

# CALIFORNIA COASTAL COMMISSION

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Prepared August 9, 2010 (for August 11, 2010 hearing)

**To:** Commissioners and Interested Persons

**From:** Dan Carl, District Manager  
Madeline Cavalieri, Coastal Planner

**Subject:** STAFF REPORT ADDENDUM for W14d  
LCP Amendment Number SLO-3-09 (Framework for Planning)

The purpose of this addendum is to modify staff's recommended suggested modifications for the above-referenced item. Specifically, in the time since the staff report was distributed, it has come to staff's attention that certain changes described in the staff report text were not correctly translated to the staff report's suggested modifications (on staff report pages 4 and 5, and Exhibit 3). Correcting these errors will have no substantive effect on staff's recommendation. Thus, this addendum corrects these omissions as follows (single underline and ~~single strike through~~ represent the County's proposed changes to the LCP, and double underline and ~~double strikethrough~~ represent staff's recommended modifications).

**1. Suggested Modification Summary Item 1 on page 4 of the staff report is changed as follows:**

1. *Change 'Principles' to 'Goals' and 'Policies' to 'Objectives' throughout the document, and modify item number 1 under the heading 'Framework for Planning – Coastal Zone' on page 6 of Exhibit 3 as follows:*

~~*The principles and policies in Chapter 1 are used for determining consistency of a proposed discretionary land use, development or subdivision with the Land Use Element to ensure it will be compatible with county land use policy. The goals and objectives in Chapter 1 guide the review of discretionary land use, development and subdivision applications for general consistency with the Coastal Zone Framework for Planning.*~~

2. Replace 'goals' with 'objectives' on pages 25 through 29 of staff report Exhibit 3 (i.e., Chapter 4, Sections C and D), because there are no longer 'goals' stated in Chapter 4.
3. Replace 'implementation strategies' with 'objectives' on page 40 of staff report Exhibit 3 so that it reads as follows:

~~**Implementing Strategies**~~ **Objectives for road and highway projects in designated scenic corridors**

The following ~~implementing strategies~~ objectives local objectives are stated to implement the



~~Agriculture and Open Space Plan Policy OSP24 that scenic highway provisions should be applied as~~  
~~# applies~~ to all roads and highways that are ~~so~~ designated as scenic highway corridors within the  
county:



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W14d



**Prepared July 28, 2010 (for August 11, 2010 hearing)**

**To:** Coastal Commissioners and Interested Persons

**From:** Dan Carl, District Manager  
Madeline Cavalieri, Coastal Planner

**Subject:** **San Luis Obispo County Amendment Number 3-09 (Framework for Planning).** Proposed amendment to San Luis Obispo County's certified Local Coastal Program to be presented for public hearing and Commission action at the California Coastal Commission's August 11, 2010 meeting to take place at the San Luis Obispo Government Center in the Board of Supervisors Chamber, 1055 Monterey Street in San Luis Obispo.

## Summary

San Luis Obispo County is proposing to amend its Local Coastal Program (LCP) Land Use Plan (LUP) by incorporating the essence of its "Guiding Principles for Smart Growth," adopted by the Board of Supervisors in 2005, into the LCP's Framework for Planning. The amendment would make a number of changes to the LCP's Framework document, including primarily that it would: (1) revise the existing general goals from Chapter 1 into a series of smart growth principles and policies that would be used to evaluate new development proposals; (2) add new criteria for evaluating when an Urban Services Line (USL) could be expanded; (3) amend the circulation element to shift the focus of transit planning towards alternative transportation, and; (4) update the existing guidelines for evaluating land use category amendments.

Many of the proposed changes would encourage concentrating development in existing developed areas, protecting agriculture and visual resources, and reducing vehicle miles traveled and energy demand, consistent with the Coastal Act. These are all positive changes and supportable under Chapter 3 of the Coastal Act, the standard of review in this case. However, some of the language in the proposed amendment is not adequate to avoid growth impacting rural areas and to fully concentrate development and ensure adequate resources are available to serve such development; some language is not adequate to protect visual resources; some of the proposed language is unclear; much of the proposed new structure introduces "policies" into what is essentially a goals and objectives document under the LCP, thus introducing internal confusion and potential problems with overall LCP implementation in the future; and finally, there are several proposed cross-references to documents that are not part of the LCP.

Accordingly, staff recommends modifications to 1) strengthen language about concentrating development to ensure 'strategically planned' communities are located within or near existing developed areas, and to encourage the development of infill before urban expansion into more rural areas; 2) ensure the existing scenic highway objectives are not weakened; 3) clarify the language of the amendment so that it is consistent with the County's intent that the Framework remain a goals and



objectives type of document; and 4) remove cross-references to documents that are not part of the LCP. With these modifications, the Commission can find that the proposed amendment is consistent with and adequate to carry out the policies of Chapter 3 of the Coastal Act. County staff has indicated that it is in agreement with all of the proposed modifications. The motions to effect the staff recommendation are found below on pages 2 and 3 of the report.

**LCP Amendment Action Deadline:** This proposed LCP amendment was filed as complete on October 1, 2009. It is an LUP amendment only, and the original 90-day action deadline was December 30, 2009. On December 11, 2009, the Commission extended the action deadline by one year to December 30, 2010. Thus, the Commission has until December 30, 2010 to take a final action on this LCP amendment.

Staff Report Contents	page
I. Staff Recommendation – Motion and Resolution.....	2
II. Suggested Modifications.....	3
III. Findings and Declarations .....	5
A. Description of Proposed LCP Amendment.....	5
B. Consistency Analysis.....	6
1. Standard of Review.....	7
2. LUP Amendment Consistency Analysis.....	7
C. California Environmental Quality Act (CEQA) .....	16
III. Exhibits	
Exhibit 1: Board of Supervisors’ Resolution	
Exhibit 2: County Proposed Changes to the Framework for Planning	
Exhibit 3: Coastal Commission Suggested Modifications	
Exhibit 4: San Luis Obispo County’s Guiding Principles for Smart Growth	

## I. Staff Recommendation – Motions and Resolutions

Staff recommends that the Commission, after public hearing, approve the proposed amendment only if modified. The Commission needs to make two motions in order to act on this recommendation.

### 1. Denial of Land Use Plan Amendment Number 3-09 as Submitted

Staff recommends a **NO** vote. Failure of this motion will result in denial of the amendment as submitted and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

**Motion (1 of 2).** I move that the Commission **certify** Land Use Plan Amendment 3-09 as submitted by San Luis Obispo County. I recommend a no vote.



**Resolution to Deny Land Use Plan as Submitted.** The Commission hereby denies certification of the Land Use Plan Amendment 3-09 as submitted by San Luis Obispo County and adopts the findings set forth below on the grounds that the amendment does not conform with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan amendment would not comply with the California Environmental Quality Act because there are feasible alternatives or mitigation measures which could substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

2. Approval of Land Use Plan Amendment Number 3-09 if Modified

Staff recommends a **YES** vote. Passage of the motion will result in the certification of the land use plan amendment with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of the majority of the appointed Commissioners.

**Motion (2 of 2).** I move that the Commission **certify** Land Use Plan Amendment 3-09 if it is modified as suggested in this staff report. I recommend a yes vote.

**Resolution to Certify with Suggested Modifications.** The Commission hereby certifies Land Use Plan Amendment 3-09 to the San Luis Obispo County Local Coastal Program if modified as suggested and adopts the findings set forth below on the grounds that the Land Use Plan amendment with suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan amendment if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts which the Land Use Plan Amendment may have on the environment.

## II. Suggested Modifications

The Commission suggests the modifications to the proposed LCP amendment shown on Exhibit 3 and summarized below, which are necessary to make the requisite Coastal Act consistency findings. If San Luis Obispo County accepts each of the suggested modifications within six months of Commission action (i.e., by February 11, 2011), by formal resolution of the Board of Supervisors, the modified amendment will become effective upon Commission concurrence with the Executive Director's finding that this acceptance has been properly accomplished. On Exhibit 3, and in the summary below, the County's proposed changes are shown in ~~strikeout~~ and underline, and the Commission's suggested modifications are shown in ~~double-strikeout~~ and double underline. Strikeout text is proposed to be deleted and underline text is proposed to be added.



- 1. Change ‘Principles’ to ‘Goals’ and ‘Policies’ to ‘Objectives’ throughout the document, and modify item number 1 under the heading ‘Framework for Planning – Coastal Zone’ on page 6 of Exhibit 3 as follows:**

The principles and policies in Chapter 1 are used for determining consistency of a proposed discretionary land use, development or subdivision with the Land Use Element to ensure it will be compatible with county land use policy. The goals and objectives in Chapter 1 guide the review of discretionary land use, development and subdivision applications for general consistency with the Coastal Zone Framework for Planning.

- 2. Modify the definition of ‘strategically planned communities’ on page 9 of Exhibit 3 as follows:**

Strategically planned communities are urban or village areas located within or in close proximity to existing developed areas with the following characteristics:

- 3. Modify Objective 2.c of Goal 2 on page 14 of Exhibit 3 as follows:**

Considering urban expansion Land Use Element amendments only when the available inventory of suitable internal or “infill” land is largely developed and only when resources, services and facilities to adequately accommodate the associated growth can be assured.

- 4. Modify Implementing Strategy 3 of Goal 11 on page 24 of Exhibit 3 as follows:**

~~Refrain from approving development in the unincorporated urban fringes that will burden city services or conflict with city-County agreements, unless specific mitigation measures are included.~~  
Ensure that any development approved in the unincorporated urban fringes does not conflict with city-County agreements and avoids and/or mitigates impacts to city services.

- 5. In Chapter 5 of the Framework for Planning change the ‘implementing strategies’ to ‘objectives’ and replace the following objectives that were proposed by the County to be deleted:**

Identify scenic areas and features within view of state highways, city streets, and county roads in the open space plan and incorporate them into the applicable Area Plan, designating them as Sensitive Resource Areas.

Adopt programs and standards in the Area Plans to protect the scenic quality of identified areas and to maintain views from designated scenic roads and highways.

- 6. Modify Chapter 1 of the Framework for Planning to clarify the contents and function of various sections of the LCP.**
- 7. Remove cross-references to documents that are not part of the LCP.**



## 8. Modify Objective 1.e of Goal 1 on page 14 of Exhibit 3 as follows:

Giving highest priority to avoiding significant environmental impacts from development through site and project design and alternatives. Where such impacts cannot be avoided, minimize and mitigate them to the maximum extent feasible. Mitigating adverse impacts that cannot be avoided by using the best available methods and technology, to the maximum extent feasible.

## III. Findings and Declarations

The Commission finds and declares as follows:

### A. Description of Proposed LCP Amendment

In 2005, the County Board of Supervisors adopted a series of “Guiding Principles for Smart Growth” (attached as Exhibit 4) and directed their staff to incorporate them into the County’s LCP. These principles seek to direct development to existing communities; protect agriculture and environmentally sensitive areas; encourage mixed land uses and compact development; promote alternative transportation and a range of housing types, and; strengthen community participation in decision-making.

The proposed amendment would incorporate the County’s “Guiding Principles for Smart Growth” into the Framework for Planning portion of the LUP. The Framework for Planning is largely a guidance document that provides the general goals and objectives of the County’s Land Use Plan. In addition to the Framework for Planning, the LUP also contains the Coastal Plan Policies, which are the main policies used to evaluate new development proposals, as well as the area plans and maps that contain information and requirements particular to more specific locations.

The proposed amendment would make a number of changes to the Framework for Planning. First, in Chapter 1, the proposed amendment would expand the existing general goals and objectives to include all of the County’s “Guiding Principles for Smart Growth.” In addition, the amendment would convert the ‘general goals’ and ‘objectives’ into ‘principles’ and ‘policies.’ It would explain this change by adding a new section stating that one of the purposes of the principles and policies is to evaluate new development proposals and LCP amendments. (See item 1 on page 9 of Exhibit 3.) However, from discussions with County staff, it is clear that the County did not intend for new development proposals and LCP amendments to adhere strictly to all of the proposed principles and policies, but rather that the County intends for them to be used as broad guidance, much as the existing Framework document



functions today.<sup>1</sup>

As proposed, the existing 15 goals would be reorganized into 11 principles and policies. Many new policies would be added, but the text of the existing 15 goals would remain largely unchanged. New policies would also be added under: Principle 3: Foster distinctive, attractive communities with a strong sense of place; Principle 4: Create walkable neighborhoods and towns; Principle 6: Create a range of housing opportunities and choices; Principle 7: Encourage mixed land uses; Principle 8: Take advantage of compact building design, and; Principle 11: Strengthen Regional Cooperation. (See Exhibit 3.)

Each of the proposed principles would be followed with implementing strategies to be carried out by the County in the future. These implementing strategies are meant to ensure progress towards the proposed principles and policies. They include tasks such as undertaking future LCP amendments, creating new programs and revising existing programs. The amendment also includes a new appendix, Appendix A, which is a chart that shows all of the implementing strategies and indicates the date by which the County should fund and begin working on each strategy.

Second, in Chapter 4, the proposed amendment would add new criteria for evaluating proposals to expand urban or village reserve lines, urban service lines, or the boundary of a community services district or private service provider. The amendments to Chapter 4 do not introduce new criteria that must be met in all proposals to expand service lines. Instead, the amendments add new criteria that the County must simply consider prior to approving such expansions.

Third, the proposed amendment would revise the Circulation Element in Chapter 5 of the Framework to place more emphasis on alternative modes of transportation. For example, the amendment provides additional details about providing public transit and appropriate street network designs that allow for enhanced connectivity, and it adds a new section on pedestrian circulation. Again, the proposed language would make changes and additions to guidelines, not mandatory policies.

Finally, in Chapter 6 of the Framework, the proposed amendment would update the existing guidelines for evaluating land use category amendments with new language about the conversion of agricultural land. This portion of the amendment would add one additional criterion to be considered when evaluating a proposal to change a land use category. This criterion would encourage the County to analyze whether proposed amendments would allow conversion of agricultural land at the urban fringe that would allow urban expansion into agricultural lands or encourage leapfrog development into agricultural areas.

## B. Consistency Analysis

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<sup>1</sup> Telephone communication, June 28, 2010, from San Luis Obispo County supervising planner Mike Wulkan to Coastal Commission coastal planner Madeline Cavalieri.





## 1. Standard of Review

The proposed amendment affects the LUP of the County of San Luis Obispo's LCP. The standard of review for LUP amendments is that they must be consistent with and adequate to carry out the Coastal Act.

## 2. LUP Amendment Consistency Analysis

### A. Applicable Coastal Act Policies

In order to approve a Land Use Plan amendment, it must be consistent with and adequate to carry out the policies of the Coastal Act. The proposed amendments add new principles and policies to the Framework for Planning, which is a guidance document within the Land Use Plan. The new policies are largely about concentrating development in existing developed areas. Some of the new policies also address the availability of adequate public services to serve new development. Coastal Act policies that require concentration of development and the availability of adequate public services include:

***Section 30250:** (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.*

***30252:** The location and amount of new development should maintain and enhance public access to the coast by ... (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, ... and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.*

***30254:** New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.*



Concentrating development inherently protects coastal resources, including environmentally sensitive habitat areas, agriculture, and visual resources. Applicable Coastal Act policies include:

**30240:** (a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*

(b) *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

**30241:** *The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:*

(a) *By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.*

(b) *By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.*

(c) *By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.*

(d) *By developing available lands not suited for agriculture prior to the conversion of agricultural lands.*

(e) *By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.*

(f) *By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.*

**30241.5:** (a) *If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation containing at least both of the following elements:*



*(1) An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.*

*(2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.*

*For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.*

*(b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.*

**30251:** *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

The proposed amendments also include measures to encourage alternative transportation and reducing vehicle miles traveled, which, in turn, reduces energy consumption and reserves road capacity for public access and visitor-serving uses. Coastal Act policies that address these issues include:

**30252:** *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service...(3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by ...*

**30253:** *New development shall... (d) Minimize energy consumption and vehicle miles traveled...*



**30210:** *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

**30211:** *Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

**30212:** *(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*

*(b) For purposes of this section, "new development" does not include:*

*(1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.*

*(2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.*

*(3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.*

*(4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not seaward of the location of the former structure.*

*(5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach.*

*As used in this subdivision, "bulk" means total interior cubic volume as measured from the exterior surface of the structure.*

*(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California*



*Constitution.*

**30213:** *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.*

*The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.*

**30221:** *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

B. Principles and Policies

The amendment proposes to change the existing ‘general goals’ and ‘objectives’ of Chapter 1 of the Framework into ‘principles’ and ‘policies.’ According to item number 1, shown on page 9 of Exhibit 3, the proposed principles and policies would be used for determining consistency of a proposed land use, development or subdivision with the LUP. As read by the Commission, this would fundamentally change the Framework for Planning from a ‘goals and objectives’ type of guidance document into more of a policy document. In theory this is not entirely problematic because all new development projects must be consistent with all of an LCP, whether certain LCP components are called out as goals, objectives, guidance, policies, or something else. In practice, however, many LCPs, including San Luis Obispo County’s, are structured in such a way that they tier from goals and objectives to policies and implementation sections where the policies and implementation sections tend to include the more specific and directive LCP language. And in this case, the LCP is structured with references to certain policies for certain types of development, and introducing such policies into the framework document leads to internal confusion and, potentially in certain cases, internal inconsistencies in this regard.

From discussions with County staff, the Commission understands that the County did not intend to require all new projects to be entirely consistent with each of the proposed ‘policies’, only that they generally follow the intent of these policies. In other words, the County intends the Framework document to function much as it always has, as a goals and objectives type of LCP component. Therefore, instead of ‘policies,’ the County would prefer to refer to these proposed guidelines as ‘goals’ or ‘objectives.’ Calling these general guidelines ‘policies’ would lead to future problems of implementation and interpretation of the LUP. Therefore, the Commission adopts Suggested Modification 1, which renames the proposed ‘principles’ and ‘policies’ as ‘goals’ and ‘objectives,’ as they are identified in the existing Framework. Also, in item number 1 on page 9 of Exhibit 3, this modification clarifies the intended use of the goals and objectives in review of new development proposals and LCP amendments.



### C. Concentration of Development

The Coastal Act encourages infill and concentration of development and discourages sprawl and development in rural and agricultural areas through many different policies, including the following: Coastal Act section 30250 requires new development to be located within, contiguous with or in close proximity to existing developed areas; Sections 30240 and 30241 protect environmentally sensitive habitat areas and agricultural land; Section 30241(a) encourages stable urban/rural boundaries; Section 30241(b) limits the conversion of agricultural land at the urban fringe; Section 30241(d) requires non-agricultural lands to be developed prior to converting agricultural land to urban uses; Section 30252 encourages mixed uses; Section 30253 requires new development to minimize vehicle miles traveled, which may be achieved by concentrating development; and finally, Section 30254 prohibits new public services that would induce development and limits Highway 1 to a two-lane road in rural areas.

The proposed amendment would add new principles and policies<sup>2</sup> to the Framework for Planning that carry out the County's "Guiding Principles for Smart Growth" (attached in Exhibit 4) by adding more detail and specificity regarding concentrating development and ensuring the adequacy of public services. In general, the proposed principles and policies would encourage concentrating development in existing developed areas, consistent with the Coastal Act policies stated above. The amendment introduces several tools to achieve this, including mixed-use development, infill, providing a range of housing types and compact building design. The amendment would also add new guidelines encouraging appropriate use of the urban services line and urban reserve line, which are important LCP planning tools for concentrating development in the County.

In addition, the proposed amendment would add new guidelines and other measures to avoid new development in areas with inadequate public services, and it would encourage new development to provide adequate parks and other public amenities.<sup>3</sup> These proposals are consistent with Coastal Act policies 30250, requiring new development to be located in areas able to accommodate it, and 30252(6), requiring new development to provide on-site or local recreational opportunities to reduce the burden on coastal recreation areas.

Although the proposed amendment would generally help concentrate new development in existing developed areas and ensure there are adequate public services to serve new development, there are several places where the proposed language would not achieve these objectives. First, throughout the amendment, the language encourages development to be within existing or "strategically planned" communities. Strategically planned communities are defined as areas that have adequate resources for long-term growth, inter-connected street systems, bicycle and pedestrian ways, neighborhood areas that accommodate a variety of housing types and that are located near development serving daily needs, and adequate areas for jobs, education and recreation. Although this definition includes many of the important elements necessary for areas to be considered appropriate for development, it does not ensure that these areas are located within, contiguous with, or in close proximity to existing developed areas, as

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<sup>2</sup> Suggested Modification 1 would rename the 'principles' and 'policies' as 'goals' and 'objectives.'

<sup>3</sup> On Exhibit 3, see Principle 2, Policy 3 on page 14 and Principle 4, Policy 4 on page 18.



required by Coastal Act Section 30250. Therefore, the proposed amendment could potentially be guiding development to areas that are located away from existing developed areas, inconsistent with the Coastal Act. Thus, the Commission adopts Suggested Modification 2. This modification would define strategically planned communities as areas located within, contiguous with, or in close proximity to existing developed areas, consistent with Coastal Act Section 30250.

The second inconsistency with Coastal Act policies is in Policy 2.c of Principle 2.<sup>4</sup> This is a proposed new policy that would encourage the County to refrain from considering amendments to the Land Use Plan that allow for urban expansion until available infill land has been largely developed and only when there are adequate public services available to serve the new development. The language of this proposed policy appears to encourage the County to start considering urban expansion as soon as infill land is largely developed, regardless of the demand or appropriateness of such urban expansion. Such a policy would not be consistent with Coastal Act policies encouraging concentration of development, including Coastal Act Section 30250, requiring new development to be within, contiguous with, or in close proximity to existing developed areas. In addition, because so much of the County's rural land is agricultural, in many circumstances, this policy would be inconsistent with Coastal Act Section 30241(d), which requires lands not suitable for agriculture to be developed with urban uses before agricultural land is converted to urban use. Suggested Modification 3 strengthens the language in this proposed policy to clarify that the County should only consider LUP amendments for urban expansion after infill land is largely developed.

The third inconsistency is in Implementing Strategy 3 of Principle 11. Again, the problem is with the way the proposed language is structured. It appears that the function of this implementing strategy would be to ensure mitigation measures are included for development at the unincorporated urban fringe that burdens public services provided by cities. However, in most circumstances, given the Coastal Act policies requiring availability of public services and concentration of development, such development should instead be entirely avoided. Therefore, Suggested Modification 4 rewords the proposed implementing strategy to clarify that this provision only applies when the proposed development is otherwise consistent with the LCP. Meaning that the first consideration for the County is whether development proposed for the urban fringe bordering incorporated land can be approved at all, consistent with city-County agreements and LCP requirements. If such development can be approved, then this implementing strategy explains that it should be conditioned to avoid and/or mitigate impacts to city services.

The Commission finds that, as modified, the proposed amendment carries out the policies of the Coastal Act that require the concentration of development and the availability of public services to serve new development, including Coastal Act Sections 30240, 30241, 30250, 30252, 30253 and 30254.

#### D. Other Coastal Resources

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<sup>4</sup> Id (modified per suggested modification to 'goals' and 'objectives.')



Concentrating development and ensuring adequate resources are available to serve development facilitates the protection of numerous coastal resources that are also protected by the Coastal Act, including environmentally sensitive habitat areas, agriculture, visual resources and public recreational access. In addition, concentrating development minimizes energy consumption and vehicle miles traveled (or VMT) by reducing commuting and other travel distances, and reducing infrastructure demand and requirements. The reduction of VMT, in turn, eases the burden of local traffic on regional roads and highways, which allows the public to more easily access the coast, consistent with the policies of the Coastal Act protecting public recreational access.

As modified by Suggested Modifications 2, 3 and 4, the proposed amendment would enhance the LUP's ability to concentrate development and ensure adequate public services, which would facilitate the protection of many coastal resources, as described above.

The amendment also has language that more specifically addresses these coastal resources. For example, the amendment adds new language to Goal 1 encouraging the protection of watersheds, riparian habitats and open space, and reduction of vehicle miles traveled. Also, the amendment adds a new criterion in Chapter 6 encouraging the County to consider the impacts of urban expansion into agricultural lands.

The language of the proposed amendment generally enhances the existing Framework in protecting these coastal resources. However, the proposed changes to the Scenic Roads and Highways section of Chapter 5, starting on page 39 of Exhibit 3, do not adequately protect visual resources. The Coastal Act includes strong protections for visual resources, including Section 30251, which protects scenic and visual qualities of coastal areas and requires new development to protect views and to be visually compatible with the character of surrounding areas.

The proposed changes to the Scenic Roads and Highways section are inadequate to carry out the Coastal Act, including Section 30251 protecting visual resources, for several reasons. First, the amendment proposes to change this section from a list of objectives, to a list of implementing strategies. This weakens the existing scenic highway guidelines because instead of having objectives, which guide the County's *current* actions, it has implementing strategies, which guide the County's *future* actions. There is no requirement that the implementing actions be completed. Further, these implementing strategies are not included in Appendix A, which provides the schedule for when strategies should be funded and started. Second, the amendment proposes to delete two important objectives, one that instructs the County to identify scenic areas and features and designate them as Sensitive Resource Areas,<sup>5</sup> and another that instructs the County to adopt programs and standards in the LCP's Area Plans to protect views from scenic roads and highways.

Therefore, Suggested Modification 5 converts these implementing strategies back into objectives, and replaces the sections that had been deleted. Suggested Modification 5 also changes the proposed

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<sup>5</sup> The Sensitive Resource Area designation is an LCP combining designation that provides additional protection to sensitive areas under the LCP. See page 7-10 of the Framework for Planning for the purposes and objectives of this designation.





implementing strategies throughout this chapter into objectives, to ensure the structure of the chapter is consistent and that the County would follow these guidelines in their current planning. The Commission finds that, as modified, the proposed amendment is consistent with the visual resources policies of the Coastal Act, including Coastal Act Section 30251.

#### E. Other Issues

##### ***LUP Structure***

Chapter 1 of the Framework for Planning includes an introduction that provides details about the relationship between the County's General Plan and the Local Coastal Program, and also explains the contents and function of the Local Coastal Program. As proposed through this amendment, this section is unclear, which could lead to adverse coastal resource impacts should such lack of clarity affect LCP implementation. Fortunately, this is easily remedied by Suggested Modification 6 which makes changes throughout Chapter 1 to appropriately clarify the relationship of the LCP to the General Plan, and the nature of the LCP itself.

##### ***Cross-References***

The proposed amendment includes cross-references to many different documents that are not part of the LCP. For example, numerous implementing strategies are proposed to revise portions of the General Plan or other County documents that are not part of the LCP; several of the guidelines and criteria in Chapters 4 and 5 refer to elements of the General Plan that are not part of the LCP; and finally, the new guideline for Land Use Category Amendments addressing sprawl in agricultural land requires consistency with the Agriculture and Open Space Element of the General Plan, which are not part of the LCP.

At a fundamental level, the Commission generally does not support the use of cross-referencing in LCPs, given the inherent difficulties in ensuring coastal resources are protected when such cross-referenced provisions may be outside of the Commission's purview. The case of the proposed amendment is no exception. In addition, some sections of the proposed amendment would be strengthened by additional references to sections of the certified LCP. Therefore, the Commission adopts Suggested Modification 7, which removes cross-references to County documents that are not part of the LCP and adds additional references to the LCP and the Coastal Act.

And finally, the Commission adopts Suggested Modification 8, which adds language about alternatives and mitigation in Objective 1.E of Goal 1, which deals with avoiding significant environmental impacts. This modification would clarify that the County should evaluate project alternatives and mitigation measures to ensure significant environmental impacts are avoided in new development proposals.

#### F. Conclusion

Although the proposed amendment, as modified, would not add new mandatory policies or standards to be adhered to in all development proposals and LCP amendments, the goals, objectives, and guidelines are important to the function of the LUP in carrying out the Chapter 3 policies of the Coastal Act, in that



they set the tone for the type of development that the County would like to see in their coastal zone. In addition, the implementing strategies provide direction for the County's future actions on a variety of issues, including public services and infrastructure, commercial and residential development and circulation improvements.

In general, the proposed amendment would enhance the existing Framework for Planning and improve its ability to carry out the Chapter 3 policies of the Coastal Act. However, there are several aspects of the amendment that are inconsistent with the Coastal Act policies that require concentrating development and protecting visual resources. Also, several sections are unclear and there are several references to documents that are not part of the certified LCP. The suggested modifications discussed herein ensure the amendment would be consistent with the Coastal Act, clarify ambiguous language, and remove inappropriate references to documents that are not part of the certified LCP. The County has indicated that it supports the Commission's suggested modifications.

Therefore, the Commission finds that, as modified, the proposed LUP amendment is consistent with the Coastal Act, including policies related to concentrating development, ensuring availability of public services in new development, and protecting agricultural lands, visual resources, and public recreational access.

### C. California Environmental Quality Act (CEQA)

The Coastal Commission's review and development process for LCPs and LCP amendments has been certified by the Secretary of Resources as being the functional equivalent of the environmental review required by CEQA. Local governments are not required to undertake environmental analysis of proposed LCP amendments, although the Commission can and does use any environmental information that the local government has developed. CEQA requires that alternatives to the proposed action be reviewed and considered for their potential impact on the environment and that the least damaging feasible alternative be chosen as the alternative to undertake.

The County, acting as lead CEQA agency, determined that the proposed LCP amendments were categorically exempt from the requirements of CEQA. This staff report has discussed the relevant coastal resource issues with the proposal, and has recommended appropriate suggested modifications to avoid and/or lessen any potential for adverse impacts to said resources. All public comments received to date have been addressed in the findings above. All above Coastal Act findings are incorporated herein in their entirety by reference.

As such, there are no additional feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse environmental effects which approval of the amendment, as modified, would have on the environment within the meaning of CEQA. Thus, if so modified, the proposed amendment will not result in any significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA Section 21080.5(d)(2)(A).



APR 28 2009

IN THE BOARD OF SUPERVISORS  
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

Tues day April 28, 2009

PRESENT: Supervisors Frank Mecham, Adam Hill, K.H. 'Katcho' Achadjian, James R. Patterson, Chairperson Bruce S. Gibson

ABSENT: None

RESOLUTION NO. 2009 - 136

RESOLUTION TO AMEND THE SAN LUIS OBISPO COUNTY GENERAL PLAN, THE LAND USE ELEMENT FRAMEWORK FOR PLANNING, THE COASTAL ZONE LAND USE ELEMENT FRAMEWORK FOR PLANNING, LOCAL COASTAL PLAN, THE LAND USE ORDINANCE, TITLE 22 OF THE COUNTY CODE AND THE COASTAL ZONE LAND USE ORDINANCE, TITLE 23 OF THE COUNTY CODE AND TO ADOPT ORDINANCES AND TO APPROVE ENVIRONMENTAL DOCUMENTS

The following resolution is now hereby offered and read:

WHEREAS, state law requires that a general plan be adopted; and

WHEREAS, the Land Use Element of the San Luis Obispo County General Plan was adopted by the Board of Supervisors on September 22, 1980, and is a proper element of the General Plan; and

WHEREAS, on March 1, 1988, the San Luis Obispo County Board of Supervisors adopted the Local Coastal Program as amendments and additions to the Land Use Element of the San Luis Obispo County General Plan, specifically incorporating the Land Use Plan of the Local Coastal Program into the Land Use Element of the General Plan hereinafter referred to as the "Land Use Element and Local Coastal Plan", and to the San Luis Obispo County Code Titles 19, 21, and 23; and

WHEREAS, state law, public necessity, convenience and general welfare requires that general and specific plans be amended from time to time; and

WHEREAS, the Planning Commission of the County of San Luis Obispo after noticed public hearings did recommend amendments to the General Plan adopted resolutions or otherwise took action recommending said amendments.

NOW THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, in a regular meeting assembled on the twenty-eighth day of April, 2009, that the County General Plan, the Land Use Element Framework for Planning, the Coastal Zone Framework for Planning, the Land Use Ordinance - Title 22 of the County Code and the Coastal Zone Land Use Element - Title 23 of the County Code be amended as follows:

1. Amend the San Luis Obispo County General Plan, Land Use Element, Framework for Planning, as such amendment appears on Exhibit LRP2005-00013:A, attached hereto and incorporated herein as though fully set forth. [This document does not apply to the Coastal Zone and was not certified as part of the Local Coastal Program. Therefore this amendment does not need to be submitted to the California Coastal Commission.]

2. Amend the San Luis Obispo County General Plan, Land Use Element and Local Coastal Plan, Coastal Zone Framework for Planning, as such amendment appears on Exhibit LRP2005-00013:B, attached hereto and incorporated herein as though fully set forth and pursuant to Public Resources Code, section 30514, authorize submittal to the California Coastal Commission for consideration and certification.

3. Adopt, enact and instruct the Chairman of the Board of Supervisors to sign "An Ordinance Amending Specific Sections of the San Luis Obispo County Land Use Ordinance, Title 22 of the County Code and the San Luis County Coastal Zone Land Use Ordinance, Title 23 of the County Code" which is attached hereto and incorporated herein as though fully set forth. [The portion of the ordinance relating to Title 22 does not apply to the Coastal Zone and was not certified as part of the Local Coastal Program. Therefore this amendment does not need to be submitted to the California Coastal Commission. The portion of the ordinance relating to Title 23, pursuant to Public Resources Code, section 30514, is authorized for submittal to the California Coastal Commission for consideration and certification.]

BE IT FURTHER RESOLVED AND ORDERED that the environmental document for the above enacted amendments be approved as follows:

1. Regarding the amendment that was processed on the basis of a proposed revised Mitigated Negative Declaration and Addendum, the Board of Supervisors reviewed and considered the proposed revised Mitigated Negative Declaration and Addendum together with all comments received during the public review process prior to enacting the amendment. Further, on the basis of the initial studies and comments received for the revised Mitigated Negative Declaration and Addendum, there is no substantial evidence that the amendments will have a significant effect on the environment; therefore the Board of Supervisors hereby adopts the revised Mitigated Negative Declaration and Addendum pursuant to the applicable provisions of the California Environmental Quality Act (CEQA). The revised Mitigated Negative Declaration and Addendum prepared reflects the independent judgment of the Board of Supervisors, acting as the lead agency for the amendments.

BE IT FURTHER RESOLVED AND ORDERED that this resolution with respect to Exhibit LRP 2005-00013:B shall become operative automatically, pursuant to 14 California Code of Regulations §13551(b)(1), upon the certification without any modifications or amendments to said amendments by the California Coastal Commission and upon acknowledgment by the San Luis Obispo County Board of Supervisors of receipt of the Commission's resolution of certification pursuant to 14 California Code of Regulations §13544. In the event that the California Coastal Commission recommends modifications to said amendments, the amendments with modification shall be processed in accordance with Government Code § 65350 et seq., before final local government adoption of the amendments with the modifications suggested by Coastal Commission pursuant to 14 California Code of Regulations §13551(b)(2), or before the Board of Supervisors resubmits, pursuant to Public Resources Code Section 30512 and 30513, any additional amendments to satisfy the Commission's recommended changes.

BE IT FURTHER RESOLVED AND ORDERED that in accordance with Government Code Section 25131, after reading of the title of the ordinances, further reading of the ordinances in full is waived.

BE IT FURTHER RESOLVED AND ORDERED that this resolution shall be effective on the same date as Ordinance 3176, said date being April 28, 2009.

Upon motion of Supervisor Patterson, seconded by Supervisor Hill, and on the following roll call vote, to wit:

AYES: Supervisors Patterson, Hill, Chairperson Gibson

NOES: Supervisors Mecham, Achadjian

ABSENT: None

ABSTAINING: None

The foregoing resolution is hereby adopted.

**BRUCE S. GIBSON**

Chairperson of the Board of Supervisors  
of the County of San Luis Obispo,  
State of California

SLO-LCP-3-09 (Framework for Planning)  
Exhibit 1  
Page 2 of 4

ORDINANCE NO. 3176

AN ORDINANCE AMENDING SPECIFIC SECTIONS OF THE  
SAN LUIS OBISPO COUNTY LAND USE ORDINANCE,  
TITLE 22 OF THE COUNTY CODE, AND THE SAN LUIS OBISPO  
COUNTY COASTAL ZONE LAND USE ORDINANCE,  
TITLE 23 OF THE COUNTY CODE

The Board of Supervisors of the County of San Luis Obispo ordains as follows:

SECTION 1: The amendments to the text of Parts I and II of the Land Use Element of the San Luis Obispo County General Plan and the amendments to the official Land Use Element maps adopted by Board of Supervisors Resolution No. 2009 - 136 are hereby adopted and included as part of this ordinance and Section 22.01.030 of the Land Use Ordinance as though they were fully set forth herein.

SECTION 2: The amendments to the text of Parts I and II of the Land Use Element of the San Luis Obispo County General Plan and the amendments to the official Land Use Element maps adopted by Board of Supervisors Resolution No. 2009 - 136 are hereby adopted and included as part of this ordinance and Section 23.01.022 of the Coastal Zone Land Use Ordinance as though they were fully set forth herein.

SECTION 3: If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of a court of competent jurisdiction, such decision shall not affect the validity or the constitutionality of remaining portions of this ordinance. The Board of Supervisors hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, or phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 4: This ordinance shall take effect and be in full force and effect thirty (30) days after its passage and before the expiration of fifteen (15) days after passage of this ordinance, it shall be published once with the names of the members of the Board of Supervisors voting for and against the ordinance in a newspaper of general circulation published in the County of San Luis Obispo, State of California.

SECTION 5: Section 2 of this ordinance shall become operative immediately only upon approval without any modifications by the California Coastal Commission and upon acknowledgment by the San Luis Obispo Board of Supervisors of receipt of the Commission's resolution of certification.

PASSED AND ADOPTED by the Board of Supervisors of the County of San Luis Obispo, State of California on the 28<sup>th</sup> day of April, 2009, by the following roll call vote, to wit:

AYES: Supervisors James R. Patterson, Adam Hill, Chairperson Bruce S. Gibson

NOES: Supervisors Frank Mecham, K.H. 'Katcho' Achadjian

ABSENT: None

ABSTAINING: None

Bruce S. Gibson  
Chairman of the Board of Supervisors of the County  
of San Luis Obispo, State of California

ATTEST:

JULIE L. RODEWALD  
County Clerk and Ex-Officio Clerk of the Board of Supervisors,  
County of San Luis Obispo, State of California

By: C.M. Christensen, Deputy Clerk

[SEAL]

ORDINANCE CODE PROVISIONS  
APPROVED AS TO FORM AND CODIFICATION:

WARREN R. JENSEN., County Counsel

By: /s/ Timothy McNulty  
Deputy County Counsel

Dated: 4/15/09

**Local Coastal Program Amendment LCP 09-03  
Amendments to Coastal Zone Framework for Planning**

**Legislative Editing as Adopted by the Board of Supervisors  
April 28, 2009**

**General Plan Amendment LRP2005-00013  
Exhibit LRP2005-00013:B (Coastal Zone)**

- Adopted new text is underlined. Existing text adopted to be deleted is in ~~strikeover~~.
- Bracketed ( [ ] ) text contains staff notes solely to guide the reader.

**Amend the Preface of Coastal Zone Framework for Planning, Part I of the Land Use  
Element of the General Plan, page v, as follows:**

**PREFACE**

Residents of San Luis Obispo County enjoy a rare blend of Mediterranean climate, superb physical setting and hospitable living. The county has been fortunate in avoiding many environmental, social and economic problems that have occurred elsewhere. However, continuing population growth encouraged by these amenities has presented the county with the necessity of making far-reaching land use decisions. The supply of affordable housing has not kept pace with increasing demand. It is increasingly difficult to finance the infrastructure and services that existing and future residents expect and deserve. The pattern of land uses continues to occur in ways that necessitate commuting and shopping by vehicle, with increasing impacts to our life styles, energy supplies, health and safety, and our land and water resources. Examples of strategies to meet these challenges are to increase the energy efficiency within buildings and locating development near available infrastructure.

We depend upon the land for food and fiber, space to live and work, water supply, wildlife, recreation, waste disposal and other numerous resources. Land use decisions must balance an increasing demand for new areas where development can occur, with the need to preserve the environment upon which the population depends. As a result of competing demands for the use of land, the interest of the public in the development and the use of private land must be clearly defined. The county population will continue to grow, while the amount of land and resources available to accommodate growth are limited. As new development demands more resources, the challenge to the County is to focus on “living within its means” and to sustain our resources for current and future generations. Similar attention is needed to maintaining sustainable capacities for public services and facilities.

Decisions to establish new land uses must occur within a regulatory framework that considers the needs of a particular use as well as the characteristics of the development site and its surroundings. Development should assist in maintaining, and hopefully improving the long-term quality and productivity of the land.

This Land Use Element and the accompanying Coastal Zone Land Use Ordinance provide the framework for county decisions on land use and development, and represent the values and goals of the county regarding land use. It will be up to both public agencies and the private entrepreneur to implement these values in the future development of the county. Difficult choices will arise, but we must remember that we are planning so that our children, future residents and visitors may continue to enjoy the benefits of San Luis Obispo County we now share.



Amend Chapter 1 of Coastal Zone Framework for Planning, Part I of the Land Use Element of the General Plan, page 1-1 as follows:

**CHAPTER 1: INTRODUCTION & POLICIES ~~GENERAL GOALS~~ OF THE LAND USE ELEMENT & LOCAL COASTAL PROGRAM**



**Figure 1-1:** Los Osos and the Morro Bay Sandspit

The Land Use Element (LUE) is a plan describing the official county policy on the location of land uses and their orderly growth and development. The Land Use Element is one of several parts (elements) of the San Luis Obispo County General Plan as shown in Table 1. The Land Use Element also incorporates the Land Use Plan portion of the County Local Coastal Program (LCP). The LUE ~~The plan~~ has been prepared in accordance with state law regulating General Plans and Local Coastal Programs, and it has been adopted by the county Board of Supervisors and California Coastal Commission. The LUE coordinates policies and programs in other county general plan elements that affect land use, and provides policies and standards for the management of growth and development in each unincorporated community and the rural areas of the Coastal Zone. The LUE ~~will~~ also serves as a reference point and guide for future land use planning studies throughout the county.

For ease of understanding and administration, the Land Use Element and ~~Land Use Plan portion~~ of the Local Coastal Program have been combined into a single plan for the Coastal Zone, ~~portion of the county~~. ~~For areas within the Coastal Zone boundary of the county established by~~ which is the area subject to the California Coastal Act of 1976,<sup>5</sup> The LCP is consistent with additional standards and procedures contained in (Public



Resources Code Section 30510 et seq.) that are established for ~~For~~ the preparation, approval and certification of Local Coastal Programs ~~are required by state law.~~

**Table 1**  
**General Plan Elements**

<b><u>General Plan Elements</u></b>	<b><u>Descriptions</u></b>
<b><u>Land Use</u></b> <u>Framework for Planning</u> <u>13 Area Plans (4 in the Coastal Zone)</u> <u>Local Coastal Program (or Plan)</u> <u>Coastal Plan Policies</u>	<u>Designations and descriptions of types of land use and density of dwellings-per-acre that are allowed in mapped districts or land use categories, also showing areas subject to flooding.</u> <u>Land Use Element within the Coastal Zone is the Local Coastal Program, which implements the Coastal Act and is certified by the California Coastal Commission</u>
<b><u>Circulation</u></b>	<u>Maps and policies for transportation routes and modes such as vehicles and transit, correlated with the Land Use Element</u>
<b><u>Housing</u></b>	<u>A plan with analysis of existing and projected housing needs, and goals, policies and programs for the preservation, improvement and development of housing</u>
<b><u>Agriculture and Open Space</u></b>	<u>A plan that balances protection of natural resources and open space with the needs of production agriculture, and that minimizes impacts to ongoing production agriculture, while recognizing that open space is a limited and valuable resource which must be conserved wherever possible.</u>
<b><u>Conservation</u></b>	<u>A plan for the conservation of natural resources, including water, forests, soils, harbors, wildlife and other biological resources</u>
<b><u>Noise</u></b>	<u>An analysis of existing noise problems and projected noise levels, with policies and implementation measures to minimize exposure to excessive noise</u>
<b><u>Safety</u></b>	<u>A plan for the protection of the community from unreasonable risks associated with earthquakes, geologic hazards, flooding and fires</u>
<b><u>Master Water &amp; Sewer Plan</u></b>	<u>A plan for the collection, storage and distribution of water supplies and sewage disposal</u>
<b><u>Energy</u></b>	<u>A plan for the efficient use of energy resources, electricity generation and transmission and fossil fuel production</u>
<b><u>Offshore Energy</u></b>	<u>A plan for the location and extent of on-shore resources and facilities that would be appropriate for addressing off-shore oil development and production</u>
<b><u>Economic</u></b>	<u>Policies to establish a context and priorities for economic development</u>
<b><u>Parks and Recreation</u></b>	<u>Policy guidance regarding the provision of park and recreation</u>

**Table 1  
General Plan Elements**

<b>General Plan Elements</b>	<b>Descriptions</b>
	<u>services, documenting the county's existing park and recreation resources, and evaluating park and recreation needs</u>

**Authority**

California law requires each county to establish a planning agency to develop and maintain a comprehensive long-term general plan. The Government Code (Section 65302a) mandates a Land Use Element designating the proposed general distribution, general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of the lands. The Land Use Element is to include standards of population density and building intensity recommended for the territory covered by the plan, and is also to identify areas subject to flooding, which must be reviewed annually.

**Scope and Purpose**

The state guidelines for the preparation of general plans require the Land Use Element to include:

1. Identification of land use issues.
2. Land use policies and proposals, distinguishing among any short, middle and long-term periods of fulfillment.
3. A description of land uses and land use intensities, including the relationships of such uses to social, environmental and economic goals and objectives.
4. Standards and criteria for physical development within each use area with consideration for land capacity.
5. A description of the land use pattern, including text and a diagram or other graphic such as a map.
6. An outline for implementation, describing measures necessary to achieve land use objectives and policies, and the timing or staging of plan implementation.

There are similar guidelines for the preparation of Local Coastal Programs (LCP). Public Resources Code Section 30500 requires that "each local government lying whole or in part, within the coastal zone shall prepare a Local Coastal Program for that portion of the coastal zone within its jurisdiction." It is the intent of the state legislature that Local Coastal Programs be sufficiently specific to meet the requirements of Public Resources Code 30108.5 which is defined as follows:

"Local Coastal Program" means a local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of, this division at the local level. Similarly, a "Land Use Plan" means the relevant portion of a local government's General Plan, or Local Coastal Element which are sufficiently detailed to indicate the

kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.

For the coastal zone where the Coastal Act applies, ~~the county has combined the Land Use Element and Local Coastal Program (Local Coastal Plan is used interchangeably) Land Use Plan~~ into a single plan comprised of the following:

- Coastal Zone Framework for Planning,
- Coastal Plan Policies Document, ~~the~~
- Four Area Plans ~~ning area texts~~ (North Coast, Estero, San Luis Bay and South County) and
- Land Use Category maps.

The criteria for review of Local Coastal Programs are found in Chapter 3 of the California Coastal Act (commencing with Section 30200) which include policies and standards regarding public access, recreation, marine environment, land resources, development, and industrial development.

General plans and Local Coastal Programs are implemented primarily through zoning and subdivision regulations. Implementation of these plans also occur through government activities such as capital improvement programs, public works, property acquisition, tax programs, and through voluntary actions of the private sector. State law requires zoning and land divisions to be consistent with the adopted general plan and local coastal program.

**[Move section B. Planning Approach, to here]**

#### **A B. PLANNING APPROACH**

The Land Use Element, which includes the Local Coastal Plan, has been designed to support county land use decisions as part of a dynamic process instead of being a rigid, static plan. To achieve that objective, the LUE has been structured and is used differently than traditional land use plans and zoning. ~~As in previous plans, The land use maps illustrate long-term land use and growth policies, and but they are adopted as the official zoning maps and also used to evaluate current development proposals in much the same way as former district maps of the zoning ordinance. The LUE also accommodates a more detailed, periodic review of its policies, and updating of supporting information in response to changing conditions. In conjunction with the LUE, the Zoning Ordinance has been replaced with the Coastal Zone Land Use Ordinance (CZLUO) is the zoning ordinance~~ for the coastal zone of the county.

Together, the Land Use Element and Coastal Zone Land Use Ordinance are an integrated land use policy and regulatory system. The policies of the LUE, and the enforceable standards of the CZLUO work together to ensure the compatibility of uses.

- The LUE provides policy and conceptual land use guidance and establishes where land uses may be located within land use categories.
- The CZLUO ordinances regulates site design and development within the land use categories.
- A use required to have a permit by the CZLUO cannot be approved unless it is consistent with the Land Use Element.

~~In general, the LUE allows a wider range of land uses than zoning that attempts to maintain harmonious land uses by rigidly segregating uses in separate districts. The performance standards of the Coastal Zone Land Use~~

Ordinance ensure compatibility of adjacent uses. The LUE and CZLUO are together a growth management system that directs the amount, type and intensities of development into specific areas.

~~During the studies that produced the structure and procedures of the Land Use Element, land use policies were formulated through review of two kinds of information. First, existing county land use policies were accepted as the foundation for the document. Before the Land Use Element, county land use policies were in various general plan elements, individual community plans and adopted specific plans (see "Relationship to Other Adopted Plans"). The LUE did not attempt to redefine those policies, but incorporated them into a more consistent framework. Changes occurred only where current information showed clear shifts in local conditions, invalidating previous policy decisions. Information that supported the review of existing policy was a broad data base on both natural and man-made features of the county landscape. The data provide a current perspective on county economic, social and physical conditions affecting land use. Characteristics considered included natural features (vegetation, soils, slopes and hazards) and man-made features (existing land use, parcel sizes, ownership patterns, and current zoning). The policies of the Land Use Element resulted from all those factors.~~

~~Later, the Land Use Element was amended to include and incorporate the certified Local Coastal Program Land Use Plan including the Coastal Plan Policies Document, Coastal Framework for Planning, and Coastal Zone Area plans which include programs, standards and land use maps.~~

**[Move section C. Organization of the Land Use Element, to here]**

## **B C. ORGANIZATION OF THE LAND USE ELEMENT FOR THE COASTAL ZONE**

~~The Land Use Element, which includes the local coastal plan, has four major sections: Coastal Framework for Planning, the Coastal Plan Policies Document, the area plans and the official maps. The Circulation Element of the General Plan is included in the Land Use Element with text and map references within these sections.~~

### **Framework for Planning - Coastal Zone**

Part I of the Land Use Element, Coastal Framework for Planning, contains Policies and Procedures that apply to the unincorporated area of the Coastal Zone, defining how the LUE is used together with the Coastal Zone Land Use Ordinance (CZLUO) and other adopted plans.

Coastal Framework for Planning is only used in reviewing development and land division proposals as follows:

- ~~1.~~ The principles and policies in Chapter 1 are used for determining consistency of a proposed discretionary land use, development or subdivision with the Land Use Element to ensure it will be compatible with county land use policy.
- ~~2~~ ~~1.~~ The descriptions of purpose and character for each land use category in Chapter 7 and the population density and building intensity criteria are used to review proposed amendments to the LUE and to review individual development projects proposed in existing land use categories.
- ~~3~~ ~~2.~~ The parcel size ranges, population density, and building intensity criteria in Chapter 6 are used with Chapter 23.04 of the CZLUO to review proposed land divisions for general plan and Local Coastal Program consistency.
- ~~4~~ ~~3.~~ The allowable use charts (Coastal Table O) and use definitions in Chapter 7 determine whether a land use is allowed in the land use category where a proposed site is located. Coastal Table O also

determines whether the standards of Chapter 23.08 of the Coastal Zone Land Use Ordinance apply in a particular land use category.

[Existing text from this point to the end of the chapter, including Figure 1-1, is not addressed and is omitted with the intent to be located and renumbered before the next section, D. Major Issues. ]

#### **D. MAJOR ISSUES**

The LUE is designed to address the following land use issues relative to the quality of life, historical character and livability of San Luis Obispo County:

1. The unique, rural and small-scale community character of San Luis Obispo County evolved due to its relatively remote location midway between San Francisco and Los Angeles. As metropolitan growth extends outward from the Bay Area and Southern California, escalating growth pressures from these two urban areas are converging locally. Similar metropolitan growth is now foreseeable here as a threat to our well-known quality of life.
2. Post-World War II development trends have emphasized large-lot, suburban and rural development which have resulted in a dependence on automobile travel. However, this type of development is too expensive for most existing county residents, making public transit inefficient and increasing dependence on single occupancy vehicle trips. It in turn increases energy consumption, contributes to air pollution and greenhouse gas emissions, increases traffic congestion and affects public health.. Increasing real estate values also create pressure to convert agricultural and resource-rich land.
3. Partly due to our setting and national reputation, a high market demand exists for this large-lot (low density) development which is commonly called low-density “sprawl” development.
4. More compact forms of housing are not being built in enough quantity to provide homes that are affordable to people of all income levels, and this does not meet the broader housing needs of the population.
5. Increased "sprawl" decreases the amount of natural and agricultural areas that have been instrumental in the maintenance of the County's small-scale character.
6. Low-density development does not encourage public transit, pedestrian or bicycle travel, although these are the healthiest and most energy-efficient forms of transportation.
7. Low-density development does not create an “eyes on the street” presence or an engaging civic life, so that isolation and low involvement in community affairs can result.
8. The “sprawl” pattern creates competing demands for funding infrastructure, roads, highways and services, which threaten the County’s fiscal health.
9. The desirability of our area combined with shrinking government budgets have resulted in minimal new park, recreation and natural areas, as well as lagging street and sidewalk maintenance. Continuing to grow without providing these resources will impact the area’s quality of life.
10. Communities lack affordable housing and well-paying jobs. Communities may not have adequate land for multi-family housing and commercial development in appropriate locations.
11. The semi-arid climate within the county is subject to limited amounts of rainfall and “recharge” of groundwater basins and surface reservoirs. Most communities and rural areas have developed without avoiding eventual water shortages, so that currently five of the six major groundwater basins are in critical or overdraft conditions. To better manage water resources, the potential impacts of land use patterns and water consumption should be recognized, with the understanding that more compact residential development consumes less water per unit than large-lot development.

**E A. PLANNING PRINCIPLES, POLICIES AND IMPLEMENTING STRATEGIES**  
**GENERAL GOALS OF THE LAND USE ELEMENT**

The following principles and policies reflect the Board of Supervisors’ adoption of “Smart Growth Principles.” The purpose of these principles and policies is to better define and focus the County’s pro-active planning approach. The purpose of these principles and policies is to better define and focus the county’s pro-active planning approach and balance environmental, economic and social equity concerns. This approach includes strategic planning, which considers constraints and opportunities and identifies realistic, short-term strategies that will achieve longer-term goals. Accordingly, the combination of smart growth and strategic planning is considered “strategic growth,” which seeks cooperation among communities to resolve concerns, respect resource limitations and enhance economic prosperity.

As resources become more limited and the costs of infrastructure increase, the Land Use Element encourages planning for compact, efficient and environmentally sensitive development to better utilize energy, land, water and fiscal resources. It emphasizes community-centered growth that provides people with additional travel, housing and employment choices that are closer to job centers and public facilities.

The following principles reflect the County’s mission and vision to plan and develop safe, healthy, livable, prosperous and well-governed communities by balancing economic, environmental and social equity concerns in planning and development decisions. Each principle is further defined by policies and supported by implementing strategies to ensure progress toward the principles. The implementing strategies shall be started and funded within the priorities and time frames that are listed in Table A-1, Appendix A, for timely achievement of the strategic growth policies.

**Strategic Growth Definition for San Luis Obispo County**

Strategic growth is a compact, efficient and environmentally sensitive pattern of development that provides people with additional travel, housing and employment choices. It focuses future growth away from rural areas and limited resources, closer to existing and planned job centers and public facilities where sustainable resources are available.

Strategically planned communities are urban or village areas with the following characteristics:

- Adequate resources, services and facilities for long-term growth (20 years),
- Inter-connected street systems, bicycle and pedestrian ways,
- Neighborhood areas that can accommodate a variety of housing types that are affordable to all income groups, which are located close to focal points serving daily needs,
- Adequate areas for commerce, employment, education, recreation, civic and social life.

**County Mission:**

***Serve the community with pride to enhance the economic, environmental and social quality of life in San Luis Obispo County.***

**County Vision:**

***Create and maintain a place that is safe, healthy, livable, prosperous and well-governed.***

**Planning and Building Department Mission:**

***Promoting the Wise Use of Land Helping to Build Great Communities***

### Strategic Growth Principles

1. Preserve open space, scenic natural beauty and sensitive environmental areas.  
Conserve energy resources. Conserve agricultural resources and protect agricultural land.
2. Strengthen and direct development towards existing and strategically planned communities.
3. Foster distinctive, attractive communities with a strong sense of place.
4. Create walkable neighborhoods and towns.
5. Provide a variety of transportation choices.
6. Create a range of housing opportunities and choices.
7. Encourage mixed land uses.
8. Take advantage of compact building design.
9. Make development decisions predictable, fair and cost-effective.
10. Encourage community and stakeholder collaboration.
11. Strengthen regional cooperation.

~~The following goals describe the fundamental purposes for the Land Use Element and Circulation Element. These general goals, together with the Coastal Plan Policies document, Together, the principles and policies define how land will be used and resources will be protected. They provide the basis for defining the 13 land use categories, and for determining the land areas to which they are applied, and for considering all discretionary development and land division applications. More detailed goals, objectives and policies that address specific planning issues are presented in the other chapters of this document, the Coastal Plan Policies document, in the area plans, and ordinances. The provisions of the Land Use and Circulation Elements are designed to carry out these goals. Proposed amendments and updates to the Land Use Element and Local Coastal Program should also further these goals. that address specific planning issues are presented in the area plans.~~

~~The policies goals also function as criteria to help determine consistency of a development proposal with the LUE/LCP. New development should be located, designed and built in a manner that furthers these principles and policies general goals, as well as complying with all other provisions of the LUE/LCP. The following are the general goals of the Land Use Element and Local Coastal Program:~~

### **Principle 1: Preserve open space, scenic natural beauty and natural resources. Conserve energy resources. Protect agricultural land and resources.**

#### Policies

1. **Environment - Maintain and protect a living environment that is safe, healthful and pleasant for all residents by:**
  - a. Assuring the protection of coastal resources such as wetlands, coastal streams, forests, marine habitats, and threatened and endangered species.
  - b. ~~Balancing the capacity for~~ Keeping the amount, location and rate of growth allowed by the Land Use Element within the sustainable ed



**Figure 1-3:** Hollister Peak

~~capacity availability~~ of resources, public services and facilities. ~~for future generations.~~

- c. ~~Reducing future impacts to natural resources by developing cost effective infrastructure to meet community needs.~~
- d. Preserving and sustaining important water resources, watersheds and riparian habitats.
- e. Giving highest priority to avoiding significant environmental impacts from development through site and project design. Where such impacts cannot be avoided, minimize them to the maximum extent feasible. ~~Mitigating adverse impacts that cannot be avoided by using the best available methods and technology, to the maximum extent feasible.~~

**2. Air Quality - Preserve, protect and improve the air quality of the county by:**

- a. Seeking to ~~attain and exceed~~ or at least maintain the minimum state and federal ambient air quality standards.
- b. Mitigating to the extent feasible, potential adverse air quality impacts from new development using the best available technology.
- c. Minimizing the generation of air pollutants and greenhouse gases from existing and projected growth by promoting compact, urban infill development and discouraging leap-frog or rural sprawl development patterns, which can reduce travel time and distance.
- d. Implementing land use, circulation and infrastructure policies and programs that result in promote and encourage the use of transportation alternatives to the single-passenger vehicle, in order to minimize travel time, distance and trip generation and reduce vehicle miles traveled.
- e. Minimizing travel time and distance and trip generation by the location of land uses.
- f. Encouraging the use of alternative energy sources such as solar, wind, and wave technology to reduce the use of non-renewable resources.

**3.42. Open Space - Preserve urban and rural open space as an irreplaceable resource for future generations by:**

- a. Encouraging cooperation of governmental agencies, landowners, and non-profit organizations in the preservation of open space.
- b. Balancing the rights of individual property owners and need for open space.
- c. Encouraging better access to the coast through the acquisition and development of coastal accessways, trails, and parks, in appropriate locations.



~~d b.~~ Identifying important agricultural, natural and other rural areas between communities, and working with landowners and these communities to maintain ~~their~~ rural character and land uses. [Staff note: Moved from 4b]

~~4 e.~~ Agriculture - Encourage ~~ing~~ the protection and use of ~~commercial~~ agricultural land; ~~both prime and non prime soils~~, for the production of food, fiber and other agricultural commodities, and support the rural economy and locally-based commercial agriculture. [Staff note: Moved from 4c]



Figure 1-4: Vegetable row crops

~~5 13.~~ Resource Use and Energy Conservation - Support the Conserve ation of energy resources by:

- ~~a.~~ Requiring Planning for energy efficiency and conservation through land use and transportation /~~transit~~ balances, and in subdivision and building regulations that require energy conservation methods incorporated into their design.
- b. Decreasing reliance on environmentally costly energy sources, increasing conservation efforts, and encouraging use of alternative energy sources.
- ~~e.~~ Recognizing the impacts of land use and water consumption in a semi-arid climate.
- ~~d.~~ Encouraging land use and transit measures that reduce use of petroleum products.

~~6 3.~~ Population Growth - Provide for an environmentally sustainable rate of orderly development within the planned capacities of resources and services by:

- ~~a.~~ Recognizing the impacts of land use and water consumption in a semi arid climate.
- ~~b a.~~ Developing and maintaining information on population growth rates.
- c. Maintaining ~~Establishing~~ a growth management system that protects communities and resources from the adverse effects of growth.
- d. Establishing a growth management rate annually according to the Growth Management Ordinance.
- e. Guiding allocated development to areas of the county capable of sustaining growth without adverse effects.
- f. Providing the lead time necessary to fund and put in place resources and public services necessary to support population growth, considering the availability of resources and the county's and taxpayers' financial ability to provide them.

### Implementing Strategies

1. Revise the Land Use Element, Land Use Ordinance and the Growth Management Ordinance to assure sustainable resource capacities for long-term growth.
2. Develop and refine effective techniques for land conservation, such as land banks, density transfers and agricultural and conservation easements, and pursue grants and innovative financing tools to acquire and preserve open space.
3. Establish a program that links rural land conservation with agricultural economic development: supports locally-based commercial agriculture, preserves scenic rural landscapes and sustains resources. Form a committee of agricultural, conservation and advisory committee representatives to assist the program.
4. Create an urban and rural forestry program that encourages property owners, developers and communities to plant, maintain and protect trees to enhance air quality and help offset carbon dioxide emissions.
5. Revise the Land Use and Conservation and Open Space Elements and County ordinances to give incentives for energy-efficient construction that minimizes its carbon footprint, especially in rural areas.

### Principle 2: Strengthen and direct development toward existing and strategically planned communities.

#### Policies

- 14. Distribution of Land Uses - Plan for most future development to be within existing and strategically planned cities and communities ~~Encourage an urban environment that is an orderly arrangement of buildings, improvements, and open space appropriate to the size and scale of development for each community by:~~**

- a. ~~Maintaining rural areas in a clear distinction between urban and rural scale development. Rural uses outside of urban and village areas should be predominately agriculture, low-intensity recreation, very low-density residential and open space uses, which will preserve and enhance a well-defined rural character.~~

- b. Avoiding establishing or expanding Residential Rural and Residential Suburban areas outside urban or village reserve areas.

- c. Creating active and vital urban environments that are attractive and compact, with the arrangements of structures and open space appropriate to the size and scale of each community.



**Figure 1-6:** Compact community with a commercial core near residential areas (1/4 mile radius)

- d. ~~Create complete communities with appropriate areas for housing, commerce, civic uses, schools, recreation and open spaces. Developing urban and rural settlement strategies.~~
- e. Implementing policies to determine where growth should occur, and to clearly distinguish between urban, village, and outlying rural areas.

**2.5. Location and Timing of Urban Development - Plan for a land use pattern and population distribution that is consistent with the capabilities of existing public services and facilities by:**

- a. ~~Encouraging the p~~ Phasing of urban development in a compact manner, first using vacant or under-utilized "infill" parcels, and second, lands adjacent to or near these areas by.
- b. Encouraging the voluntary transfer of potential development from antiquated subdivisions, agricultural lands, environmentally sensitive areas, and hazard lands into communities, using the latest ordinances, positive incentives, settlement strategies, and transfer of development credits programs, where feasible.
- c. Considering urban expansion Land Use Element amendments when the available inventory of suitable internal or "infill" land is largely developed and only when resources, services and facilities to adequately accommodate the associated growth can be assured.
- d. Giving high priority to funding needed infrastructure improvements in a timely manner within existing and strategically planned urban and village areas. Require consideration of the timely availability of funding as an integral part of expanding public facilities and services.

**3. Public Services and Facilities - Avoid the use of public resources, services, and facilities beyond their renewable capacities. Provide additional public resources, services and facilities to serve existing communities in sufficient time by: -**

- a. ~~Avoiding the use of public resources, services, and facilities beyond their renewable capacities.~~
- a b. Planning for and monitoring new development through the Resource Management System and growth management strategies, to ensure that resource demands will not exceed existing and planned capacities, or service levels.
- b e. ~~Financing~~ Sharing the cost of additional services and facilities fairly among from those who most immediately benefit and the entire community such as new residents, businesses, public agencies, and visitors. Based on reliable studies, such as cost benefit analyses, funding methods may include dedications, development impact fees, in-lieu fees, or other exactions to assure that adequate services are available.

- ~~d. Locating new public service facilities as close as possible to the users. If facilities are necessary in rural areas, allow for sufficient buffers to protect environmentally sensitive, and agricultural areas.~~
- ~~c e. Planning new land uses that avoid overburdening existing resources, services and facilities.~~
- d. Providing adequate community amenities, such as parks, natural areas and trails in support of new development, which will support a high quality of life and a compact form of community development.

**4. Residential Land Uses - Preserve and enhance the quality of residential areas by:**

- a. Locating urban residential densities within urban or village reserve lines near or within suitable employment areas.
- b. Protecting residential areas from incompatible and undesirable land uses.
- c. Preserving desirable neighborhood characteristics such as compatible uses, open views and yard areas, sense of scale, landscaping, pedestrian ways, and other amenities.
- d. Providing affordable housing opportunities for those who need them, including senior citizens, service and agricultural workers.
- e. Requiring major developments and long range plans to create a balance between available jobs and housing in coastal communities, by locating them in areas that reduce the need for commuting.

**5. Commercial and Industrial Land Uses - Designate commercial and/or industrial areas that are compatible with overall land use by:**

- a. Designating visitor serving and community serving commercial areas that are located near existing similar development and their users.
- b. Creating and preserving desirable neighborhood business characteristics, such as compatible uses, safe employment areas, sense of scale, landscaping, pedestrian ways, and other amenities.
- c. Designating commercial land uses that will be convenient to users and consumers, realistically related to market demand, and near areas where employees will likely reside.

**6. Visitor Serving, Recreation and Resort Development - Preserve and enhance visitor opportunities in appropriate locations as an important part of the coastal economy by:**

- a. Requiring that new destination resorts and recreational development such as hotels, conference centers, and golf courses be located within or adjacent to urban or village areas, or existing visitor destination points.

- b. Allowing limited small scale recreational development such as motels, restaurants, parks, and beaches in rural areas - if consistent with all other provisions of the coastal program.
- c. Implementing the California Coastal Act by acknowledging that visitor serving facilities have priority over private residential, non-visitor serving commercial or industrial development, but not over agriculture or coastal dependent industry.
- d. Recognizing that while visitor serving uses are encouraged by the California Coastal Act, they shall not exceed resource capabilities, conflict with agricultural uses, or be permitted when adverse environmental effects may result.
- e. Carefully balancing the needs of visitors, businesses, and local residents.
- f. Periodically reviewing the location of 'V'- Visitor Serving Overlay classifications during the Plan update process.

**Implementing Strategies**

1. Amend the Land Use Element and Ordinance to 1) maintain rural areas in low-intensity uses, 2) avoid expanding Residential Rural and Residential Suburban categories in rural areas, and 3) preserve and enhance a well-defined rural character.
2. Revise the Transfer of Development Credits (TDC) program to more effectively shift potential rural development to communities with adequate infrastructure and conserve rural lands.
3. Work with communities to create and maintain distinct urban boundaries next to rural areas, while allowing for compact community expansion
4. Work with agencies, cities, special districts, unincorporated communities and their advisory councils to identify suitable strategic growth opportunity areas within and adjacent to existing communities for compact, affordable development, where supported by sustainable resource capacities.
5. Coordinate with the cities to consider accepting greater shares of overall countywide growth with corresponding reductions in unincorporated area growth. Consider compensating assistance from the County to offset the transportation, financial and other demands from this growth.
6. Develop a regional and sub-regional economic and land use strategy to stimulate creation of head-of-household jobs, improve the jobs-housing imbalance and strengthen the economy within each community.
7. Plan commercial and/or industrial areas that are compatible with overall land use; convenient to patrons, neighborhoods and alternative transportation modes; and reflect market demand and neighborhood needs.
8. Revise the Resource Management System and the Growth Management Ordinance to give a higher priority to serving existing and strategically planned communities with adequate resources, streets and infrastructure, over outlying rural areas.
9. Conduct long-term planning (20+ years) to provide and fund the creation of additional, sustainable public resources, services and facilities to serve existing communities in sufficient time to avoid overburdening existing resources, services and facilities.
10. Coordinate County land use actions with service districts to provide sufficient public resources, services and facilities.
11. Create an infrastructure policy that addresses the following goals:
  1. New development pays its fair share.

2. The larger community pays its fair share for existing deficiencies and improvements providing general benefit.
3. Infrastructure is in place or funded concurrent with the need.
4. Funding mechanisms such as community facilities districts.
12. Amend the Land Use Ordinance to require that amendments to the Land Use Element or Ordinance, which propose increases in density or additional development, where critical resource levels exist, shall not be approved unless they provide proof that adequate water and sewage disposal capacities then exist and are available to serve: 1) development resulting from the proposed amendment, 2) existing development, and 3) the allowed development on vacant parcels within the rural, urban or village areas that are subject to the RMS Levels of Severity.
13. Enact revisions to the Land Use and the Real Property Division Ordinances to revise or introduce regulations that will promote urban infill instead of prevent it. Consider regulations such as, but not limited to parking, height limits, lot coverage, minimum lot size, minimum densities, setbacks, street widths and similar development standards.

**Principle 3: Foster distinctive, attractive communities with a strong sense of place.**

**Policies**

1. Protect and restore the valuable history, cultures, images and identity of communities and rural areas.
2. Protect rural areas between communities to achieve well-defined communities within an attractive rural setting.
3. Establish and maintain a distinct edge between urban and rural areas to enhance community separation while allowing for appropriate and compact urban expansion at the urban edge.
4. Enhance the commercial identity and viability of downtowns.
5. Foster a strong local identity through appropriate design of public spaces and buildings.



Figure 1-7: Streetscape on a downtown street

**Implementing Strategies**

1. Prepare and implement policies and programs in the Conservation and Open Space Element to conserve rural visual character within “community separators” that benefit the land owners and adjacent communities.
2. Revise the Land Use Element and Ordinance to 1) retain or create distinct urban boundaries and 2) require development intensities that create a clear difference between urban and rural areas.
3. Revise the Countywide Design Guidelines to encourage appropriate, place-based (locally relevant), pedestrian-oriented designs within communities.
4. Foster a strong sense of place by working with communities to identify local, valued aspects within each community (“placemaking”).
5. Establish an inter-departmental team to fund and develop public facilities and amenities that preserve community character, such as public buildings, plazas, parks, and public art.



6. Hold an annual downtown improvements workshop and work with downtown stakeholders to form business improvement districts.
7. Encourage property owners to protect and conserve historic buildings and resources using a variety of means such as the Mills Act, an incentive program for the restoration and preservation of historic structures.

**Principle 4: Create walkable neighborhoods and towns.**

**Policies**

1. Plan communities with schools, parks, public spaces, transit stops and commercial districts located as focal points within convenient walking distances of neighborhoods, as illustrated in Figure 1-8.
2. Plan for maximum connectivity between different land uses through walkways or other means.
3. Create attractive street enhancements and public spaces that serve as gathering places on corridors and at connecting locations.
4. Provide parks, natural areas and recreation facilities with new urban development to enhance a community's quality of life and improve public health.
5. Create neighborhoods and non-residential areas that minimize fear and crime through environmental and urban design.

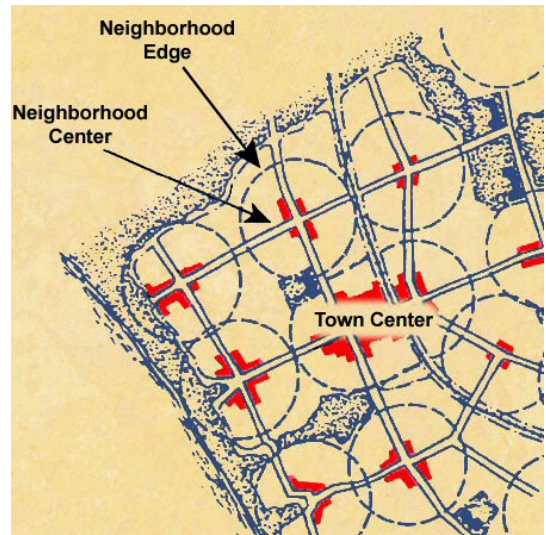


Figure 1-8: Walkable neighborhoods

**Implementing Strategies**

1. Update the Countywide Design Guidelines to create maximum connectivity between neighborhoods, streets and projects for pedestrian and bicycle travel.
2. Revise the Coastal Zone Land Use Ordinance and Land Use Element to enhance neighborhoods with small-scale and appropriate commercial areas; parks and recreation areas; public spaces; and family, cultural and civic facilities, all within convenient walking distances from housing. Work with the General Services Agency to plan and implement parks and recreation facilities.
3. Enhance downtowns and commercial areas with attractive civic and pedestrian facilities, events and promotions, and facilitate ways to finance them, for example, through forming business improvement and community facilities districts.
4. Pursue a street tree program on urban streets and public parking lots.
5. Enhance major boulevards and downtown streets with street trees, street furniture, textured crosswalks, planted medians and ornamental lighting.
6. Revise community plans, the Countywide Design Guidelines and the Land Use Ordinance to include features that will minimize fear and crime and strengthen a sense of community by environmental design methods.

**Principle 5: Provide a variety of transportation choices.**

**Policies**

**Circulation — ~~Integrate land use and transportation planning by:~~**



**Figure 1-9:** Bike lane on a residential street

1. Design a safe, reliable and effective transportation system that protects natural and scenic resources and minimizes environmental impacts. ~~b. Designing a transportation system that provides safety, reliability and effectiveness within feasible economic and technical means, preserving important natural resources and features, promoting the aesthetic quality of the region, and minimizing adverse environmental changes.~~
- 2 ~~e, d.~~ Reduce and minimize the generation of air pollutants and greenhouse gases from existing and future development projected growth by implementing land use and circulation policies and programs that offer transportation alternatives to the single-passenger vehicle and with emphasis on reducing vehicle miles traveled. [From Air Quality Goals 2c and d]
- 3 ~~a.~~ Coordinate land use and transportation planning with cities to ensure that traffic and all transportation demands can be safely and adequately accommodated.
- ~~e.~~ Encouraging the development of alternative transportation modes such as bike ways, carpooling, transit systems, and other methods that serve the resident and visitor needs of the coastal areas.
- 4 ~~d.~~ Utilize and expanding transit systems and operations before making decisions that will significantly alter the character of the coastal roads, highways, and the communities that they serve.
5. Provide public transit, bicycle lanes, multi-use trails and pedestrian walkways that connect destinations within and between communities, to encourage alternative transportation.
6. Make communities more bicycle- and pedestrian-friendly with safe and attractive routes.

**Implementing Strategies**

1. Integrate LUE area and community plans more closely with transit and pedestrian facilities by providing more intensive and diverse land uses near transit stops and within convenient walking distances between destinations.
2. Give high priority to funding facilities for biking, walking and transit facilities and operations within the transportation planning programs of the county and the San Luis Obispo Council of Governments.
3. Give highest priority in the programming of Local Transportation Funds (LTF-TDA) to fully fund public transit operations, multimodal connections to public transportation, and to facilitate strategic growth.



4. Provide multi-use trails (for walking, bicycling and equestrian travel) between and through communities, and connect them with other means of alternative transportation, consistent with the Parks and Recreation Element.

**Principle 6: Create a range of housing opportunities and choices.**

**Policies**

1. Plan for most new housing to be within urban or village areas and close to jobs, while protecting residential areas from incompatible uses.
2. Provide quality housing choices that are affordable to people with a variety of income levels.
3. Provide a range of housing types within each neighborhood, and avoid creating adverse concentrations of affordable units.



Figure 1-10: Creekside Gardens affordable housing

**Implementing Strategies**

1. Implement the Housing Element to implement these policies.
2. Update the Coastal Zone Land Use Ordinance (CZLUO) and LUE area plans to encourage a diversity of housing (sizes, types, and costs) within subdivisions and neighborhoods
3. Revise the Countywide Design Guidelines, community design plans and specific plans to illustrate how to integrate higher density development within existing neighborhoods.
4. Modify the Land Use Element and Coastal Zone Land Use Ordinance to allow and encourage a diversity of housing (sizes, types, costs) within subdivisions and neighborhoods.
5. Modify the Coastal Zone Land Use Element and Ordinance to create a new land use designation, such as “Mobilehome Park (MHP)” to be applied to existing mobile home parks and sites where future mobilehome parks are appropriate.
6. Modify the Land Use Ordinance to allow more affordable units without parking, for residents who do not wish to pay for it.
7. Amend the Coastal Zone Land Use Ordinance to require site designs for condominium and planned development projects that provide a range of housing sizes, footprints and design features.

**Principle 7: Encourage mixed land uses.**

**Policies**

1. Integrate residential units designed for affordability with non-residential uses in order to bring workplaces, commercial development and homes closer together.
2. Integrate complementary uses within commercial sites, in order to build effective mixed-use neighborhoods.



Figure 1-11: Mixed retail and residential uses in Sacramento

**Implementing Strategies**

- 1. Revise the Countywide Design Guidelines, the Land Use Element and Land Use Ordinance (LUE/LUO) to guide the design of, and offer incentives for affordable mixed-use buildings.
- 2. Encourage mixed-use development through affordable housing programs and regulations.
- 3. Revise community plans and Coastal Zone Land Use Ordinance standards to encourage the conversion of shopping centers and strip commercial streets (outside of Visitor Serving (V) priority areas) into mixed-use developments.
- 4. Reduce parking standards in the Coastal Zone Land Use Ordinance for mixed-use developments based on their size and location in relation to a central business district or transit stop. Consider creating in-lieu parking fee programs.



Figure 1-12: Compact neighborhood design

**Principle 8: Take advantage of compact building design.**

**Policies**

- 1. Develop small-scale neighborhoods and buildings that are affordable-by-design and efficient in land and energy consumption.
- 2. Include public and private amenities with new development to enhance the livability of compact neighborhoods.

**Implementing Strategies**

- 1. Revise the Countywide Design Guidelines to illustrate compact neighborhood and building design that fits within existing development visually and functionally.
- 2. Revise the Land Use and Subdivision Ordinances to encourage 1) compact buildings and subdivisions, and 2) projects that include amenities such as small-scale plazas, formal gardens, playgrounds and natural areas.
- 3. Reduce the Coastal Zone Land Use Ordinance requirements for off-street parking where uses are planned close to each other in compact neighborhoods, to increase the viability of projects and encourage other kinds of transportation.
- 4. Work with developers and communities to finance and build community parking facilities near compact development.
- 5. Continue public education efforts about compact residential design and building.

**Principle 9: Make development decisions predictable, fair and cost-effective.**

**Policies**

- 14. **Implementation and Administration - Improve the effectiveness of the planning process by:**
  - a. ~~Working toward~~ Minimizing administrative delays and costs to fee payers in the administration of the Land Use Element.

- ~~b.~~ Expediting Simplifying development review procedures and providing incentives ~~for development to locate where plan policies encourage it to occur, such as reduced fees for facilities and other project-related costs, for projects that implements these principles.~~
- ~~e.~~ ~~Working closely with cities to provide continuity between city and county land use planning, and to achieve common land use goals through reciprocal agreements.~~ [Moved to Principle 11, Goal 1]
- ~~c d.~~ Encouraging maximum public participation in the decision making process when new plans are developed and when development is being reviewed.
- ~~d e.~~ Encouraging comments from other agencies, districts, community advisory councils, special interest groups, property owners, residents, and other individuals.
- ~~e f.~~ Developing clear policies, programs, and performance standards ~~that encourage the most desirable community living and working environment for the residents of the county.~~
- ~~f.~~ Encouraging public participation in planning and development review, and considering the needs of all affected persons.
- ~~g.~~ Using easy-to-understand language and media to convey proposals and ideas clearly.

**2 44. Property Rights - Recognize and protect property rights by:**

- a. Seeking to maintain a balance between the rights of property owners and efforts to plan for the community.
- b. Not taking property without just compensation.
- c. Recognizing and protecting the rights of all property owners, individuals and groups to comment and participate in coastal planning and land use decisions.

**3 45. Economics - Promote a strong, diverse, and viable local economy by:**

- a. Pursuing planning policies that balance economic, environmental, and social needs of coastal areas.
- b. Recognizing the importance of tourism and agriculture as significant parts of the economic base of the coastal areas.
- c. Considering the economic effects of land use planning decisions.

**Implementing Strategies**

- 1. Simplify and illustrate zoning and design standards within the Land Use Ordinance or similar document in order to make them clear and understandable, for example, through use of a “form-based” code.

2. Identify suitable locations for strategic growth projects that are consistent with these principles to be eligible for expedited review.
3. Convene a task force of staff and stakeholders to streamline the permit process to implement strategic growth policies.
4. Explore whether the use of master environmental impact reports (EIRs) for community plan updates would benefit communities and developers. The Master EIR concept should include addressing impacts at a project level, including on- and off-site mitigation measures, for any strategic growth or expansion site.

**Principle 10: Encourage community and stakeholder collaboration.**

**Policies**

1. Provide opportunities to incorporate public opinion early and often, and routinely within the planning process.
2. Cultivate relationships with those having a stake in the outcome.
3. Encourage cooperation between the County, cities and unincorporated communities to avoid and solve growth and development issues early.
4. Work with County departments to achieve compact, mixed-use, walkable communities by coordinating regulations, project review, transportation funding and capital improvement programming.



Figure 1-13: Planning workshop

**Implementing Strategies**

1. Inform the public and stakeholders about strategic growth by various means, such as forums and the media.
2. Build on previous efforts to create consensus with the public about attaining compact, walkable communities and rural preservation.
3. Involve the public, advisory and other groups, cities and other jurisdictions often and routinely into the planning and development review processes by early outreach, referrals and responses.
4. Provide more access to County media to enhance the public's understanding of planning and project review.
5. Convene an inter-departmental team to integrate strategic growth goals into each County department's work program, and into the County budget, capital improvements program (CIP) and grant funding processes.
6. Expand public notification for discretionary projects in rural areas.
7. Work with communities to avoid approving projects that are not supported by a city or a community services district within its sphere of influence or urban area.

**Principle 11: Strengthen regional cooperation.**

**Policies**

1. Work closely with cities and regional agencies to achieve common land use goals.

2. Collaborate with communities, stakeholders and the public to plan according to strategic growth principles; and encourage “ownership” of the process and the outcomes.

### **Implementing Strategies**

1. Promote cooperation between the county and all jurisdictions to form and carry out strategic growth policies based on shared values, develop mutual agreements and implement programs.
2. Develop community and resource indicators to assess what each community needs to be livable and affordable, and to meet community and strategic growth policies.
3. Refrain from approving development in the unincorporated urban fringes that will burden city services or conflict with city-County agreements, unless specific mitigation measures are included.

[END OF REVISIONS TO CHAPTER 1]

Amend Chapter 4 of Coastal Zone Framework for Planning, Part I of the Land Use Element of the General Plan, page 4-1, as follows:

## **CHAPTER 4: PUBLIC SERVICE CONSIDERATIONS**

### **A. INTRODUCTION**

A major function of local government is to provide public services, such as provisions for water and sewer, police and fire protection, parks, roads, public health services and education, within its jurisdiction. However, the provision of public services and facilities has not kept pace with growth since the mid-1970s, and it has become increasingly difficult to deliver adequate services at an affordable price. The designation and expansion of communities occurs through establishment of Urban Reserve areas, and within them, Urban Service areas. When these areas need to change, the Local Agency Formation Commission must decide whether they meet state requirements for community growth. It is now well-documented and widely accepted that services can be provided more cost-effectively to communities that are strategically located and compact by design. Therefore, new development or re-development within existing communities is preferable to expansion.

This chapter describes how the Land Use Element identifies Urban Reserve and Service areas for different levels of public services, and how expansion of services is coordinated between public agencies, in particular the Local Agency Formation Commission (LAFCO).

### **B. MAJOR ISSUES**

1. While new development ~~sometimes provides~~ results in some financial support for the increased service demands it creates, the cost to government of providing needed services frequently exceeds the return.
2. New residential and commercial ~~D~~development often occurs before the ~~up-front costs to improve necessary improvements to~~ facilities and services ~~are available~~ can be funded and completed to serve the new occupants and other users, thus overburdening existing facilities.
3. The economics of land use often result in development occurring first in urban fringe areas where land cost is less, instead of adjacent to existing development. Such development results in higher costs for extension of services and can also lead to inappropriately timed land use conversions.

4. Public and private service agencies and purveyors may not actively coordinate their provision of services with planned growth areas.
5. While county facilities fees will offset some of the associated costs of new development, other funding methods must be found to fund costs of providing, maintaining and upgrading public services for existing development.

**C. POLICIES GOALS AND IMPLEMENTING STRATEGIES FOR PUBLIC SERVICES**

Policies Goals identify public desires to address planning issues and provide a reference point to determine how they should be resolved. The following policies goals are also listed in chapter 1 along with other land-use and service-related policies goals.

Objectives identify types of actions that relate to the major issues as well as implementing the general policies goals. More area-specific objectives and policies are provided in the area plans.

**Policy Goal:**

1. Keep the amount, location and rate of growth allowed by the Land Use Element within the sustainable capacity of resources, public services and facilities. **[Goal 1 and Objective moved to Policy 3 below]**

**Implementing Strategies:**

- a. Avoid the use of public resources, services and facilities beyond their renewable capacities, and monitor new development to ensure that its resource demands will not exceed existing and planned capacities or service levels.
- b. Share the cost of additional services and facilities among those who most immediately benefit and the entire community.
- c. Locate new public service facilities as close as possible to users, allowing for sufficient buffers to protect adjacent rural and agricultural areas.

**Goal:**

- ~~2. Maintain a distinction between urban and rural development by providing for rural uses outside of urban and village areas which are predominately agriculture, low intensity recreation, residential and open space uses which will preserve and enhance the pattern of identifiable communities.~~

**Objectives:**

- ~~d. Direct the extension of urban services, as listed in Table H, to areas within urban and village reserve lines, and restrict urban services from being provided outside urban or village areas.~~

~~Fund improvements that would primarily benefit the residents or users of new development, and that are necessary to maintain an adequate level of public services, through impact fees and special financing districts~~

~~Establish funding methods that pay for necessary capital improvements and operation of necessary facilities.~~

**Policy Goal:**

2. Phase urban development in a compact manner, first using vacant or underutilized "infill" parcels and lands next to or near existing development, so that urban land, transportation and services are developed and used in an efficient pattern.

**Implementing Strategies:**

- a. Give high priority and support for urban expansion that will result in compact neighborhoods with diverse yet related land uses for housing, school, recreation, work and shopping rather than low density suburban residential development.
- b. Give high priority and support for urban expansion that proposes attractive transitions from existing development, connections to existing streets and prominent pedestrian and public transit connections to destinations.
- c. Discourage low-density suburban or rural residential proposals for urban expansion or services.

**Policy Goal:**

3. Provide additional public resources, services and facilities in sufficient time to avoid overburdening existing resources, services and facilities while sustaining their availability for future generations.

**Implementing Strategies:**

- a. Conduct long-term planning (20+ years) to fund and provide additional, sustainable public resources, services and facilities in sufficient time to avoid overburdening existing resources, services and facilities.
- b. Schedule development to occur when needed services are available or can be supplied concurrently. ~~This could include limiting development below the maximum density permitted, until service improvements are available.~~

**D. URBAN RESERVE LINES**

A basic requirement for ~~problem in~~ providing public services is defining appropriate boundaries between urban and non-urban areas, and proper levels of service for each. The Land Use Element establishes such boundaries through ~~the~~ urban reserve lines, urban service lines, and village reserve lines.

The Urban Reserve Line (URL) is a boundary separating urban/suburban land uses and rural land uses. It is based upon both the needs of individual communities for areas of additional growth during the term of the LUE which is a 20-year period. It relates to the capacities of community resources to support such growth. The Urban Reserve Line defines growth areas around urban centers in which the county, or the county and affected city, will actively coordinate plans, policies and standards relating to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, and other matters related to the orderly development of urban areas.

The amount of land included in each community URL by the Land Use Element is based on the following factors:

1. Community population projections.



2. The land absorption rate (how much land is actually being converted to urban uses each year).
3. Existing and planned capability of local services, such as water and sewer, to support continuing local development.
4. Community preferences about the amount and timing of growth.
5. The need for agriculture, recreation, watershed, habitat or open space, which are considered priority uses under the Coastal Act and the County's Local Coastal Program.

The principles and policies in Chapter 1 and the land use policies in the CZLUE area plans give particular attention to identifying suitable areas within the urban reserve line for the full range of urban and suburban land uses, where such uses can be readily supported by services. Urban reserve lines are reviewed in ~~the five-year~~ plan updates ~~cycle~~ to determine the continuing validity and need for change of those boundaries.

### **Consideration of Urban and Village Expansion**

Any changes ~~to~~ ~~in~~ an Urban Reserve Line require an amendment to the Land Use Element and Local Coastal Program. The amendment must be approved by the Board of Supervisors and the Coastal Commission.

Urban Reserve Lines are established by the Land Use Element for the following cities and unincorporated communities within the coastal zone:

Avila Beach	<del>Los Osos South Bay</del>
Cambria	Morro Bay
Cayucos	Oceano
Grover Beach	Pismo Beach

The following criteria shall be addressed for all proposals to expand urban or village reserve lines:

1. The proposed expansion is within the Sphere of Influence of the community and any separate service district(s).
2. The proposal is consistent with the Planning Principles and Policies in Chapter 1, and the Policies and Objectives of this chapter.
3. The expansion is consistent with applicable Amendment Guidelines in Chapter 6.
4. The proposed expansion will preserve important and critical environmental areas and provide significant open space land for creating natural area preserves and open space adjacent to or near a community.
5. The proposal will not convert agricultural lands in accordance with Agriculture Policies in the Agriculture and Open Space Element.
6. Required public services and transportation facilities will be funded or available at the time of development.
7. The timing is appropriate for expansion due to an inadequate inventory of land within comparable land use categories in the community for the intended type of development.
8. Development within the proposed expansion will be adjacent to, and compatible with, existing development within the urban or village reserve.



9. Expansion will help create a more complete, walkable community, increase the affordability of housing and/or decrease economic and social segregation.
10. The proposal will address improving the regional or sub-regional jobs-housing balance.

## E. URBAN SERVICE LINES

Within the Urban Reserve Line of each community is the Urban Services Line (USL). The Urban Services Line is the Urban-Rural boundary as defined in the Local Coastal Plan. The USL encompasses areas where urban services are now provided or where such services are expected to be extended during the next five to 10 years as the community expands toward the full development. Placement of the USL is based upon existing and planned service system capacities and upon community plans. Planned improvements should be included in a capital improvement program with reasonable funding likelihood prior to extension of the USL to new areas.

The Urban Services Line allows for orderly phasing of community expansion within an urban reserve line, as illustrated on Figure 4-1. The USL should be ~~is~~ reviewed periodically ~~every four years~~ in the LUE update process, along with the growth projections and service capabilities on which it is based. That review updates conditions within the community, correlating community growth with available resources. Review of the USL allows for orderly expansion of the community with timely extensions of necessary urban services as they are available.






The USL defines areas where capital improvement programs and community plans should be coordinated to schedule ~~ing~~ extensions of public services and utilities needed for urban development. As improvements are ~~scheduled and~~ constructed, the USL may be expanded accordingly. Areas of communities located between the urban service and urban reserve lines are sometimes designated on the LUE maps for urban uses, at Residential Single-Family densities or greater. ~~In such areas the land use categories applied~~ are referred to as "holding zones," where development of designated uses would be appropriate when urban services and facilities can be provided and the USL is amended to include those areas. The area plans contain standards identifying appropriate interim uses and densities for holding areas where particular uses cannot ~~could not~~ be compatibly established in advance of full urban services.

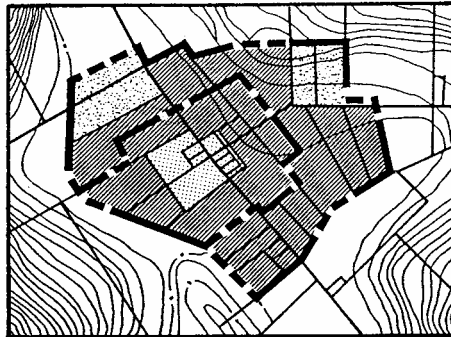
Due to a variety of reasons, the boundaries of service providers and special districts may not be co-terminus with USLs and even URLs. Some districts have entered into contracts or agreements with property owners to provide services in exchange for obtaining resources, facilities or easements. In general, these kinds of service boundary extensions should be discouraged so that service planning is closely aligned with planned land uses. The USL should be considered as the appropriate boundary for all applicable service providers, to clarify where services are appropriate, avoid conflicts between agencies, to coordinate the extension of services in accordance with planned resources, and to implement the Planning Principles and Policies in Chapter 1 regarding compact development forms and directing growth to urban areas. For these reasons, the county should coordinate with the California Public Utilities Commission in order for its decisions on the boundary locations of private service purveyors to be consistent with the USL.

Expansion of a USL is accomplished through an amendment of the Land Use Element and Local Coastal Program and should occur after LAFCo has amended the corresponding sphere of service line (see Section H below). Factors that should be met before approving an expanded Urban Service Line or the boundary of a service district or private service provider include the following:

**ORDERLY PHASING OF COMMUNITY EXPANSION WITHIN AN URBAN RESERVE LINE**

**LEGEND**

-  **URBAN RESERVE LINE**  
Boundary between urban land uses and rural countryside. Defines primary area for urban growth during twenty year horizon of Land Use Element.
-  **URBAN SERVICE LINE**  
Area where urban services exist or are to be extended within the five to ten years after each annual LUE review. USL reviewed yearly to evaluate whether location is realistic in terms of community growth patterns and capacity of community resources.
-  **DEVELOPED AREA**  
Areas within the community that are already substantially developed.
-  **PROPOSED URBAN EXPANSION AREA**  
Ares for future urban uses and densities which will need full urban services, especially community water and sewer systems.
-  **PROPOSED SUBURBAN EXPANSION AREA**  
Planned for future suburban uses and densities, requiring community water but able to accommodate individual septic tanks on an interim basis.



A community is defined by an urban reserve line at its border and by an urban services line within which services can be provided within 5 to 10 years of an LUE review.



As the developed area increases within the urban service line, the capacity for additional growth is evaluated in terms of community resources and facilities.



Expansion of an urban services line may occur if additional development within the urban reserve area can be served with full urban services.

Figure 4-1: Urban Reserve and Urban Service Lines

1. The proposed area is appropriate for urban or village services within the applicable reserve line.
2. Services are programmed and funded to provide the capacities necessary to serve the designated land uses, and resources are available within their sustainable capacities.

3. The proposed urban service area is consistent with and will implement the Planning Principles and Policies in Chapter 1.
4. The location of the proposed area will accommodate an efficient extension of infrastructure and transportation modes, and it will maximize the use of existing infrastructure.
5. The proposal is consistent with the Coastal Act and the Local Coastal Program.

#### F. VILLAGE RESERVE LINES

There are many areas in the county where homes are grouped in settlements of greater density than surrounding rural areas, but which are not self-sufficient communities. ~~In past planning studies, such communities have often been overlooked, remaining undistinguished from the surrounding countryside.~~ The LUE recognizes these villages as having both individual character and unique problems, as well as needing specialized solutions to their problems. People living in these villages identify with a local character and often feel protective of their village life-style.

The village reserve lines (VRL) distinguish developed areas from the surrounding rural countryside. A land use plan has been developed for each village, with particular attention given to their unique problems, opportunities and development potentials. Village plans are found in the LUE area plans. There are two Village ~~R~~eserve ~~L~~ines within the coastal zone and they have been established for Callender/Garrett, on the Nipomo Mesa in the South County Planning Area, and San Simeon Acres, north of Cambria in the North Coast Planning Area.

Expansion of a village reserve line should be reviewed using the previous guidelines for Consideration of Urban or Village Expansion.

#### G. APPROPRIATE LEVELS OF SERVICE

The urban and village reserve lines establish the boundary between urban and rural (city and country) land uses and the different types of public services needed for area residents. Table H indicates the types of services that generally would be appropriate within ~~in~~ areas with urban, suburban and rural densities as shown in the Land Use Element area plans.

**TABLE H**  
**LEVELS OF SERVICE**

<b>Urban Densities*</b> <i>(One or more dwellings per acre)</i>	<b>Suburban Densities*</b> <i>(One dwelling per one to five acres)</i>	<b>Rural/Agricultural Densities*</b> <i>(One dwelling per five acres or larger)</i>
Community Water System Public Sewers Police Service Fire Protection Parks Street Improvements Street Trees Lighting Street Sweeping Drainage Solid Waste Pickup Ambulance/EMT Libraries Improvement Districts Open Space Maintenance Cultural Facilities Schools	Community Water System Septic Tank Maintenance Police Service Fire Protection Parks Street Improvements  Drainage Solid Waste Pickup Ambulance/EMT Libraries Improvement Districts Open Space Maintenance  Schools	Individual Wells Septic Tanks Police Service Fire Protection <u>Regional</u> Parks Road Improvements  Drainage Solid Waste Pickup Ambulance/EMT Libraries (Mobile) Improvement Districts  Schools

Note:

\* “Density” in land use planning is a term that refers to the average number of dwelling units per acre of land. Urban densities are generally one or more dwelling units per acre; suburban densities usually range from one dwelling unit per one acre to five acres, and rural densities are lower than one unit per five acres. Village areas usually have suburban densities, although exceptions may occur within the Land Use Element area plans. Urban areas normally have urban densities overall, although neighborhoods within village and urban areas may have urban or suburban densities.

**H. LOCAL AGENCY FORMATION COMMISSION ~~AND SPECIAL DISTRICTS~~**

Local Agency Formation Commissions (LAFCOs) were created to help organize, manage, and regulate the provision of public services to development. LAFCOs were created in 1963 in response to the post World War II development boom and the proliferation of development and local agencies providing public services to California’s fast growing communities. The results of this development boom became evident as more of California’s agricultural land was converted to urban uses. This premature and unplanned development pattern created inefficient and expensive systems of delivering public services using multiple small units of local government. A number of pieces of legislation were passed to help manage this situation, the most recent being the Cortese-Knox-Hertzberg Act of 2000 (CKH Act).

The Legislature has given LAFCOs the authority to carry out changes in governmental organizations that, promote the intent of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act). The CKH Act commences with Government Code Section 56000, . The CKH Act recognizes that the logical formation and determination of local agency boundaries is an important factor in promoting orderly development. In establishing these boundaries LAFCO balances future development with sometimes competing state interests of discouraging urban sprawl, preserving open-space and prime agricultural lands, and

efficiently extending government services The San Luis Obispo LAFCO addresses the following factors when considering proposals:

1. **Orderly Growth.** LAFCO discourages urban sprawl while encouraging orderly growth and development and the efficient provision of services.
2. **Logical Boundaries.** LAFCO encourages the logical formation and determination of boundaries;
3. **Efficient Services.** LAFCO encourages the provision of adequate, efficient and effective governmental services; and,
4. **Preserve Agricultural and Open Spaces.** LAFCO polices guide development away from open space and prime agricultural land uses unless such actions would not promote planned, orderly, and efficient development.

### **LAFCO Jurisdiction**

**Specific Authority.** LAFCO is responsible for considering the following proposals:

- Annexations to, or detachments from, cities or special districts;
- Formation or dissolution of special districts;
- Incorporation or disincorporation of cities;
- Consolidation or reorganization of cities or special districts;
- Update and amendment of spheres of influence;
- Authorization of extension of services beyond an agency's jurisdictional boundaries;
- Provision of new or different services by special districts using outside user agreements; and,
- Preparation of Municipal Service Reviews and Sphere of Influence Updates at least every five years, if necessary.

**Limitation of Authority Relating to Land Use Conditions.** In order to carry out the legislative policies identified above, LAFCO has the power to approve or disapprove applications, or to impose reasonable conditions on approval. However, while LAFCO is charged with consideration of the impacts of land use in its determination, it is prohibited from making decisions specific to the determination of land use or zoning.

**Sphere of Influence.** The CKH Act provides the legislative authority and intent for establishing a Sphere of Influence and is included by reference in these policies. A Sphere of Influence is defined by the CKH Act as a plan for the probable physical boundaries and services area of a local agency, as determined by the Local Agency Formation Commission. In general the Sphere is a 20-year growth boundary for a jurisdiction's future development. The Sphere of Influence and Urban Reserve Line are often coordinated and are at times coterminous (identical to one another). The Sphere of Influence policies are intended to be consistent with CKH and take into consideration local conditions and circumstances. The following factors must be addressed when establishing a Sphere of Influence:

1. Present and planned land uses in the area, including agriculture, and open space lands;
2. Present and probable need for public facilities and services in the area;

3. Present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide; and
4. Existence of social or economic communities of interest in the area if the Commission determines that they are relevant to the agency

The Act further requires that a Municipal Service Review be conducted prior to, or in conjunction with, the update of a Sphere of Influence. The Service Review evaluates the public services provided by the jurisdiction and possible changes to a jurisdiction's Sphere of Influence that are currently under consideration. The legislative authority for conducting Service Reviews is provided in Section 56430 of the CKH Act. A Service Review must have written determinations that address the following factors in order to update a Sphere of Influence.

1. Growth and Population projections for the affected area
2. Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies
3. Financial ability of agencies to provide services
4. Status of, and opportunity for, shared facilities
5. Accountability for community service needs including governmental structure and operational efficiencies
6. Any other matter related to effective or efficient service delivery, as required by commission policy

In completing an update of a jurisdiction's Sphere of Influence, LAFCO considers the General Plans of the county and cities.. LAFCO also facilitates the development of a Memorandum of Agreement (MOA) between individual cities, and the county as described in the CKH Act The MOA is a voluntary agreement that increases the levels of cooperation between the city and county with regard to growth and development within the city's Sphere of Influence. The city and county should agree on a Sphere of Influence boundary and provisions for the future development of the area. A special district and the county may enter into a MOA, but the agreement is not discussed in the CKH Act.

~~The California Government Code (Section 56301) states that one purpose of the Local Agency Formation Commission (LAFCO) is "...the discouragement of urban sprawl and the encouragement of the orderly formation and development of local governmental agencies based upon local conditions and circumstances." In order to see that such orderly formation and development is carried out, the code further directs that "...the Local Agency Formation Commission shall develop and determine the Sphere of Influence of each local governmental agency within the county."~~

~~The San Luis Obispo County LAFCO has adopted general policies and criteria for spheres of influence. Those criteria contain the following definitions:~~

~~**Spheres of Influence:** Lines adopted by LAFCO that will delineate the probable ultimate physical boundaries and limits of local governmental agency service areas for a 10-20 year period. Many factors are considered, including the general plans of the various cities, boundary lines of existing special districts and the county urban reserve lines.~~

~~**Sphere of Service:** The area around a community, city or special district where short-term growth (10-year period) will be considered, and within which urban services are planned to be provided. An agency's capital improvement program assists in determining the sphere of service.~~

The definitions of the sphere of influence and sphere of service lines correspond directly to the definitions of the urban reserve and urban services lines (respectively) in the Land Use Element. The Land Use Element provides data useful to LAFCO in establishing Spheres of Influence and fulfilling its mandate to ensure that local governmental agencies undergo orderly formation and development.

Once spheres of influence are adopted by LAFCO they become "...a factor in making regular decisions on proposals over which it has jurisdiction. The commission may recommend governmental reorganizations to particular agencies in the county, using the spheres of influence as the basis for such recommendation..." The factors evaluated by LAFCO in determining the sphere of influence of each local governmental entity include:

1. The maximum possible service area of the agency based upon present and possible service capabilities of the agency.
2. The range of services the agency is providing or could provide.
3. The projected future population growth of the area.
4. The type of development occurring or planned for the area, including, but not limited to, residential, commercial, and industrial development.
5. The present and probable future service needs of the area.
6. Local governmental agencies presently providing services to such area and the present level, range and adequacy of services provided by such existing local governmental agencies.
7. The existence of social and economic interdependence and interaction between the area within the boundaries of a local governmental agency and the areas that surround it and could be considered within the agency's sphere of influence.
8. The existence of agricultural preserves within the area being considered for inclusion within an agency's sphere of influence and the effects of their inclusion on maintaining their physical and economic integrity.

Many of the same factors affecting establishment of the LAFCo spheres of influence are also considered in locating the urban reserve, urban service and village reserve lines in the LUE. Expansion of spheres of influence should also be based on a review of the factors for expanding urban and village reserve lines in section D. URBAN RESERVE LINES - CONSIDERATION OF URBAN AND VILLAGE EXPANSION. Continued coordination in the future between the LUE and the spheres of influence will support the orderly growth of county communities and will also support service agencies in keeping pace with that growth.

Amend Chapter 5 of Coastal Zone Framework for Planning, Part I of the Land Use Element of the General Plan, page 5-5, as follows:

## CHAPTER 5: CIRCULATION ELEMENT

[Text from pages 5-1 to 5-5, section F is not addressed and is omitted.]

### F. STREET DESIGN CONSIDERATIONS

The location and design of streets can have a major effect on adjacent land uses. The design of residential streets is particularly important since improper design can have a long-term adverse effect on residents using them. Streets shall be designed in accordance with appropriate standards, and shall incorporate traffic-calming features where needed, to result in vehicles traveling at safe and pedestrian-friendly speeds. The following guidelines offer general design parameters for providing safe, convenient routes for movement of automobiles, bicycles and pedestrians within residential neighborhoods and local commercial areas.

#### General Design Guidelines

1. Street and pedestrian circulation patterns in newly developed areas should be compatible with the land use and circulation recommendations of the community plans for the planning areas.
2. Arterial roads and streets should be developed to provide appropriate service for local trips, to minimize traffic on principal arterials.
3. Pedestrian circulation should be expressly addressed in project and street designs so that walking is accommodated by various methods of implementation facilitated between projects and other neighborhood destinations by sidewalks, pathways or trails that have adequate width, connections and unobstructed access.
4. New street network designs should ~~minimize the overall length of streets.~~ be in connected patterns with a variety of linear and curvilinear forms for aesthetic interest, environmental sensitivity and efficient use of land. A "grid" layout is encouraged; however, the grid may be occasionally interrupted (while still remaining in compliance with the design criteria in the Real Property Division Ordinance) in order to prevent "cut-through" traffic from adjacent neighborhoods. Multiple cul de sacs shall be strongly discouraged to reduce the length of vehicle trips and offer alternative routes to destinations.
5. Driveway entrances on arterials should be avoided ~~on arterials,~~ or in other instances where needed to allow for uninterrupted traffic flow. Alleys may provide suitable access to rear-facing garages, if designs are attractive, avoid through-traffic and provide for visual security, waste handling, infrastructure and maintenance.
6. Local residential streets should generally be interconnected while serving ~~designed to serve~~ limited, localized access needs, rather than through traffic.
7. All dwellings and structures should be readily accessible to emergency and service vehicles.



8. Street standards should be developed using the guidelines of ~~the~~ “A Policy on Geometric Design of Highways and Streets,” “Guide to Urban and Rural Street Design” published by the American Association of State and Highway and Transportation Officials (AASHTO), with focused attention on new flexible standards.
9. Horizontal and vertical street alignments should be located to minimize grading and to incorporate natural ground contours as much as possible without creating hazards to traffic, and should be consistent with other design objectives.
10. Street layouts should be planned to avoid adverse concentration of storm water runoff, and functional location of utility lines such as electric, natural gas, and cable television.
11. Street design should promote safe bicycling by including the placement of bike lanes, routes and bikeways that will implement the County Bikeways Plan ~~provide for the safety of the cyclist as well as the automobile driver with whom they share the streets. These lanes may be located separate from vehicle lanes for safety and convenience.~~

### **Local Street Intersections**

- ~~1. Residential street layouts should generally be designed to consider the use of four-way local street intersections by including where appropriate conventional gridiron street layout patterns.~~
- ~~2. Alternative street intersections and corner radii may be appropriate when based upon good design practices.~~

### **Parking**

1. Adequate off-street parking for residents and guests, ~~including spaces for recreational vehicles,~~ should be provided in both urban and rural areas. Off-street parking requirements should be reduced where it can reasonably be foreseen that proximity to public transit and essential commercial and public services will reduce parking demand.
2. Parking lots for commercial development shall include shade trees of appropriate type, density and location to provide a minimum of 50% shade of total surface area during summer months.

### **Street Landscaping**

1. Street landscaping should be included in planned street designs to improve the appearance and aesthetic value of urban and village areas.
2. Landscaping should be planned for safety and beauty, emphasizing appropriate use of native, drought tolerant species, to provide buffering and to minimize conflicts between streets, parking, structures, and pedestrian paths.
3. New street development projects should include landscaping along with funding for its installation and maintenance, either through the county or other agencies such as Community Service Districts.

4. The design and construction of new roads or the expansion of existing roads to the degree that right-of-way and traffic safety allow should incorporate and preserve natural features, such as native woodlands or significant mature trees, rock outcrops and other landmarks.
5. Implementation of street landscaping projects should occur after the assignment of departmental responsibilities for installation and maintenance and discussion of funding sources and methods by the Board of Supervisors. For example, the Public Works and General Services Departments may develop a coordinated program for design and funding mechanism through the Public Works Department, and installation and maintenance by the General Services Department. These decisions should be made to avoid problems with inadequate staffing or financial capability to develop and maintain projects.

### Alternative Street Design

~~Due to the considerations listed above, Special~~ street designs may be necessary in unique local situations, such as in private developments where public roads are not a consideration. In such cases, special design standards or criteria may be utilized that do not conform to the county standard improvement specifications and drawings.

Some special design needs are noted in the Land Use Element Area Plans as guidelines in the circulation chapter programs or as requirements in the Planning Area Standards. Special designs that are available in ~~the~~ "A Policy on Geometric Design of Highways and Streets," "Guide to Urban and Rural Street Design," or other design guidebooks will be necessary to implement them. Other special design needs may come to light during project review of applications for land use permits and subdivisions or capital improvement projects, for example, such as the need to preserve a woodland or to create a pedestrian or equestrian paved pathway separated from a street. In such cases, streets should be designed to accommodate those needs if traffic safety can be assured.

### Street Construction

Before the construction of new or expanded streets and roads, detailed plans must be developed. At that stage, engineering feasibility studies and geometric designs should carry out the guidelines listed in the previous sections with the coordination of Planning and Building and Public Works Engineering Department staff as a general plan conformity report is prepared.

An Environmental Impact Determination is then made by the office of the Environmental Coordinator for the preliminary design of each project. The Public Works Engineering Department prepares construction drawings based on the process of plan development and the environmental determination.

### G. Scenic Roads and Highways

The designation of scenic roads and highways is intended to ~~conserve~~ promote and enhance the natural scenic beauty occurring along portions of county roads and state highways. The Coastal Zone portion of San Luis Obispo County has many scenic attributes that contribute to the pleasure of driving through it. Whether these features of the landscape are highly unusual, such as the volcanic Morros between San Luis Obispo and Morro Bay, or the more typical Pacific Ocean views, they play an important role identifying the coastal ~~area zone~~ as a special place. Agricultural operations and facilities, ocean views, mountain landscapes and unique geologic features in the rural areas contribute to the scenic quality of the coastal environment ~~also help make many of the roads very scenic and contribute to the quality of the rural areas along the coast.~~ Together, these natural

and built features provide a scenic environment that encourages the growth of recreation and tourist industries that are major parts of the local economy. These features are essential to the recreation and tourist industries that are major parts of the local economy. ~~Development and enhancement of the scenic roads and highways system should be accomplished without undue restrictions on private property or unnecessary burdens on agricultural operations.~~

In recognition of these features, Highway One is designated a State Scenic Highway and National Scenic Byway from San Luis Obispo to the Monterey County line. Additional scenic state highways may be designated through a process with the California Department of Transportation (Caltrans) that is flexible for local evaluation and regulation to protect scenic quality. Local county roads may be designated as scenic corridors through a process that is outlined in the Agriculture and Open Space Element. This section of the Circulation Element incorporates the Scenic Highways Element the Open Space Element which It includes a list of eligible state highways and county roads that qualify for a scenic designation, and detailed mapped designations and policies for the designation protection of scenic highway corridors. The local scenic road designation process does not apply to the state or federal designation processes for scenic highways. The designation of additional scenic roads and highways should be accomplished without undue restrictions on private property, impacts to biological resources or unnecessary burdens on agricultural operations. The implementation policies in the AG/OS Element for designating scenic corridors should be actively pursued to protect the county's high-quality scenic character.

### **Implementing Strategies for road and highway projects in designated scenic corridors**

The following implementing strategies ~~local objectives~~ are stated to implement the Agriculture and Open Space Plan Policy OSP24 ~~that scenic highway provisions should be applied as it applies to all roads and highways that are so designated as scenic highway corridors~~ within the county:

1. Construction of improvements, realignments and new road facilities of designated scenic corridor roads and highways should maintain or enhance existing views and not obstruct or diminish them, as can be determined through the coastal development permit process. Identify scenic areas and features within view of state highways, city streets, and county roads in the open space plan and incorporate them into the applicable Area Plan, designating them as Sensitive Resource Areas.
2. Adopt programs and standards in the Area Plans to protect the scenic quality of identified areas and to maintain views from designated scenic roads and highways. Road and highway construction projects in scenic highway corridors should provide special attention to the location, siting and design of visible structures, access roads points, and outdoor advertising signs and other facilities within the right-of-way, while ensuring that there will not be undue restrictions on private property or agricultural operations. Encourage Landscaping should include area native plants in strategic locations to enhance views and be used in revegetation in landscaping. Place Promote placing utilities underground where feasible as part of road improvement projects.
3. Ensure that the location, design and construction of each scenic road or highway blends into and complements the scenic corridor, by coordinating among involved agencies for the integrated design of the project.
4. Provide Promote special scenic treatment and design within scenic road and highway rights-of-way, to include highway directional signs, guardrails and fences, lighting, provisions of scenic outlooks, frontage roads, grading, vegetation and highway structures.

## **H. Pedestrian Circulation**

To achieve walkable communities, pedestrian circulation needs to be planned from the outset in new projects and connected with existing and future routes of travel. Walking is critical to creating healthy communities, as it reduces vehicle travel and associated air pollution, including carbon dioxide emissions that contribute to climate change, and it promotes physical and mental well being. Reducing vehicle traffic also will reduce the need for expensive street widening and intersection improvements.

Pedestrian travel needs to be encouraged and facilitated by providing usable and attractive sidewalks, pathways and trails appropriate to their function. Residential neighborhoods may be served by all of these; however, commercial development may or may not accommodate trails or pathways. Narrow or dis-connected sidewalks do not serve pedestrian needs well. Pedestrians are typically attracted to wider, inviting routes that connect daily destinations, such as home, school, parks, work and shopping within a five- to ten-minute walk. Community planning and project design need to facilitate such connections. Pedestrian facilities should be buffered from traffic where feasible by street parking, landscaped parkways or separated pathways such as trails and *paseos*. Publicly and privately funded features should be included to provide interest and a sense of place, such as landscaping, above-ground planters, benches, way-finding signs, public art and symbols, and streetlights at a pedestrian scale.

### **Implementing Strategies for Pedestrian Circulation**

1. Give high priority to pedestrian travel as a primary component of community planning and the design of all neighborhoods, districts and street corridors.
2. Plan for pedestrians to have maximum access and connectivity between land use destinations, fill in the gaps between disconnected sidewalk segments, and eliminate other barriers to pedestrian access along streets and within sites.
3. Give high priority to pedestrian facilities and amenities within the County budget process, traffic impact fee programs and the Council of Governments funding allocations.
4. Plan and provide multi-use trails that encourage pedestrian, bicycle and equestrian travel between residential areas and other destinations to implement the trails section of the Parks and Recreation Element.

## **I H. Bikeways**

Bicycling is an important component of the county transportation system. Bikeways are designed in a number of ways to provide safe bicycle travel, including fully separated paths, restricted bike lanes, or signed streets. The Circulation Element incorporates the Bikeways Element of the Regional Transportation Plan as though fully set forth here, for detailed planning and implementation of regionally significant bikeways. Local bikeways may be addressed in the Circulation chapters of the Land Use Element Area Plans. The County Bikeways Plan provides for the advancement of bicycling and includes detailed guidance for developing bike lanes, routes and separated paths.

### **Implementing Strategies for Bikeways**

1. Give high priority to bicycle travel within and between communities in community planning, financing and improvement designs.
2. Bicycle travel should be encouraged through community outreach, fully implementing a network of bike lanes and paths and related facilities, including bike racks, and by changing standards and specifications, signing and related facilities as needed to achieve greater usage.
3. Regional trails that link communities should be provided consistent with the Parks and Recreation Element, to enable more alternative transportation between and through communities.

#### **J.I. Public Transit**

Public transit serves the transportation needs of large numbers of people and low-mobility groups (disabled individuals and those without cars) more efficiently than automobiles. Transit policies and plans of the county are integrated with local and regional systems in the Transit portion of the Regional Transportation Plan, which is incorporated here by reference as though it were fully stated. (Note that the Regional Transportation Plan is not considered part of the certified Local Coastal Program).

The county has an important role in planning, supporting and expanding the Regional Transit System because the road system in unincorporated areas is projected to be increasingly impacted by vehicle travel. A more productive and convenient transit system is necessary to offset increasingly congested streets and highways effectively.

#### **Implementing Strategies Objectives for Public Transit**

- ~~1. Utilize transit planning as an equal consideration in decisions on using transportation funding for street and highway improvements, during the county budgetary process and the Area Coordinating Council's Unmet Transit Needs process.~~
- ~~2. Expand the land use planning process to include the consideration of transit facility needs in the location and intensity of development, by integrating commercial and residential areas with transit networks.~~
1. Provide public transit with sufficient connectivity, frequency and hours and days of service, to be competitive with the private automobile.
2. Allocate LTF/TDA funds to fully fund public transit services before considering those funds for other transportation needs.
3. Work with the Regional Transit Authority and other transit agencies to coordinate transit routes, facilities and services with planned land uses and with specific development proposals.
- 4 3. ~~Expand the consideration of transit facilities in the land use permit process, by encouraging~~ Encourage mixed-use commercial and residential projects, ~~planned unit developments, participation by~~ and encourage developers to ~~in~~ provide ~~ing~~ transit facilities, park and ride lots and implementation of vehicle trip-reduction programs.
- 5 6. Consider the enactment of traffic mitigation and vehicle-trip reduction ordinances that would reduce the amount of traffic from large-scale institutions, developments or employers that would occur at peak commuting hours, such as staggered hours or car pooling incentives.

- ~~6 7.~~ Pursue transportation demand management strategies as contained in the regional transportation plan that ~~will manage demand by~~ encourage ~~ing~~ people to drive less, for instance, with preferential parking for carpoolers.
- 7 8. Where feasible and practical, consider computer modeling and other analytical methods to fully evaluate design options.

### **K J. Airports**

Airports provide base facilities for air transportation and air freight and meet recreational needs. The Land Use Element designates areas around county airports for limited commercial, industrial, recreational or low-density residential uses, as well as agricultural and open space uses, based upon the characteristics of the individual airports. Specific development criteria for airport facilities and identification of types of land uses that may be compatible with airports are defined in the following documents:

- ~~1.~~ ~~The Aviation Element of the county Transportation Plan.~~
- 1 2. The San Luis Obispo County Airport Land Use Plan.
- 2 3. The Oceano County Airport Land Use Plan.
- 3 4. The Paso Robles City Airport Land Use Plan.

Land use recommendations and standards of the above-mentioned documents are refined in the area plans through application of the Airport Review combining designation, discussed in Chapter 7.

### **L K. Equestrian Trails**

In areas where there is interest in establishing equestrian trails, the county should work with equestrian groups, property owners, and agriculturalists to determine whether rights-of-way may be secured to serve this need while respecting and protecting adjacent uses and ownerships.

### **M L. Other Transportation Modes**

In addition to streets, public transit and airports, other transportation modes affecting land use planning include harbors and seaports, pipelines, transmission lines, rail and transportation terminals. The area plans contain policies for the local development and use of those systems. The Regional Transportation Plan contains a specific discussion of issues, programs and policies for those components of the county circulation system and it is incorporated by reference as though it were fully included here.

**Amend Chapter 6 of Coastal Zone Framework for Planning of the General Plan, page 6-7, as follows: [Text from pages 6-1 to 6-7 is not addressed and is omitted.]**

**Guidelines for Land Use Category Amendments**

In determining whether to approve a proposed Land Use Category Amendment, the Planning Commission and Board of Supervisors may consider, but shall not be limited to, the following items where appropriate for the proposed land use category change under consideration:

1. **Existing Planning Policies.** Whether the proposed land use category is consistent with the following:
  - a. Applicable policies in the various elements of the general plan (~~land use, ag and open space, conservation, circulation, housing, safety, noise~~);
  - b. Applicable policies in the Coastal Plan Policies Document of the Local Coastal Program.
  - c. The general policies ~~goals~~ in Chapter 1 of Coastal Framework for Planning (Part I of the Land Use Element);
  - d. The purpose and character statements for Land Use Categories in Section B, description of land use categories;
  - e. Uses listed in Coastal Table O, list of allowable uses; and
  - f. The text, standards and maps of the area plans (Part II of the Land Use Element).
  - g. Applicable policies in the California Coastal Act pertaining to the amendment of a Local Coastal Program.
2. **Area Character.** Whether the proposed land use category is compatible with allowed land uses in surrounding land use categories. Whether the potential types of development resulting from a proposed amendment would adversely affect the existing or planned appearance of the countryside, ~~neighborhood~~ community character and style of development in the surrounding area.
3. **Environmental Impacts.** The proposed amendments should not enable development that would cause potential significant adverse environmental impacts as determined through an environmental determination prepared by the office of the Environmental Coordinator, unless such impacts can be adequately mitigated or a statement of overriding considerations can be adopted in accordance with the California Environmental Quality Act.
4. **Accessibility/Circulation.** Whether the site of the proposed amendment is located with convenient access to a road system in the vicinity that is adequate to accommodate the traffic generated by the type and intensity of development allowed by the amendment.
5. **Soils Classification.** Whether the proposed amendment gives consideration to protecting prime ~~agricultural soils (SCS Class I and II, irrigated) for potential agricultural use~~ farmland and farmland of statewide importance as mapped by the Natural Resources Conservation Service (NRCS). Proposals in other soil classifications should be reviewed together with other site features to determine if the proposed amendment could unnecessarily limit, reduce or eliminate potentially viable agricultural uses.

6. **Slope and Other Terrain Characteristics.** Whether site terrain would be predominantly retained in its existing configuration by development enabled by the proposed amendment. Whether development resulting from the proposed amendment would avoid excessive grading and retain the overall contour of a site such that more intensive development occurs on flatter land and low-density development is accommodated by steeper terrain.
7. **Vegetation.** Whether the proposed amendment enables development that would retain significant vegetation such as oak woodlands or other mature tree forests and native plant communities that provide wildlife habitat or include rare or endangered plant or animal species.
8. **Hazards.** Whether the proposed amendment has been evaluated with respect to potential building limitations due to flood, fire or geologic hazards, so that subsequent development will be feasible in relation to the uses allowed by the proposed amendment.
9. **Existing Parcel Size and Ownership Patterns.** Whether the proposed amendment enables development of a type and scale consistent with surrounding parcel sizes and ownership patterns.
10. **Availability of Public Services and Facilities.** Whether the proposed amendment is located in an area with demonstrated availability of needed public services and facilities and, where applicable, whether it is suitable for on site disposal and has an adequate groundwater supply. To the extent that proposed amendments will create a demand for services, amendments in the urban and village areas should demonstrate that services for water supply, sewerage, streets, public safety, schools and parks are available or funded within their sustainable capacities. : ~~1) planned to be available within the time frame anticipated in the applicable area plan; or 2) a capital improvement program is in effect to provide for any such services that are currently deficient; or 3) such services and facilities will be provided as a result of approved development following the amendment.~~
11. **Land Inventory.** Whether the amendment ~~with the uses it would allow,~~ is needed to provide an appropriate balance of land uses ~~a sufficient supply of land~~ for the population of the community or area within the projected capacity for natural resources, services and facilities.
12. **Mineral Resources.** Whether the amendment proposed in an area included within the EX (Energy and Extractive Resource Area) or EX<sub>1</sub> (Extractive Resource Area) combining designations on the official maps of the Land Use Element would preclude resource extraction or would result in uses which adversely affect the existing operation or expansion of extraction uses. Proposals within the EX or EX<sub>1</sub> Combining Designations which would preclude resource extraction, would allow minimum residential parcel sizes of less than 10 acres or would otherwise be incompatible with resource extraction shall be approved only when the need for the particular use is determined by the Board of Supervisors to outweigh the value of keeping the potential mineral resource available for future extraction. The proposed amendment shall not enable development that would adversely affect the continuing operation or expansion of an extraction use. (Amended 1991, Ord. 2498).
13. **Agricultural land.** Whether the amendment would enable conversion of agricultural land at the urban fringe and would allow an expansion of urban development into agricultural lands or encourage sprawl by allowing “leapfrog” development into agricultural areas. Such conversion of agricultural land to non-agricultural uses is discouraged unless other locations for development are physically, environmentally or otherwise not feasible in the foreseeable future. Requests for conversion shall be consistent with the Agriculture and Open Space Element, the Conservation Element and Sections 30241, 30241.5 and 30242 of the Coastal Act for conversion of agricultural land.

**[Text from page 6-9 to end of chapter is not addressed and is omitted]**



**APPENDIX A**

**Table A-1  
Schedule for Completing Implementing Strategies  
Framework for Planning (Inland and Coastal Zone areas)**

(Text in Table A-1 is from Exhibits LRP2005-00013:A and B. For readability, it is shown with editing done.)

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
<b>Principle 1: Preserve open space, scenic natural beauty and sensitive environmental areas. Conserve energy resources. Protect agricultural land and resources.</b>					
1.1. Revise the Land Use Element, Land Use Ordinance and the Growth Management Ordinance to assure sustainable resource capacities for long-term growth.	1 2 4	Planning and Building; Agriculture Department	Dep't budget; Gen Fund	Essential	2011
1.2. Develop and refine effective techniques for land conservation, such as land banks, density transfers and agricultural and conservation easements, and pursue grants and innovative financing tools to acquire and preserve open space.	2	Planning and Building; Agriculture Department	Dep't budget; Gen Fund; Grants	High	2011
1.3. Establish a program that links rural land conservation with agricultural economic development; supports locally-based commercial agriculture, preserves scenic rural landscapes and sustains resources. Form a committee of agricultural, conservation and advisory committee representatives to assist the program.	2	Planning and Building; Agriculture Department	Dep't budget; Gen Fund; Grants	Medium	2011
1.4. Create an urban and rural forestry program that encourages property owners, developers and communities to plant, maintain and protect trees to enhance air quality and help offset carbon dioxide emissions.	9	Planning and Building; Public Works	Dep't Budget; Gen Fund; Grants	Medium	2018

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
1.5. Revise the Land Use and Conservation and Open Space Elements and County ordinances to give incentives for energy-efficient construction that minimizes its carbon footprint, especially in rural areas.	3	Planning and Building	Dep't Budget	Medium	2012
<b>Principle 2: Strengthen and direct development towards existing and expanded communities.</b>					
2.1. Amend the Land Use Element and Ordinance to 1) maintain rural areas in low-intensity uses, 2) avoid expanding Residential Rural and Residential Suburban categories in rural areas, and 3) preserve and enhance a well-defined rural character.	1	Planning and Building	Dep't Budget	Essential	2011
2.2. Revise the Transfer of Development Credits (TDC) program to more effectively shift potential rural development to communities with adequate infrastructure and conserve rural lands.	2	Planning and Building; Cities; CACs; CSDs; Public Works	Dep't Budget	High	2013
2.3. <del>Revise the Land Use Element, the Land Use Ordinance and the area plans to implement these planning goals.</del> (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)	1 4 8	<del>Planning and Building; Public Works; General Services</del>	<del>Dep't budget; Gen Fund</del>	Essential	Ongoing
2.4. Work with communities to create and maintain distinct urban boundaries next to rural areas, while allowing for compact community expansion.	1 4	Planning and Building; Advisory Councils; CSDs; Cities	Dep't Budget	Medium	2013
2.5. Work with agencies, cities, special districts, unincorporated communities and their advisory councils, to identify suitable strategic growth opportunity areas within and adjacent to existing communities for compact, affordable development, where supported by sustainable resource capacities.	1 4	Planning and Building; Cities; CACs; CSDs; Public Works	Dep't Budget	Essential	2013
2.6. Coordinate with the cities to consider accepting greater shares of overall countywide	1	Planning and Building;	Dep't Budget	High	Ongoing

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
growth with corresponding reductions in unincorporated area growth. Consider compensating assistance from the County to offset the transportation, financial and other demands from this growth.		Public Works; Cities			
2.7. Develop a regional and sub-regional economic and land use strategy to stimulate creation of head-of-household jobs, improve the jobs-housing imbalance and strengthen the economy within each community.	1 4	Planning and Building	Dep't Budget; Gen. Fund	High	2011
2.8. Plan commercial and/or industrial areas that are compatible with overall land use; convenient to patrons, neighborhoods and alternative transportation modes; and reflect market demand and neighborhood needs.		Planning and Building	Dep't Budget	Essential	Ongoing
2.9. Revise the Resource Management System and the Growth Management Ordinance to give a higher priority to serving existing and strategically planned communities with adequate resources, streets and infrastructure, over outlying rural areas.	3	Planning and Building	Dep't Budget	Essential	2011
2.10. Conduct long-term planning (20+ years) to fund and provide additional, sustainable public resources, services and facilities in sufficient time to avoid overburdening existing resources, services and facilities.	9	Planning and Building	Dep't Budget	Essential	Ongoing
2.11. <del>Determine the local public costs of services and facilities and the most equitable financing mechanisms, and give high priority to funding adequate infrastructure and services within existing village and urban areas.</del> (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)	9	<del>Planning and Building; Public works; General Services; Districts</del>	<del>Dep't Budget; Gen. Fund</del>	Essential	2013
2.12. Coordinate County land use actions with service districts to provide sufficient public resources, services and facilities.	9	Planning and Building; Districts	Dep't Budget	High	Ongoing
2.13. Create an infrastructure policy that addresses the following goals: 5. New development pays its fair share.	9	Planning and Building	Dep't Budget; Gen. Fund	Essential	2011

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
6. The larger community pays its fair share for existing deficiencies and improvements providing general benefit. 7. Infrastructure is in place or funded concurrent with the need. 8. Funding mechanisms such as community facilities districts.					
<b>2.14.</b> Amend the Land Use Ordinance to require that amendments to the Land Use Element or Ordinance, which propose increases in density or additional development, where critical resource levels exist, shall not be approved unless they provide proof that adequate water and sewage disposal capacities then exist and are available to serve: 1) development resulting from the proposed amendment, 2) existing development, and 3) the allowed development on vacant parcels within the rural, urban or village areas that are subject to the RMS Levels of Severity.	8	Planning and Building	Dep't Budget	High	2011
<b>2.15.</b> Enact revisions to the Land Use and the Real Property Division Ordinances to revise or introduce regulations that will promote urban infill instead of prevent it. Consider regulations such as, but not limited to parking, height limits, lot coverage, minimum lot size, minimum densities, setbacks, street widths and similar development standards.	8	Planning and Building	Dep't Budget	Essential	2011
<b>Principle 3: Foster distinctive, attractive communities with a strong sense of place.</b>					
<b>3.1.</b> Prepare and implement policies and programs in the Conservation and Open Space Element to conserve rural visual character within “community separators” that benefit the land owners and adjacent communities.	1 5	Planning and Building; Agriculture Department	Dep't budget; Gen Fund	Essential	In process
<del><b>3.2.</b> Maintain and enhance community separation by establishing and maintaining a distinct urban edge between urban and rural areas, and creating rural conservation policies, strategies and incentives. (Ed. Note: Deletion shown only to reflect Exhibit</del>	4 4	Planning and Building	Dep't Budget; Gen. Fund	Essential	2011

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
text and keep numbering consistent)					
3.3. Revise the Land Use Element and Ordinance to 1) retain or create distinct urban boundaries and 2) require development intensities that create a clear difference between urban and rural areas.	1	Planning and Building	Dep't Budget	High	2011
3.4. Revise the Countywide Design Guidelines to encourage appropriate, place-based (locally relevant), pedestrian-oriented designs within communities.	8	Planning and Building	Dep't Budget; Gen. Fund	Medium	2011
3.5. Foster a strong sense of place by identifying local, valued aspects within each community ("placemaking").	5	Planning and Building	Dep't Budget; Gen. Fund	Medium	2013
3.6. Establish an inter-departmental team to fund and develop public facilities and amenities that preserve community character, such as public buildings, plazas, parks, and public art.	9	Planning and Building	Dep't Budget	High	2011
3.7. <del>Work to identify and obtain sources of funding to implement programs for improving and funding mechanisms for infrastructure and street and civic enhancements such as plazas, gathering places and public art. (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)</del>	9	Planning and Building; Public Works; General Services	Dep't Budget	High	2013
3.8. Hold an annual downtown improvements workshop and work with downtown stakeholders to form business improvement districts.	5	Planning and Building; Public Works	Dep't Budget; Gen. Fund	Low	Ongoing
3.9. Encourage property owners to protect and conserve historic buildings and resources using a variety of means such as the Mills Act, an incentive program for the restoration and preservation of historic structures.	5	Planning and Building	Dep't Budget	Low	Ongoing
<b>Principle 4: Create walkable neighborhoods and towns.</b>					

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
4.1. Update the Countywide Design Guidelines to create maximum connectivity between neighborhoods, streets and projects for pedestrian and bicycle travel.	8	Planning and Building	Dep't Budget; Gen. Fund	Essential	2011
4.2. Revise the Land Use Ordinance and Land Use Element to enhance neighborhoods with small-scale and appropriate commercial areas; parks and recreation areas; public spaces; and family, cultural and civic facilities, all within convenient walking distances from housing. Work with the General Services Agency to plan and implement parks and recreation facilities.	4 8	Planning and Building	Dep't Budget; Gen. Fund	High	2013
<del>4.3. Develop funding mechanisms to finance the design, construction and maintenance of attractive street and civic environments that attract pedestrians. (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)</del>	8	<del>Planning and Building; Districts; Public Works</del>	<del>Dep't Budget; Gen. Fund</del>	<del>Essential</del>	<del>2013</del>
4.4. Enhance downtowns and commercial areas with attractive civic and pedestrian facilities, events and promotions, and facilitate ways to finance them, for example, through forming business improvement and community facilities districts.	5	Planning and Building	Dep't Budget; Gen. Fund; Grants	Medium	2013
<del>4.5. Work with the General Services Department to plan and implement parks and recreation facilities within walking distance of neighborhoods. (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)</del>	9	<del>Planning and Building; General Services</del>	<del>Dep't Budget</del>	<del>Medium</del>	<del>2013</del>
4.6. Pursue a street tree program on urban streets and public parking lots.	9	Planning and Building; Public Works; Districts	Dep't Budget; Gen. Fund	Medium	2013
4.7. Enhance major boulevards and downtown streets with street trees, street furniture, textured crosswalks, planted medians and ornamental or signature lighting.	6 9	Planning and Building; Public Works	Dep't Budget; Gen. Fund; Districts	Medium	2013
4.8. Revise community plans, the Countywide Design Guidelines and the Land Use	5	Planning and Building	Dep't Budget	High	Ongoing

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
Ordinance to include features that will minimize fear and crime and strengthen a sense of community by environmental design methods.					
<b>Principle 5: Provide a variety of transportation choices.</b>					
5.1. Integrate LUE area and community plans more closely with transit and pedestrian facilities by providing more intensive and diverse land uses near transit stops and within convenient walking distances between destinations.	4 6	Planning and Building; Public Works	Dep't Budget; Gen. Fund	Essential	2013
5.2. Give high priority to funding facilities for biking, walking and transit facilities and operations within the transportation planning programs of the county and the San Luis Obispo Council of Governments.	6	Public Works	Dep't Budget	Essential	Ongoing
<del>5.3. Seek grant opportunities for integrated land use and transportation planning where more intensive corridors and large property development are contemplated. (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)</del>	6	<del>Planning and Building; Public Works</del>	Dep't Budget	High	2013
5.5. Give highest priority in the programming of Local Transportation Funds (LTF-TDA) to fully fund public transit operations, multimodal connections to public transportation, and to facilitate strategic growth.	6	Planning and Building; Public Works	Dep't Budget	High	Ongoing
5.6. Provide multi-use trails (for walking, bicycling and equestrian travel) between and through communities, and connect them with other means of alternative transportation, consistent with the Parks and Recreation Element.	6	General Services	Dep't Budget	Medium	Ongoing
<b>Principle 6: Create a range of housing opportunities and choices.</b>					
6.1. Implement the Housing Element to implement these policies.	7	Planning and Building	Dep't Budget;	Essential	2013

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
			Gen. Fund		
6.2. Update the Land Use Ordinance and LUE area plans to encourage a diversity of housing (sizes, types, and costs) within subdivisions and neighborhoods.	7 8	Planning and Building	Dep't Budget; Gen. Fund	Essential	2013
6.3. Revise the Countywide Design Guidelines, community design plans and specific plans to integrate higher density development within existing neighborhoods.	8	Planning and Building	Dep't Budget; Gen. Fund	Medium	2011
6.4. Amend the Land Use Ordinance to require site designs for condominium and planned development projects that provide a range of housing sizes, footprints and design features.	8	Planning and Building	Dep't Budget	High	2011
6.5. Modify the Land Use Element and Land Use Ordinance to allow and encourage a diversity of housing (sizes, types, costs) within subdivisions and neighborhoods.	7	Planning and Building	Dep't Budget; Gen. Fund	High	2011
6.6. <del>Modify the Land Use Ordinance regulations to encourage housing designs that result in affordability and enhance public health, safety, convenience and a high quality of life. (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)</del>	7	Planning and Building	Dep't Budget	Medium	2011
6.7. Modify the Land Use Element and Ordinance to create a new land use designation, such as “Mobilehome Park (MHP)” to be applied to existing mobile home parks and sites where future mobilehome parks are appropriate.	7	Planning and Building	Dep't Budget	High	In process
6.8. <del>Modify the Land Use Ordinance to restrict the number of unrelated adults that may reside within a residential unit, to protect the safety and quality of residential living and neighborhoods. (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)</del>	7	Planning and Building	Dep't Budget	Low	2018
6.9. Modify the Land Use Ordinance to allow more affordable units without parking for	8	Planning and Building	Dep't Budget	Low	2018

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
residents who do not wish to pay for it.					
<b>Principle 7: Encourage mixed land uses.</b>					
7.1. Revise the Countywide Design Guidelines, the Land Use Element and Land Use Ordinance (LUE/LUO) to guide the design of, and offer incentives for affordable mixed-use buildings.	8	Planning and Building	Dep't Budget; Gen. Fund	Essential	2011
7.2. <del>Create a program to facilitate the financing of public improvements associated with affordable mixed-use projects.</del> (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)	7	<del>Planning and Building</del>	<del>Dep't Budget</del>	<del>Low</del>	<del>2013</del>
7.3. Encourage mixed-use development through affordable housing programs and regulations.	7	Planning and Building	Dep't Budget	High	2011
7.4. Revise community plans and Land Use Ordinance standards to encourage the conversion of shopping centers and strip commercial streets into mixed-use developments.	8	Planning and Building	Dep't Budget	Medium	2013
7.5. Reduce parking standards in the Land Use Ordinance for mixed-use developments, based on their size and location in relation to a central business district or transit stop. Consider creating in-lieu parking fee programs.	8	Planning and Building	Dep't Budget	Medium	2013
<b>Principle 8: Take advantage of compact building design.</b>					
8.1. Revise the Countywide Design Guidelines to illustrate compact neighborhood and building design that fits within existing development visually and functionally.	8	Planning and Building	Dep't Budget; Gen. Fund	Essential	2011

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
8.2. Revise the Land Use and Subdivision Ordinances to encourage 1) compact buildings and subdivisions and 2) projects that include amenities such as small-scale plazas, formal gardens, playgrounds and natural areas.	8	Planning and Building	Dep't Budget	Essential	2011
<del>8.3. Revise the Land Use and Subdivision Ordinances to provide for convenient access to private and/or public open space in compact projects, and to include such spaces as plazas, community gardens, playgrounds and natural areas in these projects. (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)</del>	8	<del>Planning and Building</del>	<del>Dep't Budget</del>	<del>High</del>	<del>2011</del>
8.4. Reduce the Land Use Ordinance requirements for off-street parking, where uses are planned close to each other in compact neighborhoods, to increase the viability of projects and encourage other kinds of transportation.	8	Planning and Building	Dep't Budget	Medium	2013
8.5. Work with developers and communities to finance and build community parking facilities near compact development.	8	Planning and Building	Dep't Budget	Medium	2013
8.6. Continue public education efforts about compact residential design and building.	10	Planning and Building	Dep't Budget; Gen. Fund	High	Ongoing
<b>Principle 9: Make development decisions predictable, fair and cost effective.</b>					
9.1. Simplify and illustrate zoning and design standards within the Land Use Ordinance or similar document in order to make them clear and understandable, for example, through use of a "form-based" code.	8	Planning and Building	Dep't Budget; Gen. Fund	High	2013
9.2. Identify suitable locations for strategic growth projects that are consistent with these principles to be eligible for expedited review.	8	Planning and Building	Dep't Budget	Essential	2011
9.3. Convene a task force of staff and stakeholders to streamline the permit process to implement strategic growth policies.	10	Planning and Building	Dep't Budget	High	2011

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
<del>9.4. Implement a priority review of qualifying strategic growth projects (which are consistent with these principles), and create a “Green Tape” approach that facilitates their progress during permit processing. (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)</del>	10	Planning and Building	Dep’t Budget	Essential	In process
9.5. Explore whether the use of master environmental impact reports (EIRs) for community plan updates would benefit communities and developers. The Master EIR concept should include addressing impacts at a project level, including on- and off-site mitigation measures, for any strategic growth or expansion site.		Planning and Building	Dep’t Budget	Medium	2011
<b>Principle 10: Encourage community and stakeholder collaboration.</b>					
10.1. Inform the public and stakeholders about strategic growth by various means, such as forums and the media.	11	Planning and Building	Dep’t Budget; Gen. Fund	Essential	Ongoing
10.2. Build on previous efforts to create consensus with the public about attaining compact, walkable communities and rural preservation.	1 4	Planning and Building	Dep’t Budget	Essential	2011
10.3. Involve the public, advisory and other groups, cities and other jurisdictions often and routinely into the planning and development review processes by early outreach, referrals and responses.	11	Planning and Building	Dep’t Budget	High	Ongoing
10.4. Provide more access to County media to enhance the publics’ understanding of planning and project review.	11	Planning and Building	Dep’t Budget	Medium	Ongoing
10.5. Convene an inter-departmental team to integrate strategic growth goals into each County department’s work program, and into the County budget, capital improvements program (CIP) and grant funding processes.	11	Planning and Building	Dep’t Budget	High	2011

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
10.6. Increase the minimum distance limits for public notification for discretionary of pending projects in rural areas.	11	Planning and Building	Dep't Budget	Low	2011
10.7. Work with communities to avoid approving projects that are not supported by a city or a community services district within its sphere of influence or urban area.		Planning and Building	Dep't Budget	High	Ongoing
<b>Principle 11: Strengthen regional cooperation.</b>					
11.1. Promote cooperation between the county and all jurisdictions to form and carry out strategic growth policies based on shared values, develop mutual agreements and implement programs.	1	Planning and Building	Dep't Budget	Essential	2011
11.2. <del>Work with cities, counties, regional boards, agencies and institutions to identify specific areas in which to develop more compact urban forms, implement strategic growth principles, and provide needed housing and jobs.</del> (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)	1	Planning and Building	Dep't Budget; Gen. Fund	Essential	2013
11.3. Develop community and resource indicators to assess what each community needs to be livable and affordable, and to meet community and strategic growth goals.	4	Planning and Building	Dep't Budget; Gen. Fund	Medium	2013
11.4. <del>Identify, with other jurisdictions, important regional values, provide solutions and strategies that enhance important assets, and protect and preserve those assets vulnerable to loss or degradation.</del> (Ed. Note: Deletion shown only to reflect Exhibit text and keep numbering consistent)	1 4	Planning and Building	Dep't Budget; Gen. Fund	High	2011
11.5. Refrain from approving development in the unincorporated urban fringes that will burden city services or conflict with city-County agreements, unless specific	10	Planning and Building	Dep't Budget	High	2013

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
mitigation measures are included.					
<b>IMPLEMENTING STRATEGIES FOR PUBLIC SERVICES</b>					
<b>Services 1.a</b> Avoid the use of public resources, services and facilities beyond their renewable capacities, and monitor new development to ensure that its resource demands will not exceed existing and planned capacities or service levels.	3	Planning and Building	Dep't Budget	Essential	Ongoing
<b>Services 1.b</b> Share the cost of additional services and facilities among those who most immediately benefit and the entire community.	9	Planning and Building, Public Works, Gen. Services	Dep't Budget support	Essential	Ongoing
<b>Services 1.c</b> Locate new public service facilities as close as possible to users, allowing for sufficient buffers to protect adjacent rural and agricultural areas	1 9	Planning and Building, Public Works, Gen. Services, Health, School Districts, agencies	Dep't Budget	Medium	Ongoing
<b>Services 1.d</b> Direct the extension of urban services, as listed in Table H, to areas within urban and village reserve lines, and restrict urban services from being provided outside urban or village areas.	1 9	Planning and Building, Public Works, Gen. Services, Health, School Districts, Agencies	Dep't Budget	High	Ongoing
<b>Services 2.a</b> Give high priority and support for urban expansion that will result in compact neighborhoods with diverse yet related land uses for housing, school, recreation, work and shopping rather than low density suburban residential development.	1 4	Planning and Building, Public Works, Gen. Services, Health, School Districts, Agencies	Dep't Budget	High	Ongoing
<b>Services 2.b</b> Give high priority and support for urban expansion that proposes attractive transitions from existing development, connections to existing streets and prominent	1 4	Planning and Building	Dep't Budget	High	Ongoing

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
pedestrian and public transit connections to destinations.					
<b>Services 2.c</b> Discourage low-density suburban or rural residential proposals for urban expansion or services.	1 4	Planning and Building	Dep't Budget	High	Ongoing
<b>Schedule 3.a</b> Conduct long-term planning (20+ years) to fund and provide additional, sustainable public resources, services and facilities in sufficient time to avoid overburdening existing resources, services and facilities.		Planning and Building	Dep't Budget	Essential	Ongoing
<b>Services 3.b</b> Schedule development to occur when needed services are available or can be supplied concurrently.	3	Planning and Building	Dep't Budget	Essential	Ongoing
<b>IMPLEMENTING STRATEGIES FOR CIRCULATION</b>					
<b>H. Pedestrian Circulation:</b>					
<b>Pedestrian 1.</b> Give high priority to pedestrian travel as a primary component of community planning and the design of all neighborhoods, districts and street corridors.	6 4	Planning and Building, Public Works	Dep't Budget	High	Ongoing
<b>Pedestrian 2.</b> Plan for pedestrians to have maximum access and connectivity between land use destinations, fill in the gaps between disconnected sidewalk segments, and eliminate other barriers to pedestrian access along streets and within sites.	6	Planning and Building, Public Works	Dep't Budget	High	Ongoing
<b>Pedestrian 3.</b> Give high priority to pedestrian facilities and amenities within the County budget process, traffic impact fee programs and the Council of Governments funding allocations	6	Public Works	Dep't Budget	High	Ongoing
<b>Pedestrian 4.</b> Plan and provide multi-use trails between and through communities that	6	General Services	Dep't Budget	High	Ongoing

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
encourage pedestrian, bicycle and equestrian travel, as appropriate, to implement the trails section of the Parks and Recreation Element.					
<b>I. Bikeways:</b>					
<b>Bikeways 1.</b> Give high priority to bicycle travel within and between communities in community planning, financing and improvement designs	6 4	Public Works, General Services, Planning and Building	Dep't Budget	High	Ongoing
<b>Bikeways 2.</b> Bicycle travel should be encouraged through community outreach, fully implementing a network of bike lanes and paths and related facilities, including bike racks, and by changing standards and specifications, signing and related facilities as needed to achieve greater usage.	6	Public Works	Dep't Budget	Medium	Ongoing
<b>Bikeways 3.</b> Regional trails that link communities should be provided consistent with the Parks and Recreation Element, to enable more alternative transportation between and through communities.	6	Public Works, General Services,	Dep't Budget, Grants	High	Ongoing
<b>J. Public Transit:</b>					
<b>Transit 1.</b> Provide public transit with sufficient connectivity, frequency and hours and days of service to be competitive with the private automobile	6	Regional Transit Authority	Dep't Budget, Grants	Essential	Ongoing
<b>Transit 2.</b> Allocate LTF/TDA funds to fully fund public transit services before considering those funds for other transportation needs.	6	Public Works	Dep't Budget	High	Ongoing
<b>Transit 3.</b> Work with the Regional Transit Authority and other transit agencies to coordinate transit routes, facilities and services with planned land uses and with specific development proposals.	6	Planning and Building, Public Works, Regional Transit Authority	Dep't Budget	Essential	Ongoing

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
<b>Transit 4.</b> Encourage mixed-use commercial and residential projects, and encourage developers to provide transit facilities, park and ride lots and implementation of vehicle trip-reduction programs.	6	Planning and Building, Public Works, Regional Transit Authority	Dep't Budget	High	Ongoing
<b>Transit 5.</b> Consider the enactment of Traffic Mitigation and Vehicle Trip-Reduction Ordinances that would reduce the amount of traffic from large-scale institutions, developments or employers that would occur at peak commuting hours, such as staggered hours or car pooling incentives.	6	Planning and Building, Public Works, SLOCOG	Dep't Budget, Grant	Medium	Ongoing
<b>Transit 6.</b> Pursue transportation demand management strategies as contained in the Regional Transportation Plan that encourage people to drive less, for instance, with preferential parking for carpoolers.	6	Planning and Building, Public Works, Regional Transit Authority, SLOCOG	Dep't Budget, Grant	High	Ongoing
<b>Transit 7.</b> Where feasible and practical, consider computer modeling and other analytical methods to fully evaluate design options. <b>(Coastal Zone only)</b>		Planning and Building	Dep't Budget	High	Ongoing

**NOTES**

1. Land Use Ordinance (LUO) references both Inland and Coastal Zone LUO
2. Programs are listed in the Footer by type of planning in order to consolidate similar activity from different principles.
3. Responsible Agencies are listed who are most likely to manage a program to completion.
4. Potential funding may be a variety of sources such as department or district revenues, the county general fund for consulting services, and grants and loans. Dep't Budget in the Potential Funding column means that work would be performed by county staff within their budget; no special funding is required.
5. Priority listings (Essential, High, Medium and Low) are in their relative importance within each time frame.
6. Time frames are the deadline years by when to begin the strategy.

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
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## Amendments to San Luis Obispo County's Coastal Zone Framework for Planning

- County-adopted changes are shown in ~~strikeout~~ and underline.
- Coastal Commission suggested modifications are shown in ~~double-strikeout~~ and double underline.

### Amend the Preface of Coastal Zone Framework for Planning, Part I of the Land Use Element of the General Plan, page v, as follows:

#### PREFACE

Residents of San Luis Obispo County enjoy a rare blend of Mediterranean climate, superb physical setting and hospitable living. The county has been fortunate in avoiding many environmental, social and economic problems that have occurred elsewhere. However, continuing population growth encouraged by these amenities has presented the county with the necessity of making far-reaching land use decisions. The supply of affordable housing has not kept pace with increasing demand. It is increasingly difficult to finance the infrastructure and services that existing and future residents expect and deserve. The pattern of land uses continues to occur in ways that necessitate commuting and shopping by vehicle, with increasing impacts to our life styles, energy supplies, health and safety, and our land and water resources. Examples of strategies to meet these challenges are to increase the energy efficiency within buildings and locating development near available infrastructure.

We depend upon the land for food and fiber, space to live and work, water supply, wildlife, recreation, waste disposal and other numerous resources. Land use decisions must balance an increasing demand for new areas where development can occur, with the need to preserve the environment upon which the population depends. As a result of competing demands for the use of land, the interest of the public in the development and the use of private land must be clearly defined. The county population will continue to grow, while the amount of land and resources available to accommodate growth are limited. As new development demands more resources, the challenge to the County is to focus on "living within its means" and to sustain our resources for current and future generations. Similar attention is needed to maintaining sustainable capacities for public services and facilities.

Decisions to establish new land uses must occur within a regulatory framework that considers the needs of a particular use as well as the characteristics of the development site and its surroundings. Development should assist in maintaining, and hopefully improving the long-term quality and productivity of the land.

This Land Use Element and the accompanying Coastal Zone Land Use Ordinance provide the framework for county decisions on land use and development, and represent the values and goals of the county regarding land use. It will be up to both public agencies and the private entrepreneur to implement these values in the future development of the county. Difficult choices will arise, but we must remember that we are planning so that our children, future residents and visitors may continue to enjoy the benefits of San Luis Obispo County we now share.

County-adopted changes are shown in ~~strikeout~~ and underline.  
 Coastal Commission suggested modifications are shown in ~~double strikeout~~ and double underline.  
 Figures have been removed to reduce the size of the exhibit.

Amend Chapter 1 of Coastal Zone Framework for Planning, Part I of the Land Use Element of the General Plan, page 1-1 as follows:

**CHAPTER 1: INTRODUCTION, & ~~POLICIES~~ GENERAL GOALS GENERAL GOALS AND OBJECTIVES OF THE LAND USE ELEMENT & LOCAL COASTAL PROGRAM**

**Figure 1-1: Los Osos and the Morro Bay Sandspit** The Land Use Element (LUE) is a plan describing the official county policy on the location of land uses and their orderly growth and development. The Land Use Element is one of several parts (elements) of the San Luis Obispo County General Plan as shown in Table 1. The Land Use Element also incorporates the Land Use Plan portion of the County Local Coastal Program (LCP). The ~~LUE~~ The plan has been prepared in accordance with state law regulating General Plans ~~and Local Coastal Programs~~, and it has been adopted by the county Board of Supervisors. The Land Use Plan (LUP) portion of the LUE has been certified by the ~~and~~ California Coastal Commission. The LUE coordinates policies and programs in other county general plan elements that affect land use, and provides policies and standards for the management of growth and development in each unincorporated community and the rural areas of the County ~~Coastal Zone~~. The LUE ~~will also~~ serves as a reference point and guide for future land use planning studies throughout the county.

For ease of understanding and administration, the LUP is the Land Use Element ~~and Land Use Plan portion of the Local Coastal Program have been combined into a single plan~~ for the Coastal Zone, ~~portion of the county~~. For areas within the Coastal Zone boundary of the county established by 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 Local Coastal Program (LCP). The LCP is consistent with additional standards and procedures contained in (Public Resources Code Section 30510 et seq.) that are established for ~~For~~ the preparation, approval and certification of Local Coastal Programs ~~are required by state law~~.

**Table 1  
General Plan Elements**

<b>General Plan Elements</b>	<b>Descriptions</b>
<u>Land Use Framework for Planning (Inland and Coastal)</u> <u>13 Area Plans (4 in the Coastal Zone)</u> <del>Local Coastal Program (or Plan)</del> <u>Coastal Plan Policies (Coastal only)</u>	<u>Designations and descriptions of types of land use and density of dwellings-per-acre that are allowed in mapped districts or land use categories, also showing areas subject to flooding.</u> <u>Land Use Element within the Coastal Zone is the Land Use Plan of the Local Coastal Program, which implements the Coastal Act and is certified by the California Coastal Commission</u>
<b>Circulation</b>	<u>Maps and policies for transportation routes and modes such as vehicles and transit, correlated with the Land Use Element.</u>

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 Coastal Commission suggested modifications are shown in ~~double strikeout~~ and double underline.  
 Figures have been removed to reduce the size of the exhibit.

**Table 1**  
**General Plan Elements**

<b>General Plan Elements</b>	<b>Descriptions</b>
<b>Housing</b>	<u>A plan with analysis of existing and projected housing needs, and goals, policies and programs for the preservation, improvement and development of housing</u>
<del><b>Agriculture and Open Space</b></del>	<u>A plan that balances protection of natural resources and open space with the needs of production agriculture, and that minimizes impacts to ongoing production agriculture, while recognizing that open space is a limited and valuable resource which must be conserved wherever possible.</u>
<b>Conservation and Open Space</b>	<u>A plan for the conservation of natural resources, including water, forests, soils, harbors, wildlife and other biological resources</u>
<b>Noise</b>	<u>An analysis of existing noise problems and projected noise levels, with policies and implementation measures to minimize exposure to excessive noise</u>
<b>Safety</b>	<u>A plan for the protection of the community from unreasonable risks associated with earthquakes, geologic hazards, flooding and fires</u>
<b>Master Water &amp; Sewer Plan</b>	<u>A plan for the collection, storage and distribution of water supplies and sewage disposal</u>
<b>Energy</b>	<u>A plan for the efficient use of energy resources, electricity generation and transmission and fossil fuel production</u>
<b>Offshore Energy</b>	<u>A plan for the location and extent of on-shore resources and facilities that would be appropriate for addressing off-shore oil development and production</u>
<b>Economic</b>	<u>Policies to establish a context and priorities for economic development</u>
<b>Parks and Recreation</b>	<u>Policy guidance regarding the provision of park and recreation services, documenting the county's existing park and recreation resources, and evaluating park and recreation needs</u>

**Authority**

California law requires each county to establish a planning agency to develop and maintain a comprehensive long-term general plan. The Government Code (Section 65302a) mandates a Land Use Element designating the proposed general distribution, general location and extent of the uses of the land for housing, business,

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Coastal Commission suggested modifications are shown in ~~double strikeout~~ and double underline.  
Figures have been removed to reduce the size of the exhibit.*

industry, open space, including agriculture, natural resources, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of the lands. The Land Use Element is to include standards of population density and building intensity recommended for the territory covered by the plan, and is also to identify areas subject to flooding, which must be reviewed annually.

### Scope and Purpose

The state guidelines for the preparation of general plans require the Land Use Element to include:

1. Identification of land use issues.
2. Land use policies and proposals, distinguishing among any short, middle and long-term periods of fulfillment.
3. A description of land uses and land use intensities, including the relationships of such uses to social, environmental and economic goals and objectives.
4. Standards and criteria for physical development within each use area with consideration for land capacity.
5. A description of the land use pattern, including text and a diagram or other graphic such as a map.
6. An outline for implementation, describing measures necessary to achieve land use objectives and policies, and the timing or staging of plan implementation.

There are similar guidelines for the preparation of Local Coastal Programs (LCP). Public Resources Code Section 30500 requires that "each local government lying whole or in part, within the coastal zone shall prepare a Local Coastal Program for that portion of the coastal zone within its jurisdiction." It is the intent of the state legislature that Local Coastal Programs be sufficiently specific to meet the requirements of Public Resources Code 30108.5 which is defined as follows:

"Local Coastal Program" means a local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of, this division at the local level. Similarly, a "Land Use Plan" means the relevant portion of a local government's General Plan, or Local Coastal Element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.

For the coastal zone where the Coastal Act applies, the LUE is the LUP and is ~~The county has combined the Land Use Element and Local Coastal Program (Local Coastal Plan is used interchangeably) Land Use Plan into a single plan~~ comprised of the following:

- Coastal Zone Framework for Planning,

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- Coastal Plan Policies Document, ~~the~~
- Four Area Plans ~~ning area texts~~ (North Coast, Estero, San Luis Bay and South County) and
- Land Use Category maps.

The criteria for review of Local Coastal Programs are found in Chapter 3 of the California Coastal Act (commencing with Section 30200) which include policies and standards regarding public access, recreation, marine environment, land resources, development, and industrial development.

General plans and ~~Local Coastal Programs~~ Land Use Plans are implemented primarily through zoning and subdivision regulations. Implementation of these plans also occur through government activities such as capital improvement programs, public works, property acquisition, tax programs, and through voluntary actions of the private sector. State law requires zoning and land divisions to be consistent with the adopted general plan and ~~local coastal program~~ LUP.

[Move section B. Planning Approach, to here]

#### **A B. PLANNING APPROACH**

The ~~Land Use Element, which includes the Local Coastal Plan~~ LUP, has been designed to support county land use decisions as part of a dynamic process instead of being a rigid, static plan. To achieve that objective, the ~~LUE~~ LUP has been structured and is used differently than traditional land use plans and zoning. ~~As in previous plans, The land use maps illustrate long-term land use and growth policies, and but they are adopted as the official zoning maps and also used to evaluate current development proposals in much the same way as former district maps of the zoning ordinance. The LUE also accommodates a more detailed, periodic review of its policies, and updating of supporting information in response to changing conditions. In conjunction with the LUE, the Zoning Ordinance has been replaced with T~~ the Coastal Zone Land Use Ordinance (CZLUO) is the zoning ordinance for the coastal zone of the county.

Together, the LUP ~~Land Use Element~~ and Coastal Zone Land Use Ordinance are an integrated land use policy and regulatory system. The policies of the ~~LUE~~ LUP, and the enforceable standards of the CZLUO work together to ensure the compatibility of uses.

- The ~~LUE~~ LUP provides policy and conceptual land use guidance and establishes where land uses may be located within land use categories.
- The CZLUO ~~ordinances~~ regulates site design and development within the land use categories.
- A use required to have a permit by the CZLUO cannot be approved unless it is consistent with the Land Use ~~Element~~ Plan.

In general, the ~~LUE~~ allows a wider range of land uses than zoning that attempts to maintain harmonious land uses by rigidly segregating uses in separate districts. The performance standards of the Coastal Zone Land Use Ordinance ensure compatibility of adjacent uses. The ~~LUE~~ LUP and CZLUO are together a growth management system that directs the amount, type and intensities of development into specific areas.

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~~During the studies that produced the structure and procedures of the Land Use Element, land use policies were formulated through review of two kinds of information. First, existing county land use policies were accepted as the foundation for the document. Before the Land Use Element, county land use policies were in various general plan elements, individual community plans and adopted specific plans (see "Relationship to Other Adopted Plans"). The LUE did not attempt to redefine those policies, but incorporated them into a more consistent framework. Changes occurred only where current information showed clear shifts in local conditions, invalidating previous policy decisions. Information that supported the review of existing policy was a broad data base on both natural and man-made features of the county landscape. The data provide a current perspective on county economic, social and physical conditions affecting land use. Characteristics considered included natural features (vegetation, soils, slopes and hazards) and man-made features (existing land use, parcel sizes, ownership patterns, and current zoning). The policies of the Land Use Element resulted from all those factors.~~

~~Later, the Land Use Element was amended to include and incorporate the certified Local Coastal Program Land Use Plan including the Coastal Plan Policies Document, Coastal Framework for Planning, and Coastal Zone Area plans which include programs, standards and land use maps.~~

**[Move section C. Organization of the Land Use Element, to here]**

## **B. G. ORGANIZATION OF THE LAND USE ELEMENT FOR THE COASTAL ZONE**

~~The LUP Land Use Element, which includes the local coastal plan, has four major sections: Coastal Framework for Planning, the Coastal Plan Policies Document, the area plans and the official maps. The Circulation Element of the General Plan is included in the Land Use Element with text and map references within these sections.~~

### **Framework for Planning - Coastal Zone**

Part I of the LUP Land Use Element, Coastal Framework for Planning, contains Policies and Procedures that apply to the unincorporated area of the Coastal Zone, defining how the ~~LUE~~ LUP is used together with the Coastal Zone Land Use Ordinance (CZLUO) and other adopted plans.

Coastal Framework for Planning is only used in reviewing development and land division proposals as follows:

- ~~1. The principles and policies in Chapter 1 are used for determining consistency of a proposed discretionary land use, development or subdivision with the Land Use Element to ensure it will be compatible with county land use policy. The goals and objectives in Chapter 1 guide the review of discretionary land use, development and subdivision applications for general consistency with the Coastal Zone Framework for Planning.~~
- 2. 1.** The descriptions of purpose and character for each land use category in Chapter 7 and the population density and building intensity criteria are used to review proposed amendments to the LUE and to review individual development projects proposed in existing land use categories.



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- 3 2.** The parcel size ranges, population density, and building intensity criteria in Chapter 6 are used with Chapter 23.04 of the CZLUO to review proposed land divisions for general plan and Local Coastal Program consistency.
- 4 3.** The allowable use charts (Coastal Table O) and use definitions in Chapter 7 determine whether a land use is allowed in the land use category where a proposed site is located. Coastal Table O also determines whether the standards of Chapter 23.08 of the Coastal Zone Land Use Ordinance apply in a particular land use category.

[Existing text from this point to the end of the chapter, including Figure 1-1, is not addressed and is omitted with the intent to be located and renumbered before the next section, D. Major Issues. ]

## **D. MAJOR ISSUES**

The LUE is designed to address the following land use issues relative to the quality of life, historical character and livability of San Luis Obispo County:

1. The unique, rural and small-scale community character of San Luis Obispo County evolved due to its relatively remote location midway between San Francisco and Los Angeles. As metropolitan growth extends outward from the Bay Area and Southern California, escalating growth pressures from these two urban areas are converging locally. Similar metropolitan growth is now foreseeable here as a threat to our well-known quality of life.
2. Post-World War II development trends have emphasized large-lot, suburban and rural development which have resulted in a dependence on automobile travel. However, this type of development is too expensive for most existing county residents, making public transit inefficient and increasing dependence on single occupancy vehicle trips. It in turn increases energy consumption, contributes to air pollution and greenhouse gas emissions, increases traffic congestion and affects public health.. Increasing real estate values also create pressure to convert agricultural and resource-rich land.
3. Partly due to our setting and national reputation, a high market demand exists for this large-lot (low density) development which is commonly called low-density "sprawl" development.
4. More compact forms of housing are not being built in enough quantity to provide homes that are affordable to people of all income levels, and this does not meet the broader housing needs of the population.
5. Increased "sprawl" decreases the amount of natural and agricultural areas that have been instrumental in the maintenance of the County's small-scale character.
6. Low-density development does not encourage public transit, pedestrian or bicycle travel, although these are the healthiest and most energy-efficient forms of transportation.
7. Low-density development does not create an "eyes on the street" presence or an engaging civic life, so that isolation and low involvement in community affairs can result.
8. The "sprawl" pattern creates competing demands for funding infrastructure, roads, highways and services, which threaten the County's fiscal health.
9. The desirability of our area combined with shrinking government budgets have resulted in minimal new park, recreation and natural areas, as well as lagging street and sidewalk



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maintenance. Continuing to grow without providing these resources will impact the area's quality of life.

10. Communities lack affordable housing and well-paying jobs. Communities may not have adequate land for multi-family housing and commercial development in appropriate locations.
11. The semi-arid climate within the county is subject to limited amounts of rainfall and "recharge" of groundwater basins and surface reservoirs. Most communities and rural areas have developed without avoiding eventual water shortages, so that currently five of the six major groundwater basins are in critical or overdraft conditions. To better manage water resources, the potential impacts of land use patterns and water consumption should be recognized, with the understanding that more compact residential development consumes less water per unit than large-lot development.

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**E A. PLANNING PRINCIPLES GENERAL GOALS, OBJECTIVES, POLICIES AND IMPLEMENTING STRATEGIES GENERAL GOALS OF THE LAND USE ELEMENT**

The following general goals and objectives ~~principles and policies~~ reflect the Board of Supervisors' adoption of "Smart Growth Principles." The purpose of these general goals and objectives ~~principles and policies~~ is to better define and focus the County's pro-active planning approach. The purpose of these general goals and objectives ~~principles and policies~~ is to better define and focus the county's pro-active planning approach and balance environmental, economic and social equity concerns. This approach includes strategic planning, which considers constraints and opportunities and identifies realistic, short-term strategies that will achieve longer-term goals. Accordingly, the combination of smart growth and strategic planning is considered "strategic growth," which seeks cooperation among communities to resolve concerns, respect resource limitations and enhance economic prosperity.

As resources become more limited and the costs of infrastructure increase, the Land Use Element encourages planning for compact, efficient and environmentally sensitive development to better utilize energy, land, water and fiscal resources. It emphasizes community-centered growth that provides people with additional travel, housing and employment choices that are closer to job centers and public facilities.

The preceding ~~following~~ goals ~~principles~~ reflect the County's mission and vision to plan and develop safe, healthy, livable, prosperous and well-governed communities by balancing economic, environmental and social equity concerns in planning and development decisions. Each goal ~~principle~~ is further defined by objectives ~~policies~~ and supported by implementing strategies to ensure progress toward the ~~principles~~ goals. The implementing strategies shall be started and funded within the priorities and time frames that are listed in Table A-1, Appendix A, for timely achievement of the strategic growth objectives ~~policies~~.

**Strategic Growth Definition for San Luis Obispo County**

Strategic growth is a compact, efficient and environmentally sensitive pattern of development that provides people with additional travel, housing and employment choices. It focuses future growth away from rural areas and limited resources, closer to existing and planned job centers and public facilities where sustainable resources are available.

Strategically planned communities are urban or village areas located within or in close proximity to existing developed areas with the following characteristics:

- Adequate resources, services and facilities for long-term growth (20 years),
- Inter-connected street systems, bicycle and pedestrian ways,

**County Mission:**

*Serve the community with pride to enhance the economic, environmental and social quality of life in San Luis Obispo County.*

**County Vision:**

*Create and maintain a place that is safe, healthy, livable, prosperous and well-governed.*

**Planning and Building Department Mission:**

*Promoting the Wise Use of Land Helping to Build Great Communities*

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- Neighborhood areas that can accommodate a variety of housing types that are affordable to all income groups, which are located close to focal points serving daily needs.
- Adequate areas for commerce, employment, education, recreation, civic and social life.

### **Strategic Growth ~~Principles~~ Goals**

1. ~~Preserve open space, scenic natural beauty and sensitive environmental areas.~~  
Conserve energy resources. Conserve agricultural resources and protect agricultural land.
2. ~~Strengthen and direct development towards existing and strategically planned communities.~~
3. ~~Foster distinctive, attractive communities with a strong sense of place.~~
4. ~~Create walkable neighborhoods and towns.~~
5. ~~Provide a variety of transportation choices.~~
6. ~~Create a range of housing opportunities and choices.~~
7. ~~Encourage mixed land uses.~~
8. ~~Take advantage of compact building design.~~
9. ~~Make development decisions predictable, fair and cost-effective.~~
10. ~~Encourage community and stakeholder collaboration.~~
11. ~~Strengthen regional cooperation.~~

~~The following goals describe the fundamental purposes for the Land Use Element and Circulation Element. These general goals, together with the Coastal Plan Policies document, The following general goals and objectives, together with the Coastal Plan Policies document, Together, the principles and policies define how land will be used and resources will be protected. They provide the basis for defining the 13 land use categories, and for and determining the land areas to which they are applied, and they provide the basis for considering all discretionary development and land division applications. More detailed goals, objectives and policies that address specific planning issues are presented in the other chapters of this document, the Coastal Plan Policies document, in the area plans, and ordinances. The provisions of the Land Use and Circulation Elements are designed to carry out these goals. Proposed amendments and updates to the Land Use Element and Local Coastal Program should also further these goals. that address specific planning issues are presented in the Coastal Plan Policies document, the area plans, and the Coastal Zone Land Use Ordinance. The provisions of the Land Use and Circulation Elements are designed to carry out these goals. Proposed amendments and updates to the Land Use Element and Local Coastal Program should also further these goals.~~

**Figure 1-3: Hollister Peak**

~~The following general ~~policies~~ goals goals and objectives also help guide the review of function as criteria to help determine consistency of a development proposals with the LUE/LCP. New development should be located, designed and built in a manner that furthers these ~~principles and policies~~ general goals general goals and objectives, and as well as complying with all other provisions of the LUE/LCP. The following are the general goals of the Land Use Element and Local Coastal Program: The following are the general goals and objectives of the Land Use Element and Local Coastal Program:~~

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Principle Goal 1: Preserve open space, scenic natural beauty and natural resources.  
Conserve energy resources. Protect agricultural land and resources.

Policies Objectives

1. Environment - Maintain and protect a living environment that is safe, healthful and pleasant for all residents by:
  - a. Assuring the protection of coastal resources such as wetlands, coastal streams, forests, marine habitats, and threatened and endangered species.
  - b. ~~Balancing the capacity for~~ Keeping the amount, location and rate of growth allowed by the Land Use Element within the sustainable ed capacity availability of resources, public services and facilities. ~~for future generations.~~
  - c. ~~Reducing future impacts to natural resources by developing cost-effective infrastructure to meet community needs.~~
  - d. Preserving and sustaining important water resources, watersheds and riparian habitats.
  - e. Giving highest priority to avoiding significant environmental impacts from development through site and project design and alternatives. Where such impacts cannot be avoided, minimize and mitigate them to the maximum extent feasible. Mitigating adverse impacts that cannot be avoided by using the best available methods and technology, to the maximum extent feasible.
  
2. Air Quality - Preserve, protect and improve the air quality of the county by:
  - a. Seeking to ~~attain and exceed or at least maintain~~ the minimum state and federal ambient air quality standards.
  - b. Mitigating to the extent feasible, potential adverse air quality impacts from new development using the best available technology.
  - c. Minimizing the generation of air pollutants and greenhouse gases from existing and projected growth by promoting compact, urban infill development and discouraging leap-frog or rural sprawl development patterns, which can reduce travel time and distance.
  - d. Implementing land use, circulation and infrastructure policies and programs that result in promote and encourage the use of transportation alternatives to the single-passenger vehicle, in order to minimize travel time, distance and trip generation and reduce vehicle miles traveled.
  - e. Minimizing travel time and distance and trip generation by the location of land uses.

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- f. Encouraging the use of alternative energy sources such as solar, wind, and wave technology to reduce the use of non-renewable resources.
- 3 12. Open Space - Preserve urban and rural ~~Figure 1-4: Vegetable row crops~~ open space as an irreplaceable resource for future generations by:**
- a. Encouraging cooperation of governmental agencies, landowners, and non-profit organizations in the preservation of open space.
  - b. Balancing the rights of individual property owners and need for open space.
  - c. Encouraging better access to the coast through the acquisition and development of coastal accessways, trails, and parks, in appropriate locations.
  - ~~d b.~~ Protecting ~~Identifying important~~ agricultural, natural and other rural areas between communities, and working with landowners and these communities to maintain their rural character and land uses.
- 4 e. Agriculture - Encourage ~~ing~~ the protection and use of ~~commercial~~ agricultural land, ~~both prime and non prime soils~~, for the production of food, fiber and other agricultural commodities, and support the rural economy and locally-based commercial agriculture.**
- 5 13. ~~Resource Use and Energy Conservation~~ — Support the ~~Conserve~~ ation of energy resources by:**
- a. ~~Requiring~~ Planning for energy efficiency and conservation through land use and transportation ~~/transit balances, and in subdivision and building regulations that require energy conservation methods incorporated into their design.~~
  - b. Decreasing reliance on environmentally costly energy sources, increasing conservation efforts, and encouraging use of alternative energy sources.
  - ~~e. — Recognizing the impacts of land use and water consumption in a semi arid climate.~~
  - ~~d. — Encouraging land use and transit measures that reduce use of petroleum products.~~
- 6 3. Population Growth - Provide for an environmentally sustainable rate of orderly development within the planned capacities of resources and services by:**
- a. Recognizing the impacts of land use and water consumption in a semi arid climate.
  - a.** Developing and maintaining information on population growth rates.

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- c. ~~Maintaining~~ Establishing a growth management system that protects communities and resources from the adverse effects of growth.
- d. Establishing a growth management rate ~~annually~~ according to the Growth Management Ordinance.
- e. Guiding allocated development to ~~areas~~ of the county capable of sustaining growth without adverse effects.
- f. Providing the lead time necessary to fund and put in place resources and public services necessary to support population growth, considering the availability of resources and the county's and taxpayers' financial ability to provide them.

### **Implementing Strategies**

1. ~~Revise the LUP and CZLUO Land Use Element, Land Use Ordinance and the Growth Management Ordinance~~ to assure sustainable resource capacities for long-term growth.
2. ~~Develop and refine effective techniques for land conservation, such as land banks, density transfers and agricultural and conservation easements, and pursue grants and innovative financing tools to acquire and preserve open space.~~
3. ~~Establish a program that links rural land conservation with agricultural economic development; supports locally-based commercial agriculture, preserves scenic rural landscapes and sustains resources. Form a committee of agricultural, conservation and advisory committee representatives to assist the program.~~
4. ~~Create an urban and rural forestry program that encourages property owners, developers and communities to plant, maintain and protect trees to enhance air quality and help offset carbon dioxide emissions.~~
5. ~~Revise the Land Use and Conservation and Open Space Elements and County ordinances LUP and CZLUO to give incentives for energy-efficient construction that minimizes its carbon footprint, especially in rural areas.~~

**Principle Goal 2: Strengthen and direct development toward existing and strategically planned communities.**

### **Policies Objectives**

14. ~~Distribution of Land Uses - Plan for most future development to be within existing and strategically planned cities and communities Encourage an urban environment that is an orderly arrangement of buildings, improvements, and open space appropriate to the size and scale of development for each community by:~~
  - a. ~~Maintaining rural areas in a clear distinction between urban and rural scale development. Rural uses outside of urban and village areas should be predominately agriculture, low-intensity recreation, very low-density residential and open space uses, which will preserve and enhance a well-defined rural character.~~

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- b. Avoiding establishing or expanding Residential Rural and Residential Suburban areas outside urban or village reserve areas.
  - c. Creating active and vital urban environments that are attractive and compact, with the arrangements of structures and open space appropriate to the size and scale of each community.
  - d. Create complete communities with appropriate areas for housing, commerce, civic uses, schools, recreation and open spaces. ~~Developing urban and rural settlement strategies.~~
  - e. Implementing policies to determine where growth should occur, and to clearly distinguish between urban, village, and outlying rural areas.
- 25. Location and Timing of Urban Development - Plan for a land use pattern and population distribution that is consistent with the capabilities of existing public services and facilities by:**
- a. ~~Encouraging the p~~ Phasing of urban development in a compact manner, first using vacant or under-utilized "infill" parcels, and second, lands adjacent to or near these areas by.
  - b. Encouraging the voluntary transfer of potential development from antiquated subdivisions, agricultural lands, environmentally sensitive areas, and hazard lands into communities, using the latest ordinances, positive incentives, settlement strategies, and transfer of development credits programs, where feasible. **Figure 1-6: Compact community with a commercial core near residential areas (1/4 mile radius)**
  - c. Considering urban expansion Land Use Element amendments only when the available inventory of suitable internal or "infill" land is largely developed and only when resources, services and facilities to adequately accommodate the associated growth can be assured.
  - d. Giving high priority to funding needed infrastructure improvements in a timely manner within existing and strategically planned urban and village areas. ~~Require consideration of the timely availability of funding as an integral part of expanding public facilities and services.~~
- 3. Public Services and Facilities - Avoid the use of public resources, services, and facilities beyond their renewable capacities. Provide additional public resources, services and facilities to serve existing communities in sufficient time by:**

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- ~~a.~~ ~~Avoiding the use of public resources, services, and facilities beyond their renewable capacities.~~
  - ~~a b.~~ ~~Planning for and monitoring new development through the Resource Management System and growth management strategies, to ensure that resource demands will not exceed existing and planned capacities, or service levels.~~
  - ~~b e.~~ ~~Financing Sharing the cost of additional services and facilities fairly among ~~from~~ those who most immediately benefit and the entire community such as new residents, businesses, public agencies, and visitors. Based on reliable studies, such as cost benefit analyses, funding methods may include dedications, development impact fees, in-lieu fees, or other exactions to assure that adequate services are available.~~
  - ~~d.~~ ~~Locating new public service facilities as close as possible to the users. If facilities are necessary in rural areas, allow for sufficient buffers to protect environmentally sensitive, and agricultural areas. Locating new public service facilities as close as possible to the users. If facilities are necessary in rural areas, allow for sufficient buffers to protect environmentally sensitive, and agricultural areas.~~
  - ~~c e.~~ ~~Planning new land uses that avoid overburdening existing resources, services and facilities.~~
  - ~~d.~~ ~~Providing adequate community amenities, such as parks, natural areas and trails in support of new development, which will support a high quality of life and a compact form of community development.~~
- 4. Residential Land Uses - Preserve and enhance the quality of residential areas by:**
- ~~a.~~ ~~Locating urban residential densities within urban or village reserve lines near or within suitable employment areas.~~
  - ~~b.~~ ~~Protecting residential areas from incompatible and undesirable land uses.~~
  - ~~c.~~ ~~Preserving desirable neighborhood characteristics such as compatible uses, open views and yard areas, sense of scale, landscaping, pedestrian ways, and other amenities.~~
  - ~~d.~~ ~~Providing affordable housing opportunities for those who need them, including senior citizens, service and agricultural workers.~~
  - ~~e.~~ ~~Requiring major developments and long range plans to create a balance between available jobs and housing in coastal communities, by locating them in areas that reduce the need for commuting.~~
- 5. Commercial and Industrial Land Uses - Designate commercial and/or industrial areas that are compatible with overall land use by:**



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- a. Designating visitor serving and community serving commercial areas that are located near existing similar development and their users.
  - b. Creating and preserving desirable neighborhood business characteristics, such as compatible uses, safe employment areas, sense of scale, landscaping, pedestrian ways, and other amenities.
  - c. Designating commercial land uses that will be convenient to users and consumers, realistically related to market demand, and near areas where employees will likely reside.
6. **Visitor Serving, Recreation and Resort Development - Preserve and enhance visitor opportunities in appropriate locations as an important part of the coastal economy by:**
- a. Requiring that new destination resorts and recreational development such as hotels, conference centers, and golf courses be located within or adjacent to urban or village areas, or existing visitor destination points.
  - b. Allowing limited small scale recreational development such as motels, restaurants, parks, and beaches in rural areas - if consistent with all other provisions of the coastal program.
  - c. Implementing the California Coastal Act by acknowledging that visitor serving facilities have priority over private residential, non-visitor serving commercial or industrial development, but not over agriculture or coastal dependent industry.
  - d. Recognizing that while visitor serving uses are encouraged by the California Coastal Act, they shall not exceed resource capabilities, conflict with agricultural uses, or be permitted when adverse environmental effects may result.
  - e. Carefully balancing the needs of visitors, businesses, and local residents.
  - f. Periodically reviewing the location of 'V'- Visitor Serving Overlay classifications during the Plan update process.

**Implementing Strategies**

1. Amend the LUP and CZLUO ~~Land Use Element and Ordinance~~ to 1) maintain rural areas in low-intensity uses, 2) avoid expanding Residential Rural and Residential Suburban categories in rural areas, and 3) preserve and enhance a well-defined rural character.
2. Revise the Transfer of Development Credits (TDC) program to more effectively shift potential rural development to communities with adequate infrastructure and conserve rural lands.
3. Work with communities to create and maintain distinct urban boundaries next to rural areas, while allowing for compact community expansion

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4. Work with agencies, cities, special districts, unincorporated communities and their advisory councils to identify suitable strategic growth opportunity areas within and adjacent to existing communities for compact, affordable development, where supported by sustainable resource capacities.
5. Coordinate with the cities to consider accepting greater shares of overall countywide growth with corresponding reductions in unincorporated area growth. Consider compensating assistance from the County to offset the transportation, financial and other demands from this growth.
6. Develop a regional and sub-regional economic and land use strategy to stimulate creation of head-of-household jobs, improve the jobs-housing imbalance and strengthen the economy within each community.
7. Plan commercial and/or industrial areas that are compatible with overall land use; convenient to patrons, neighborhoods and alternative transportation modes; and reflect market demand and neighborhood needs.
8. ~~Revise the Resource Management System and the Growth Management Ordinance to~~ Give a higher priority to serving existing and strategically planned communities with adequate resources, streets and infrastructure, over outlying rural areas.
9. Conduct long-term planning (20+ years) to provide and fund the creation of additional, sustainable public resources, services and facilities to serve existing communities in sufficient time to avoid overburdening existing resources, services and facilities.
10. Coordinate County land use actions with service districts to provide sufficient public resources, services and facilities.
11. Create an infrastructure policy that addresses the following goals:
  1. New development pays its fair share.
  2. The larger community pays its fair share for existing deficiencies and improvements providing general benefit.
  3. Infrastructure is in place or funded concurrent with the need.
  4. Funding mechanisms such as community facilities districts.
12. Amend the CZLUO ~~Land Use Ordinance~~ to require that amendments to the Land Use Element or Ordinance, which propose increases in density or additional development, where critical resource levels exist, shall not be approved unless they provide proof that adequate water and sewage disposal capacities then exist and are available to serve: 1) development resulting from the proposed amendment, 2) existing development, and 3) the allowed development on vacant parcels within the rural, urban or village areas that are subject to the RMS Levels of Severity.
13. Enact revisions to the CZLUO ~~Land Use~~ and the Real Property Division Ordinances to revise or introduce regulations that will promote urban infill instead of prevent it. Consider regulations such as, but not limited to parking, height limits, lot coverage, minimum lot size, minimum densities, setbacks, street widths and similar development standards.

**Principle Goal 3: Foster distinctive, attractive communities with a strong sense of place.**

**Policies Objectives**

1. Protect and restore the valuable history, cultures, images and identity of communities and rural areas.

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Figure 1-7: Streetscape on a downtown street

2. Protect rural areas between communities to achieve well-defined communities within an attractive rural setting.
3. Establish and maintain a distinct edge between urban and rural areas to enhance community separation while allowing for appropriate and compact urban expansion at the urban edge.
4. Enhance the commercial identity and viability of downtowns.
5. Foster a strong local identity through appropriate design of public spaces and buildings.

#### **Implementing Strategies**

1. Prepare and implement policies and programs in the ~~Conservation and Open Space Element~~ to conserve rural visual character within "community separators" that benefit the land owners and adjacent communities.
2. Revise the Land Use Element and Ordinance to 1) retain or create distinct urban boundaries and 2) require development intensities that create a clear difference between urban and rural areas.
3. ~~Revise the Countywide Design Guidelines to~~ encourage appropriate, place-based (locally relevant), pedestrian-oriented designs within communities.
4. Foster a strong sense of place by working with communities to identify local, valued aspects within each community ("placemaking").
5. Establish an inter-departmental team to fund and develop public facilities and amenities that preserve community character, such as public buildings, plazas, parks, and public art.
6. Hold an annual downtown improvements workshop and work with downtown stakeholders to form business improvement districts.
7. Encourage property owners to protect and conserve historic buildings and resources using a variety of means such as the Mills Act, an incentive program for the restoration and preservation of historic structures.

#### **Principle Goal 4: Create walkable neighborhoods and towns.**

##### **Policies Objectives**

1. Plan communities with schools, parks, public spaces, transit stops and commercial districts located as focal points within convenient walking distances of neighborhoods, as illustrated in Figure 1-8.
2. Plan for maximum connectivity between different land uses through walkways or other means.
3. Create attractive street enhancements and public spaces that serve as gathering places on corridors and at connecting locations.
4. Provide parks, natural areas and recreation facilities with new urban development to enhance a community's quality of life and improve public health.

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Figure 1-8: Walkable neighborhoods

5. Create neighborhoods and non-residential areas that minimize fear and crime through environmental and urban design.

Figure 1-9: Bike lane on a residential street

**Implementing Strategies**

1. Update the Countywide Design Guidelines to create maximum connectivity between neighborhoods, streets and projects for pedestrian and bicycle travel.
2. Revise the Coastal Zone Land Use Ordinance and Land Use Element to enhance neighborhoods with small-scale and appropriate commercial areas; parks and recreation areas; public spaces; and family, cultural and civic facilities, all within convenient walking distances from housing. Work with the General Services Agency to plan and implement parks and recreation facilities.
3. Enhance downtowns and commercial areas with attractive civic and pedestrian facilities, events and promotions, and facilitate ways to finance them, for example, through forming business improvement and community facilities districts.
4. Pursue a street tree program on urban streets and public parking lots.
5. Enhance major boulevards and downtown streets with street trees, street furniture, textured crosswalks, planted medians and ornamental lighting.
6. Revise ~~community plans, the Countywide Design Guidelines and the Land Use Ordinance~~ the CZLUO to include features that will minimize fear and crime and strengthen a sense of community by environmental design methods.

**Principle Goal 5: Provide a variety of transportation choices.**

**Policies Objectives**

**Circulation—Integrate land use and transportation planning by:**

1. Design a safe, reliable and effective transportation system that protects natural and scenic resources and minimizes environmental impacts. ~~b. Designing a transportation system that provides safety, reliability and effectiveness within feasible economic and technical means, preserving important natural resources and features, promoting the aesthetic quality of the region, and minimizing adverse environmental changes.~~
- 2 ~~c, d.~~ Reduce and minimize the generation of air pollutants and greenhouse gases from existing and future development projected growth by implementing land use and circulation policies and programs that offer transportation alternatives to the single passenger vehicle and with emphasis on reducing vehicle miles traveled.
- 3 ~~a.~~ Coordinate land use and transportation planning with cities to ensure that traffic and all transportation demands can be safely and adequately accommodated.
- ~~e.~~ Encouraging the development of alternative transportation modes such as bike ways, carpooling, transit systems, and other methods that serve the resident and visitor needs of the coastal areas.

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- 4 d. ~~Exploring the possibility of~~ Utilizing and ~~expanding~~ transit systems and operations before making decisions that will significantly alter the character of the coastal roads, highways, and the communities that they serve.
5. Provide public transit, bicycle lanes, multi-use trails and pedestrian walkways that connect destinations within and between communities, to encourage alternative transportation.
6. Make communities more bicycle- and pedestrian-friendly with safe and attractive routes.

#### **Implementing Strategies**

1. Integrate ~~LUE~~ LUP area and community plans more closely with transit and pedestrian facilities by providing more intensive and diverse land uses near transit stops and within convenient walking distances between destinations.
2. Give high priority to funding facilities for biking, walking and transit facilities and operations within the transportation planning programs of the county and the San Luis Obispo Council of Governments.
3. Give highest priority in the programming of Local Transportation Funds (LTF-TDA) to fully fund public transit operations, multimodal connections to public transportation, and to facilitate strategic growth.
4. Provide multi-use trails (for walking, bicycling and equestrian travel) between and through communities, and connect them with other means of alternative transportation, consistent with ~~the Parks and Recreation Element.~~

#### **Principle Goal 6: Create a range of housing opportunities and choices.**

##### **Policies Objectives**

1. Plan for most new housing to be within ~~Figure 1-10: Creekside Gardens~~ affordable housing urban or village areas and close to jobs, while protecting residential areas from incompatible uses.
2. Provide quality housing choices that are affordable to people with a variety of income levels.
3. Provide a range of housing types within each neighborhood, and avoid creating adverse concentrations of affordable units.

##### **Implementing Strategies**

1. ~~Implement the Housing Element to implement these policies.~~
2. Update the Coastal Zone Land Use Ordinance (CZLUO) and ~~LUE~~ LUP area plans to encourage a diversity of housing (sizes, types, and costs) within subdivisions and neighborhoods
3. ~~Revise the Countywide Design Guidelines, community design plans and specific plans to illustrate how to integrate higher density development within existing neighborhoods.~~

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Figure 1-12: Compact neighborhood design

4. Modify the Land Use Element and Coastal Zone Land Use Ordinance to allow and encourage a diversity of housing (sizes, types, costs) within subdivisions and neighborhoods.
5. Modify the Coastal Zone Land Use Element and Ordinance to create a new land use designation, such as "Mobilehome Park (MHP)" to be applied to existing mobile home parks and sites where future mobilehome parks are appropriate.
6. Modify the Land Use Ordinance to allow more affordable units without parking, for residents who do not wish to pay for it.
7. Amend the Coastal Zone Land Use Ordinance to require site designs for condominium and planned development projects that provide a range of housing sizes, footprints and design features.

### Principle Goal 7: Encourage mixed land uses.

#### Policies Objectives

1. Integrate residential units designed for affordability with non-residential uses in order to bring workplaces, commercial development and homes closer together. Figure 1-11: Mixed retail and residential uses in Sacramento
2. Integrate complementary uses within commercial sites, in order to build effective mixed-use neighborhoods.

#### Implementing Strategies

1. Revise ~~the Countywide Design Guidelines, the Land Use Element and Land Use Ordinance (LUE/LUO)~~ LUP and CZLUO to guide the design of, and offer incentives for affordable mixed-use buildings.
2. Encourage mixed-use development through affordable housing programs and regulations.
3. Revise community plans and Coastal Zone Land Use Ordinance standards to encourage the conversion of shopping centers and strip commercial streets (outside of Visitor Serving (V) priority areas) into mixed-use developments.
4. Reduce parking standards in the Coastal Zone Land Use Ordinance for mixed-use developments based on their size and location in relation to a central business district or transit stop. Consider creating in-lieu parking fee programs.

### Principle Goal 8: Take advantage of compact building design.

#### Policies Objectives

1. Develop small-scale neighborhoods and buildings that are affordable-by-design and efficient in land and energy consumption.
2. Include public and private amenities with new development to enhance the livability of compact neighborhoods.

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#### Implementing Strategies

- ~~1. Revise the Countywide Design Guidelines to illustrate compact neighborhood and building design that fits within existing development visually and functionally.~~
2. Revise the Land Use and Subdivision Ordinances to encourage 1) compact buildings and subdivisions, and 2) projects that include amenities such as small-scale plazas, formal gardens, playgrounds and natural areas.
3. Reduce the Coastal Zone Land Use Ordinance requirements for off-street parking where uses are planned close to each other in compact neighborhoods, to increase the viability of projects and encourage other kinds of transportation.
4. Work with developers and communities to finance and build community parking facilities near compact development.
5. Continue public education efforts about compact residential design and building.

#### Principle Goal 9: Make development decisions predictable, fair and cost-effective.

##### Policies Objectives

14. Implementation and Administration - Improve the effectiveness of the planning process by:
- a. ~~Working toward~~ Minimizing administrative delays and costs to fee payers in the administration of the Land Use Element.
  - b. ~~Expediting~~ Simplifying development review procedures and providing incentives for development to locate where plan policies encourage it to occur, such as reduced fees for facilities and other project-related costs, for projects that implements these principles goals.
  - ~~c.~~ Working closely with cities to provide continuity between city and county land use planning, and to achieve common land use goals through reciprocal agreements.
  - ~~c d.~~ Encouraging maximum public participation in the decision making process when new plans are developed and when development is being reviewed.
  - ~~d e.~~ Encouraging comments from other agencies, districts, community advisory councils, special interest groups, property owners, residents, and other individuals.
  - ~~e f.~~ Developing clear policies, programs, and performance standards ~~that encourage the most desirable community living and working environment for the residents of the county.~~
  - f. Encouraging public participation in planning and development review, and considering the needs of all affected persons.
  - g. Using easy-to-understand language and media to convey proposals and ideas clearly.

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**2 44. Property Rights - Recognize and protect property rights by:**

- a. Seeking to maintain a balance between the rights of property owners and efforts to plan for the community.
- b. Not taking property without just compensation.
- c. Recognizing and protecting the rights of all property owners, individuals and groups to comment and participate in coastal planning and land use decisions. **Figure 1-13: Planning workshop**

**3 45. Economics - Promote a strong, diverse, and viable local economy by:**

- a. Pursuing planning policies that balance economic, environmental, and social needs of coastal areas.
- b. Recognizing the importance of tourism and agriculture as significant parts of the economic base of the coastal areas.
- c. Considering the economic effects of land use planning decisions.

**Implementing Strategies**

1. Simplify and illustrate zoning and design standards within the Land Use Ordinance or similar document in order to make them clear and understandable, for example, through use of a "form-based" code.
2. Identify suitable locations for strategic growth projects that are consistent with these goals principles to be eligible for expedited review.
3. Convene a task force of staff and stakeholders to streamline the permit process to implement strategic growth policies.
4. Explore whether the use of master environmental impact reports (EIRs) for community plan updates would benefit communities and developers. The Master EIR concept should include addressing impacts at a project level, including on- and off-site mitigation measures, for any strategic growth or expansion site.
- 5.

**Principle Goal 10: Encourage community and stakeholder collaboration.**

**Policies Objectives**

1. Provide opportunities to incorporate public opinion early and often, and routinely within the planning process.
2. Cultivate relationships with those having a stake in the outcome.



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3. Encourage cooperation between the County, cities and unincorporated communities to avoid and solve growth and development issues early.
4. Work with County departments to achieve compact, mixed-use, walkable communities by coordinating regulations, project review, transportation funding and capital improvement programming.

#### **Implementing Strategies**

1. Inform the public and stakeholders about strategic growth by various means, such as forums and the media.
2. Build on previous efforts to create consensus with the public about attaining compact, walkable communities and rural preservation.
3. Involve the public, advisory and other groups, cities and other jurisdictions often and routinely into the planning and development review processes by early outreach, referrals and responses.
4. Provide more access to County media to enhance the public's understanding of planning and project review.
5. Convene an inter-departmental team to integrate strategic growth goals into each County department's work program, and into the County budget, capital improvements program (CIP) and grant funding processes.
6. Expand public notification for discretionary projects in rural areas.
7. Work with communities to avoid approving projects that are not supported by a city or a community services district within its sphere of influence or urban area.

#### **Principle Goal 11: Strengthen regional cooperation.**

##### **Policies Objectives**

1. Work closely with cities and regional agencies to achieve common land use goals.
2. Collaborate with communities, stakeholders and the public to plan according to strategic growth goals and objectives ~~principles~~; and encourage "ownership" of the process and the outcomes.

##### **Implementing Strategies**

1. Promote cooperation between the county and all jurisdictions to form and carry out strategic growth policies based on shared values, develop mutual agreements and implement programs.
2. Develop community and resource indicators to assess what each community needs to be livable and affordable, and to meet community and strategic growth policies.
3. ~~Refrain from approving development in the unincorporated urban fringes that will burden city services or conflict with city-County agreements, unless specific mitigation measures are included.~~ Ensure that any development approved in the unincorporated urban fringes does not conflict with city-County agreements and avoids and/or mitigates impacts to city services.

[END OF REVISIONS TO CHAPTER 1]

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Amend Chapter 4 of Coastal Zone Framework for Planning, Part I of the Land Use Element of the General Plan, page 4-1, as follows:

## CHAPTER 4: PUBLIC SERVICE CONSIDERATIONS

### A. INTRODUCTION

A major function of local government is to provide public services, such as provisions for water and sewer, police and fire protection, parks, roads, public health services and education, within its jurisdiction. However, the provision of public services and facilities has not kept pace with growth since the mid-1970s, and it has become increasingly difficult to deliver adequate services at an affordable price. The designation and expansion of communities occurs through establishment of Urban Reserve areas, and within them, Urban Service areas. When these areas need to change, the Local Agency Formation Commission must decide whether they meet state requirements for community growth. It is now well-documented and widely accepted that services can be provided more cost-effectively to communities that are strategically located and compact by design. Therefore, new development or re-development within existing communities is preferable to expansion.

This chapter describes how the Land Use Element identifies Urban Reserve and Service areas for different levels of public services, and how expansion of services is coordinated between public agencies, in particular the Local Agency Formation Commission (LAFCO).

### B. MAJOR ISSUES

1. While new development ~~sometimes provides~~ results in some financial support for the increased service demands it creates, the cost to government of providing needed services frequently exceeds the return.
2. New residential and commercial ~~D~~development often occurs before the ~~up-front costs to improve necessary improvements to~~ facilities and services ~~are available~~ can be funded and completed to serve the new occupants and other users, thus overburdening existing facilities.
3. The economics of land use often result in development occurring first in urban fringe areas where land cost is less, instead of adjacent to existing development. Such development results in higher costs for extension of services and can also lead to inappropriately timed land use conversions.
4. Public and private service agencies and purveyors may not actively coordinate their provision of services with planned growth areas.
5. While county facilities fees will offset some of the associated costs of new development, other funding methods must be found to fund costs of providing, maintaining and upgrading public services for existing development.

### C. ~~POLICIES GOALS~~ GOALS, OBJECTIVES AND IMPLEMENTING STRATEGIES FOR PUBLIC SERVICES

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~~Policies~~ Goals ~~Goals~~ identify public desires to address planning issues and provide a reference point to determine how they should be resolved. The following ~~policies~~ goals ~~goals~~ are also listed in ~~e~~Chapter 1 along with other land-use and service-related ~~policies~~ goals ~~goals~~.

~~Implementing strategies~~ Objectives identify types of actions that relate to the major issues as well as implementing the general ~~policies~~ goals ~~goals~~. More area-specific objectives and policies are provided in the area plans.

**Objective ~~Policy~~ Goal:**

1. Keep the amount, location and rate of growth allowed by the Land Use Element within the sustainable capacity of resources, public services and facilities.

**Implementing Strategies:**

- a. Avoid the use of public resources, services and facilities beyond their renewable capacities, and monitor new development to ensure that its resource demands will not exceed existing and planned capacities or service levels.
- b. Share the cost of additional services and facilities among those who most immediately benefit and the entire community.
- c. Locate new public service facilities as close as possible to users, allowing for sufficient buffers to protect adjacent rural and agricultural areas.

**Goal:**

- ~~2. Maintain a distinction between urban and rural development by providing for rural uses outside of urban and village areas which are predominately agriculture, low intensity recreation, residential and open space uses which will preserve and enhance the pattern of identifiable communities.~~

**Objectives:**

- ~~d.~~ Direct the extension of urban services, as listed in Table H, to areas within urban and village reserve lines, and restrict urban services from being provided outside urban or village areas.

~~Fund improvements that would primarily benefit the residents or users of new development, and that are necessary to maintain an adequate level of public services, through impact fees and special financing districts~~

~~Establish funding methods that pay for necessary capital improvements and operation of necessary facilities.~~

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Objective Policy Goal:

2. Phase urban development in a compact manner, first using vacant or underutilized "infill" parcels and lands next to or near existing development, so that urban land, transportation and services are developed and used in an efficient pattern.

Implementing Strategies:

- a. Give high priority and support for urban expansion that will result in compact neighborhoods with diverse yet related land uses for housing, school, recreation, work and shopping rather than low density suburban residential development.
- b. Give high priority and support for urban expansion that proposes attractive transitions from existing development, connections to existing streets and prominent pedestrian and public transit connections to destinations.
- c. Discourage low-density suburban or rural residential proposals for urban expansion or services.

Objective Policy Goal:

3. Provide additional public resources, services and facilities in sufficient time to avoid overburdening existing resources, services and facilities while sustaining their availability for future generations.

Implementing Strategies:

- a. Conduct long-term planning (20+ years) to fund and provide additional, sustainable public resources, services and facilities in sufficient time to avoid overburdening existing resources, services and facilities.
- b. Schedule development to occur when needed services are available or can be supplied concurrently. ~~This could include limiting development below the maximum density permitted, until service improvements are available.~~

**D. URBAN RESERVE LINES**

A basic requirement for ~~problem in~~ providing public services is defining appropriate boundaries between urban and non-urban areas, and proper levels of service for each. The Land Use Element establishes such boundaries through ~~the~~ urban reserve lines, urban service lines, and village reserve lines.

The Urban Reserve Line (URL) is a boundary separating urban/suburban land uses and rural land uses. It is based upon both the needs of individual communities for areas of additional growth during the term of the LUE which is a 20-year period. It relates to the capacities of community resources to support such growth. The Urban Reserve Line defines growth areas around urban centers in which the county, or the county and affected city, will actively coordinate plans, policies and standards relating to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, and other matters related to the orderly development of urban areas.

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The amount of land included in each community URL by the Land Use Element is based on the following factors:

1. Community population projections.
2. The land absorption rate (how much land is actually being converted to urban uses each year).
3. Existing and planned capability of local services, such as water and sewer, to support continuing local development.
4. Community preferences about the amount and timing of growth.
5. The need for agriculture, recreation, watershed, habitat or open space, which are considered priority uses under the Coastal Act and the County's Local Coastal Program.

~~The principles and policies~~ goals and objectives in Chapter 1 and the land use policies in the CZLUE area plans give particular attention to identifying suitable areas within the urban reserve line for the full range of urban and suburban land uses, where such uses can be readily supported by services. Urban reserve lines are reviewed in ~~the five-year plan updates~~ cycle to determine the continuing validity and need for change of those boundaries.

#### **Consideration of Urban and Village Expansion**

Any changes ~~to~~ in an Urban Reserve Line require an amendment to the Land Use Element and Local Coastal Program. The amendment must be approved by the Board of Supervisors and the Coastal Commission.

Urban Reserve Lines are established by the Land Use Element for the following cities and unincorporated communities within the coastal zone:

Avila Beach	<del>Los Osos</del> <u>South Bay</u>
Cambria	Morro Bay
Cayucos	Oceano
Grover Beach	Pismo Beach

The following criteria shall be addressed for all proposals to expand urban or village reserve lines:

1. The proposed expansion is within the Sphere of Influence of the community and any separate service district(s).
2. The proposal is consistent with the ~~Planning Principles and Policies~~ Goals and Objectives in Chapter 1, and the ~~Policies~~ Goals and Objectives of this chapter.
3. The expansion is consistent with applicable Amendment Guidelines in Chapter 6.
4. The proposed expansion will preserve important and critical environmental areas and provide significant open space land for creating natural area preserves and open space adjacent to or near a community.

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5. The proposal will ~~not convert~~ protect agricultural lands in accordance with Agriculture Policies in the ~~Agriculture and Open Space Element~~ Coastal Plan Policies of the Land Use Plan.
6. Required public services and transportation facilities will be funded or available at the time of development.
7. The timing is appropriate for expansion due to an inadequate inventory of land within comparable land use categories in the community for the intended type of development.
8. Development within the proposed expansion will be adjacent to, and compatible with, existing development within the urban or village reserve.
9. Expansion will help create a more complete, walkable community, increase the affordability of housing and/or decrease economic and social segregation.
10. The proposal will address improving the regional or sub-regional jobs-housing balance.

## E. URBAN SERVICE LINES

Within the Urban Reserve Line of each community is the Urban Services Line (USL). The Urban Services Line is the Urban-Rural boundary as defined in the Local Coastal Plan. The USL encompasses areas where urban services are now provided or where such services are expected to be extended during the next five to 10 years as the community expands toward the full development. Placement of the USL is based upon existing and planned service system capacities and upon community plans. Planned improvements should be included in a capital improvement program with reasonable funding likelihood prior to extension of the USL to new areas.

The Urban Services Line allows for orderly phasing of community expansion within an urban reserve line, as illustrated on Figure 4-1. The USL ~~should be~~ is reviewed periodically every four years in the LUE update process, along with the growth projections and service capabilities on which it is based. That review updates conditions within the community, correlating community growth with available resources. Review of the USL allows for orderly expansion of the community with timely extensions of necessary urban services as they are available.

The USL defines areas where capital improvement programs and community plans should be coordinated to schedule ~~ing~~ extensions of public services and utilities needed for urban development. As improvements are ~~scheduled and~~ constructed, the USL may be expanded accordingly. Areas of communities located between the urban service and urban reserve lines are sometimes designated on the LUE maps for urban uses, at Residential Single-Family densities or greater. ~~In such areas the land use categories applied are~~ referred to as "holding zones," where development of designated uses would be appropriate when urban services and facilities can be provided and the USL is amended to include those areas. The area plans contain standards identifying appropriate interim uses and densities for holding areas where particular uses ~~cannot~~ could not be compatibly established in advance of full urban services.

Due to a variety of reasons, the boundaries of service providers and special districts may not be co-terminus with USLs and even URLs. Some districts have entered into contracts or agreements with property owners to provide services in exchange for obtaining resources, facilities or easements. In general, these kinds of service boundary extensions should be discouraged so that service planning is closely aligned with planned land uses. The USL should be considered as the appropriate boundary for all applicable service providers, to clarify where

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services are appropriate, avoid conflicts between agencies, to coordinate the extension of services in accordance with planned resources, and to implement the ~~Planning Principles and Policies~~ Goals and Objectives in

Figure 4-1: Urban Reserve and Urban Service Lines

A community is defined by an urban reserve line at its border and by an urban services line within which services can be provided within 5 to 10 years of an LUE review.

As the developed area increases within the urban service line, the capacity for additional growth is evaluated in terms of community resources and facilities.

Expansion of an urban services line may occur if additional development within the urban reserve area can be served with full urban services.

Chapter 1 regarding compact development forms and directing growth to urban areas. For these reasons, the county should coordinate with the California Public Utilities Commission in order for its decisions on the boundary locations of private service purveyors to be consistent with the USL.

Expansion of a USL is accomplished through an amendment of the Land Use Element and Local Coastal Program and should occur after LAFCo has amended the corresponding sphere of service line (see Section H

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below). Factors that should be met before approving an expanded Urban Service Line or the boundary of a service district or private service provider include the following:

1. The proposed area is appropriate for urban or village services within the applicable reserve line.
2. Services are programmed and funded to provide the capacities necessary to serve the designated land uses, and resources are available within their sustainable capacities.
3. The proposed urban service area is consistent with and will implement the Goals and Objectives Planning Principles and Policies in Chapter 1.
4. The location of the proposed area will accommodate an efficient extension of infrastructure and transportation modes, and it will maximize the use of existing infrastructure.
5. The proposal is consistent with the Coastal Act and the Local Coastal Program.

#### **F. VILLAGE RESERVE LINES**

There are many areas in the county where homes are grouped in settlements of greater density than surrounding rural areas, but which are not self-sufficient communities. ~~In past planning studies, such communities have often been overlooked, remaining undistinguished from the surrounding countryside.~~ The LUE recognizes these villages as having both individual character and unique problems, as well as needing specialized solutions to their problems. People living in these villages identify with a local character and often feel protective of their village life-style.

The village reserve lines (VRL) distinguish developed areas from the surrounding rural countryside. A land use plan has been developed for each village, with particular attention given to their unique problems, opportunities and development potentials. Village plans are found in the LUE area plans. There are two Village Reserve Lines within the coastal zone and they have been established for Callender/Garrett, on the Nipomo Mesa in the South County Planning Area, and San Simeon Acres, north of Cambria in the North Coast Planning Area.

Expansion of a village reserve line should be reviewed using the previous guidelines for Consideration of Urban or Village Expansion.

#### **G. APPROPRIATE LEVELS OF SERVICE**

The urban and village reserve lines establish the boundary between urban and rural (city and country) land uses and the different types of public services needed for area residents. Table H indicates the types of services that generally would be appropriate within ~~in~~ areas with urban, suburban and rural densities as shown in the Land Use Element area plans.



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TABLE H LEVELS OF SERVICE		
Urban Densities* (One or more dwellings per acre)	Suburban Densities* (One dwelling per one to five acres)	Rural/Agricultural Densities* (One dwelling per five acres or larger)
Community Water System Public Sewers Police Service Fire Protection Parks Street Improvements Street Trees Lighting Street Sweeping Drainage Solid Waste Pickup Ambulance/EMT Libraries Improvement Districts Open Space Maintenance Cultural Facilities Schools	Community Water System Septic Tank Maintenance Police Service Fire Protection Parks Street Improvements  Drainage Solid Waste Pickup Ambulance/EMT Libraries Improvement Districts Open Space Maintenance  Schools	Individual Wells Septic Tanks Police Service Fire Protection <u>Regional Parks</u> Road Improvements  Drainage Solid Waste Pickup Ambulance/EMT Libraries (Mobile) Improvement Districts  Schools

Note:

\* “Density” in land use planning is a term that refers to the average number of dwelling units per acre of land. Urban densities are generally one or more dwelling units per acre; suburban densities usually range from one dwelling unit per one acre to five acres, and rural densities are lower than one unit per five acres. Village areas usually have suburban densities, although exceptions may occur within the Land Use Element area plans. Urban areas normally have urban densities overall, although neighborhoods within village and urban areas may have urban or suburban densities.

**H. LOCAL AGENCY FORMATION COMMISSION AND SPECIAL DISTRICTS**

Local Agency Formation Commissions (LAFCOs) were created to help organize, manage, and regulate the provision of public services to development. LAFCOs were created in 1963 in response to the post World War II development boom and the proliferation of development and local agencies providing public services to California’s fast growing communities. The results of this development boom became evident as more of California’s agricultural land was converted to urban uses. This premature and unplanned development pattern created inefficient and expensive systems of delivering public services using multiple small units of local government. A number of pieces of legislation were passed to help manage this situation, the most recent being the Cortese-Knox-Hertzberg Act of 2000 (CKH Act).

The Legislature has given LAFCOs the authority to carry out changes in governmental organizations that promote the intent of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act). The CKH Act commences with Government Code Section 56000... The CKH Act recognizes that the

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logical formation and determination of local agency boundaries is an important factor in promoting orderly development. In establishing these boundaries LAFCO balances future development with sometimes competing state interests of discouraging urban sprawl, preserving open-space and prime agricultural lands, and efficiently extending government services The San Luis Obispo LAFCO addresses the following factors when considering proposals:

1. Orderly Growth. LAFCO discourages urban sprawl while encouraging orderly growth and development and the efficient provision of services.
2. Logical Boundaries. LAFCO encourages the logical formation and determination of boundaries;
3. Efficient Services. LAFCO encourages the provision of adequate, efficient and effective governmental services; and,
4. Preserve Agricultural and Open Spaces. LAFCO polices guide development away from open space and prime agricultural land uses unless such actions would not promote planned, orderly, and efficient development.

#### LAFCO Jurisdiction

Specific Authority. LAFCO is responsible for considering the following proposals:

- Annexations to, or detachments from, cities or special districts;
- Formation or dissolution of special districts;
- Incorporation or disincorporation of cities;
- Consolidation or reorganization of cities or special districts;
- Update and amendment of spheres of influence;
- Authorization of extension of services beyond an agency's jurisdictional boundaries;
- Provision of new or different services by special districts using outside user agreements; and,
- Preparation of Municipal Service Reviews and Sphere of Influence Updates at least every five years, if necessary.

Limitation of Authority Relating to Land Use Conditions. In order to carry out the legislative policies identified above, LAFCO has the power to approve or disapprove applications, or to impose reasonable conditions on approval. However, while LAFCO is charged with consideration of the impacts of land use in its determination, it is prohibited from making decisions specific to the determination of land use or zoning.

Sphere of Influence. The CKH Act provides the legislative authority and intent for establishing a Sphere of Influence and is included by reference in these policies. A Sphere of Influence is defined by the CKH Act as a plan for the probable physical boundaries and services area of a local agency, as determined by the Local Agency Formation Commission. In general the Sphere is a 20-year growth boundary for a jurisdiction's future development. The Sphere of Influence and Urban Reserve Line are often coordinated and are at times coterminous (identical to one another). The Sphere of Influence policies are intended to be consistent with

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CKH and take into consideration local conditions and circumstances. The following factors must be addressed when establishing a Sphere of Influence:

1. Present and planned land uses in the area, including agriculture, and open space lands;
2. Present and probable need for public facilities and services in the area;
3. Present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide; and
4. Existence of social or economic communities of interest in the area if the Commission determines that they are relevant to the agency

The Act further requires that a Municipal Service Review be conducted prior to, or in conjunction with, the update of a Sphere of Influence. The Service Review evaluates the public services provided by the jurisdiction and possible changes to a jurisdiction's Sphere of Influence that are currently under consideration. The legislative authority for conducting Service Reviews is provided in Section 56430 of the CKH Act. A Service Review must have written determinations that address the following factors in order to update a Sphere of Influence.

1. Growth and Population projections for the affected area
2. Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies
3. Financial ability of agencies to provide services
4. Status of, and opportunity for, shared facilities
5. Accountability for community service needs including governmental structure and operational efficiencies
6. Any other matter related to effective or efficient service delivery, as required by commission policy

In completing an update of a jurisdiction's Sphere of Influence, LAFCO considers the General Plans of the county and cities. LAFCO also facilitates the development of a Memorandum of Agreement (MOA) between individual cities, and the county as described in the CKH Act. The MOA is a voluntary agreement that increases the levels of cooperation between the city and county with regard to growth and development within the city's Sphere of Influence. The city and county should agree on a Sphere of Influence boundary and provisions for the future development of the area. A special district and the county may enter into a MOA, but the agreement is not discussed in the CKH Act.

The California Government Code (Section 56301) states that one purpose of the Local Agency Formation Commission (LAFCO) is "...the discouragement of urban sprawl and the encouragement of the orderly formation and development of local governmental agencies based upon local conditions and circumstances." In order to see that such orderly formation and development is carried out, the code further directs that "...the Local Agency Formation Commission shall develop and determine the Sphere of Influence of each local governmental agency within the county."

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~~The San Luis Obispo County LAFCO has adopted general policies and criteria for spheres of influence. Those criteria contain the following definitions:~~

~~**Spheres of Influence:** Lines adopted by LAFCO that will delineate the probable ultimate physical boundaries and limits of local governmental agency service areas for a 10-20 year period. Many factors are considered, including the general plans of the various cities, boundary lines of existing special districts and the county urban reserve lines.~~

~~**Sphere of Service:** The area around a community, city or special district where short-term growth (10-year period) will be considered, and within which urban services are planned to be provided. An agency's capital improvement program assists in determining the sphere of service.~~

~~The definitions of the sphere of influence and sphere of service lines correspond directly to the definitions of the urban reserve and urban services lines (respectively) in the Land Use Element. The Land Use Element provides data useful to LAFCO in establishing Spheres of Influence and fulfilling its mandate to ensure that local governmental agencies undergo orderly formation and development.~~

~~Once spheres of influence are adopted by LAFCO they become "...a factor in making regular decisions on proposals over which it has jurisdiction. The commission may recommend governmental reorganizations to particular agencies in the county, using the spheres of influence as the basis for such recommendation..." The factors evaluated by LAFCO in determining the sphere of influence of each local governmental entity include:~~

- ~~1. The maximum possible service area of the agency based upon present and possible service capabilities of the agency.~~
- ~~2. The range of services the agency is providing or could provide.~~
- ~~3. The projected future population growth of the area.~~
- ~~4. The type of development occurring or planned for the area, including, but not limited to, residential, commercial, and industrial development.~~
- ~~5. The present and probable future service needs of the area.~~
- ~~6. Local governmental agencies presently providing services to such area and the present level, range and adequacy of services provided by such existing local governmental agencies.~~
- ~~7. The existence of social and economic interdependence and interaction between the area within the boundaries of a local governmental agency and the areas that surround it and could be considered within the agency's sphere of influence.~~
- ~~8. The existence of agricultural preserves within the area being considered for inclusion within an agency's sphere of influence and the effects of their inclusion on maintaining their physical and economic integrity.~~

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Many of the same factors affecting establishment of the LAFCo spheres of influence are also considered in locating the urban reserve, urban service and village reserve lines in the LUE. Expansion of spheres of influence should also be based on a review of the factors for expanding urban and village reserve lines in section D. URBAN RESERVE LINES - CONSIDERATION OF URBAN AND VILLAGE EXPANSION. Continued coordination in the future between the LUE and the spheres of influence will support the orderly growth of county communities and will also support service agencies in keeping pace with that growth.

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Amend Chapter 5 of Coastal Zone Framework for Planning, Part I of the Land Use Element of the General Plan, page 5-5, as follows:

## CHAPTER 5: CIRCULATION ELEMENT

[Text from pages 5-1 to 5-5, section F is not addressed and is omitted.]

### F. STREET DESIGN CONSIDERATIONS

The location and design of streets can have a major effect on adjacent land uses. The design of residential streets is particularly important since improper design can have a long-term adverse effect on residents using them. Streets shall be designed in accordance with appropriate standards, and shall incorporate traffic-calming features where needed, to result in vehicles traveling at safe and pedestrian-friendly speeds. The following guidelines offer general design parameters for providing safe, convenient routes for movement of automobiles, bicycles and pedestrians within residential neighborhoods and local commercial areas.

#### General Design Guidelines

1. Street and pedestrian circulation patterns in newly developed areas should be compatible with the land use and circulation recommendations of the community plans for the planning areas.
2. Arterial roads and streets should be developed to provide appropriate service for local trips, to minimize traffic on principal arterials.
3. Pedestrian circulation should be expressly addressed in project and street designs so that walking is ~~accommodated by various methods of implementation~~ facilitated between projects and other neighborhood destinations by sidewalks, pathways or trails that have adequate width, connections and unobstructed access.
4. New street network designs should ~~minimize the overall length of streets.~~ be in connected patterns with a variety of linear and curvilinear forms for aesthetic interest, environmental sensitivity and efficient use of land. A "grid" layout is encouraged; however, the grid may be occasionally interrupted (while still remaining in compliance with the design criteria in the Real Property Division Ordinance) in order to prevent "cut-through" traffic from adjacent neighborhoods. Multiple cul de sacs shall be strongly discouraged to reduce the length of vehicle trips and offer alternative routes to destinations.
5. Driveway entrances on arterials should be avoided ~~on arterials,~~ or in other instances where needed to allow for uninterrupted traffic flow. Alleys may provide suitable access to rear-facing garages, if designs are attractive, avoid through-traffic and provide for visual security, waste handling, infrastructure and maintenance.

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6. Local residential streets should generally be interconnected while serving ~~designed to serve~~ limited, localized access needs, rather than through traffic.
7. All dwellings and structures should be readily accessible to emergency and service vehicles.
8. Street standards should be developed using the guidelines of the "A Policy on Geometric Design of Highways and Streets," "Guide to Urban and Rural Street Design" published by the American Association of State and Highway and Transportation Officials (AASHTO), with focused attention on new flexible standards.
9. Horizontal and vertical street alignments should be located to minimize grading and to incorporate natural ground contours as much as possible without creating hazards to traffic, and should be consistent with other design objectives.
10. Street layouts should be planned to avoid adverse concentration of storm water runoff, and functional location of utility lines such as electric, natural gas, and cable television.
11. Street design should promote safe bicycling by including the placement of bike lanes, routes and bikeways, where appropriate, ~~that will implement the County Bikeways Plan~~ provide for the safety of the cyclist as well as the automobile driver with whom they share the streets. These lanes may be located separate from vehicle lanes for safety and convenience.

#### **Local Street Intersections**

- ~~1. Residential street layouts should generally be designed to consider the use of four-way local street intersections by including where appropriate conventional gridiron street layout patterns.~~
- ~~2. Alternative street intersections and corner radii may be appropriate when based upon good design practices.~~

#### **Parking**

1. Adequate off-street parking for residents and guests, ~~including spaces for recreational vehicles~~, should be provided in both urban and rural areas. Off-street parking requirements should be reduced where it can reasonably be foreseen that proximity to public transit and essential commercial and public services will reduce parking demand.
2. Parking lots for commercial development shall include shade trees of appropriate type, density and location to provide a minimum of 50% shade of total surface area during summer months.

#### **Street Landscaping**

1. Street landscaping should be included in planned street designs to improve the appearance and aesthetic value of urban and village areas.

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2. Landscaping should be planned for safety and beauty, emphasizing appropriate use of native, drought tolerant species, to provide buffering and to minimize conflicts between streets, parking, structures, and pedestrian paths.
3. New street development projects should include landscaping along with funding for its installation and maintenance, either through the county or other agencies such as Community Service Districts.
4. The design and construction of new roads or the expansion of existing roads to the degree that right-of-way and traffic safety allow should incorporate and preserve natural features, such as native woodlands or significant mature trees, rock outcrops and other landmarks.
5. Implementation of street landscaping projects should occur after the assignment of departmental responsibilities for installation and maintenance and discussion of funding sources and methods by the Board of Supervisors. For example, the Public Works and General Services Departments may develop a coordinated program for design and funding mechanism through the Public Works Department, and installation and maintenance by the General Services Department. These decisions should be made to avoid problems with inadequate staffing or financial capability to develop and maintain projects.

### **Alternative Street Design**

~~Due to the considerations listed above, S~~special street designs may be necessary in unique local situations, such as in private developments where public roads are not a consideration. In such cases, special design standards or criteria may be utilized that do not conform to the county standard improvement specifications and drawings.

Some special design needs are noted in the Land Use Element Area Plans as guidelines in the circulation chapter programs or as requirements in the Planning Area Standards. Special designs that are available in ~~the~~ "A Policy on Geometric Design of Highways and Streets," "Guide to Urban and Rural Street Design," or other design guidebooks will be necessary to implement them. Other special design needs may come to light during project review of applications for land use permits and subdivisions or capital improvement projects, ~~for example, such as the need to~~ preserve a woodland or to create a pedestrian or equestrian paved pathway separated from a street. In such cases, streets should be designed to accommodate those needs if traffic safety can be assured.

### **Street Construction**

Before the construction of new or expanded streets and roads, detailed plans must be developed. At that stage, engineering feasibility studies and geometric designs should carry out the guidelines listed in the previous sections with the coordination of Planning and Building and Public Works Engineering Department staff as a general plan conformity report is prepared.

An Environmental Impact Determination is then made by the office of the Environmental Coordinator for the preliminary design of each project. The Public Works Engineering Department prepares construction drawings based on the process of plan development and the environmental determination.



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## **G. Scenic Roads and Highways**

The designation of scenic roads and highways is intended to ~~conserve~~ promote and enhance the natural scenic beauty occurring along portions of county roads and state highways. The Coastal Zone portion of San Luis Obispo County has many scenic attributes that contribute to the pleasure of driving through it. Whether these features of the landscape are highly unusual, such as the volcanic Morros between San Luis Obispo and Morro Bay, or the more typical Pacific Ocean views, they play an important role identifying the coastal area zone as a special place. Agricultural operations and facilities, ocean views, mountain landscapes and unique geologic features in the rural areas contribute to the scenic quality of the coastal environment also help make many of the roads very scenic and contribute to the quality of the rural areas along the coast. Together, these natural and built features provide a scenic environment that encourages the growth of recreation and tourist industries that are major parts of the local economy. These features are essential to the recreation and tourist industries that are major parts of the local economy. ~~Development and enhancement of the scenic roads and highways system should be accomplished without undue restrictions on private property or unnecessary burdens on agricultural operations.~~

In recognition of these features, Highway One is designated a State Scenic Highway and National Scenic Byway from San Luis Obispo to the Monterey County line. Additional scenic state highways may be designated through a process with the California Department of Transportation (Caltrans) that is flexible for local evaluation and regulation to protect scenic quality. Local county roads may be designated as scenic corridors through a process that is outlined in the Conservation Agriculture and Open Space Element. This section of the Circulation Element incorporates the Scenic Highways Element the Open Space Element which It includes a list of eligible state highways and county roads that qualify for a scenic designation, and detailed mapped designations and policies for the designation protection of scenic highway corridors. The local scenic road designation process does not apply to the state or federal designation processes for scenic highways. The designation of additional scenic roads and highways should be accomplished without undue restrictions on private property, impacts to biological resources or unnecessary burdens on agricultural operations. The implementation policies in the AG/OS Element for designating scenic corridors should be actively pursued to protect the county's high quality scenic character.

### **Implementing Strategies Objectives for road and highway projects in designated scenic corridors**

The following implementing strategies ~~local objectives~~ are stated to implement the Agriculture and Open Space Plan Policy OSP24 that scenic highway provisions should be applied as it applies to all roads and highways that are so designated as scenic highway corridors within the county:

1. Construction of improvements, realignments and new road facilities of designated scenic corridor roads and highways should maintain or enhance existing views and not obstruct or diminish them, as can be determined through the coastal development permit process.

~~Identify scenic areas and features within view of state highways, city streets, and county roads in the open space plan and incorporate them into the applicable Area Plan, designating them as Sensitive Resource Areas. Identify scenic areas and features within view of state highways, city streets, and~~

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county roads in the open space plan and incorporate them into the applicable Area Plan, designating them as Sensitive Resource Areas.

2. Adopt programs and standards in the Area Plans to protect the scenic quality of identified areas and to maintain views from designated scenic roads and highways. Adopt programs and standards in the Area Plans to protect the scenic quality of identified areas and to maintain views from designated scenic roads and highways. Road and highway construction projects in scenic highway corridors should provide special attention to the location, siting and design of visible structures, access roads points, and outdoor advertising signs and other facilities within the right-of-way, while ensuring that there will not be undue restrictions on private property or agricultural operations. Encourage Landscaping should include area native plants in strategic locations to enhance views and be used in revegetation in landscaping. Place Promote placing utilities underground where feasible as part of road improvement projects.
3. Ensure that the location, design and construction of each scenic road or highway blends into and complements the scenic corridor, by coordinating among involved agencies for the integrated design of the project.
4. Provide Promote special scenic treatment and design within scenic road and highway rights-of-way, to include highway directional signs, guardrails and fences, lighting, provisions of scenic outlooks, frontage roads, grading, vegetation and highway structures.

#### **H. Pedestrian Circulation**

To achieve walkable communities, pedestrian circulation needs to be planned from the outset in new projects and connected with existing and future routes of travel. Walking is critical to creating healthy communities, as it reduces vehicle travel and associated air pollution, including carbon dioxide emissions that contribute to climate change, and it promotes physical and mental well being. Reducing vehicle traffic also will reduce the need for expensive street widening and intersection improvements.

Pedestrian travel needs to be encouraged and facilitated by providing usable and attractive sidewalks, pathways and trails appropriate to their function. Residential neighborhoods may be served by all of these; however, commercial development may or may not accommodate trails or pathways. Narrow or dis-connected sidewalks do not serve pedestrian needs well. Pedestrians are typically attracted to wider, inviting routes that connect daily destinations, such as home, school, parks, work and shopping within a five- to ten-minute walk. Community planning and project design need to facilitate such connections. Pedestrian facilities should be buffered from traffic where feasible by street parking, landscaped parkways or separated pathways such as trails and paseos. Publicly and privately funded features should be included to provide interest and a sense of place, such as landscaping, above-ground planters, benches, way-finding signs, public art and symbols, and streetlights at a pedestrian scale.

#### **Implementing Strategies Objectives for Pedestrian Circulation**

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1. Give high priority to pedestrian travel as a primary component of community planning and the design of all neighborhoods, districts and street corridors.
2. Plan for pedestrians to have maximum access and connectivity between land use destinations, fill in the gaps between disconnected sidewalk segments, and eliminate other barriers to pedestrian access along streets and within sites.
3. Give high priority to pedestrian facilities and amenities within the County budget process, traffic impact fee programs and the Council of Governments funding allocations.
4. Plan and provide multi-use trails that encourage pedestrian, bicycle and equestrian travel between residential areas and other destinations ~~to implement the trails section of the Parks and Recreation Element.~~

#### **I H. Bikeways**

Bicycling is an important component of the county transportation system. Bikeways are designed in a number of ways to provide safe bicycle travel, including fully separated paths, restricted bike lanes, or signed streets. ~~The Circulation Element incorporates the Bikeways Element of the Regional Transportation Plan as though fully set forth here, for detailed planning and implementation of regionally significant bikeways.~~ Local bikeways ~~may be~~ are addressed in the Circulation chapters of the Land Use Element Area Plans. The County Bikeways Plan (which is not part of the County's Local Coastal Program) provides for the advancement of bicycling and includes detailed guidance for developing bike lanes, routes and separated paths.

#### **Implementing Strategies Objectives for Bikeways**

1. Give high priority to bicycle travel within and between communities in community planning, financing and improvement designs.
2. Bicycle travel should be encouraged through community outreach, fully implementing a network of bike lanes and paths and related facilities, including bike racks, and by changing standards and specifications, signing and related facilities as needed to achieve greater usage.
3. Regional trails that link communities should be provided ~~consistent with the Parks and Recreation Element,~~ to enable more alternative transportation between and through communities.

#### **J I. Public Transit**

Public transit serves the transportation needs of large numbers of people and low-mobility groups (disabled individuals and those without cars) more efficiently than automobiles. Transit policies and plans of the county are integrated with local and regional systems in the Transit portion of the Regional Transportation Plan, which is incorporated here by reference as though it were fully stated. (Note that the Regional Transportation Plan is not considered part of the certified Local Coastal Program).

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The county has an important role in planning, supporting and expanding the Regional Transit System because the road system in unincorporated areas is projected to be increasingly impacted by vehicle travel. A more productive and convenient transit system is necessary to offset increasingly congested streets and highways effectively.

#### **Implementing Strategies Objectives Objectives for Public Transit**

- ~~1. Utilize transit planning as an equal consideration in decisions on using transportation funding for street and highway improvements, during the county budgetary process and the Area Coordinating Council's Unmet Transit Needs process.~~
- ~~2. Expand the land use planning process to include the consideration of transit facility needs in the location and intensity of development, by integrating commercial and residential areas with transit networks.~~
1. Provide public transit with sufficient connectivity, frequency and hours and days of service, to be competitive with the private automobile.
2. Allocate LTF/TDA funds to fully fund public transit services before considering those funds for other transportation needs.
3. Work with the Regional Transit Authority and other transit agencies to coordinate transit routes, facilities and services with planned land uses and with specific development proposals.
- ~~4 3. Expand the consideration of transit facilities in the land use permit process, by encouraging~~ Encourage mixed-use commercial and residential projects, ~~planned unit developments, participation by~~ and encourage developers to ~~in~~ provide ~~ing~~ transit facilities, park and ride lots and implementation of vehicle trip-reduction programs.
- ~~5 6. Consider the enactment of traffic mitigation and vehicle-trip reduction ordinances that would reduce the amount of traffic from large-scale institutions, developments or employers that would occur at peak commuting hours, such as staggered hours or car pooling incentives.~~
- ~~6 7. Pursue transportation demand management strategies as contained in the regional transportation plan that will manage demand by encourage ing people to drive less, for instance, with preferential parking for carpoolers.~~
- ~~7 8. Where feasible and practical, consider computer modeling and other analytical methods to fully evaluate design options.~~

#### **K J. Airports**

Airports provide base facilities for air transportation and air freight and meet recreational needs. The Land Use Element designates areas around county airports for limited commercial, industrial, recreational or low-density residential uses, as well as agricultural and open space uses, based upon the characteristics of the individual

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airports. Specific development criteria for airport facilities and identification of types of land uses that may be compatible with airports are defined in the following documents:

- ~~1.~~ The Aviation Element of the county Transportation Plan.
- 1 2. The San Luis Obispo County Airport Land Use Plan.
- 2 3. The Oceano County Airport Land Use Plan.
- 3 4. The Paso Robles City Airport Land Use Plan.

Land use recommendations and standards of the above-mentioned documents are refined in the area plans through application of the Airport Review combining designation, discussed in Chapter 7.

#### **L K. Equestrian Trails**

In areas where there is interest in establishing equestrian trails, the county should work with equestrian groups, property owners, and agriculturalists to determine whether rights-of-way may be secured to serve this need while respecting and protecting adjacent uses and ownerships.

#### **M L. Other Transportation Modes**

In addition to streets, public transit and airports, other transportation modes affecting land use planning include harbors and seaports, pipelines, transmission lines, rail and transportation terminals. The area plans contain policies for the local development and use of those systems. The Regional Transportation Plan contains a specific discussion of issues, programs and policies for those components of the county circulation system and it is incorporated by reference as though it were fully included here.

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**Amend Chapter 6 of Coastal Zone Framework for Planning of the General Plan, page 6-7, as follows: [Text from pages 6-1 to 6-7 is not addressed and is omitted.]**

### **Guidelines for Land Use Category Amendments**

In determining whether to approve a proposed Land Use Category Amendment, the Planning Commission and Board of Supervisors may consider, but shall not be limited to, the following items where appropriate for the proposed land use category change under consideration:

1. **Existing Planning Policies.** Whether the proposed land use category is consistent with the following:
  - a. Applicable policies in the various elements of the general plan (~~land use, ag and open space, conservation, circulation, housing, safety, noise~~);
  - b. Applicable policies in the Coastal Plan Policies Document of the Local Coastal Program.
  - c. The general ~~policies~~ goals and objectives in Chapter 1 of Coastal Framework for Planning (Part I of the Land Use Element);
  - d. The purpose and character statements for Land Use Categories in Section B, description of land use categories;
  - e. Uses listed in Coastal Table O, list of allowable uses; and
  - f. The text, standards and maps of the area plans (Part II of the Land Use Element).
  - g. Applicable policies in the California Coastal Act pertaining to the amendment of a Local Coastal Program.
2. **Area Character.** Whether the proposed land use category is compatible with allowed land uses in surrounding land use categories. Whether the potential types of development resulting from a proposed amendment would adversely affect the existing or planned appearance of the countryside, ~~neighborhood~~ community character and style of development in the surrounding area.
3. **Environmental Impacts.** The proposed amendments should not enable development that would cause potential significant adverse environmental impacts as determined through an environmental determination prepared by the office of the Environmental Coordinator, unless such impacts can be adequately mitigated or a statement of overriding considerations can be adopted in accordance with the California Environmental Quality Act.
4. **Accessibility/Circulation.** Whether the site of the proposed amendment is located with convenient access to a road system in the vicinity that is adequate to accommodate the traffic generated by the type and intensity of development allowed by the amendment.

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5. **Soils Classification.** Whether the proposed amendment gives consideration to protecting prime agricultural soils (SCS Class I and II, irrigated) for potential agricultural use agricultural land as defined in the Coastal Act and prime farmland and farmland of statewide importance as mapped by the Natural Resources Conservation Service (NRCS). Proposals in other soil classifications should be reviewed together with other site features to determine if the proposed amendment could unnecessarily limit, reduce or eliminate potentially viable agricultural uses.
6. **Slope and Other Terrain Characteristics.** Whether site terrain would be predominantly retained in its existing configuration by development enabled by the proposed amendment. Whether development resulting from the proposed amendment would avoid excessive grading and retain the overall contour of a site such that more intensive development occurs on flatter land and low-density development is accommodated by steeper terrain.
7. **Vegetation.** Whether the proposed amendment enables development that would retain significant vegetation such as oak woodlands or other mature tree forests and native plant communities that provide wildlife habitat or include rare or endangered plant or animal species.
8. **Hazards.** Whether the proposed amendment has been evaluated with respect to potential building limitations due to flood, fire or geologic hazards, so that subsequent development will be feasible in relation to the uses allowed by the proposed amendment.
9. **Existing Parcel Size and Ownership Patterns.** Whether the proposed amendment enables development of a type and scale consistent with surrounding parcel sizes and ownership patterns.
10. **Availability of Public Services and Facilities.** Whether the proposed amendment is located in an area with demonstrated availability of needed public services and facilities and, where applicable, whether it is suitable for on site disposal and has an adequate groundwater supply. To the extent that proposed amendments will create a demand for services, amendments in the urban and village areas should demonstrate that services for water supply, sewerage, streets, public safety, schools and parks are available or funded within their sustainable capacities; ~~1) planned to be available within the time frame anticipated in the applicable area plan; or 2) a capital improvement program is in effect to provide for any such services that are currently deficient; or 3) such services and facilities will be provided as a result of approved development following the amendment.~~
11. **Land Inventory.** Whether the amendment ~~with the uses it would allow~~, is needed to provide an appropriate balance of land uses ~~a sufficient supply of land~~ for the population of the community or area within the projected capacity for natural resources, services and facilities.
12. **Mineral Resources.** Whether the amendment proposed in an area included within the EX (Energy and Extractive Resource Area) or EX<sub>1</sub> (Extractive Resource Area) combining designations on the official maps of the Land Use Element would preclude resource extraction or would result in uses which adversely affect the existing operation or expansion of extraction uses. Proposals within the EX or EX<sub>1</sub> Combining Designations which would preclude resource extraction, would allow minimum residential parcel sizes of less than 10 acres or would otherwise be incompatible with resource extraction shall be approved only when the need for the particular use is determined by the Board of Supervisors to outweigh the value of keeping the potential mineral resource available for future extraction. The proposed amendment shall not enable development that would adversely affect the continuing operation or expansion of an extraction use. (Amended 1991, Ord. 2498).

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**13. Agricultural land.** Whether the amendment would enable conversion of agricultural land at the urban fringe and would allow an expansion of urban development into agricultural lands or encourage sprawl by allowing "leapfrog" development into agricultural areas. ~~Such~~ Conversion of agricultural land to non-agricultural uses is discouraged unless other locations for development are physically, environmentally or otherwise not feasible in the foreseeable future. Requests for conversion shall be consistent with the ~~Agriculture al and Open Space Element, the Conservation Element~~ Local Coastal Program and Sections 30241, 30241.5 and 30242 of the Coastal Act for conversion of agricultural land.

**[Text from page 6-9 to end of chapter is not addressed and is omitted]**



**APPENDIX A**

**Table A-1**

**Schedule for Completing Implementing Strategies**

**Coastal Zone Framework for Planning (~~Inland and Coastal Zone areas~~)**

(Text in Table A-1 is from Exhibits LRP2005-00013:A and B. For readability, it is shown with editing done.)

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
<b>Principle 1: Preserve open space, scenic natural beauty and sensitive environmental areas. Conserve energy resources. Protect agricultural land and resources.</b>					
1.1. <del>Revise the LUP and CZLUO Land Use Element, Land Use Ordinance and the Growth Management Ordinance</del> to assure sustainable resource capacities for long-term growth.	1 2 4	Planning and Building; Agriculture Department	Dep't budget; Gen Fund	Essential	2011
1.2. Develop and refine effective techniques for land conservation, such as land banks, density transfers and agricultural and conservation easements, and pursue grants and innovative financing tools to acquire and preserve open space.	2	Planning and Building; Agriculture Department	Dep't budget; Gen Fund; Grants	High	2011
1.3. Establish a program that links rural land conservation with agricultural economic development; supports locally-based commercial agriculture, preserves scenic rural landscapes and sustains resources. Form a committee of agricultural, conservation and advisory committee representatives to assist the program.	2	Planning and Building; Agriculture Department	Dep't budget; Gen Fund; Grants	Medium	2011
1.4. Create an urban and rural forestry program that encourages property owners, developers and communities to plant, maintain and protect trees to enhance air	9	Planning and Building; Public Works	Dep'tBudget; Gen Fund;	Medium	2018

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**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
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**Appendix A: Table A-1: Schedule for Completing Implementing Strategies**

County Proposed Table. Coastal Commission Suggested Modifications shown in Strikeout and Underline.  
SLO LCP Amendment 3-09 (Framework for Planning)

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
quality and help offset carbon dioxide emissions.			Grants		
<b>1.5.</b> <del>Revise the Land Use and Conservation and Open Space Elements and County Ordinances</del> <u>LUP and CZLUO</u> to give incentives for energy-efficient construction that minimizes its carbon footprint, especially in rural areas.	3	Planning and Building	Dep't Budget	Medium	2012
<b>Principle 2: Strengthen and direct development towards existing and expanded communities.</b>					
<b>2.1.</b> Amend the <u>LUP and CZLUO Land Use Element and Ordinance</u> to 1) maintain rural areas in low-intensity uses, 2) avoid expanding Residential Rural and Residential Suburban categories in rural areas, and 3) preserve and enhance a well-defined rural character.	1	Planning and Building	Dep't Budget	Essential	2011
<b>2.2.</b> Revise the Transfer of Development Credits (TDC) program to more effectively shift potential rural development to communities with adequate infrastructure and conserve rural lands.	2	Planning and Building; Cities; CACs; CSDs; Public Works	Dep't Budget	High	2013
<b>2.3.</b> Work with communities to create and maintain distinct urban boundaries next to rural areas, while allowing for compact community expansion.	1 4	Planning and Building; Advisory Councils; CSDs; Cities	Dep't Budget	Medium	2013
<b>2.4.</b> Work with agencies, cities, special districts, unincorporated communities and their advisory councils, to identify suitable strategic growth opportunity areas within and adjacent to existing communities for compact, affordable development, where supported by sustainable resource capacities.	1 4	Planning and Building; Cities; CACs; CSDs; Public Works	Dep't Budget	Essential	2013
<b>2.5.</b> Coordinate with the cities to consider accepting greater shares of overall countywide	1	Planning and Building;	Dep't Budget	High	Ongoing

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growth with corresponding reductions in unincorporated area growth. Consider compensating assistance from the County to offset the transportation, financial and other demands from this growth.		Public Works; Cities			
<b>2.6.</b> Develop a regional and sub-regional economic and land use strategy to stimulate creation of head-of-household jobs, improve the jobs-housing imbalance and strengthen the economy within each community.	1 4	Planning and Building	Dep't Budget; Gen. Fund	High	2011
<b>2.7.</b> Plan commercial and/or industrial areas that are compatible with overall land use;; convenient to patrons, neighborhoods and alternative transportation modes;; and reflect market demand and neighborhood needs.		Planning and Building	Dep't Budget	Essential	Ongoing
<b>2.8.</b> <del>Revise the Resource Management System and the Growth Management Ordinance to</del> Give a higher priority to serving existing and strategically planned communities with adequate resources, streets and infrastructure, over outlying rural areas.	3	Planning and Building	Dep't Budget	Essential	2011
<b>2.9.</b> Conduct long-term planning (20+ years) to fund and provide additional, sustainable public resources, services and facilities in sufficient time to avoid overburdening existing resources, services and facilities.	9	Planning and Building	Dep't Budget	Essential	Ongoing
<b>2.10.</b> Coordinate County land use actions with service districts to provide sufficient public resources, services and facilities.	9	Planning and Building; Districts	Dep't Budget	High	Ongoing
<b>2.11.</b> Create an infrastructure policy that addresses the following goals: 1. New development pays its fair share. 2. The larger community pays its fair share for existing deficiencies and improvements providing general benefit. 3. Infrastructure is in place or funded concurrent with the need.	9	Planning and Building	Dep't Budget; Gen. Fund	Essential	2011

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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
4. Funding mechanisms such as community facilities districts.					
2.12. Amend the <del>CZLUO Land Use Ordinance</del> to require that amendments to the Land Use Element or Ordinance, which propose increases in density or additional development, where critical resource levels exist, shall not be approved unless they provide proof that adequate water and sewage disposal capacities then exist and are available to serve: 1) development resulting from the proposed amendment, 2) existing development, and 3) the allowed development on vacant parcels within the rural, urban or village areas that are subject to the RMS Levels of Severity.	8	Planning and Building	Dep't Budget	High	2011
2.13. Enact revisions to the <del>CZLUO Land Use</del> and the Real Property Division Ordinances to revise or introduce regulations that will promote urban infill instead of prevent it. Consider regulations such as, but not limited to parking, height limits, lot coverage, minimum lot size, minimum densities, setbacks, street widths and similar development standards.	8	Planning and Building	Dep't Budget	Essential	2011
<b>Principle 3: Foster distinctive, attractive communities with a strong sense of place.</b>					
3.1. Prepare and implement policies and programs <del>in the Conservation and Open Space Element</del> to conserve rural visual character within “community separators” that benefit the land owners and adjacent communities.	1 5	Planning and Building; Agriculture Department	Dep't budget; Gen Fund	Essential	In process
3.2. Revise the Land Use Element and Ordinance to 1) retain or create distinct urban boundaries and 2) require development intensities that create a clear difference between urban and rural areas.	1	Planning and Building	Dep't Budget	High	2011
3.3. <del>Revise the Countywide Design Guidelines to e</del> Encourage appropriate, place-based	8	Planning and Building	Dep't Budget;	Medium	2011

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(locally relevant), pedestrian-oriented designs within communities.			Gen. Fund		
<b>3.4.</b> Foster a strong sense of place by identifying local, valued aspects within each community (“placemaking”).	5	Planning and Building	Dep’t Budget; Gen. Fund	Medium	2013
<b>3.5.</b> Establish an inter-departmental team to fund and develop public facilities and amenities that preserve community character, such as public buildings, plazas, parks, and public art.	9	Planning and Building	Dep’t Budget	High	2011
<b>3.6.</b> Hold an annual downtown improvements workshop and work with downtown stakeholders to form business improvement districts.	5	Planning and Building; Public Works	Dep’t Budget; Gen. Fund	Low	Ongoing
<b>3.7.</b> Encourage property owners to protect and conserve historic buildings and resources using a variety of means such as the Mills Act, an incentive program for the restoration and preservation of historic structures.	5	Planning and Building	Dep’t Budget	Low	Ongoing
<b>Principle 4: Create walkable neighborhoods and towns.</b>					
<b>4.1.</b> <del>Update the Countywide Design Guidelines to</del> Create maximum connectivity between neighborhoods, streets and projects for pedestrian and bicycle travel.	8	Planning and Building	Dep’t Budget; Gen. Fund	Essential	2011
<b>4.2.</b> Revise the Land Use Ordinance and Land Use Element to enhance neighborhoods with small-scale and appropriate commercial areas; parks and recreation areas; public spaces; and family, cultural and civic facilities, all within convenient walking distances from housing. Work with the General Services Agency to plan and implement parks and recreation facilities.	4 8	Planning and Building	Dep’t Budget; Gen. Fund	High	2013
<b>4.3.</b> Enhance downtowns and commercial areas with attractive civic and pedestrian	5	Planning and Building	Dep’t Budget;	Medium	2013

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facilities, events and promotions, and facilitate ways to finance them, for example, through forming business improvement and community facilities districts.			Gen. Fund; Grants		
4.4. Pursue a street tree program on urban streets and public parking lots.	9	Planning and Building; Public Works; Districts	Dep't Budget; Gen. Fund	Medium	2013
4.5. Enhance major boulevards and downtown streets with street trees, street furniture, textured crosswalks, planted medians and ornamental or signature lighting.	6 9	Planning and Building; Public Works	Dep't Budget; Gen. Fund; Districts	Medium	2013
4.6. <del>Revise community plans, the Countywide Design Guidelines and the Land Use Ordinance</del> <u>the CZLUO</u> to include features that will minimize fear and crime and strengthen a sense of community by environmental design methods.	5	Planning and Building	Dep't Budget	High	Ongoing
<b>Principle 5: Provide a variety of transportation choices.</b>					
5.1. Integrate <del>HUE</del> <u>LUP</u> area and community plans more closely with transit and pedestrian facilities by providing more intensive and diverse land uses near transit stops and within convenient walking distances between destinations.	4 6	Planning and Building; Public Works	Dep't Budget; Gen. Fund	Essential	2013
5.2. Give high priority to funding facilities for biking, walking and transit facilities and operations within the transportation planning programs of the county and the San Luis Obispo Council of Governments.	6	Public Works	Dep't Budget	Essential	Ongoing
5.5. Give highest priority in the programming of Local Transportation Funds (LTF-TDA) to fully fund public transit operations, multimodal connections to public transportation, and to facilitate strategic growth.	6	Planning and Building; Public Works	Dep't Budget	High	Ongoing

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<b>5.6.</b> Provide multi-use trails (for walking, bicycling and equestrian travel) between and through communities, and connect them with other means of alternative transportation, <del>consistent with the Parks and Recreation Element.</del>	6	General Services	Dep't Budget	Medium	Ongoing
<b>Principle 6: Create a range of housing opportunities and choices.</b>					
<b>6.1.</b> <del>Implement the Housing Element to implement these policies.</del>	7	<del>Planning and Building</del>	<del>Dep't Budget; Gen. Fund</del>	Essential	2013
<b>6.2.</b> Update the Land Use Ordinance and LUE area plans to encourage a diversity of housing (sizes, types, and costs) within subdivisions and neighborhoods.	7 8	Planning and Building	Dep't Budget; Gen. Fund	Essential	2013
<b>6.3.</b> <del>Revise the Countywide Design Guidelines, community design plans and specific plans to integrate higher density development within existing neighborhoods.</del>	8	<del>Planning and Building</del>	<del>Dep't Budget; Gen. Fund</del>	Medium	2014
<b>6.4.</b> Amend the Land Use Ordinance to require site designs for condominium and planned development projects that provide a range of housing sizes, footprints and design features.	8	Planning and Building	Dep't Budget	High	2011
<b>6.5.</b> Modify the Land Use Element and Land Use Ordinance to allow and encourage a diversity of housing (sizes, types, costs) within subdivisions and neighborhoods.	7	Planning and Building	Dep't Budget; Gen. Fund	High	2011
<b>6.6.</b> Modify the Land Use Element and Ordinance to create a new land use designation, such as "Mobilehome Park (MHP)" to be applied to existing mobile home parks and sites where future mobilehome parks are appropriate.	7	Planning and Building	Dep't Budget	High	In process
<b>6.7.</b> Modify the Land Use Ordinance to allow more affordable units without parking for residents who do not wish to pay for it.	8	Planning and Building	Dep't Budget	Low	2018

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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
<b>Principle 7: Encourage mixed land uses.</b>					
<del>7.1. Revise the Countywide Design Guidelines, the Land Use Element and Land Use Ordinance (LUE/LUO) LUP and CZLUO to guide the design of, and offer incentives for affordable mixed-use buildings.</del>	8	Planning and Building	Dep't Budget; Gen. Fund	Essential	2011
7.2. Encourage mixed-use development through affordable housing programs and regulations.	7	Planning and Building	Dep't Budget	High	2011
7.3. Revise community plans and Land Use Ordinance standards to encourage the conversion of shopping centers and strip commercial streets into mixed-use developments.	8	Planning and Building	Dep't Budget	Medium	2013
7.4. Reduce parking standards in the Land Use Ordinance for mixed-use developments, based on their size and location in relation to a central business district or transit stop. Consider creating in-lieu parking fee programs.	8	Planning and Building	Dep't Budget	Medium	2013
<b>Principle 8: Take advantage of compact building design.</b>					
<del>8.1. Revise the Countywide Design Guidelines to illustrate compact neighborhood and building design that fits within existing development visually and functionally.</del>	8	Planning and Building	Dep't Budget; Gen. Fund	Essential	2011
8.2. Revise the Land Use and Subdivision Ordinances to encourage 1) compact buildings and subdivisions and 2) projects that include amenities such as small-scale plazas, formal gardens, playgrounds and natural areas.	8	Planning and Building	Dep't Budget	Essential	2011
8.3. Reduce the Land Use Ordinance requirements for off-street parking, where uses are	8	Planning and Building	Dep't Budget	Medium	2013

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Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
planned close to each other in compact neighborhoods, to increase the viability of projects and encourage other kinds of transportation.					
8.4. Work with developers and communities to finance and build community parking facilities near compact development.	8	Planning and Building	Dep't Budget	Medium	2013
8.5. Continue public education efforts about compact residential design and building.	10	Planning and Building	Dep't Budget; Gen. Fund	High	Ongoing
<b>Principle 9: Make development decisions predictable, fair and cost effective.</b>					
9.1. Simplify and illustrate zoning and design standards within the Land Use Ordinance or similar document in order to make them clear and understandable, for example, through use of a "form-based" code.	8	Planning and Building	Dep't Budget; Gen. Fund	High	2013
9.2. Identify suitable locations for strategic growth projects that are consistent with these goals/principles to be eligible for expedited review.	8	Planning and Building	Dep't Budget	Essential	2011
9.3. Convene a task force of staff and stakeholders to streamline the permit process to implement strategic growth policies.	10	Planning and Building	Dep't Budget	High	2011
9.4. Explore whether the use of master environmental impact reports (EIRs) for community plan updates would benefit communities and developers. The Master EIR concept should include addressing impacts at a project level, including on- and off-site mitigation measures, for any strategic growth or expansion site.		Planning and Building	Dep't Budget	Medium	2011
<b>Principle 10: Encourage community and stakeholder collaboration.</b>					

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10.1. Inform the public and stakeholders about strategic growth by various means, such as forums and the media.	11	Planning and Building	Dep't Budget; Gen. Fund	Essential	Ongoing
10.2. Build on previous efforts to create consensus with the public about attaining compact, walkable communities and rural preservation.	1 4	Planning and Building	Dep't Budget	Essential	2011
10.3. Involve the public, advisory and other groups, cities and other jurisdictions often and routinely into the planning and development review processes by early outreach, referrals and responses.	11	Planning and Building	Dep't Budget	High	Ongoing
10.4. Provide more access to County media to enhance the publics' understanding of planning and project review.	11	Planning and Building	Dep't Budget	Medium	Ongoing
10.5. Convene an inter-departmental team to integrate strategic growth goals into each County department's work program, and into the County budget, capital improvements program (CIP) and grant funding processes.	11	Planning and Building	Dep't Budget	High	2011
10.6. Increase the minimum distance limits for public notification for discretionary of pending projects in rural areas.	11	Planning and Building	Dep't Budget	Low	2011
10.7. Work with communities to avoid approving projects that are not supported by a city or a community services district within its sphere of influence or urban area.		Planning and Building	Dep't Budget	High	Ongoing
<b>Principle 11: Strengthen regional cooperation.</b>					
11.1. Promote cooperation between the county and all jurisdictions to form and carry out strategic growth policies based on shared values, develop mutual agreements and implement programs.	1	Planning and Building	Dep't Budget	Essential	2011

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11.2. Develop community and resource indicators to assess what each community needs to be livable and affordable, and to meet community and strategic growth goals.	4	Planning and Building	Dep't Budget; Gen. Fund	Medium	2013
11.3. <del>Refrain from approving development in the unincorporated urban fringes that will burden city services or conflict with city-County agreements, unless specific mitigation measures are included.</del> <u>Ensure that any development approved in the unincorporated urban fringes does not conflict with city-County agreements and avoids and/or mitigates impacts to city services.</u>	10	Planning and Building	Dep't Budget	High	2013
<b>IMPLEMENTING STRATEGIES FOR PUBLIC SERVICES</b>					
<b>Services 1.a</b> Avoid the use of public resources, services and facilities beyond their renewable capacities, and monitor new development to ensure that its resource demands will not exceed existing and planned capacities or service levels.	3	Planning and Building	Dep't Budget	Essential	Ongoing
<b>Services 1.b</b> Share the cost of additional services and facilities among those who most immediately benefit and the entire community.	9	Planning and Building, Public Works, Gen. Services	Dep't Budget support	Essential	Ongoing
<b>Services 1.c</b> Locate new public service facilities as close as possible to users, allowing for sufficient buffers to protect adjacent rural and agricultural areas	1 9	Planning and Building, Public Works, Gen. Services, Health, School Districts, agencies	Dep't Budget	Medium	Ongoing
<b>Services 1.d</b> Direct the extension of urban services, as listed in Table H, to areas within urban and village reserve lines, and restrict urban services from being provided	1 9	Planning and Building, Public Works, Gen.	Dep't Budget	High	Ongoing

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outside urban or village areas.		Services, Health, School Districts, Agencies			
<b>Services 2.a</b> Give high priority and support for urban expansion that will result in compact neighborhoods with diverse yet related land uses for housing, school, recreation, work and shopping rather than low density suburban residential development.	1 4	Planning and Building, Public Works, Gen. Services, Health, School Districts, Agencies	Dep't Budget	High	Ongoing
<b>Services 2.b</b> Give high priority and support for urban expansion that proposes attractive transitions from existing development, connections to existing streets and prominent pedestrian and public transit connections to destinations.	1 4	Planning and Building	Dep't Budget	High	Ongoing
<b>Services 2.c</b> Discourage low-density suburban or rural residential proposals for urban expansion or services.	1 4	Planning and Building	Dep't Budget	High	Ongoing
<b>Schedule 3.a</b> Conduct long-term planning (20+ years) to fund and provide additional, sustainable public resources, services and facilities in sufficient time to avoid overburdening existing resources, services and facilities.		Planning and Building	Dep't Budget	Essential	Ongoing
<b>Services 3.b</b> Schedule development to occur when needed services are available or can be supplied concurrently.	3	Planning and Building	Dep't Budget	Essential	Ongoing
<b>IMPLEMENTING STRATEGIES FOR CIRCULATION</b>					
<b>H. Pedestrian Circulation:</b>					
<b>Pedestrian 1.</b> <del>Give high priority to pedestrian travel as a primary component of community planning and the design of all neighborhoods, districts and street</del>	6 4	<del>Planning and Building, Public Works</del>	Dep't Budget	High	Ongoing

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<del>corridors:</del>					
<del><b>Pedestrian 2.</b> — Plan for pedestrians to have maximum access and connectivity between land use destinations, fill in the gaps between disconnected sidewalk segments, and eliminate other barriers to pedestrian access along streets and within sites.</del>	6	Planning and Building, Public Works	Dep't Budget	High	Ongoing
<del><b>Pedestrian 3.</b> — Give high priority to pedestrian facilities and amenities within the County budget process, traffic impact fee programs and the Council of Governments funding allocations</del>	6	Public Works	Dep't Budget	High	Ongoing
<del><b>Pedestrian 4.</b> — Plan and provide multi use trails between and through communities that encourage pedestrian, bicycle and equestrian travel, as appropriate, to implement the trails section of the Parks and Recreation Element.</del>	6	General Services	Dep't Budget	High	Ongoing
<del><b>I. Bikeways:</b></del>					
<del><b>Bikeways 1.</b> — Give high priority to bicycle travel within and between communities in community planning, financing and improvement designs</del>	6 4	Public Works, General Services, Planning and Building	Dep't Budget	High	Ongoing
<del><b>Bikeways 2.</b> — Bicycle travel should be encouraged through community outreach, fully implementing a network of bike lanes and paths and related facilities, including bike racks, and by changing standards and specifications, signing and related facilities as needed to achieve greater usage.</del>	6	Public Works	Dep't Budget	Medium	Ongoing
<del><b>Bikeways 3.</b> — Regional trails that link communities should be provided consistent with the Parks and Recreation Element, to enable more alternative transportation between and through communities.</del>	6	Public Works, General Services,	Dep't Budget, Grants	High	Ongoing

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

**Appendix A: Table A-1: Schedule for Completing Implementing Strategies**  
**County Proposed Table. Coastal Commission Suggested Modifications shown in Strikeout and Underline.**  
**SLO LCP Amendment 3-09 (Framework for Planning)**

Principles and Implementing Strategies	Programs	Responsible Agencies	Potential Funding	Priority	Time Frame (Years)
<b>J. Public Transit:</b>					
<b>Transit 1.</b> — Provide public transit with sufficient connectivity, frequency and hours and days of service to be competitive with the private automobile	6	Regional Transit Authority	Dep't Budget, Grants	Essential	Ongoing
<b>Transit 2.</b> — Allocate LTF/TDA funds to fully fund public transit services before considering those funds for other transportation needs.—	6	Public Works	Dep't Budget	High	Ongoing
<b>Transit 3.</b> — Work with the Regional Transit Authority and other transit agencies to coordinate transit routes, facilities and services with planned land uses and with specific development proposals.—	6	Planning and Building, Public Works, Regional Transit Authority	Dep't Budget	Essential	Ongoing
<b>Transit 4.</b> — Encourage mixed-use commercial and residential projects, and encourage developers to provide transit facilities, park and ride lots and implementation of vehicle trip reduction programs.	6	Planning and Building, Public Works, Regional Transit Authority	Dep't Budget	High	Ongoing
<b>Transit 5.</b> — Consider the enactment of Traffic Mitigation and Vehicle Trip Reduction Ordinances that would reduce the amount of traffic from large-scale institutions, developments or employers that would occur at peak commuting hours, such as staggered hours or car pooling incentives.	6	Planning and Building, Public Works, SLOCOG	Dep't Budget, Grant	Medium	Ongoing
<b>Transit 6.</b> — Pursue transportation demand management strategies as contained in the Regional Transportation Plan that encourage people to drive less, for instance, with preferential parking for carpoolers.	6	Planning and Building, Public Works, Regional Transit Authority, SLOCOG	Dep't Budget, Grant	High	Ongoing
<b>Transit 7.</b> — Where feasible and practical, consider computer modeling and other analytical methods to fully evaluate design options. <b>(Coastal Zone only)</b>		Planning and Building	Dep't Budget	High	Ongoing

**NOTES**

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
| 4. Community Plan Updates                     | 8. Ordinance Administration               |                               |

**Appendix A: Table A-1: Schedule for Completing Implementing Strategies**

County Proposed Table. Coastal Commission Suggested Modifications shown in Strikeout and Underline.  
SLO LCP Amendment 3-09 (Framework for Planning)

1. ~~Land Use Ordinance (LUO) references both Inland and Coastal Zone LUO~~
2. Programs are listed in the Footer by type of planning in order to consolidate similar activity from different principles.
3. Responsible Agencies are listed who are most likely to manage a program to completion.
4. Potential funding may be a variety of sources such as department or district revenues, the county general fund for consulting services, and grants and loans. Dep't Budget in the Potential Funding column means that work would be performed by county staff within their budget; no special funding is required.
5. Priority listings (Essential, High, Medium and Low) are in their relative importance *within each time frame*.
6. Time frames are the deadline years by when to begin the strategy.

See **NOTES** at the end of Table for more detailed information.

**Key to Programs**

- |   |   |                               |
|---|---|-------------------------------|
| 1. Countywide Plan and Regional Collaboration | 5. Placemaking and Community Enhancements | 9. Infrastructure Development |
| 2. Land Conservation                          | 6. Transportation Planning                | 10. Process Improvements      |
| 3. Resource and Growth Management Systems     | 7. Affordable Housing Initiatives         |                               |
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**Appendix A: Table A-1: Schedule for Completing Implementing Strategies**  
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**SLO LCP Amendment 3-09 (Framework for Planning)**

## Exhibit A

### GUIDING PRINCIPLES FOR SMART GROWTH

Adopted by Board of Supervisors

June 7, 2005

#### 1. **Strengthen Regional Cooperation**

**Action:** The County will seek to promote regional cooperation of all jurisdictions within the region in the formulation and the carrying out of land use policy, while respecting the interests of individual towns and cities. Smart growth identifies important regional values that often cut across jurisdictional boundaries. Our local transportation networks, economy, housing market, watersheds and numerous other systems function at the regional level. Planning for the area must recognize the regional characteristics we share, provide solutions and strategies that enhance our positive aspects and protect and preserve those vulnerable to loss or degradation.

#### 2. **Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas**

**Action:** The County will support smart growth goals by bolstering local economies, preserving critical environmental areas, improving a community's quality of life, and guiding new growth into existing communities. By focusing development in already built-up areas, smart growth preserves rapidly vanishing natural areas. From woodland and forest areas, ranches and farms, to wetlands and wildlife, smart growth allows us the opportunity to pass on to our children the treasured areas of San Luis Obispo County.

#### 3. **Strengthen and Direct Development Towards Existing Communities**

**Action:** The County will focus development towards existing communities already served by infrastructure; utilize the resources that existing neighborhoods offer; and conserve open space and natural resources. Will help direct funding of transportation enhancements in the communities where people live today. Opening up green space to new development means the cost of new schools, roads, sewer lines, and water supplies will be borne by residents throughout the area. Taking advantage of existing infrastructure keeps public costs and taxes down. Smart growth helps on both fronts, saving money and protecting the environment. The County will seek to put the needs of existing communities first.

#### 4. **Foster Distinctive, Attractive Communities with a Strong Sense of Place**

**Action:** The County will employ context-sensitive design techniques and encourage communities to incorporate smart growth design and integrate land use, transportation and public safety. The County will prioritize the retaining of distinct urban boundaries between communities, and utilize natural and man-made boundaries and landmarks to create a sense of defined neighborhoods, towns and regions. Communities should craft a vision and set standards for development that respond to strongly held values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.



5. **Provide a Variety of Transportation and Land Use Choices**

**Action:** The County will seek to provide people with balanced choices in housing, shopping, employment, communities, and transportation routes and modes of transportation – biking, public transit, walking, and driving. Those who want/need to drive can, but people who would rather not drive everywhere or don't own a car have other choices.

6. **Create a Range of Housing Opportunities and Choices**

**Action:** The County will implement the Housing Element by seeking opportunities for quality housing for people of all income levels, in proximity to employment. Communities should maximize “choices” in location, size, design, diversity, cost and type of housing. The central goal of any smart growth plan is the quality of the neighborhoods where we live. They should be safe, convenient, attractive, and affordable. Low-density development too often forces trade-offs between these goals. Some neighborhoods are safe but not convenient. Others are convenient but not affordable. Careful planning can help bring all these elements together.

7. **Encourage Mixed Land Uses**

**Action:** The County will promote integrating mixed land uses into communities as a key strategy for achieving more compact urban development, reducing dependence upon the automobile, stimulating economic activity and vitality in downtowns, improving the jobs/housing imbalance and providing for more affordable housing choices. Local communities should support mixed use development to help enrich downtown life and provide more efficient use of resources and public facilities.

8. **Create Walkable Neighborhoods and Towns**

**Action:** The County will support the development of friendly, cohesive and integrated pedestrian facilities. Walkable communities are desirable places to live, work, learn, and play and facilitate healthy choices for getting around. Air quality and health benefits have been shown where walkable communities exist, as well as reduced transportation infrastructure impacts and costs. Communities with walkable attractive downtowns have been shown to stimulate economic development.

9. **Take Advantage of Compact Building Design**

**Action:** The County will encourage communities to incorporate more compact building design as an alternative to conventional, land consumptive development. One of the major downfalls of sprawl is more traffic. Smart growth's emphasis on mixing land uses, clustering development, and providing multiple transportation choices helps manage congestion, pollute less, and save energy.

10. **Make Development Decisions Predictable Fair and Cost Effective**

**Action:** The County will support the development of clear standards and guidelines to guide the review and approval process. For communities to be successful in implementing smart growth, both the private and public sector must embrace it. The County will seek ways to reduce complexities often encountered in the development review process and improve processing times and predictability.

11. **Encourage Community and Stakeholder Collaboration**

**Action:** The County will support community and broad stakeholder collaboration. Growth in communities can create great places to live, work and play - if it responds to it's own sense of how and where it wants to grow. Community engagement creates and maintains ownership in the process and the product.