management of hazardous wastes in California. Hazardous materials are defined under the California Health and Safety Code Section 25141 (Hazardous Waste Control Act) as a substance that causes “an increase in mortality or an increase in serious, irreversible, or incapacitating illness,” or poses “a substantial present or potential hazard to human health or the environment ... when improperly treated, stored, transported, or disposed of, or otherwise managed.” This includes a wide variety of substances, such as flammable or explosive materials, infectious materials, corrosive substances, or other dangerous materials including poisons or radioactive substances. This Act establishes a statewide hazardous waste management program similar to the one created by the Federal Resource Conservation and Recovery Act, but is more stringent. It covers several areas, including identifying and classifying hazardous waste, generation and transportation of hazardous waste, design and permitting of hazardous waste facilities (including recycling, treatment, storage, and disposal facilities), treatment standards, facility operation and staff training, and closure of facilities and liability requirements. The Hazardous Waste Control Act also lists more than 800 hazardous and potentially hazardous materials and requirements associated with them.

EMERGENCY SERVICES ACT

California’s Emergency Services Act (California Government Code Sections 8550-8668) includes several provisions to protect the health, safety, and property of state residents. Through this Act, California developed an emergency response plan to coordinate services between federal, state, and local agencies. The plan is administered by the California Office of Emergency Services (Cal OES), and involves other groups such as the California Environmental Protection Agency, the California Highway Patrol, regional water and air quality agencies, and local disaster response offices.

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621) addresses hazards from surface fault rupture. It requires the California Geologic Survey (CGS) to map areas around active and potentially active faults where fault rupture may prove a hazard. Under the act, no structures intended for human occupancy can be built across an active fault, and structures for human occupancy built within an area of around 200 to 500 feet from an active fault can only be permitted following the completion of a fault location report. Structures within fault rupture hazard zones must incorporate siting and design recommendations into planning and construction to reduce the risk from this hazard.

SEISMIC HAZARDS MAPPING ACT

The Seismic Hazards Mapping Act (Public Resources Code Sections 2690–2699.6) addresses seismic and geologic hazards beyond fault rupture. It directs the California Geological Survey to prepare maps identifying seismic hazard zones and encourages local governments to include policies that reduce seismic hazards in the safety elements of their general plans. Under the Seismic Hazards Mapping Act, development projects within a seismic hazard zone must prepare a geotechnical report identifying and delineating any applicable seismic hazards before the project is approved. After local governments approve these reports, they must be submitted to the State Geologist.

CALIFORNIA BUILDING STANDARDS CODE

The California Building Standards Code (BSC, Title 24 of the California Code of Regulations) contains minimum standards for all new construction and significant remodels of existing structures that address a variety of issues. Parts of the BSC address safety from hazards, particularly around seismic hazards and fires. Requirements of the BSC include minimum standards for structural design, necessary tests and inspections, provisions addressing building foundations, and standards for the use of certain materials.

LOCAL

COUNTY OF SAN LUIS OBISPO'S LOCAL HAZARD MITIGATION PLAN

Hazard mitigation plans assist communities in reducing risk from natural hazards by identifying resources, information, and strategies for risk reduction, while helping to guide and coordinate mitigation activities. The County of San Luis Obispo's Local Hazard Mitigation Plan (LHMP) provides guidance on how to reduce risk from natural hazards. The LHMP works in conjunction with other County plans, including the General Plan, and hazard mitigation plans developed for specific programs such as flood control and fire prevention.

SAN LUIS BAY AREA PLAN

The San Luis Bay Area Plan Coastal describes county land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinances and Local Coastal Program. The plan provides detail on special overlay land use categories such as combining designations which have potentially hazardous conditions. Combining designations require a more detailed project review to avoid or minimize adverse effects of hazardous conditions on proposed projects. San Luis Obispo and See Canyon Creeks are highlighted as flood hazards. As stated in the San Luis Bay Area Plan, the drainage courses of San Luis Obispo and See Canyon Creeks should be maintained in their natural state and native vegetation and habitats retained (p.7-2).

SAN LUIS OBISPO INLAND AREA PLAN

The San Luis Obispo Inland Area Plan contains policies and programs for the rural portions of the San Luis Obispo planning area and the area within the San Luis Obispo Urban Reserve Line. It also contains regional policies and programs that affect both urban and rural areas. The plan provides detail on special overlay land use categories such as combining designations which have potentially hazardous conditions. Combining designations require a more detailed project review to avoid or minimize adverse effects of hazardous conditions on proposed projects. As stated in the San Luis Bay Area Plan, the drainage courses of San Luis Obispo and See Canyon Creeks should be maintained in their natural state and native vegetation and habitats retained (p. IV.6-1). The plan also states that San Luis Obispo Creek and major tributaries (Stenner, Brizzolari and Prefumo creeks) are subject to flooding (P. IV.6-1).

TITLE 23: SAN LUIS OBISPO COUNTY COASTAL ZONE LAND USE ORDINANCE (CZLUO)

Title 23, known as the Coastal Zone Land Use Ordinance (CZLUO), Title 23 of the San Luis Obispo County Code, was established to protect and promote the public health, safety and welfare of the unincorporated coastal areas of the County of San Luis Obispo. It functions to implement the San Luis Obispo County General Plan and the San Luis Obispo County Local Coastal Program, and manages the future growth of the county in accordance with those plans. As Title 22 does for the inland portions, the Coastal Zone Land Use Ordinance provides the principal method for implementation of the general plan by setting requirements for how particular land uses may be designed and developed in the coastal zone.

THE SAN LUIS OBISPO COUNTY EMERGENCY OPERATIONS PLAN (EOP)

The San Luis Obispo County Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies within or affecting San Luis Obispo County. The purpose of the EOP is not intended to provide specific procedures or detailed emergency response plans but to provide an overview of emergency management in the San Luis Obispo County Operational Area.

NUCLEAR POWER PLANT EMERGENCY RESPONSE PLAN

The San Luis Obispo County/Cities Nuclear Power Plant Emergency Response Plan outlines the authorities, concepts, and operating procedures for responding to potential radiological emergency situations in San Luis Obispo County that may occur at the Diablo Canyon Power Plant. It is the component of the EOP which facilitates emergency operations and enhances the County's preparedness in initiating protective actions for the public in the event of radiation release.

EXISTING CONDITIONS

DROUGHT

A drought is considered a lengthy period when precipitation is substantially below normal levels. The lack of water may cause water shortages where supplies are limited. The wells within the Avila URL and part of the San Luis Bay Estates water supply rely on groundwater from the Avila Valley Sub-Basin. This is a shallow alluvial deposit sub-basin that is less than 60 feet deep and comprised of river gravel and sand beds. Shallow alluvial deposits are typically more susceptible to drought impacts (SLO Regional Water Management Group, 2014). The Avila URL also receives water allocations from the State Water Project, which has provided between 50 and 100 percent of the contracted allocations. Recently, the drought coupled with pumping restrictions in consideration of endangered species habitat lowered the amount of state water to 35 percent in 2008 and 40 percent in 2009. In addition to the State Water Project, Avila Beach CSD, Avila Valley MWC, and CSA 12 receive water from Lopez Lake.

Drought conditions have caused water use restrictions throughout the State and County, in addition to increased water rates. In severe cases, water shortages can occur in agricultural activities and communities, as water supply does not meet water demand. Droughts also increase the risk of flooding and fires, as harden soils become less permeable to water and water stressed vegetation becomes dry and brittle.

FLOODING

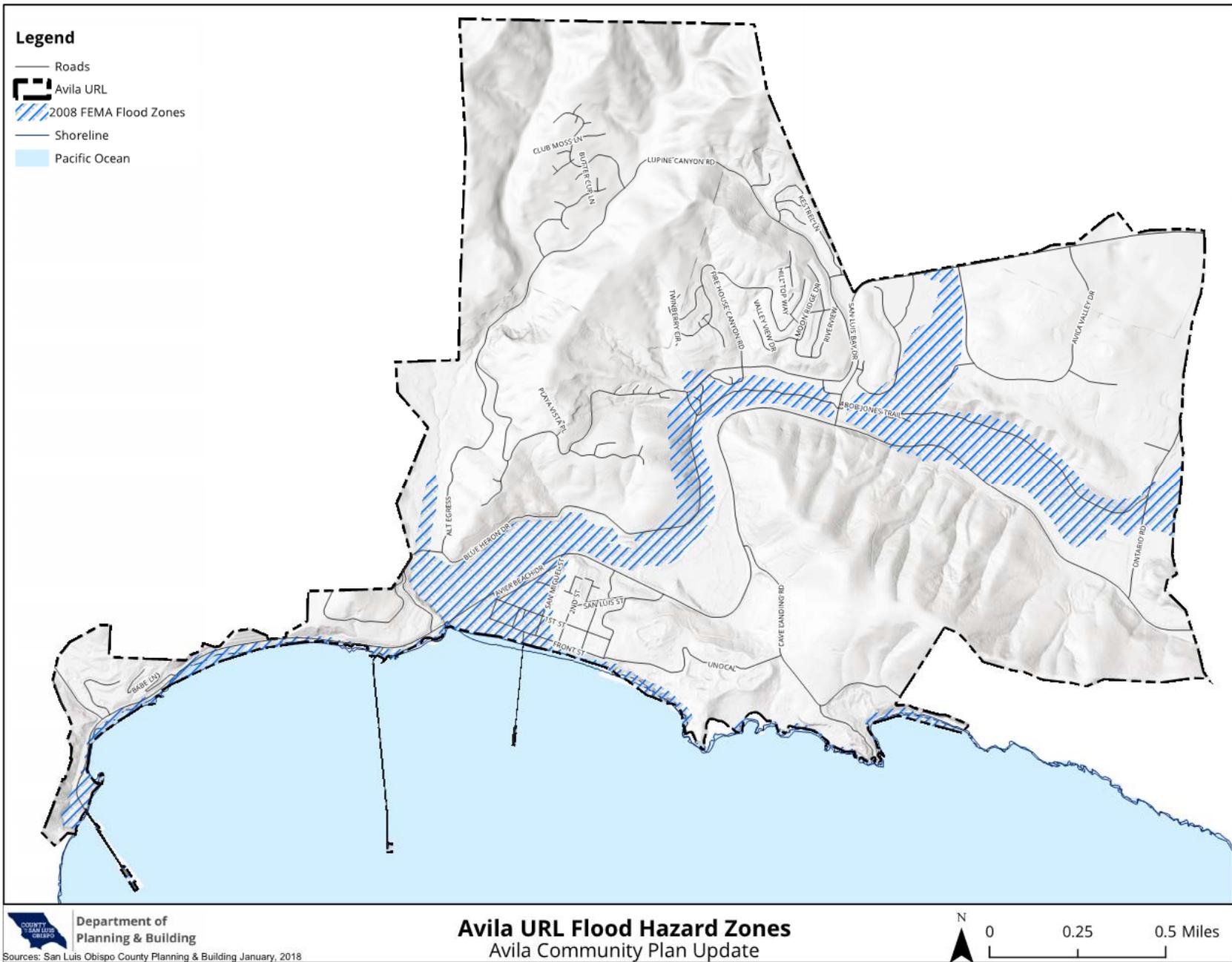
A flood is defined as an overflowing of water onto an area of land that is normally dry (LHMP, p.93). Floods can occur in multiple ways, including:

- Water level in a body of water rising higher than the water body's banks, causing it to overflow;
- Heavy precipitation overwhelming the ability of soil to absorb water or storm drains to carry it away, causing water to build up;
- Wave run-up;
- Infrastructure failure, such as a burst water tank or pipe; and
- Exceptionally high tides due to storm surges, sea level rise, or some combination of these events.

For floodplain management purposes, the Federal Emergency Management Agency (FEMA) often uses the term "100-year flood" or "500-year flood" to describe the size or magnitude of a flooding event (LHMP, p.93). A 100-year flood is one that has a 1 percent (one in 100) chance of occurring in any given year, while a 500-year flood is one that has a 0.2 percent (one in 500) chance of occurring in an average year. This does not mean that a 100-year or 500-year flood will only occur once every 100 or 500 years, as high magnitude events may occur more frequently. The severity of 100-year or 500-year flooding events may change over time.

Figure 11.1 illustrates low-lying areas along See Canyon, San Luis Obispo Creek, and the ocean are most prone to flooding within the Avila URL. Critical infrastructure within the Avila URL, such as the roads, parking, and public facilities have historically flooded. The flood hazard zone overlays sections of Avila Beach Drive, San Luis Bay Drive, and Ontario Road (Figure 11.1), which flood every 25 years or less (Waterway Management Plan, 2003, p.34). The parking lot within Avila Beach floods consistently during the rainy season (January-March). In 2016, County Public Works spent \$60,000 pumping the parking lot (Avila Beach Community Services District, 2017). Public Works created the 2017 Conceptual Design Report that evaluated three alternatives addressing the flooding issue. This report recommended a permanent pumping system installation with an estimated cost of \$375,000, and projected operations and maintenance cost of approximately \$25,000 annually (Avila Beach Community Services District, 2017). The 2017-2018 Capital Improvement Program (CIP) compiled by the County identifies a flood control project to provide a pumping system for the parking lot culvert outfall, and mitigate the flooding. This is considered a long-term project as it has a timeframe of more than five years, going beyond 5-year CIP timeframe.

Figure 11.1: Avila URL Flood Hazard Zones



Source: Federal Emergency Management Agency (2017)

HAZARDOUS MATERIAL

The California Department of Toxic Substances Control (DTSC) maintains a list known as the Cortese List, which identifies sites with hazardous materials and necessary cleanup activities. Some materials are always considered hazardous or potentially hazardous, while others only pose a danger in specific conditions. Avila is included on the Cortese List because of the Unocal oil spill in 1992 and subsequent remediation.

The California State Water Resources Control Board (SWRCB) also maintains a list of sites with hazardous materials that may contaminate groundwater supplies. The Avila URL contains nine of these sites. In Avila Beach, there is only one open case, which is the former Unocal Tank Farm site, with six additional sites closed, but related to the Unocal oil cleanup. Two more are located on Valley farms, due to agricultural runoff. This site is enrolled in the Irrigated Lands Regulatory Program (ILRP). ILRP was initiated in 2003 and updated in 2012 to prevent waste discharge from agricultural runoff and protect surface and groundwater.

DIABLO CANYON NUCLEAR POWER PLANT CLOSURE

Diablo Canyon Nuclear Power Plant is located six miles northwest of the of the Avila URL, with the main entrance to the facility along 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 2-unit plant was designed in the late 60's and the first unit online in 1985 (Hazard Mitigation Plan, 2014). The plant is designed to use slightly enriched uranium dioxide (UO₂) as a fuel, which poses no major concern in its un-irradiated state, as it has very low radioactivity. However, after going through nuclear fission in the core during operation of the reactor, the fuel becomes extremely radioactive from fission by-products. The highly radioactive by-products are the primary hazard posed by the plant (Nuclear Power Plant Emergency Response Plan, p.9).

The facility is located on the coast and is within proximity to the Hosgri fault line just offshore, raising concerns that it may be vulnerable to both seismic hazards and coastal hazards such as tsunamis. Diablo Canyon was originally designed to withstand a 6.75 magnitude earthquake, and was renovated to withstand a 7.5 magnitude earthquake. The plant is currently equipped with extensive seismic monitoring and safety systems to shut down promptly in the event of significant ground motion.

The primary safety concern for the Avila Beach URL is the accidental release of nuclear materials into the environment. In case of an emergency, nuclear power plants have a four-tiered system based on federal regulations. Federal regulatory guidelines classify radiological emergency conditions into: unusual event, alert, site area emergency, and general emergency. Unusual events are the lowest level of

classification with increasing severity towards general emergency. In a general emergency, residents within the Avila URL may be asked to shelter in place or to evacuate. The Nuclear Regulatory Commission and the Environmental Protection Agency determined that a federally defined Emergency Planning Zone (EPZ) for the plume exposure pathway is an area roughly 10-miles in radius around the nuclear power plant. As seen in Figure 11.2, the Diablo Canyon EPZ is divided into 12 Protective Action Zones (PAZ), which help organize emergency planning and response actions into specific areas familiar to both emergency response agencies and the public (Figure 11.2). The Avila Beach URL is outside the 6-mile limit and is in Protective Action Zone (PAZ) 3 (Figure 11.2).

Although the Diablo Canyon Power Plant will not be relicensed to operate after 2026, there will continue to be some risk of nuclear material release from the site. The United States has not designated a long-term repository for high-level radioactive waste produced by nuclear power plants; thus, this material will continue to be stored on the power plant site following closure. While the Diablo Canyon facility and its on-site storage containers prevent the release of radioactive material and are built to withstand natural disasters such as earthquakes, a radiation event is nevertheless possible.

Figure 11.2: Evacuation Planning Zones



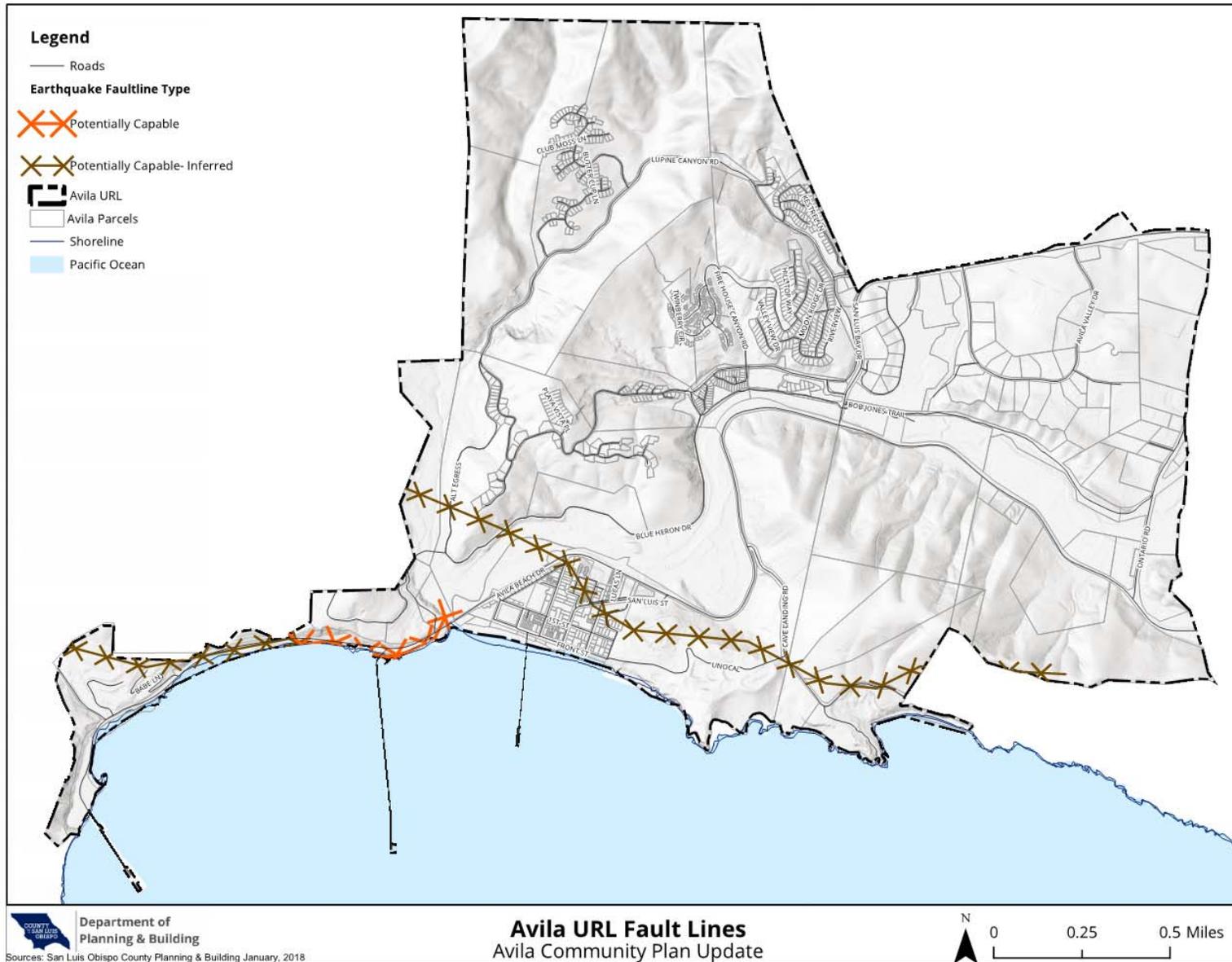
Source: The County of San Luis Obispo Office of Emergency Services (2017)

SEISMIC HAZARDS

An earthquake is a sudden, rapid shaking of the ground caused by the breaking and shifting of rock beneath the earth's surface (Hazard Mitigation Plan, p.28). Most earthquakes occur at the boundaries where the plates meet, commonly called faults, however, some earthquakes occur in the middle of plates. A fault is a fracture in the earth's crust along which movement has occurred either suddenly during earthquakes or slowly during a process called creep. Cumulative displacement may be tens or hundreds of miles over geologic timescales. For hundreds of millions of years, the force of plate tectonics has shaped the Earth as the plates forming the Earth's surface move slowly over, under, and past each other. Sometimes the movement is gradual. At other times, the plates are locked together, unable to release the accumulating energy. When the accumulated energy grows strong enough, the plates break free, causing the ground to shake.

The Avila URL contains two fault lines running through the southern portion of the area (Figure 11.3). Neither of the faults are considered active, with designations of potentially capable and potentially capable-inferred (Figure 11.3). In 1916, a 5.1 magnitude earthquake occurred offshore of the Avila URL in San Luis Bay. The earthquake reportedly resulted in tumbling smokestacks of the Union Oil Refinery at Port San Luis, and a landslide that blocked the railroad tracks (Hazard Mitigation Plan). The maximum intensity appears to be approximately VI on the Mercalli intensity scale, or 5.0 magnitude, but the available descriptions of the shaking are somewhat limited. Mercalli intensity VI typically results in ground shaking felt by all, many frightened, and some heavy furniture moved or fallen plaster (USGS).

Figure 11.3: Fault Lines Present in URL



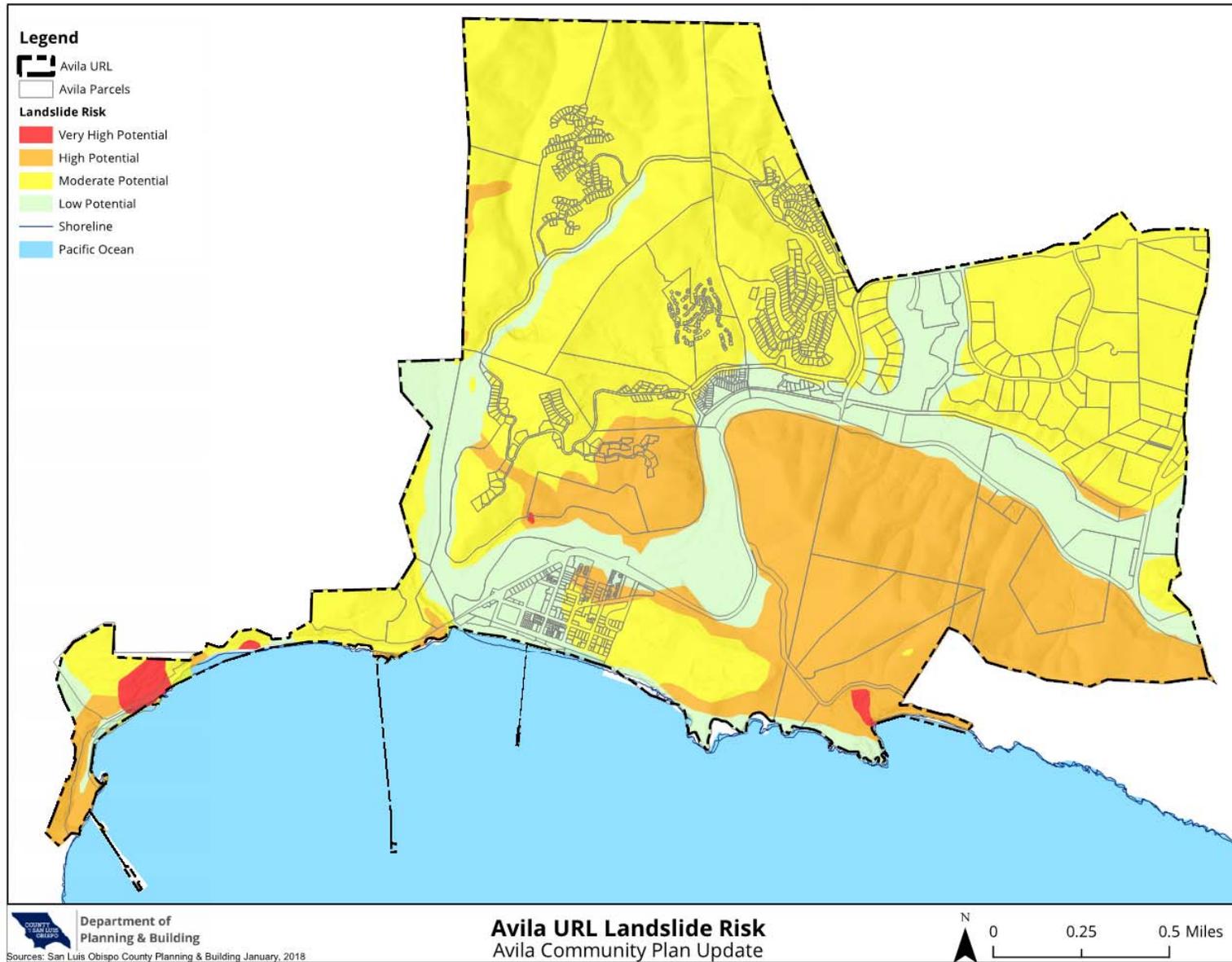
Source: County of San Luis Obispo Planning & Building Department (2018)

LANDSLIDE

A landslide is considered a geologic hazard where the force of gravity combines with other factors to cause earth material to move or slide down an incline (Hazard Mitigation Plan, 2014). Slopes between 34 and 37 degrees have the greatest potential for sliding through natural or manmade forces. There are predictable relationships between local geology and landslides, rockslides, and debris flows as part of the continuous process of erosion. Slope stability is dependent rock type, moisture content, slope steepness, and natural or man-made undercutting (Hazard Mitigation Plan). Slope instability may also result from natural processes, such as the erosion of the toe of a slope by a stream or ground shaking caused by an earthquake. Slopes can also be modified artificially by grading, or the addition of water or structures to a slope. Development occurring on a slope can substantially increase the frequency and extent of slope stability hazards.

Figure 11.4 illustrates the three locations within the Avila URL with very high landside potential. The largest area is along Port San Luis along Avila Beach Drive and highest potential area is South of Avila Beach Drive and east of Cave Landing Road, as the very high designation is surrounded by high potential landslide designation.

Figure 11.4 Landslide Risk

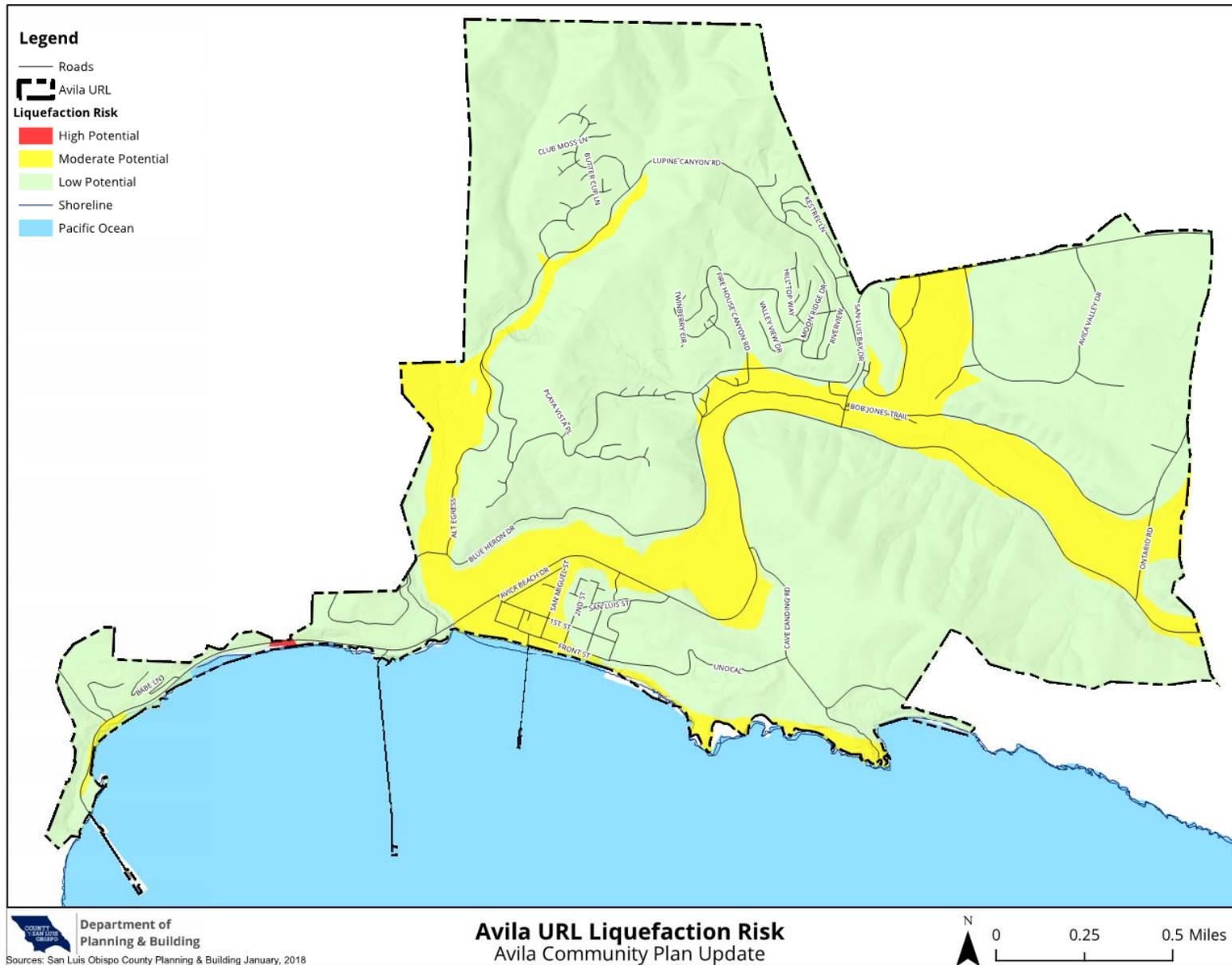


Source: County of San Luis Obispo Planning & Building Department (2018)

LIQUEFACTION

Liquefaction occurs when ground shaking causes the mechanical properties of some fine grained, saturated soils to liquefy and act as a fluid (Hazard Mitigation Plan, 2014, p.28). Ground shaking causes an increase in soil pore water pressure resulting in a sudden loss of soil strength (Hazard Mitigation Plan, 2014, p.28). Within the Avila URL Liquefaction risks are located along the creeks and coastline (Figure 11.5). As seen in Figure 11.5, most of the liquefaction hazard areas are at a moderate risk for liquefaction; however, the section along Avila Beach Drive towards the Port has high risk potential for liquefaction.

Figure 11.5 Liquefaction Risk



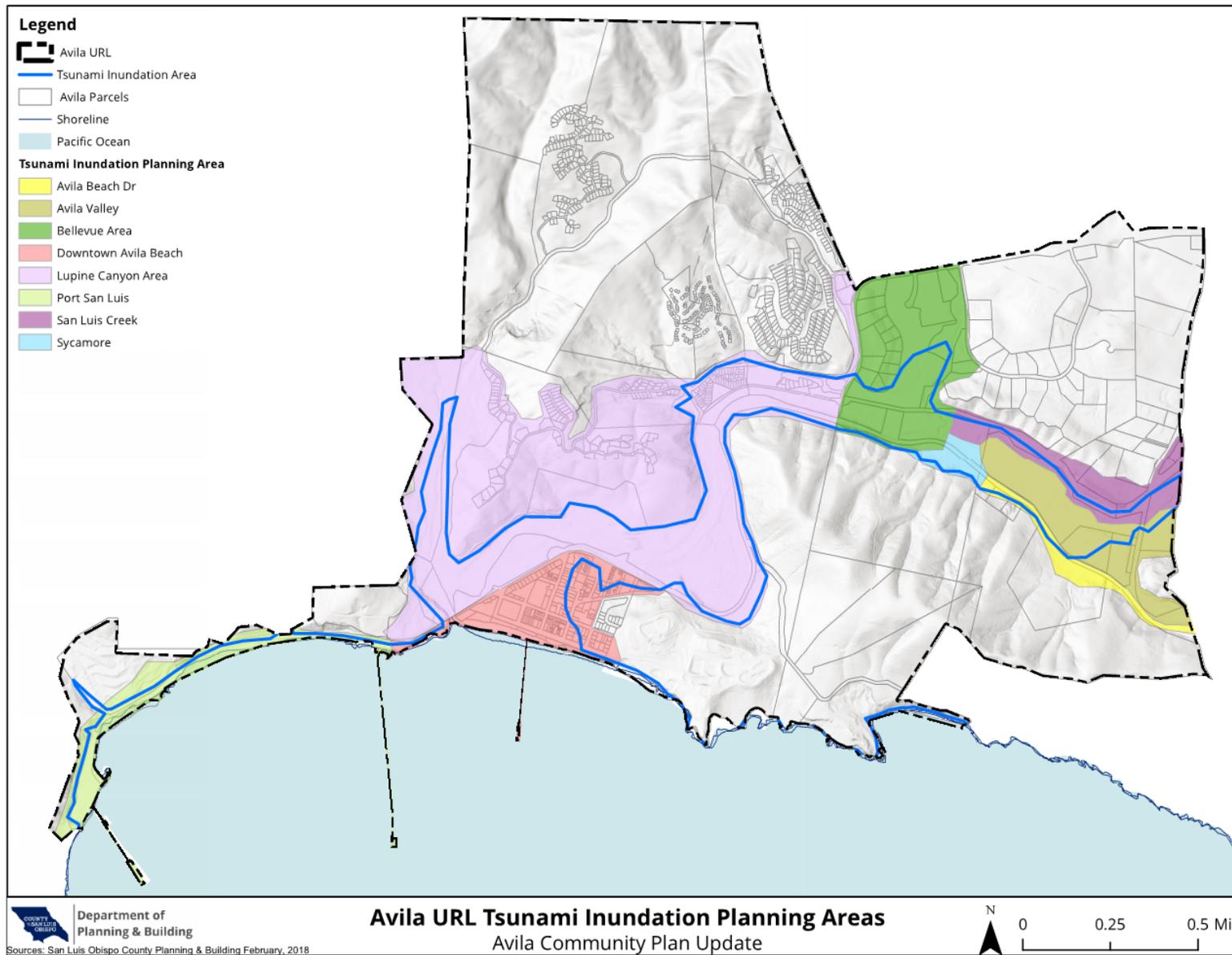
Source: County of San Luis Obispo Planning & Building Department (2018)

TSUNAMI

According to the County of San Luis Obispo's Hazard Mitigation Plan, a tsunami is a wave, or a series of waves, caused by a displacement of the ocean floor, usually by movement along a fault (2014). In deep ocean water, tsunamis may travel as fast as 600 miles per hour. As they approach the shore, waves may increase in size, causing extensive damage to coastal structures.

The Avila URL contains 8 separate Tsunami Planning Areas, including Avila Beach Drive, Avila Valley, Bellevue Area, Downtown Avila Beach, Lupine Canyon Area, Port San Luis, San Luis Creek, and Sycamore (Figure 11.6). The Tsunami Planning Areas are identified in the 2005 Tsunami Response Plan as specified areas that would be impacted by a tsunami and designate the evacuation location in case of a tsunami. The Tsunami Planning Areas are separated based on the severity of impacts and evacuation locations. The tsunami inundation area extends inland within and adjacent to San Luis Obispo Creek (Figure 11.6). Three out of the nine recorded tsunamis have impacted the Avila URL between 1946 and 1964, with the largest height at 1.6 meters in 1964 (Table 11.1).

Figure 11.6: Avila URL Tsunami Inundation Area



Source: County of San Luis Obispo Planning & Building Department (2018)

Table 11.1: Tsunami History

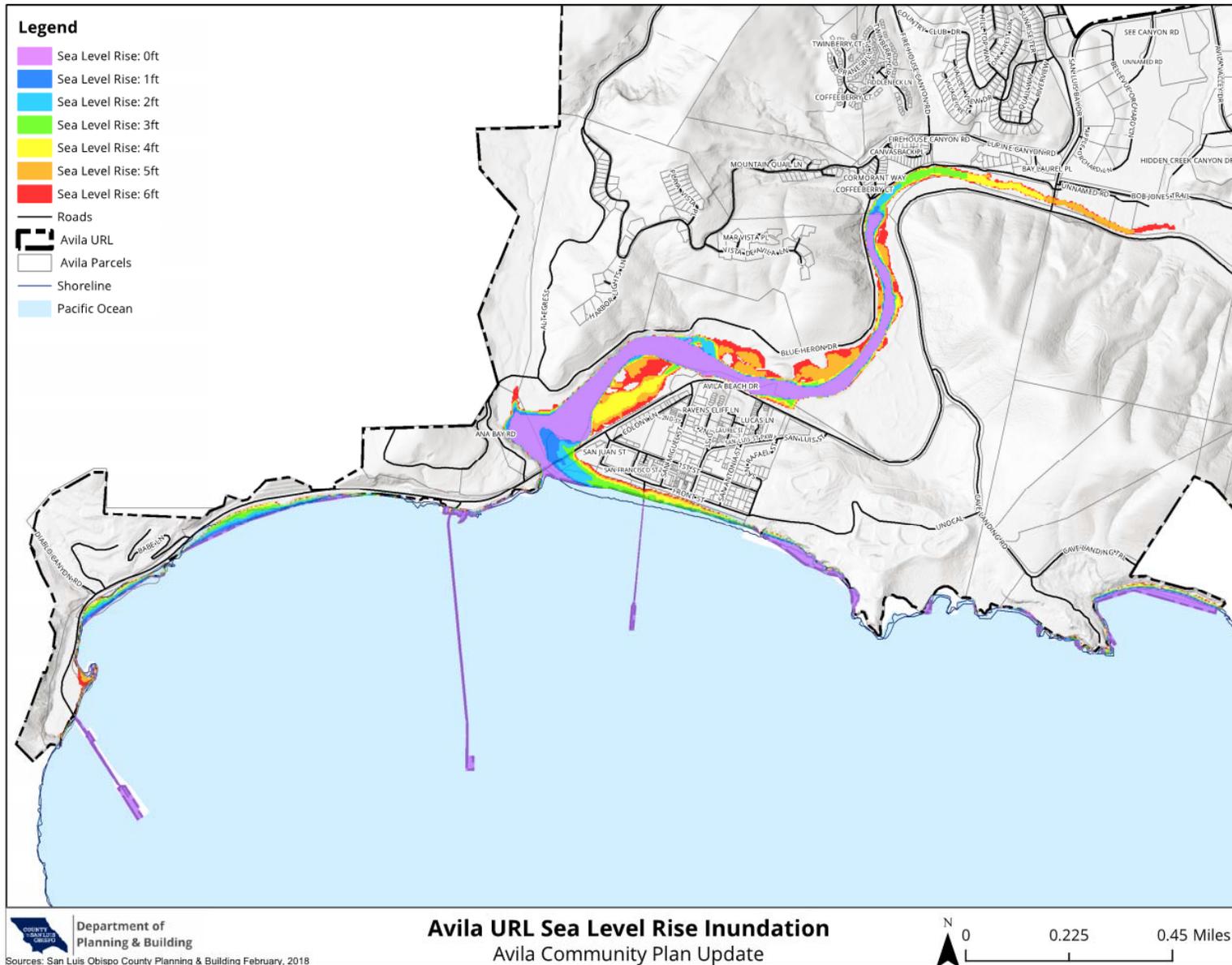
Avila & Morro Bay	4/1/1946	Height 1.3 Meters Source Magnitude: (Ms) 7.3	Source location: Alaska Source Event: E Aleutian Islands Travel Time: 5 Hours
Avila Beach	11/4/1952	Height 1.4 Meters Source Magnitude: (Ms) 8.2 (Mw) 9	Source location: Russia Source Event: Kamchatka Travel Time: 8 Hours
Avila & Morro Bay	3/28/1964	Height 1.6 Meters Source Magnitude: (Ms) 9.2	Source location: Alaska Source Event: Gulf of Alaska Travel Time: 5 Hours

Source: County of San Luis Obispo Planning & Building Department (2018)

SEA LEVEL RISE

Thermal expansion of the ocean and increased contributions from melting glaciers have resulted in a rise in sea levels that is projected to continue (CCC, 2015) (Figure 11. 7). The timing and severity of localized sea level rise is uncertain due to regional coastline characteristics and future global emissions of greenhouse gas emissions (GHGs). The *State of California Sea-Level Rise Guidance: 2018 update* provides projections for future sea level rise based on GHG emission scenarios and Port San Luis tide gauge readings (CNRA, 2017). With a baseline year of 2000, high emission scenarios, and low risk aversion assets, sea levels are likely to rise 0.5 feet by 2030, 1 foot by 2050 with 16% probability, and 3.1 feet by 2100 with a 20% probability (CNRA, 2017). Beyond 2100, sea level rise projection has a high uncertainty because of GHG reduction measures and melting of ice sheets in Greenland and Antarctica (CNRA, 2017). Figure 11.7 shows which areas within the Avila URL will be impacted by the general rise in sea levels in one-foot increments from zero to six feet.

Figure 11.7: Avila URL Sea Level Rise Inundation

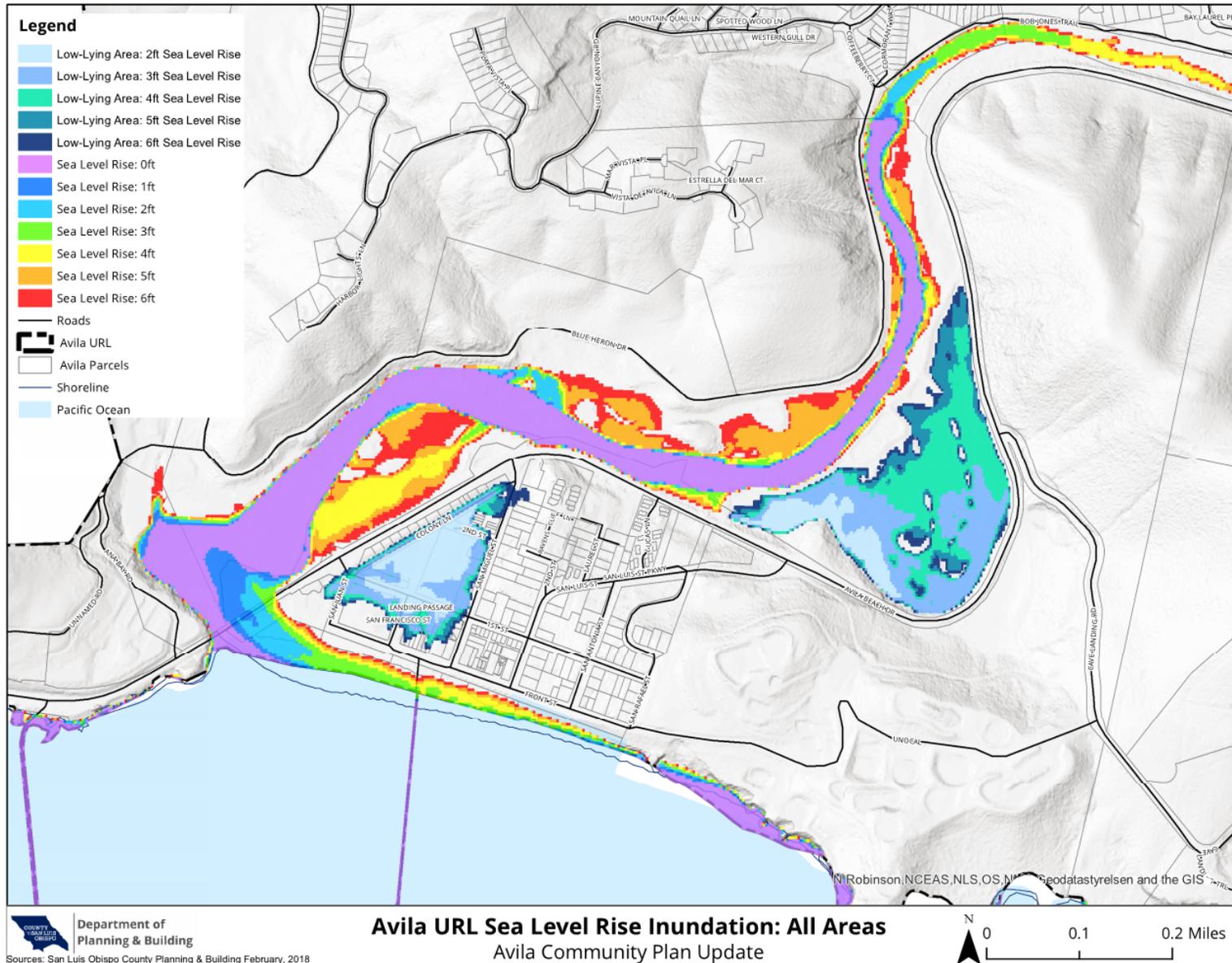


Source: NOAA Coastal Services Center Sea Level Rise Data (2012)

Rising sea levels create subsequent coastal hazards, including increased intensity of coastal storms and flooding, inundation, and erosion. Within the Avila URL, the shoreline, cliffs, and areas adjacent to San Luis Creek have the highest potential for impacts from coastal hazards (Figure 11.7). Low-lying areas such as the parking area in Avila Beach and the area between the golf course and Cave Landing Road are at risk for inundation depending on the rise in sea levels (Figure 11.8).

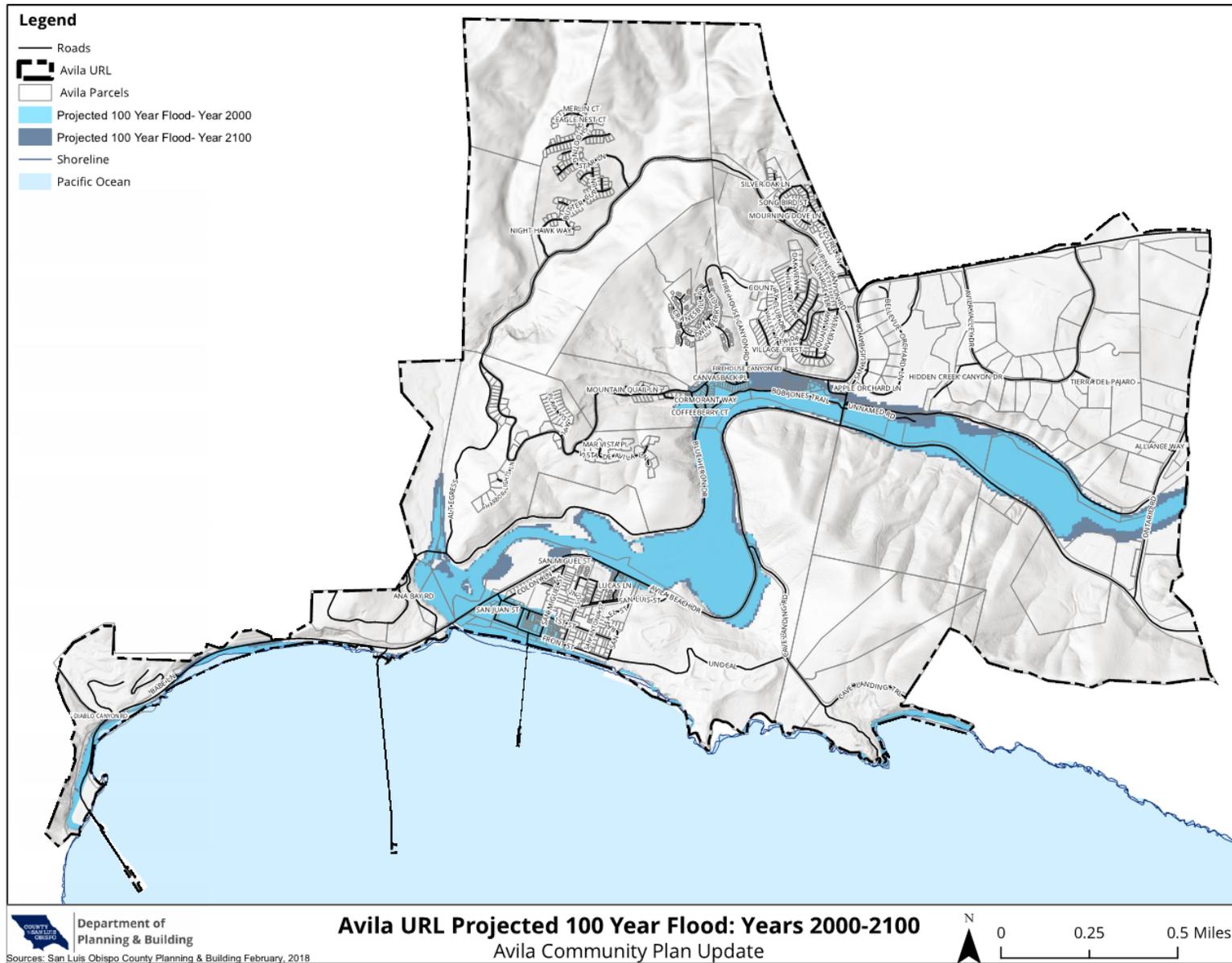
Sea level rise can also increase coastal storm intensity due to warmer waters that hold more energy. This could result in a short-term increase in sea levels, causing flooding within the Avila URL. Figure 11.9 shows the Pacific Institute's projection of 100-year coastal flooding from the years 2000 and 2100. Areas adjacent to the coastline and San Luis Obispo Creek are most vulnerable to flooding within the Avila URL (Figure 11.9).

Figure 11.8: Avila URL Sea Level Rise Inundation: Low Lying Areas



Source: NOAA Coastal Services Center Sea Level Rise Data (2012)

Figure 11.9: Avila URL Projected 100-Year Flood: Years 2000-2100



Source: NOAA Coastal Services Center Sea Level Rise Data (2012)

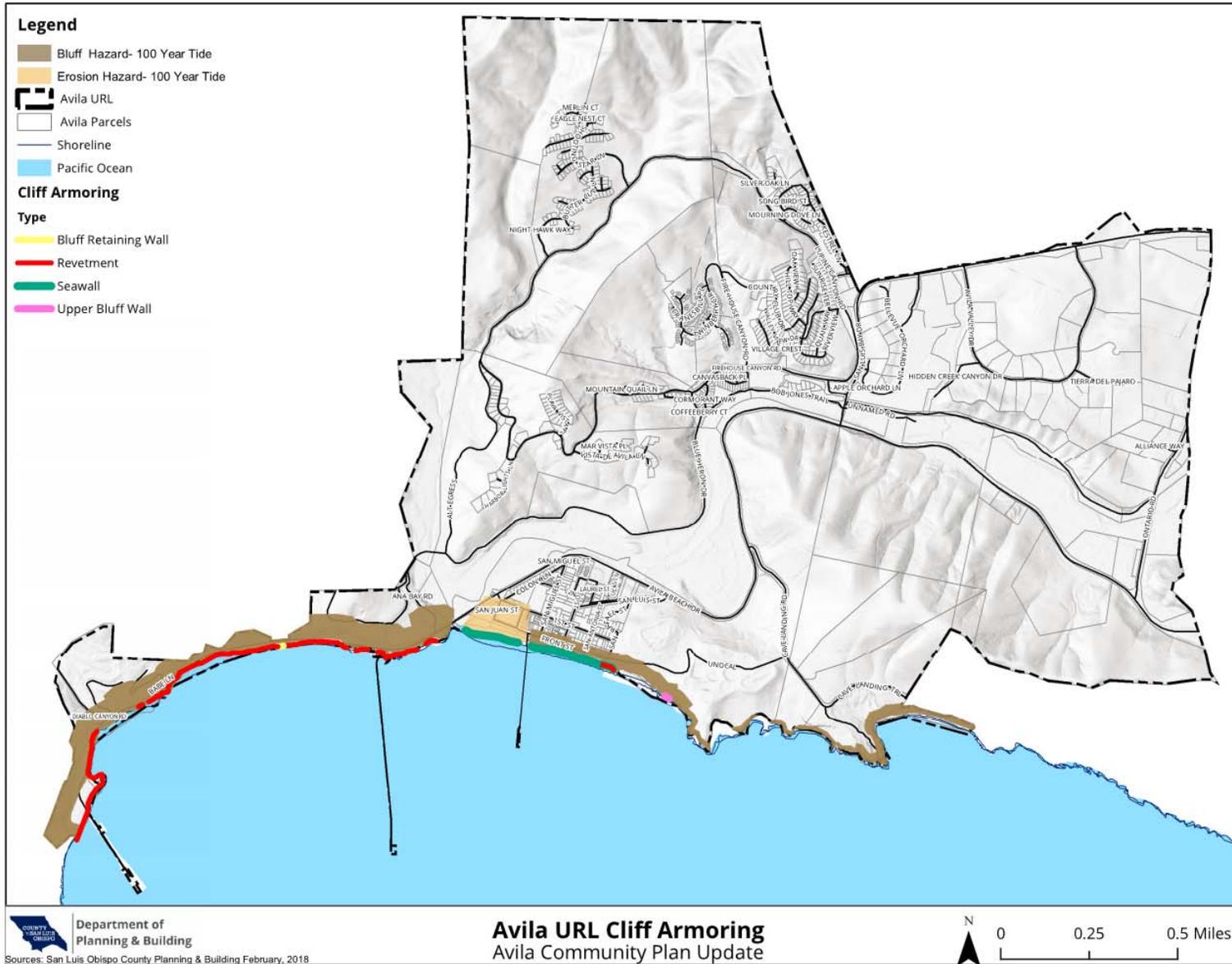
COASTAL EROSION

Coastal erosion is a natural geological process caused by currents, storms, earthquakes, wind, waves, tides, and the gradual movement of tectonic plates. The process of coastal erosion depends on factors such as geologic formation, groundwater seepage, and exposure to wave energy. Erosion wears away the beaches and bluffs along the shorelines episodically, driven by rising sea levels, large coastal storms, flooding, and powerful ocean waves. This occurs primarily during periods of intense wave action that coincides with high tides. Rates of erosion are reported as a yearly average and historical coastal erosion rates range from three inches to one foot per year. According to the County of San Luis Obispo's Hazard Mitigation Plan, coastal erosion rates can be accelerated by a rise in the sea level and increased intensity of coastal storms (2014, p.122). Figure 11.10 shows areas within the Avila URL that are at risk to bluff and erosion hazards.

Historic storms have shown that Port San Luis and the beaches are susceptible to coastal hazards resulting from storm waves, as Port San Luis and the coastline surrounding San Luis Bay are well protected from the predominant northwesterly swells by the 2,300-foot-long Port San Luis breakwater, but little protection is offered from southerly swells. Port San Luis area is backed by 100-foot-high cliffs, which descend eastward into approximately 30-foot-high cliffs. Old Port Beach and Cal Poly Pier have rock revetments adjacent to Avila Beach Drive to protect the roadway from storm surge (Figure 11.10). This region is classified with a "moderate risk" with respect to possible coastal damage incurred by storm waves.

Just east of the mouth of the San Luis Obispo Creek, and extending eastward to Fossil Point, the Town is fronted by a 300-foot-wide beach, which is protected by a series of bluff walls and seawalls between front street and the shoreline. This area was severely damaged by a winter storm in 1983, causing landslides, cracking of foundations and roads, and damaged piers. Currently, this area is protected by a series of bluff and sea walls between front street and the shoreline (Figure 11.10). Pirates Cove, from Fossil Point proceeding eastward to Shell Beach, has offshore rocks and sea stacks backed by high (30-100 feet) eroding cliffs. Rates of cliff erosion range from four to seven inches per year for the Shell Beach coastline, catalyzed by catastrophic rock falls. According to the Hazard Mitigation Plan, this stretch of coastline is a "high risk" with respect to possible coastal damage incurred by storm waves (p.123-124).

Figure 11.10: Avila URL Erosion Hazards and Cliff Armoring



Source: Pacific Institute (2009); USGS (2017)

WILD FIRE

A wildfire is considered an uncontrolled fire spreading through vegetative fuels, posing danger and destruction to life and property (Hazard Mitigation Plan, 2014, p.96). The County has a Mediterranean climate, with warm dry summers and cool, moderately wet winters. According to the Safety Element, throughout the County rainfall averages between 20-25 inches per year in the coastal areas (p.27). Due to warm and dry summers, the risk of wildfires is highest in the late summer and early fall. Much of the land within the Avila URL is within the very high fire hazard zone (Figure 11.11). According to historical records, there has not been a major fire within the URL.

EMERGING DIRECTIONS

HAZARDOUS MATERIALS

Risk relating to hazardous materials exposure are relatively low within the Avila URL, because of the Unocal remediation. Industrial hazards do not exist in the Avila URL since the removal of the equipment and tanks at Unocal's tank farm and marine terminal in 1999. Valley Farms is currently regulated by the Irrigated Lands Regulatory Program to reduce high nutrient loads from agricultural runoff. New hazardous material sites are governed by the State Hazardous Waste Control Act, which details procedures for remediating hazardous waste sites.

DIABLO CLOSURE

Though the Diablo Canyon Nuclear Power Plant is not within the Avila URL, it is important to consider the effects the decommissioning will have on the community. Specifically considering impacts to traffic, the storage of hazardous waste, communitywide emergency preparedness, future land use of the site, and the cumulative economic impacts to the community and County. It is projected that PG&E will complete a site-specific decommissioning plan for the facility over the next three years. PG&E will pursue a site-specific decommissioning plan for the facility before making any decisions on the disposition of the Diablo Canyon lands. As part of this process, PG&E will conduct outreach, enabling stakeholders to help shape the future use of PG&E's land plans prior to finalizing the site-specific plan.

FLOODING AND SEA LEVEL RISE

Based on FEMA flood hazard maps utilized for the National Flood Insurance Program (NFIP), flooding within the Avila URL occurs on Avila Beach Drive, San Luis Bay Drive, and Ontario Road, as well as the parking lot in Avila Beach (Figure 11.1) The County developed a 2017 Conceptual Design Report that evaluated three alternatives addressing the flooding issue, which including a flood control project in the parking lot in Avila Beach. The County Emergency Operation Plan addresses planned response to major flooding hazards.

The Avila URL will be impacted by rising sea levels over the next century due to changes in global climate. Rising sea levels will likely cause increased intensity in coastal storms, erosion, and inundation of low-lying areas. The County is currently conducting a sea level rise vulnerability assessment for the entire coastal in the county to determine which coastal communities and assets will be at risk to sea level rise utilizing data from the Coastal Storm Modeling System (CoSMoS). This system is a dynamic modeling approach developed by the United State Geological Survey (USGS) to create

detailed projections of coastal flooding and erosion from sea level rise. This includes short and long-term shoreline change models, which convey how the physics of coastal storms will impact communities. CoSMoS scales down coastal storms to local levels, based on wind and pressure from global climate models. The County vulnerability assessment will provide a basis for adaptation measures to protect the health and safety of coastal communities.

WILDFIRE

Avila Beach Drive is considered a dead-end road west of San Luis Bay Drive with and most of the URL in a the “very high risk” fire zone. There are traffic flow issues during the summers and weekends along Avila Beach Drive including illegal parking along roads like Cave Landing which delay fire personnel response time. County Fire has expressed concern over the possible delay these conditions may create for emergency responders. As part of the community plan update, fire safety policies will be reviewed, and updates will be considered and coordinated with County Fire.

12 - NOISE

This chapter outlines the regulatory framework for noise within the Avila URL, identifies existing noise conditions, and summarizes applicable emerging directions.

REGULATORY SETTING

FEDERAL

FEDERAL CODE OF REGULATIONS, TITLE 23: HIGHWAYS, PART 772 (23 CFR 772)

Title 23, Part 772 of the Federal Code of Regulations contains procedures for abatement of highway traffic noise and construction noise. The Federal Highway Administration (FHWA) established these criteria to be considered for the design of federal or federally funded highway projects. Part 772 of the federal regulations sets noise limits for medium and heavy trucks (over 4.5 gross tons). The federal standard for truck pass-by noise at 15 meters (50 feet) is 80 dBA. Federal regulatory controls on truck manufacturers implement these standards. 23 CFR 772 provides procedures for conducting highway project noise studies and implementing noise abatement measures to help protect the public health and welfare and supply noise abatement criteria. Procedures also establish requirements for the transmittal of information to local officials for planning and designing of highways. Noise abatement must be considered for a Type I project (construction of a highway at a new location) if the project is predicted to result in a traffic noise impact. A traffic noise impact should be conducted when the project results in a substantial noise increase, or when the predicted noise levels approach or exceed the noise abatement criteria specified in the

regulations. 23 CFR 772 leaves the interpretation of defining what constitutes a substantial increase or the approach of the study up to states.

TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT

The Federal Transportation Administration (FTA) published a transit noise and vibration impact assessment as guidance for vibration impacts. The FTA establishes noise standards for federally funded transit projects and identified the human annoyance response to vibration levels as 80 VdB.

FEDERAL CODE OF REGULATIONS, TITLE 24, PART 51 (24 CFR 51)

Title 24, Part 51 of the Federal Code of Regulations contains regulations for environmental criteria and standards relating to housing and noise. The US Department of Housing and Urban Development (HUD) is the regulatory agency from this section of the federal code. HUD seeks to create quality affordable housing for all Americans and uses its platform to improve the quality of life. To achieve its goals and fulfill its mission, HUD established exterior noise criteria for evaluating projects located in high noise areas (e.g., near an airport, road, or railroad). 24 CFR 51 states exterior noise criterion of 65 dBA DNL noise levels or less are satisfactory for residential land uses.

STATE

CALIFORNIA CODE OF REGULATIONS (TITLE 24)

The California Code of Regulations, California Building Code (Title 24), contains standards for allowable interior noise levels associated with exterior noise sources. Title 24 states interior noise levels shall not exceed 45 dB in a habitable room within a home or structure. The standards apply to new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family residences (e.g., apartments). The code also states that residential structures located where annual Ldn or CNEL exceed 20 dB shall require an acoustical analysis. This shows that the proposed building design will achieve allowable interior noise levels.

CALIFORNIA GOVERNMENT CODE SECTION 65302(F)

California Government Code Section 65302(f) requires all general plans to include a noise element that addresses noise-related impacts in the community. The California Office of Planning and Research (OPR) has prepared guidelines for the content of the noise element, which includes the development of current and future noise level contour maps. These maps must include contours for the following sources:

- Highways and freeways;
- Primary arterials and major local streets;

- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, and military airport operations, aircraft flyovers, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants including, but not limited to, railroad classification yards; and
- Other stationary ground noise sources identified by local agencies as contributing to the community noise environment.

LOCAL

COUNTY OF SAN LUIS OBISPO NOISE ELEMENT

The San Luis Obispo County General Plan includes a Noise Element that provides a policy framework for addressing potential noise impacts in the community planning process. The purpose is to minimize future noise incompatibilities. The Noise Element consists of a Policy Document and Acoustical Design Manual, which contains noise exposure maps intended for use as a screening device to determine when a proposed development may be exposed to excessive noise levels and require mitigation.

COUNTY OF SAN LUIS OBISPO INLAND AND COASTAL LAND USE ORDINANCES, (TITLE 22 AND TITLE 23)

Title 23 and Title 22 contain a noise ordinance that implements the goals and policies of the Noise Element. The ordinance establishes standards for acceptable exterior and interior noise levels, in addition to describing how to measure noise levels. The intent of the noise ordinance is to protect persons from excessive levels of noise within or near various residential development and other specified noise-sensitive land uses. Tables 12.1 and 12.2 depict the exterior and interior noise level standards.

Table 12.1: Exterior Noise Level Standards

	Daytime (7AM-10PM)	Nighttime (10 PM-7AM)
Hourly Equivalent Sound Level (dB)	50	45
Maximum level, dB	70	65

Source: The County of San Luis Obispo Title 22 & 23

Table 12.2: Interior Noise Level Standards

	Daytime (7AM-10PM)	Nighttime (10 PM-7AM)
Hourly Equivalent Sound Level (dB)	40	35
Maximum level, dB	60	55

Source: The County of San Luis Obispo Title 22 & 23

MEASURING NOISE

DECIBELS

Noise refers to sound pressure variations audible to the ear that depends on the sound amplitude, frequency, and the individual's capability to hear the sound. Other than amplitude and frequency, a listener's judgment of noise is largely dependent on the current activity and attitude regarding the sound source. The two primary characteristics of sound are amplitude (loudness) and frequency (pitch). Frequency is measured in decibels (dB) using the A-weighted sound pressure level (dBA). The perceived loudness of sound is measured with the A-weighting scale.

Intervening structures or distance between the generator and a noise-sensitive land use, can reduce noise to sensitive receptors such as residential uses, schools, and hospitals. A single row of buildings between the receptor and the noise source reduces the noise level by approximately 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA.

EQUIVALENT NOISE LEVEL (L_{eq})

The duration of sound is an important factor, as sounds that occur over a long period of time are most likely to cause direct physical damage or environmental stress. The equivalent noise level (L_{eq}) is one of the most frequently used noise metrics to consider both duration and a sound's power level. L_{eq} is considered the single steady A-weighted level, which is equivalent to the same amount of energy as contained in the actual fluctuating levels over a specified period (essentially, the average noise level).

OTHER NOISE MEASUREMENT UNITS

Other important noise measurement units occur at night because noises tend to be more disturbing during these hours. Community noise is measured using day-night average level (L_{DN}) or Community Noise Equivalent Level (CNEL). L_{DN} is the 24-hour average noise level with an additional 10 dBA for noise occurring during nighttime (10 p.m. to 7 a.m.) hours. CNEL is the 24-hour average noise level with an additional 5 dBA for noise occurring from 7 p.m. to 10 p.m. and an additional 10 dBA for noise occurring from 10 p.m. to 7 a.m. Noise levels described by L_{DN} and CNEL do not differ by more than 1 dBA.

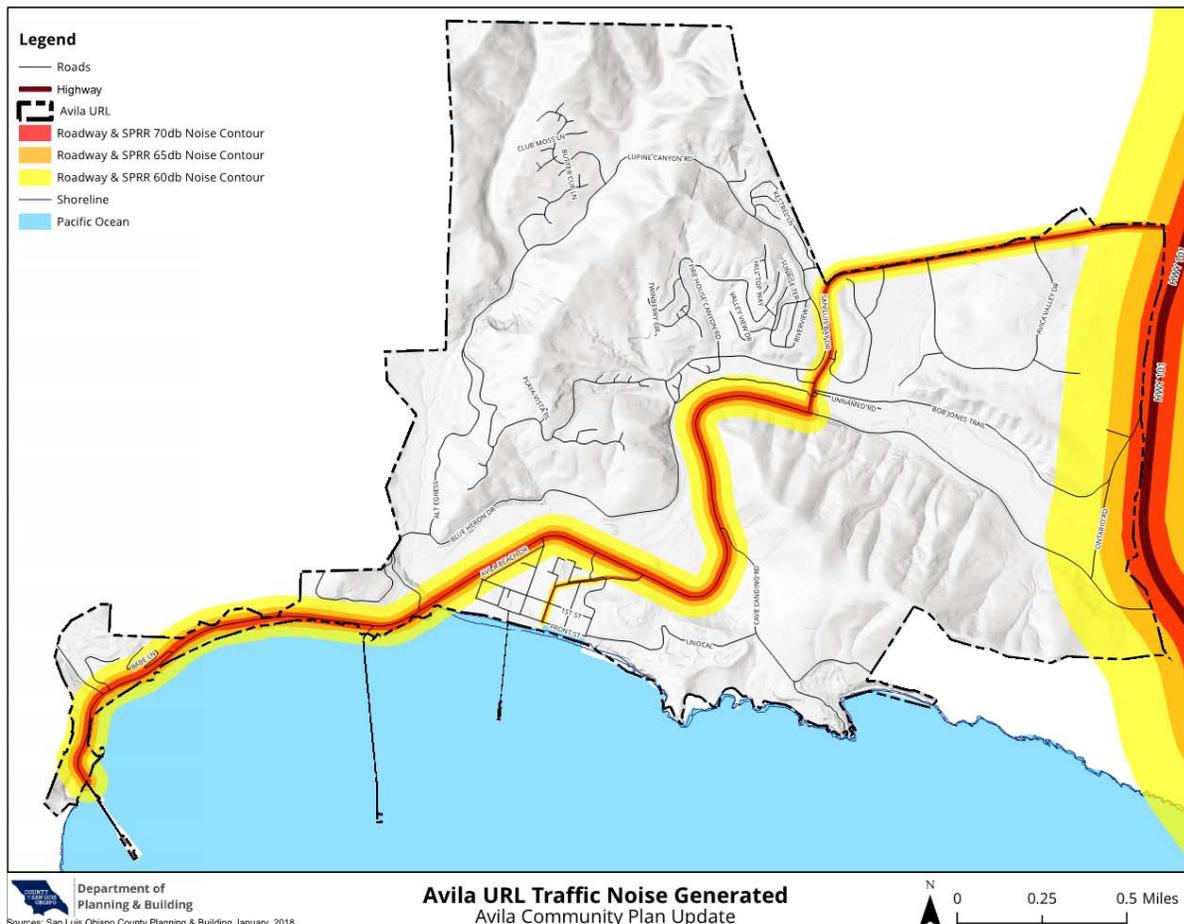
EXISTING CONDITIONS

NOISE CONDITIONS IN THE URL

The Avila URL is considered a relatively quiet area. The most pervasive source of noise in the Avila URL includes roadway traffic from US 101, San Luis Bay Drive, Avila Beach Drive, and San Luis. Other sources of noise include pedestrians, commercial and recreational activities, temporary events, and sounds associated with the coastal setting (e.g., ocean waves and faunal activity).

Figure 12.1 shows noise contours adopted in the Noise Element of the County's General Plan. The route to Avila Beach from San Luis Bay Drive to Avila Beach Drive generates the majority of roadway noise within the interior of the Avila URL. Recently, there was an increase in the number and frequency of temporary events within the area, which has increased traffic-related noise as well as point-source noise associated with events.

Figure 12.1: Traffic Noise Generated within the URL



Source: County of San Luis Obispo Planning & Building Department (2018)

EMERGING DIRECTIONS

Based on community input, the greatest noise source is temporary and re-occurring annoyances related to special events. The Community Plan update will consider additional policies to address noise from temporary events in the Avila URL.

13- TOURISM AND TEMPORARY EVENTS

This chapter identifies existing conditions that are created by tourism and temporary events within the Avila URL. It also provides the regulatory setting that currently exists to guide visitor-serving uses.

REGULATORY SETTING

STATE

CALIFORNIA COASTAL COMMISSION

A focus of the California Coastal Commission is to maintain coastal access. Temporary events provide economic and social benefits but must also be examined for any encroachments on coastal access. As detailed in the regulatory setting below, the Coastal Commission's Local Coastal Program (LCP) Update Guide specifies the impact of temporary events on loss of public access, stating that "temporary events staged on beaches also limit use by the general public, especially when they would commit large areas to special, commercial events on most summer weekends. The LCP should address such topics as the type, location, and intensity of such events, including scheduling, transportation to the event, how the location of the event will affect public use, signage, mitigation measures, and clean-up" (California Coastal Commission 2013). The County's LCP as well as Title 22 and Title 23 do provide a set of standards for temporary events.

LOCAL

Within the San Luis Bay Area Plan as well as Title 22 (22.30.610) and Title 23 (23.08.248), there is a set of standards that are established for temporary events. Although Title 22 does not include the Coastal Development Permit requirement. The following text is the temporary events set of standards found in the coastal zone (County's LCP and Title 23).

1. *Temporary Events: Where allowed as S-17 uses by the Land Use Element, temporary events in the town of Avila Beach are subject to the following standards:*
 - a. *Permit Requirements: Minor Use Permit approval, except as follows:*

- b. *Public Events. Except as otherwise provided in this section, no land use permit is required for: Events occurring in approved theaters, convention centers, meeting halls or other approved public assembly facilities; or*
- c. *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*
- d. *Other free admission events which are eight hours or less in duration and are operated by nonprofit organizations.*
- e. *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:*
 - i. *are held between Memorial Day weekend and Labor Day; and,*
 - ii. *occupy all or a portion of sandy beach area; and,*
 - iii. *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).*
- f. *However, temporary events may be excluded from coastal development permit requirements when:*
 - i. *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,*
 - ii. *the event is less than one day in duration or,*
 - iii. *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.*
- g. *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:*
 - i. *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;*
 - ii. *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;*
- iii. 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;*
 - iv. the event has historically required a coastal development permit to address and monitor associated impacts to coastal resources.*
- h. 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 (San Luis Bay Area Plan, p.8-9-8-10).*

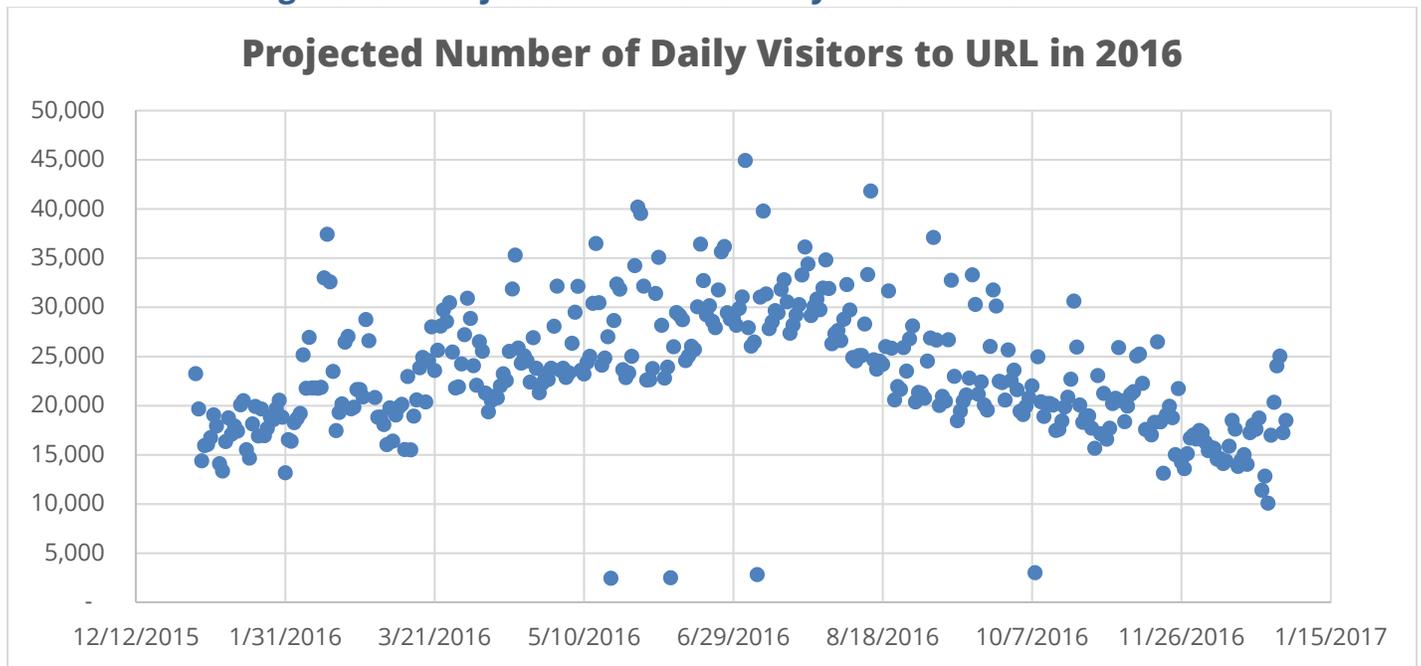
EXISTING CONDITIONS

Since the 1870s, the Avila URL has been a popular tourist destination with the traditional high season being between the Memorial Day and Labor Day holidays. Figure 13.1 depicts the projected number of visitors to the Avila URL for every day in 2016. The number of days with over 30,000 visitors is the highest between May-July. These numbers were provided by a vehicle counter on Avila Beach Drive and vehicle occupancy counts done by the Public Works Department. In 2016, the highest visited day was July 3rd with an estimated 45,000 visitors and the lowest was December 25th with an estimated 10,000 visitors. The research suggests that the traditional high season between the Memorial Day and Labor Day holidays is starting to expand earlier into the spring and later into fall depending on weather conditions and special events (temporary events, migrating whales, etc.).

As the data shows, summers are the high season. However, in the last five years the off-peak seasons have seen an increase in visitors. This might be correlated to the number of temporary events that take place within the Avila URL. In the last twenty years, hosting temporary events within the Avila URL has gained in popularity. For the purposes of this document, a temporary event is considered any gathering that is advertised and open to the public. A comprehensive list of events that occur within the Avila URL can be found in Appendix A.

The frequency and number of temporary events has increased. As seen in Table 13.1, there has been a 56% increase in the number of recorded events within the URL between 2013 and 2017. In the last 2 years, the number of events has increased. Since 2015, the County of San Luis Obispo's Parks Department has seen an increase of 9% in the number of registered events in the Promenade. The Port has also seen an increase in permitted events.

Figure 13.1: Projected Number of Daily Visitors to URL in 2016



Source: San Luis Obispo County Department of Public Works traffic counts (2017)

Table 13.1: Number of Recorded Events

Year	Number of Recorded Events	Percent Change over previous year	Percent change over 2013
2013	52		
2014	50	-4%	-4%
2015	50	0%	-4%
2016	71	42%	37%
2017	81	14%	56%

Source: Department of Planning and Building List of Avila URL Events (2017)

EMERGING DIRECTIONS

Because of its location and visitor-serving amenities, temporary events are a common occurrence within the Avila URL. Events have increased in consistency and in attendance. The Community Plan update will consider additional policies to address the increase in temporary events in the Avila URL, specifically related to conditions that exacerbate circulation issues, the degree to which is currently unknown.

14-COMMUNITY OUTREACH

Since the official funding approval by the Board of Supervisors in June 2016, Planning & Building has hosted four public workshops, seven subcommittee meetings, and completed an online participatory mapping project. Staff will continue to conduct extensive public outreach throughout the process, below is a brief description of the outreach efforts to date.

OCTOBER 27TH, 2016 WORKSHOP

On October 27th, 2016, Planning & Building hosted the Envision Avila Kick-Off Meeting with about 90 community members attending. Staff's presentation included a description of the content within a community plan update, the projected timeline, and introduced the new clicker technology, a real-time polling data technology that allowed staff to poll the attendees on questions ranging from favorite community features to the style and tone of the vision statement.

FEBRUARY 9TH, 2017 WORKSHOP

Thursday, February 9th, Planning and Building Staff hosted the second Envision Avila Workshop with about 50 community members attending. The workshop was focused on introducing the participatory mapping project and crafting a vision statement for the community.

PARTICIPATORY MAPPING PROJECT

Through a partnership with Cal Poly's Natural Resources Management & Environmental Sciences Department, input on the Community Plan Update was made more accessible. The landscape mapping site was a participation tool that allowed respondents to map community assets and constraints as well as propose land use changes. This kind of mapping project has been done all over the world, but it is the first time for the County. There were two parts to the project, a spatial mapping tool and a non-spatial set of survey questions, for participants to provide feedback. The first asked respondents to mark valued places and indicate land use preferences within the urban reserve line. The second was a short survey to learn about the respondent. This was just one of the many ways that residents and visitors informed the Community Plan Update. The mapping tool was available February 27th, 2017 - March 27th, 2017. Cal Poly also hosted mapping support office hours for individuals that do not have access to a computer and or are having difficulties using the mapping tool. These office hours were held twice at the Avila Beach Community Center. Cal Poly is currently working on submitting a paper to a planning journal using this study.

JUNE 8TH, 2017

About 50 community members attended the third Envision Avila Workshop on June 8th, 2017. The agenda included presenting the vision statement, community priorities & constraints, and a series of round table discussions regarding community priorities. The discussions were centered around vacation rentals, events, traffic, parking, and the future land use of Diablo. Each table had five minutes to brainstorm solutions. After the circuit, the workshop came together and debriefed on proposed solutions.

NOVEMBER 2ND, 2017

During the November 2nd Workshop, thirty-seven community members began crafting temporary event standards for the Community Plan Update. The workshop started with an introduction to the background report and a timeline recap. The attendees were then asked to participate in three table discussions. At the first table, attendees were asked to define an event. The second table discussed non-profit events, and the third table focused on compiling a community impact list. The outcome of these discussions was summed up during the workshop debrief.

AVAC UPDATE SUBCOMMITTEE

Six members of the community serve on the AVAC Update Subcommittee which was originally created to work with County Staff on traffic issues in Avila. Since June 2016, staff has hosted seven subcommittee meetings. These meetings are typically bimonthly.

LIST OF COMMUNITY PRIORITIES

At the start of this update effort, the subcommittee was asked to compile a list of priorities and constraints to be addressed through the community plan. A list of 35 community priorities and 11 constraints was returned. Each reflects the community's local desires and preferences. Some are out of the scope of the update but will remain listed. Tables 14.1 and 14.2 depict the number of priorities/constraints.

Table 14.1: Avila Community Priorities

35	Theme	Priority
11	Circulation	Traffic control on San Luis Bay Drive and Avila Beach Drive is imperative to ensure public safety for residents and visitors
		Improve the safety of San Luis Bay Drive/Ontario Road/US 101 intersection
		Improve Avila Beach Drive/Shell Beach Road/US 101 intersection
		Consider alternatives to roadway expansions: <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 services & bicycle vending - Avila Beach parking structure to reduce congestion from parking searches - Message Boards on or near US 101 for status of parking availability - Weekend bus service to Avila from SLO
		Additional North/South Coastal route
		Utilize K30 traffic evaluation method to get a true value of existing traffic congestion
		Address safety issues to Harford Pier regarding bicycle lanes, pedestrian paths, street crossings and traffic speed limits
		Add a pedestrian path along the bluff on Front Street from the promenade uphill in front of current parking spaces
		Provide a full width bicycle lane on Avila Beach Drive from Freeway 101 to Port San Luis
		Lengthen the right turn lane from First Street, Avila Beach Drive, San Juan intersection to alleviate congestion
		Road development must preserve the current beauty and environmental features this area is noted for (2)
1	Events	Enforce County existing Events Ordinance
1	Historic	The historic Port San Luis Lighthouse needs to have continued access

6	Land Use	Roof top decks and height restrictions need to be addressed especially in the recreational zoning category.
		The open spaces on the Diablo Canyon property such as Wild Cherry Canyon need to be preserved as open space. (5)
		Limit hillside development, with specific controls for visual impacts, erosion, preservation of existing aquifers and compliance with existing circulation study and safety evacuation situations (2)
		Limits on up lighting in open spaces to preserve dark skies
		Review zoning regulations for incompatible adjacent zoning
		Define the specifics of recreational zoning land use category
3	Parking	Metered parking on holidays/weekends in Avila Beach commercial area
		Consider residential area parking restrictions on holidays/weekends
		Revise parking requirements for both commercial and residential new building
1	Port	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
3	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.
3	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
2	Vacation Rentals	The increase in vacation rentals has reduced the number of fulltime 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

4	Water	Protect San Luis Creek and weir (water quality and habitat)
		Secure provision of Wild Cherry Canyon for sewer capacity (San Miguelito Mutual Water Company)
		Resource Management Study of water, sewer, septic, capacities for all areas in AVAC boundaries (2)
		Explore other potential water supplies

Table 14.2: Avila Community Constraints

11	Theme	Constraint
4	Circulation	Emergency access in case of evacuation through Harford Road and Blue Heron Drive
		Current roads, San Luis Bay Drive and Avila Beach Drive, are at maximum capacity
		Lack of parking in Avila Beach restricts travel on San Luis Bay Drive and Avila Beach Drive all the way to Freeway 101
		Proposed widening of Avila Beach Drive is severely impacted by environmental alteration, slope, geology, creek and the character of the beautiful valley
1	Community	Community change from neighborhood to tourist/vacation rentals has affected availability of participants for boards, committees, etc.
2	Diablo	Hazardous waste removal from proposed development and Diablo Canyon decommissioning (2)
		PG&E decommissioning process will require the removal of concrete, equipment and other operating materials, which will be handled by trucks removing those items from the power plant. Many trucks will travel on Avila Beach Drive and San Luis Bay Drive hourly for years to come. Therefore, the "Wear and Tear" on our streets needs to be calculated along with the impact to traffic circulation.
1	Land Use	Overbuilding of town area, tear down one, build three, etc., has created negative impacts such as increase in vacation rentals, and parking issues.
1	Parking	Parking requirements for new building are inadequate for both commercial and residential
1	Safety	In the event of flood caused closures to Avila Beach drive significant safety problems with evacuation of residents, businesses and Diablo Canyon power plant exist.
1	Water	Water and sewer capacity

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APPENDIX A: LIST OF EVENTS 2011-2017 WITHIN THE AVILA URL

Appendix A: List of Events 2011-2017 within the Avila Urban Reserve Line

Year	#	Date	Title	Location
2011	1	Friday, June 03, 2011	Avila Beach Fish & Farmers Market	Promenade
	2	Thursday, July 07, 2011	27th Annual Central Coast Wine Classic	Golf Course
	3	Sunday, September 04, 2011	A SLO Symphony "Pops Concert" by the Sea	Golf Course
	4	Saturday, September 24, 2011	Ode to Tomatoes	Sycamore Mineral Springs Resort
	5	Saturday, October 15, 2011	7th Annual Oaktober Festival	Golf Course
	6	Friday, October 21, 2011	Sea Fare 2011	Golf Course
	7	Friday, October 21, 2011	Concours d'Elegance Car Show	Golf Course
2012	1	Friday, June 08, 2012	Avila Beach Fish and Farmers Market	Promenade
	2	Sunday, June 24, 2012	Summer Solstice Concert	Golf Course
	3	Wednesday, July 04, 2012	4th of July/ Boat Parade/ Dog Parade	Harbor/Promenade
	4	Thursday, July 12, 2012	28th Annual Central Coast Wine Classic	Golf Course
	5	Saturday, July 21, 2012	Avila Motoring Invitational	Golf Course
	6	Tuesday, July 24, 2012	Sublime with Rome	Golf Course
	7	Sunday, September 02, 2012	Pops by the Sea	Golf Course
	8	Saturday, September 29, 2012	Wilco with special guest Jonathan Richman	Golf Course
	9	Friday, October 05, 2012	Supper at Sunset	Sycamore Mineral Springs Resort
	10	Saturday, October 06, 2012	Party in the Garden	Sycamore Mineral Springs Resort
	11	Friday, October 26, 2012	Haunted Lighthouse	Lighthouse
	12	Saturday, November 03, 2012	2012 Harvest Celebration	Golf Course
	13	Friday, November 09, 2012	Surfing for Hope	Beach
	14	Sunday, November 18, 2012	Winter Fest Boutique	Avila Bay Athletic Club
	15	Saturday, December 08, 2012	Avila Beach Winter Holiday Event	Promenade
	16	Saturday, December 15, 2012	Point San Luis Lighthouse Annual Holiday Celebration	Lighthouse
2013	1	Saturday, February 09, 2013	Love at the Lighthouse	Lighthouse
	2	Friday, March 15, 2013	Cuvee Bistro & Champagne Bar Grand Opening	Cuvee
	3	April 12th, 2013-September 27th, 2013	Avila Beach Farmer's Market Fridays (25 of them)	Promenade
	4	Saturday, March 09, 2013	Ocean Activities Day	Aquarium
	5	Saturday, March 23, 2013	Easter Festival	Community Center
	6	Saturday, May 11, 2013	1st Annual Wellness Fair	Sycamore Mineral Springs Resort
	7	Saturday, May 11, 2013	Mother's Day Victorian Tea at the Lighthouse	Lighthouse
	8	Sunday, May 12, 2013	Mother's Day at Cuvee	Cuvee
	9	Thursday, May 16, 2013	Amgen Tour Stage 5 Finish Concert	Parking Lot
	10	Thursday, May 16, 2013	Amgen Tour of California	Beach/Promenade
	11	Saturday, May 25, 2013	Avila Beach Tequila Festival	Golf Course
	12	Sunday, May 26, 2013	Avila Beach Blues Festival featuring Steve Miller Band	Golf Course
	13	Sunday, June 09, 2013	Blarney at the Beach	Golf Course
	14	Sunday, June 23, 2013	Summer Solstice Festival	Golf Course
	15	Thursday, July 04, 2013	4th of July/ Boat Parade/ Dog Parade	Harbor/Promenade
	16	Thursday, July 11, 2013	Annual Central Coast Wine Classic	Golf Course
	17	Sunday, July 21, 2013	Festival Mozaic: Fringe Series - String Theory	Golf Course
	18	Sunday, September 01, 2013	POPS by the Sea 2013	Golf Course
	19	Saturday, September 14, 2013	"Catch" of the Central Coast	Harford Pier
	20	Saturday, September 21, 2013	805 Beach Festival	Golf Course
	21	Friday, September 27, 2013	SAVOR Adventure Tour: Blending Peace, Serenity and Spice	Sycamore Mineral Springs Resort
	22	Friday, September 27, 2013	SAVOR Adventure Tour: Golf Seaside in Avila Beach	Golf Course
	23	Saturday, October 05, 2013	Albacore Feed	Community Center
	24	Saturday, October 12, 2013	Apple Harvest Festival	Community Center
	25	Friday, November 01, 2013	Rockin' Harvest on the Coast	Golf Course
	26	December 4, 2013-December 28, 2013	Make Merry at the Lighthouse (Wednesdays and Saturdays)	Lighthouse
	27	Saturday, December 07, 2013	Winter Holiday in Avila Beach	Community Center
	28	Saturday, December 14, 2013	Holiday at the Port	Port
2014	1	Friday, April 11, 2014- September 26, 2014	Avila Beach Farmer's Markets (25 of them)	Promenade
	2	Saturday, February 01, 2014	Avila Beach's Family Beach Clean-Up and Art Projects	Aquarium/ Beach
	3	Saturday, February 01, 2014	Marine Stewardship Family Programs	Golf Course
	4	Friday, February 14, 2014	Love at the Lighthouse	Lighthouse
	5	Friday, February 28, 2014	Central Coast Aquarium's Sharks After Dark	Golf Course
	6	Saturday, April 26, 2014	Beneath the Surface: Marine Cleanup & Earth Day Festival	Aquarium / Harbor
	7	Saturday, May 03, 2014	Hops & Hogs Chef's Throwdown	Sycamore Mineral Springs Resort
	8	Saturday, May 10, 2014	Mother's Day Victorian Tea at the Lighthouse	Lighthouse
	9	Friday, May 23, 2014	4th Annual Avila Beach Party	Golf Course
	10	Saturday, May 24, 2014	Avila Beach Tequila Festival	Golf Course
	11	Sunday, May 25, 2014	Avila Beach Blues Festival	Golf Course
	12	Saturday, June 07, 2014	Central Coast Oyster & Music Festival	Golf Course
	13	Sunday, June 22, 2014	Summer Krush with Gavin DeGraw and Matt Nathanson	Golf Course
	14	Friday, July 04, 2014	4th of July/ Boat Parade/ Dog Parade	Harbor/Promenade
	15	Thursday, July 10, 2014	Central Coast Wine Classic	Golf Course
	16	Sunday, July 20, 2014	Festival Mozaic Fringe Series: 3 Leg Torso	Golf Course
	17	Friday, August 15, 2014	Movie Night at the Beach	Golf Course
	18	Saturday, August 16, 2014	Thank You Whales Celebration	Community Center
	19	Saturday, August 16, 2014	805 Beach Festival	Golf Course

Appendix A: List of Events 2011-2017 within the Avila Urban Reserve Line

	20	Saturday, August 23, 2014	The Mac and Cheese Festival	Golf Course
	21	Sunday, August 31, 2014	POPS by the Sea	Golf Course
	22	Saturday, September 13, 2014	Forever Never Land	Golf Course
	23	Thursday, September 25, 2014	SAVOR Adventure Tour: Create Botanical Spa Products with	Sycamore Mineral Springs Resort
	24	Saturday, October 04, 2014	Avila Apple Festival's "Meet the Growers" Farm to Table Dinner	Community Center
	25	Sunday, October 19, 2014	Lighthouse Jubilee - The McKinley Boys	Lighthouse
	26	Friday, November 07, 2014	Harvest on the Coast	Golf Course
2015	1	Sunday, January 01, 2017	Avila Beach Polar Bear Plunge	Beach
	2	Friday, January 23, 2015	Sharks after Dark with John Lindsey	Aquarium
	3	Friday, February 06, 2015	Spaghetti Dinner and bingo	Avila Beach Community Center
	4	Friday, April 10, 2015-September 25, 2015	Avila Beach Farmer's Markets (25 of them)	Promenade
	5	Saturday, May 02, 2015	Winemakers Dinner	Sycamore Mineral Springs Resort
	6	Sunday, May 24, 2015	Avila Beach Blues Festival	Golf Course
	7	Thursday, May 28, 2015	To Oak or Not to Oak?	Sycamore Mineral Springs Resort
	8	Friday, May 29, 2015	The Fashion & Evolution of Chardonnay	Golf Course
	9	Saturday, May 30, 2015	Taste Like a Somm Double-Blind Winemaker Dinner	Sycamore Mineral Springs Resort
	10	Sunday, August 02, 2015	Rootfire at the Beach Concert	Golf Course
	11	Friday, August 07, 2015	Above & Beyond: We Are All We Need Concert	Golf Course
	12	Saturday, August 08, 2015	Point San Luis Lighthouse History Tour for National Lighthouse	Lighthouse
	13	Friday, August 14, 2015	Food Truck Festival & Concert	Golf Course
	14	Saturday, August 15, 2015	Mac & Cheese Festival	Golf Course
	15	Saturday, August 15, 2015	Central Coast Wine Classic	Golf Course
	16	Monday, August 17, 2015	Lighthouse Jubilee - The San Luis Obispo Symphony Fiddlers	Lighthouse
	17	Friday, September 04, 2015	Fall Live Music Series (& Food Truck!)	Golf Course
	18	Saturday, September 12, 2015	"Catch" of the Central Coast	Harford Pier
	19	Sunday, September 20, 2015	Avila Apple Festival	Community Center
	20	Friday, September 25, 2015	SAVOR Adventure Tour: Take to the Sea with Avila Beach	Golf Course
	21	Friday, October 02, 2015	Avila Beach Party	Golf Course
	22	Wednesday, October 28, 2015	SLO Granfondo	Golf Course
	23	Saturday, November 07, 2015	Harvest on the Coast	Golf Course
	24	Saturday, November 14, 2015	Giro Della Costa Centrale	Beach
	25	Sunday, November 15, 2015	Festive Italiano	Golf Course
	26	Thursday, December 31, 2015	New Year's Eve Party with Dave Aguillo	Custom House
2016	1	Friday, January 01, 2016	Avila Beach Polar Bear Plunge	Golf Course
	2	Thursday, January 21, 2016	Sharks After Dark Featuring Travis Norton	Golf Course
	3	Sunday, February 14, 2016	Love at the Lighthouse	Lighthouse
	4	Saturday, February 20, 2016	Avila Beach Bird Sanctuary Day	Beach
	5	Friday, April 8, 2016- September 30th, 2016	Avila Beach Farmer's Markets (25 of them)	Promenade
	6	Friday, April 29, 2016	Movie Night at the Beach: Big Hero 6	Golf Course
	7	Saturday, April 30, 2016	Beneath the Surface Beach Clean-Up	Beach/Harbor
	8	Saturday, April 30, 2016	Winemaker's Dinner Défi du Vin Français	Sycamore Mineral Springs Resort
	9	Thursday, May 12, 2016	Vintners Wine Tech Symposium	Sycamore Mineral Springs Resort
	10	Friday, May 13, 2016	Pét-Nat, Sparkling Wine & Oysters Gala	Golf Course
	11	Friday, May 13, 2016	Wente Clone Comparative Tasting	Golf Course
	12	Friday, May 13, 2016	French Forum: Exploring The Wonders of French Chardonnay	Sycamore Mineral Springs Resort
	13	Friday, May 20, 2016	Movie Night at the Beach: Happy Feet!	Golf Course
	14	Friday, May 27, 2016	Rodrigo y Gabriela	Golf Course
	15	Saturday, May 28, 2016	5th Annual Avila Beach Tequila Festival	Golf Course
	16	Sunday, May 29, 2016	Avila Beach Blues Festival	Golf Course
	17	Friday, June 10, 2016	Movie Night at the Beach: Wreck-It Ralph	Golf Course
	18	Saturday, June 18, 2016	5th Annual Avila Beach Mac and Cheese Fest!	Golf Course
	19	Sunday, July 03, 2016	Slightly Stoopid, SOJA, The Grouch, Eligh & Zion I	Golf Course
	20	Saturday, July 09, 2016	Central Coast Oyster & Music Festival	Golf Course
	21	Friday, July 15, 2016	Movie Night at the Beach: Brave	Golf Course
	22	Wednesday, July 27, 2016	Tacos on the Terrace	Golf Course
	23	Saturday, July 30, 2016	Avila's Pop Up Beach Lounge: Free Event	Golf Course
	24	Saturday, August 06, 2016	Central Coast Wine Classic	Golf Course
	25	Sunday, August 14, 2016	SOLD OUT: Rebelution "Falling into Place" Summer Tour 2016	Golf Course
	26	Saturday, August 20, 2016	Avila Beach Summer Jam: Zongo All-Stars, The Kicks and Res	Golf Course
	27	Thursday, August 25, 2016	Michael Franti & Spearhead's SOULROCKER Tour	Golf Course
	28	Sunday, September 04, 2016	The Tedeschi Trucks Band - special guests Nicki Bluhm and T	Golf Course
	29	Saturday, September 10, 2016	SLO Heart Walk	Promenade/ Avila Beach
	30	Saturday, September 10, 2016	SLO Ultra at Wild Cherry Canyon	Wild Cherry Canyon
	31	Saturday, September 17, 2016	Coastal Cleanup Day	Beach
	32	Saturday, September 17, 2016	Avila Apple Festival	Community Center
	33	Saturday, September 17, 2016	Backwoods Beach Party with Chris Young!	Golf Course
	34	Saturday, September 17, 2016	"Catch" of the Central Coast	Harford Pier
	35	Friday, September 23, 2016	The Feels Beachside Music & Art Festival	Golf Course
	36	Thursday, September 29, 2016	ZZ Top	Golf Course
	37	Thursday, October 06, 2016	BubblyFest By The Sea	Golf Course
	38	Friday, October 21, 2016	Willie Nelson	Golf Course

Appendix A: List of Events 2011-2017 within the Avila Urban Reserve Line

	39	Saturday, October 29, 2016	SLO Granfondo	Beach
	40	Friday, November 04, 2016	Harvest on the Coast	Golf Course
	41	Saturday, November 12, 2016	The Golden Shore with David Helvarg	Golf Course
	42	Friday, November 18, 2016	Galantis	Golf Course
	43	Thursday, November 24, 2016	Avila Beach Turkey Trot	Beach
	44	Saturday, November 26, 2016	Santa's Doggie Parade	Promenade
	45	Saturday, December 10, 2016	Santa's Doggie Parade	Promenade
	46	Wednesday, December 21, 2016	Make Merry at the Lighthouse	Lighthouse
	47	Friday, December 23, 2016	Holiday Open House with Jaxon Camaero	Golf Course
2017	1	Sunday, January 01, 2017	Avila Beach Polar Bear Plunge	Beach
	2	Friday, January 06, 2017	Friday Music Nights!	Golf Course
	3	Monday, January 09, 2017	Mommies & Guppies January 9th	Golf Course
	4	Friday, January 13, 2017	Friday Music Nights!	Golf Course
	5	Thursday, January 19, 2017	Sharks After Dark-Central Coast Marine Life	Central Coast Aquarium
	6	Friday, January 20, 2017	Friday Music Nights!	Golf Course
	7	Friday, January 27, 2017	Friday Music Nights!	Golf Course
	8	Tuesday, February 14, 2017	Avila's Little Italy - Valentine's Dinner	Golf Course
	9	Saturday, February 18, 2017	Avila Beach Bird Sanctuary & Wildlife Day	Beach
	10	Saturday, February 18, 2017	Finally! Avila Beach Lifeguard Tower Mural Celebration	Promenade
	11	Sunday, February 19, 2017	Brunch on Wheels	Golf Course
	12	Sunday, March 19, 2017	Brunch on Wheels	Golf Course
	13	Friday, April 7, 2017 - September 29, 2017	Avila Beach Farmer's Markets (25 of them)	Avila Beach
	14	Sunday, April 16, 2017	Brunch on Wheels	Golf Course
	15	Saturday, April 29, 2017	Beneath the Surface Beach and Dive Cleanup	Golf Course
	16	Friday, May 19, 2017	Dunegrass Boys (Concert & Movie)	Avila Valley Barn
	17	Sunday, May 21, 2017	Brunch on Wheels	Golf Course
	18	Saturday, May 27, 2017	Avila Beach Tequila Festival	Golf Course
	19	Sunday, May 28, 2017	24th Annual Avila Beach Blues Festival	Golf Course
	20	Monday, May 29, 2017	Unfinished Business Memorial Day Jam	Golf Course
	21	Saturday, June 10, 2017	Blasé Beach Club ft. Duke Dumont	Golf Course
	22	Saturday, June 17, 2017	Good Vibes Summer Tour Featuring Rebelution & More!	Golf Course
	23	Saturday, June 24, 2017	Mac & Cheese Festival	Golf Course
	24	Friday, June 30, 2017	Movie Night at the Beach: The Jungle Book!	Golf Course
	25	Tuesday, July 04, 2017	4th of July/ Boat Parade/ Dog Parade	Harbor/Promenade
	26	Friday, July 07, 2017	Relix Presents: UB40 featuring Ali Astro and Mickey	Golf Course
	27	Saturday, July 08, 2017	Central Coast Oyster & Music Festival	Golf Course
	28	Sunday, July 09, 2017	Avila Beach Yoga and Art Festival	Golf Course
	29	Sunday, July 23, 2017	Brunch on Wheels	Golf Course
	30	Sunday, August 06, 2017	Sounds of Summer Tour - Slightly Stoopid	Golf Course
	31	Friday, August 18, 2017	Rancid & Dropkick Murphy's	Golf Course
	32	Friday, August 18, 2017	Big Wednesday (Concert & Movie)	Avila Valley Barn
	33	Sunday, August 20, 2017	Brunch on Wheels	Golf Course
	34	Friday, August 25, 2017	Trombone Shorty & Orleans Avenue w/ St. Paul & The Broken Down	Golf Course
	35	Saturday, September 09, 2017	Ballet at the Barn	Avila Valley Barn
	36	Sunday, September 10, 2017	Wine, Women & Shoes	Golf Course
	37	Saturday, September 16, 2017	SLO Heart Walk	Promenade/Avila Beach
	38	Saturday, September 16, 2017	Avila Beach Oktoberfest	Golf Course
	39	Sunday, September 17, 2017	Brunch on Wheels	Golf Course
	40	Friday, September 22, 2017	The Sandlot: Movie Night at the Beach	Golf Course
	41	Saturday, September 23, 2017	Avila Apple Festival Dinner	Community Center
	42	Wednesday, October 04, 2017	Backwoods Beach Party/Gary Allan	Golf Course
	43	Thursday, October 05, 2017	Bubblyfest by the Sea	Golf Course
	44	Sunday, October 22, 2017	Brunch on Wheels	Golf Course
	45	Friday, October 27, 2017	Casper: Movie Night at the Beach	Golf Course
	46	Saturday, October 28, 2017	SLO Granfondo	Avila Beach
	47	Saturday, October 28, 2017	Autumn Jam	Golf Course
	48	Friday, November 03, 2017	Harvest on the Coast, November 3-5, 2017	Golf Course
	49	Saturday, September 9 & 10, 2017	SLO Ultra	Wild Cherry Canyon
	50	Friday, November 10, 2017	Horizon Tour	Golf Course
	51	Friday, November 10, 2017	Harvest Hard Cider Dinner	Gopher Glen
	52	Friday, November 17, 2017	Kid Cudi Concert	Golf Course
	53	Friday, November 3, 2017	Schoolhouse Rocks/D. Castello Band	Silver Horse Winery
	54	Saturday, November 11, 2017	Avila Beach Party	Golf Course
	55	Saturday, November 18, 2017	Pier Party 2	Golf Course
	56	Sunday, November 19, 2017	Brunch on Wheels	Golf Course
	57	Sunday, November 05, 2017	Sunday Brunch/Megan Steinke	Silver Horse Winery