

CALIFORNIA COASTAL COMMISSION

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May 31, 2000

TO: Commissioners and Interested Parties

FROM: Tami Grove, District Director
Charles Lester, District Manager
Steve Monowitz, Coastal PlannerSUBJECT: SAN LUIS OBISPO COUNTY LOCAL COASTAL PROGRAM MAJOR AMENDMENT NO. 1-00. For public hearing and Commission action at its meeting of June 15, 2000, to be held at the Radisson Hotel, 1111 East Cabrillo Blvd., Santa Barbara.

SYNOPSIS

The proposed amendment incorporates the Avila Beach Specific Plan into the San Luis Obispo County Local Coastal Program (LCP). This Specific Plan has been developed in order to guide the redevelopment of the town of Avila following completion of the Unocal clean-up. It was created with a great deal of participation by community members and interested parties, and reflects a vision for Avila Beach that seeks to preserve its unique character and attractiveness as a small coastal town and destination for coastal recreation. The Specific Plan is attached to this report in its entirety as Exhibit 5.

The Avila Beach Specific Plan will be incorporated into the San Luis Bay Area Plan component of the LCP. The San Luis Bay Area Plan is one of the County's four area plans, which, along with the Coastal Plan Policies and Framework for Planning documents, comprise the Land Use Element of the LCP. As set forth by the Land Use Element and the Specific Plan, all development within the Avila Beach Specific Planning Area must conform to the Specific Plan. Such development must also conform to all other applicable policies and ordinances of the LCP. In the event of a conflict between the provisions of the Specific Plan and other sections of the LCP, the Specific Plan controls.

The planning area covered by the Specific Plan is defined by the Avila Beach Community Services District boundary. As shown on page 3 of the Specific Plan, this area is generally bounded by Avila Beach Drive, Cave Landing Road, the perimeter of the Unocal Tank Farm, the Pacific Ocean, and the mouth of San Luis Obispo Creek. Major components of the plan include the creation of a pedestrian zone along a one block portion of Front Street that will function as the town center; provision of a "mid-block passage" that will connect an improved beach parking lot with the town center along the alignment of the Avila Pier; construction of a public park at the western end of Front Street where it intersects with Avila Beach Drive; and, the establishment of detailed design and development standards intended to retain the "funky and eclectic" character of the town. Other objectives of the plan include improving the streetscape, circulation and infrastructure of the town; providing a mix of

commercial uses that appeal to local residents and tourists; and maintaining and increasing the stock of affordable housing.

SUMMARY OF STAFF RECOMMENDATION

The Commission staff has been an on-going participant in the development and review of the Avila Beach Specific Plan, and, throughout this process, has closely coordinated with County staff to identify and resolve the Coastal Act issues that have arisen. These include ensuring that the plan: protects and enhances opportunities for visitors to enjoy Avila Beach by providing adequate public parking and overnight accommodations; maintains the unique character and features of Avila Beach that makes it a popular destination for coastal recreation; and, incorporates standards that effectively protect the biological, visual, and marine resources of the Avila area.

The County has been responsive to Commission staff concerns, and the submitted Specific Plan is generally consistent with Coastal Act objectives. There are, however, some areas of the plan that need to be modified and/or supplemented to achieve consistency with Coastal Act standards. For example, more specific standards regarding the extent of allowable residential development within commercial areas are needed to prevent such development from consuming space that is otherwise needed to meet the demand for visitor-serving accommodations. Similarly, revisions to the plan are required to avoid future residential development from removing public parking that serves coastal access and recreation. Other suggested modifications incorporate drainage control standards for new residential and commercial development consistent with statewide objectives to reduce non-point source pollution. The suggested modifications also provide additional specificity and timelines for a proposed in-lieu fee parking program and proposed Access Management Plan, and incorporate the Commission's guidelines regarding temporary events. In response to concerns that have been expressed regarding the location and operation of the existing Yacht Club, which is located at the base of the pier over the beach, a suggested modification calls for future development activities within this building to maximize opportunities for use by the general public.

Staff recommends that the Commission **approve** the Specific Plan **with suggested modifications**, which are further summarized by Table 1, below. With these modifications, staff endorses the Specific Plan as an important tool to guide the redevelopment of Avila Beach in a manner that is consistent with Coastal Act requirements and carries out the vision that has been generated through the community planning process.

Table 1: Summary of Suggested Modifications

Coastal Act Issue	Amendment Consistency	Suggested Modification
<p>Priority for visitor-serving commercial facilities (Coastal Act Sections 30213 and 30222)</p>	<p>Residential development in commercial areas has the potential to consume land that is otherwise needed to meet the demand for overnight visitor accommodations.</p> <p>The amendment eliminates existing LCP standards establishing priority for visitor-serving developments along Front Street.</p> <p>The amendment proposes to allow residential uses as a principally permitted use within commercial areas, which could diminish opportunities to use discretion when reviewing such projects.</p>	<p>Any residential development within commercial areas must be accompanied by a finding that there remains adequate undeveloped space within these areas for at least 100 new lodging units.</p> <p>Retain these standards and refer to them within the Specific Plan.</p> <p>Identify that residential uses in commercial areas are conditionally permitted. However, accommodate the Plan’s objective of streamlining permitting for the rebuilding effort by allowing such development to be processed as a Minor Use Permit.</p>
<p>Provision of adequate parking, transportation, and upland facilities to serve coastal access and recreation (Coastal Act Sections 30223 and 30252)</p>	<p>Rather than requiring all Front Street businesses to provide on-site parking, they can contribute to an in-lieu fund for public parking and transportation improvements. However, the ordinance needed to implement this program has yet to be developed.</p> <p>The Plan indicates the potential for some residential multi-family housing to be developed in the area currently used for public beach parking.</p> <p>The Plan waives the requirement for multi-family residential development to provide guest parking if located within 200 feet of a public parking lot. This could result in the loss of available public parking</p>	<p>Identify that the in-lieu fee ordinance must be submitted to the Commission for incorporation into the LCP by June 31, 2001. Otherwise, commercial development must provide on-site parking consistent with CZLUO requirements.</p> <p>Require that any future residential development within this area retain a minimum of 355 public parking spaces in the lot and protect lot landscaping.</p> <p>Delete this exception.</p>

	<p>A section of the old railroad right-of-way will be redesignated from recreation to residential multi-family housing, the development of which could preclude future access and transportation opportunities.</p>	<p>Require that any future development in this area preserve future opportunities to use the right-of-way for public access and transportation purposes.</p>
<p>Maximum Access (Coastal Act Section 30210)</p>	<p>Unresolved issues regarding the particular design and operation of proposed "drop-off" areas for beach and boater access will be addressed through a future Access Management Plan. The specific elements of this plan, and a timeline for its completion, have not been identified.</p> <p>Concerns have been expressed during Specific Plan review that the existing Yacht Club building located at the base of the pier is an exclusive use that blocks public access and views.</p> <p>The Specific Plan encourages the use of special events to attract visitors to the area. Such events have the potential to interfere with coastal access and recreation opportunities for the general public.</p>	<p>Specify that the Access Management Plan provide, among other things, details regarding the location and terms of use for all drop-off areas that maximize the usability of these areas for both beach users and boaters, consistent with public safety/emergency access needs. Require that this plan be submitted to the Commission for incorporation into the LCP prior to June 31, 2001.</p> <p>Any new development involving the Yacht Club building shall be sensitive to its historic value and prominent location adjacent to the public beach, and shall enhance the public's ability to use this building and learn about its history.</p> <p>Identify that such events should not interfere with the general public's ability to access and recreate on the beach, and incorporate the Commission's guidelines regarding when temporary events require a coastal development permit</p>
<p>Protection of coastal water quality (Coastal Act Sections 30230 through 30232)</p>	<p>Only currently existing CZLUO drainage standards (as certified in 1985 and updated in 1995) will be applied to private residential and commercial development. These do not provide progressive techniques for controlling polluted runoff.</p> <p>A coordinated program for managing polluted runoff is not provided by the Plan.</p>	<p>Incorporate new standards for residential and commercial development that reflect current best management practices for minimizing non-point source pollution.</p> <p>Establish a Watershed Management Program for the San Luis Obispo Creek Watershed.</p>

	<p>Asphalt drainage swales are proposed in hillside neighborhoods. These do not maximize opportunities to reduce runoff volumes and pollutant levels.</p>	<p>Require the use of vegetated swales on slopes less than 5%</p>
<p>Protection of Marine Resources (Coastal Act Section 30230)</p>	<p>To address potential impacts of seawall lighting on spawning grunion, the plan states that such lighting should be turned off, but does not identify the responsible party or the schedule for turning off these lights.</p>	<p>Specify that the entity responsible for lighting maintenance (currently the Avila Beach CSD) shall turn off seawall lights during grunion spawning and develop an annual schedule of when grunion spawning events are expected.</p>
<p>Community Character and Visual Resources (Coastal Act Sections 30253 (5) and 30251)</p>	<p>The Plan unintentionally eliminates existing LCP restriction regarding the types of uses allowed within the Commercial retail area.</p> <p>The plan eliminates an existing LCP standard that identifies bulk and view corridors as critical factors to be considered in the review of residential multi-family development.</p> <p>The Plan identifies the potential 35% density bonus for certain types of affordable housing</p>	<p>Retain current LCP restrictions regarding the types of uses allowed in the Commercial Retail area.</p> <p>Retain and modify this standard in a manner that requires all new residential development be designed to protect public view corridors to the beach and ocean</p> <p>Such density bonuses can be granted only where the resulting development will not adversely impacts to coastal resources, scenic views, or public access and recreation opportunities, and will conform to all other applicable LCP standards</p>

ANALYSIS CRITERIA

The relationship between the Coastal Act and a local government’s Local Coastal Program (LCP) can be described as a three-tiered hierarchy with the Coastal Act setting generally broad statewide policies. The Land Use Plan (LUP) portion of the LCP incorporates and refines Coastal Act policies for the local jurisdiction, giving local guidance as to the kinds, locations, and intensities of coastal development. The Implementation Plan (IP), or zoning portion of an LCP typically sets forth zone districts and site regulations which are the final refinement specifying how coastal development is to proceed on a particular parcel. The IP must be consistent with, and adequate to carry out, the policies of the LUP. The LUP must be consistent with the Coastal Act.

In this case, the proposed LCP amendment effects the LUP component of the San Luis Obispo County LCP. Thus, the standard of review for the amendment is consistency with the Coastal Act.

ADDITIONAL INFORMATION

For further information about this report or the amendment process, please contact Steve Monowitz, Coastal Planner, at the Central Coast District Office of the Coastal Commission, 725 Front St., Suite 300, Santa Cruz, CA 95060; telephone number (831) 427-4863.

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EXHIBITS

- 1. Existing LCP Land Use Categories for Avila Beach
 - 2. Existing LCP Combining Designations for Avila Beach
 - 3. Existing LCP Planning Area Standards for Avila Beach
 - 4. Correspondence Regarding the Avila Yacht Club
 - 5. Avila Beach Specific Plan
-

I. STAFF RECOMMENDATION**A. DENIAL OF LAND USE PLAN AMENDMENT NO. 1-00 AS SUBMITTED****MOTION I:**

"I move that the Commission approve Amendment No. 1-00 to the San Luis Obispo County Land Use Plan as submitted by the County."

Staff recommends a **NO** vote, which would deny the amendment as submitted and adopt the following resolution. Only an affirmative (yes) vote on the motion by a majority of the appointed Commissioners can result in approval of the amendment as submitted.

RESOLUTION I:

The Commission hereby rejects Amendment No. 1-00 to the Land Use Plan of the San Luis Obispo County Local Coastal Program for the specific reasons discussed in the following findings, on the grounds that as submitted, the amendment does not meet the requirements of Chapter 3 of the Coastal Act. There are feasible alternatives available that would substantially lessen any significant adverse impact which approval of the amendment would have on the environment.

B. APPROVAL OF LAND USE PLAN AMENDMENT NO. 1-00 IF MODIFIED AS SUGGESTED**MOTION II:**

"I move that the Commission certify Amendment No. 1-00 to the San Luis Obispo County Land Use Plan if it is modified as suggested."

Staff recommends a **YES** vote. An affirmative vote by a majority of the appointed Commissioners is required to pass the motion.

RESOLUTION II:

The Commission hereby certifies Amendment No. 1-00 to the Land Use Plan of the San Luis Obispo County Local Coastal Program for the specific reasons discussed in the following findings, on the grounds that as modified, the amendment and the Land Use Plan as thereby amended meets the requirements of Chapter 3 of the Coastal Act, and, approval of the amendment as modified will not cause significant adverse environmental effects for which feasible

mitigation measures have not been employed consistent with the California Environmental Quality Act.

II. SUGGESTED MODIFICATIONS

There are two primary components to this amendment: the Specific Plan itself, which will be incorporated into the Land Use Element of the LCP; and, the changes to the San Luis Bay Area Plan that reference and establish internal consistency with the Specific Plan. The entirety of the Specific Plan is attached to this report as Exhibit 5, and pages 145 – 154 of the Specific Plan identify the proposed changes to the San Luis Area Plan needed to incorporate and achieve consistency with the Specific Plan. Working with this format, the suggested modifications to the amendment submittal are divided into two parts. Part A includes the suggested modifications to the Specific Plan, and Part B includes the suggested modifications to the proposed amendments to the San Luis Bay Area Plan. In both cases, suggested deletions to the amendment submittal are shown by ~~stikeouts~~ and suggested additions to the submittal are shown by underlines.

A. Suggested Modifications to the Specific Plan

1. Suggested Modification to 2nd paragraph on page 7 (Specific Plan Goal 5 – Provide a mix of uses in Avila Beach to appeal to local residents and tourists):

To encourage the development of parcels with a Commercial Retail (CR) designation that do not have the advantage of a Front Street location, the Specific Plan would allow these parcels to be developed with a limited amount of residential projects. This will help to ensure that the community can meet its full economic potential.

2. Suggested Modification to last paragraph on page 8 (Specific Plan Goal 9 – Provide adequate parking in Avila Beach in balance with enhanced pedestrian facilities and transit services):

The parking demand in Avila Beach is generated primarily by beach users and not by the town's shops and restaurants. For this reason, the Specific Plan eliminates the existing requirement for on-site parking for commercial uses within the Front Street commercial area, in favor of an in-lieu parking fee that will be used to provide and maintain public parking facilities and/or transit service from remote parking facilities.

3. Suggested Modification to 2nd paragraph on page 15 (Specific Physical Design Elements):

~~Former Mobile Home Park Site Plan. New visitor serving lodging or affordable multi-family dwelling units ewould~~ be constructed on the former Mobile Home Park site, with retail development facing onto Front Street.

Affordable residential units could be constructed at the site if necessary to comply with statutes concerning replacement of affordable housing, and no alternative sites are available.

4. Suggested Modification to last paragraph on page 16 (Town Center Conceptual Plan – Proposed Uses):

Permitted second floor uses include housing, lodging and offices. Priority shall be given to lodging uses, with residential and office uses being allowed only when they do not preclude the provision of the minimum amount of lodging units required by Section 4.B.1 of the Specific Plan. The construction of two story buildings will permit property owners to take advantage of their ocean-view property and is also consistent with the market study. In addition, the upper floor uses will increase surveillance of the public streets by residents and visitors, which will increase safety at the ground floor level.

5. Suggested Modification to last paragraph on page 18 (Town Center Conceptual Plan – Pedestrian Zone):

Access Management Plan. The County will cooperate with the Harbor District, CDF/County Fire, the County Sheriff, the Avila Yacht Club, and the Avila Beach CSD to develop an “access management plan” which will establish procedures for providing access to the pier and associated structures for normal operations, maintenance and public recreation activities, as well as for emergencies. This plan shall provide, among other things, details regarding the location and terms of use for all drop-off areas that maximize the usability of these areas for both beach users and boaters, consistent with public safety/emergency access needs. The access management plan shall be submitted to the Coastal Commission for incorporation into the LCP prior to June 31, 2001.

6. Suggested Modification to first paragraph on page 19 (Town Center Conceptual Plan – Pedestrian Zone):

Seasonal Access. The pedestrian zone ~~could~~ has been designed to accommodate vehicular circulation on a seasonal or occasional basis. At the conclusion of the first year of the use of this area by pedestrians only, the County will evaluate whether it is desirable to allow for seasonal or periodic use of the area available for general vehicle access. Any proposal to open the pedestrian zone for general vehicle access shall require a coastal development permit from San Luis Obispo County, which shall be appealable to the Coastal Commission.

7. Suggested Modifications to 2nd and 3rd paragraphs on page 24 (Key Private Development Sites – Parking Lot/ Old Railroad Right-of-Way Site Plan):

New Multi-Family Housing. The residual land that would become available at the north and south edges of the parking lot could be used to build **new multi-family housing**. The units could be two-story triplex and duplex units, with shared parking locations in ground floor garages. The housing units should front onto Second and First Streets respectively, with parking access from the street frontage. The units should have shallow front setbacks to be consistent with the other development in the area. The development of these units and associated infrastructure shall ensure that a minimum of 355 parking spaces are retained in the parking lot, and shall protect parking lot landscaping. This site could be used to provide affordable housing in Avila Beach.

New Single-Family or Multi-Family Housing. **New single-family or multi-family housing** units could be located on the northern portion of the former old-railroad right-of-way and served by a new local street that would connect from Second Street to San Miguel Street. The units should face onto the new street, and shall be sited in a manner that does not preclude future opportunities to use the railroad right-of-way for public trails, a light railway, or some other public transportation system. If it does not interfere with these future public transportation and access options, the old-railroad right-of-way could also be excavated in this area to permit the new housing units to topographically function as part of the town by being located at the same base elevations as the units located along San Miguel Street. The housing units should be set back from Avila Beach Drive significantly in order to create a visual landscape buffer between the street and the housing units. Two clusters of single-family homes located along Second Street could have shared driveway access and interior parking garages.

8. Suggested Modification to 1st paragraph on page 35 (Historic Preservation – Yacht Club)

Guidelines for the possible renovation are included in the Avila Cleanup Coastal Development Permit. However, community interest in maintaining public views of the ocean has led to a possible reconsideration of the Yacht Club's permanent location. In addition to complying with the guidelines for renovation contained in the cleanup CDP, any future development activity involving the Yacht Club should include measures to enhance the general public's ability to utilize this building and learn about its history. All uses of this building should be conducted in a manner that is sensitive to its historic value and prominent location above and adjacent to the public beach and town center.

9. Suggested Modification to last paragraph on page 36 (Affordable Housing Incentives):

Under State law, there are also some other incentives for the construction of affordable housing. The most important of these are density bonuses, which allow for a 35% bonus over the basic density allowed. These incentives would be available to developers in Avila Beach when such density bonuses can be accommodated without resulting in adverse impacts to coastal resources, scenic views, or public access and recreation opportunities, and the resulting development will conform to all other applicable LCP standards.

10. Suggested Modification to last paragraph on page 40 (Streetscape Plan – Street Lights):

New pedestrian-scaled street lights would be installed on Front Street between Avila Beach Drive and San Luis Street, and on San Juan, San Francisco, San Luis (from Front to First Street), Second and San Miguel Streets. Additionally, footlights would be installed along the seawall on Front Street to light the sidewalks for pedestrians without interfering with night views of the ocean. Foot-level lighting would be installed along the inner edge of the seawall with low-level downward directed security lights installed on the outside of the seawall in areas where it becomes tall enough for people to be hidden from view. The low-intensity seawall lighting ~~could~~ will be turned off on nights when grunion spawn to minimize interference with the grunion's reproductive cycle. The entity responsible for maintenance of the town's lighting infrastructure (currently the Avila Beach Community Services District) shall be responsible for turning off these lights during grunion spawning events, and shall prepare or obtain annual schedules of when grunion spawning is expected to occur. Palms trees would be uplit with mounted light fixtures.

11. Suggested New Watershed Management Program, to be added as Section 2.I of the Specific Plan beginning on page 50 (the existing Section 2.I *Development Summary* would be renumbered as Section 2.H):

I. Comprehensive Watershed Management Program.

Water quality within Avila Beach cannot be protected without managing inland development and land uses. Therefore, San Luis Obispo County should coordinate the development and implementation of a Comprehensive Watershed Management Program designed to protect the water quality of the entire San Luis Obispo Creek watershed. Implementation of this program will enable Avila Beach and San Luis Obispo County to achieve numerous water quality objectives including flood control, erosion control, sensitive habitat protection, and ocean water quality protection.

The Comprehensive Watershed Management Program for the San Luis Obispo Creek watershed should be designed to manage changes in land use and development, support riparian corridor restoration, and encourage the implementation of Best Management Practices throughout the watershed. As part of this program, the County should identify and pursue whatever changes to the LCP and General Plan are needed to implement a coordinated set of programs and ordinances that protect and restore water quality throughout the watershed.

Specific issues that should be addressed by the Program include the impacts to water quality posed by development activities such as changing land use, grading and earth moving, and altering drainage patterns. The objective of the program shall be to avoid and minimize these impacts by, among other means:

- reducing non-point source pollution
- maintaining and restoring natural drainage patterns, native vegetation, wetlands, riparian areas and other habitats that improve water quality; and
- completing and implementing of a Comprehensive Watershed Management Plan that will guide water quality protection and restoration efforts at a watershed scale.

To achieve these objectives, specific components of the Watershed Management Program and future Watershed Management Plan should include:

- A Development Standards component that identifies specific measures to minimize the cumulative impact of new development on the watershed and avoids the alteration of natural drainage patterns (e.g., increased impervious surface and runoff volumes).
- A Conservation, Restoration and Open Space component that identifies specific areas of the watershed which, if restored, could improve water quality. This component should also identify critical components of the natural drainage system such as wetlands, recharge areas, streams, and flood plains should be protected from adverse impacts of new development.
- A Public Participation component that identifies methods to encourage public participation in managing development and minimizing urban runoff impacts on the coast. This component should outline a public education and involvement program designed to: raise public awareness about the SLO Creek watershed and the potential impacts of water pollution; and, involve the public in the development and implementation of the Comprehensive Watershed Management Plan.

- A Monitoring component that provides a coordinated program to monitor, document, and report water quality problems and improvements. This component shall aim to coordinate various governmental and citizen water quality monitoring efforts; evaluate the effectiveness of installed BMP's; ensure the effective and routine maintenance of storm drain infrastructure (e.g., storm drain cleaning); and, provide rapid and accurate public notice of hazardous beach water quality conditions.

12. Suggested Modification to 2nd and 3rd paragraphs on page 50 (Development Summary – Commercial and Lodging Uses) and associated Table 1 (Conceptual Plan Development Summary):

As stated in Section 3.D, Market Conditions, it appears has been estimated that Avila Beach can support a total of approximately 70,000 square feet of retail space (including restaurants) and 70 to 100 new lodging rooms. As shown in Table 1, 70,000 square feet of retail space and a minimum of 56 second floor Front Street lodging rooms are assumed to be constructed as part of the Specific Plan.

This means that some parcels along First and San Miguel Streets that are currently designated for commercial use may not be developed as such. Since there is not enough demand to warrant commercial development in all of these areas, the Specific Plan assumes that these areas will be developed primarily with visitor lodging or housing, with higher priority being placed on the provision of overnight visitor serving accommodations.

Table 1 Conceptual Plan Development Summary Estimates¹

Use	Quantity
Ground Floor Retail	~70,000 square feet
Second Floor Apartments	62 units
Multi-Family Housing	56 units
Single Family Housing	27 units
Total Residential Units	145 units
Second Floor Lodging Rooms (Front Street)	56 rooms
Civic Association Building	retained
Public Off-Street Parking	369 spaces (increase from existing)
Public On-Street Parking (town area)	583 spaces (decrease from existing)
Total Parking Spaces	952 (increase of 17 over existing)

¹ The estimated residential and lodging unit counts provided in this table and the following text may be altered by the addition of new standards establishing a minimum number of visitor serving units to be provided in the Front Street and Commercial Retail Areas, contained in Sections 4.B.1 and 4.C.1 of the Specific Plan.

13. Suggested Modification to the Hillside Street Improvements proposed on pages 42 and 43:

Drainage swales ~~would~~ will be constructed on all hillside streets where possible. Locations for improvements are shown below. Vegetated swales (bio-filters) shall be used as a water quality Best Management Practice instead of asphalt swales on slopes of less than 5%. The drainage swales ~~would~~ will be installed to collect, filter, and direct storm water run-off and to better define the street right-of-way.

14. Suggested Modification to the 4th paragraph on page 54 (Street Improvements and Vehicular Circulation)

San Francisco Street and/or Second Street ~~would~~ be extended to create a new intersection with Avila Beach Drive if shown to be consistent with all applicable LCP standards. The new street(s) and intersection would facilitate traffic circulation in and out of Avila Beach, in particular to the parking lot area.

15. Suggested Modification to the last paragraph on page 62 and the first full paragraph on page 63 (Private Parking):

Currently, all new development in Avila Beach must supply its own on-site parking, to meet County standards. This requirement has been identified as an unnecessary burden on restaurant and retail development. In most cases, commercial development in Avila relies on the beach itself to generate its customers; visitors park for the beach and then walk to retail and restaurant locations. Parking for dinner restaurants is readily available since many beachgoers have vacated their spaces by late afternoon.

Therefore, this Specific Plan includes changes to the Avila Beach Area Standards that will not require that new retail or restaurant development in the Front Street Commercial District supply its own parking on-site. Instead, these commercial uses ~~would be required~~ have the option to pay an in-lieu parking fee to help provide and manage the shared parking supply. An ordinance implementing this program must be approved by the Coastal Commission as an amendment to the LCP prior to June 31, 2001. Otherwise, all retail and restaurant development approved after that date shall be required to provide on-site parking consistent with CZLUO requirements.

16. Suggested Modification to the section on Stormwater Runoff and Drainage on Page 64. Add the following paragraph at the end of this section:

The Specific Plan also provides new drainage control standards for residential and commercial development which supplement existing CZLUO standards. These standards call for new private development to incorporate Best Management Practices for the control of polluted runoff.

17. Suggested Modification to Section B.1, Allowable Uses in the Front Street Commercial District, on page 69:

B.1. Allowable Uses

All uses allowed in the Commercial Retail land use category by the Coastal Framework for Planning (Table "O") are allowed in the Front Street Commercial District except: communication uses; schools-business and vocational; concrete, gypsum and plaster products; food and kindred products; printing and publishing; single family dwellings (except on the second floor); auto, mobile home and vehicle dealers and supplies.

Developments in the Front Street Commercial District are encouraged to include residential or visitor lodging uses on the second floor, and residential use shall be conditionally allowed, to provide surveillance of streets and other public spaces, increasing the level of safety in these places. Any Front Street development that includes a conditional residential use on the second floor shall be appealable to the Coastal Commission, but may be processed as a Minor Use Permit. Consistent with Avila Beach Area Standard 2 for Commercial Retail areas, priority shall be given to visitor-serving uses along Front Street. Low-cost visitor serving facilities shall be protected, encouraged, and where feasible, provided.

To accomplish this objective, approval of any residential development on the second story within the Front Street Commercial District shall be accompanied by a finding which demonstrates that there remains adequate undeveloped space to accommodate a minimum of 56 new lodging units within the second floor areas of the Front Street Commercial District and a minimum of 100 new lodging units throughout the Front Street Commercial District and Commercial Retail Areas combined, less any new visitor-units constructed following the effective date of this Plan. In the event that existing lodging units are converted to a different type of use, the number of units converted shall be added to the minimum number of new units required to be provided. For purposes of this analysis, a lodging unit shall be assumed to require a minimum area of 400 square feet, and must be available for transient occupancy by the general public for a maximum stay of 84 days in a year (total) and 14 days between Memorial and Labor Day.

18. Suggested Modifications to Section B.13.e (Parking Requirements in the Front Street Commercial District) on page 82:

Uses other than residences or lodging (i.e., retail and restaurant uses) are not required to provide on-site parking, but ~~must~~ have the option to pay in-lieu parking fees, in an amount to be determined by the County, for any unbuilt required parking spaces. When residential or lodging uses are combined with a retail or restaurant use, the development shall provide on-site parking as required by the CZLUO for the residential and/or lodging use, and may, as an option, pay in-lieu parking fees for any unbuilt parking spaces required by the CZLUO for the restaurant or retail use.

The County ~~should~~ shall prepare an ordinance to create a parking district and enable the collection of fees, and shall submit this ordinance to the Coastal Commission for incorporation into the LCP no later than June 31, 2001. In the event that no such ordinance is submitted by this date, or the ordinance does not become certified by December 31, 2001, all commercial uses shall be required to provide on-site parking consistent with CZLUO requirements. The ordinance shall specify, among other things, that in-lieu fees would will be used to fund construction of community parking facilities, to establish a remote shuttle and parking lot, to provide transit subsidies or to provide other parking-related facilities and services for Avila Beach, consistent with state statutes.

19. Suggested New Standard B.15 Drainage Requirements for new development in the Front Street Commercial District, beginning on page 82:

Commercial development shall use best management practices (BMPs) to control and prevent pollutants from entering the storm drain system. BMPs shall be chosen and sized to meet the guidance of the California Storm Water Best Management Practices Handbook (Industrial/Commercial). Such Measures shall include both source control and treatment control practices that insures contaminants do not leave the site. Stormwater runoff from commercial sites shall be filtered through BMPs that treat storm water runoff up to and including the 85th percentile storm event. Restaurant and other commercial cleaning practices that can impact water quality (such as floor mat rinsing and vehicle cleaning) by introducing chemicals to storm drain systems (detergents, oils and grease and corrosive chemicals) shall provide designated areas that collect and dispose of this runoff through the sanitary septic system. Street sweeping and cleaning shall use best management practices outlined in the above referenced handbook or the

Model Urban Runoff Program¹ to keep contaminants and cleaning products from entering the storm drain system.

20. Suggested Modifications to Standard C.1 (Allowable Uses in the Commercial Retail area) on page 84:

All uses allowed in the Coastal Framework for Planning (Table "O") are allowed in the CR category in Avila Beach, except: for bars; communication uses; schools-business and vocational; concrete, gypsum and plaster products; food and kindred products; printing and publishing; auto, mobile home and vehicle dealers and supplies. Specifically, Table "O" is modified as follows for this category Allowable uses within the CR area shall be subject to the following provisions:

- ◆ Business establishments may not be open for business after 10:00 p.m., any night of the week.
- ◆ Establishments whose principal business is the consumption of alcoholic beverages on site are not permitted.
- ◆ Residential uses shall be Principally Conditionally Permitted ("PP") uses in the CR district of Avila Beach and, as such, shall be appealable to the Coastal Commission. They may, however, be processed as a Minor Use Permit. Residential uses shall be permitted on the ground floor if Planning Commission approval of a Development Plan Review is granted, and if a finding is made that there remains an adequate supply of land available for visitor serving commercial uses. "Adequate supply" means that there remains undeveloped space to accommodate a minimum of 100 new lodging units throughout the Front Street Commercial District and Commercial Retail Areas combined, less any new visitor-units constructed following the effective date of this Plan. In the event that existing lodging units are converted to a different type of use, the number of units converted shall be added to the minimum number of new units required to be provided. For purposes of this analysis, a lodging unit shall be assumed to require a minimum area of 400 square feet, and must be available for transient occupancy by the general public for a maximum stay of 84 days in a year (total) and 14 days between Memorial and Labor Day. Residential use in the CR district shall comply with all guidelines and standards applicable to residential use contained in this

¹ The "Model Urban Runoff Program: A How to Guide for Developing Urban Runoff Programs for Small Municipalities" was prepared in July 1998 by the Cities of Monterey and Santa Cruz, the California Coastal Commission, the Monterey Bay National Marine Sanctuary, the Association of Monterey Bay Area Governments, Woodward-Clyde consultants, and the Central Coast Regional Water Quality Control Board.

Specific Plan. Projects of more than 4 and fewer than 11 units must include at least one studio unit.

21. Suggested New Standard C.15 Drainage Requirements for new development in the Commercial Retail area, beginning on page 90:

Drainage requirements are the same as in the FCR category. See standard B.15.

22. Suggested deletion of standard D.4.a on page 93 (off-street parking requirements in the Residential Multi-Family district):

~~Current parking requirements include guest parking at 0.25 spaces per dwelling unit. This requirement may be waived for residential projects within 200 feet of a public parking lot.~~

Note: the following standards for Residential Multi-Family development should be renumbered accordingly.

23. Suggested New Standard D.8 Drainage Requirements for new development in the Residential Multi-Family area, beginning on page 94:

All new residential development shall provide Best Management Practices (BMPs) to address polluted runoff. BMPs shall be sized and developed to meet the requirements of the California Storm Water Best Management Practices Handbook (Municipal). Such measures shall include, but not be limited to: minimizing the use of impervious surfaces (e.g., install pervious driveways and walkways); directing runoff from roofs and drives to vegetative strips before it leaves the site; and/or managing runoff on sites (e.g. percolation basin). The installation of vegetated roadside drainage swales shall be encouraged and, if used, calculated into BMP requirements. The combined set of BMPs shall be designed to treat and infiltrate storm water runoff up to and including the 85th percentile storm event.

24. Suggested New Standard E.3 Drainage Requirements for new development in the Residential Single Family area, beginning on page 98:

Drainage requirements are the same as in the Residential Multi-Family category. See standard D.8.

25. Suggested Modification to 3rd paragraph on page 99 (Implementation – Area Plan Amendment)

The ~~San Luis Bay Local Coastal Area Plan~~ will be amended to remove most of the existing Avila Beach Urban Area Standards, as detailed on pages 145 – 154 of

this Specific Plan. These standards are replaced by Chapter 4 of the Specific Plan.

26. Suggested Modification to 1st and 2nd paragraphs on page 101 (Implementation – Parking In-Lieu Fee):

Implementation of the Specific Plan would also require the adoption of a new ordinance by the County of San Luis Obispo and the California Coastal Commission.

The County ~~would adopt~~ shall submit an in-lieu parking fee ordinance to the California Coastal Commission for incorporation into the LCP, which would allow commercial developers within the Front Street Commercial District to pay into a fund that would augment the parking supply in Avila Beach. Property owners would be permitted to pay the fees instead of supplying parking in on-site locations for the business on their property. Preliminary in-lieu fee estimates are \$5 per square foot of building area. In-lieu fees would be used to construct parking improvements, to maintain the existing parking supply and/or to provide remote parking lot and shuttle or other transit subsidy that would improve public transportation to Avila Beach. This ordinance will be ~~proposed for adoption subsequent to adoption of the Specific Plan~~ submitted for Coastal Commission review and approval as an amendment to the San Luis Obispo County LCP no later than June 31, 2001. In the event that no such ordinance is submitted by that date, or the amendment is not certified by December 31, 2001, all commercial development must provide on-site parking consistent with CZLUO requirements.

27. Suggested Modification to 4. *Entertainment and Special Events* (Economic Recovery Strategy) on page 110:

Avila Beach could hold special events either in the dedicated outdoor public space created on Front Street, consistent with the processing requirements identified below, or in indoor venues such as expanded bars/restaurants with live music and dancing. Other beach communities in the County have added these types of facilities, and seen a significant attraction of tourist and County-resident expenditures. In addition, Avila should focus on expanding existing local events and traditions; this is one of the most effective ways to promote an identity which will continue in visitors' minds long after the actual visit. Avila events should be planned to avoid conflicts with other regional events, and should not interfere with the general public's ability to access and recreate on the beach.

In accordance with the Coastal Commission Guidelines for Temporary Events adopted on January 12, 1993, a Coastal Development Permit shall be required for any temporary events that meet all of the following criteria:

- are held between Memorial Day weekend and Labor Day; and,
- occupy all or a portion of sandy beach area; and,
- involve a charge for general public admission or seating where no fee is currently charged for use of the same area (not including booth or entry fees).

However, temporary events may be excluded from coastal development permit requirements when:

- the fee is for preferred seating only and more than 75% of the provided seating capacity is available free of charge for general public use; or,
- the event is less than one day in duration;
- or the event has previously received a coastal development permit and will be held in the same location, at a similar season, and for the same duration, with operating and environmental conditions substantially the same as those associated with the previously approved event.

Notwithstanding the above provisions, depending upon the permit jurisdiction in which the event is proposed, either the Executive Director of the Coastal Commission, or the Planning Director of San Luis Obispo County, or their respective Commissions, may be subject to coastal development permit review if unique or changing circumstances exist relative that have the potential for the temporary event to have a significant adverse impact on coastal resources. Such circumstances may include:

- the event, either individually or together with other temporary events scheduled before or after the particular event, precludes the general public from, use of a public recreational area for a significant period of time;
- the event and its associated activities or access requirements will either directly or indirectly impact environmentally sensitive habitat areas, rare or endangered species, significant scenic resources, or other coastal resources such as public access opportunities, visitor and recreational facilities, water-oriented activities, marine resources, biological resources, agricultural lands, and archaeological or paleontological resources;

- the event is scheduled between Memorial Day weekend and Labor Day and would restrict public use of roadways or parking areas or otherwise significantly impact public use or access to coastal waters;
- the event has historically required a coastal development permit to address and monitor associated impacts to coastal resources.

In the event of any conflict regarding a determination by San Luis Obispo County as to whether a temporary event requires a coastal development permit, the matter shall be referred to the Executive Director of the Coastal Commission for resolution.

28. Suggested Modification to 2nd paragraph on page 140 (planned commercial projects – Port San Luis):

The Harbor Terrace Inn, a 147-room medium to high-end hotel to be built in approximately 30 cottages has been proposed within the jurisdiction of the Port San Luis Harbor District. Additionally, as part of the Harbor Terrace Inn planning, a second phase has been proposed that would result in re-aligning Avila Drive and adding up to 95,000 square feet of commercial and retail space. The LCP amendment submitted to the Coastal Commission by the County to allow for this development ~~At present, the Harbor Terrace Inn environmental and development review process are not considering~~ did not include this second phase, and ~~it is unclear what amount of retail will ultimately be approved.~~ the Commission denied the amendment associated with the first phase in February 2000.

29. Suggested Modifications to section regarding “Support for Overnight Accommodations”, and associated Table 9, on pages 142 and 143:

Currently the Avila Valley Area has 93 hotel rooms, as well as 140 time share units that reportedly are available for occasional occupancy by non-time share participants. However, only one hotel, the Inn at Avila Beach with 32 rooms, has a beach orientation.

In addition to existing supply, a total of 217 hotel rooms are proposed (including an approved expansion and two projects pending final approvals) ~~by approximately 2002~~, bringing the potential total for available actual rooms at that time up to 310 in the Avila Valley, as shown in Table 9. Neither of the proposed new hotels will be beach oriented. Currently Avila Beach has 32 hotel rooms. Six rooms are available for transient occupancy at the San Luis Bay Inn, ~~with a potential for 147 more rooms at Port San Luis for a total of 185.~~

The potential for additional hotel room market support is based on tourism data from the range of sources described previously in this report and comments from local business owners. Assuming an annual Avila Beach visitor total of 800,000 and that 40 percent of visitors are tourists with the potential to stay overnight, approximately 140,000 annual hotel-nights are supportable in Avila Beach by existing tourism. This assumes an average of 2.3 tourists per room. Based on an assumption that a 50 percent capture rate is possible, and that hotel operators need at least a 70 percent occupancy rate to support a hotel room, 272 rooms would be supportable in Avila Beach. Thus, it appears that a rebuilt Avila Beach could support at least an additional 80 to 90-100 hotel rooms. This number may increase depending on what is allowed at the Port San Luis Harbor Terrace site. However, this finding the ultimate demand for lodging units will depend on the type of hotel under consideration as well as the perceived attractiveness of the reconstructed Avila Beach.

...

Table 9 Existing and Proposed Hotel Rooms

Ocean Oriented		Inland-Oriented*	
Facility	Rooms	Facility	Rooms
Inn at Avila Beach	32	Sycamore Mineral Springs	95
Harbor Terrace**	147	San Luis Bay Estates	30
San Luis Bay Inn	6		
Sub-Total	185		125
Total			310 Rooms

* the 135 rooms to be located across from the Avila Hot Springs are not included in Table 3 because there is no formal proposal for their completion at this time

** the LCP Amendment required to allow for the development of hotel units at the Harbor Terrace was denied by the Coastal Commission in February 2000

30. Suggested Modification to last paragraph on page 145 (Regulatory Appendix – Land Use Map):

The land use map shown below identifies proposed new land use designations for parcels within the Avila Beach Community Services District. The Official Land Use Category Map for Avila shall be updated accordingly, with the Urban Services Line as currently shown on the Official Map remaining in effect. Land Use Designations are described in the *Coastal Zone Framework for Planning*.

Limitations on the uses described in the *Framework for Planning* are described in the Area Standards sections, following.

Note: A reduced copy of the Official Land Use Category Map, as currently certified, is attached to this report as Exhibit 1.

B. Suggested Modifications to the Proposed Amendments of the San Luis Bay Area Plan

1. Renumber the Urban Area Programs in accordance with the proposed deletion of program number 1 for the Commercial Retail category.

2. Suggested Modification to new Communitywide Standard 3² on page 153 of the Specific Plan:

Avila Beach Specific Plan Included by Reference. The Avila Beach Specific Plan, and any amendments made thereto, is hereby incorporated into this Land Use Element as though it were fully set forth here. All development within the Avila Beach Specific Plan planning area (as shown above) is to be in conformity with the adopted Specific Plan, as well as all other applicable LCP standards. In the event of any conflict between the provisions of the San Luis Bay ~~Local Coastal Area~~ Plan and the Specific Plan, the Specific Plan shall control.

3. Suggested Modification to new Communitywide Standard 4 on page 153 of the Specific Plan and page 8-9 of the San Luis Bay Area Plan:

Permit Requirements. Unless otherwise specified in the Avila Beach Specific Plan, Minor Use Plan approval is required for all proposed new uses. All development activities on the Tank Farm shall require Development Plan review and approval.

4. Suggested retention and modification of Commercial Retail Standard 5. Page 153 of the Specific Plan proposes to delete all of the existing Commercial Retail Standards, which can be found on pages 8-9 and 8-11 of the currently certified San Luis Bay Area Plan, and are attached to this report as Exhibit 3. Standard 5 for the Commercial Retail land use category, which is recommended for retention by this Suggested Modification, would be renumbered as Standard 1, and modified as follows:

Priority and Protection of Visitor-Serving Uses. Priority shall be given to visitor-serving uses ~~along~~ throughout the Front Street Commercial District and the Commercial Retail area. Low-cost visitor serving facilities shall be protected, encouraged, and where feasible, provided.

² The existing Communitywide Standard 3 that will be replaced by the amendment, and other components of the currently certified San Luis Area Plan that are proposed to be amended by the Specific Plan, are attached to this report as Exhibit 3.

- 5. Suggested retention of standards regarding Public Facilities and Avila Beach Facilities. These standards, which can be found on pages 8-12 through 8-26 of the currently certified San Luis Bay Area Plan, and are attached to this staff report as Exhibit 3, are identified on page 154 of the Specific Plan. The Specific Plan is not clear, however, if any changes to these standards are proposed. This Suggested Modification retains these standards.
- 6. Suggested retention of a portion of Standard 1 for Residential Multi-Family and Residential Single Family land use categories. Page 154 of the Specific Plan proposes to delete the existing San Luis Bay Area Plan Standards for these land use categories, which can be found on page 8-28 of the Area Plan and are attached to this report as Exhibit 3. As suggested to be modified, the Specific Plan would retain a selected portion of these standards regarding the protection of view corridors by replacing them with the following new standard:

<p>RESIDENTIAL CATEGORIES: <u>The following standards apply only to lands within the Residential Multi-Family and Residential Single Family Land Use categories.</u></p>

1. View Protection. All new residential development shall be designed to protect public view corridors to the beach and ocean.

- 7. Suggested retention of the Standard applicable to the Open Space Land Use Category. Page 154 proposes to delete this Standard, which can be found on page 8-28 of the certified San Luis Bay Area Plan and requires riparian vegetation to be retained along creekways. This Suggested Modification preserves this standard.

III. RECOMMENDED FINDINGS

A. LCP Background

The San Luis Obispo County certified LCP is composed of seven parts: the Coastal Zone Land Use Ordinance, which is the Implementation Plan (IP) portion of the LCP; the Framework for Planning, the Coastal Plan Policies, and four Area Plans, which make up the Land Use Plan (LUP). The Commission approved the LUP with modifications on October 14, 1982, and the IP was approved as submitted on October 7, 1986. The County assumed permit-issuing authority on March 1, 1988.

LCP provisions that are applicable to Avila Beach include the Coastal Plan Policies, the development standards contained in the Coastal Zone Land Use Ordinance, and the area plan standards contained in the San Luis Bay Area Plan. These area plan standards, within which the Specific Plan will be incorporated, provide the most specific development standards for new development proposed in Avila Beach.

B. Specific Plan and Area Background

The town of Avila Beach is located west of Pismo Beach and about 9 miles south of the City of San Luis Obispo. The character of this town, as it existed prior to the clean-up, is accurately described on Page 18 of the Draft EIR for the Specific Plan as "an historic coastal town with a distinctive beach-front character. The town's history is evident primarily on Front Street, where several buildings have false-front facades and are over 70 years old. The town has an old-fashioned beach resort feel, attracting large number of tourists on summer weekends." Distinctive features of Avila Beach and the nearby surrounding area include the popular south facing beach, the Avila Pier, San Luis Obispo Creek, Port San Luis, and the Irish Hills which provide a scenic backdrop to this less than half-mile square town.

The intensive clean-up effort necessary to remove the hydrocarbons that leaked from underground oil pipelines owned and operated by the Unocal Corporation has had a drastic impact on the town. Among these impacts, the remediation has required the demolition of a significant number of buildings along Front Street and First Street, and the excavation of almost the entire downtown area and a large portion of the public beach.

In partial response to this catastrophe, the Avila Beach Specific Plan has been prepared, with a great deal of Community participation, to guide not only the redevelopment of the downtown area, but all new development throughout the entire Avila Beach community.

C. Amendment Description

This amendment is to the San Luis Bay Area Plan component of the LUP, which covers the south central part of the San Luis Obsipo County coast from Point Buchon and Montaña de Oro on the north to the Nipomo Mesa on the south. The planning area to the north is Estero, while the planning area to the south is South County.

As submitted, the amendment would revise the Planning Area Standards applicable to the Town of Avila currently contained in the San Luis Bay Area Plan by incorporating the Avila Beach Specific Plan. In complement to the LCP's Coastal Plan Policies and Coastal Zone Land Use Ordinance (CZLUO), the Specific Plan provides new policies and standards with which new development in the area must comply.

The planning area covered by the Specific Plan is defined by the Avila Beach Community Services District boundary. As shown on page 3 of the Specific Plan, this area is generally bounded by Avila Beach Drive, Cave Landing Road, the perimeter of the Unocal Tank Farm, the Pacific Ocean, and the mouth of San Luis Obispo Creek.

Major components of the plan include the creation of a pedestrian zone along a one block portion of Front Street that will function as the town center; provision of a "mid-block passage" that will connect an improved beach parking lot with the town center along the alignment of the Avila Pier; construction

of a public park at the western end of Front Street where it intersects with Avila Beach Drive; and, the establishment of detailed design and development standards intended to retain the “funky and eclectic” character of the town. Other objectives of the plan include improving the streetscape, circulation and infrastructure of the town; providing a mix of commercial uses that appeal to local residents and tourists; and maintaining and increasing the stock of affordable housing.

The Specific Plan is attached to this report in its entirety as Exhibit 5. A more detailed description of the Plan can be found on pages 11 – 50 of Exhibit 5.

D. Coastal Act Consistency

The Chapter 3 policies of the Coastal Act provides the standard of review for proposed amendments to certified Land Use Plans (LUPs; in this case, the San Luis Bay Area Plan component of the San Luis Obispo County certified LUP). The following sections of this report analyze the consistency of the proposed amendment with Chapter 3 requirements according to issue area, and explain why the suggested modifications are necessary to bring the amendment into conformance with these standards.

1. Priority Uses

a. Applicable Policies

Section 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.

Section 30222.

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30253.

New development shall:

...

- (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

b. Analysis

In addition to being a popular destination for coastal access and recreation, Avila Beach is a residential community. Thus, the Specific Plan needs to address the needs of both the residents and tourists alike. This includes balancing the provision of adequate housing, including housing for low and moderate-income families, with the demand for visitor-serving accommodations. The vision for Avila Beach presented by the Specific Plan is one where residents and visitors share in the enjoyment of all the things that make Avila Beach a unique and special place.

To carry this vision forward, the Specific Plan calls for numerous streetscape, circulation, and parking infrastructure improvements, and proposes numerous conceptual projects for affordable multi-family housing, including incentives and policies that encourage such development. The Plan has consolidated the commercial center of the town in order to maximize its economic potential, and has designated the surrounding area for residential development that will replace and supplement the pre-existing housing stock.

Within the commercial area, comprised of the Front Street Commercial District (FCR or Town Center) and the surrounding Commercial Retail area, the Specific Plan allows for residential development amongst lodging and other commercial uses. Specifically, residential development would be allowed on the second floor within the FCR (as would lodging units), and on both the first and second floor in the CR area. Currently, the LCP allows residential uses on the second floor, or at the rear of a commercial building, only when the residential use is subordinate to the primary commercial use of the site. The LCP prohibits residential development in commercial areas that have a "v" (visitor-serving) overlay; there is such an overlay for Avila, but it only covers the beach area (see LCP map attached as Exhibit 2).

To prevent residential development from consuming a large percentage of land needed for visitor accommodations, the Specific Plan requires that when residential development is approved on the first floor of the CR area a finding be made that "there remains an adequate supply of land available for visitor-serving commercial uses". This approach raises the question of what supply of visitor-serving units is adequate, and what information will be used as the basis for such a finding?

In an attempt to answer this question, development of the Specific Plan was accompanied by an economic analysis that considered the demand for overnight accommodations in light of the existing and proposed supply of lodging units. As stated on page 137 of the Specific Plan, between 800,000 to

1 million people visit the Avila Beach/Port San Luis area annually. The Plan reports that only 10 to 15 percent of these visitors have typically lodged in Avila Beach. Existing beach-oriented lodging opportunities are limited to 32 rooms in the Inn at Avila Beach, and 6 rooms at the San Luis Bay Inn³. There are also 55 rooms at the Sycamore Mineral Springs, which is approximately 2 mile east of the town and beach.

Given the high number of visitors to the Avila Beach area and the low number of beach-oriented lodging units, the Plan identifies that there is the potential for the town to support additional lodging facilities. Assuming that 40 percent of the more than 800,000 annual visitors have the potential to stay overnight, with 2.3 visitors per room, the Plan identifies a demand of 140,00 hotel nights per year. Based on a capture rate of 50%, and the need for a 70% occupancy rate to support a hotel unit, the Specific Plan concludes that 272 rooms would be supportable in Avila Beach (Specific Plan, page 143).

Other planned and proposed development in the region that will help meet this demand, as noted on pages 139 and 140 of the Specific Plan, include a proposed 30 room in at the San Luis Bay Estates in Avila Valley; a locally approved 40 room expansion of the Sycamore Mineral Springs; and, the potential for up to 147 hotel units at the Port San Luis Harbor Terrace site. Given the fact that neither the San Luis Bay Estates or the Sycamore Mineral Springs provides a beach orientation, only the proposed 147 unit Harbor Terrace project and the existing 38 lodging units at the Inn at Avila Beach and the San Luis Bay Inn were considered as projects that respond to the estimated demand for 272 lodging units in Avila Beach. The Specific Plan therefore concludes that a rebuilt Avila could support an additional 80 to 90 hotel rooms (page 143).

One problem with the above assumptions is that the provision of 147 units at the Harbor Terrace site is subject to future LCP Amendments, since the existing LCP allows for Harbor Storage and campground uses only. In February 2000, the Commission denied a proposed to the LCP that would allow for hotel development on this site. While there remains the potential for some future lodging to be accommodated on the Harbor Terrace site through the LCP amendment process, it is inappropriate to assume that 147 units will be provided on this site by 2002, as stated on page 142 and 143 of the Specific Plan.

Thus, the number of lodging units that could be economically viable in Avila Beach is likely greater than the 80 to 90 new units estimated to be supportable in the town by the Specific Plan. If no lodging units are constructed at the Harbor Terrace site, the economic assumptions applied to the Specific Plan would indicate that the town could support up to 234 hotel units.

The appropriate number of hotel units in Avila beach is not, however, purely a function of economics. While Coastal Act Section 30222 establishes a priority for visitor-serving facilities, other relevant Coastal Act policies call for the development of such facilities to be consistent with public service capacities, the unique character of the community, and the protection of coastal resources. The development standards included in the Specific Plan attempt to ensure that the type and extent of

³ The remainder of this 140 unit facility is available for time-share use only.

future development will be sensitive to these constraints. Therefore, the potential buildout under these standards provides a valuable tool for gauging the appropriate level of hotel development in the town.

Applying the proposed development standards contained in the Specific Plan, such as those that limit development within the town to a maximum of 25 feet in height and establish minimum setbacks, the County has estimated that up to 259 lodging units could be accommodated throughout the commercial area. This estimation assumes that all of the second floor units of future development along Front Street would be visitor-serving, and the first and second floor of all future development in the Commercial Retail area would be visitor serving. Additional opportunities for visitor-serving accommodations are provided by the LCP's allowance of Bed and Breakfast facilities within the residential areas of the town.

While this appears to indicate that is adequate capacity within the commercial areas of the town to accommodate the demand for 234 new hotel units described above, it is important to consider the impacts of such intense lodging development on the town of Avila. If all 234 lodging units were constructed in the 6-acre commercial area of the town, the resulting density would be 39 units per acre. This represents a high level of density that may be contrary to the character of the town and have adverse impacts on local circulation. In the town of Cayucos north of Avila, the Commission recently considered an appeal of a 30-unit 3 story hotel on a site just over one-half acre in size (Coastal Development Permit Application No. A-3-SLO-99-60 for the Victorian Inn). This project gained approval only an intense review of, and changes to, the design, scale and mass of the structure. Based on this experience, it appears that a density of 39 hotel units per acre would be inappropriate for the town of Avila, where structures are limited to two stories in height and the planning area is much smaller in size.

In addition, as previously noted the Specific Plan is based on a vision of residents and tourists sharing in the enjoyment of the rebuilt town center. As part of this vision, the plan proposes to mix residential and lodging uses in the commercial area in order to create an active and safe pedestrian environment. As stated on page 7 of the Specific Plan, "the adjacency of residents and lodgers to public streets will encourage surveillance of the streets and public spaces, thereby increasing the level of safety in these places".

Taking these factors into consideration, the Suggested Modifications retain the mixed-use development scenario proposed by the Specific Plan for the commercial areas of Avila Beach, but establish more specific requirements that will better preserve opportunities for an appropriate level of visitor-serving development within the commercial hub.

First, the suggested modifications require that an area need to accommodate a minimum of 100 new lodging units within the Commercial Retail and Front Street Commercial Districts be reserved for such use by the Specific Plan, minus any new lodging unit constructed in this area after the effective date of the Plan. In other words, a total of 100 new lodging units must be realized by the Specific Plan. In the event that any existing lodging units are converted to a residential use, this shall be compensated for by adding the number of converted units to the minimum number of lodging units to be provided.

With the existing 32 units at the Inn at Avila beach (the 6 units at the San Luis Bay Inn are outside of the Specific Plan's Planning Area), the provision of 100 new lodging units, represents a density of approximately 22 hotel units per acre. It also provides adequate opportunity for a mix of residential uses within the commercial area, as desired by the Plan. Considering that residential units require a greater area than a lodging unit, it is estimated that approximately 80 residential units could be accommodated in the commercial area with this modification⁴.

Second, the suggested modifications require that at least 56 of these units be located in the Front Street Commercial District. Because of its beach frontage, Front Street is one of the more desirable locations for visitor-serving accommodations that enhance coastal access and recreation opportunities. This is consistent with the number of second floor lodging units on Front Street anticipated in the Development Summary presented on page 50 of the Specific Plan, and also reserves opportunities for a mix of second floor residential uses.

Third, the suggested modifications build upon the Specific Plan's proposal to require a finding that adequate space remains available to accommodate visitor-serving uses when a residential use is proposed on the first floor of the Commercial Retail Area. The modifications require that such a finding be made for *all* residential uses approved throughout the Front Street Commercial District and Commercial Retail areas. As described above, adequate means that there is room to accommodate at least 100 *new* lodging units. The modifications also specify that in order to be counted as a lodging unit, the unit must be available for transient occupancy by the general public for a maximum stay of 84 days in a year, no more than 14 of which can be between Memorial Day and Labor Day.

Fourth, the suggested modifications identify that residential uses are allowed in the Front Street and Commercial Areas of Avila Beach *as conditional uses* that are appealable to the Coastal Commission. This provides decision makers with greater discretion to decide if residential development is appropriate during the review of each specific project proposal, and to ensure that the minimum lodging requirements described above are achieved. However, consistent with the Specific Plan's objective of streamlining the permit process for the rebuild effort, the Suggested Modifications allow for these conditional uses to be processed as a Minor Use Permit. (Projects that are appealable to the Coastal Commission are usually processed as a Development Plan, which requires a full public hearing; Minor Use Permits only require a public hearing if one is requested by an interested party.)

Fifth, the Suggested Modifications retain an important development standard that currently exists within the San Luis Bay Area Plan but is proposed for deletion by the Specific Plan. This is existing Standard 5 for Commercial Retail areas within Avila Beach, which requires that priority be given to

⁴ As previously described, the County estimated that the maximum number of hotel units that could be accommodated in the commercial area under Specific Plan Development Standards is 259 units. This was based on an assumed hotel unit size of 400 square feet, plus parking and reception needs. If 100 hotel units are constructed in the commercial area, the space that would otherwise accommodate the other 159 hotel units is roughly comparable to the amount of space that could accommodate 100 residential units assuming a residential unit size of 800 square feet.

visitor-serving uses along Front Street, and that low-cost visitor serving facilities be protected, encouraged, and where feasible, provided.

Finally, the Suggested Modification clarify that the preferred option for the development of the former mobile home site, which has a prominent location on Front Street adjacent to the new park, is visitor-serving lodging, with retail development facing onto Front Street. Affordable housing can be constructed on this site only if no alternative sites are available to meet requirements for the replacement of affordable housing. Currently, it appears that such sites are available in other areas of the town a few blocks inland of the coast.

While the minimum of 100 lodging units required to be provided in the commercial area by the suggested modifications will not meet the total demand for overnight visitor accommodations, there are other opportunities to meet this demand within other areas of the town and surrounding area. As previously noted, Bed and Breakfast accommodations are an allowable use throughout the residential areas of the town. In addition, redevelopment of the Unocal Tank Farm site following hazardous waste remediation provides another opportunity for future recreational development that will benefit visitors and residents alike. While this area will be subject to future planning⁵, pages 31 through 33 of the Specific Plan preliminarily suggest that the site could be developed with pedestrian and bicycling trails, with a conference center that could include lodging uses. Finally, it is expected that a subsequent proposal for some lodging uses at the Port San Luis Harbor Terrace site will be forthcoming, accompanied with a more comprehensive update of the Port's overall development plans.

c. Conclusion

As submitted, the Avila Beach Specific Plan conflicts with Coastal Act Sections 30213 and 30222 because residential development that would be allowed under the Plan could consume space that is needed to accommodate visitor-serving recreational facilities. This inconsistency is resolved by suggested modifications which reserve a minimum amount of space for an amount of lodging units. This minimum amount of visitor lodging will enhance opportunities for visitor recreation, and reflects an appropriate intensity for such development consistent with the unique character of Avila Beach, consistent with Coastal Act Section 30253 (5).

2. Coastal Access and Recreation

a. Applicable Policies

Section 30210.

⁵ The Specific Plan proposes to allow new development within the Specific Plan area to be processed via Minor Use Permit in order to expedite the rebuilding of the town. The Suggested Modifications to clarify that any development on the Tank Farm site shall be subject to the higher level Development Plan review, as the planning for this area has not yet been completed, and future remediation activities have potential coastal resource impacts that require a full and detailed review.

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.

Section 30212.5.

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 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.

Section 30223.

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 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, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (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 (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.

Section 30253.

New development shall:

...

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses

b. Analysis

The Avila Beach Specific Plan contains many elements that will protect and enhance coastal access and recreation opportunities throughout the Avila area. These include, but are not limited to:

- **Increased Public Parking.** Prior to the Unocal clean-up, there were approximately 935 parking spaces available for general public use in the downtown area. With re-stripping and other streetscape improvements proposed under the specific plan, the number of public parking spaces in the downtown area will increase to 952. In addition to these spaces, the Specific Plan identifies that parking in the residential hillside area of the town would continue to be uncontrolled and available for use by beach-goers and tourists.
- **Circulation and Streetscape Improvements.** The Specific Plan calls for many improvements to local circulation patterns, transportation corridors and roadways that will certainly benefit access to the coast. In particular, the Front Street pedestrian plaza proposed between San Francisco and San Miguel Streets and the "mid-block passage" providing a pedestrian connection between the improved public parking lot and the plaza along the same alignment as the Avila Pier, will provide enhanced coastal access and recreation opportunities. Eliminating poorly functioning intersections, providing increased signage and bicycle facilities, widening sidewalks, and improving parking supply and beach drop-off areas will also benefit coastal access and recreation.
- **Beach Accessways.** The number and extent of stairways and ramps to the beach, when compared to pre clean-up conditions, will be expanded by the Front Street rebuild currently underway.
- **Public Park.** The intersection of Front Street and Avila Beach Drive presented traffic and safety problems due to a limited line of site. As part of the settlement between San Luis Obispo County and Unocal regarding the hydrocarbon contamination, Unocal agreed to donate the corner parcel at this intersection to the County for use as a public park. This enabled the closure of the problematic intersection, and use of the Front Street right-of-way, as part of the 1.5 acre park proposed by the Specific Plan at this location. The park will include a pedestrian promenade along the seawall with benches for people to sit and observe the beach, picnic and play areas, a restroom building, and as

requested a Community workshops, a basketball court⁶. The plan also identifies the possibility of constructing a community building in the park in the future.

- **Preservation of Community Character and Historic Resources.** The Specific Plan calls for the retention of the historic features of the community, and provides design guidelines aimed at maintaining the “funky and eclectic” character of the community. These elements of the plan are described in more detail in Section III.D.4 of this report, and will help preserve the unique character of the community that adds to its popularity as a destination for coastal recreation.

Notwithstanding the overall benefits to coastal access and recreation opportunities provided by the Specific Plan, there are some outstanding issues that require modifications and supplements to the plan as submitted.

Parking Supply

As noted above, the Specific Plan will increase the amount of public parking available to beach goers by approximately 17 spaces. Although this represents an increase in the overall quantity of parking spaces, there are issues related to the different locations where such parking will be provided. There are also issues related to the impact that buildout of commercial and residential uses under the plan may have on the availability of these spaces for coastal access purposes.

First, with respect to location, 77 parking spaces along Front Street that existed prior to the clean-up will be lost as a result of the pedestrian plaza and public park. This parking will be replaced by reconfiguring the existing parking lot (also known as Earl’s Alley Parking Lot), and by increasing the amount of parking on side streets (i.e., San Juan and San Francisco Streets) through the use of diagonal parking.

The loss of parking spaces along Front Street will reduce opportunities for beach-front parking. In most cases, the loss of such parking would be considered a significant adverse impact on coastal access and recreation opportunities. In this case, however, a public plaza and a public park that will enhance opportunities for the public to enjoy coastal views and recreational activities on Front Street are replacing the parking spaces. In addition, the overall number of parking spaces that will be available to serve coastal access and recreation in the town will be increased by the Specific Plan. The areas where the lost Front Street parking spaces will be relocated to (Earl’s Alley Parking Lot and side streets between Front Street and First Street) provide convenient access to the beach and recreation areas (i.e., the pedestrian plaza and Avila pier). Thus, the Specific Plan provides adequate, safe, and effectively distributed parking to serve coastal access and recreation, consistent with the Coastal Act policies cited above. Moreover, the pedestrian plaza and park provide nonautomobile circulation and

⁶ The conceptual Front Street Park Plan presented on page 47 of the Specific Plan has been superseded by construction plans for this park, currently undergoing County review. These construction plans provide a wider pedestrian area between the basketball court and seawall than that shown in the Specific Plan.

recreation facilities that will enhance coastal access and recreation, consistent with Coastal Act Section 30252.

There is, however, the potential for the buildout of commercial and residential uses proposed by the Specific Plan to result in greater competition for public parking needed to serve coastal access and recreation. If adequate on-site parking is not provided by commercial and residential uses, there is the potential that residents and businesses will occupy the parking spaces needed by those who have come to Avila to enjoy the beach. The potential for this to occur may be exacerbated by components of the Specific Plan that propose:

- a financial contribution for parking and transportation improvements from Front Street businesses in-lieu of providing on-site parking;
- waiving the requirement that multi-family residential development provide guest parking if it is located in close proximity to a public parking lot; and,
- new residential multi-family development in a portion of the primary parking lot (Earl's Alley) used for beach parking.

To evaluate these impacts, it is important to understand various factors influencing the demand for parking in Avila. Obviously, the greatest demand for public parking is during peak beach use times, particularly summer weekends and holidays. According to County estimates, presented on pages 59 – 61 of the Specific Plan, the demand for beach parking during periods of peak use is approximately 998 spaces; about 952 spaces will be provided (not including parking available in the hillside residential area of the town). Thus, it is clear that there will be high competition for parking spaces during periods of peak beach use. There is typically more than adequate public parking to serve coastal access and recreation as well as commercial uses during the less busy times of the year.

Most of the commercial establishments within the Front Street Commercial District have been, and are expected to continue to be, oriented to the beach visitor (e.g., swimwear shops, snack shops, restaurants, etc.). As a result, the Specific Plan assumes that during the peak season, most of the patrons of these businesses park their cars at the public lot or on the street for the day, go to the beach, then walk to the commercial establishments. Many of the public parking spaces are vacated by the late-afternoon, making room for parking that can be used for restaurant and other evening use parking.

Given this scenario, and the desire to make the highest and best use of valuable coastal property, the Specific Plan has proposed the in-lieu fee program noted above. Under this program, retail and restaurant development (in the Front Street Commercial District only) could provide a financial contribution, estimated at \$5 per square foot of the commercial establishment, rather than providing on-site parking. This fund would be used to finance the improvement and maintenance of the town's parking supply, a beach shuttle service, and to provide subsidies for improved public transportation service to Avila beach.

This approach is, in general, consistent with the Coastal Act standards cited above, because it represents a balanced approach towards an effective distribution of parking supply, providing upland coastal access support facilities, reserving prime coastal areas for access and recreation, and facilitating the use of public transportation. However, the specifics of the in-lieu fee program have yet to be developed and incorporated into the LCP. To ensure that this occurs in a timely fashion, and that the details of the proposed in-lieu fee ordinance complies with Coastal Act requirements, the Suggested Modifications call for the program to be submitted to the Coastal Commission for incorporation into the LCP no later than June 31, 2001. In the event that no such ordinance is submitted by this date, or certified by December 31, 2001, all commercial uses shall be required to provide on-site parking consistent with CZLUO requirements.

To address the Specific Plan's allowance of Residential Multi-Family development in the area that is currently used for beach parking, the Suggested Modifications require that any such development maintain a minimum number of 355 parking spaces in the parking lot. This number of spaces has been relied upon by the Specific Plan as a means to mitigate the loss of parking along Front Street, and are needed to meet the demand for beach parking during periods of peak use. The modification also required that the development protect parking lot landscaping, which not only enhances the visual quality of the area, but has also been designed to intercept and filter stormwater runoff from the parking lot.

Finally, the suggested modifications delete the proposed exception to the requirement that residential multi-family development provide guest parking at a rate of 0.25 spaces per unit. This change is needed to ensure that residents and their guests do not consume parking spaces that are needed to serve Coastal Act priority uses.

Transportation

As called for by Section 30252 of the Coastal Act, the location and amount of new development should maintain and enhance public access to the coast by, among other means, facilitating the provision or extension of transit service. The existing San Luis Bay Area Plan indicates the potential for the old Pacific Coast Railroad right-of-way, which runs parallel to Avila Beach Drive, to be used by the proposed Pacific Coast Light Railway. Other options for public transportation and/or public trail systems may be desirable to pursue in the future.

While the Specific Plan contains beneficial provisions for alternative transportation, such as the proposed expansion of bicycle trails and facilities and the potential for a future beach shuttle, the Plan does not effectively preserve the railroad right-of-way for future transportation and access options. A portion of this right-of-way would be redesignated from recreation to residential multi-family. Such development has the potential to preclude public transportation and access systems along the right-of-way that would benefit coastal access and recreation.

To address this issue, the Suggested Modifications requires that any future development in this area preserve future opportunities to use the railroad right-of-way for public trails, a light railway, or some other public transportation system.

Another transportation issue raised by the Specific Plan is the proposal to potentially allow vehicular access to the pedestrian plaza area in the future. The Plan does not, however, identify what basis or process shall be applied to such a determination. The suggested modifications clarify this issue by referencing the County's intention to evaluate seasonal or periodic vehicle use of the plaza area following the first year of use of this area by pedestrians only; and, by specifying that any proposal to open the plaza for vehicle access shall require a coastal development permit.

Temporary Events

As a means to enhance the economic recovery of the town, the Specific Plan encourages the use of special events to attract visitors to the area. To ensure that such events do not preclude coastal access and recreation opportunities for the general public, the Suggested Modifications incorporate the Commission's guidelines regarding when temporary events require a coastal development permit. They also specifically identify that such events should not interfere with the general public's ability to access and recreate on the beach.

Boater Access

In terms of boater access, the loss of beach-front parking spaces and associated street closures may make it less convenient to unload small boats to launch from the the existing boat hoist on Avila Pier, or into San Luis Creek. Prior to the clean-up, vehicles with small trailered boats could park directly at the base of the pier, where a dolly is available to pull the trailer to the hoist. Similarly, vehicles carrying small boats such as kayaks could park at the western (up coast) end of Front Street, close to where San Luis Creek runs under Avila Drive, and the kayaks could be easily carried to and launched at the creek.

Under the redevelopment scenario proposed by the Specific Plan, vehicle access would be prohibited along Front Street, between San Francisco and San Miguel Streets, where the pier intersects with the public plaza. There would, however, be drop-off areas at the seaward terminus of both San Francisco and San Miguel streets, where beach goers and boaters could temporarily stop to unload passengers and equipment. Boaters would be required to dolly their boats about 200 feet from the drop off areas to reach the pier.

Similarly, there will be a drop-off area at the seaward terminus of San Juan Street, where kayakers or other small boaters could stop and off-load their boats, and carry them down an emergency vehicle ramp to the beach. Alternatively, those interested in launching boats into the creek could carry them approximately 250 feet to the west, along the park promenade that follows the seawall. The seawall at the west-end of the beach is typically about one feet above the sand, and can be stepped over. The creek, depending on its flow pattern, is just west of the parks up coast edge.

To ensure that the proposed drop-off areas function effectively for all users, consistent with the need to maintain emergency vehicle access to the park, plaza, and pier, the Specific Plan calls for an Access Management Plan to be developed by the County, Port San Luis Harbor District, CDF/County Fire, the County Sheriff, and the Avila Beach CSD. The Suggested Modifications to the Specific Plan contained in this report add the Avila Yacht Club as an organization that should participate in the development of this plan, to ensure that it effectively considers the needs of boaters. In addition, the Suggested Modifications require that the Access Management Plan be submitted to the Coastal Commission for incorporation into the LCP prior to June 31, 2001. This establishes a specific timeline to make certain that these issues are resolved in a timely fashion, and in a manner that is consistent with the Coastal Act.

While the changes to Front Street parking and circulation may add a little inconvenience for launching small boats at the pier or in the creek, the Specific Plan has not in any way precluded these important coastal recreation activities from occurring. Rather, the Specific Plan has attempted to provide enhanced coastal access and recreation opportunities for all users. It is also important to note that boat launch ramps dedicated for vehicle use are available in close proximity (i.e., the launch ramps at Olde Port Beach and Port San Luis). Thus, the Specific Plan is, overall, consistent with the Coastal Act objectives of maximizing public access.

Yacht Club

Another access issue that has been raised during the development of the Specific Plan has been the impact of the existing yacht club on coastal access and recreation opportunities, as well as its impacts on visual access to the beach and ocean. The Commission and its staff have received numerous letters with regard to this issue (attached as Exhibit 4), both in favor and against the replacement of this structure at its original location. (It had been temporarily relocated during the clean-up, and has since been replaced at its original location at the base of Avila Pier, above the public beach.) Some of these letters have opposed the re-establishment of this building on the pier because it blocks public views of the coast and limits use of the sandy beach beneath it. They have also expressed sentiment that the building is used for an exclusive purpose that is inconsistent with its location on public property.

The Port San Luis Harbor District manages this building, and the property it is located on, and leases the building to the Yacht Club. The building has been considered a Historic Resource, as its use dates back to a World War II lookout. As a result, the Coastal Development Permit for the clean-up, as well as the Army Corps permit, allowed for the building to be relocated to its original site upon completion of the remediation. While the building does block some coastal views, it is a pre-existing structure that is part of the town's history and character.

Nevertheless, the Commission is sensitive to the concerns that have been expressed regarding the use of this building for private purposes. Although the building's primary use is by the Yacht Club, groups including the Boy Scouts, docents for the Pecho Coast Trail, the Coast Guard Auxiliary and others also make use of the building. While this is indicative that the Yacht Club has allowed the building to be used for public purposes, there may be future opportunities to further enhance general public use and enjoyment of this building. These could include incorporating some interpretive

historical displays and information throughout the building, perhaps with a maritime focus; establishing visiting hours for the general public; clarifying the terms and means by which the building can be used by the general public and/or membership organizations; and providing greater public outreach.

To further the objective of maximizing coastal access and recreation opportunities that complement this historical resource, the Suggested Modifications to the Specific Plan require future development activities involving this building to include measures that enhance the general public's ability to utilize this building and learn about its history. The modifications further specify that all uses of this building should be conducted in a manner that is sensitive to its historic value and prominent location above and adjacent to the public beach and town center.

c. Conclusion

The Specific Plan proposes many improvements to the parking, circulation, and recreation facilities in the town of Avila that will certainly benefit coastal access and recreation consistent with Coastal Act objectives. There are, however, unresolved issues related to the proposed parking and access management programs that will require further Commission review to ensure Coastal Act consistency. In addition, modifications to the plan are needed to ensure that residential development will not consume parking spaces needed to serve coastal access and recreation, and to enhance opportunities for the public to use and enjoy the historic beach –front Yacht Club building. With the changes to the plan and the additional Commission review called for by the Suggested Modifications, the Specific Plan is consistent with the coastal access and recreation policies of the Coastal Act.

3. Marine Resources and Water Quality

a. Applicable Policies

Section 30230.

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231.

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and

entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

b. Analysis:

The Avila Beach Specific Plan provides a unique opportunity to incorporate new information and knowledge regarding coastal water quality protection and polluted runoff into the LCP. In addition to taking advantage of this opportunity, the Specific Plan must address the potential impact that permitted development may have on marine resources and water quality. In Avila Beach, a marine resource that has the potential to be impacted by redevelopment is grunion, a type of fish that seasonally spawns in the intertidal areas of Avila Beach.

Urban Runoff

Both state and federal authorities have identified urban runoff as a major source of pollution adversely affecting the biological and beneficial uses of California's waters. Urban runoff also contributes to numerous beach closures in California each year, jeopardizing public health and limiting coastal access.

Urban runoff from Avila Beach is discharged into San Luis Obispo Creek and directly to the beach. It is extremely difficult and expensive to control the composition of urban runoff discharges through conventional wastewater technologies. Therefore, it is critical that measures to control the sources of pollutants be implemented before the pollutants are actually discharged into the storm drain system.

To date, the redevelopment of Avila beach has been accompanied by the incorporation of pollution control devices into the rebuilt infrastructure. These were required by the locally approved Coastal Development Permits for the rebuild of Front Street, and include filter systems to remove urban pollutants from storm water as it flows into catch basins; vegetated filter strips throughout the improved public parking lot that will remove oil and particles from stormwater before it enters the discharge pipe that leads to San Luis Obispo Creek; and, an energy dissipater/clean-out area at the primary stormwater outfall to Avila Beach, where any trash contained in stormwater will collect and be periodically cleaned-out. These features should help reduce the amount of pollutants contained in runoff from the rebuilt streets and parking lots.

Lacking from the Specific Plan are provisions requiring new private development to install similar pollution control devices to prevent runoff from private property from having an adverse impact on coastal water quality and marine resources. Such runoff has the potential to contribute sediments and urban contaminants (e.g., fertilizers, herbicides, heavy metals, hydrocarbons) that can have a deleterious affect on coastal water quality and marine habitats. Also absent from the Specific Plan is a coordinated approach towards monitoring, maintaining, and improving the facilities and natural elements that protect water quality on the watershed level. Water quality within Avila Beach cannot be

protected without managing inland development and land uses, including the implementation of similar water quality management measures throughout the watershed.

In order to address potential water quality impacts posed by runoff from private property, the Suggested Modifications to the Specific Plan incorporate requirements for new commercial and residential development. These standards prohibit urban activities that can contaminate water quality, such as disposing restaurant mat, vehicle, and other wash water into the storm drain system. They also require new development to minimize impervious surfaces, and install and route drainage through vegetated filter strips, as a means to reduce the amount of contaminated runoff entering the creek and ocean. As required by the Suggested Modifications, these specified Best Management Practices must be sized to handle and treat runoff from all but the largest 15% of storms.

In addition to establishing water quality protection standards for commercial and residential development, the Suggested Modifications promote a Watershed Management Program for San Luis Obispo Creek. This program is intended to be a first step in a multi-tiered effort aimed at protecting and restoring coastal water quality throughout the San Luis Obispo County coastal zone. The program calls for the County to initiate and coordinate the various monitoring, maintenance, and reporting functions necessary to maintain and improve water quality and protect public health. Such a program is needed to ensure that the Best Management Practices installed during the rebuild are effectively monitored and maintained, and that inland development does not jeopardize the water quality protection efforts being implemented in Avila Beach.

Another change to the Specific Plan called for by the suggested modifications deals with the proposal to construct asphalt drainage swales in the hillside residential neighborhoods. Such drainage channels do not take advantage of opportunities to reduce the volume of runoff by increasing infiltration, nor do they provide any filtering capabilities to remove pollutants. The Specific Modifications therefore call for the use of vegetated swales instead, where slopes allow, which both allows for infiltration and filters out pollutants from stormwater. In installed in conjunction with residential development, these vegetated drainage swales can be applied the requirement that such development provide BMP's with adequate capacity to treat up to the 85th percentile storm event.

Finally, the Suggested Modifications call for retention of the existing LCP for the Open Space Land Use Category, which requires riparian vegetation to be retained along creekways (proposed for deletion by page 154 of the Specific Plan). Riparian vegetation provides a critical component to the natural drainage system that helps remove pollutants from stormwater runoff before it enters aquatic habitats.

Grunion

As previously noted, grunion use the intertidal areas of Avila Beach to spawn. In general, this occurs for a period of 7 days following each of the 2 monthly spring tides from March through September.

During the review of the draft Specific Plan and associated Environmental Impact Report (EIR), a concern was raised that lighting proposed on the seaward side of the seawall could adversely affect grunion spawning. (This lighting is intended as a safety feature that illuminates areas of the beach which otherwise may be hidden from view by the seawall.) In response to this concern, both the Specific Plan and the EIR recommend that the seawall lights be turned off when grunion are spawning. However, neither the EIR nor the Specific Plan identify who will be responsible for turning these lights off.

The Suggested Modifications therefore specify that the entity responsible for maintaining the public lights in Avila Beach (currently the Avila Beach CSD) shall be responsible for turning off the seawall lights during grunion spawning events, and shall prepare or obtain annual schedules of when grunion spawning is expected to occur.

c. Conclusion

With the suggested modifications to address polluted runoff and protect grunion, the amendment is consistent with Coastal Act Sections 30230 and 30231.

4. Visual Resources and Community Character

a. Applicable Policies

Section 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.

Section 30253.

New development shall:

...

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses

b. Analysis

Two important features of Avila Beach that make it a popular destination for visitors, as well as a desirable residential area, is its small town character and beautiful coastal views. Both of these characteristics receive appropriate attention by the Specific Plan, which includes detailed design guidelines to ensure that future development takes place in a manner that retains the "funky and eclectic" character of Avila Beach and its orientation as a beach community. The Specific Plan also seeks to preserve unobstructed public views of the ocean, among other means, by preserving view corridors from Avila Beach Drive down San Juan and San Miguel Streets, and by limiting the height of new development to 25 feet. Palm trees were specifically chosen for street landscaping because in addition to their hardiness, they have less of an impact on views than other types of street trees.

To further protect coastal views, the Specific Plan recommends that the potential for construction of retail space on Avila Pier be eliminated from the Port San Luis Harbor District Master Plan. This recommendation is advisory in nature, as it will be up to the Harbor District to determine what revisions to its Master Plan, if any, should be pursued. Any future development on Avila Pier would require a Coastal development Permit from the Coastal Commission, and would need to comply with the visual resource protection standards of the Coastal Act.

The Design Standards intended to protect the unique character of Avila Beach require new development to be consistent in character and style with the pre-remediation buildings, through the use of styles, materials, scale, articulation and signing that reflects the traditional design of the town. The Specific Plan also protects the character of Avila by calling for the retention and replication of historic structures such as the Avila Grocery, the former Custom House, the Sea Barn, and the Yacht Club. Finally, the Specific Plan seeks to maintain an economic mix in Avila by calling for the replacement of affordable housing units that were removed through the clean-up process.

There are, however, particular elements of the Specific Plan that need to be modified and/or supplemented to make sure that the character and scenic quality of Avila Beach are effectively protected and restored.

The Specific Plan proposes to replace an existing section of the San Luis Bay Area Plan that identifies the range of allowable uses in commercial areas with two new sections of the Specific Plan that are specific to the Front Street Commercial District and areas designated for Commercial Retail. This change has unintentionally removed a prohibition against some particular commercial uses contained in the existing LCP (i.e., communication uses; business and vocational schools; concrete, gypsum, and

plaster products; food and kindred products; printing and publishing; and, auto, mobilehome and vehicle dealers and supplies). The Suggested Modifications retain the LCP's prohibition against these uses as a means to preserve the character of Avila Beach.

The Specific Plan also proposes to delete another section of the existing San Luis Bay Area Plan identifying building bulk and public view corridors as critical factors to be considered in the review of residential multi-family development (see Standard 1 for Residential Multi-Family Development attached as Exhibit 3, page 7). As the amendment is suggested to be modified, this requirement would be retained within the San Luis Bay Area Plan, and applied to the Residential Single Family Land Use Category as well. The language of the standard would also be revised to make it clear that all new residential development must be designed to protect public view corridors to the beach and ocean.

Finally, the Specific Plan indicates that density bonuses may be granted as incentives for the construction of affordable housing. The Suggested Modifications clarify that such bonuses can be granted only where the resulting development will conform to all other applicable LCP standards, and not result in adverse impacts to coastal resources and public access and recreation opportunities. This modification ensures that visual and community character issues (in addition to other coastal resource protection policies of the Coastal Act and LCP) must be taken into account before density bonuses can be granted.

c. Conclusion

Minor modifications to the Specific Plan described above are needed to retain important components of the existing LCP that protect coastal views in Avila beach and the character of the town which makes it a popular destination for coastal recreation. With these modifications, the Avila Beach Specific Plan ensures that redevelopment and new development will preserve the unique characteristics of this special community, and its valuable scenic resources, consistent with the requirements of Coastal Act Sections 30251 and 30253 (5).

5. Public Service Capacities

a. Applicable Policies

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.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

b. Analysis

As required by Coastal Act Section 30250, the extent of new development allowed by the Specific Plan must be able to be accommodated by existing public service capacities. This necessitates an evaluation of the buildout potential under the Specific Plan, and whether there is adequate infrastructure, particularly water and sewer, available to serve this buildout.

As presented on page 51 of the Specific Plan and in Section 4.4 of the EIR, it has been estimated that the existing LCP would allow for the build-out of approximately 667 units in Avila Beach, equating to a population of 1,094. (The pre-remediation population of Avila Beach was 395.)

Under the Specific Plan, the area designated for multi-family residential development would increase, but the development potential in visually sensitive areas would decrease (e.g., near the oak woodlands along Avila Drive). The net result of these changes is estimated by the Specific Plan to result in a buildout potential of 657 housing units, and a population of 1,077.

In terms of infrastructure, water is provided to the Avila Beach community by the Avila Beach CSD, which receives an allocation of 65 acre feet per year from the Lopez reservoir. The CSD has also contracted for an additional 100 acre-feet from the State Water project. According to page 75 of the Draft EIR, this State water, along with the existing allocation from Lopez reservoir, is expected to be sufficient for 820 total dwelling units, which exceeds the estimated buildout of 657 units, and should be adequate to serve the potential visitor-serving development as well. The EIR and Specific Plan note that Unocal has agreed to purchase five years of State Water for the CSD in acknowledgement that groundwater and soil contamination issues have resulted in lost growth and revenues for the community.

The Avila Beach CSD also provides sewer service to the community through the Avila Beach Treatment Plant, which has a capacity of 200,000 gallons per day and discharges the treated wastewater into San Luis Bay via ocean outfall. As stated on pages 64 - 65 of the Specific Plan, this capacity is estimated to support 1,436 people, and is expected to be adequate to serve both residential and commercial development until about the year 2010.

One potential problem raised by the Specific Plan with respect to the provision of public services is the proposed replacement of the existing LCP Land Use Map with the Land Use Map shown on page 145 of the Specific Plan. This replacement map does not show the boundaries of the Urban Services Line, a critical feature for determining the allowable extent of public services and preventing urban sprawl into rural areas. The Suggested Modifications clarify that the Urban Services Line, as shown on the current LCP land Use Map (attached as Exhibit 1) remains in effect.

c. Conclusion

Adequate water and wastewater treatment services will be available to support the future development proposed by the Specific Plan. Thus, the amendment is consistent with Coastal Act Section 30250.

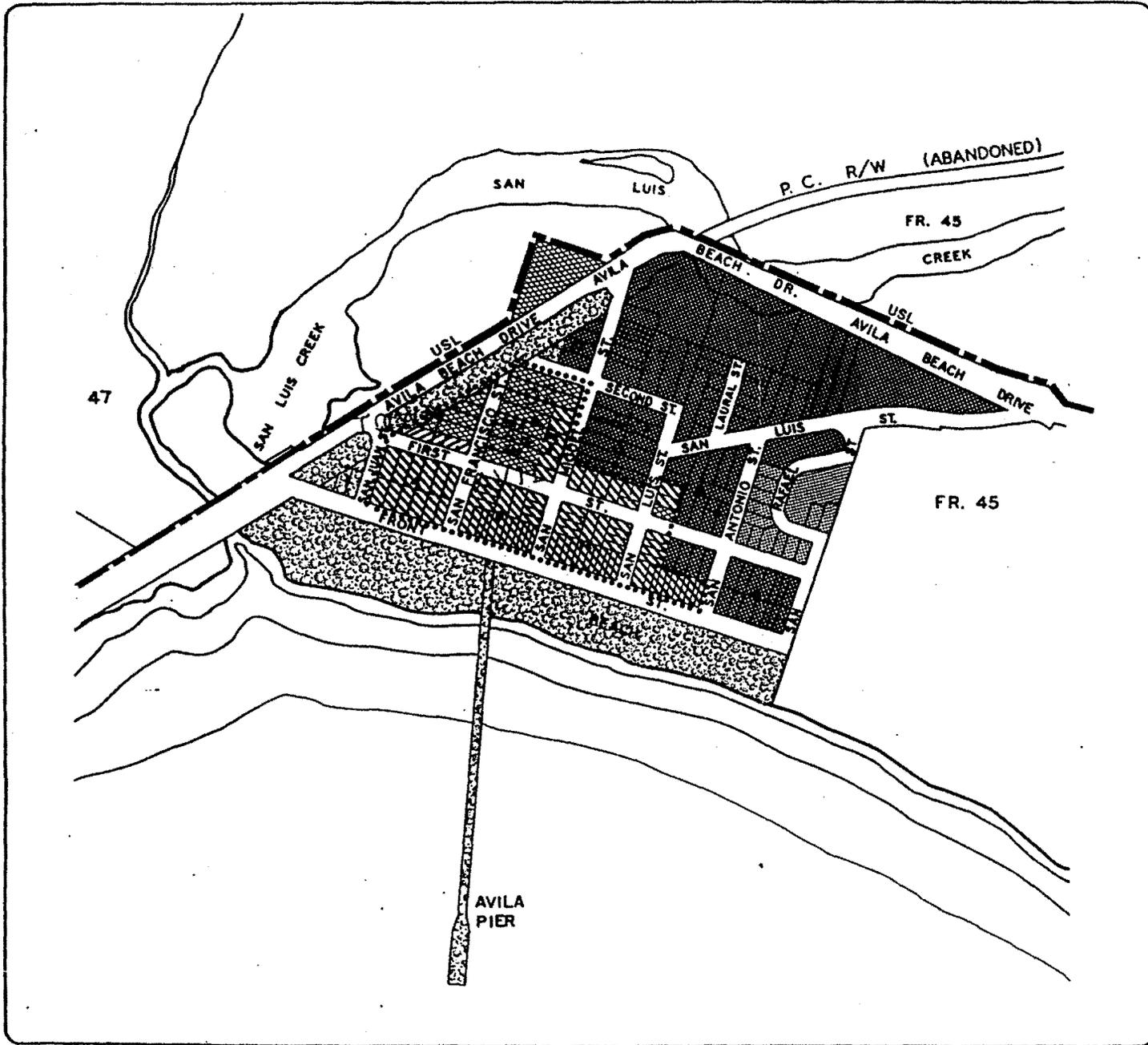
E. California Environmental Quality Act (CEQA)

The Secretary of Resources has certified the Coastal Commission's review and development process for Local Coastal Programs and amendments as being the functional equivalent of the environmental review required by CEQA. Therefore, local governments are not required to undertake environmental analysis on LCP amendments, although the Commission can and does use any environmental information that the local government has developed. In this case the County approved an EIR for the Specific Plan/LCP amendment. Staff has used this information in the analysis of the amendment submittal, and has identified additional measures that need to be incorporated into the amendment in order to avoid adverse environmental impacts. These measures are embodied in the suggested modifications to the County's amendment submittal. With these changes, approval of the amendment complies with the California Environmental Quality Act because as modified, the amendment will not have significant environmental effects for which feasible alternatives or mitigation measures have not been employed.

EXHIBIT NO. 1

APPLICATION NO.
SLO LCPA 1-00

Existing LCP Land Use
Categories for
Avila Beach



LEGEND

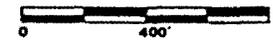
LAND USE CATEGORIES

- AGRICULTURE
- RURAL LANDS
- RECREATION
- RESIDENTIAL RURAL
- RESIDENTIAL SUBURBAN
- RESIDENTIAL SINGLE FAMILY
- RESIDENTIAL MULTIPLE FAMILY
- OFFICE & PROFESSIONAL
- COMMERCIAL RETAIL
- COMMERCIAL SERVICE
- INDUSTRIAL
- PUBLIC FACILITIES
- OPEN SPACE

BOUNDARIES

- URBAN RESERVE LINE (URL)
- URBAN SERVICES LINE (USL)
- VILLAGE RESERVE LINE (VRL)
- PLANNING AREA
- CENTRAL BUSINESS DISTRICT

SCALE



NORTH



NOTE:

This map is for reference purposes only. Official maps, showing precise property lines and land use category boundaries, are on file in the Planning Department.

THIS MAP APPLIES ONLY TO AREAS WITHIN THE LCP AREA

AVILA - DETAIL

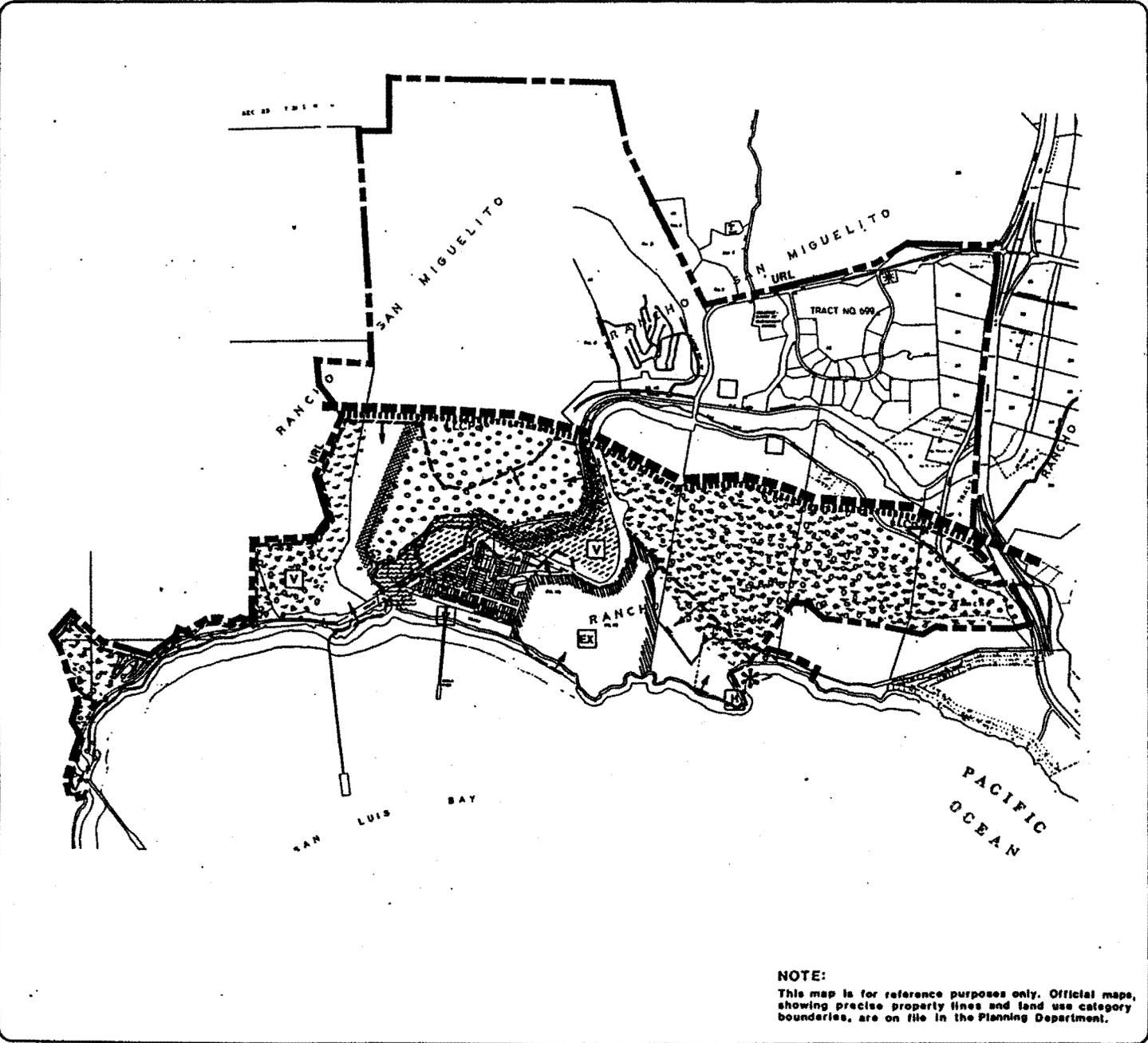
LAND USE CATEGORIES MAP 2 OF 2

San Luis Obispo County Planning Department
Revised: 4.1.88

EXHIBIT NO. 2

APPLICATION NO.
SLO LCPA 1-00

Existing LCP
Combining Designations
for Avila Beach



NOTE:
This map is for reference purposes only. Official maps, showing precise property lines and land use category boundaries, are on file in the Planning Department.

LEGEND

COMBINING DESIGNATION

- | | | |
|--|------------|--------------------------|
| | AR | AIRPORT |
| | ARCH-SENSI | ARCHITECTURAL SENSITIVE |
| | GS | GEOLOGIC |
| | FH | FLOOD |
| | H | HISTORIC |
| | EX | ENERGY & EXTRACTIVE AREA |
| | LCP | LOCAL COASTAL PLAN |
| | V | VISITOR SERVING AREA |
| | SRA | SENSITIVE RESOURCE AREA |

PROPOSED PUBLIC FACILITIES

- | | |
|--|--|
| | HIGH SCHOOL |
| | JR. HIGH SCHOOL |
| | ELEMENTARY SCHOOL |
| | PARK |
| | POLICE OR PUBLIC SAFETY FACILITY STATION |
| | WATER TREATMENT FACILITIES |
| | SEWAGE TREATMENT FACILITIES |
| | SOLID WASTE FACILITIES |
| | GOVERNMENT FACILITY |
| | LIBRARY |

SENSITIVE RESOURCE AREAS THAT ARE ALSO ENVIRONMENTALLY SENSITIVE HABITATS

- | | |
|--|---|
| | TERRESTRIAL HABITATS |
| | COASTAL STREAMS AND RIPARIAN VEGETATION |
| | WETLANDS |
| | MARINE HABITAT |

SCALE



NORTH



AVILA-Coastal

COMBINING DESIGNATIONS

San Luis Obispo County Planning Department
Revised: 1-15-91

AVILA BEACH

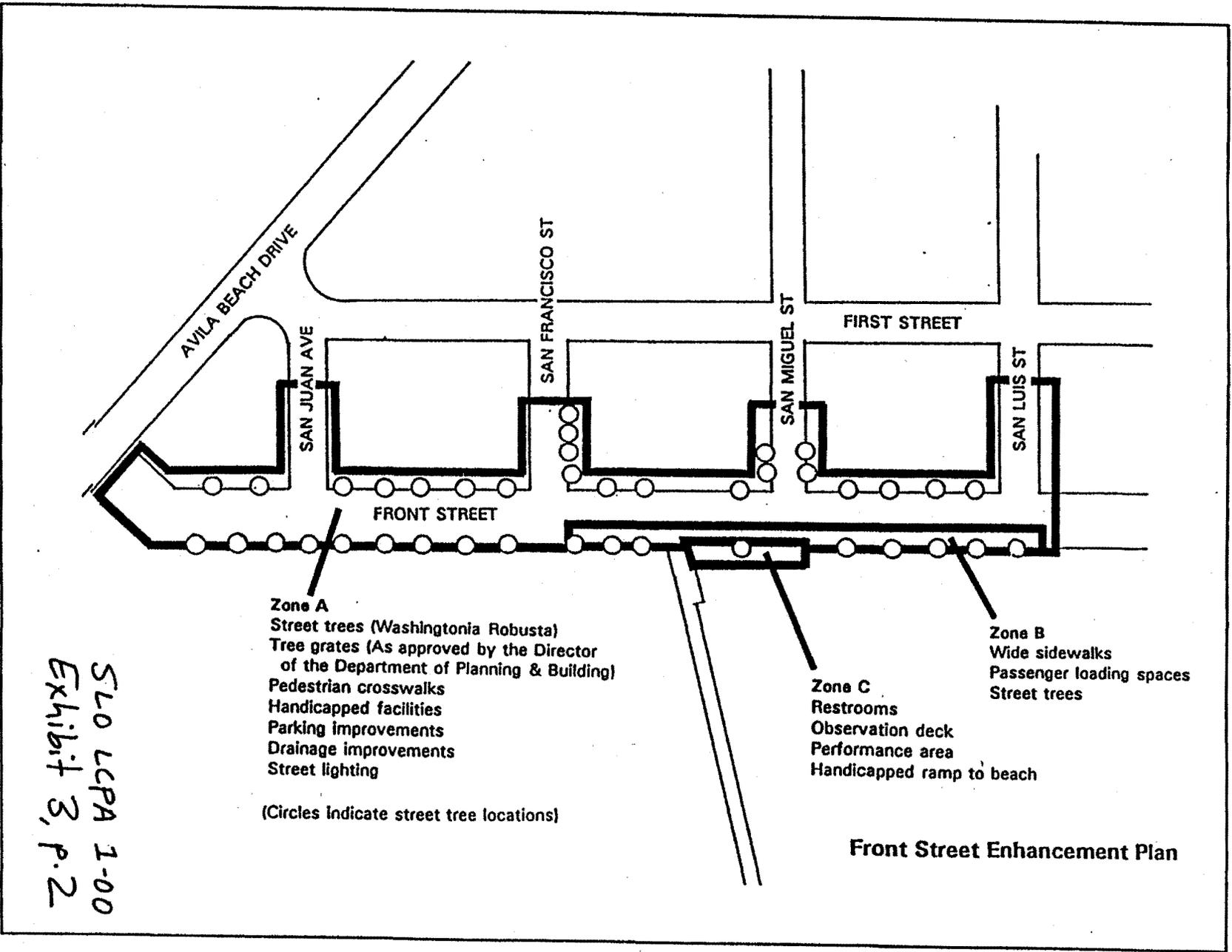
The following standards apply only to lands within the town of Avila Beach, to the land use categories or specific areas listed.

COMMUNITYWIDE: The following standards apply within the Avila Beach urban reserve line and are not limited to a single land use category.

- 1. Water Authorization Required.** Submittal of a "will-serve" letter from the Avila Water District is required prior to issuance of any building permits for construction proposed to have water service.
- 2. Avila Beach Drive and San Luis Bay Drive Level of Service.** The Level of Service (LOS) for Avila Beach Drive and San Luis Bay Drive shall be based on the average hourly weekday two-way 3:00 p.m. to 6:00 p.m. traffic counts to be conducted during the second week in May of each year. [Added 1995, Ord. 2702]
- 3. Front Street Enhancement Plan.** All Development Plan applications involving parcels with frontage on Front Street shall incorporate appropriate elements of the Front Street Enhancement Plan, as shown in Figure 8-3. Installation of street trees and other landscaping may be waived if a management entity does not exist to provide for the long-term maintenance of these landscape elements. [Added 1996, Ord. 2776]

COMMERCIAL RETAIL: The following standards apply only to lands within the Commercial Retail land use category.

- 1. Limitation on Use.** Uses identified in Coastal Table O, Part I of the Land Use Element as "A", "S" or "PP" uses may be permitted except: communication uses; schools-business and vocational; concrete, gypsum and plaster products; food and kindred products; printing and publishing; single family dwellings (except on the second floor); auto, mobilehome and vehicle dealers and supplies.
- 2. Permit Requirement.** Development Plan approval is required for all proposed uses. Building bulk and view corridors are critical factors to be considered in Development Plan review.



SL0 LCPA 1-00
 Exhibit 3, p.2

Figure 8-3: Front Street Enhancement Plan

3. **Height Limitation.** Proposed structures are limited to a maximum height of 25 feet above the highest corner of the lot, or 25 feet above the Front Street sidewalk (not to exceed two stories), whichever is greater.
4. **Signs.** Signs shall be limited to the following:
 - a. One wall sign for each business or tenant, on each frontage or building face having a public entrance, not to exceed 15% of the area of each building face and not to exceed 80 square feet nor to be located above the second story.
 - b. Signs shall be of wood or wood appearing materials.
5. **Priority and Protection of Visitor-Serving Uses.** Priority shall be given to visitor-serving uses along Front Street. Low-cost visitor serving facilities shall be protected, encouraged, and where feasible, provided.

<p>INDUSTRIAL: The following standards apply only to lands within the Industrial land use category.</p>
--

1. **Limitation on Use - Tank Farm.** Uses are limited to pipelines and power transmission (including petroleum product storage and pipeline facilities); coastal accessways; and water wells and impoundment.
2. **Limitation on Use - Pier.** Facilities at the existing pier are limited to those needed to make the transfer of petroleum products and are not to include storage facilities.
3. **Permit Requirement.** Proposed industrial facilities or modifications/expansion of existing facilities, will require Development Plan review and be subject to the following:
 - a. Phasing plan for the staging of development indicating the anticipated timetable and Site Plans for project initiation, expansion possibilities, completion, consolidation possibilities and decommissioning.
 - b. Oil spill contingency plan (using the most effective feasible technique) indicating the location and type of cleanup equipment, designation of responsibilities for monitoring, cleanup, waste disposal and reporting of incidents and provisions for periodic drills by the operator, as requested by the county, to test the effectiveness of the cleanup and containment equipment and personnel.

SLO LCFA 1-00
Exhibit 3, p. 3

- c. A fire protection system approved by the governing fire authority.
 - d. All facilities not requiring an ocean site to function, shall setback from the ocean including: wastewater and ballast water processing facilities, major petroleum storage facilities, offices and warehouses (excluding facilities housing oil spill containment and recovery equipment).
 - e. Effective screening of proposed and existing industrial facilities on the site from public view. Effective screening would include removal of unused or unsightly equipment from public view, the siting of proposed facilities in an inconspicuous manner by careful site design and the provision of contoured banks and grading, extensive landscaping and decorative walls and fences.
 - f. Any part of the facilities that cannot effectively be screened by the above methods shall be painted with nonreflective paint and with colors which blend with the surrounding natural landscape.
4. **Air Pollution Standards.** Any expansion or modification of existing petroleum processing or transportation facilities or the construction of new facilities shall meet San Luis Obispo County Air Pollution District (APCD) standards.
 5. **Coordination of Review.** Any proposed extension of pier facilities to accommodate ship sizes above those presently using the bay (approximately 30,000 dwt) is to be reviewed by the county and harbor district for possible onshore and harbor impacts.
 6. **Marine Terminal.** Should expansion or construction of onshore pipelines prove infeasible, new or expanded marine terminals shall be designed and operated to a) provide maximum feasible and legally permissible multi-company use; b) minimize the oil spill risk; c) minimize the risk of collision from movement of vessels; d) have ready access to the most effective feasible containment and recovery equipment for spills; and e) have onshore deballasting facilities to receive fouled ballast water from tankers where operationally or legally required.

<p>PUBLIC FACILITIES: The following standards apply to the Port San Luis Harbor District Plan for proposed harbor improvements, hillside area development and potential plans to service offshore oil development.</p>

SLO
LCPA
1-00
Ex. 3
P. 4

1. **Permit Requirement - Port Facilities.** New development, including alterations to port facilities (other than those approved by coastal commission permits or on-going

AVILA BEACH FACILITIES

t. **Avila Beach Facilities Goals and Policies:** The proposed objectives for the Harbor District's Avila facilities are as follows:

- (1) **General:** Emphasize the recreational orientation of this area by maintaining an attractive and usable beach and pier, convenient parking, and complementary visitor-serving retail establishments in appropriate locations. (PSL Policy AB-1)
- (2) **Avila Pier:** Enhance the utility of Avila Pier to a variety of recreational users, including pier fishing, boating, sightseeing, and similar activities. Permitted uses include the above activities plus a small area of additional visitor-serving retail facilities, up to 12,000 sq. ft. of floor area, for a restaurant, small shops, or similar uses. This area may be developed in one or more leaseholds, located in a single location or at intervals along the pier; provided, however, that not more than 2,000 square feet may be located on the Pier Terminus. The location for this lease area and related pier improvements are to be consistent with Figure 8-7, Avila Beach Facilities Plan. (PSL Policy AB-2)
- (3) **Beach Area:** Restore and maintain the picnic and play ground facilities for beach users, but avoid cluttering the beach with unnecessary or excessive structures. Permitted uses include public beach recreation facilities, the existing yacht club, restrooms, and administrative offices of the Harbor District; and non-motorized recreation equipment rental provided that such concessions are not in an enclosed structure. (PSL Policy AB-3)
- (4) **Parking Lot:** Permitted uses include public parking and related landscaping, a "mini-park" adjacent to the Post Office building, and Harbor District storage provided that the remainder of the parking lot will still be able to accommodate at least 300 cars for general public parking. (PSL Policy AB-4)

SLO LCPA 1-00
Exhibit 3, p.5

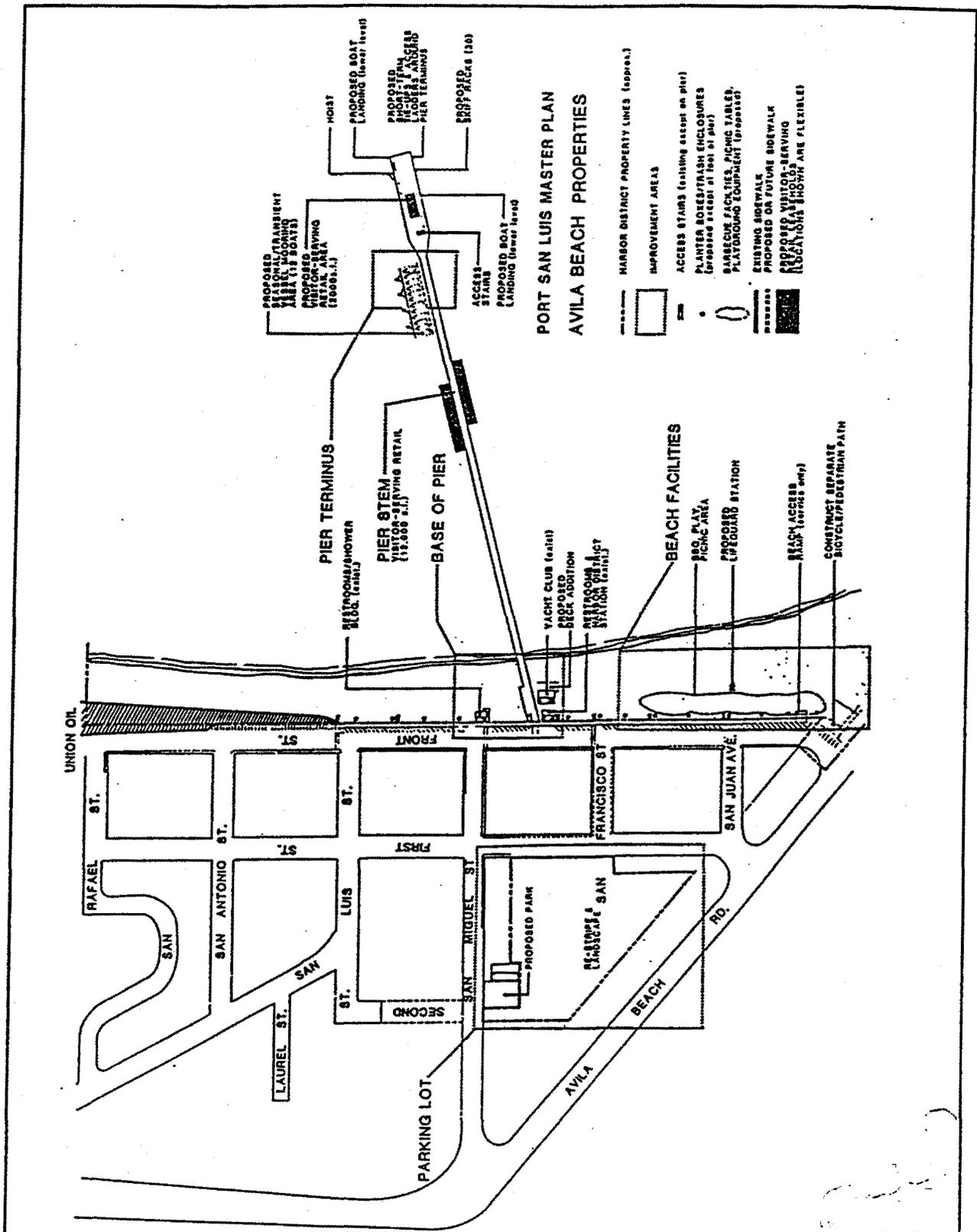


Figure 8-7: Conceptual Avila Beach Facilities Plan

SLO LCPA 1-00
Exhibit 3, p. 6

RESIDENTIAL MULTI-FAMILY:

The following standards apply only to lands within the Residential Multi-Family land use category.

1. **Permit Requirement.** Development Plan approval is required for all uses in the Residential Multi-Family land use category. Building bulk and view corridors are critical factors to be considered in Development Plan review.
2. **Density Limitation.** Multi-family lots fronting San Miguel Street are limited to low density, a maximum of 15 dwelling units per acre. Multi-family lots elsewhere in the community may develop at high density, a maximum of 38 dwelling units per acre.
3. **Height Limitation.** Proposed structures are limited to a maximum height of 20 feet.

RESIDENTIAL SINGLE FAMILY:

The following standards apply only to lands within the Residential Single Family land use category.

1. **Limitation on Use.** Uses identified in Coastal Table O, Part I of the Land Use Element as "A", "S" or "PP" uses are limited to: animal raising and keeping; home occupations; residential accessory uses; single family dwellings; and temporary dwellings.
2. **Permit Requirement.** Minor Use Permit approval is required for all uses.
3. **Height Limitation.** Proposed structures are limited to a maximum height of 20 feet.

OPEN SPACE:

The following standards apply only to lands within the Open Space land use category.

1. **Riparian Vegetation.** Riparian vegetation is to be retained along creekways.

SLO LCPA 1-00
Exhibit 3, p. 7

RECREATION: The following standards apply only to lands within the Recreation land use category.

1. **Pacific Coast Railroad Right-of-Way.** Allowable uses are limited to the proposed railroad line, bicycle and hiking trails. Construction of the proposed railroad shall require Development Plan approval.
2. **RV Park Expansion.** The existing camper park south of San Luis Obispo Creek is not to be expanded into the creek floodplain.
3. **Sycamore Hot Springs - Development Standards.** Expansion of existing facilities is to occur in accordance with the approved Development Plan, with no development north of Avila Road.

Avila Road. The following standards apply to land bounded by San Luis Obispo Creek on the north, San Luis Bay Drive on the west, Ontario Road on the east and Avila Beach Drive on the south, except for the area shown in Figure 8-8.

4. **Limitation on Use.** Uses identified in Coastal Table O, Part I of the Land Use Element/Local Coastal Plan as "A", "S" or "P" uses are limited to those uses allowed in the Open Space land use category with the addition of uses contained in the definition of outdoor sports and recreation.
5. **Permit Requirement.** Development Plan approval is required for all uses.
6. **Flood Protection.** Structural uses are to be protected from flooding or clustered on contiguous parcels under the same ownership.

Intersection of Ontario Road and Avila Beach Drive. The following standards apply to land at the intersection of Ontario Road and Avila Beach Drive as shown in Figure 8-8.

7. **Limitation on Use.** Uses identified in Coastal Table O, Part I of the Land Use Element/Local Coastal Plan as "A", "S" or "P" uses are limited to those uses allowed in the Open Space land use category with the addition of: Libraries and Museums, Outdoor Sports and Recreation, Eating and Drinking Places, Food and Beverage Retail Sales, and Roadside Stands.
8. **Permit Requirements.** Minor Use Permit approval is required for all new uses proposed in existing structures. Development Plan approval is required for all new uses that propose any additional structures. Land use permits shall include a review of

*SLO LCPA 1-00
Exhibit 3, p. 8*

April 3, 2000

Coastal Commissioners
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

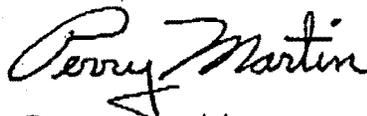
Subject: Public view and beach access at Avila Beach.

The townspeople of Avila Beach have, in their Specific Plan for the town and by a resolution adopted by their Avila Valley Advisory Council, made it clear that they do not want the private club and bar owned by the San Luis Yacht Club to be located on the public beach.

This building blocks the public's view of the beach and ocean and prevents the public from accessing about 3,000 square feet of the most prime part of the public beach.

I am inquiring to find out why our concerns about this issue are not being addressed?

Sincerely,



Perry Martin
51 San Luis Street
P.O. Box 75
Avila Beach, CA 93424

Copies to: Peter Douglas, Executive Director
Tami Grove, Central Coast Deputy Director
Steve Monowitz, Analyst, Central Coast District Office
Renee Brooke, Analyst, Central Coast District Office

EXHIBIT NO. 4, p. 1
APPLICATION NO. SLO LCPA 1-00
Correspondence regarding Yacht Club

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
(831) 427-4863



April 14, 2000

Perry Martin
51 San Luis Street
P.O. Box 75
Avila Beach, CA 93424

Subject: *San Luis Yacht Club*

Dear Mr. Martin:

Thank you for your letter of April 3, 2000 regarding the San Luis Yacht Club. Your letter states that the townspeople of Avila beach do not want the "private club and bar owned by the San Luis Yacht Club to be located on the public beach", as it "blocks the public's view of the beach and ocean and prevents the public from accessing about 3,000 square feet of the most prime part of the public beach". Your letter asks why these concerns are not being addressed.

As a matter of clarification, it is my understanding that the Port San Luis Harbor District owns the building and leases it to the Yacht Club.

With respect to the replacement of this building at its former location (the base of Avila Pier), the permits required for the cleanup activities provided for this replacement. The building was considered a historic resource, and replacing it at its original location following the cleanup was provided for in the Coastal Development Permit approved by the County for the cleanup. It is my understanding that the replacement of this building at its original location was also a condition of the Army Corps of Engineers permit for the cleanup. Given these actions, it does not appear to be possible for the Coastal Commission to prohibit the Yacht Club from being returned to its former location.

The Coastal Commission will, however, consider the issues and concerns raised by your letter when it reviews the Avila Beach Specific Plan. While the Commission may not be able to prohibit the buildings replacement, it may consider new policies as part of the Specific Plan that could, among other things, call for the "phasing out" of this building or current use. Any such policies would need to conform to the Chapter 3 policies of the Coastal Act, which, in addition to protecting public views and beach areas also protects facilities that serve recreational boating.

I look forward to working with you in this regard. If you have any questions, or would like to discuss these matters further, please contact staff analyst Steve Monowitz at (831) 427-4863.

Sincerely,

A handwritten signature in cursive script that reads "Tami Grove".

Tami Grove
Deputy Director
Central Coast District Office

SLO LCPA 1-00
Exhibit 4, p. 2

April 22, 2000

Coastal Commissioners
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Subject: San Luis Yacht Club building. Letter from Tami Grove,
dated April 14, 2000.

The Port San Luis Harbor District does not own the San Luis Yacht Club building. It is owned by the private, members only, San Luis Yacht Club.

In November of 1998, while the townspeople of Avila Beach were occupied with the chaos of the Unocal cleanup, the Yacht Club members got their friends on the Port San Luis Harbor Commission to scrap their existing eight year lease and replace it with a new forty-five year lease. At least one of the Harbor Commissioners who participated was a member of the Yacht Club.

This replacement of a lease that still had eight years to expiration was intended to bypass the efforts of the Avila Beach townspeople to protect the public's access to the public beach and their view of the beach, ocean and coastline.

Under the terms of this lease, the Yacht Club leases about 3,000 square feet of the public beach for about \$375 per month.

The designation of this building as "eligible for listing" as a historical building is another part of the effort to bypass the public review process. As a condition for giving Unocal cleanup access to the property they lease, the Yacht Club got Unocal to have one of their rubber-stamp contractors, Cannon Associates, do a historic evaluation of their building. Cannon Associates in turn found a "historian" who would find some historic significance in the building.

This historic significance sham was influential in getting the County agencies and the Army Corp of Engineers to give special consideration to this building.

None of the truly historic buildings in the town got this kind of concern and they were demolished. The people of Avila Beach were bypassed by this process. By the time of our Specific Plan meetings we were told that this issue was a "given". We are now being told that the only historic building we had in our town that was worth saving intact was this private club and bar that was built in about 1939.

The County has since offered a location for the Yacht Club building in their new park that abuts the public beach at the west end of Front Street. In this location, the building would be in a location where public access and views are not being blocked.

SLO LCRA 1-00
Exhibit 4, p.3

The Army Corp of Engineers and their historian officer, Steve Dibble, have expressed an interest in this resolution.

What is needed now is for the Coastal Commission to exercise their authority to protect our coastal access and scenic resources.

Up to now, public input into this matter has been stifled. The Coastal Commission should investigate the way the other government agencies have acted and you should take action to protect the public's coastal access and views.

For your further information, I am enclosing a copy of my protest to the Department of Alcoholic Beverage Control regarding the issuance of a license to the Yacht Club to serve alcoholic beverages at this location.

Sincerely,



Perry Martin
51 San Luis Street
P.O. Box 75
Avila Beach, CA 93424

Attachment: Letter to the Dept. of Alcoholic Beverage Control, dated April 18, 2000.

Copies to: Peter Douglas, Executive Director
Tami Grove, Central Coast Deputy Director
Steve Monowitz, Analyst, Central Coast District Office
Renee Brooke, Analyst, Central Coast District Office
Peg Pinard, S.L.O. County Supervisor

SLO LCPA 1-00
Exhibit 4, p. 4

STATE OF CALIFORNIA
Department of Alcoholic Beverage Control
3810 Rosin Court, Suite 150
Sacramento, CA 95834

Dept. of Alcoholic
Beverage Control
220 S. Higuera St., Suite 305
San Luis Obispo, California 93401

I hereby protest the issuance of a license under the Alcoholic Beverage Control Act to

San Luis Yacht Club

Name(s) of Applicant(s)
P.O. Box 247, Avila Beach, CA 93424
Front Street west side of the Avila Beach pier.

For premises at _____

Exact address of proposed premises

on the grounds that:

The reputation of Avila Beach as a beach where children can safely play in the ocean has made it a very family oriented beach. To promote this image of the beach as a good place for parents to bring their children, a playground has always been located on the public beach adjacent to the west side of the public pier. This is also the location of the public rest rooms and the town plaza.

To further enhance the safety of Avila Beach for everyone, an ordinance prohibiting liquor consumption on the beach has been in effect for many years.

The San Luis Yacht Club is a private members (and guests) only club and bar. It is located on a public beach where liquor consumption is prohibited. It is adjacent to the public rest rooms, the public pier, the town plaza and the children's playground.

A liquor license at this location should not be issued.

I, Perry Martin, declare under penalty of perjury:

Name of Protestant

That I am the protestant herein: That I have read the above protest and know the contents thereof: That the same is true of my own knowledge except as to those matters which are therein stated on information and belief, and as to those matters I believe to be true.

Executed on April 18, 2000 at Avila Beach California.

Perry Martin

Name (printed)

Perry Martin
Signature of Protestant

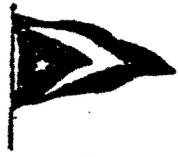
805-783-1121

Telephone Number

51 San Luis Street/P.O. Box 75, Avila Beach, CA 93424

Address of Protestant

M12a



San Luis Yacht Club

P.O. Box 247
AVILA BEACH, CALIFORNIA 93424

Received at Commission Meeting

APR 10 2000

From: _____

Feb.14, 2000
County Board of Supervisors
Subj. Avila Beach Specific Plan Hearing

The San Luis Yacht Club would like to formally express their view that the Avila Beach Specific Plan is not in the best interests of the community, nor complying with the California Coastal Commission guidelines on Coastal use and should be so revised to correct the following deficiencies.

1. The closure of Front Street to vehicular traffic will restrict public access to the beach and pier, which are the main focuses of Avila. This closure only serves to commercialize an area that should be valued for its natural resources, not its restaurants and shops. The previous commercial area adequately served the community and it should come back similar, not as expanded commercial sites. A appropriate small community gathering spot is already planed on the beach side. This closure creates a traffic plan that will be more congested both in flow and parking accessibility.
2. The club objects to the parking plan as proposed and the loss of spaces. Businesses rebuilding are planning on larger facilities and are not being required to provide for any parking. This will exacerbate an already historically serious problem. Funds in lieu of parking will do nothing to resolve this issue. Parking needs to be well provided for or the public will abandon this area as inaccessible There will be very limited parking under the current plan, an actual loss of spaces, at a time when the community is trying to grow. Proposed drop off sites are small and will service only one or two vehicles at a time. Anyone who remembers how busy Avila was can see that the current proposal is wholly inadequate.
3. The club objects to the inclusion of statements that the community does not favor the clubs return to the beach, This has not been shown to be the facts as demonstrated by petitions submitted to the Board of Supervisors previously. This item was added at the last planning

SLO LCPA 1-00
Exhibit 4, p. 6

commission hearing on the Specific Plan, at the last minute at the instigation of a very small but vocal group. The club was not even represented in this hearing. If the members of that board had done their homework they would have realized that there is a very large portion of the county that does favor the club returning to its historic site adjacent to the pier. The club represents true and appropriate coastal use.

4. The club does not want the county nor the community of Avila to control and manage the beach and pier. We do not wish to see it commercialized any further, as this plan proposes, nor see it turn into a county park. The Port of San Luis has done an exemplary task of guarding this asset and seeing that it is properly maintained. They are the only logical agency with the resources to handle the job.

5. The club objects to the various street closures proposed and the location of a park in an area that is meant for ocean recreation. The name is Avila Beach, and the beach provides plenty of recreation. This limits and denies the public access to the Pier and a federal navigable waterway, San Luis Creek. It also hinders handicap accessibility as well as public access to the waterfront for boat launching. This can only be done at the creek or off of the Pier as boating is restricted in all other areas for swimmer safety. The current plan denies public access to both sites. This is a major loss to small boaters and another divergence away from coastal public access promised to the residents of this county.

We trust the County Board Of Supervisors will recognize the inadequacy of the current proposal and send it back to Planning to correct. The people of the area have long stated that they want as much of old Avila back as possible. We don't want malls, parks and street closures.

Thank You,

Rob Boffay

Rob Boffay

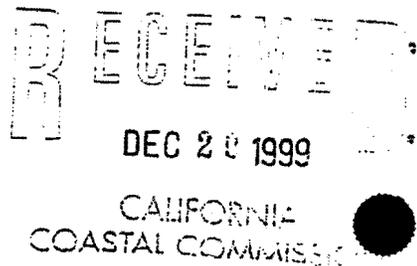
Commodore

San Luis Yacht Club

Avila Beach Ca.

Copy to: California Coastal Commission.

AVILA VALLEY ADVISORY COUNCIL
P.O. BOX 65
AVILA BEACH, CA 93424



December 16, 1999

TO: Ms. Sara Wan, Chair
California Coastal Commission

ATTN: Moria McEnespy
Steve Monowitz

FROM: Harlan H. Hobgood, Chair
The Avila Valley Advisory Council



SUBJECT: Relocation of the San Luis Bay Yacht Club

On December 13, at its regular monthly meeting, the Avila Valley Advisory Council adopted the attached resolution regarding the return of the Yacht Club to the public pier at Avila Beach. In response to numerous requests from local citizens within our jurisdiction, this matter had been under review by officers of the Council for the past several months. It was decided a formal Council vote was required to clearly state the position of the majority of the residents within our local communities on this issue.

The vote in favor of the resolution was 8 to 5 with one abstention. It should be noted, however, that Mr. Rob Bollay, who represents Squire Canyon on the Council, cast one of the votes against the resolution. He is also the new Commodore of the Yacht Club. Had he abstained, due to conflict in interest, the tally would have been 8 votes in favor to 4 against with two abstentions.

Attached to the resolution you will find an introductory statement explaining the rationale underlying this action. The statement had been prepared in executive committee of AVAC to explain the background and the reasoning that led to crafting the resolution

Mr. John Salisbury, who chaired the December 13 meeting up to the election of new officers and through the consideration of this agenda issue, allowed full debate, with members of the public participating. Yacht club representatives as well as local residents had ample opportunity to express their views prior to the vote. The strong desire of the local citizens for not returning the Club building to the public pier was reinforced throughout. Not surprisingly, opponents were primarily Yacht Club members.

We urge your earliest possible attention to this matter. AVAC considers this to be a significant public policy issue for the State of California and the County of San Luis Obispo. Due to the imminent reconstruction of the Avila Beach pier, time is critical.

For additional information you can reach me directly by phone at 805-595-9630, by email at >harlanhhobgood@cs.com<, and by fax (working hours) at 805-595-7213. My personal mailing address is P.O. Box 2128, Avila Beach, and CA 93424.

SLO LCPA 1-00
Exhibit 4, p. 8

A RESOLUTION

Adopted at the regular meeting of the Council, December 13, 1999

FROM: THE AVILA VALLEY ADVISORY COUNCIL

TO: The California Coastal Commission
The San Luis Obispo County Board of Supervisors
The Board of Directors and Members of the San Luis Bay Yacht Club
Unocal Corporation
Port San Luis Harbor Commission
The United States Army Corps of Engineers

Whereas the unprecedented clean-up of oil contamination at Avila Beach is an historic opportunity to restore to the citizens of California a full, unfettered, safe public access to a unique recreational treasure, and;

Whereas the proposed restoration of the San Luis Bay Yacht Club building, leased by a private association, to its original location at the public pier and on the public beach constitutes a significant restriction to full public access, and:

Whereas the proposed restoration of the Yacht Club building on its former site will constitute an undesirable obstacle to the resident and visiting public's panoramic view of the beach, the harbor and the sea, and;

Whereas other nearby sites that will neither obstruct the seaward view of San Luis Harbor nor impede public access to the beach could be made available for the relocation for the Yacht Club building,

Now therefore, the Avila Valley Advisory Council, does hereby resolve,

That, in the public interest, the principle parties to the Unocal settlement and restoration agreements, including Unocal, the Port San Luis Harbor Commission and the members of the San Luis Bay Yacht Club, should expeditiously undertake to arrive at a voluntary agreement to relocate the Yacht Club building to an alternate site that will neither restrict public access to the beach nor obstruct the view of the bay, and;

That if such agreement is not expeditiously reached by the parties, that the relevant public authorities including the California Coastal Commission, the San Luis County Board of Supervisors, the U.S. Army Corps of Engineers, et. al., should intervene to reconsider this matter. Under their authority they should take the necessary measures to protect the public interest by urging the parties to the existing Memorandum of Agreement regarding the Yacht Club to seek an alternative site for its permanent relocation, and;

That the approved Front Street plan and the beach restoration to full public use should go forward as scheduled, but excluding the restoration of the Yacht Club to the pier, while an alternate site for the club building is sought.

SLO LCPA 1-00
Exhibit 4, p. 9

Avila Valley Advisory Council

Introduction to the resolution regarding the San Luis Bay Yacht Club

The Avila Valley Advisory Council is recognized by the San Luis Obispo County Board of Supervisors for the purpose of advising the Board on public policy issues within our jurisdiction. The Council includes members from the town of Avila Beach as well as representatives of the adjacent communities in this unincorporated portion of San Luis Obispo County.

Throughout the process of the clean up of Avila Beach by Unocal, the Council has been an engaged participant or an active observer in each step of the undertaking. Recently, after careful and detailed review, we recommended that the Board of Supervisors approve Avila Beach's new specific plan as an innovative regulatory-framework that reflects the community's decisions regarding the reconstruction of their town. In recommending the Board's approval, we did express one major reservation to a special provision within the plan. That provision is for the reconstruction of the San Luis Bay Yacht Club on the public pier.

This building is used as a private club which has a dues-paying membership of only 175 persons. At a token rental rate approved by the Port San Luis Harbor Commission, this club has enjoyed a long-term occupancy of a building at the foot of Avila Pier. It is unclear how a private club obtained permission to build on the pier at the time it was constructed in 1939. But since the formation of the Port San Luis Harbor District, the Harbor Commission has granted the Club successive leases to its on-pier site.

Private leases for commercial services, open to the public are not uncommon on public piers in California. But this circumstance is very different with a members-only clubhouse and bar dominating the very entrance to the public pier and restricting access to the public beach. The visiting public cannot help but see this as a message about special privilege and elitism, visibly at work in the affairs of our community.

AVAC does not dispute the claims by the Yacht Club that in past years they have pursued a liberal policy of opening their building to some non-profit associations and community groups. Nor does AVAC question that, in the overall scheme of things, a private membership yacht club may be an asset to our community and to the Central Coast. Neither does AVAC question the authority of the Harbor Commission to extend the Yacht Club's lease in 1998, though the Commission did so against vigorous community protest and at a lease-rate substantially below market values. (See the San Luis Obispo County Grand Jury's 1998-99 report.)

AVAC's contention is that the interests of 175 private club members under a most generous arrangement with the Harbor Commission should not - at this critical moment in the reconstruction of Avila Beach - be given precedence to the interests of the general community and the thousands who visit our public beaches each year.

Although there may be some merit to the claim that the Yacht Club building is a building of historical importance, it could as well be preserved at some nearby site.

SLO LCPA 2-00
Exhibit 4, p. 10

It is our judgement that by bundling the preservation of the Yacht Club and its return to the pier with all the other issues that were packaged in the Unocal settlement and subsequent agreements for Avila's reconstruction, this important issue did not get the separate public scrutiny that it required.

With the reconstruction of the Avila pier about to start, time is of the essence in correcting what could become a lasting offense to California's most cherished principles regarding coastal land uses including open public access to our beaches.

Given these considerations, the Avila Valley Advisory Council adopts the following resolution and orders its immediate dispatch to the addressed parties as well as its dissemination to the media and the general public.

SLO LCPA 1-00
Exhibit 4, p.11



San Luis Yacht Club

P.O. Box 247
AVILA BEACH, CALIFORNIA 93424

California Coastal Commission
725 Front Street Suite 300
Santa Cruz, CA. 95060

December 5, 1999

Dear Commissioners,

The Board of Directors of the San Luis Yacht Club would like to take this opportunity to address issues that will soon come before your commission. The issues are as follows: Return of the San Luis Yacht Club to its historic leasehold site, Limited access to the beach, water and pier for, coastal users at Avila Beach, Parking concerns within the specific plan for Avila Beach and the Avila Community Services Districts future role.

The members of the San Luis Yacht Club have been looking forward to reoccupying their historic location at the foot of the pier in Avila Beach and leading the way to encourage recreational use of the beach area in the town of Avila Beach. However, It has come to the attention of this board that there are some individuals outside the San Luis Yacht Club who feel the facility should not be allowed to return to its historic leasehold site. The disposition of the Yacht club was decided last year prior to the UNOCAL clean up. The Port San Luis Harbor District renewed the lease at the end of a public process at which time some individuals stood up in opposition to the Yacht Clubs historic and original location. Due to a countywide outpouring of support, which was sited as a key factor in the issuance of a new by the Port San Luis Harbor District. The signed petitions in support of the club are currently public records. In addition the Yacht Club was moved in good faith, with the understanding that it would be replaced at its leasehold site as soon as possible after the clean up of the area. Our membership fluctuates around 175-185 memberships and represents approximately 400 people. Prior to the move and clean up our membership was surveyed and the results indicated by an overwhelming majority to either 1. Not be moved from our site on the pier. 2. To have the facility replaced to the pier immediately after the clean up of the site. To have the membership of the San Luis Yacht Club and the community it serves, subjected to the possibility of not having the facility returned to its home, especially at this late stage in the clean up process, is unacceptable.

The San Luis Yacht Club has been recognize as one of the historic buildings that will be left in Avila Beach after the UNOCAL clean up is completed. The other historic building that will be left is the old Avila Grocery. However, the grocery store, may not necessarily be return as a working grocery store. In the beginning phase of the specific plan, the people of Avila Beach requested that their town be left "Funky and Eclectic" with the feel and look of an old California beach community. The specific plan that has been presented does not reflect this. Instead, it is designed around a mall setting that closes access to the pier by recreational boaters who would like to access the hoist on the pier to launch their crafts. It also limits access to the beach by sunbathers, day users and families. In short, the Avila Beach specific plan does not take into consideration beach goers, boaters and recreational users.

The decrease of viable parking and the possible increase of residential housing as presented by members of the San Luis Obispo county Board of Supervisors are not well thought out. An increase in residents equals an increase in vehicles. The idea of alternative transportation into Avila Beach has been mentioned, in order to alleviate parking hassles. This is a good idea for shoppers; however, it does not encourage recreational use of the beach. Taking your children, an ice chest, beach chairs, boogie boards, kayaks and beach bags on to a bus for a day at the beach is not feasible. In addition the "angled" style of parking in from of the shops on Front Street in no way is meant to accommodate day use boaters that tow trailers.

SLO LCPA 1-00
Exhibit 4, p.12

In regards to the portion of the Avila Specific plan that "recognizes the communities desire for jurisdiction" over the Beach, Pier and Parking lot. The Avila Beach Community Services District does not have the infrastructure or experience to maintain these facilities. Nor does the ABCSD have the financing or an approved plan on how to maintain the areas. These properties have been owned by and professionally maintained and managed by the Port San Luis Harbor district for many years. Under their management the beach has been made accessible to the community and been maintain impeccably with the best interest of beach goers held paramount.

In closing, we have attached sections of our lease that detail our commitment to the community and boaters along our coast. We appreciate the opportunity to have this letter and the attached documents read into public record by your commission.

Best Regards,

San Luis Yacht Club Board of Directors

CC: Port San Luis Harbor District
San Luis Obispo County Board of Supervisors

SLO LCPA 1-00
Exhibit 4, p. 13

Lease Port San Luis Harbor District – San Luis Yacht Club

5. Use of Premises

A. Allowable Use. The tenant agrees that the premises shall be use only for the (not for profit) purposes related to the encouragement of recreational boating; water safety, and activities related to the education understanding and appreciation of the Port San Luis Harbor area.....

C. Marine related public use. Tenant currently makes the Clubhouse available for meetings, classes and seminars of non-profit entities, generally open to the public, engaged primarily in the promotion of marine education, safety, recreation and recognition such as Navy League, the Sea Cadets, and Coast Guard Auxiliary and as a material condition of this Lease will continue to allow such use of the Clubhouse.....Nothing in this paragraph shall be construed to prohibit Tenant from continuing its existing practice of charging reasonable fees for membership or for use of the Clubhouse or from otherwise setting reasonable rules and regulations for use of the Clubhouse as long as membership is available to the public.

Activities held at Yacht Club

Past twelve months (12/15/98)

Beginning sailing classes

Boating safety classed

Port San Luis Commission Candidates Night

Sponsored Boy Scout Explorers

Coast Guard Auxiliary Classes

Loran – C Navigation Classes

Celestial Navigation Classes

Pecho Coast Trail Docents

School District Board

United States Lifesaving Association Training

Navy League

Central Coast Longboard Association

Pineapple Express Outrigger Race

Cal Poly Facility

Unocal Clean up Committee

Central Coast Aquarium Society

Power Boat Race (Morro Bay and Back)

Fishing Derby (non-member won this year)

Avila Ocean Swimmers

SLO Skiers

Underwater Media Show

Power Squadron Classes

Facilities historically made available to:

Boat repair and maintenance classes

Commercial Fisherman's Association

Ambassador Tall Ship Californian

US Army Corp of Engineers

Department of Boating and Waterways

Visisting Naval Vessels

SLO County Medical Society

Avila Ocean Racing Events

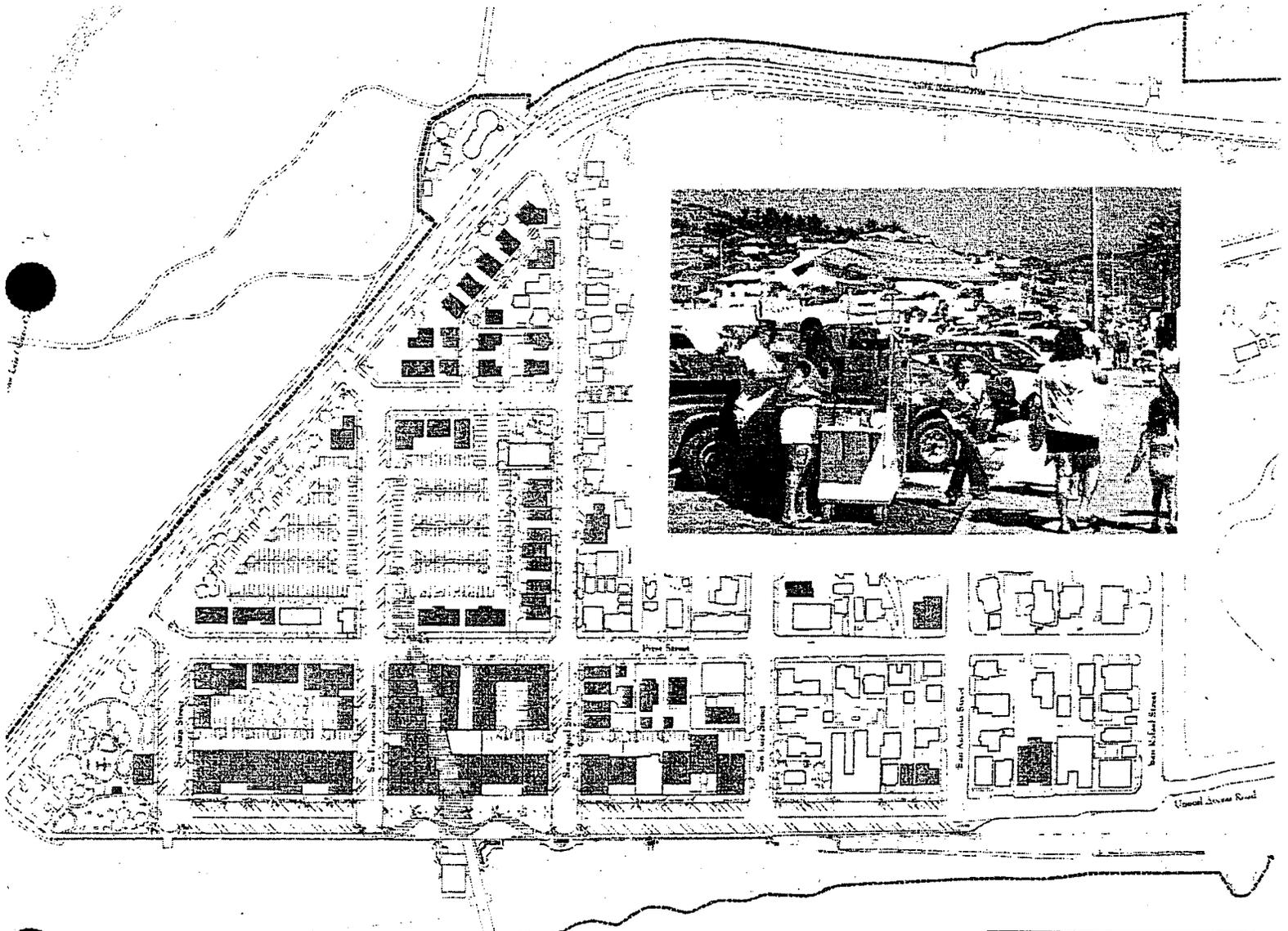
SLO LCPA 1-00
Exhibit 4, p.14

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

AVILA BEACH SPECIFIC PLAN
PLANNING COMMISSION HEARING DRAFT



DECEMBER 1999

EXHIBIT NO. 5
APPLICATION NO. SLO LCPA 1-00
Avila Beach Specific Plan

AVILA BEACH SPECIFIC PLAN
PLANNING COMMISSION HEARING DRAFT

DECEMBER 1999

COUNTY OF SAN LUIS OBISPO

Board of Supervisors

Harry Ovitt, District 1
Shirley Bianchi, District 2
Peg Pinard, District 3
Khatchik Achadjian, District 4
Mike Ryan, Chairman, District 5

Planning Commission

Cliff Smith, District 1
Doreen Liberto-Blanck, AICP, District 2
Pat Veasart, District 3
Diane Hull, District 4
Wayne Cooper, District 5

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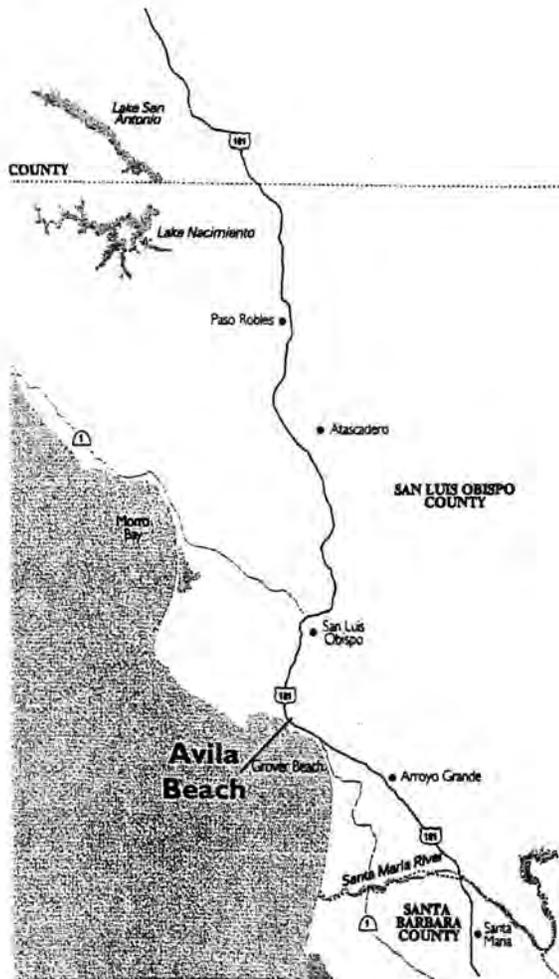
AVILA BEACH SPECIFIC PLAN

PLANNING COMMISSION HEARING DRAFT

DECEMBER 1999

I VISION AND GOALS

The Avila Beach community has come together through the Avila Beach Specific Plan process to create a vision for the rebuilding of Avila Beach as a result of the demolition of much of its commercial district due to the Unocal clean-up. This chapter defines the planning area and outlines that vision for Avila Beach and the goals of this Specific Plan.



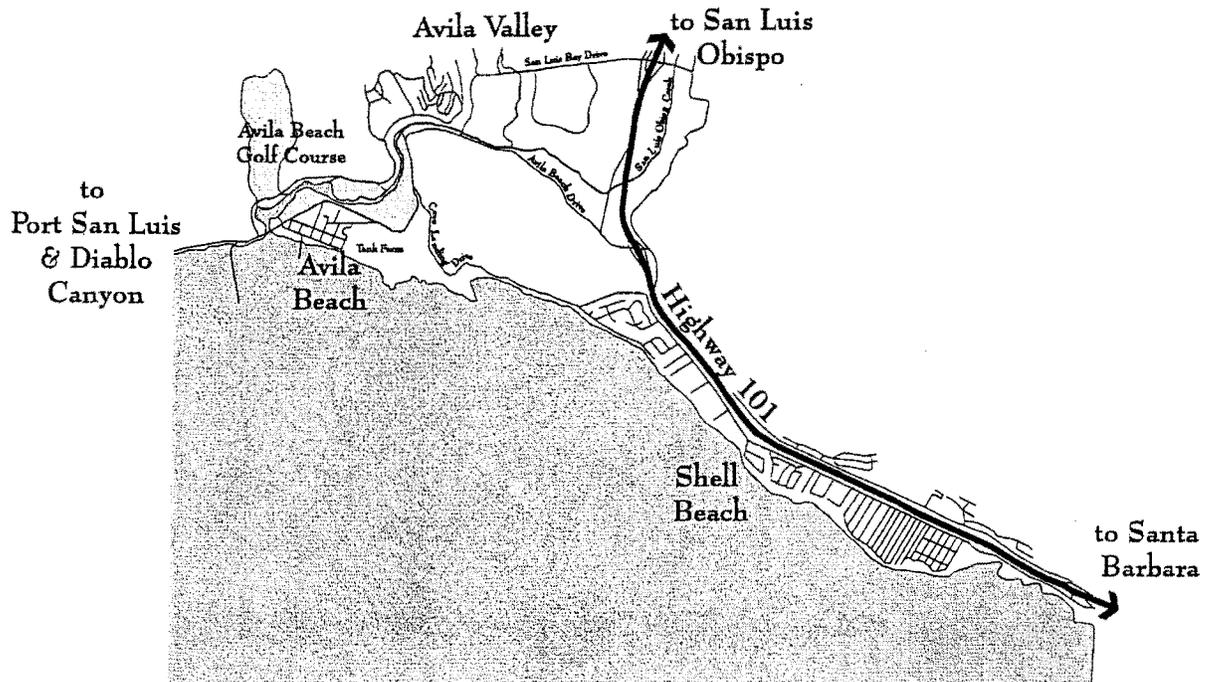
Regional Location

A. The Planning Area

1. Regional Location

Avila Beach is a small, unincorporated community located in the south-central coastal portion of San Luis Obispo County, on San Luis Bay. The town of Avila Beach backs up against the Irish Hills, which are part of the California Coast Range. From the hills, there are panoramic views of the San Luis Bay including Port San Luis and San Luis Point.

Avila Beach is west of Pismo Beach and about nine miles south of the City of San Luis Obispo. From Highway 101, one of the major north/south highway arterials that traverses California, Avila Beach is accessed from Avila Beach Drive and San Luis Bay Drive. The regional location of Avila Beach is illustrated to the left.



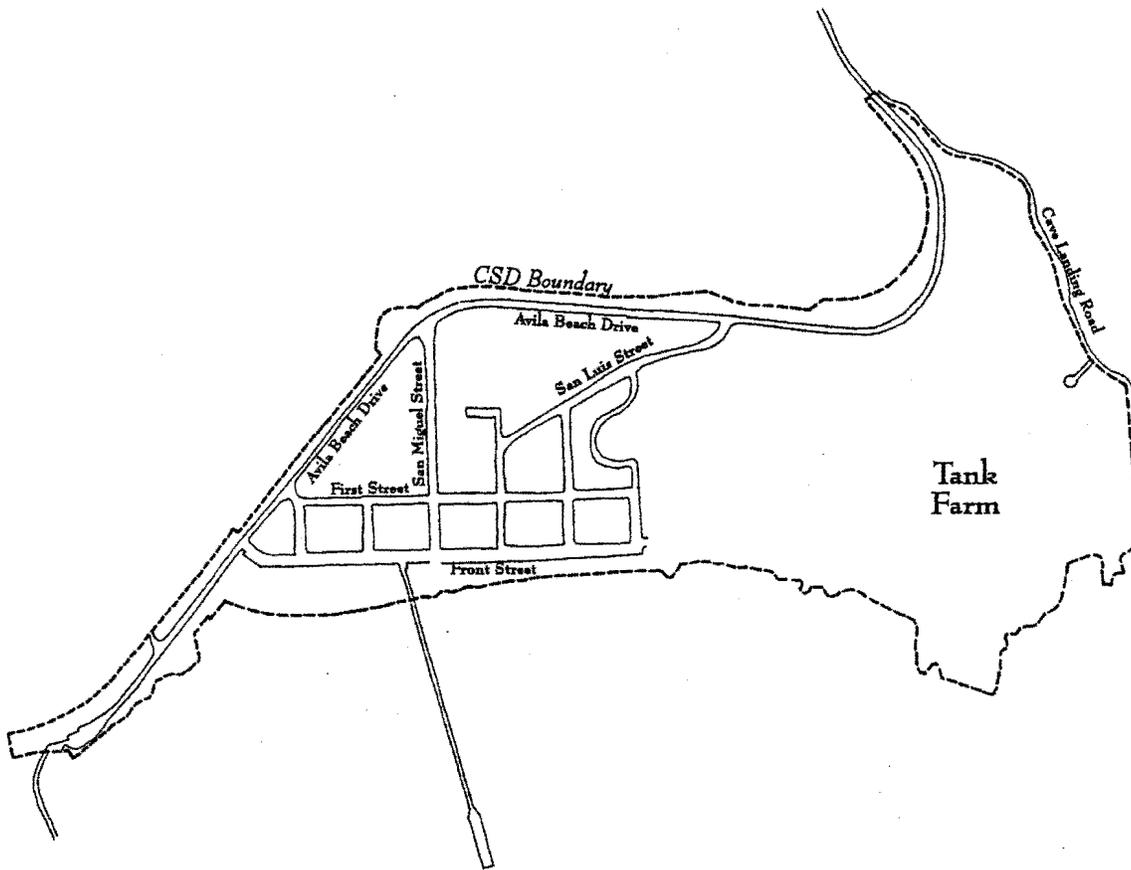
Avila Beach Area

2. *Area Location*

As shown above, the approach to Avila Beach is through the Avila Valley, where major housing tracts, a local school and two mineral springs resorts are located. West of Avila Beach along Avila Beach Drive is Port San Luis, operated by the local Harbor District. Avila Beach Drive also serves PG&E's Diablo Canyon Nuclear Power Plant.

The town of Avila Beach is less than a half-mile square, bordered by Avila Beach Drive, which forms the northern and western edges of the town, the Pacific Ocean to the south, and the

former site of the Unocal Tank Farm to east. San Luis Obispo Creek, which parallels Avila Beach Drive, creates a natural division between the town and the Avila Beach golf course and the San Luis Bay Inn to the west and north. The former Unocal Tank Farm site was home to approximately 22 tank storage units for over 90 years. The tanks were removed in 1998, and the Tank Farm site is now used to support the clean-up project. Hills further to the east separate Avila Beach from Shell Beach, the next town south along the coast. The south-facing beach is one of the most spectacular on the coast, due to both the weather and the views.



The Planning Area is the area within the Avila Beach Community Services District boundary.

Front Street, which parallels the beach, is the main commercial street in Avila Beach, and offered locals and tourists alike beach-supporting retail, such as food service, rental equipment, a small grocery and two bars, prior to the clean-up activities. Local landmarks in Avila Beach are the historic commercial storefronts on Front Street and the Avila Beach Pier. The town has an old-fashioned beach town feel, attracting large numbers of tourists on summer weekends.

3. *Project Area*

The project area for the Avila Beach Specific Plan is defined by the Avila Beach Community Services District (CSD) boundary, which is shown above. The CSD includes the former Tank Farm site and extends to Cave Landing Road to the east, to the northern and western edges of the Avila Beach Drive right-of-way, and to the Pacific Ocean to the south. The boundary encompasses four parcels that extend north across Avila Beach Drive to San Luis Obispo Creek.

B. The Vision for Avila Beach

The Avila Beach Specific Plan envisions Avila Beach as a fun, funky and eclectic place widely known for its weather, its beautiful, south-facing beach and its mix of shops and homes. The charming and quaint town will continue to be filled with people who value its serenity and isolation. The sun and sand will continue to attract many visitors, who will spend a day savoring snow cones and corn dogs in a comfortable, casual beach town. People will come to Avila to lie on the beach, throw a frisbee and take in the coastline. The small town will welcome its visitors with small retail shops oriented to meet beach and ocean needs.

Residents and visitors to Avila Beach will take comfort in the safety of the community's public spaces, with informal surveillance provided by residents living above the ground floor shops.

Avila Beach will continue much as it is today—a town that is preserved as both a destination for tourists and as a home for local residents in housing affordable to people from a range of economic groups. Visitors will come from all over California, although most will continue to arrive from San Luis Obispo County and the Central Valley, looking to spend a day on the beach or to escape for a weekend. Avila Beach will also attract new visitors touring the California



Avila Beach

coastline to stay a little longer in the town, in new hotel and bed-and-breakfast rooms.

As the numbers of visitors increases, many will arrive in Avila by transit, bike or shuttle, allowing the community to prosper without becoming overwhelmed by the spatial needs of the private automobile.

Residents will bring their children to play in a new park and playground area along Front Street, and will stroll Front Street with locals and tourists alike. New buildings in the town built after the remediation will blend with the historic and recent character of Avila Beach, and will contribute to the unique and laid-back setting in which visitors will enjoy the range of opportunities created by the beach and the town.

C. Specific Plan Goals

Following are the goals of the Specific Plan, which were defined at community meetings. Each goal is followed by a summary of how it is addressed in the Plan.

1. Preserve the funky and eclectic character of Avila Beach.

The Avila Beach Specific Plan reflects the community's desire to retain the funky and eclectic character of the town through the inclusion of Design Guidelines in Chapter 4 of the Plan. The Design Guidelines are specifically focused

on guiding new development to have styles, materials, scale, articulation and signing consistent with the traditional styles used in Avila Beach. The Plan also suggests using simple paving materials and design elements for public improvements, in keeping with the existing character of the town.



2. Improve Avila's image, streetscape and infrastructure.

The Specific Plan takes several steps towards the improvement of streetscape and infrastructure in Avila Beach. The Specific Plan foresees improvements to all of the streets in town, including utility undergrounding and drainage swales on hillside streets. New sidewalks with curbs, gutters, street trees and street lighting are recommended in the flat areas of town. Front Street enhancements include street trees, street lights, street furniture, widened sidewalks and special paving in pedestrian areas.

The Plan also calls for the retention of natural wooded areas along Avila Beach Drive and San Rafael Street to retain the character of the natural entry along Avila Beach Drive. A new park is also proposed on Front Street at Avila Beach Drive and San Juan Street.

These streetscape improvements and open space preservation would greatly enhance the image and visual character of Avila Beach.

3. Preserve the historic features of Avila Beach.

The Plan recommends retention of many of the historic features of Avila Beach, such as the Avila Grocery. The Design Guidelines also call for the use of vernacular building materials and traditional building forms to further reflect the historic elements of the community. Although the circulation pattern in Avila Beach would be modified to enhance pedestrian movement to the beach, the traditional grid pattern of the town and its historic beach-oriented character would be retained.



4. Maintain the economic mix in Avila Beach to keep the town affordable.

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

5. Provide a mix of uses in Avila Beach to appeal to local residents and tourists.

The Specific Plan calls for a mix of uses oriented both towards local residents and tourists. A market study conducted for the Specific Plan indicates that Avila Beach can support 70,000 square feet of retail uses, 10,000 square feet of which would be primarily local-serving. The Plan assumes that new commercial development would evolve to this level, and that the new uses would include restaurants, bars and shops on the ground level with residential and lodging uses above.

In addition, the market study indicated that up to 70 additional hotel rooms could be supported in Avila Beach. Under the Specific Plan, visitor serving lodging uses are encouraged throughout the community. Bed and breakfast uses are al-

lowed in Residential Multi-Family (RMF) areas, and visitor lodging is allowed in Commercial Retail (CR) areas.

To encourage the development of parcels with a Commercial Retail (CR) designation that do not have the advantage of a Front Street location, the Specific Plan would allow these parcels to be developed with residential projects. This will help to ensure that the community can meet its full economic potential.

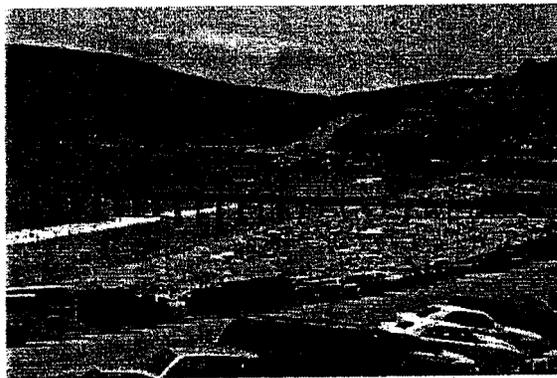
Additionally, to further consolidate visitor-serving retail development on Front Street, this Specific Plan recommends elimination of the potential for construction of retail space on Avila Pier. The Harbor District should consider eliminating this reference from its Master Plan.

This mix of uses foreseen under the Specific Plan will create an active and safe pedestrian environment. The adjacency of residents and lodgers to public streets will encourage surveillance of the streets and public spaces, thereby increasing the level of safety in these places.



6. Recognize the community's desire to acquire jurisdiction over the beach, pier and parking lot, currently administered by the Port San Luis Harbor District.

The Plan recognizes the community's desire to acquire jurisdiction over the beach, pier and parking lot by recommending improvements to these facilities, such as reconfiguration of the parking lot.



7. Improve bicycle, pedestrian and vehicular circulation in Avila Beach.

Enhancements to the streetscape such as new and widened sidewalks, street trees and street lighting would greatly enhance the pedestrian experience and would improve the visual character of the community.

Pedestrian circulation would also be improved through several major enhancements. In par-

ticular, Front Street would be reconstructed to include a pedestrian-only zone between San Francisco and San Miguel Streets. The Specific Plan also proposes a mid-block passageway which would create a pedestrian connection between the pedestrian zone and the Earl's Alley parking lot. A staircase would also be constructed to create a connection from San Miguel Street to Second Street on the hillside, which would facilitate pedestrian movement to the lower parts of town from the upper residential areas.

Bicycle circulation will be improved through the extension of the bike path from San Luis Obispo and the Avila Valley into town on an alignment under the existing bridge over San Luis Obispo Creek or across Avila Beach Drive at a signalized intersection. The Specific Plan also proposes a new bicycle and pedestrian connection to Shell Beach.

Vehicular circulation in Avila Beach would be enhanced primarily through the installation of a new intersection into town. The new intersection would be located at Avila Beach Drive where San Francisco Street and Second Street would intersect it. New signing will guide beach-oriented vehicular traffic to the new intersection and parking lot, thereby reducing traffic impacts on residential streets.

8. Provide safe pedestrian access to the beach.

In addition to enhancing the pedestrian environment as noted above, the Specific Plan would enhance pedestrian access to the beach through the construction of the pedestrian-only zone and mid-block passage. The construction of a new Front Street Park near Avila Beach Drive would also create a safe place for children to move to and from the beach without crossing a street.



9. Provide adequate parking in Avila Beach in balance with enhanced pedestrian facilities and transit services.

The parking demand in Avila Beach is generated primarily by beach users and not by the town's shops and restaurants. For this reason, the Specific Plan eliminates the existing requirement for on-site parking for commercial uses, in favor of an in-lieu parking fee that will be used to provide and maintain public parking facilities and/or transit service from remote parking facilities.

The overall parking supply in Avila Beach will be maintained. The existing Earl's Alley parking lot can be enhanced through the provision of pedestrian facilities connecting it to the center of town and through tree planting to improve the lot's appearance



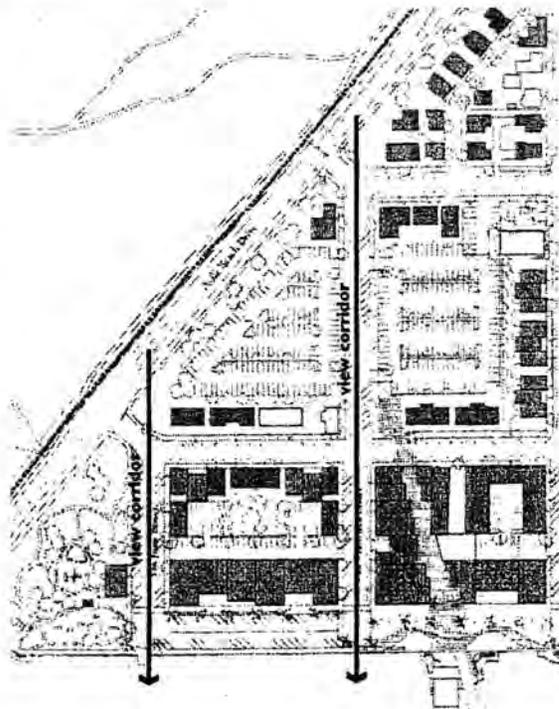
10. Promote and encourage the use of alternatives to single occupant vehicles for access to Avila Beach.

The Specific Plan encourages the uses of alternatives to single-occupant vehicles to Avila Beach through the bicycle path connections to the Avila Valley and Shell Beach, and by limiting the parking supply to be consistent with the supply that is currently available.

These approaches will reduce the impact of motor vehicles on the community and will help to reduce air pollutant emissions.

11. Maintain and preserve unobstructed public views of the ocean.

Views of the ocean, which are key to the character of Avila Beach, are maintained in several ways by the Specific Plan. New development along Avila Beach Drive is organized to preserve view corridors from Avila Beach Drive along the side streets out towards the ocean. In addition, height limits are maintained at 25' in commercial areas, which would result in no further loss of views from hillside areas than would occur under existing regulations. Views from the flat areas north of Front Street are already limited by the existing one story buildings and by Front Street itself, which is a sea wall. In higher elevation residential areas, height increases over the present



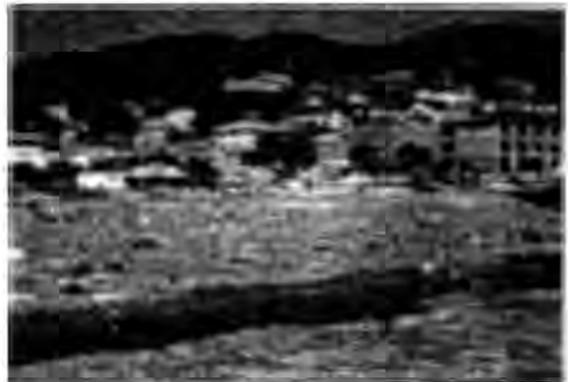
20' allowable height would be permitted only if it can be demonstrated that the change would not impact public views and solar access of adjacent properties. Additionally, palm trees are proposed as street trees on Front Street, which would have less impact on views than any other type of street tree.

The Specific Plan also recommends elimination of the potential for construction of retail space on the pier as a means to preserve views of the ocean. The Harbor District should consider eliminating this reference from its Master Plan.

12. **Plan for new buildings that are generally in keeping with the original character of Avila Beach, but consider modest increases in building height and density where appropriate.**

As noted above, the Design Guidelines in the Plan are intended to encourage the development of buildings that are consistent in character and style with the pre-remediation buildings of Avila Beach. In addition to meeting that goal, the Design Guidelines also establish a framework in which new buildings may be built with heights up to 25 feet, which would result in moderate

increases in both height and density over pre-remediation conditions.



13. **Recommend appropriate uses for the Unocal Tank Farm site.**

The Specific Plan recommends recreation oriented uses on the Tank Farm site, including a conference center and/or marine educational facility in a natural setting, with trails and open space that would publicly accessible.

2 COMMUNITY PLAN

This chapter describes and illustrates the physical design components that will implement the goals and vision proposed in this Specific Plan. The Conceptual Plan, shown in Figure 1, illustrates how Avila Beach might look if currently vacant land were to be developed under the Specific Plan.

Many of the components of the Conceptual Plan are a response on the part of the community to the existing conditions in Avila Beach. The existing design and development conditions are documented in Appendix B of this Specific Plan, which includes a discussion of land use, historic resources, urban design features, signing and development opportunities. The existing condi-

tions were documented as a part of the discussion process that led to the formulation of the vision and goals for Avila Beach.

A. Conceptual Plan

Based on the vision and goals identified through the community process, the community reviewed and selected among several alternatives for the development of Avila Beach. The Avila Beach Specific Plan represents a synthesis of the components of the alternatives selected by the community into a preferred alternative, shown as the Conceptual Plan in Figure 1.



This view of the Front Street closure area shows how Front Street will become a destination for residents and visitors alike.

The Conceptual Plan illustrates the overall design direction for the town, but it is not intended to specify actual projects that will be built in the area, and does not bind either the County or any private property owners to building specific projects. However, the Conceptual Plan serves as the basis for land use projections in the Specific Plan and EIR. The County will review projects to ensure their general consistency with the Conceptual Plan.

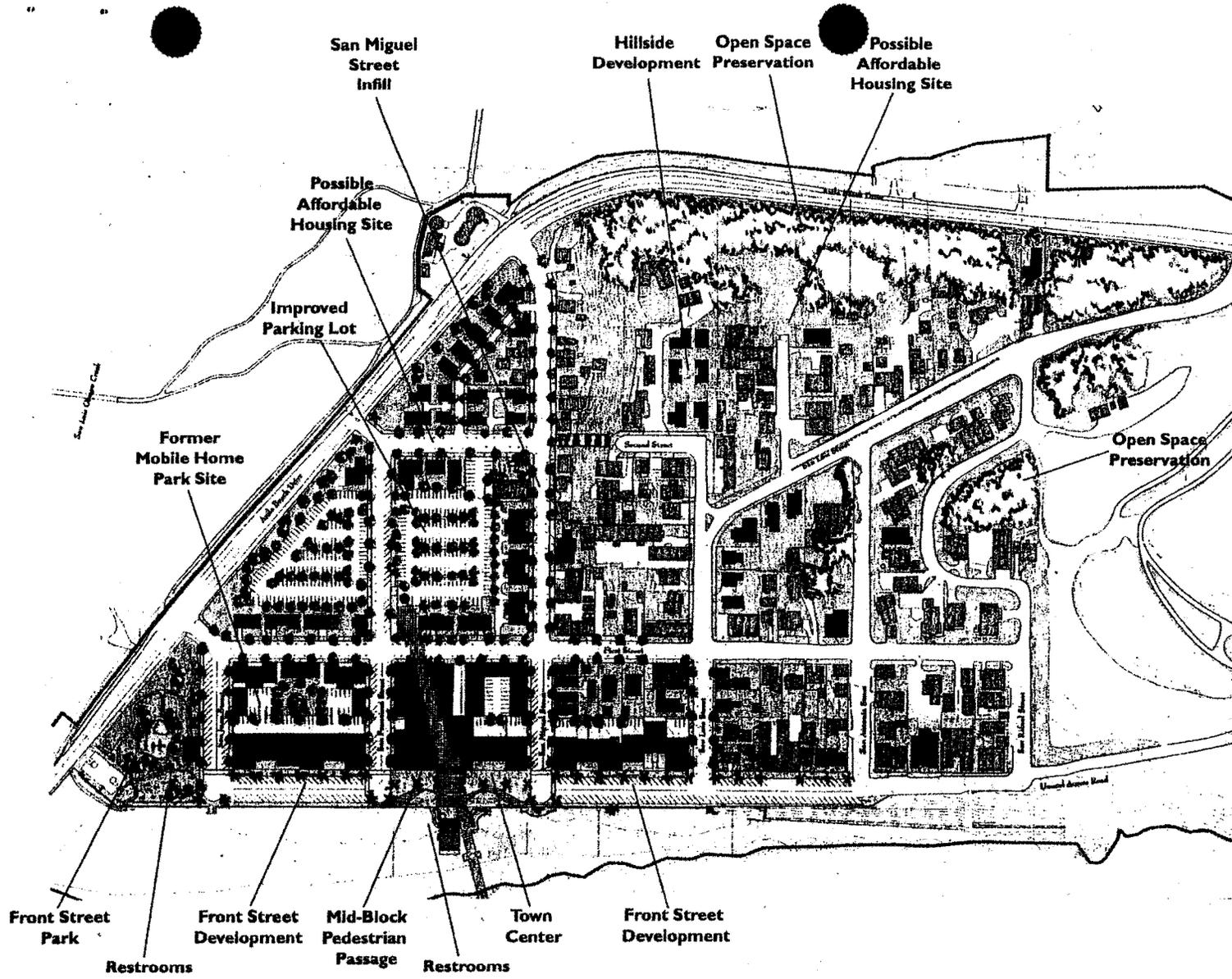
1. *Specific Physical Design Elements*

The Conceptual Plan includes many specific components. Major components are described here; more detail is included in subsequent sections of this chapter.

- ◆ **Town Center.** The Specific Plan foresees the creation a new town center through the closure to vehicular traffic of the block of Front Street between San Francisco and San Miguel Streets. This pedestrian zone creates a flexible space that could be used by outdoor vendors, for cafe seating and special events, and for general pedestrian circulation between the beach and Front Street businesses. The zone could be designed to be open to vehicular circulation on an occasional or seasonal basis.
- ◆ **Front Street Development.** New development on Front Street is focused on retail development on the ground floor with residential and lodging uses on the second floor. Building heights, setbacks, windows and openings, signing and other design issues for Front Street development are guided by the proposed design guidelines discussed in Chapter 6 of this document.
- ◆ **Mid-Block Pedestrian Connection.** A new mid-block pedestrian passage is proposed to align with the pier. This would provide a pedestrian-only connection from the Earl's Alley parking lot. The passage would create additional retail opportunities along the walkway, where businesses could have outdoor retail displays and seating.
- ◆ **Improved Parking Lot.** A reconfigured, more efficient surface parking lot is proposed on the existing Earl's Alley parking lot site, and the residual land could be used to build additional housing. Details regarding this lot are included in Section C of this chapter.
- ◆ **Front Street Park.** A new park would be constructed at the corner of Front Street and Avila Beach Drive. Front Street would be closed between San Juan Street and Avila Beach Drive to permit the extension of the park to the beach. The park would include picnic areas, a basketball court, new restrooms and a new community building.
- ◆ **Open Space Preservation.** The scenic wooded area along the northern part of Avila Beach Drive could be preserved as open space, along with the vacant lot on San Rafael Street. This could be accomplished by acquisition

AVILA BEACH SPECIFIC PLAN

FIGURE 1
CONCEPTUAL PLAN



- EXISTING DEVELOPMENT
- PROPOSED DEVELOPMENT

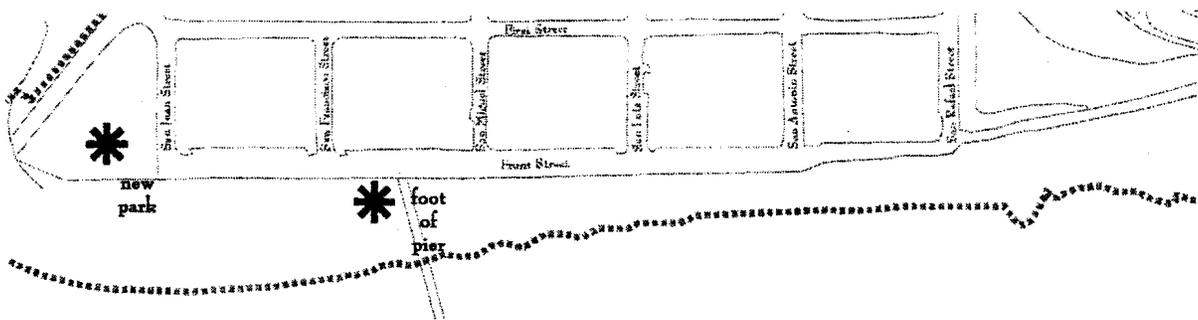
This drawing is intended to represent conceptual ideas for Avila Beach based on the community input process. The individual projects represented will be further developed in detail as they are implemented.

or by adoption of conditions which would allow development as long as the wooded areas were retained.

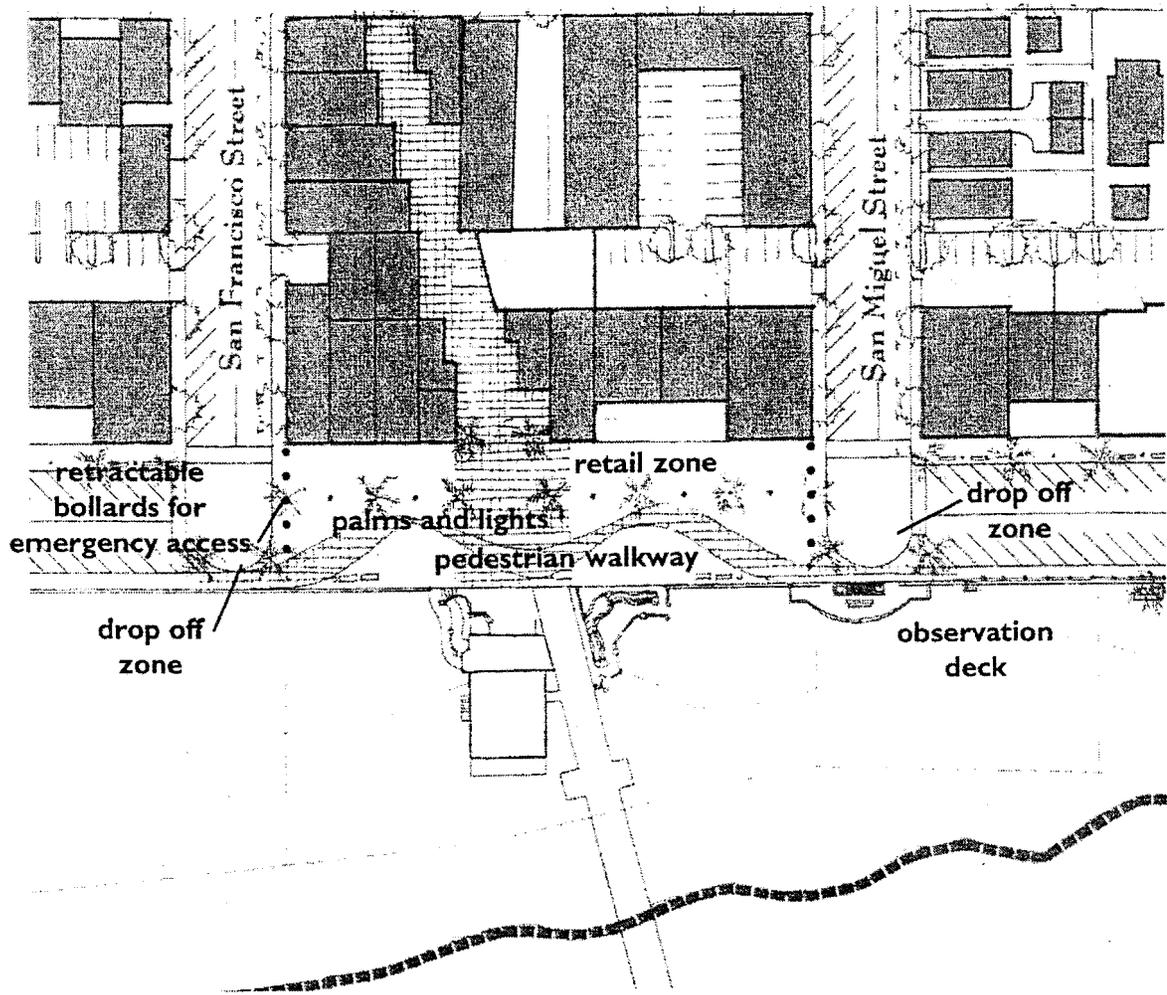
- ◆ **Former Mobile Home Park Site Plan.** New visitor serving lodging or affordable multi-family dwellings could be constructed on the former Mobile Home Park site, with retail development facing onto Front Street. Affordable residential units could be constructed at the site if necessary to comply with statutes concerning replacement of affordable housing.
- ◆ **San Miguel Street Area.** Multi-family infill development would occur along San Miguel Street, with the existing CSD building and adjacent playground retained in their present locations.
- ◆ **Hillside Development.** New residential infill development will occur on the vacant lots in the hillside area. The new housing would be single- or multi-family development, organized to be consistent with the existing structures in the area.

- ◆ **Affordable Housing.** The County will ensure that an appropriate supply of affordable housing is built as part of new development in Avila Beach by requiring compliance with existing policies regarding the provision of affordable housing and by adopting ordinances as needed to facilitate its construction. Potential sites for this affordable housing include a site on Laurel Street, the former Mobile Home Park site, and the perimeter of the reconfigured Earl's Alley parking lot.
- ◆ **Restrooms.** New restrooms would be located in significant destination areas close to the beach - in the new Front Street Park and at the foot of the pier, as shown in below.
- ◆ **Accessibility.** All new public and private improvements will be built to allow full accessibility for the disabled, as required by the Americans with Disabilities Act.

Most of these improvements are discussed in greater detail in the sections that follow.



Restroom Locations in Avila Beach



Front Street Pedestrian Zone

B. Town Center Conceptual Plan

The creation of a town center for Avila Beach would be accomplished through the closure of a block of Front Street between San Francisco and San Miguel Streets and construction of the proposed mid-block pedestrian passage to create a connection between the pedestrian zone and the Earl's Alley Parking Lot to Front Street and the beach beyond.

1. Proposed Uses

Along Front Street, uses foreseen in the Specific Plan include ground floor beach-oriented shops,

restaurants, bars, and local-serving retail uses such as grocery stores. These uses are consistent with the projected supportable retail uses identified in the market study conducted for the Specific Plan.

Permitted second floor uses include housing, lodging and offices. The construction of two story buildings will permit property owners to take advantage of their ocean-view property and is also consistent with the market study. In addition, the upper floor uses will increase surveillance of the public streets by residents and visi-

tors, which will increase safety at the ground floor level.

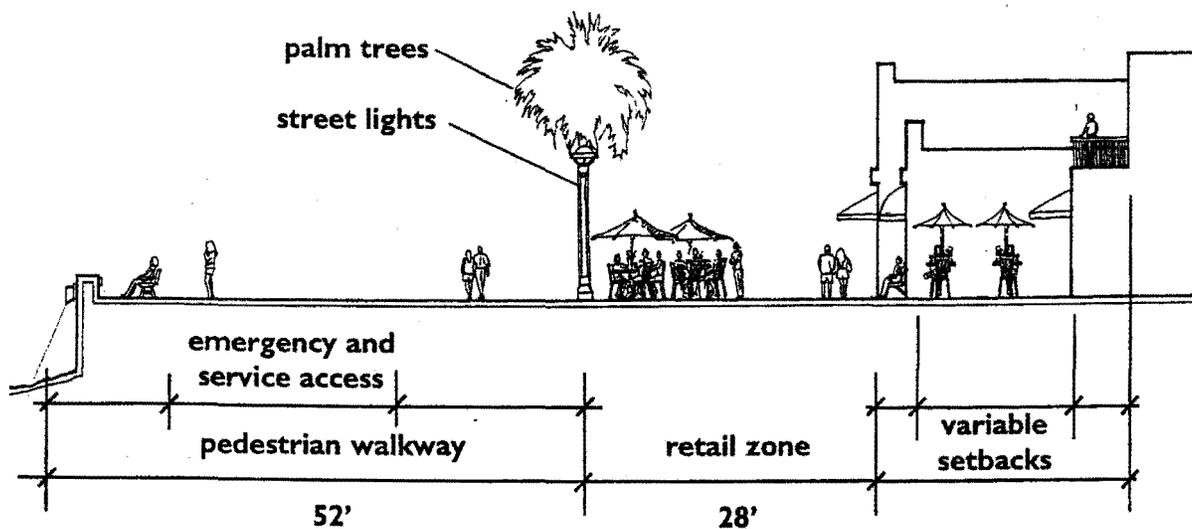
2. Pedestrian Zone

The closed block of Front Street between San Francisco and San Miguel Streets would be a pedestrian-only zone, accommodating a flexible space that could be used by outdoor vendors, pedestrians, and for restaurant seating and special events. Additional seasonal or temporary closure of the block of Front Street between San Miguel and San Luis Streets would be permitted. The pedestrian zone would include the following elements:

- ◆ **Street Furniture.** Public streetscape elements that would be incorporated into the closed block would include streetlights, street

trees, special paving, benches, trash receptacles, railings, and bollards.

- ◆ **Street Trees.** Street trees would be *Washingtonia* hybrid **palm trees**, which are a cross-breed between California Fan Palms (*Washingtonia filifera*) and Mexican Fan Palms (*Washingtonia robusta*). The hybrid tree will be more disease resistant than the California Fan Palm in the humid coastal environment, but will be less tall and skinny than the Mexican Fan Palm. The trees would be located primarily on the business side of the street, with some additional trees on the south of the street to accent the terminal points of the side streets into Front Street and to frame the views of the ocean.



Front Street Section - Closure Area

- ◆ **Street Lighting.** **Street lights** would be installed at a 50' spacing in a line with the palms and benches. Palms trees would be uplit with mounted light fixtures. Foot level lighting would be installed along the inner edge of the seawall, with downward directed security lights installed on the outside of the seawall in areas where the wall becomes high enough for people to be hidden from view.
- ◆ **Retail Zone.** A 28-foot wide area in front of the existing businesses would be defined by the planting of a row of palm trees with a regular pattern of benches and street lights integrated among them. This "**retail zone**" would be primarily used for pedestrian circulation in and out of the retail establishments, for outdoor retail displays and for outdoor seating. Restaurants would be allowed to have outdoor dining facilities in this zone.
- ◆ **Pedestrian Walkway.** Beyond the "retail zone" would be a beach-oriented **pedestrian walkway** between the palms and the seawall. The walkway would be paved with standard scored concrete sidewalks, with a band of textured concrete paving in a wave pattern running through it, as a reference to the ocean. The band would be a darker paving material than the remainder of the walkway. Benches and trash receptacles would be located next to the seawall in this area that would allow passers-by to pause at the edge and take in ocean views.
- ◆ **Street Drainage.** Drainage in the closure area would be accomplished through a system that permits the paved area to be designed for pedestrians, without curbs and gutters usually associated with streets. Area drains, swales or trench drains would be utilized to accomplish this purpose. Drains would be selected to be consistent with the overall street furniture palette for Avila Beach.
- ◆ **Special Event Consideration.** Vaults or light standards with connections for special event electrical hookup would be included in the street in order to facilitate outdoor events.
- ◆ **Emergency and Service Access.** Access for emergency vehicles and service access to the pier would be provided via a **bollard system** at either end of the block, either through automated retractable bollards, a bollard and chain with a lock system, or removable bollards. Permanent bollards would be installed along the remainder of the edges of the closure area, in the location where the closed block meets the side streets.

The County will cooperate with the Harbor District, CDF/County Fire, the County Sheriff and the Avila Beach CSD to develop an "access management plan" which will establish procedures for providing access to the pier and associated structures for normal operations, maintenance and public recreational activities, as well as for emergencies.



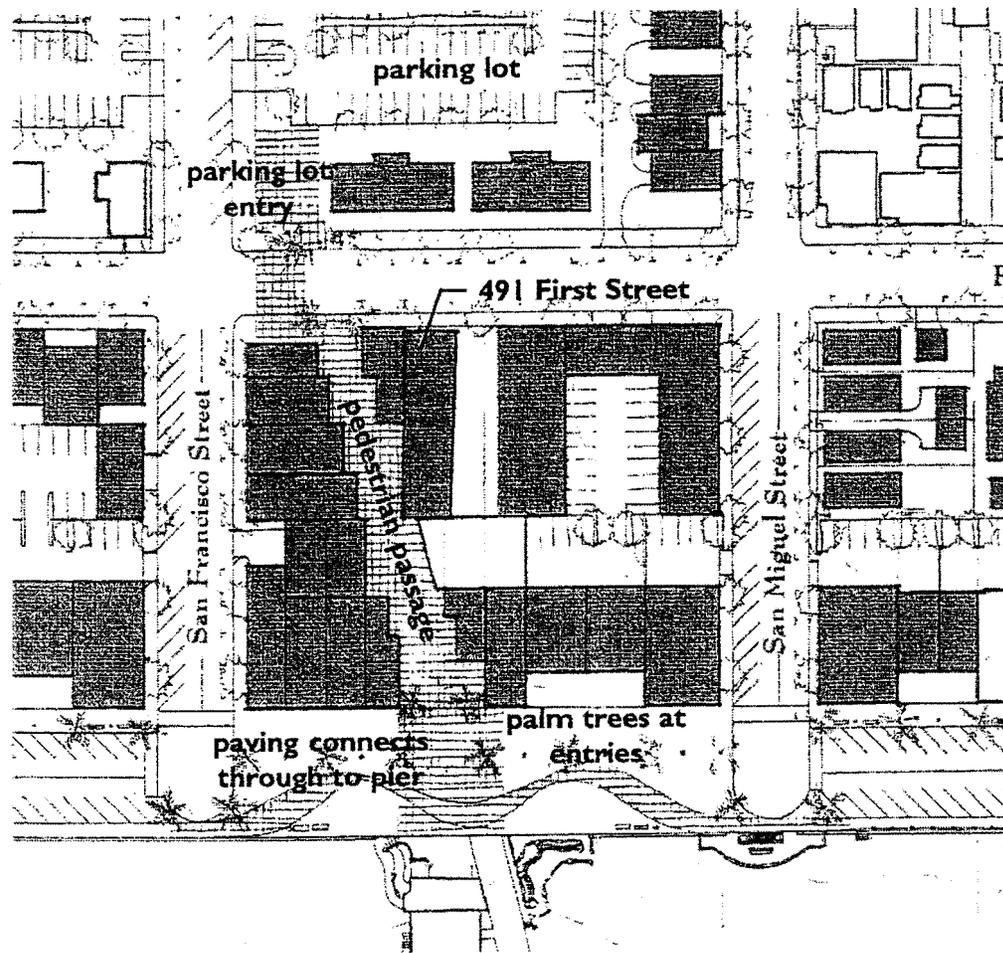
Perspective of the Mid-Block Pedestrian Passage

- ◆ **Seasonal Access.** The pedestrian zone could be designed to accommodate vehicular circulation on a seasonal or occasional basis.
- ◆ **Drop-Off Zones.** Pedestrian **drop-off zones** would be created at both ends of the closed block as well as in other locations along Front Street in order to provide improved beach access. The drop-off areas would be in the form of semi-circles located at the ends of the side streets.

- ◆ **Observation Deck.** A new **observation deck** would be constructed at the end of San Miguel Street that would extend over the beach. The deck would provide an area for people to gather and take in views of the ocean. Also, the deck provides a place for the re-location of the James Keefe Memorial.

3. *Mid-Block Pedestrian Passage*

The Specific Plan proposes construction of a mid-block **pedestrian passage** between First and Front Streets to align with the pier, which would



Mid-Block Pedestrian Passage (Plan View)

provide a pedestrian-only connection from the Earl's Alley parking lot. This connection would create retail opportunities for shop owners along the passage because of exposure to direct pedestrian traffic flows to and from the parking lot. Residences and visitor accommodations on the second floor above the passage would provide surveillance and reduce the likelihood that unlawful or offensive activities might occur in this public area. The passage would include the following design components:

- ◆ **Passage Orientation and Paving.** The buildings along the passage would be oriented to the existing street grid but would have

paving running through it that would articulate the diagonal orientation of the pier. The paving materials would be simple, as previously discussed, such as board-imprinted concrete, actual wood planks, rail road ties, or simple concrete unit pavers, which would be aligned to the angle of the wood planks on the Avila Pier.

- ◆ **Passage Entries.** The **passage entries** would be demarcated with palm trees at either end of the passage to frame the views of the pier and ocean, and to help people identify its location from a distance.

◆ **Slopes.** The walkway will be sloped from its northern end up to the southern end in order to accommodate the grade change of approximately ten feet between First Street and Front Street. The walkway could be sloped at a gradual grade of less than five percent, which complies with accessibility requirements for disabled persons, or it could consist of a series of low accessible ramps with handrails connecting a sequence of level terraces, where outdoor seating for adjacent restaurants could be located.

◆ **Street Furniture.** Street lights and benches would be installed in the passage at appropriate locations, such as at the edges of terraces and in front of the existing building at 491 First Street, which would have a blank facade facing the mid-block passage. It may also be feasible to provide direct access to this building from the pedestrian passage.

◆ **Murals.** Hand-painted murals by local artists would be encouraged in the mid-block passage, particularly along the existing building at 491 First Street where it would face the passage.

◆ **Lighting.** As an additional deterrent to unwanted activities, the passage would be lighted with wall-mounted downlight fixtures that would illuminate the pedestrian surface without directing light into undesired areas, such as the windows of the second floor residential units.

The Specific Plan consultant team completed a financial cost/benefit analysis of this passage that shows that land values of the property along the passage would be approximately 27% higher than their value without the passage. Implementation of the passage will require the participation of affected land-owners.

1. *Parking Lot/Old Railroad Right-of-Way Site Plan*

A reconfigured, more efficient surface parking lot would be constructed on the existing Earl's Alley parking lot site and a portion of the former railroad right-of-way along Avila Beach Drive, with new housing built on the residual land that would become available. The new parking lot would contain at least 340 spaces in a large lot and 14 spaces in a smaller dedicated post office lot.

The parking lot could be reconfigured by narrowing its length to the north and south and expanding its width to the west, into the former old railroad right-of-way. This would require some excavation into the slope of the property. This project would include the following components:

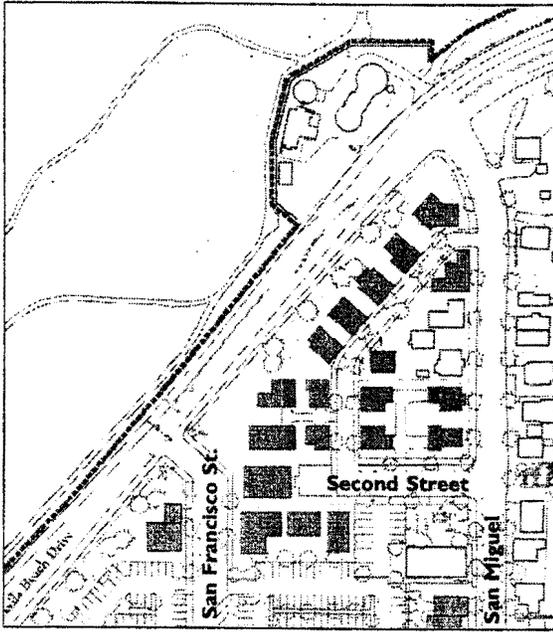
- ◆ **Landscaping.** The parking lot's visual impact on the community could be greatly improved by the introduction of shade trees. Trees would be planted in the parking lot interior and surrounding the perimeter of the lot to create a **landscape buffer** space between the lot and adjacent residential properties. Such species as the Brisbane Box (*Tristania conferta*) should be considered for this purpose. The trees would help shade the parking lot and cars on hot summer days.

In the event that the parking lot reconfiguration cannot be accomplished and new residential construction occurs along Avila Beach Drive, residential development should be clustered to prevent the construction of a long row of separate units. Screening of units from Avila Beach Drive may be accomplished by the use of landscaping and fences with a high degree of transparency, but not with solid walls or fences.

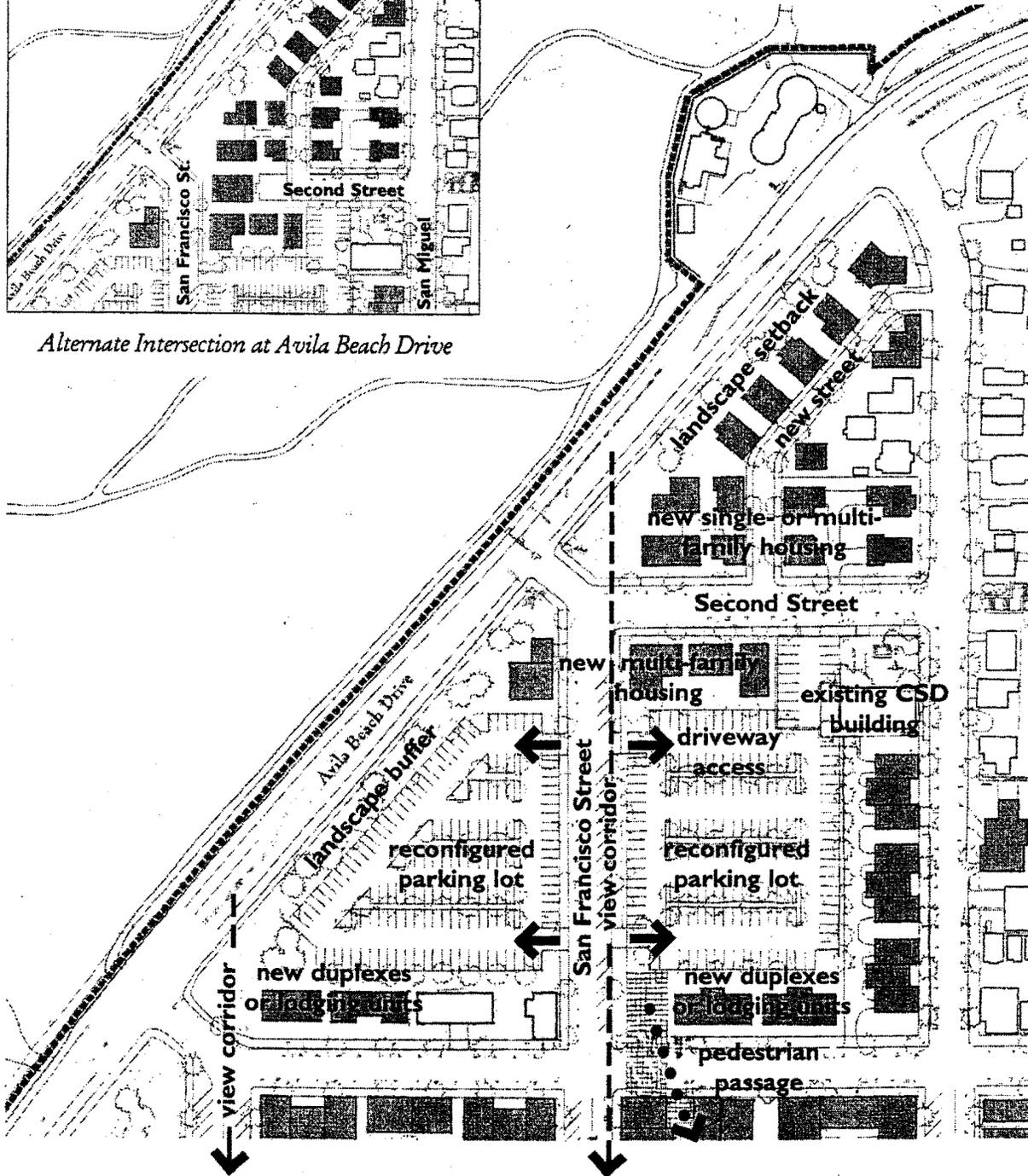
- ◆ **New Streets.** The parking lot could be divided into two functional lots by the extension of San Francisco Street to Avila Beach Drive. Second Street would be extended to intersect with San Francisco Street and Avila Beach Drive, or could end just before San Francisco Street in a cul-de-sac. The exact configuration of the intersection at Avila Beach Drive will be determined through a separate study to be conducted by the county. **San Francisco** and/or **Second Streets** would be built as standard streets, with curbs, gutters, sidewalks, street trees and street lights.
- ◆ **Parking Lot Access.** Access to the parking lots would be from San Francisco Street. The post office parking lot would be accessed from Second Street.

Parking lot fees could be collected upon arrival by an attendant at each entrance or through an honor system or ticket management system.

- ◆ **Pedestrian Circulation.** Pedestrians would come to and from the parking lot through the proposed **mid-block pedestrian passage**. The passage opens onto First Street, where a crosswalk would be located at the intersection with San Francisco Street.
- ◆ **New Multi-Family Housing.** The residual land that would become available at the north and south edges of the parking lot could be used to build **new multi-family housing**. The units could be two-story triplex and duplex units, with shared parking located in ground floor garages. The housing units should front onto Second and First Streets respectively, with parking access from the street frontage. The units should have shallow front setbacks to be consistent with the other development in the area. This site could be used to provide affordable housing in Avila Beach.
- ◆ **New Single-Family or Multi-Family Housing.** **New single-family or multi-family housing** units could be located on the northern portion of the former old railroad right-of-way and served by a new local street that would connect from Second Street to San Miguel Street. The units should face onto the new street. The old railroad right-of-way could also be excavated in this area to permit the new housing units to topographically function as part of the town by being located at the same base elevation as the units located along San Miguel Street. The housing units should be set back from Avila Beach Drive significantly in order to create a visual landscape buffer between the street and the housing units. Two clusters of single-family homes located along Second Street could have shared driveway access and interior parking garages.



Alternate Intersection at Avila Beach Drive

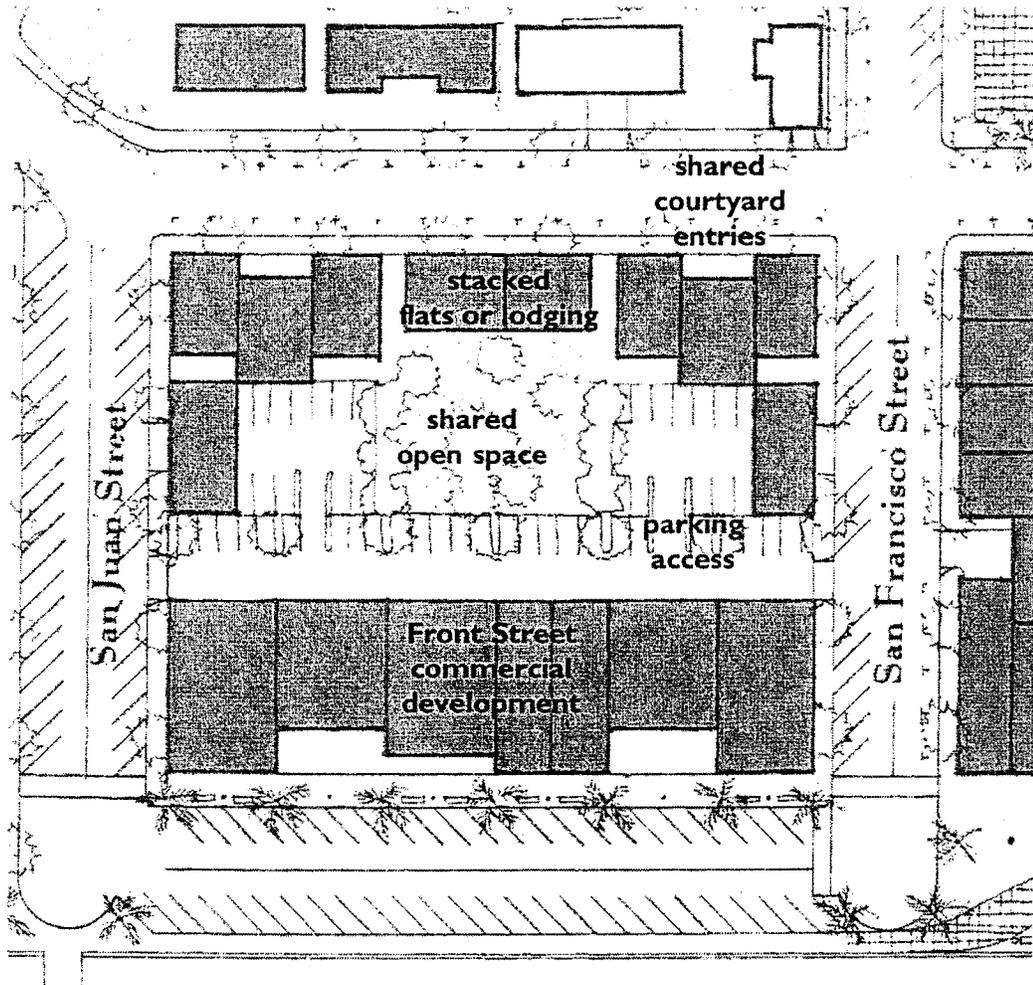


*Parking Lot/Old Railroad Right-of-Way Area Concept Plan
(Other configurations may be considered)*

2. *Former Mobile Home Park Site*

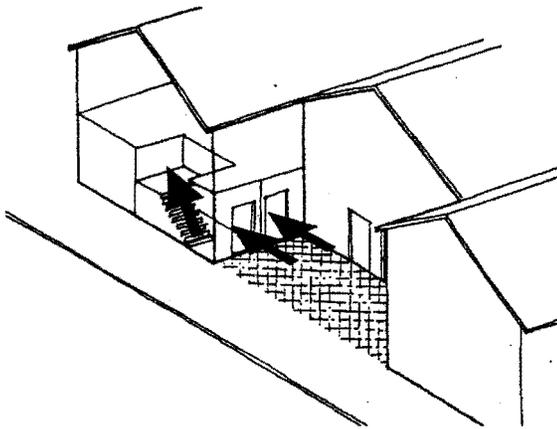
New visitor serving lodging or affordable multi-family dwellings would be constructed on the former Mobile Home Park site, with retail development facing onto Front Street. Assuming that replacement units for the affordable housing previously located on the mobile home park

site can be constructed elsewhere in Avila Beach and that the statutory requirements for replacement of previously existing affordable housing are satisfied, the site should be used to provide visitor accommodations. However, affordable housing may be built on this site if necessary to comply with statutory requirements.



Former Mobile Home Park Site - Residential Use Concept

- ◆ **New Housing or Lodging Units.** The housing could consist of two-story **stacked flats** organized around small entry courtyards with shared parking and open space in the rear of the lot. Stacked flats are individual



Stacked Flats and Courtyard Entries

units in a multi-story building that each have their own entry onto the street, regardless of the floor on which they are located, as shown above. Visitor lodging could be provided in the form of a hotel with underground parking.

- ◆ **Access driveways to the parking areas** should be accessed through the commercial area parking lots. The ten individual buildings would be built with zero side setbacks but should be massed as small scale buildings, rather than as fewer larger structures.

- ◆ **Entries and Setbacks.** The units should be built at the property line and should front onto the surrounding streets, with several small **shared entry courtyards**. Along First Street these courtyards could be created by alternating small setbacks with two of the building masses. Front doors to the units could be located in the courtyards, as shown below.

- ◆ **Shared Open Space.** The units could share a larger **courtyard open space** that could include a grass area and trees, and a small play structure or picnic area.

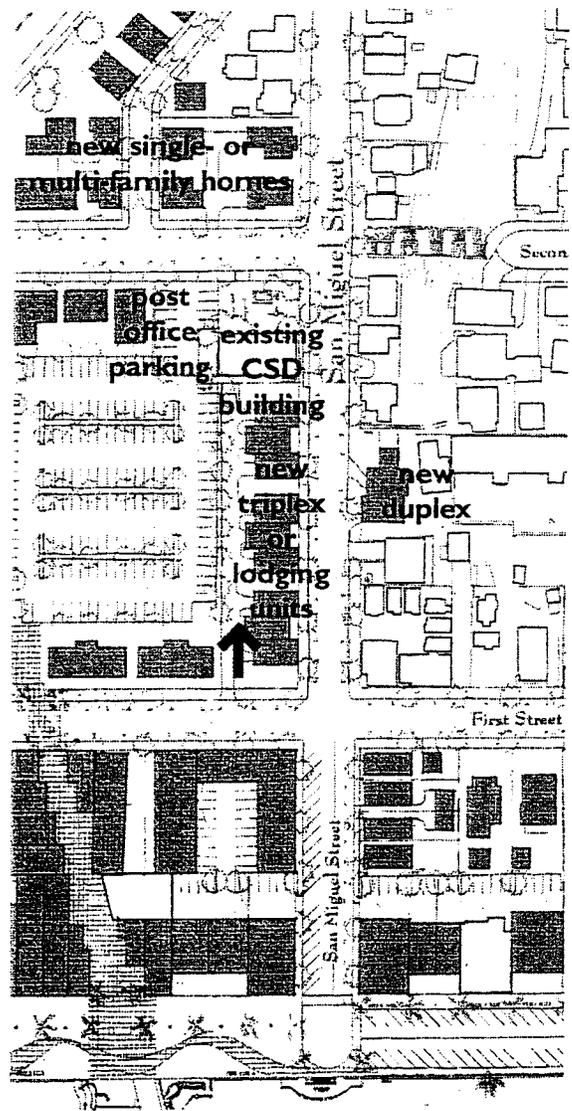
- ◆ **Visitor Lodging.** If visitor lodging were constructed on the former Mobile Home Park site, it could be constructed with a similar site plan as shown for the housing, with the following characteristics: the buildings should wrap the site to minimize the visual impact of the parking on the street; and the building massing should be highly articulated and consistent with the design guidelines described in this Specific Plan, in order to prevent the appearance of a monolithic structure.

- ◆ **Commercial Development.** Commercial development on the former Mobile Home Park site should be consistent with other **Front Street commercial development.** Second floor residential and lodging uses should have shared parking located at the rear of the lots or underground parking. The buildings should be articulated to reflect the original land platting pattern of 25' and 50' lots.

3. *San Miguel Street*

Along San Miguel street, new in-fill development could occur along the edge of the parking lot, facing onto the street. Because of its location across from a residential district, development on the west side of San Miguel Street should incorporate features common to residential development. These features include building size and scale, articulation of facades, roof forms and landscaping. Parking access for the new development should occur from the rear of the project from a **shared driveway** that would be accessed from First Street. For example, the parking would be located under the first floor of two-story residential units, which would be accommodated by the approximately six foot change in grade between San Miguel Street and the parking lot. The first floor could be raised approximately two feet to permit the construction of the garages, and would result in small internal staircases in the unit entries. Other infill multi-

family units could be built at the discretion of individual property owners. The Conceptual plan shows a **new duplex** built on the east side of San Miguel Street where a partially vacant parcel is presently located.



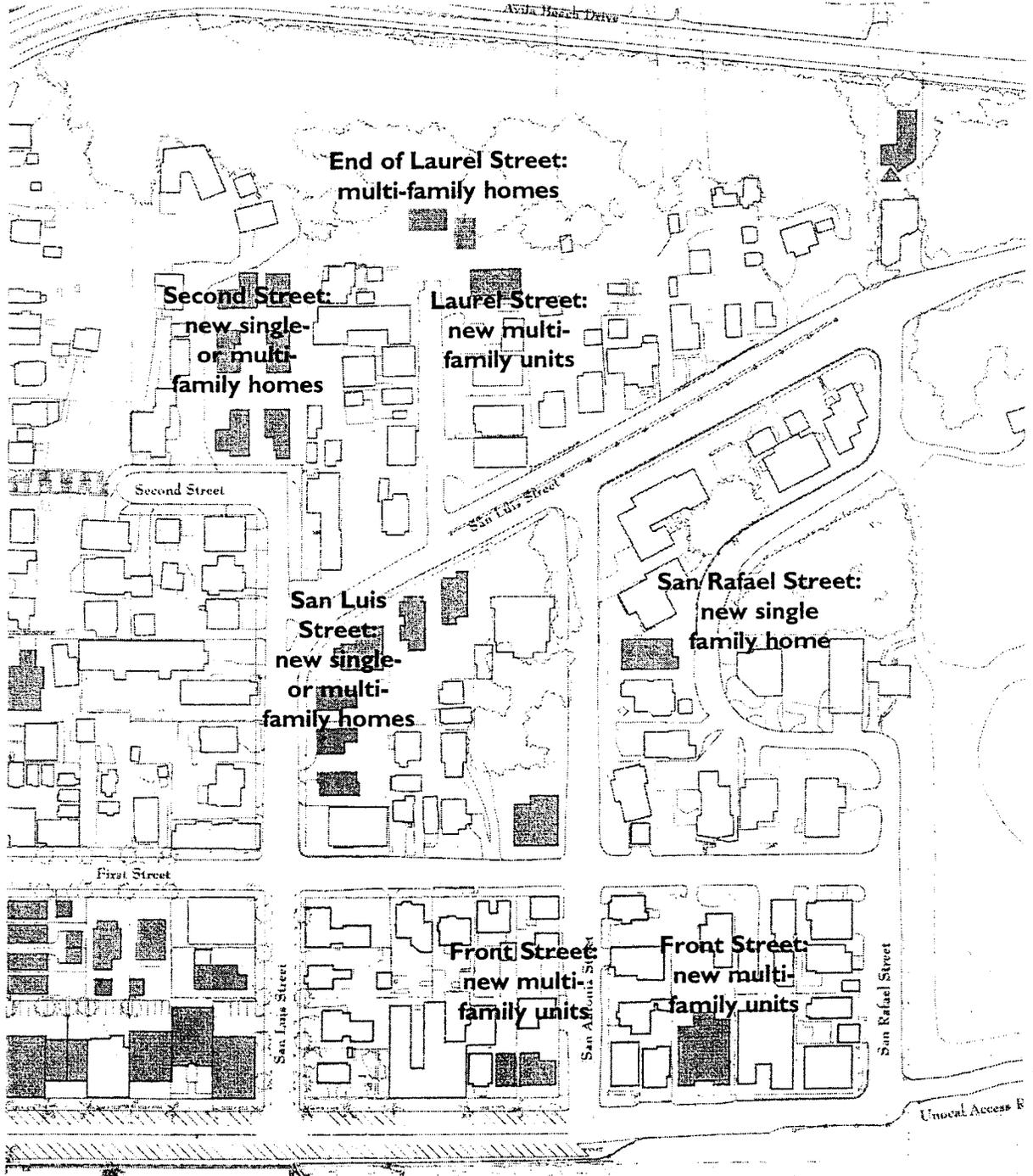
San Miguel Street Development

The existing **Avila Civic Association** building and adjacent **playground** would be retained in their existing locations. A dedicated **post office parking lot** would be retained next to the CSD building.

4. *Vacant Lots in the Hill Area*

New residential development would occur on some of the vacant lots in the hill area.

- ◆ **San Luis Street.** The vacant San Luis Street parcels would support the construction of several housing units. These units should be oriented to the street, with small (approximately ten feet) front yard setbacks to be consistent with the surrounding neighborhood. The building located at the bend in the road should be articulated to have a significant presence at the corner, either through an L-shaped plan or an angled facade at the corner. The largest parcel next to the Calvary Church could accommodate two single-family houses. Parking for the units should be located at the rear of the lots and could have shared driveways that would run along the property lines.
- ◆ **Second Street Lots.** The two vacant parcels on Second Street are held by the same owner, and could therefore be developed with housing clustered around a common open space, with shared parking located off of the driveway shared with the adjacent property.
- ◆ **Front Street Lots.** The vacant lots located on Front Street would be infilled with small multi-family housing units. The two lots at the corner of Front at San Antonia Street could be developed with small duplexes or single-family homes with driveway access from Front and San Antonia Streets as feasible. A larger building could be located on the vacant lot mid-way between San Antonia and San Rafael Streets. This could be a larger multi-family building that should be similar in massing and detailing to the building adjacent to it.
- ◆ **San Rafael Street Lot.** A new single-family house could be constructed on the vacant lot between San Antonia and San Rafael Streets with driveway access from San Rafael Street. The house could be terraced to reflect the grade change between the two streets.
- ◆ **Laurel Street Lot.** The vacant lot on Laurel Street could be infilled with a new small four-plex that should be consistent in character with the surrounding buildings.
- ◆ **Lot at End of Laurel Street.** The vacant lot at the end of Laurel Street could be partially developed with new housing. A portion of the lot would remain undeveloped to protect the existing oak woodlands and to preserve an existing access easement across the property. This site could be used to provide affordable housing in Avila Beach.



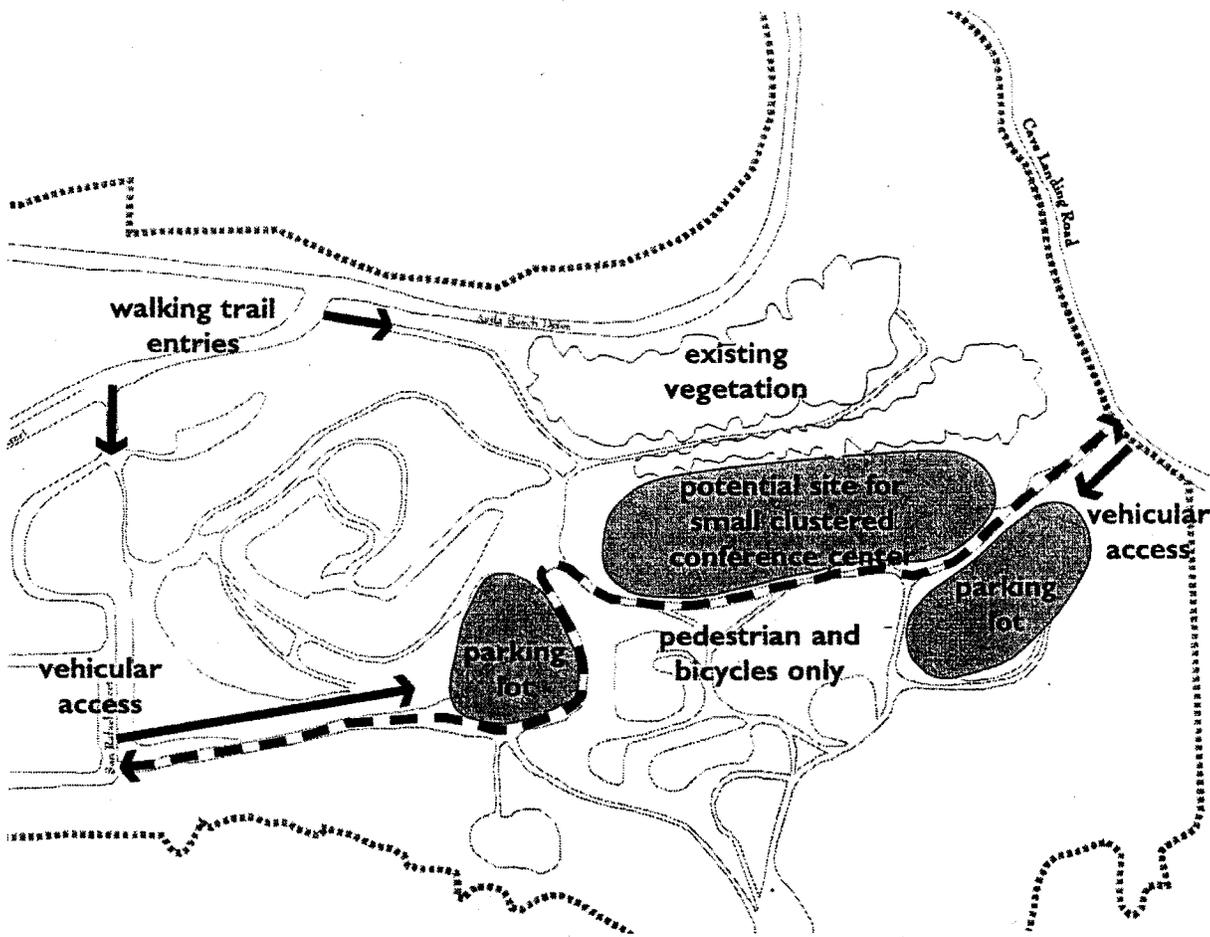
Vacant Hillside Lots Infill Development

5. *Tank Farm*

Although the Tank Farm site is within the area addressed in this Specific Plan, recommendations for its future use are to be considered as suggestions only. Specific uses and a change in land use category to enable those uses will be addressed as part of the remediation process and in a future amendment to the Specific Plan. The community has suggested that the development of

the Tank Farm site could be focused on the creation of a conference center in a natural setting with trails and open space, as described below:

- ◆ **Conference Center.** The major private development on the Tank Farm site could be a **conference center** providing facilities for events and meetings. The conference center could include lodging uses, a museum with a



Potential Tank Farm Development

maritime, historical, or Native American focus and/or the proposed Marine Research Institute.

The center could be built to have a very natural and small-scale appearance, and could be constructed in such a way as to be visually unobtrusive when viewed from the town, pier and the ocean. Low buildings could be clustered into a small complex on the hillside, tucked in under oak trees and taking advantage of ocean views. Smaller cabins or lodging units could be connected to the main center via a system of pathways.

The site area devoted to the conference center and associated uses should be as small as possible to enable a significant portion of the site to be reserved for open space uses and opportunities.

- ◆ **Trails and Open Space.** Those portions of the site not used for the conference center could be developed with publicly-accessible trails. **Walking trail entries** could occur from the existing entries at San Rafael Street and San Luis Street. The trails could be natural earth trails demarcated by stone edging. A **pedestrian and bicycle connection** from Avila Beach could traverse the Tank Farm site from Front Street to Cave Landing Road, and provide access to the Shell Beach connection described in Chapter 5. The bicycle trail should be paved with asphalt.

- ◆ **Entries and Parking Areas.** **Vehicular access** to the former Tank Farm site could be accomplished via the existing entries from Cave Landing Road and Front Street. Parking lots for the conference center, museum and trail system could be located along the access road, as close to the entrance points as topographically possible. The development should not provide for simple through vehicle access from Cave Landing Drive to Avila Beach which would provide short-cuts into town. It should, however, provide the **through bicycle and pedestrian and emergency access** to Cave Landing Road and Shell Beach described above. Visitors to the conference center could walk from the parking lot to the facility. Parking lots could be planted with native vegetation such as low shrubs, plants and trees.

- ◆ **Regrading and Revegetation.** Redevelopment of the Tank Farm site should involve regrading to form natural looking topography where the storage tanks were previously located. The remediated and regraded areas should be planted with native, drought-tolerant vegetation consistent with local plant materials in the immediate vicinity of the site. Any **existing native vegetation** should be retained wherever feasible.

Future development of the Tank Farm site will require an amendment to the Specific Plan that will allow uses such as those suggested in this

plan. Until then, the Tank Farm site will retain its "Industrial" land use category to facilitate continued assessment and remediation of the site.

D. Historic Preservation

There are four structures of historical significance within Avila Beach, which are the Custom House, the Sea Barn, the Yacht Club and Avila Grocery. Special design consideration and building construction procedures shall be used when renovating, remodeling or replacing these projects.

1. Custom House

In the design of any new structure on the existing Custom House site, the following design guidelines shall be met:

- a. On the former Custom House site, the front facade of any new structure shall replicate the original Custom House both in character and proportion. This includes the exterior siding, door and window size and style, and the main entry. Historic photos should be referenced during design.
- b. A new interpretive display shall be included in the new structure for public reference. This should provide history of the Custom House with historic photographs of Avila and identification of the building portions that are reproductions of the original structure. This display shall be provided by the developer or contractor of the project.
- c. A permanent bronze plaque shall also be included. It shall be mounted on the building facade and identify the location on Front Street of the original Custom House.



2. *The Sea Barn*

Any replacement structure on the existing Sea Barn site shall follow these guidelines:

- a. Any new construction shall maintain the character, scale and proportion of the original squared false-front facade. This includes the exterior building materials, door and window size and style, and the main entry.
- b. A permanent bronze plaque shall be included. It shall be mounted on the building facade and display the historic progression of uses of the structure, including written text and a historical photo simulation of the original structure.



3. *Avila Grocery*

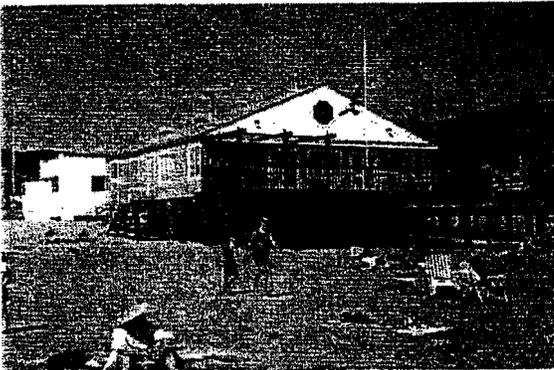
For renovation of the Avila Grocery structure, the following precautions shall be made:

- a. Prior to demolition, the historic front portion of the structure should be removed, taken off site to a secure location during construction, to be reinstalled later. Upon completion of the site excavation and restoration, the Avila Grocery structure should be reinstalled at its original site.
- b. A permanent bronze plaque shall also be included in the renovation. It shall be mounted on the building facade and describe the historical background of the grocery store on Front Street.



4. *Yacht Club*

Guidelines for possible renovation are included in the Avila Cleanup Coastal Development Permit. However, community interest in maintaining public views of the ocean has led to a possible reconsideration of the Yacht Club's permanent location.



E. **Affordable Housing**

Housing that is affordable to a range of economic groups would be provided to the community of Avila Beach through existing County policies related to affordable housing, and through additional policies unique to Avila Beach.

1. *Affordable Housing Requirements*

Coastal Zone policy stipulates that in new housing projects of 11 or more units, at least 15% of the units must be affordable. For example, this means that for a 20 unit housing project at least three of the units would be affordable to persons or families of low or moderate income.

In Chapter 4, the Specific Plan recommends revisions to this requirement in Avila Beach, as a means to retain the town's traditional wide range of housing types and costs. Projects of more than 4 and fewer than 11 units would be required to include at least one studio unit to maintain an inventory of smaller units that would be affordable to a larger segment of the market.

2. *Replacement Housing*

The Coastal Zone Land Use Ordinance requires construction of replacement housing on a one-to-one basis for demolitions or conversions of affordable units to non-residential uses or condominium, cooperative or similar form of ownership units.

3. *Mobile Home Park Replacement Housing*

The former Mobile Home Park located at Front Street, San Juan Street and San Francisco Street contained a number of occupied mobile home units prior to the vacation of the property for the cleanup activities. Some of these units may be required to be replaced with new affordable units under the Coastal Zone Land Use Ordinance and related state statutes pertaining to replacement of affordable housing.

If the requirements for replacement of affordable housing are satisfied at some other sites in Avila Beach, the former Mobile Home Park site should be used to provide visitor accommodations. However, if necessary, the former Mobile Home Park site could be used to provide these affordable units if no other site in Avila Beach is available. Other potential sites include the residual land around the reconfigured parking lot or the lot at the end of Laurel Street.

4. *Affordable Housing Incentives*

Under State law, there are also some other incentives for the construction of affordable housing. The most important of these are density bonuses, which allow for a 35% bonus over the basic density allowed. These incentives would all be available to developers in Avila Beach.

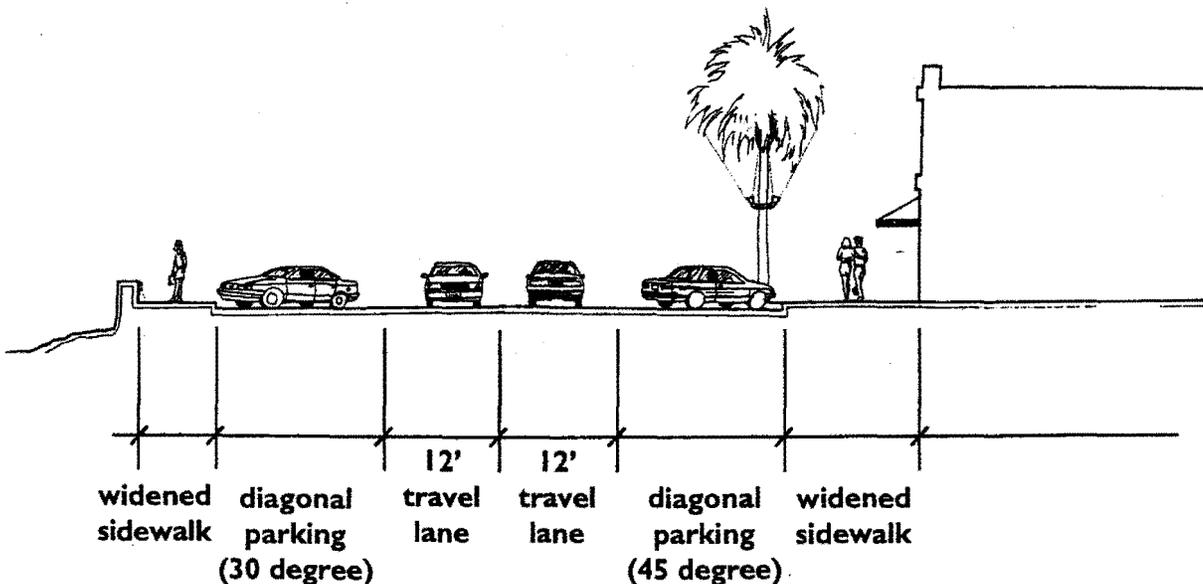
F. Streetscape Plan

This section of the Specific Plan describes streetscape design for areas outside the Front Street closure area and the mid-block passage.

1. Street Design

Areas for street redesign under the Avila Beach Specific Plan include the new closed block of Front Street, the open section of Front Street and the side streets that comprise the town-side street network. The streets would be redesigned to include wider (and in some cases, new) sidewalks with streetscape elements such as street trees, street lights and special paving.

- ◆ **Front Street.** Sidewalks in the non-closure areas of Front Street would be widened to the greatest extent possible, as permitted by vehicular lane widths, on both sides of the street. The widening would be accomplished by a slight narrowing of the existing parking strips and traffic lanes. Parking lanes would be 17' wide for 30 degree and 45 degree diagonal parking and travel lanes would be 12' wide, as shown below. Street trees would be located in the triangular areas created by the intersection of diagonal parking spaces with the edge of the sidewalk. Streetscape elements would be carefully located to minimize im-

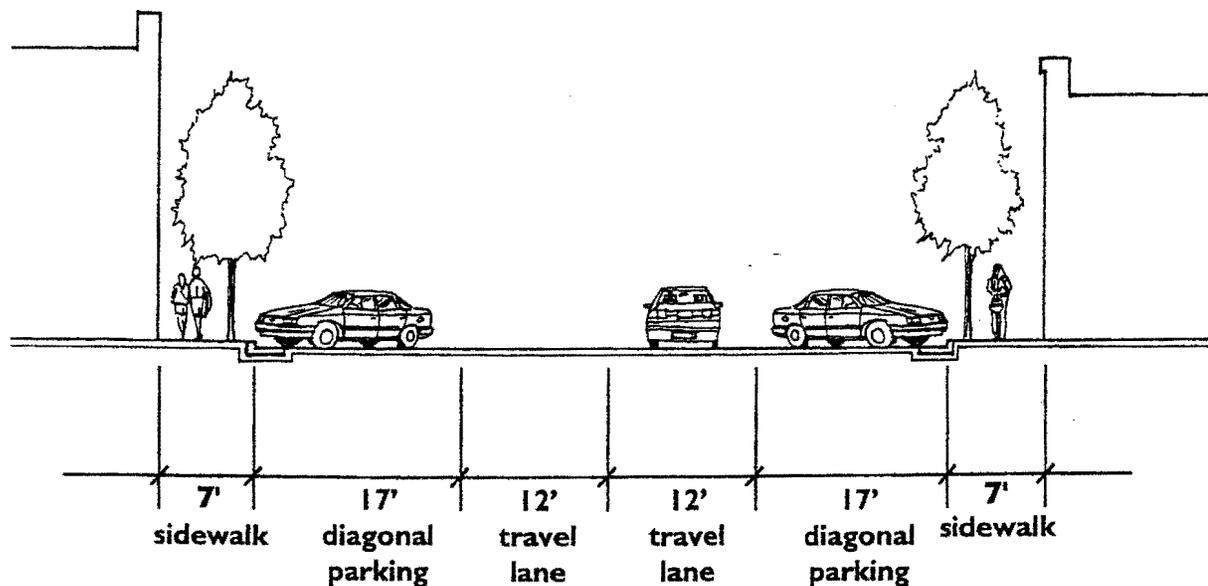


Front Street Section

pacts on pedestrian flow and conflicts with pedestrians exiting from parked cars.

- ◆ **Side Streets.** Side streets would be widened in some areas to permit construction of diagonal parking bays. On San Juan Street, the right-of-way would be widened on the west side to create space for diagonal parking on both sides of the street. San Francisco Street would be widened 12' to the west in order to permit diagonal parking on both sides of the street.

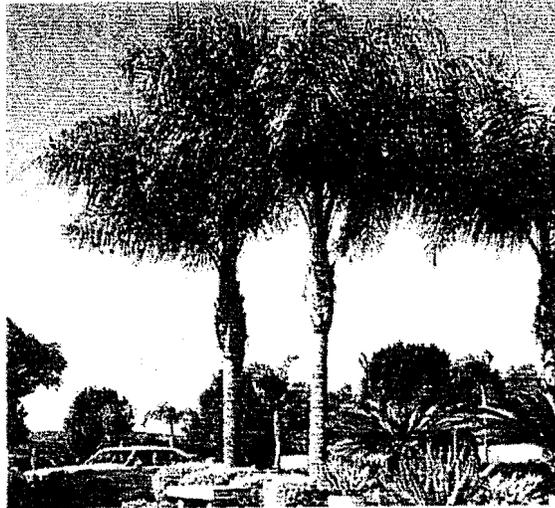
All side streets in the flat areas of town, as shown below, would be developed with approximately 8' wide sidewalks. This would accommodate a four-foot wide planting area. Tree pits would be mulched with decomposed granite to create a natural, simple appearance, and a one-foot wide strip of the pit would be back-filled with concrete paving at the surface to widen the pedestrian area to 5'.



Typical Side Street Section

2. *Street Trees*

Washingtonia palms (a *Washingtonia* hybrid) would be planted on the north side of Front Street, for the entire length of the street from San Juan to San Antonia Streets. The naturally occurring hybrid palm demonstrates better disease resistance in coastal environments than the California Fan Palm (*Washingtonia filifera*), and is shorter and slightly more stocky than the Mexican Fan Palm (*Washingtonia robusta*). The palm trees would be planted at approximately a 50' spacing, to be consistent with the locations of the existing property lines. This ensures that



Queen Palm



Brisbane Box



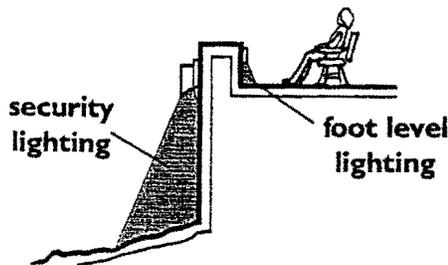
Washingtonia hybrid

trees will not be located directly in front of building entrances.

Street trees on other streets would include Brisbane box (*Tristania conferta*) and Queen palms (*Arecastrum romanzoffianum*), which would also be planted at approximately a 50' spacing. Both trees have been successfully planted in Avila Beach as street trees. The proposed tree spacing would maximize the feeling of openness that is characteristic of Avila today, while still providing some shade and variety along the street frontage. Tree spacing should be adjusted to avoid obstruction of views from existing buildings.

3. *Street Furniture and Paving*

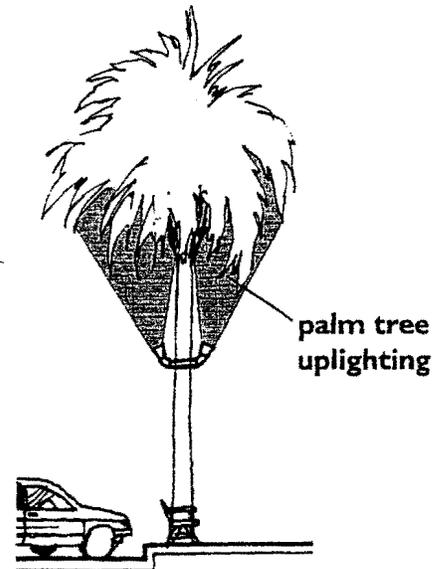
Street furniture, including the new street lights, would be comprised of a concrete street furniture palette with traditional design elements. Front Street paving materials would be selected to be consistent with the funky and eclectic character of the town, and include wood planking and concrete pavers, in addition to asphalt and concrete. Paving materials in the remainder of town would be standard scored concrete sidewalks.



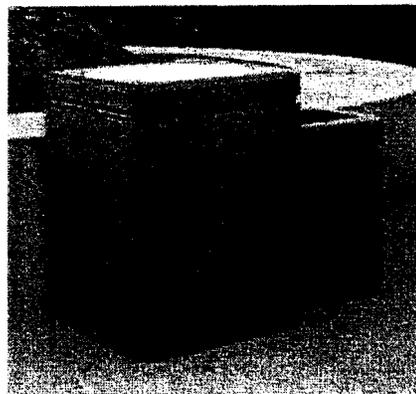
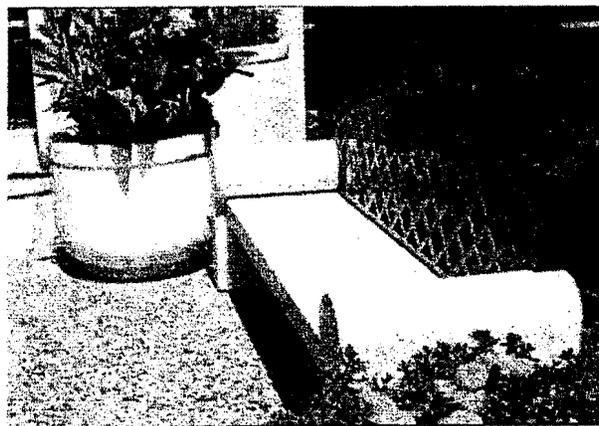
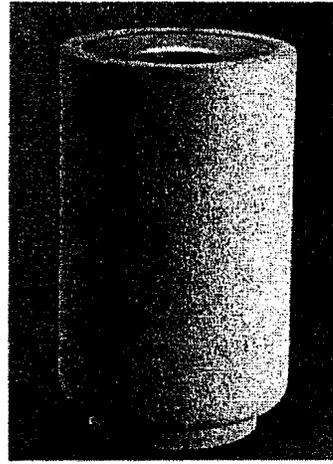
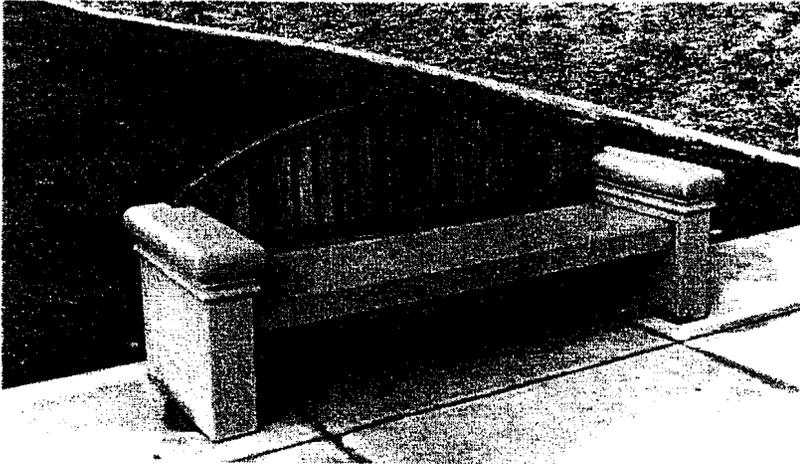
Seawall Lighting

4. *Street Lights*

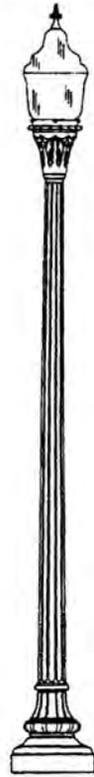
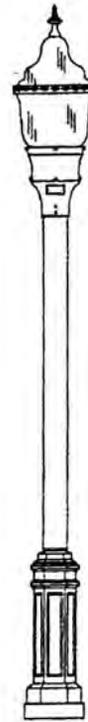
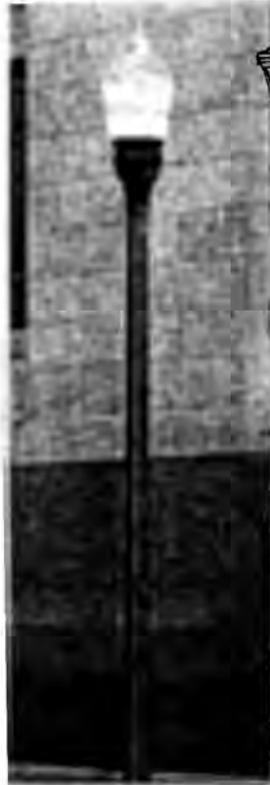
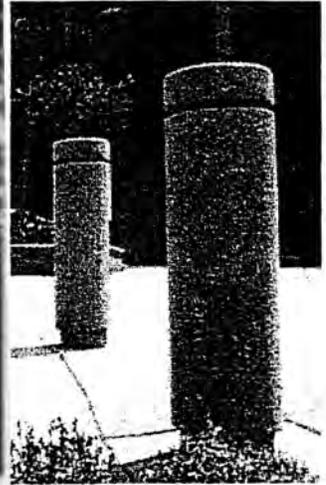
New pedestrian-scaled street lights would be installed on Front and First Street between Avila Beach Drive and San Luis Street, and on San Juan, San Francisco, San Luis (from Front to First Street), Second and San Miguel Streets. Additionally, footlights would be installed along the seawall on Front Street to light the sidewalks for pedestrians without interfering with night views of the ocean. Foot-level lighting would be installed along the inner edge of the seawall, with low-level downward directed security lights installed on the outside of the seawall in areas where it becomes tall enough for people to be hidden from view. The low-intensity seawall lighting could be turned off on nights when grunion spawn to minimize interference with the grunion's reproductive cycle. Palms trees would be uplit with mounted light fixtures.



Palm Tree Lighting



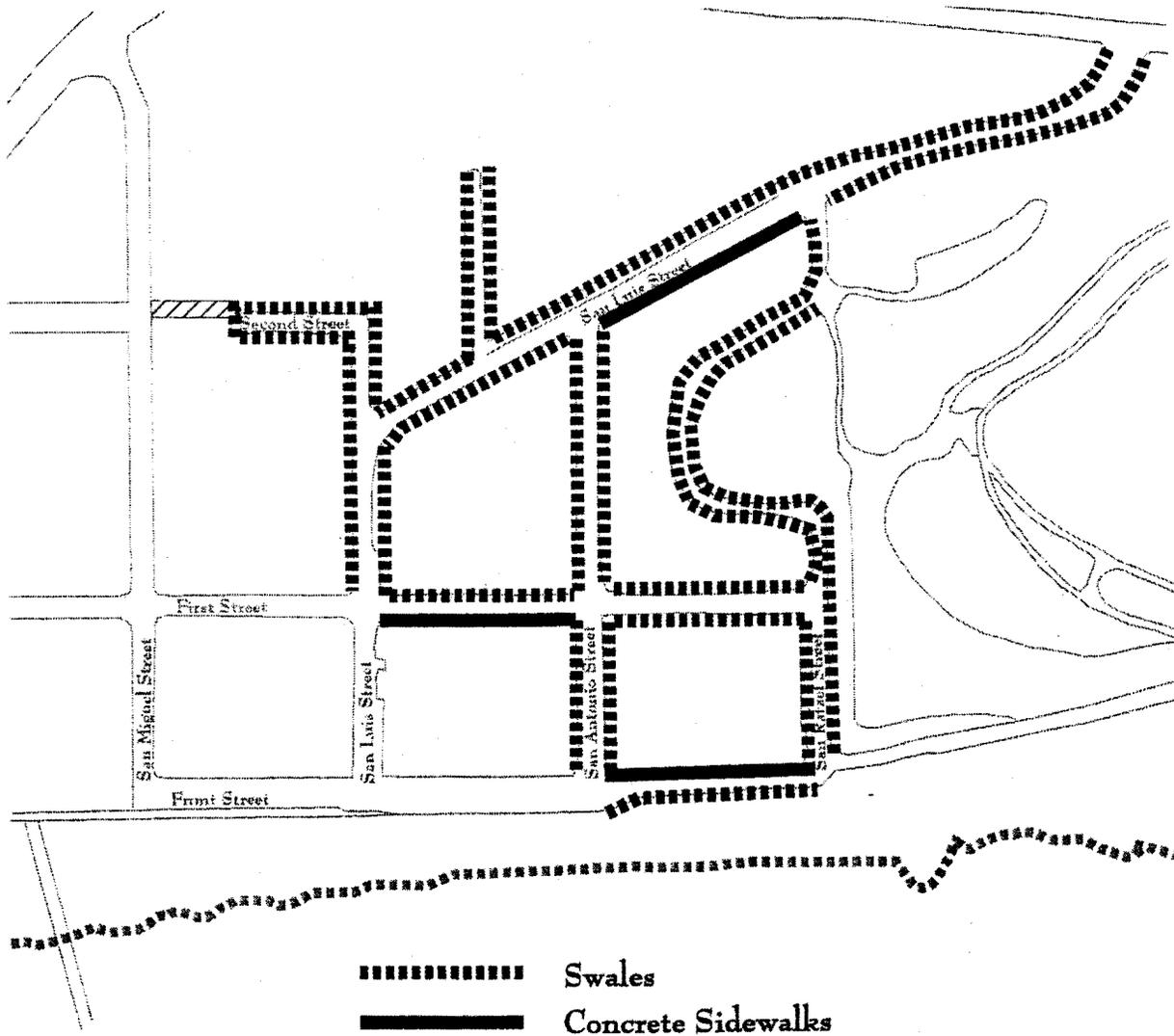
Concrete Street Furniture Palette



*Concrete Street Furniture Palette
(All metal light standards shown are available in concrete.)*

5. *Hillside Streets*

Drainage swales would be constructed on all hillside streets, where possible. Locations for improvements are shown below.

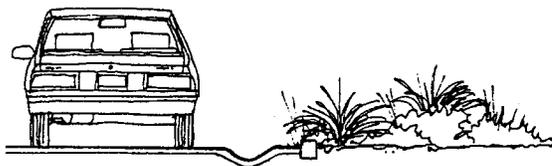


Hillside Street Improvements

The drainage swales would be installed to collect and direct storm water run-off and to better define the street right-of-way.



Asphalt Swales



swale and planting

Hillside Swales

6. *James Keefe Memorial Bench*

The James Keefe bench and plaque would be incorporated into the observation deck. The palm trees adjacent to the bench would either be relocated to the new location or replaced with new palm trees.

7. *Utility Undergrounding*

Utilities will be undergrounded wherever possible in Avila Beach. Undergrounding would

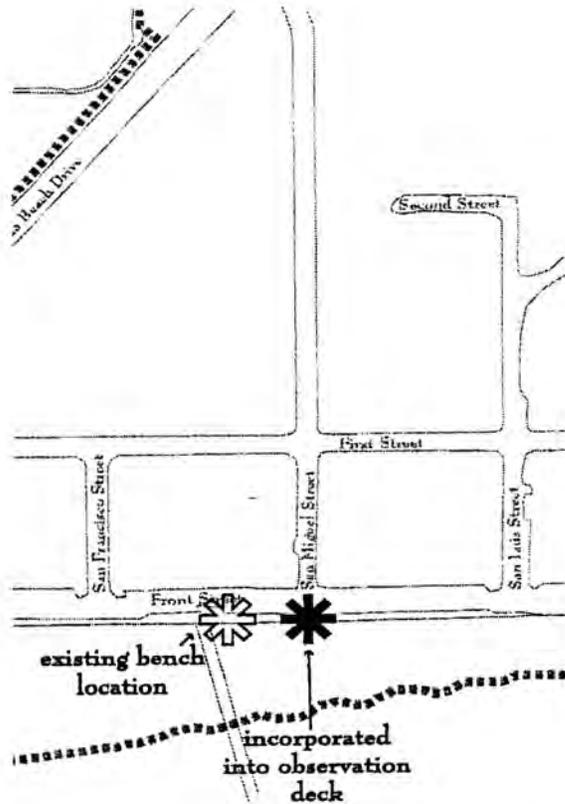
occur as part of the Unocal remediation on Front and First Streets, and as funds become available in other areas.

8. *Seawall Facing*

The seawall would be reconstructed with rock facing similar to the appearance of the existing rock wall.



James Keefe Bench



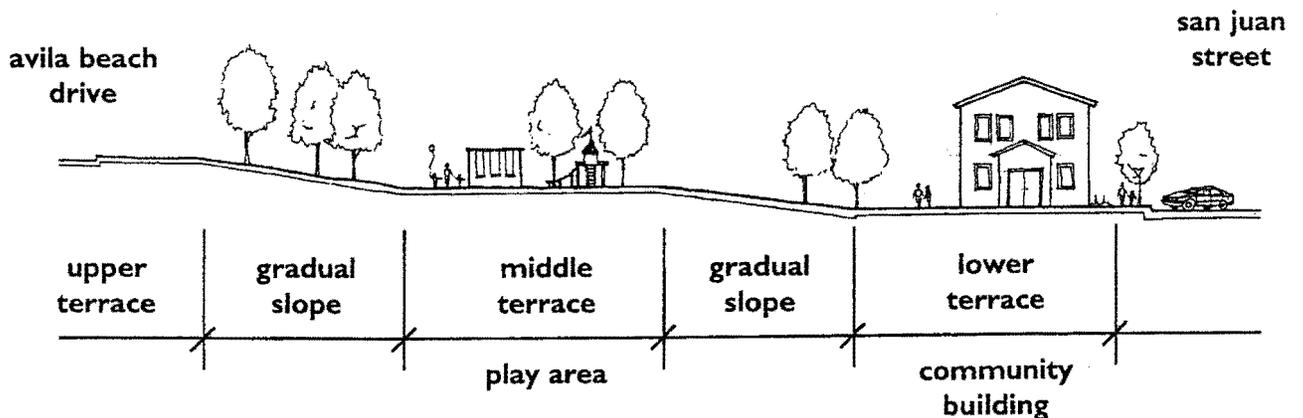
New Jame Keefe Bench Location

G. Front Street Park

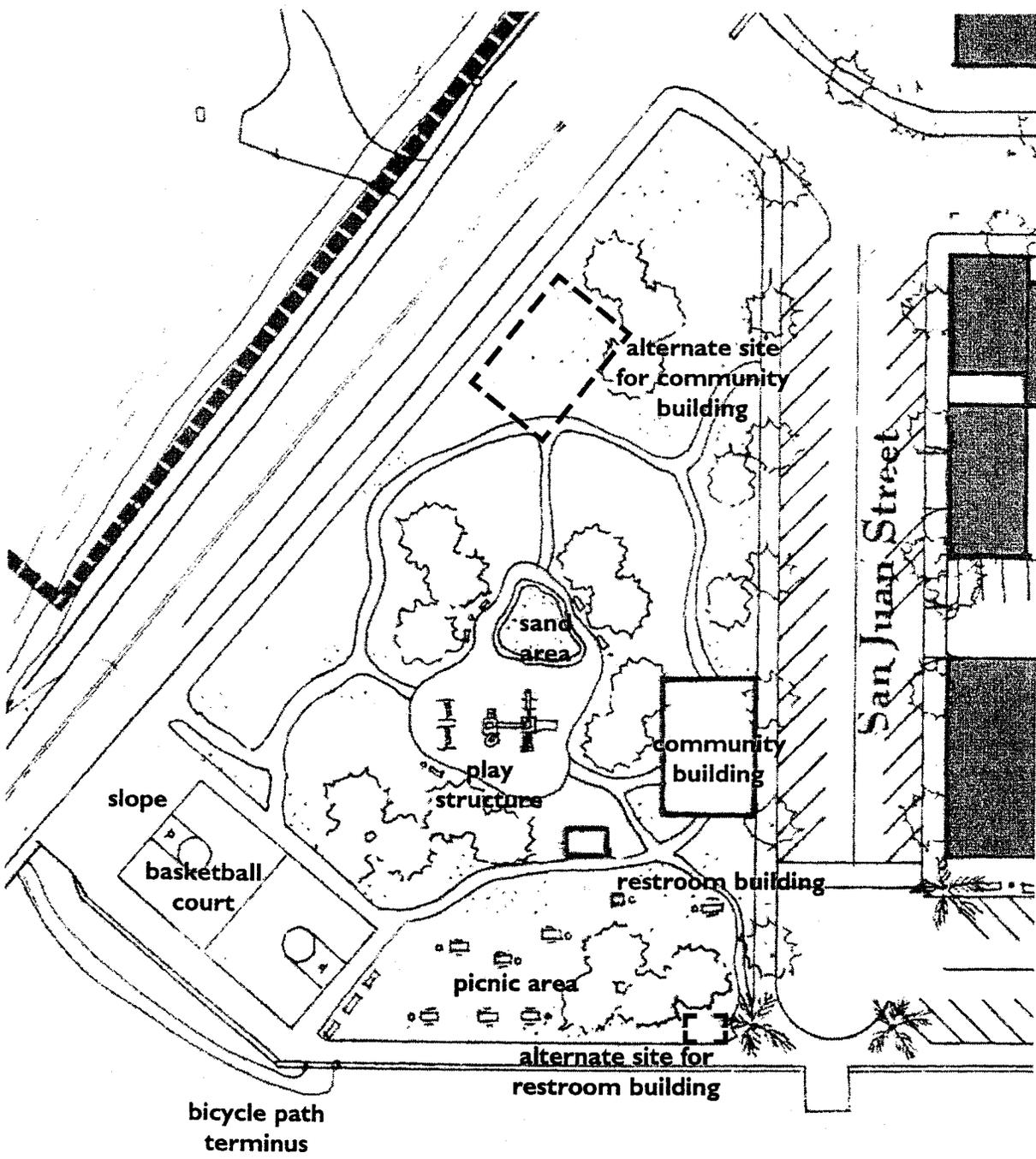
A new park would be constructed at the corner of Front Street, Avila Beach Drive, and San Juan Street. The new Front Street Park would include a picnic area and a playground area, as well as a basketball court next to the beach and Avila Beach Drive. The buildings in the park would be a community restroom and a building for a community use, which could be the proposed Marine Research Institute, a day care center, or some other use.

The elements of the park would include broad-leaf trees, picnic tables, barbecues, trash receptacles, drinking fountains, benches, play equipment, decomposed granite pathways, showers and a basketball court in addition to the restroom and community buildings. The park could also include bike racks. Specific components of the park would include:

- ◆ **Park Terraces.** The park would be terraced, as shown below, with gradual slopes between the terraces, to accommodate the grade dif-



Front Street Park Section



Front Street Park Plan

ference between Front Street/Avila Beach Drive and San Juan Street.

- ◆ **Park Buildings.** The new buildings in the park would include a **community building** and a **restroom building**. The community building would be designed to be a "generic" building that could be used to house the proposed Marine Research Institute or other community facility, as the needs of the community change. The restroom building would include restrooms and changing areas for beach users.

- ◆ **Bike Path Terminus.** The park could function as a **terminus to the bike path**, and would therefore be an ideal location for bike-related facilities such as bike racks and showers.

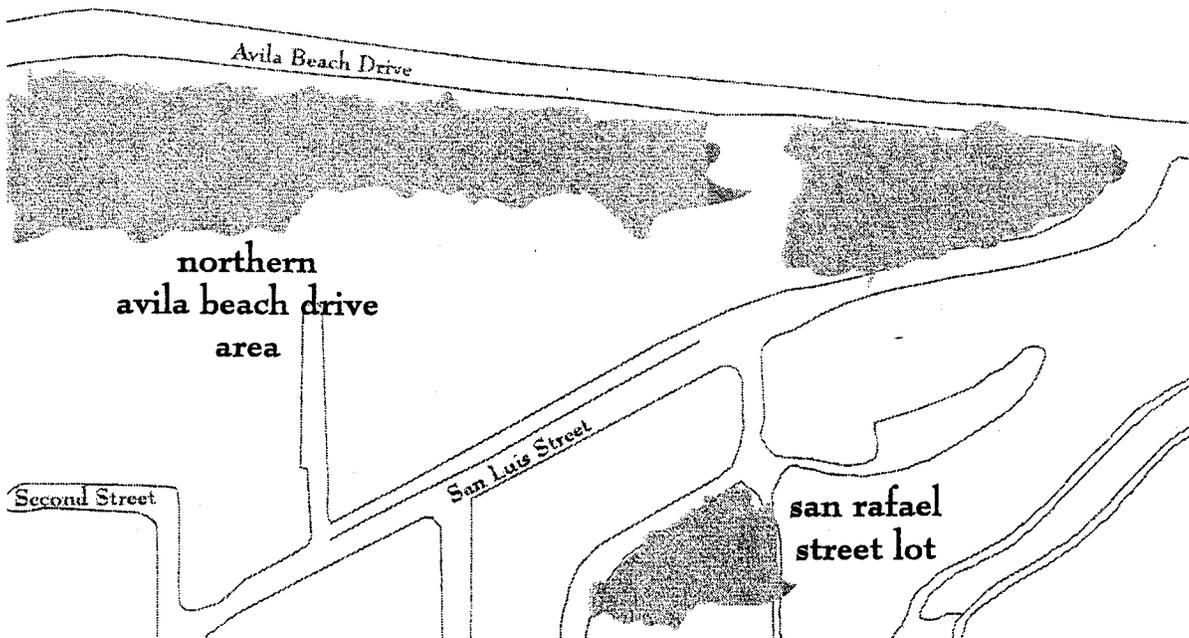
- ◆ **Playground Equipment.** The park would include a **new play structure** and **sand area** for children. Although the beach is nearby, this would provide alternative play options for children visiting Avila Beach.

H. Open Space Preservation

Several areas with significant natural vegetation should be protected. These areas are:

- ◆ The wooded hillsides located along Avila Beach Drive west of San Luis Street, which create an oak-lined corridor along the south edge Avila Beach Drive;
- ◆ The parcel located on the curve of San Rafael Street, containing a stand of coast live oak trees.

By means of acquisition or by application of development conditions, these areas would be retained as natural open spaces to serve as visual resources for the community, particularly the area along Avila Beach Drive which serves as the entry to Avila Beach and reflects the natural setting of the area. No development, parking or other non-open space use would be permitted in these areas.



Open Space Preservation Sites

I. Development Summary

This section summarizes the amount of development foreseen under the Conceptual Plan.

1. Commercial and Lodging Uses

As stated in Section 3.D, Market Conditions, it appears that Avila Beach can support a total of approximately 70,000 square feet of retail space (including restaurants) and 70 to 100 new lodging rooms. As shown in Table 1, 70,000 square feet of retail space and 56 lodging rooms are assumed as part of the Specific Plan.

This means that some parcels along First and San Miguel Streets that are currently designated for commercial use may not be developed as such. Since there is not enough demand to warrant commercial development in all of these areas, the Specific Plan assumes that these areas will be developed primarily with visitor lodging or housing.

TABLE 1 CONCEPTUAL PLAN DEVELOPMENT SUMMARY

Use	Quantity
Ground Floor Retail	~70,000 square feet
Second Floor Apartments (Front Street)	62 units
Multi-Family Housing	56 units
Single-Family Housing	27 units
Total Residential Units	145 units
Second Floor Lodging Rooms (Front Street)	56 rooms
Civic Association Building	retained
Public Off-Street Parking	369 spaces (increase from existing)
Public On-Street Parking (town area)	583 spaces (decrease from existing)
Total Parking Spaces	952 (increase of 17 over existing)

2. *Conceptual Plan Housing Units and Population*

The Conceptual Plan foresees development of 145 new infill housing units in Avila Beach. They would include a mixture of single-family homes, apartments and multi-family housing units to allow for a diversity of housing to accommodate a range of income levels. Table 2 shows total housing units in Avila Beach following the remediation and including the addition of units proposed in the Conceptual Plan.

Based on the average household size in 1997, a total of 333 housing units would result in a population of approximately 546 people in Avila Beach.

As noted below, additional units could also be built under full buildout as allowed by development regulations.

3. *Potential Buildout*

According to County staff, the current *Local Coastal Plan* has an estimated build-out of 667 units, which implies an actual build-out population of 1,094.¹ The Specific Plan would designate several additional parcels for multi-family development but would also lower multi-family development potential in visually sensitive

areas. These changes would offset each other and result in an estimated buildout potential that is essentially identical to that of the existing LCP, with 657 units and a population of 1,077. More information on these estimates is contained in the Avila Beach Specific Plan Final EIR.

TABLE 2 CONCEPTUAL PLAN HOUSING UNITS

Pre-Cleanup Housing Unit Total	234
Existing Units to be Removed*	46
Specific Plan Proposed Units	145
Total	333

¹ Maximum build-out projections are based on construction of the highest density levels permitted under the zoning ordinance on undeveloped as well as already developed parcels. Hence, maximum build-out projections are somewhat theoretical calculations because they assume a level of development in the absence of existing development constraints and conditions. This figure adjusts the theoretical maximum downward by 25% to account for variation in ultimate actual densities.

3 CIRCULATION, PARKING AND INFRASTRUCTURE

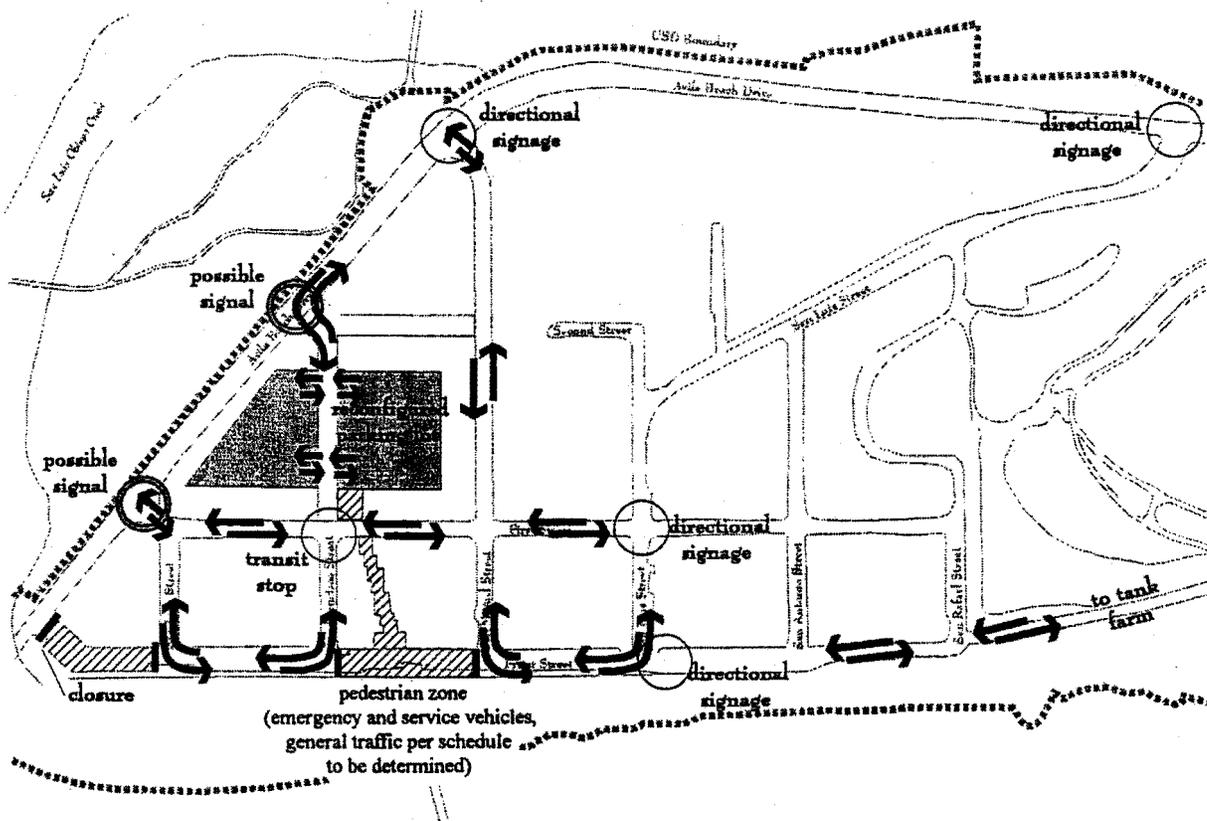
This chapter summarizes the circulation, parking and infrastructure improvements that would be implemented under the Specific Plan. These improvements were selected by the community through the planning process.

Many of the proposed circulation, parking and infrastructure improvements were selected based on a review of existing circulation and infrastruc-

ture conditions. Existing conditions are described in Appendix B of this document.

A. Circulation

As a part of the Avila Beach Specific Plan, the public and private transportation circulation systems would be improved to better support vehicular, pedestrian, bicycle and transit circulation.



Circulation Improvements in Avila Beach

1. *Street Improvements and Vehicular Circulation*

The Specific Plan proposes several improvements to road infrastructure and vehicular circulation, as shown on the previous page.

- ◆ **Front Street Circulation.** Front Street traffic flows would be changed from the existing condition by a one-block closure of Front Street between San Francisco Street and San Miguel Streets. Two-way circulation would remain along the rest of the street. Service to the buildings in the closure area would occur from the side streets to the east and west and from the parking lots at the rear of some of the buildings. Additional seasonal or temporary closure of the block of Front Street between San Miguel and San Luis Streets would be permitted. A connection from Front Street to the Tank Farm would be created for vehicles, pedestrians and bicyclists to access the future development on the Tank Farm site.
- ◆ **Closure of Front Street at Avila Beach Drive.** Front Street would be closed at Avila Beach Drive to eliminate turning movements where sight distance is limited by the proximity of the intersection and the bridge.
- ◆ **New Intersection.** San Francisco Street and/or Second Street would be extended to create a new intersection with Avila Beach Drive. The new street(s) and intersection would facilitate traffic circulation in and out of Avila Beach, in particular to the parking lot area.
- ◆ **New Traffic Signal.** A new traffic signal would be installed at either the new intersection of San Francisco Street and/or Second Street with Avila Beach Drive, or at the intersection of San Juan and First Street with Avila Beach Drive. Determination of the signal's location will be made following a period in which to monitor traffic flows with the revised street network.
- ◆ **Directional Signing.** Directional signing would be installed at the San Luis and San Miguel Street intersections with Avila Beach Drive to direct beach-goers to the central parking lot. This would be expected to reduce visitor traffic on San Luis Street.
- ◆ **Transit Stop.** A new transit stop would be located on the south side of First Street at the intersection with San Francisco Street. The shuttle from the potential remote parking lot and other transit services would stop at this location, which would allow riders to walk directly into the mid-block passage or down San Francisco Street to Front Street and the beach.

2. *Bicycle Facilities*

The Specific Plan proposes the following improvements to bicycle facilities in Avila Beach.

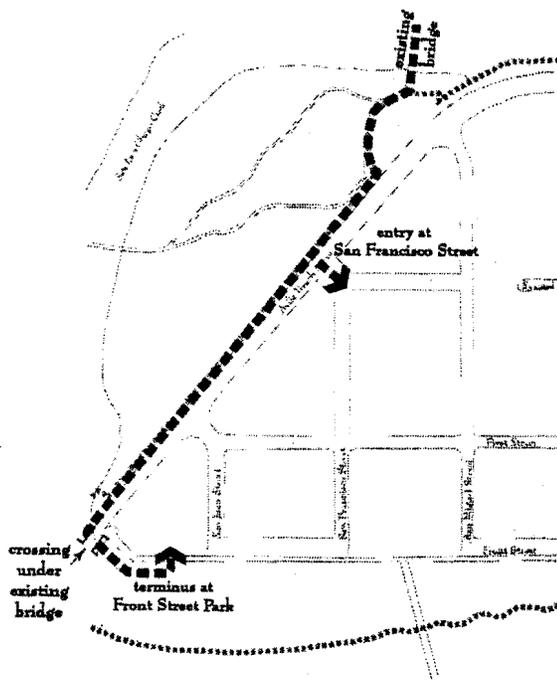
a. *Bicycle Path Terminus*

An extension of the existing bicycle path would terminate at the Front Street Park, with the path crossing under the bridge. If the crossing under the bridge is shown to be infeasible for structural, environmental or other reasons, the bike path will cross Avila Beach Drive at the signalized intersection, and terminate at the Earl's Alley parking lot or some other location where

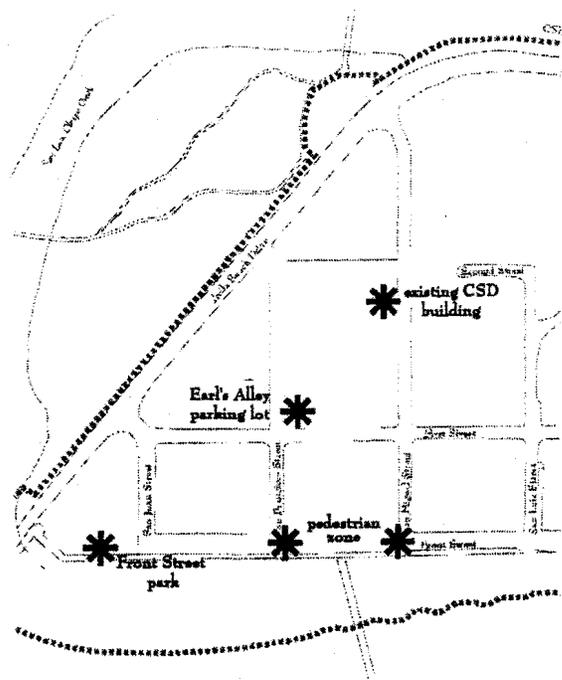
bicycle racks can be provided. These locations are shown below.

b. *Bicycle Parking*

Bicycle storage facilities would be located in the town of Avila Beach at several key locations, as shown below. There would be bicycle racks installed in the Front Street Park, at both ends of the closure area, at the Post Office and CSD building, and at the foot of the pier.



Bicycle Path Terminus

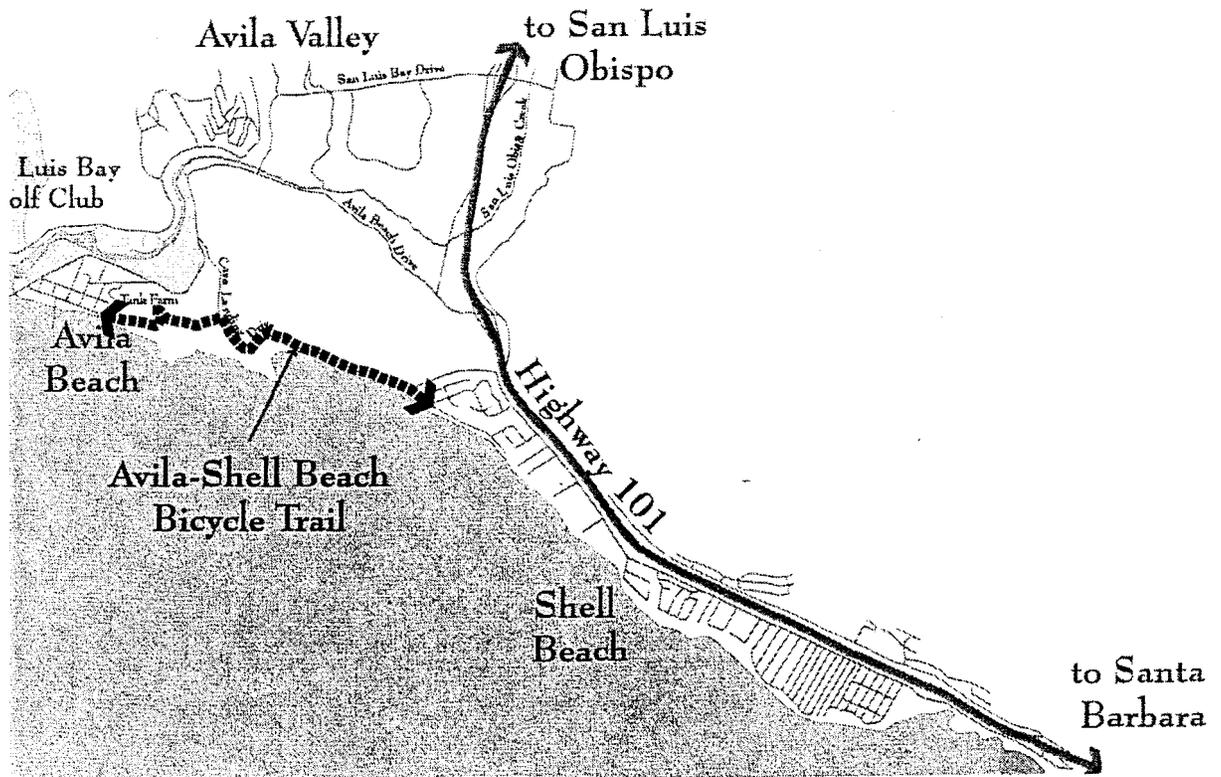


Bicycle Parking Locations

c. **Bicycle-Pedestrian Connection to Shell Beach**

A bicycle-pedestrian path between Avila Beach and Shell Beach via Cave Landing Road could be constructed, as shown below. When existing landslide damage in the area is repaired, the right-

of-way could be designed to emphasize the route's recreational function as a bicycle and pedestrian facility. Efforts should be made to obtain right-of-way to extend the bicycle/pedestrian route through the Tank Farm site to connect with Front Street.



Shell Beach Bicycle and Pedestrian Connection

3. *Pedestrian Circulation*

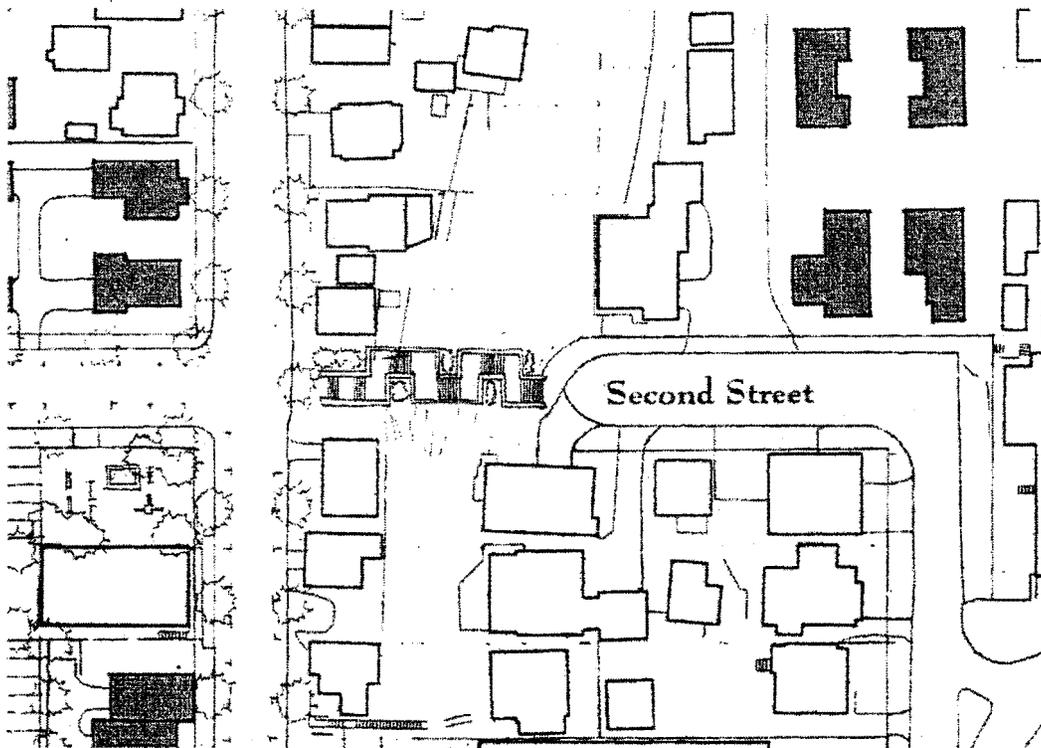
Pedestrian circulation would be improved throughout the town. Two new pedestrian connections would be constructed; a mid-block passage connecting First Street to Front Street, and a hillside stairway linking San Miguel Street to Second Street. New sidewalks would be constructed where feasible.

a. **Mid-Block Passage**

Pedestrian circulation would be improved by a proposed connection between the Earl's Alley Parking lot and Front Street via a new mid-block passage. The passage would permit access from the parking lot to the beach that would require only one street crossing.

b. **Hillside Pedestrian Connection**

As shown below, a pedestrian connection would be constructed on the former Second Street right-of-way to connect from San Miguel Street and

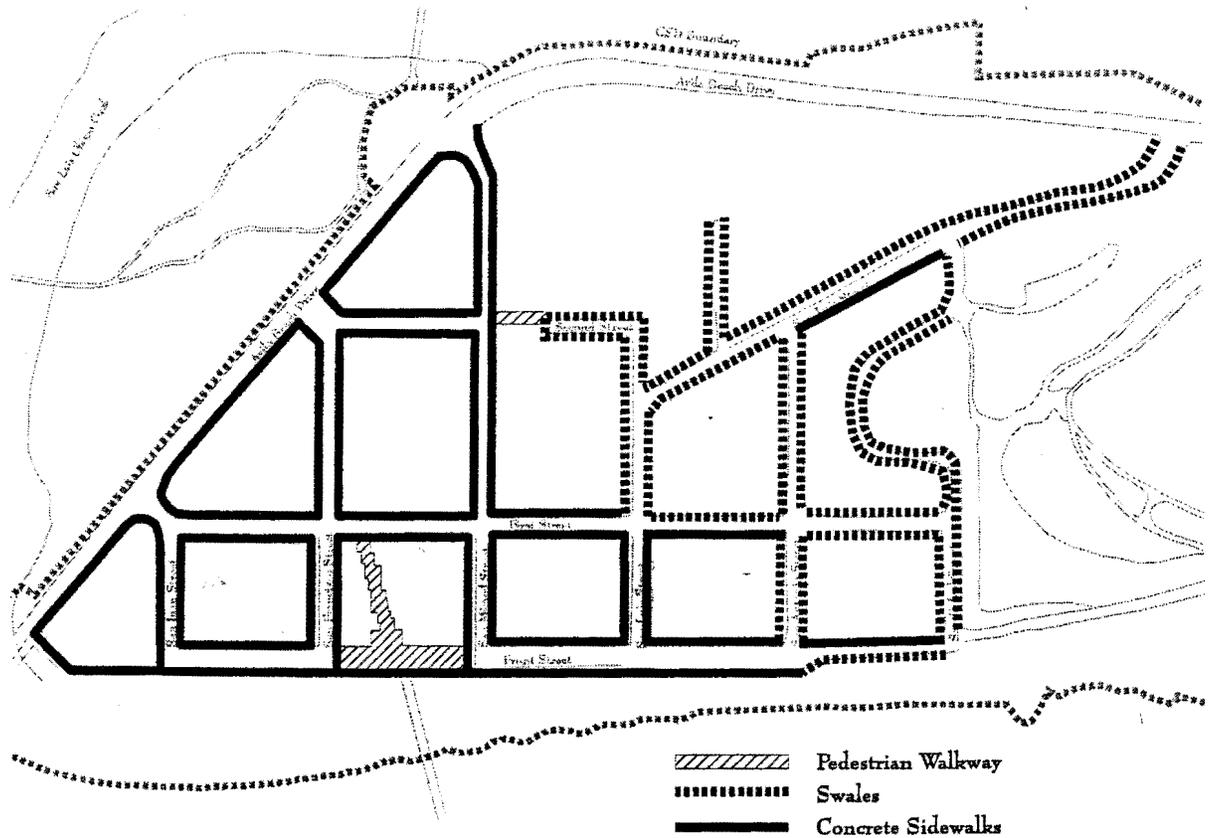


San Miguel - Second Street Steps

the CSD building below to the hillside above. The hillside connection would be a concrete stairway with landscaping in the areas where the stairs would turn to create landings between sets of stairs. There would be about 50 steps, grouped into sets of 10 risers with intervening platforms where people could pause to take in the view or catch their breath. This connection would make it easier for people to walk to the post office from the hilltop residential area.

c. Sidewalks

As noted in Chapter 2, concrete sidewalks with concrete curbs and gutters would be installed on Front Street between San Juan and San Rafael Streets, First Street, San Juan Street, San Francisco Street, San Miguel Street, and San Luis Street between Front and First Streets. In the hillside area of town, drainage swales would be installed on the south side of Front Street between San Antonia and San Rafael Streets, on San Luis Street



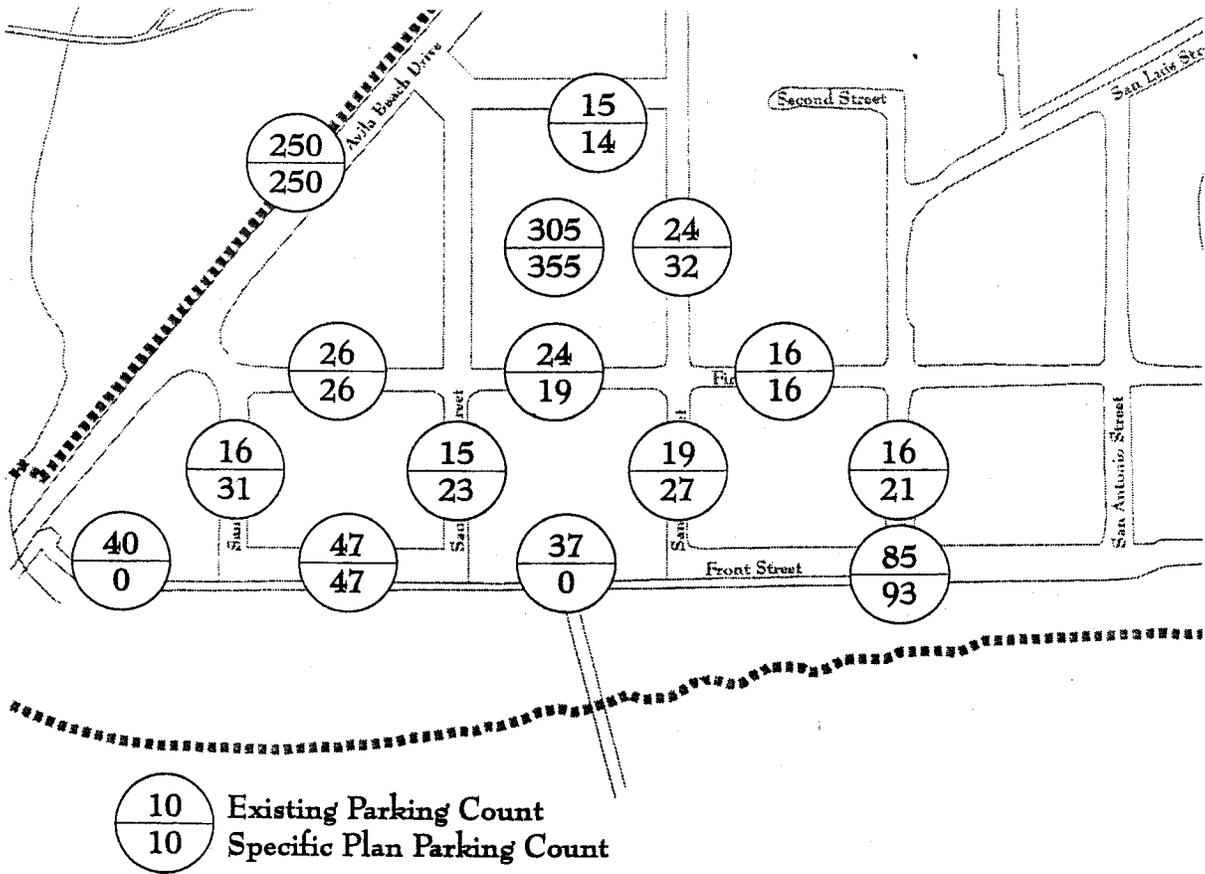
Sidewalk and Swale Improvements

between First Street and San Antonia Street, and on Second Street, as shown on page 58. The asphalt swales would improve the deteriorating edges of the existing streets and could provide a safer place for people to walk at times when on-street parking spaces are not occupied.

B. Parking

As shown in Table 3, parking demand in Avila Beach is generated primarily by beach users. When the beach is full, beach goers create a demand for approximately 998 parking spaces.

Theoretically, commercial uses in Avila Beach also create a demand for parking. On busy sum-



Proposed Parking Count

TABLE 3 **PARKING DEMAND**

Retail Parking Demand	
@ 3 spaces per 1000 square feet	
Proposed Retail (70,000 square feet)	210
Total Potential Retail Demand	210
Beach Demand*	
Usable Beach Area 6.4 acres	
Total Number of Possible Beach Users	3,485
Parking Spaces Required	998
Total	998

* Assumptions: 1 person per 80 square feet of beach; 3.35 persons per car; 95.9% auto use

TABLE 4 **PARKING COUNT SUMMARY**

Location	Existing Parking Supply	Proposed Parking Supply
Front Street	209	140
Side Streets	90	132
First Street	66	61
Earl's Alley Parking Lot	305	355
Post Office Parking Lot	15	14
Avila Beach Drive Curbside Parking	250	250
Total	935	952

mer days, however, it appears that people visit local businesses almost exclusively as a part of a trip to the beach, so parking demand for the commercial uses is subsumed within the beach parking demand. At less busy times, when people make trips specifically to visit Avila Beach businesses, the beach-serving parking supply is more than adequate to serve the commercial uses.

While the Plan proposes an increase in visitor-serving commercial development along Front Street, the new development would serve the existing number of visitors to Avila Beach, not new visitors. This means that the existing parking supply will be adequate to serve new commercial development, and this supply will be maintained at its current level under the Specific Plan. New residential and lodging uses will be required to supply their own on-site parking.

Overall, the public parking supply in Avila Beach under the Specific Plan would increase slightly when compared to the previously existing supply. While there would be a decrease in on-street parking, this would be offset by an increase in parking at the Earl's Alley lot.

1. *Public Parking*

Public parking is currently supplied by the Earl's Alley parking lot, on-street parking in the commercial area of town and parking along Avila Beach Drive. This current parking supply, which totals approximately 920 spaces, is sufficient to meet the demand in Avila Beach, which is primarily a function of beach capacity.

In the Avila Beach Specific Plan, the parking supply would increase slightly overall to 952 spaces, although the balance among the specific locations shift somewhat, as shown below and in Table 4. Front Street would have less parking in order to accommodate the park and the street closure area. There would be additional parking on the side streets and in the Earl's Alley lot. To the extent possible, Front Street parking spaces eliminated by the street closure would be replaced by increasing the number of spaces on the side streets, immediately north of Front Street. The capacity of the public lot can be increased by a more efficient layout of parking spaces. Some of this parking could be made available for long term fishing users.

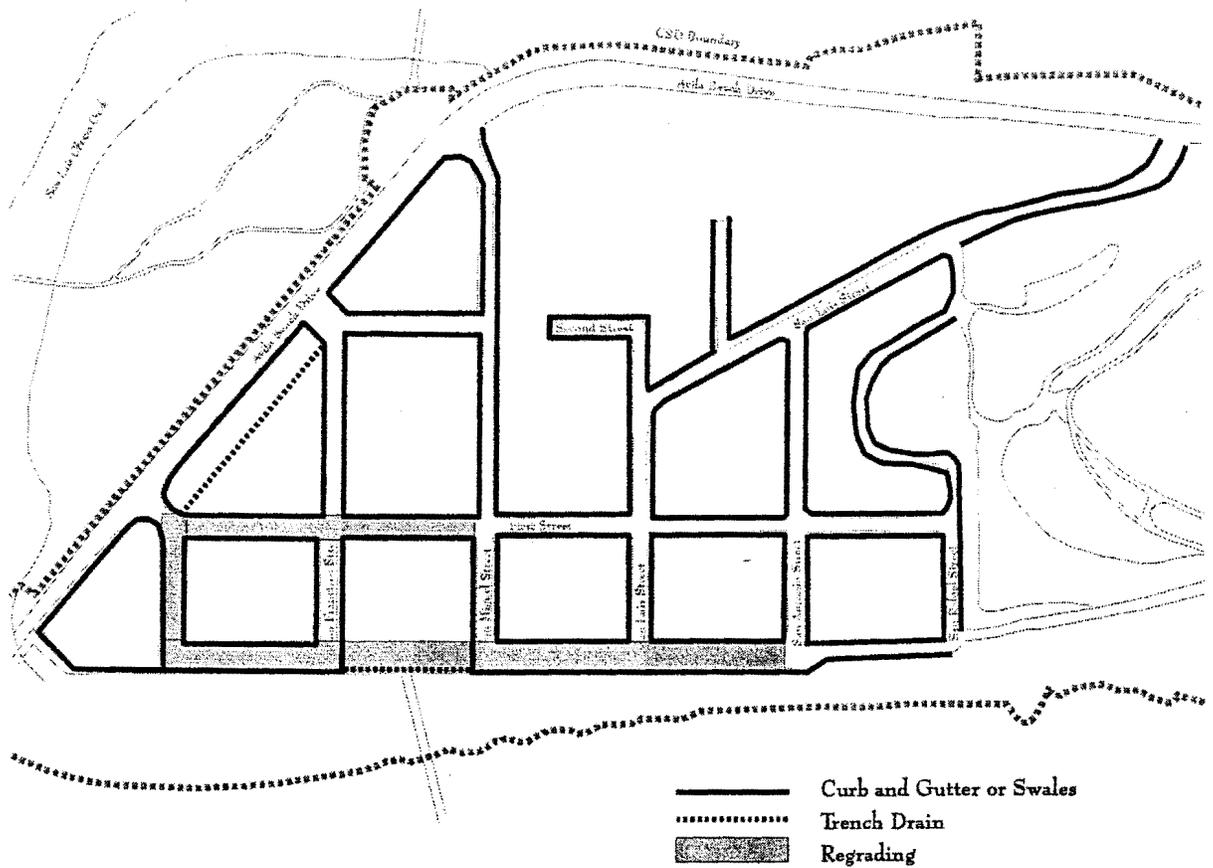
Additional key points about the public parking supply are as follows:

- ◆ **Front Street Diagonal Parking.** Parking along Front Street has historically been in a diagonal parking arrangement. The Specific Plan would maintain the historic parking pattern along Front Street. Spaces would be laid out at 45 degrees and 30 degrees on the two sides of the street, in order to make it possible to provide wider sidewalks.
- ◆ **Side Street Parking.** Parking on some side streets would be changed from parallel parking in some locations to diagonal parking. These locations include both sides of San Juan Street and San Francisco Streets.

◆ **Residential Neighborhood Parking.** Residential neighborhood on-street parking would continue to be uncontrolled, which would mean that beach-goers and tourists could still park on residential streets. In conjunction with installation of informal sidewalks and drainage swales, on-street parking spaces could be designated with pavement markings to create a more orderly arrangement of spaces.

2. *Private Parking*

Currently, all new development in Avila Beach must supply its own on-site parking, to meet County standards. This requirement has been identified as an unnecessary burden on restaurant and retail development. In most cases, commercial development in Avila relies on the beach itself to generate its customers; visitors park for the beach and then walk to retail and restaurant locations. Parking for dinner restaurants is



Stormwater and Drainage Improvements

readily available since many beach-goers have vacated their spaces by late afternoon.

Therefore, this Specific Plan includes changes to the Avila Beach Area Standards that will not require that new retail or restaurant development supply its own parking on-site. Instead, these commercial uses would be required to pay an in-lieu parking fee to help provide and manage the shared parking supply.

Other uses, such as residences and lodging, would supply parking on-site. This means that buildings on Front Street would generally need to supply on-site parking for second floor uses. Between San Francisco and San Luis Streets, such parking could probably be provided on the ground floor, below the level of Front Street, in either surface lots, individual garages or shared parking garages. On-site parking would be provided by the individual property owner to meet parking requirements. No parking access would occur from Front Street.

C. Infrastructure

As required by California State Law, a Specific Plan must identify the distribution, location, extent and intensity of major infrastructure elements to be located within the planning area and

as needed to support the land uses described in the plan. This section identifies the infrastructure needed to support the level of development proposed in the Specific Plan, including sewage, water service, stormwater runoff, solid waste disposal and energy.

1. Water Service

Water services are provided to the community of Avila Beach by the Avila Beach Community Services District. The water supply is comprised of 65 acre feet of water from Lopez Lake and 100 acre feet of water from the State Water Project. Historically, the Lopez Reservoir was the only source of water for Avila Beach. In recent years, the district contracted for another 100-acre feet from the State Water Project. With the addition of the state water, water capacity is expected to be sufficient for the foreseeable future.¹ Unocal has agreed to purchase five years of state water for the district in acknowledgment that groundwater and soil contamination issues have resulted in lost growth and revenues for the community. This agreement terminates in 2002.

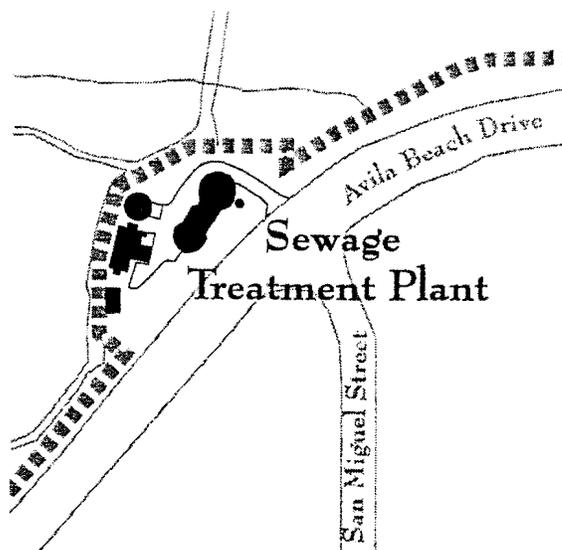
Although Avila Beach has historically had a restricted supply of water, the acquisition of the additional water from the State enables Avila Beach to accommodate significant growth. In 1998, 55 acre feet of water were utilized by the existing population. Use over the last 5 years has ranged between 55 acre feet to 62 acre feet per year. The existing water supply is sufficient to serve a community of 820 dwelling units, a

¹ 1998 Annual Resource Summary Report, County of San Luis Obispo.

number greater than that which would result from the build-out of Avila Beach under the revised regulations of the Specific Plan.

2. *Stormwater Runoff and Drainage*

A reconfigured parking lot would require modifications to the drainage system in order to ensure that surface runoff is adequately managed. The implementation chapter and its cost projections in this Specific Plan assume that a new drainage system would be constructed in the Earl's Alley parking lot to collect parking lot runoff, and that new drainage swales would be installed on the hillside residential streets to direct runoff in those locations. These improvements would



Avila Beach CSD Sewage Treatment Facility

enhance the drainage of the town and would better support the development proposed under the Specific Plan.

Drainage for Front Street (over its length from Avila Beach Drive to San Luis Street) would have a cross-slope down toward the beach, in order to enhance the visual relationship from the street to the ocean and beach, which is limited by the existing condition in which the street slopes up toward the beach. The storm water system will be adjusted to ensure that no additional water would impact the beach. Additionally, Best Management Practices (BMP) and pollution control devices such as oil and water separators will be utilized where feasible to minimize pollution impacts to the natural water systems.

3. *Sewage Disposal*

The Avila Beach Community Services District provides sewer service to the developed portions of Avila Beach. Sewage treatment is provided to Avila Beach by the District at an existing plant located on Avila Beach Drive near its intersection with San Miguel Street. The capacity of the plant is 200,000 gallons of effluent per day, which is estimated to support 1,436 people.² The present estimated wastewater flow is 50,000 gallons per day, and supports the existing population of 395 people. Given these flows, the plant is expected to be adequate until about the year

² *ibid.*

³ Personal communication, Kathy Richardson, Avila Beach County Water District, as cited in the *Unocal Avila Beach Cleanup Final EIR/EIS*.

⁴ Personal communication, Sandy Wolfe, South County Sanitary Services, as cited in the *Unocal Avila Beach Cleanup Final EIR/EIS*.

2010.³ Thus the plant is operating at 25% of its capacity and would support the increase in population that would result due to the implementation of the Specific Plan.

4. *Solid Waste Disposal*

Municipal solid waste in the Avila area is collected by a private company, South County Sanitary Services, and hauled to the Cold Canyon Landfill. The company collects solid waste from homeowners and commercial clients.⁴

Solid waste disposal facilities in the region include the privately-owned Cold Canyon Landfill and Chicago Grade Landfill. The Cold Canyon Landfill is the closest to the project site and is undergoing expansion. Its expected closure date is 2025. Given increased efficiency using an alternative daily cover and a state-mandated reduction in solid waste streams, the likely closure date will be further in the future. The annual amount of waste received in 1995 and 1994 was 122,000 and 130,000 tons, respectively.

No additional solid waste disposal capacity for Avila Beach is required to support the additional population resulting from the Specific Plan.

5. *Energy*

Electricity and gas are provided to Avila Beach by Pacific Gas & Electric and the Southern California Gas Company, respectively. PG&E has stated that the growth proposed in the Specific Plan is well within their planning horizons for

service provision to Avila Beach. Circuit feeds will be strengthened when they are relocated during remediation. Southern California Gas has also stated that there would be no impact to gas service as a result of the growth foreseen in the Specific Plan.

4 DESIGN GUIDELINES AND DEVELOPMENT STANDARDS

This chapter is focused on the design details of future construction in Avila Beach. It sets design guidelines and siting criteria that will create a built environment that supports the community vision. The vision calls for the rebuilding of Avila Beach in a manner consistent with the pre-remediation design of the buildings in the town, with some changes to development standards and design guidelines to permit and encourage variety in building form. The standards and guidelines are divided into five sections, Affordable Housing and sections representing each of four land use districts - Front Street Commercial Retail (FCR), Commercial Retail (CR), Residential Multi-Family (RMF) and Residential Single-Family (RSF).

Standards are mandatory requirements that must be satisfied to enable a permit for a new use to be approved and for a newly-constructed project to be used. In this plan, standards are indicated by the use of words such as "shall" or "must". Guidelines comprise a set of non-mandatory but strongly recommended criteria which will be used to evaluate whether proposed development projects achieve the community vision described in the Specific Plan. In the plan, guidelines are identified by the use of such words and phrases as "should", "may" and "are encouraged".

Some of the guidelines are repetitious between sections but are included for ease of reference.

This chapter sets forth the standards for development within the Avila Beach Specific Plan Area. Unless otherwise specified in the Specific Plan, permit requirements are as specified in the Coastal Zone Land Use Ordinance, Title 23 of the County Code.

A. Affordable Housing

This section describes regulatory changes to affordable housing requirements in Avila Beach.

A.1. *New Housing*

County policy stipulates that new housing projects of 11 units or more must include at least 15% affordable units. In Avila Beach, this requirement should be augmented by a requirement that all new housing projects of more than 4 and fewer than 11 units must include at least one studio unit.

A.2. *Mobile Home Park Replacement Housing*

The former Mobile Home Park located at Front Street, San Juan Street and San Francisco Street contained a number of occupied mobile home units prior to the vacation of the property for the cleanup activities. Some of these units may be required to be replaced with new affordable units under the Coastal Zone Land Use Ordinance and related state statutes pertaining to replacement of affordable housing.

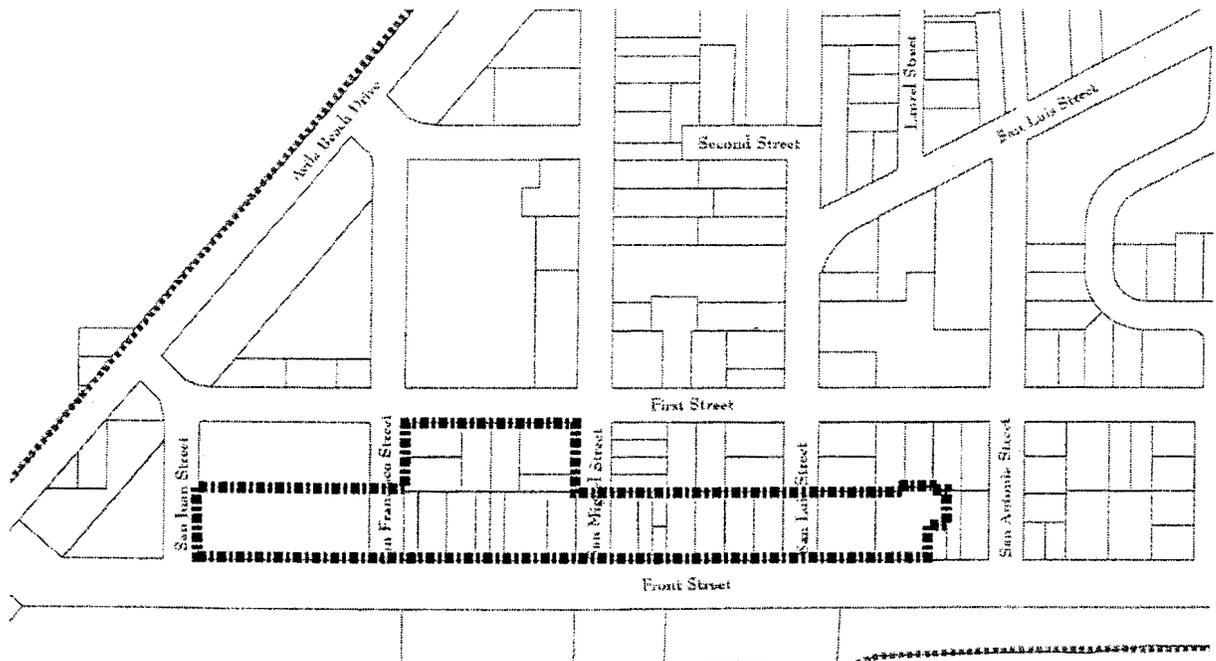
If the requirements for replacement of affordable housing are satisfied at some other sites in Avila Beach, the former Mobile Home Park site should be used to provide visitor accommodations. However, if necessary, the former Mobile Home Park site could be used to provide

these affordable units if no other site in Avila Beach is available. Other potential sites include the residual land around the reconfigured parking lot or the lot at the end of Laurel Street and land adjacent to the parking lot.

B. Front Street Commercial District Area Standards

This section contains design guidelines for new development in Avila Beach in the commercial area defined by Front, San Juan, First and San Antonia Streets, as shown below. This includes all parcels with a Front Street Commercial District (FCR) designation.

The standards and guidelines contained in this section are targeted at the creation of a commercial district that will be visually interesting, with great variety along the street edge created through variable building heights and setbacks in combination with elements such as balconies, awnings



Front Street Commercial District

and overhangs. These elements will create opportunities for human interaction by incorporating places for people to gather. Mixed use development with residential units on the second floor above first floor businesses will provide a "neighborhood watch" over public areas

such as public streets and pedestrian areas. The district will also be reminiscent of Avila Beach prior to the clean-up activities in that the signs, building materials and building styles will reflect those of historic and pre-remediation Avila.

B.1. Allowable Uses

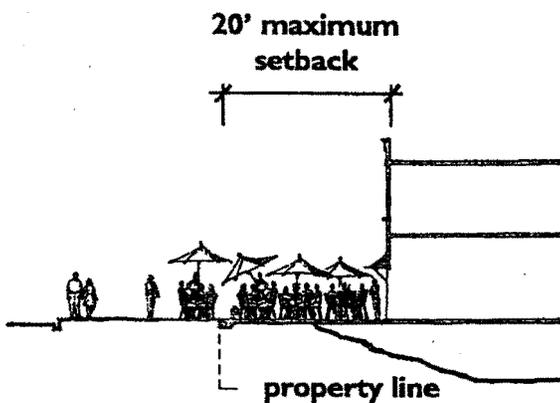
Developments in the Front Street Commercial District are encouraged to include residential or visitor lodging uses on the second floor to provide surveillance of streets and other public spaces, increasing the level of safety in these places.

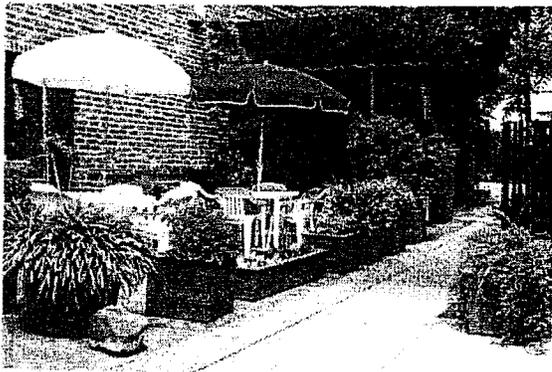
B.1. Front Setbacks

B.1.a. Front Street Setbacks

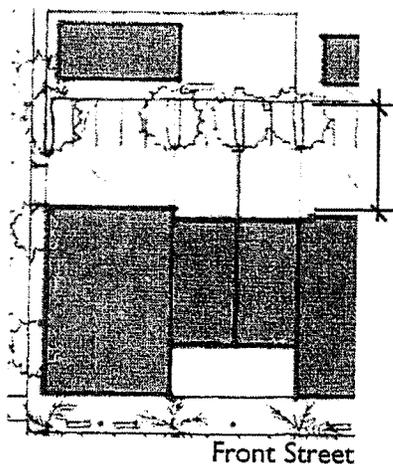
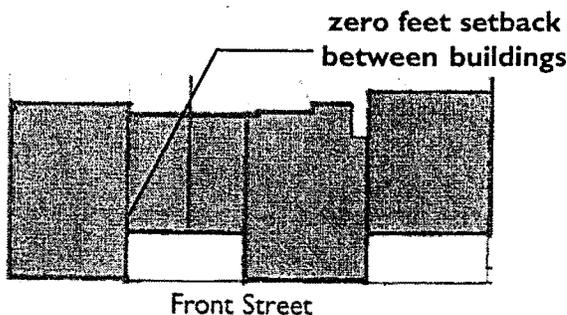
Variable setbacks along Front Street will create a variety of spaces in which people can gather to purchase food and beverages, shop for local goods, sit on benches to talk or take in views of the ocean, and enjoy outdoor greenery. These spaces will enrich the pedestrian experience, provide visual variety within each block face, and will function as an extension of adjacent shops and restaurants where outdoor sales can occur.

Buildings facing Front Street may have variable setbacks up to twenty feet in the interior of a block. In order to define the corners of the blocks and to create a framework in which the variable setbacks will have an impact on the streetscape, corner buildings may not have front setbacks. This requirement will help to preserve the pre-cleanup street and block pattern of Avila Beach and is implemented through the allowable building height criteria (see paragraph B.4).





Outdoor Seating



B.3.a.
10' minimum
rear setback

²
B.2.b. Allowable Front Setback Uses

To enrich the pedestrian experience, allowable uses in the front setbacks are landscaping, retail display areas, and cafe or outdoor seating areas. Parking, elevated platforms, ramps and/or staircases are not permitted in front setbacks. Setbacks may contain rails, low screen walls (not to exceed 3-½ feet in height) or planters at their edges. These edge details may be set back three to five feet from the property line to create a space for bench seating along the edge of the walkway.

³
B.2. Side Setbacks

Side setbacks in all commercial areas shall be zero feet from the property line at the street frontage, in order to create a continuous built edge along the streetscape edge and to further define the front setback outdoor areas.

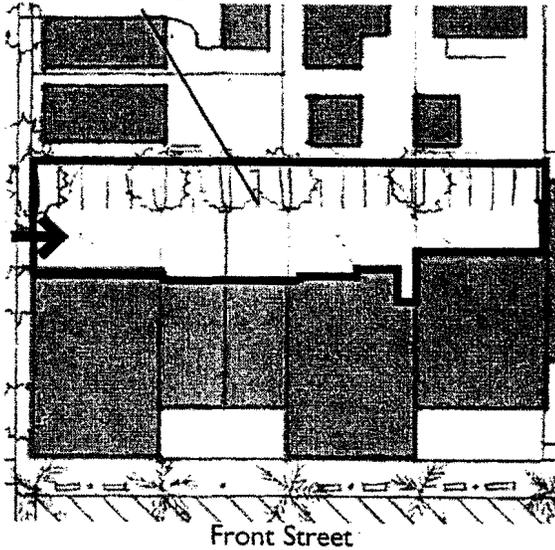
⁴
B.3. Rear Setbacks

Rear setbacks create a transition between uses at the rear of a lot, by allowing some open space and landscaping between buildings. Rear setbacks also create a place for service and parking access, which minimizes pedestrian conflicts with vehicles crossing sidewalks on main commercial streets, and reduces the visual impact of parking areas on the main streetscape.

⁴
B.3.a. Minimum Rear Setback

In order to minimize visual and noise impacts of commercial uses on adjacent residential properties, rear setbacks in the commercial retail area

B.3.b.
 setback area used
 for parking and
 service



shall be a minimum 10' setback from the property line. Rear setbacks are not required on parcels adjacent to the mid-block passage.

B.3.b. Allowable Rear Setback Uses

Allowable uses in rear setbacks are landscaping, service access and parking.

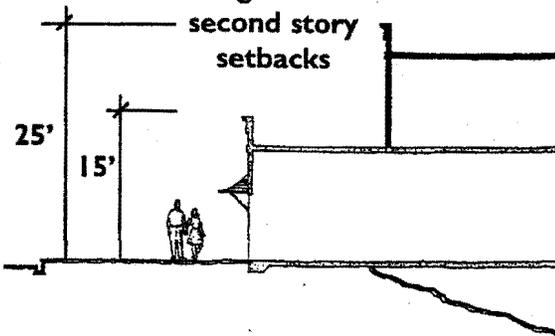
B.4. *Mid-Block Pedestrian Passage Setbacks*

Parcels underlying the proposed mid-block passage are subject to setbacks which will enable implementation of this pedestrian facility, and are required to provide public access to the mid-block passage through offers-to-dedicate such access, through public acquisition or by some other acceptable means.

B.5. *Allowable Building Heights*

To prevent the development of a uniform wall of two story buildings, to help recreate the scale of single-story buildings which characterized old Avila, and to encourage variety in building heights, allowable building heights shall be a maximum of 25' above the sidewalk of the "main street frontage" (measured from the back of sidewalk), provided that one or more of the conditions below are met.

variable lower
 heights and
 second story
 setbacks



"Main street frontage" means the frontage on Front Street, First Street or a side street between Front and First. If the building is located on a corner parcel, the main street frontage shall be considered to be the frontage on Front or First Street.

All buildings may be 15' tall. A building may be up to 25' tall if at least one of the following criteria are met:

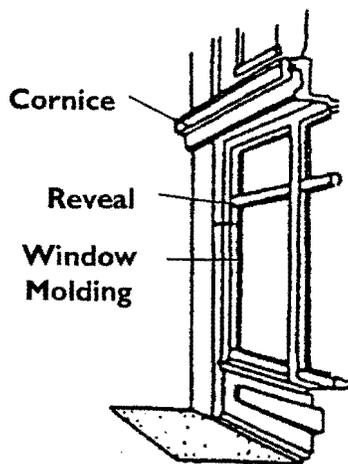
- a. Front setback = minimum of 7 feet.
- b. Unenclosed second story setback = minimum 10% of parcel depth or 8 feet, which ever is greater.
- c. Project is located on a corner lot.
- d. Project is located on the mid-block passage.

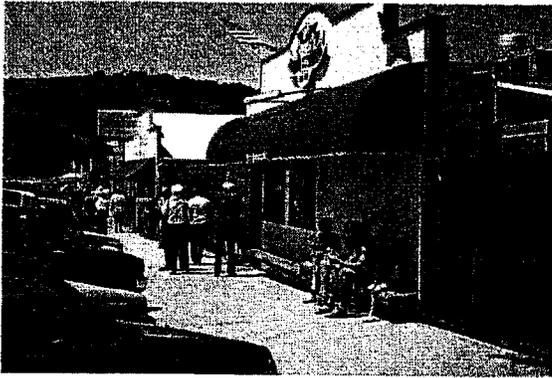
Projects located on corner lots or the mid-block passage and built to the Front Street property line may be 25' tall in an area extending no more than 50 linear feet from the corner. If the building extends more than 50' from the corner, the remaining portions of the building may only exceed 15' in height if they comply with items a or b above.

B.6.¹ Building Style and Materials

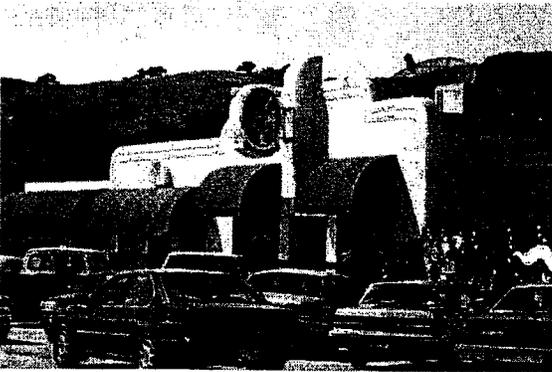
B.6.a.¹ Building Articulation

All facades shall emphasize three dimensional detailing such as cornices, window moldings, and reveals to cast shadows and create visual interest on the facade. Architectural elements used to provide relief can include awnings and projections, trellises, detailed parapets, and arcades.





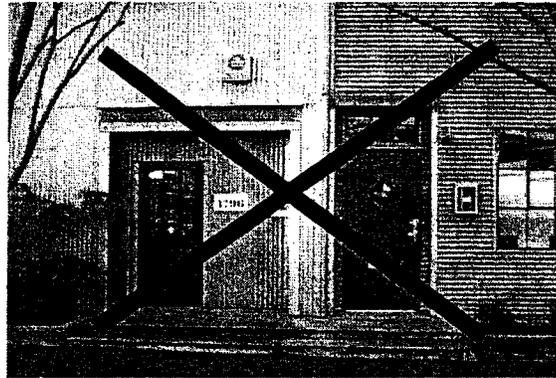
Painted Wood Siding



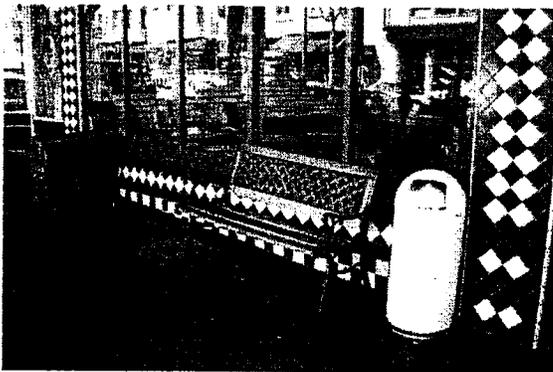
Stucco

⁷
B.6.b. Building Materials

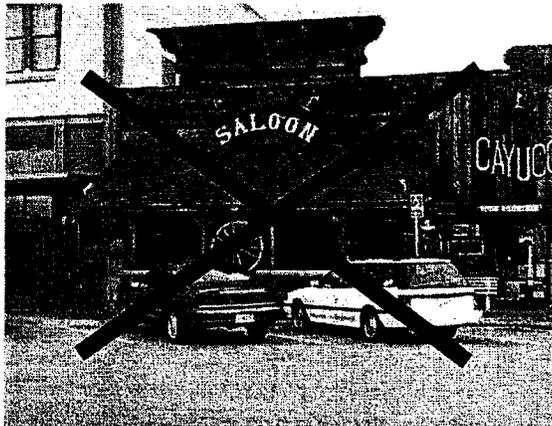
Building materials can reflect an historic period in time and celebrate the traditional style of a community. In order to meet this goal, building materials shall be consistent with the materials of pre-clean-up and historic Avila Beach, with emphasis on stucco, painted wood, lap-siding and tile. Building materials may not include unfinished wood or metal. The use of different building materials can also be used to enhance variety along the streetscape and to enliven a district vi-



Corrugated Metal (Not Allowed)



Tile



Unfinished Wood (Not Allowed)

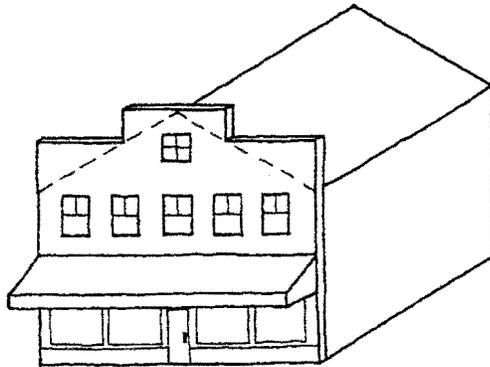
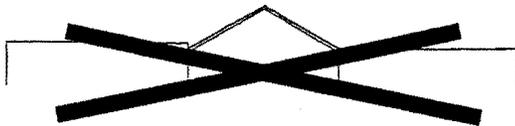


Diagram of Parapet Roof



This



Not This

sually. Property owners should seek to create variety in building materials throughout the commercial district. Materials used for accents that differ from the dominant building materials are encouraged.

⁷
B.6.c. Roof Types

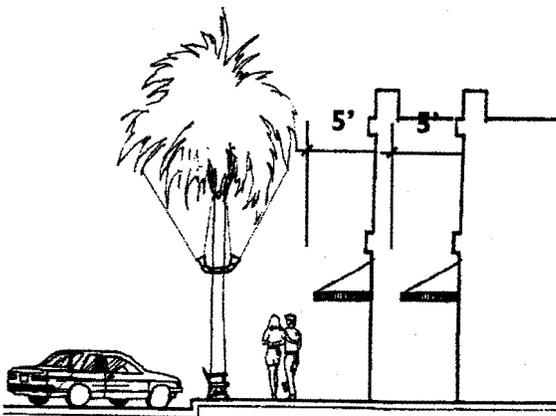
Roof types can help to define the overall style of a commercial district. Historically, Avila Beach was characterized by facades that created the visual effect of "flat roofs" behind a variety of parapet shapes. Therefore, new buildings in Avila Beach shall have parapets with varied shapes in front of their roofs. Small areas such as balconies, overhangs and rooftop enclosures may have sloped roofs or parapets as well.

⁷
B.6.d. Roof Detailing

Continuous identical roof lines can be monotonous, just as jutting and large-scaled roofs can be overwhelming along the street. Roof parapets should be simply articulated and adorned for visual interest. Roofline cornices, reveals and detailed eaves should be developed to create interest on the building facade and an interesting skyline.

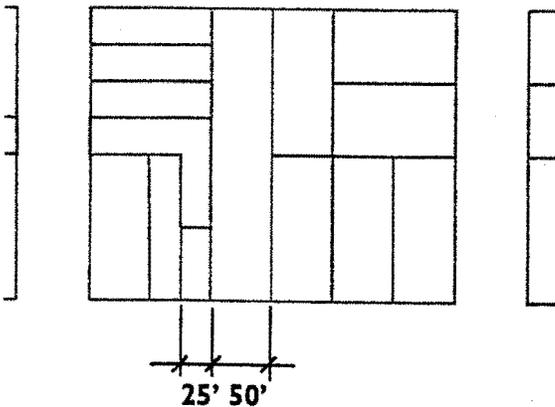
¹
B.6.e. Roof Materials

Roof materials shall be non-reflective.



¹
B.6.f. Overhangs

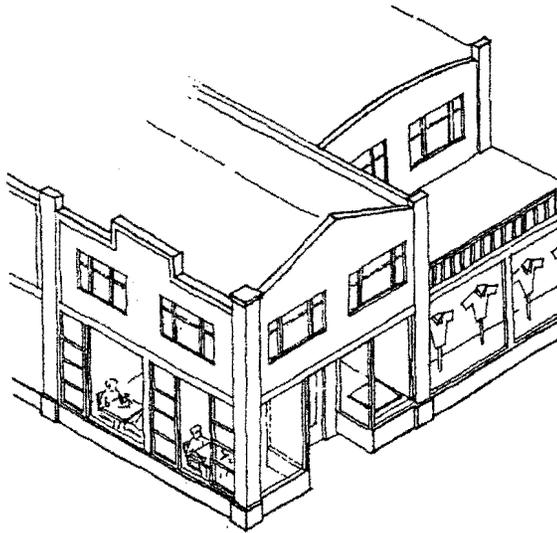
Overhangs and awnings are encouraged on each building to provide shade and a sense of enclosure for pedestrians. Balconies are also encouraged, and may project up to 5 feet over the sidewalk.



Reflect Land Division

⁸
B.7. Building Scale

To help maintain the historical scale of Avila Beach, new development should give the appearance of being separate buildings on 25' or 50' wide lots. A single project may encompass two or more adjacent parcels, but the buildings must be articulated to reflect the historic parcelization pattern.



⁹
B.8. *Windows and Openings*

B.8.a. **Ground Floor Windows**

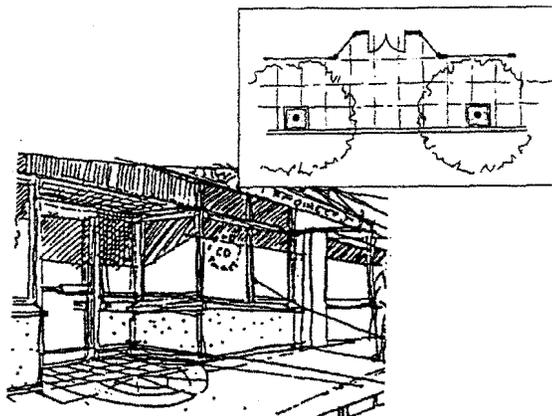
To promote a sense of connection between people inside shops and restaurants and those outside on the sidewalk, ground floors of buildings along Front Street in the commercial district should include large amounts of glass and other openings to promote visual permeability. Storefront windows should be broken into vertical segments with molding, columns, pilasters, or other three dimensional detailing. Sills shall be no higher than 36" in order to enhance the indoor-outdoor visual connection.

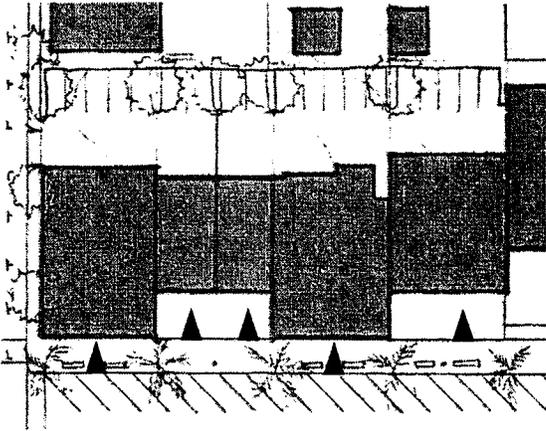
⁹
B.8.b. **Second Story Windows**

To reinforce the human scale of two-story facades, window openings in upper floors should have vertical elements in their designs, and should appear to be "punched" into solid walls.

⁹
B.8.c. **Entries**

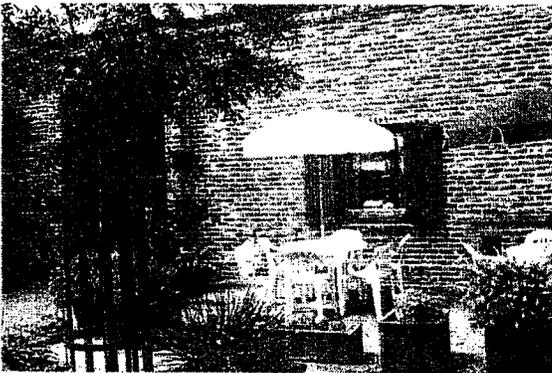
Building entries shall occur off main streets, and shall be accentuated by molding, lighting, overhangs, or awnings. Building entries should be recessed into entry bays, to create transitional spaces between the street and buildings.





⁹
B.S.d. Individual Business Entries

To promote a sense of connection between people inside shops and restaurants and those outside on the sidewalk, each individual commercial retail establishment should have direct frontage onto a street or the mid-block pedestrian passage.

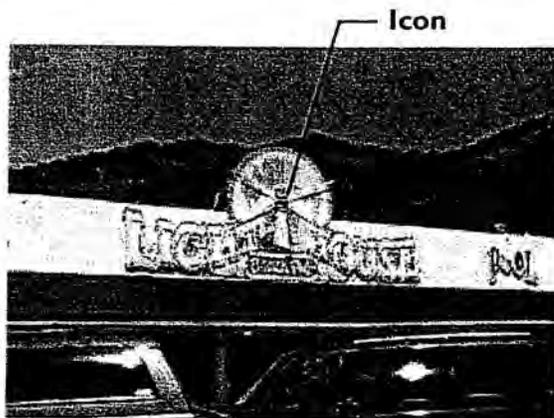


¹⁰
B.S. Landscaping

Landscaping is encouraged to create comfortable outdoor spaces for pedestrians with visual "breaks" from paving and building materials. Permanent landscaping in front setbacks should be of coastal, drought-tolerant, climate-appropriate plant materials. Landscaping in planters may be of any species that adds color and visual interest to the streetscape.



Wood Sign



Icon Sign

B.10. ¹¹ *Signs*

A great deal of Avila's character has traditionally been defined by the signs on the businesses. The signs were colorful and creative, and were generally hand-painted. Many included neon. The re-creation of a significant portion of Avila's character will be through the creation of new signs that reflect the signing characteristics of traditional Avila Beach. In order to implement this goal, the following standards and guidelines for signs will apply:

B.10.a. ¹¹ *Sign Materials*

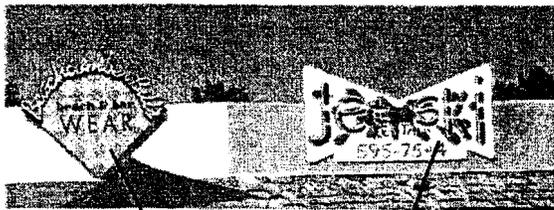
Signs shall be made of hand-painted wood or wood-appearing materials, or painted directly onto the building surface, or may be metal with neon. Signs shall not be constructed of prefabricated letters or of plastic.

B.10.b. ¹¹ *Sign Detailing and Style*

Artistic expression in signing shall be encouraged. Signs should be "funky" and related to the commercial use occupying the building through either form, thematic material, color, icon or motif.

B.10.c. ¹¹ *Icons*

At least part of the signing should be an "icon" representative of the service, product, activity or name of the business establishment. Some "icon" signs found on pre-remediation buildings included a cocktail glass at Mr. Ricks and a lighthouse sign at the Lighthouse.



Irregular Shapes



"Informal" Fonts



"Formal" Fonts



11
B.10.d. Irregular Shapes

In addition to icons, sign parts are encouraged to have irregular shapes, such as the irregularly shaped signs at Beachcomber Bills and the Jet Ski Rental store formerly located on Front Street.

11
B.10.e. Sign Lettering

To help achieve the traditional spirit of Avila Beach, "informal" fonts, with mildly distorted, iconic or exaggerated letters are encouraged for beach-related establishments. "Formal" fonts, with serifs, are encouraged for more formal dining and beverage-oriented establishments.

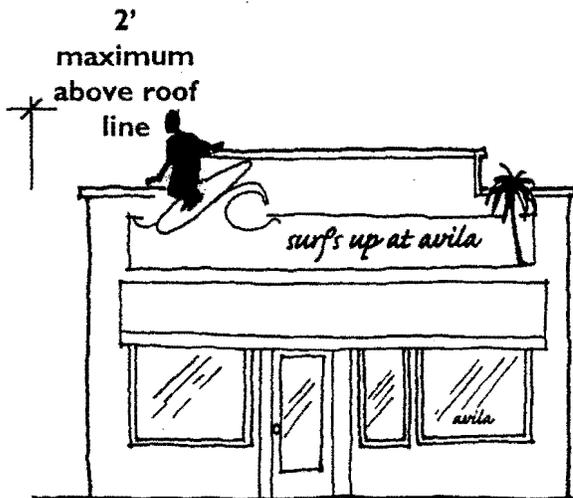
11
B.10.f. Sign Colors

Mounted signs should be colorful, to be consistent with the signs of old Avila.



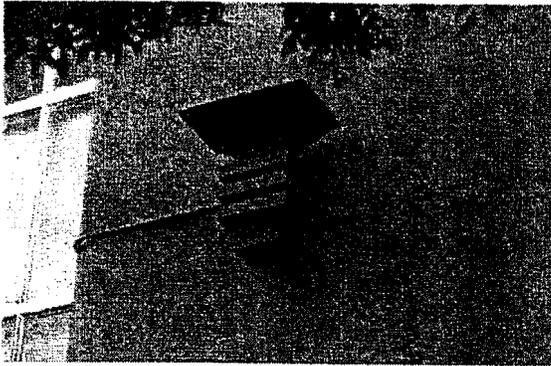
11
B.4.g. Sign Illumination

Two methods of sign illumination are permitted: building mounted light fixtures with subtle direct illumination of the sign or neon accents highlighting lettering and icons. Signs shall not be internally lighted.



11
B.4.h. Sign Location

Signs shall be attached flush to the building facade or hung perpendicular from the facade. Signs attached flush to the building shall be permitted to extend to a maximum of two feet above the roof line, but must be within the overall building height requirement as specified in Section B.4. Signs shall not be located above the second story.



¹²
B.11. Building Lighting

Building lighting shall be mounted perpendicularly to building facades and shall be comprised of simple fixtures.

¹³
B.12. Off-Street Parking

¹³
B.12.a. Off-Street Parking Locations

Off-street parking shall be located at the rear of the lot, with primary access from side streets or access easements. Parking may be located under buildings as grades permit or on surface parking lots.

¹³
B.12.b. Parking Access

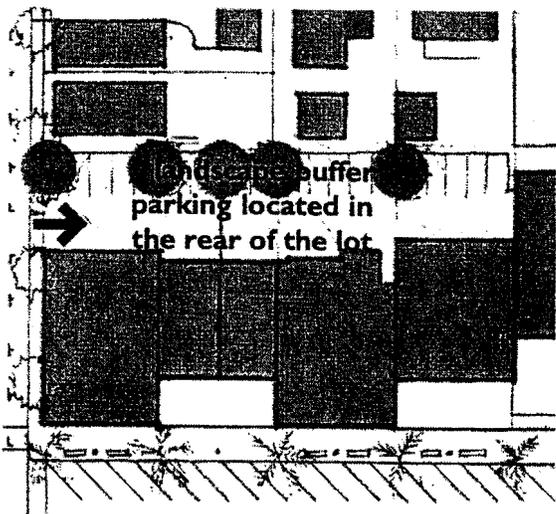
To avoid conflicts between vehicles and pedestrians in the commercial area of Front Street, driveways crossing the Front Street sidewalk are not permitted. Access easements across adjacent lots to the rear or side of a property would be arranged on a voluntary basis between individual property owners.

¹³
B.12.c. Residential Buffer

Parking areas shall be buffered from residential lots with fences, trellises and/or landscaping.

¹³
B.12.d. Landscaping

Parking areas shall be shaded with tree cover.



¹³
B.12.e. Parking Requirements

Uses other than residences or lodging are not required to provide on-site parking, but must pay in-lieu parking fees, in an amount to be determined by the County, for any unbuilt required parking spaces.

The County should prepare an ordinance to create a parking district and enable the collection of fees. In-lieu fees would be used to fund construction of community parking facilities, to establish a remote shuttle and parking lot, to provide transit subsidies or to provide other parking-related facilities and services for Avila Beach, consistent with state statutes.

The County may also accept considerations other than fees in lieu of required parking spaces. For example, the County may accept an offer to dedicate additional public right-of-way for the purpose of providing on-street parking available to the general public. The County will determine the value of the dedication, expressed as an equivalent number of parking spaces, and will credit the parcels from which the dedication is made as having contributed toward satisfaction of the in-lieu fee requirement.

¹³
B.12.f. Parking Credit, Block 214

Pursuant to paragraph B.12.e, above, the south one-half of Block 214 is credited with having made in-lieu contributions, in the form of right-of-way dedication and construction of off-site parking spaces, equivalent to 19 parking spaces. This in-lieu credit will be used in the calculation of the parking obligation for the south one-half of Block 214 when plans are submitted for approval.

¹⁴
B.13. Mechanical Equipment

¹⁴
B.13.a. Building Mounted Utilities

To minimize visual clutter, building mounted or adjacent utilities shall be hidden from view by enclosures and/or building materials.

¹⁴
B.13.b. Roof Top Mechanical Equipment

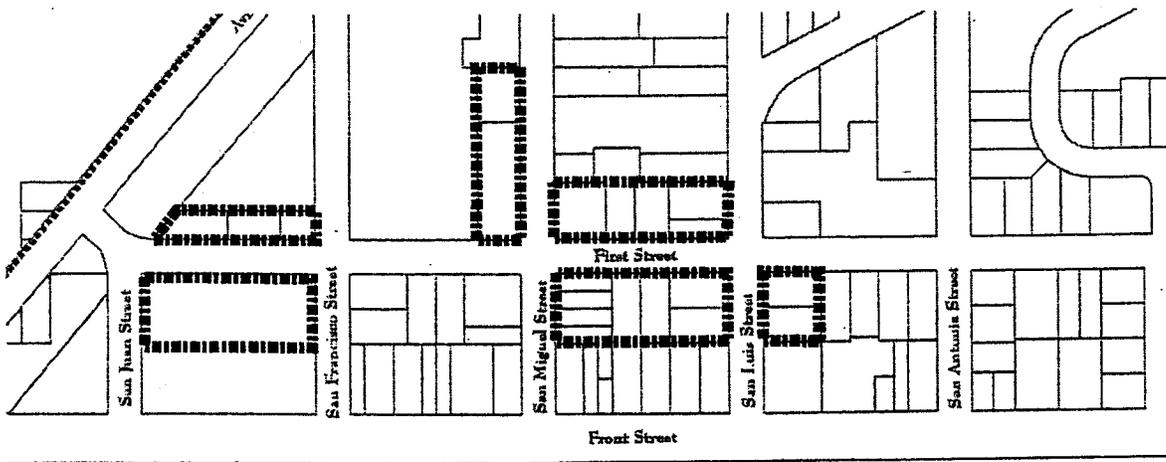
Rooftop mechanical equipment shall be screened by integral architectural elements such as pitched roofs or ornamental parapets. Rooftop equipment shall not exceed the 25 foot maximum allowable building height unless it complies with paragraph 23.04.124.b(3) of the Coastal Zone Land Use Ordinance.

C. Commercial Retail District Standards
(for Areas Not on Front Street)

This section contains design guidelines and standards that provide policy direction for new development in commercial areas in Avila Beach that are not on or related to Front Street. This includes all parcels with a Commercial Retail (CR) designation, as distinct from the FCR designation.

The standards and guidelines contained in this section are intended to guide development in the commercial areas of town in a manner that is consistent with pre-remediation Avila, and creates a pleasant pedestrian environment.

The guidelines recognize that most commercial retail use will prefer a Front Street location, and the market may not support commercial development apart from the Front Street District. Therefore, the guidelines are intended to encourage the development of visitor lodging and residential uses, as an alternative to commercial retail in this area. Because these CR districts are adjacent to residential areas, bars will not be allowed and business establishments must not be open for business after 10:00 pm. In addition, new development should incorporate features common to residential development, including building size and scale, articulation of facades, roof forms and landscaping.

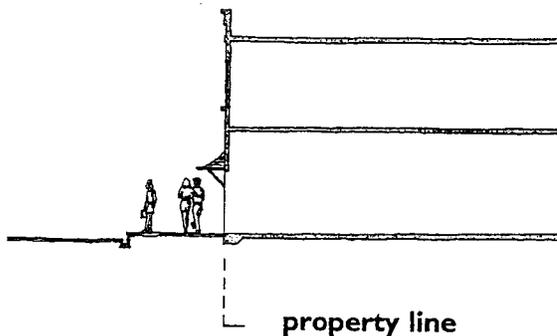


Commercial Retail (CR) Areas

C.1. Allowable Uses

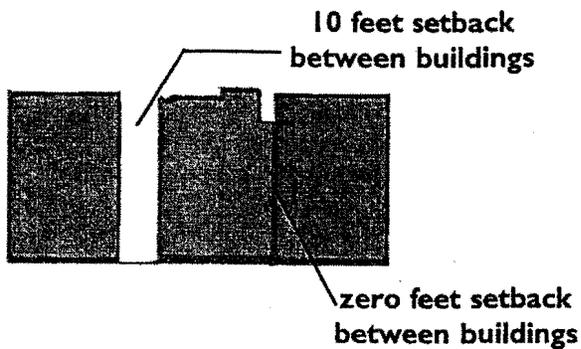
All uses allowed in the Coastal Framework for Planning (Table "O") are allowed in the CR category in Avila Beach, except for bars. Specifically, Table "O" is modified as follows for this category:

- ◆ Business establishments may not be open for business after 10:00 p.m., any night of the week.
- ◆ Establishments whose principal business is the consumption of alcoholic beverages on site are not permitted.
- ◆ Residential uses shall be Principally Permitted ("PP") uses in the CR district of Avila Beach, and shall be permitted on the ground floor if Planning Commission approval of Development Plan Review is granted, and if a finding is made that there remains an adequate supply of land available for visitor serving commercial uses. Residential use in the CR district shall comply with all guidelines and standards applicable to residential use contained in this Specific Plan. Projects of more than 4 and fewer than 11 units must include at least one studio unit.



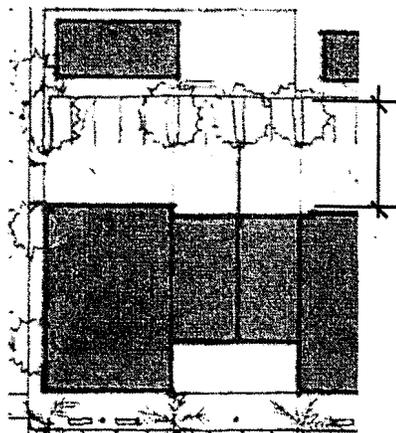
C.2. Front Setbacks

All parcels in CR commercial areas shall have zero foot front setbacks or shall have front setbacks that are consistent with setbacks on nearby parcels.



C.3. Side Setbacks

Side setbacks in all commercial areas shall be zero to 10 feet from the property line.



C.4. Rear Setbacks

Rear setbacks create a transition between uses at the rear of a lot, by allowing some open space and landscaping between buildings. Rear setbacks also create a place for service and parking access, which minimizes pedestrian conflicts with vehicles crossing sidewalks on main commercial streets, and reduces the visual impact of parking areas on the main streetscape.

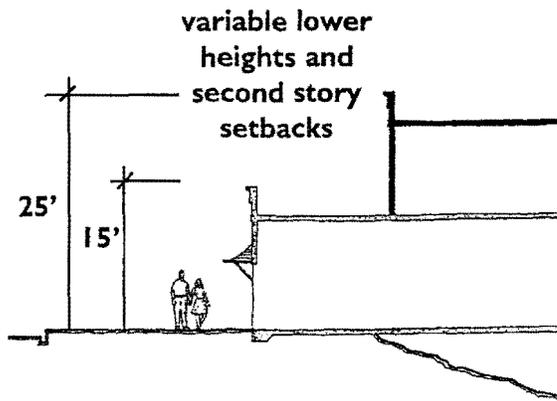
C.4.a. Minimum Rear Setback

In order to minimize visual and noise impacts of commercial uses on adjacent residential property, rear setbacks in the commercial retail area shall be a minimum 10' setback from the property line.

C.4.b. Allowable Rear Setback Uses

Allowable rear setback uses are the same as in the FCR category. See Standard B.4.b.

4



C.5. Allowable Building Heights

To prevent the development of a uniform wall of two story buildings, to help recreate the scale of single-story buildings which characterized old Avila, and to encourage variety in building heights, allowable building heights in the CR category shall be a maximum of 25' above the sidewalk of the main street frontage* (measured from the back of sidewalk), provided that one or more of the conditions below are met.

All buildings may be 15' tall. A building may be up to 25' tall if at least one of the following criteria are met:

- a. Unenclosed second story setback = 10 percent of parcel depth or 8 feet, which ever is greater.
- b. Project is located on a corner lot.
- c. Side setbacks = minimum of 10 feet total.

* Main street frontage means First Street or a side street between Front and First. If the building is located on a corner parcel, the main street shall be considered to be First Street.



Diagram of Roof Types

C.6. Building Style and Materials

C.6.a. Building Articulation

Allowable building articulations are the same as in the FCR category. See Standard B.7.a.

C.6.b. Building Materials

Allowable building materials are the same as in the FCR category. See Standard B.7.b.

C.6.c. Roof Types

Beyond Front Street, buildings have had varied roof shapes that included both exposed slope roofs and parapets. Therefore, new buildings in this district shall have parapets with varied shapes in front of their roofs or shall have articulated roofs such as peaked or hipped roofs.

C.6.d. Roof Detailing

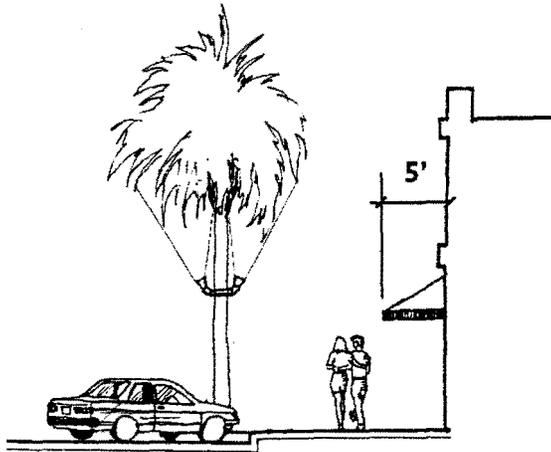
Allowable roof detailing uses are the same as in the FCR category. See Standard B.7.d.

7

C.6.e. Roof Materials

Allowable roof materials are the same as in the FCR category. See Standard B.7.e.

7

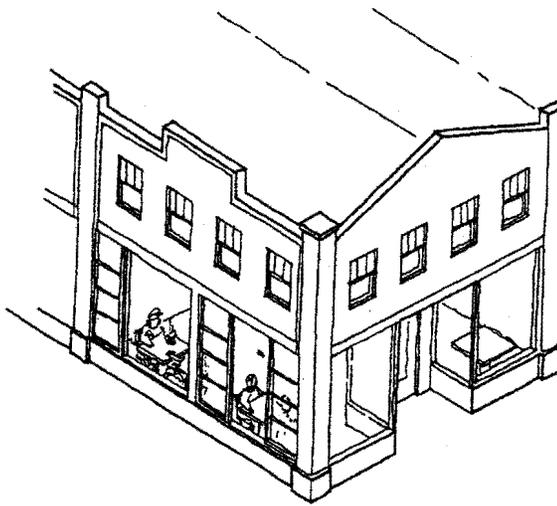


C.6.f. Overhangs

Overhangs and awnings are encouraged on each building to provide shade and a sense of enclosure for pedestrians. Balconies are also encouraged, and may project up to 5 feet over the sidewalk.

C.7. Building Scale

Allowable building scales are the same as in the FCR category. See Standard B. ~~4~~ 8



C.8. *Windows and Openings*

C.8.a. **Ground Floor Windows**

Any ground floor commercial establishments should include large amounts of glass and other openings to promote visual permeability. Storefront windows should be broken into vertical segments with molding, columns, pilasters, or other three dimensional detailing. Sill heights shall be no higher than 36" in order to enhance the indoor-outdoor visual connection.

C.8.b. **Second Story Windows**

To reinforce the human scale of two-story facades, window openings in upper floors should have a vertical orientation, and should appear to be "punched" into solid walls.

C.8.c. **Entries**

Allowable entries are the same as in the FCR category. See Standard B~~7~~.c.

9

C.8.d. **Individual Business Entries**

Allowable individual business entries are the same as in the FCR category. See Standard B~~7~~.d.

9

C.9. *Landscaping*

Allowable landscaping uses are the same as in the FCR category. See Standard B~~8~~.

10

C.10. Signs

Allowable sign uses are the same as in the FCR category. See Standards ~~B.9.a.~~ to ~~B.9.h.~~
11 11.h.

C.11. Building Lighting

Allowable building lighting uses are the same as in the FCR category. See Standard B.10.
12

C.12. Off-Street Parking

C.12.a. Off-Street Parking Locations

Allowable off-street parking locations are the same as in the FCR category. See Standard B.11.a.
13

C.12.b. Residential Buffer

Allowable residential buffers are the same as in the FCR category. See Standard B.11.c.
13

C.12.c. Landscaping

Allowable landscaping is the same as in the FCR category. See Standard B.11.d.
13

C.12.d. Parking Requirements

All uses in the CR land use category must provide on-site parking in accordance with the provisions of the Coastal Zone Land Use Ordinance (CZLUO), section 23.04.162, et seq.

¹⁰
C.13. Mechanical Equipment

¹⁴
C.13.a. Building Mounted Utilities

Allowable building mounted utilities are the same as in the FCR category. See Standard B.12.a.
14

¹⁴
C.13.b. Roof Top Mechanical Equipment

Allowable rooftop mechanical equipment is the same as in the FCR category. See Standard B.14.b

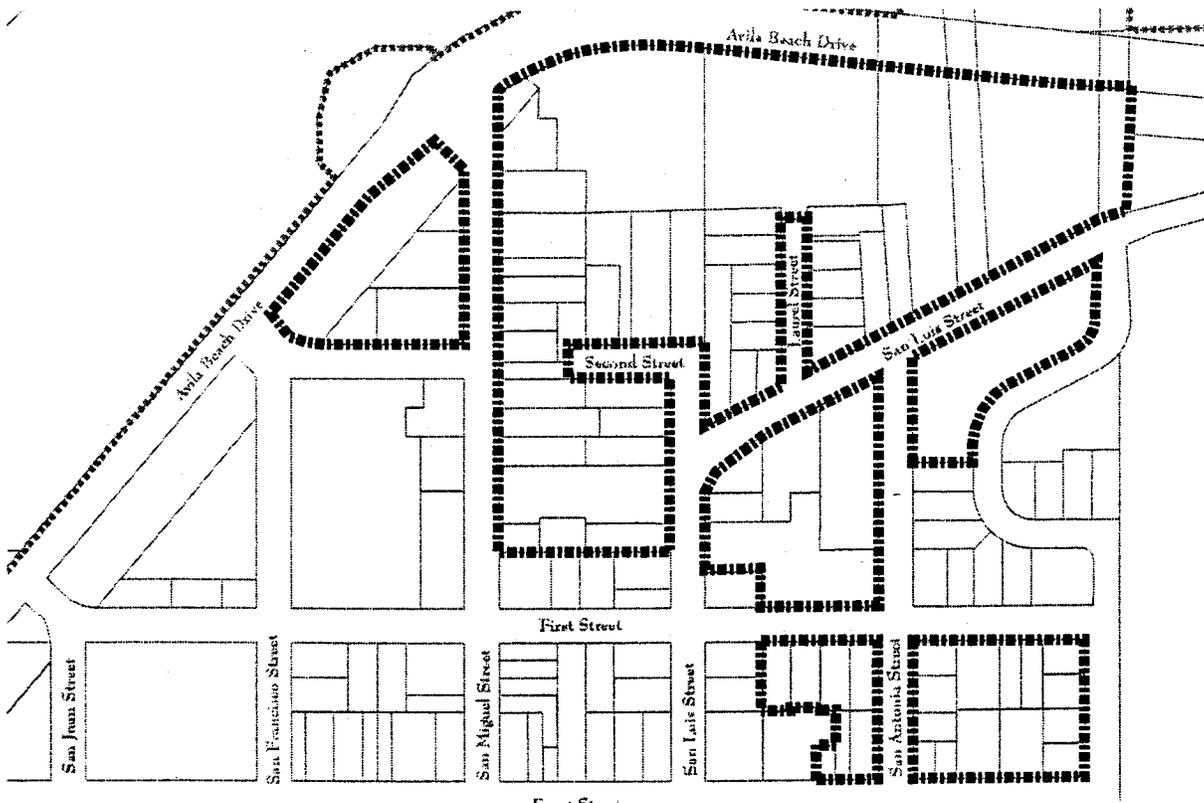
D. Residential Multi-Family (RMF) Area Standards

This section contains design guidelines that provide policy direction for new development in Avila Beach in the residential areas of Avila Beach for those parcels with a Residential Multi-Family (RMF) land use designation. The purpose of these guidelines and standards is to guide new residential development to be consistent with the existing fabric of residential development in Avila Beach.

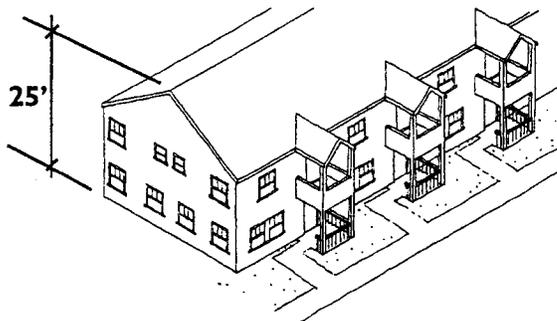
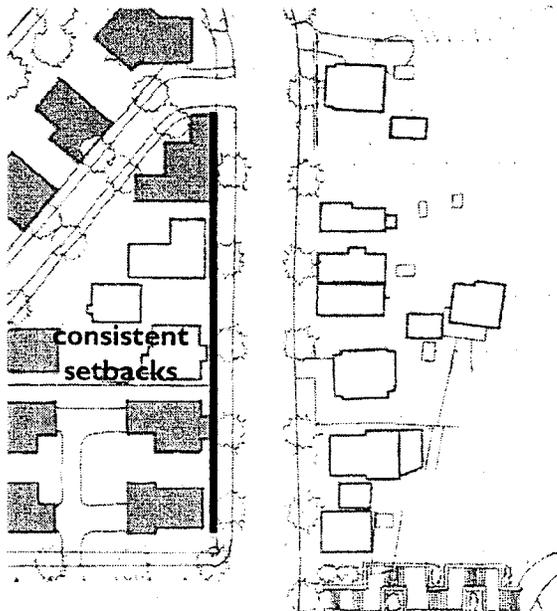
D.1. Density

In order to preserve the community's character while providing increased residential opportunities in Avila Beach, such as in apartments and multi-family dwellings, allowable density shall be low density (up to 15 units to the acre). Increased densities of up to 38 units to the acre will be permitted if the following conditions are met:

- a. there would be no greater obstruction of public views and no greater limitation of



Residential Multi-Family Areas



- a. solar access to adjacent properties than at 15 dwelling units per acre,
- b. the bulk, massing and design character of the project would be consistent with that of the surrounding adjacent parcels, and
- c. all other design guidelines and standard applicable to RMF development are met.

These determinations will be made by the Planning Commission through the Development Plan review process.

D.2. Setbacks

To achieve conformance with existing development patterns, front setback requirements should be consistent with adjacent parcels.

D.3. Allowable Building Heights

In order to provide for roof variety, allowable building height shall be up to a maximum of 25', provided that one or more of the conditions below are met. All buildings may be 20' in height. A building may be up to 25' tall provided that:

- a. it would result in no greater obstruction of public views and no greater limitation of solar access to adjacent properties than a 20 foot building.
- b. the building has a pitched roof with a slope greater than 2.5 in 12, and the additional height above 20 feet is used to achieve this pitched roof. Height shall be measured as specified in the *Coastal Zone Land Use Ordinance*.

D.4. Off-Street Parking

D.4.a. Parking Requirements

Current parking requirements include guest parking at 0.25 spaces per dwelling unit. This requirement may be waived for residential projects within 200 feet of a public parking lot.

D.4.b. Parking Location

To reduce visual impacts, required parking spaces shall not be located in the front setback, except as provided in paragraph 23.04.108.a(2) of the Coastal Zone Land Use Ordinance.

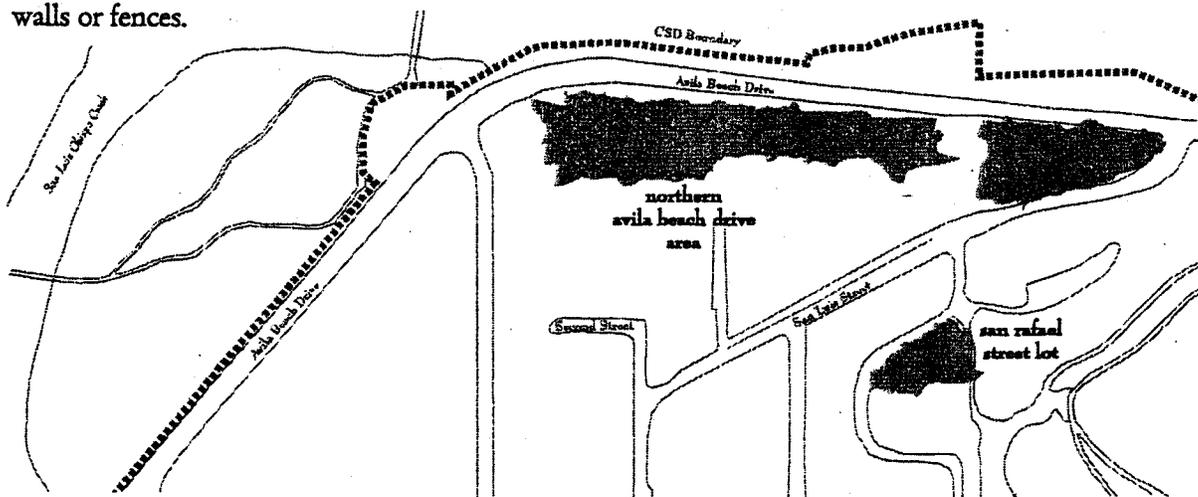
D.5. Landscaping Along Avila Beach Drive

Residential development shall be clustered to prevent the construction of a long row of separate units along Avila Beach Drive. Screening of units from Avila Beach Drive may be accomplished by the use of landscaping and fences with a high degree of transparency, but not with solid walls or fences.

D.6. Development Standards for Oak Woodland Preservation Areas

In the oak woodland areas on the south side of Avila Beach Drive between San Miguel and San Luis Streets and on the vacant lot on San Rafael Street (as shown below), the following development standards shall be met to preserve the natural setting and entry into Avila Beach:

- a. new construction in this area shall not result in the removal of any native tree with a diameter at breast height (DBH) greater than six inches, that is one of a group of trees that forms a continuous, uninterrupted canopy, except in such circumstances as described in D.6.d., below,
- b. new construction must be setback by a minimum of five feet from the dripline of any native tree to be preserved, and



Oak Woodland Preservation Areas

- c. no grading or construction activities may occur within the area defined by the dripline of any native tree to be preserved.
- d. if retention of trees in accordance with D.6.a. would result in a significant reduction in the development potential of a parcel, removal of a limited number of native trees may be permitted if it would not reduce the area of the canopy by more than 15% or significantly reduce the effectiveness of the canopy in screening development from public view. All such trees removed shall be replaced at the rate of four trees for every tree removed, and shall be located so they will become, at maturity, part of the continuous, uninterrupted tree canopy.

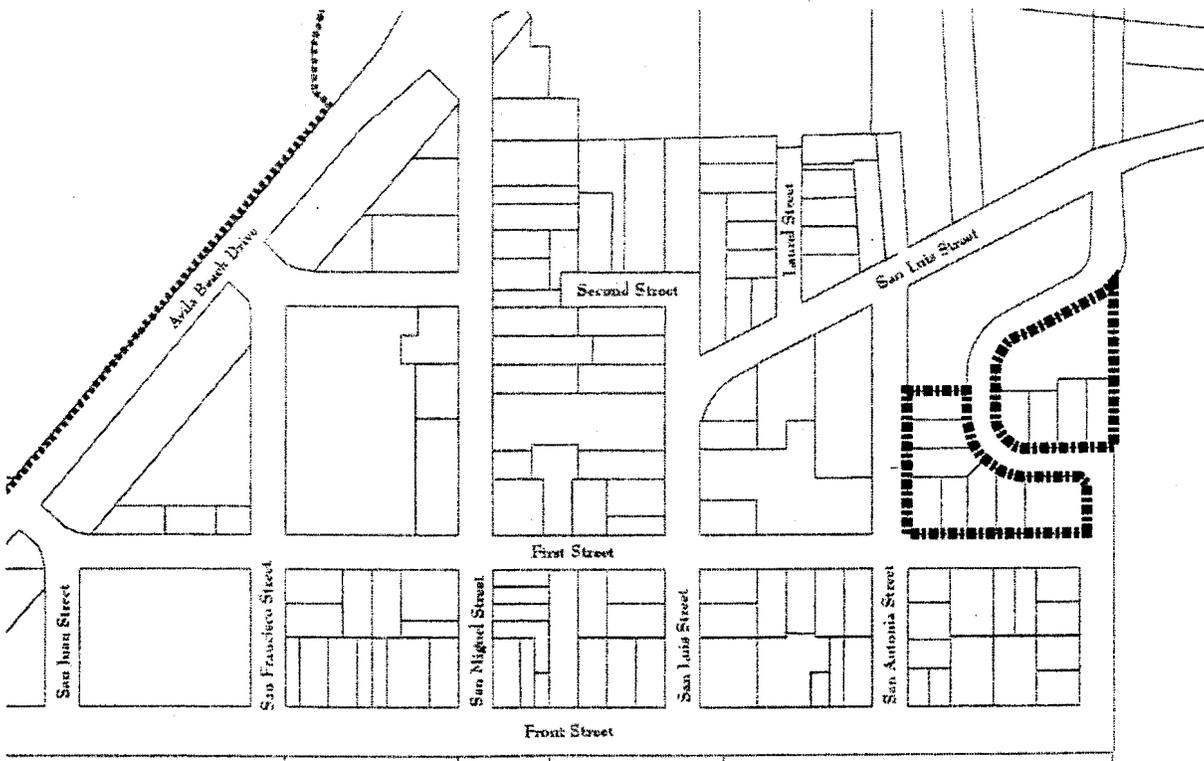
D.7. Inclusion of Studio Units

In order to maintain an inventory of smaller units that would be affordable to a larger segment of the housing market, projects of more than 4 and fewer than 11 units must include at least one studio unit.

**E. Residential Single-Family (RSF)
Area Standards**

to encourage new residential development to be consistent with the existing fabric of residential development in Avila Beach.

This section contains new design guidelines to provide policy direction for new development in Avila Beach for those parcels with a Residential Single-Family (RSF) land use designation. The purpose of these guidelines and standards is



Residential Single Family Areas



E.1. Allowable Building Heights

In order to provide for roof variety, allowable building height shall be up to a maximum of 25', provided that one or more of the conditions below are met.

All buildings may be 20' in height. A building may be up to 25' tall provided that:

- a. it would result in no greater obstruction of public views and no greater limitation of solar access for adjacent parcels than a 20 foot building.
- b. the building has a pitched roof with a slope greater than 2.5 in 12, and the additional height above 20 feet is used to achieve this pitched roof. Height shall be measured as specified in the *Coastal Zone Land Use Ordinance*. Buildings shall not be taller than two stories.

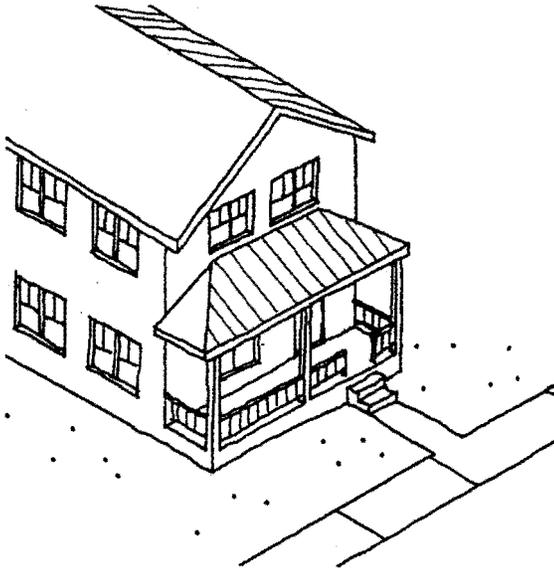


E.2. Windows and Openings

Windows and openings onto main streets create opportunities for interaction among residents, provide internal solar access and enhance neighborhood safety due to the potential resulting increase in surveillance of the street by occupants.

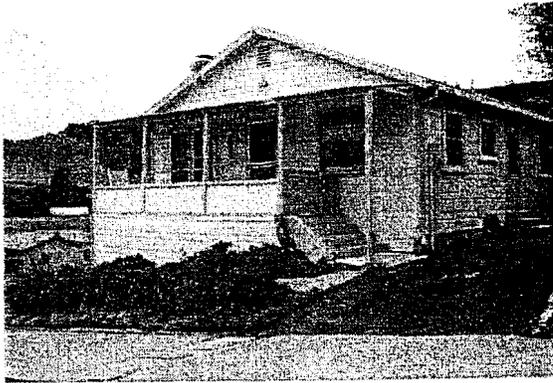
E.2.a. Entries

The main entry to a dwelling should be located on the street side of the building at or above street level to create a presence for the building on the street.



E.2.b. Doors and Windows

Doors and window openings on the front facade are encouraged because they convey a sense of human habitation, as well as the idea that building occupants can observe what goes on outside on the street.



E.2.c. Transitional Areas

Covered front porches and sitting areas at the fronts of houses are encouraged because they define transitional areas between the public realm and the house. Front porches are encouraged in front setbacks.

5 IMPLEMENTATION

This chapter outlines the specific administrative, financing and regulatory approaches that should be followed to effectively implement the Avila Beach Specific Plan.

A. Area Plan Amendment

In order to implement the land use recommendations of the Specific Plan, the County will adopt this Specific Plan as the regulatory document for the portions of the Avila Beach Urban Area included in this plan. This will include the following steps:

1. Area Plan Amendment

The *San Luis Bay Local Coastal Plan* will be amended to remove most of the existing Avila Beach Urban Area Standards. These standards are replaced by Chapter 4 of the Specific Plan.

2. Adoption of the Regulatory Appendix

The County will amend portions of the *San Luis Bay Local Coastal Plan* as indicated in the Regulatory Appendix. Amendments will update the narrative description of Avila Beach land use, the section on Avila Beach Urban Area Programs, and will incorporate the Specific Plan, by reference, in the *San Luis Bay Local Coastal Plan*.

3. Land Use Category Changes

Several changes to land use categories currently mapped for Avila Beach in the *San Luis Bay Lo-*

cal Coastal Plan should be made in order to achieve the implementation of the Specific Plan. These changes are illustrated on the next page. The recommended changes are summarized below, referenced by street or area:

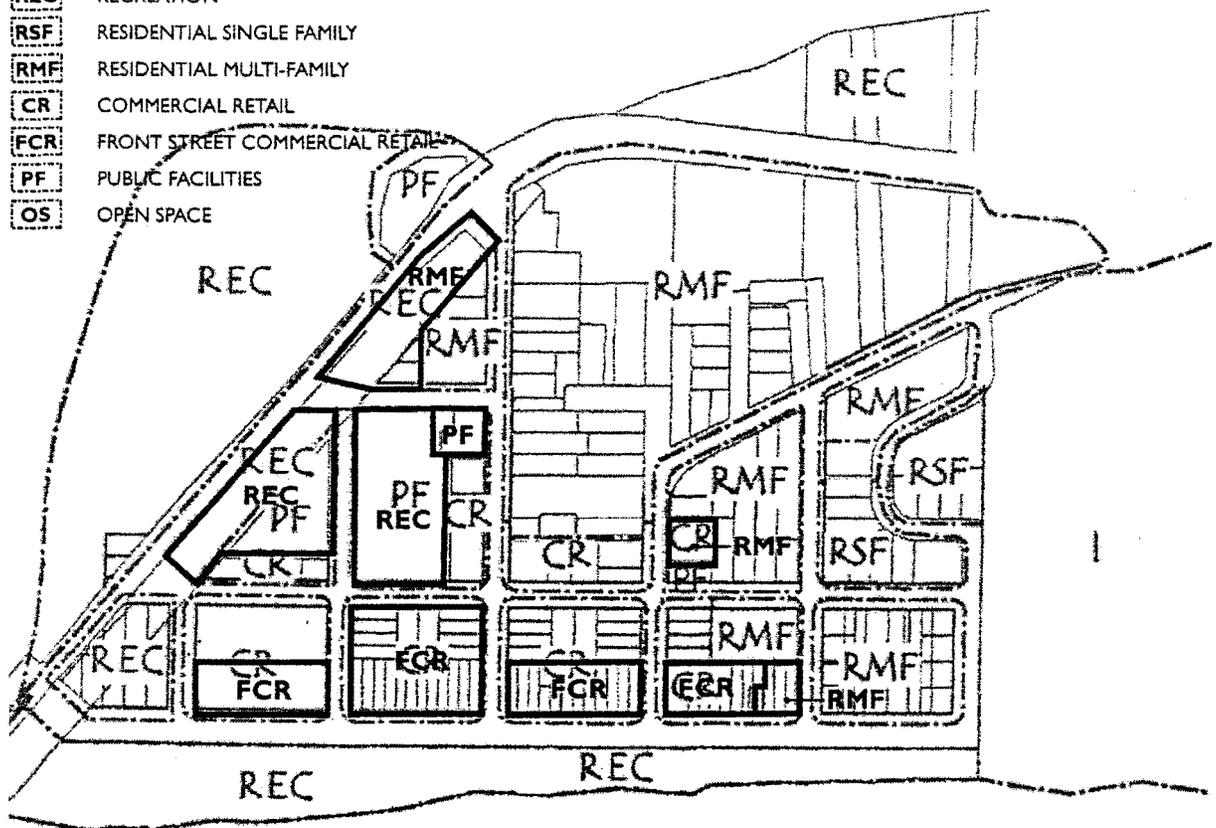
- ◆ **Front Street.** A new Front Street Commercial Retail (FCR) land use category would be created to cover the commercial parcels on Front Street and along the mid-block pedestrian passage. Differences between the new FCR category and the existing CR category are described in Chapter 4.
- ◆ **Front Street.** The three parcels at the corner of Front Street and San Antonia Street would be designated as Residential Multi-Family (RMF) in order to concentrate Front Street commercial retail to best serve visitors. These parcels are located along Front Street in a place where the steepness of the hillside and change in character to other residential uses occur, and are therefore more appropriate as multi-family residential (RMF).
- ◆ **Parking Lot Area.** The parking lot itself and the newly available land resulting from the parking lot reconfiguration located on First and Second Streets would be designated as Recreation (REC). Since both residential developments and parking lots are allowable uses in the REC category, this would allow the greatest amount of flexibility in achieving re-configuration.

- ◆ **Hillside Lots.** The vacant land adjacent to the fire station would be designated as Residential Multi-Family (RMF), to be consistent with the property adjacent to the east.
- ◆ **Old Railroad Right-of-Way.** The southern portion of the former old railroad right-of-way would remain Recreation (REC) to per-

mit the expansion of the parking lot or allow for a residential use, and the northern portion would be redesignated as Residential Multi-Family (RMF).

LEGEND: LAND USE CATEGORIES

REC	RECREATION
RSF	RESIDENTIAL SINGLE FAMILY
RMF	RESIDENTIAL MULTI-FAMILY
CR	COMMERCIAL RETAIL
FCR	FRONT STREET COMMERCIAL RETAIL
PF	PUBLIC FACILITIES
OS	OPEN SPACE



Land Use Category Changes

4. *Parking In-Lieu Fee*

Implementation of the Specific Plan would also require the adoption of a new ordinance by the County of San Luis Obispo.

The County would adopt an in-lieu parking fee ordinance which would allow commercial developers to pay into a fund that would augment the parking supply in Avila Beach. Property owners would be permitted to pay the fees instead of supplying parking in on-site locations for the businesses on their property. Preliminary in-lieu fee estimates are \$5 per square foot of building area. In-lieu fees would be used to construct parking improvements, to maintain the existing parking supply and/or to provide remote parking lot and shuttle or other transit subsidy. This ordinance will be proposed for adoption subsequent to adoption of the Specific Plan.

5. *Port San Luis Harbor District Master Plan*

Overall, this Specific Plan is consistent with the Port San Luis Harbor District Master Plan which, like this Specific Plan, seeks to preserve the unique character of the waterfront and beach resources. However, the Master Plan permits the construction of up to 12,000 square feet of commercial space on the pier. This is in conflict with two of the principles of the Specific Plan, which are to "maintain and preserve unobstructed

views of the ocean" and to encourage the concentration of retail development on Front Street. Therefore, to eliminate this conflict, the Specific Plan recommends that the Harbor District should consider amending its Master Plan to eliminate the potential for retail facilities on the pier.

B. *General Plan Consistency*

California State law requires that a Specific Plan be consistent with the General Plan of the adopting locality. Once the Area Plan amendment described above is made and the ordinances are adopted, the County can find that this Specific Plan is consistent with the General Plan. The General Plan calls for Avila Beach to be maintained as a visitor-serving beach town, which the Specific Plan will ensure.

TABLE 5 CAPITAL IMPLEMENTATION PROJECTS

Proposed Projects	Project Description	Estimated Cost	Funding Source
Front Street Enhancements	pedestrian plaza, streetscape improvements, James Keefe bench, observation deck, beach access improvements, public restrooms	n/a	Unocal, 100%
Front Street Park	landscaping, playground, basketball court, picnic tables, public restrooms	n/a	Unocal, 100%
Front Street Park	community building	n/a	Marine Institute, 100%
Parking Lot, Earl's Alley	paving and restriping within current area	n/a	Unocal, 100%
Parking Lot	landscaping and reconfiguration/expansion	\$513,300	In-lieu and daily parking fees
Pedestrian Passage	mid-block connection from First Street to Front Street	\$719,000	portion of settlement funds
Open Space Acquisition	open space preservation along Avila Beach Drive and San Rafael Street	\$879,000	portion of settlement funds
Bicycle Path	bicycle path extension from San Miguel Street to the Front Street Park	\$176,000	portion of settlement funds
Second Street Steps	pedestrian stairway from San Miguel Street to Second Street	\$124,000	portion of settlement funds
San Francisco/Second Street Signal & Improvements	new street construction, new traffic signal installation	\$810,000	portion of settlement funds
Undergrounding of Utilities	utility undergrounding throughout town	\$601,000	portion of settlement funds
Shell Beach Bicycle Connection	new asphalt bicycle and pedestrian trail from Avila Beach to Shell Beach	\$379,000	portion of settlement funds
Total		\$4,201,300	
Street Trees on Side Streets	San Juan, San Francisco, and San Luis (up to First Street), San Miguel Street, First Street (to San Luis Street), Avila Beach Drive	\$1,200/tree	property owners*
Sidewalks on Side Streets	same as above	\$45,000/25'	property owners*
Hillside Swales	swales on hillside streets, including San Luis, San Antonia, San Rafael, First Street (east of San Miguel), and Second Street	\$20,000/25'	property owners*

The new residential street proposed between Second Street and San Miguel Street is not included in this list of projects because it is assumed that it will be a privately developed street that would occur as a part of the construction of the housing units on the old railroad right-of-way.

*Property owners would be responsible for costs as new development takes place.

C. Public Improvement Costs

A number of public improvements, including land acquisition and the construction of public amenities such as streetscape improvements and the new park construction will be needed in order to attain the vision for Avila Beach identified in the Specific Plan. Table 5 shows the proposed public improvements and their preliminary estimated costs.

D. Funding Sources

There are many funding sources available with which to finance public improvements in Avila Beach, primarily as a result of the Unocal clean-up activities. A total of approximately \$9.2 million dollars are available for improvements within Avila Beach, not including direct funding available from Unocal and the Marine Research Institute as indicated in Table 5. It there-

fore appears that the funding sources exceed the costs of all the proposed capital projects. The funding sources are shown in Table 6.

This section does not include a discussion of direct funding from Unocal, which agreed to fund Front Street improvements, the Front Street Park, and new restroom facilities in Avila Beach, as shown in Table 5. This funding would come directly from Unocal.

Additionally, the Marine Research Institute has proposed to pay for and construct the community building in the Front Street Park if it were allowed to locate in the building. The Institute has also offered to maintain the park during its tenure in Avila Beach. The Institute funding is not included in Table 6 or in this section since the amount of funds available from the Institute is unknown.

TABLE 6 CAPITAL FUNDING SOURCES

Potential Funding Sources	Estimated Funds Available	Purpose
California Department of Fish & Game	\$3,500,000	Natural Resources/Public Facilities Improvements
Avila Beach Community Foundation	\$3,000,000	General Enhancements
Air Pollution Control District	\$900,000	Air Quality Improvements
Regional Water Quality Control Board	\$1,000,000	Water Quality Improvements
In-Lieu Parking Fees	\$350,000	Parking Lot Improvements
Daily Parking Fees	\$486,000*	Parking Lot Improvements
Total	\$9,236,000	

*The net present value of funds that would be generated by daily parking fees has been reduced by \$10,000 per year to account for operations and maintenance costs.

This discussion does not create a commitment on the part of the County or the agencies listed as overseeing these funds to spend funds in any particular way. It is merely intended to show the relationship between potential costs and funding sources.

1. *California Department of Fish & Game*

The Office of Spill Prevention and Response (OSPR) of the Department of Fish and Game (CDFG) has received funding from the Settlement Agreement that will be used to offset some of the damage caused by contamination and clean-up activities. The OSPR will administer the implementation of the funds for projects that will mitigate the loss of the use and enjoyment of natural resources and public facilities, including the public beach. The OSPR plans to allocate the funds through a community participation process. CDFG funds could be used to fund open space acquisition in Avila Beach.

CDFG has other funding available for biological impact studies and biological restoration projects which would not be applicable to the public improvements proposed in the Avila Beach Specific Plan. These funds are not included in Table 6.

2. *Avila Beach Community Foundation*

The Avila Beach Community Foundation (ABCF) has also received settlement agreement funds from Unocal to fund "projects for the enhancement and betterment of the Avila Beach community." The funds from the ABCF could

be used for a variety of purposes, including capital improvements and operations and maintenance. Improvements such as the mid-block pedestrian passage, utility undergrounding and street improvements to town side streets and hillside streets could be funded with this source of money.

3. *Air Pollution Control District*

The Air Pollution Control District (APCD) has received settlement agreement funds to pay for projects that would reduce air pollution in Avila Beach. This funding could be used to pay for pedestrian and bicycle facilities, such as the bicycle path extension and terminus, the Shell Beach pedestrian and bicycle connection in the Avila Beach CSD, and the Second Street pedestrian connection.

4. *Regional Water Quality Control Board*

The Regional Water Quality Control Board (RWQCB) has funding available to pay for projects and improvements that would improve water quality in Avila Beach. The funds would not be applicable to the public improvements in the Avila Beach Specific Plan.

5. *In-Lieu Parking Fees*

In-lieu parking fees would be collected from retail business owners instead of requiring them to provide parking for their retail establishments on-site. The resulting funds could be used to pay a portion of the cost to reconfigure and improve the parking lot. The consultant team and County staff estimate that retail owners would

pay a one-time fee of approximately \$5 per square foot of retail space into the in-lieu fund. The exact amount of this fee would be determined when the County develops the parking in-lieu fee ordinances.

6. *Daily Parking Fees*

Parking fees would be charged on summer weekend days and holidays from Memorial Day weekend to Labor Day weekend. These fees could be used to pay for a portion of the costs of reconfiguration and improvements to the parking lot, and the San Francisco/Second Street improvements. The consultant team and County staff estimate that people would be willing to pay approximately \$5 per day on weekends and holidays to park in the parking lot, based on fees that have been charged in the past in Avila Beach.

6 ECONOMIC RECOVERY STRATEGY

This chapter describes economic strategies to assist the community of Avila Beach to recover completely following the completion of the Unocal cleanup.

A. Introduction

For the vision of the Specific Plan to be successful, the economics of Front Street must be restored and enhanced. Beach-related tourism and Front Street commercial activity provide the revenue stream that allows Avila Beach to thrive. The following strategies provide a framework for implementing the Specific Plan.

These strategies are largely based on the nationwide and California Main Street programs. The Main Street approach to revitalization is a comprehensive management strategy which builds on the idea that the total image of an area must be addressed for revitalization efforts to be successful. The approach is a self-help methodology which develops the necessary market niche for the retail and professional services sectors; creates a high-quality visual identity unique to a community; and nurtures a cultural ambiance associated with a community's location, appearance and way of life. Four major elements contribute to a downtown's total image - organization, promotion, economic restructuring and design. The Specific Plan has begun the process of organizing the Avila community and laying out a design framework. This economic recovery strategy addresses further elements of orga-

nization, economic restructuring and promotion that are relevant to the post-cleanup rebuilding of Avila Beach.

B. Organization

Identification and creation of an organization to lead the commercial and economic rebuilding of Avila Beach is an important first step. Though an Avila Valley-wide business association has existed in the past, it is recommended an Avila Beach or Front Street District business association or chamber of commerce should be formed to implement the strategies and recommendations below.

1. *Downtown Coordinator*

The business association should select a Downtown Coordinator. This person would be full or part-time staff devoted to economic recovery. The coordinator could be paid through the business association or with mitigation funds. The coordinator would be responsible for facilitating the process of revitalization including working with merchants to set goals, develop an advertising campaign, business attraction strategies and developing other programs. Once goals have been set, the coordinator would be responsible for implementing the programs and goals.

2. *Vision and Annual Goals Statement*

The business association should further refine the vision for the Front Street District from a retail and commerce perspective. This vision should be refined from the vision laid out in this Specific Plan and should assist the business association in developing a program for revitalization. The vision should be updated and clear goals and programs should be developed on an annual (or more frequent) basis. A retreat or some gathering with all interests represented should meet to develop a series of actions to be completed throughout the year, with a timetable and assigned responsibility for ensuring that these actions are completed. The Specific Plan and this Economic Recovery Strategy can serve as the first set of goals and actions but this should become an ongoing participatory process.

3. *Increase Off-Peak Activity*

Avila Beach commerce is heavily dependent on tourism and the attraction of the beach. The business association should work to develop strategies to become less dependent on revenues in peak times, and summer weather. As noted in the Economic Overview, the off-peak period (October through March) represents almost 40 percent of taxable revenue in Avila Beach. Compared to other tourism driven economies this suggests the potential for a year-round (rather than seasonal) economy.

Further diversification would result in less direct competition, less dependence on the weather and beach-related tourism and more off-season sale potential. Specific diversification opportunities are discussed below.

- ◆ **Overnight Accommodations.** The Specific Plan recommends the construction of additional overnight accommodations in Avila Beach, potentially as second story uses above Front Street retail. Overnight accommodations allow Avila Beach to attract more tourists that stay in Avila longer. More revenue will be generated from tourism due to additional expenditures on accommodations, food, rentals and other recreational activities.

- ◆ **Bicycle rentals.** Bicycles could potentially be rented at the beach and perhaps at a remote (1/2 to one-mile distance) parking site. This would allow visitors to park their vehicles and rent a bicycle to travel to Avila Beach.

- ◆ **Art Establishments.** Art galleries, studios and craft shops could be a target for attraction to Front Street. Given the events and programming in the Avila Valley, the restaurants on Front Street, and new public space for public art and arts related special events, art establishments could build on re-

gional assets and develop presence on Front Street. This would represent a new source of income which that is less seasonal and weather based.

4. *Coordinate Store Hours*

Coordinated store hours can increase the convenience and competitive position of Avila Beach for local shoppers. Many small towns have effectively organized their merchants so that all agree on the same store hours, including adequate hours on week nights, weekends and during promotional and special events.

5. *Storefront Displays, Signing and Merchandising*

In coordination with the overall physical improvements in the Specific Plan, individual store owners should be encouraged to develop their businesses with attention to character and appearance. This could be accomplished by the business association by offering a workshop on signs, merchandise and displays including the history of Avila Beach signing and store decoration.

6. *Coordinate Parking*

Though ground floor retail on Front Street does not require off-street parking, second story uses do require off-street parking. Lots in the middle of blocks may have trouble acquiring necessary access to provide parking behind their establishments. These issues could potentially inhibit the development of commercial uses in these areas.

The business association should play a role in coordinating parking requirements and needed easements and access, or development of pooled parking in order to more swiftly resolved these issues.

7. *Front Street Business Improvement District*

A Business Improvement District is a mechanism to collect funds from local businesses to improve and maintain common assets that will improve the appearance and business climate of the commercial district. The Front Street Commercial District should begin the process of forming a Business Improvement District, to fund one or more of the recommended activities:

C. **Promotions and Advertisement**

Promoting the new Avila Beach is a critical step for economic recovery. Local and tourist commercial activities will not be fully restored until visitors and tourists are made aware that Avila Beach is rebuilding. This promotion should focus on the rebuilding process while it is underway, and on the "new" Avila Beach both before and after it is created. The vision set forth in this Specific Plan is a key ingredient of the promotion process.

1. *Promotional Campaign*

A tourism promotional campaign will be needed to re-attract visitors to Avila Beach once the cleanup is done. The advertising campaign should begin by targeting the statewide and re-

gional tourists that have traditionally come to Avila Beach (specifically those living in the Central Valley) in the off-season before the Beach is re-opened. This will allow for people who historically return to Avila Beach to plan their vacations. Concurrently, ad placement in statewide and national tourism magazines/advertisers should begin in order to raise awareness again of Avila Beach as a destination. The business association should coordinate with the Visitor's and Conference Bureau for their opinion regarding the most effective tourist ad placements.

Once the cleanup is completed, a local campaign that includes local media ads, billboards and brochures should be implemented to bring local visitors and attract tourists already in the vicinity to Avila Beach.

2. *Coordination with the San Luis Obispo County Visitor & Conference Bureau (VCB)*

Avila Beach should work with the VCB to ensure inclusion of Avila Beach in their marketing materials and campaigns.

3. *Cooperative Advertising Activities*

Cooperative advertising that includes all business in Avila Beach would help to increase overall sales. Ads could be run weekly to bi-monthly in local media such as the San Luis Obispo Tribune. The ads should feature special sales or promotions as well as mentioning all of the stores in the Front Street district and presenting the

image of Avila Beach as outlined in the Specific Plan. The ads should be developed by a graphic designer and paid for by the business association or individual businesses. The ads should emphasize Avila as a local destination (including live music events, restaurants, the selection and variety of swim and surfware etc.) and should be targeted in the off-peak season. This will increase attraction during historically off-peak times, and reinforce the idea of Avila Beach as a year round destination.

4. *Entertainment and Special Events*

Avila Beach could hold special events either in the dedicated outdoor public space created on Front Street, or in indoor venues such as expanded bars/restaurants with live music and dancing. Other beach communities in the County have added these types of facilities, and seen a significant attraction of tourist and County-resident expenditures. In addition, Avila should focus on expanding existing local events and traditions; this is one of the most effective ways to promote an identity which will continue in visitors' minds long after the actual visit. Avila events should be planned to avoid conflicts with other regional events.

5. *Develop Attractions*

The addition of the Front Street improvements, including the closure between San Miguel and San Francisco and the proposed pedestrian mall/pass through from the parking area to Front Street, will help lengthen the average stay of visi-

tors, and could bring a more coherent theme to the beachfront. These attractions would increase spending by the additional people attracted and the longer stays in Avila (allowing for more food and beverage sales). In addition, there may be opportunities for other attractions celebrating the unique history or natural features of the area, such as a visitor's center, museum, or cultural center focusing on the history of Avila Beach dating to 1542 or Chumash Native American culture.

D. Business Assistance

San Luis Obispo County has established a team of County professionals to assist in the cleanup and rebuilding of Avila Beach. This team is an important resource to expedite the rebuilding process and creating a business climate where new (or rebuilt) business can thrive. The team consists of representatives from community planning, the energy section, an environmental specialist, and a liaison. This group can help Avila Beach with the regulatory concerns necessary for starting up and running a business.

E. Development of Business Skills

There are numerous resources to help new business owners. The U.S. Small Business Administration (SBA) and organizations it sponsors are the single biggest provider on business resources.

Local chapters of some of these programs are discussed below:

1. The SCORE Association

Service Corps of Retired Executives is a nonprofit association dedicated to entrepreneur education and the formation, growth and success of small business nationwide. SCORE is a resource partner with the Small Business Administration (SBA). SCORE Association volunteers serve as "Counselors to America's Small Business." Working and retired executives and business owners donate their time and expertise as volunteer business counselors and provide confidential counseling and mentoring free of charge. There is a SCORE chapter located in San Luis Obispo.

2. Small Business Development Center

Cuesta College in San Luis Obispo has a Small Business Development Center sponsored by the Small Business Administration. Consulting sessions are offered at no charge to businesses currently located in or planning to locate within San Luis Obispo County. Workshops/seminars are held throughout the county. Services include: Business Planning, Marketing and Sales, Sources of Capital, Business Record Keeping, Management, Financial Analysis, Business Start-up & Purchase, Inventory Control, Personnel, and Business Liquidation.

F. Financing and Funding

1. *Public Information and Coordination Program*

As a part of the Unocal settlement, a Public Information and Coordination Program (PICP) has been established. The purpose of the PICP is to assist residents and commercial stakeholders in overcoming difficulties resulting from the remediation activities.

Specifically, the program can:

- ◆ Fund commercial and financial loss claims related to the remediation efforts.
- ◆ Process claims of commercial stakeholders, including employees, for losses including loss of business revenue, business shut-down, employee termination costs, relocation, moving costs, employees lost wages and benefits.
- ◆ Provide for relocation of residents significantly affected by the cleanup project.

Currently these services are being provided out of the Unocal Project Avila office.

2. *Unocal Loan Guarantee*

Often, serious environmental contamination will stop all businesses and real estate loan activity in the impacted area. Unocal has established an agreement with Mid-State Bank to allow business and real estate loans to continue in areas of

Avila Beach affected by environmental contamination. Unocal has established a loan guarantee fund that allows Mid-State Bank to make market rate loans to any business or real estate venture within Avila Beach or the tank farm area. Port San Luis and other surrounding areas are not included. Additionally, the fund will cover up to 2 points (2 percent of the loan amount) of up front loan fees.

3. *Other Unocal Assistance*

Unocal has made numerous claims settlements with residents and businesses in Avila Beach. These settlements are generally confidential, but it appears that some of the business settlements include provisions for ongoing payment for business interruption. Additionally, Unocal helped fund the Avila Beach Business Association. This association received \$100,000 from Unocal. Unocal is not involved with the association on an ongoing basis.

4. *Economic Vitality Corporation San Luis Obispo County*

The County, its cities and private business have established the non-profit Economic Vitality Corporation (EVC) to promote economic development in the County. The EVC has a loan guarantee program using Community Development Block Grant funds. A business that has been refused a commercial loan can apply for a cash loan guarantee from the EVC. The business must be a for profit business that creates new full time jobs for low to moderate income county resi-

dents. The program can guarantee up to \$25,000 per full time job created. The EVC is in the process of establishing a micro-loan program for small businesses. Loans of up to \$10,000 would be awarded to small businesses.

5. *State Trade & Commerce*

- ◆ **California Small Business Loan Guarantee Program.** The California Trade and Commerce Agency provides loan guarantee financing up to \$350,000. It is especially designed for small businesses that cannot qualify for bank loans.
- ◆ **California Capital Access Program (CalCAP)** The California Pollution Control Financing Authority provides a form of loan portfolio insurance which provides up to 100% coverage on certain loan defaults, encouraging banks and other financial institutions to make loans to small businesses that fall just outside of most banks' conventional underwriting standards. CalCAP insures bank loans made to small businesses to assist them in growing their business. Loans can be used to finance the acquisition of land, construction or renovation of buildings, the purchase of equipment, other capital projects and working capital. There are limitations on real estate loans and loan refinancing.

6. *Federal Programs: Small Business Administration*

- ◆ **SBA's 7(a) Loan Guaranty Program** The Small Business Administration provides loans to small businesses unable to secure financing on reasonable terms through normal lending channels.
- ◆ **SBA's 7(A) Short Term and Revolving Lines of Credit CAPLines.** Program CAPLines is the umbrella program under which the SBA helps small businesses meet their short-term and cyclical working-capital needs. A CAPLines loan can be for any dollar amount.
- ◆ **SBA's Micro Loan Program** Small Business Administration provides funds to nonprofit intermediaries, who in turn make loans to eligible borrowers in amounts that range from under \$100 to a maximum of \$25,000.

APPENDIX A: PLANNING BACKGROUND

A. Reasons for Preparing the Specific Plan

The need for the Avila Beach Specific Plan has been largely created by the remediation of toxic contamination in the downtown area. The remediation requires the demolition of most of the town's commercial area. The rebuilding that will ensue is a significant opportunity to ensure that the town develops in a way that meets community desires. The Avila Beach Specific Plan will guide this new development.

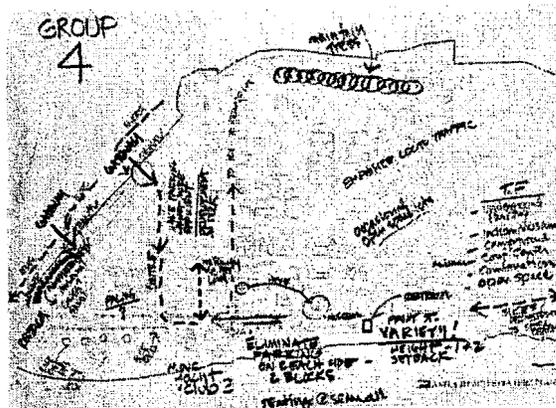
B. Process

The Avila Beach Specific Plan was developed through a community process that began in September of 1998. The process consisted of eight community meetings:

- ◆ **Introductory Meeting.** The process was initiated with an introductory meeting explaining the Specific Plan process to the community.
- ◆ **Existing Conditions.** At a second meeting, held in October 1998, the community reviewed existing conditions and generated preliminary goals for the Specific Plan. Small groups of participants worked together to brainstorm about their goals for the community. Their ideas were summarized by the consultant team into the goals for the Specific Plan.
- ◆ **Alternatives Ideas.** The third meeting, held in November 1998, was focused on the development of alternative planning concepts, which would become candidates for inclusion in the Specific Plan. Community mem-



Workshop in Avila Beach



Group Diagram from the Alternatives Ideas Meeting

bers worked in small groups to mark up base maps with their ideas for new development in Avila Beach, which the consultant team used as the basis of an Alternatives Workbook, reviewed at the fifth and sixth community meetings.

- ◆ **Design Preferences.** At the fourth meeting held in December, the consultant team presented a slide show illustrating different building types and styles. The community indicated their "design preferences" by selecting among the slides presented. Their preferences were used by the consultant team to develop design guidelines for the Specific Plan.
- ◆ **Alternatives Workbook.** At the fifth and sixth meetings, held in January 1999, the community reviewed an Alternatives Workbook that contained a set of alternatives for each of the primary development issues in Avila Beach, which were based on ideas generated at the third workshop. At these meetings, the community selected the preferred components. The consultant team synthesized them into a "Preferred Alternative" which later became the basis for the Specific Plan.
- ◆ **Preferred Alternative.** The Preferred Alternative was presented at a seventh meeting held in March 1999. At that meeting, the list of goals for the Specific Plan were revised and participants commented on the Preferred Alternative.

Several additional workshops were held exclusively for Avila Beach residents to ensure that the Specific Plan would reflect resident desires, including a meeting held in April to review preliminary design guidelines for incorporation into the Specific Plan.

A mandatory 45-day review period followed the publication of the Draft Specific Plan and EIR, during which time members of the community, public, and interested agencies commented on both documents. Subsequently, the Specific Plan consultant revised the Specific Plan and EIR and responded to the comments on them. The County is now publishing a Public Hearing Draft Plan and Final EIR. Adoption hearings before the Planning Commission, the County Board of Supervisors and the California Coastal Commission will commence subsequently. Members of the public will be invited to comment on the Plan and EIR at the adoption hearings as well.

APPENDIX B: EXISTING CONDITIONS

This chapter describes the conditions that existed in Avila Beach prior to the Unocal clean-up. It includes discussions of the design, policy, circulation and parking, and market conditions that create the environment in which development in the town may presently occur.

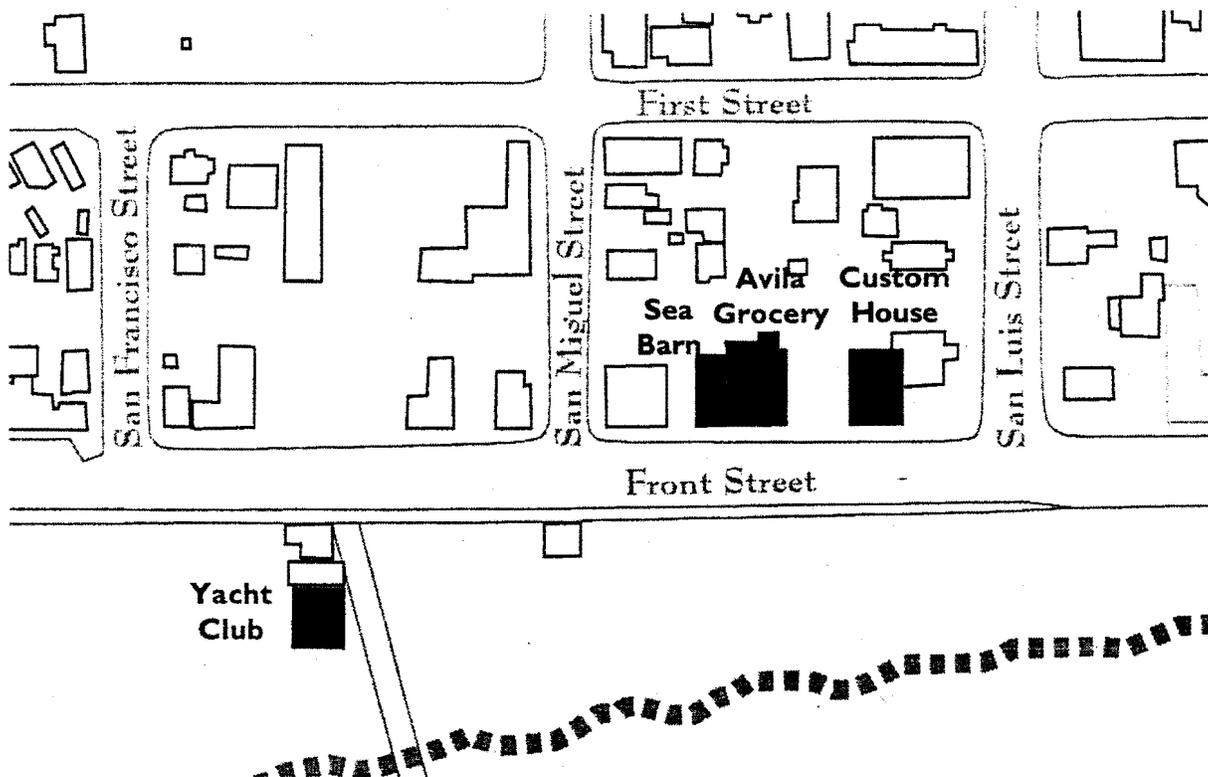
A. Design and Development Conditions

The design and development conditions in Avila Beach include historic resources, urban design

opportunities, characteristic signing, public policy, circulation, parking, and opportunity sites that are described in the following sections.

1. Historic Resources

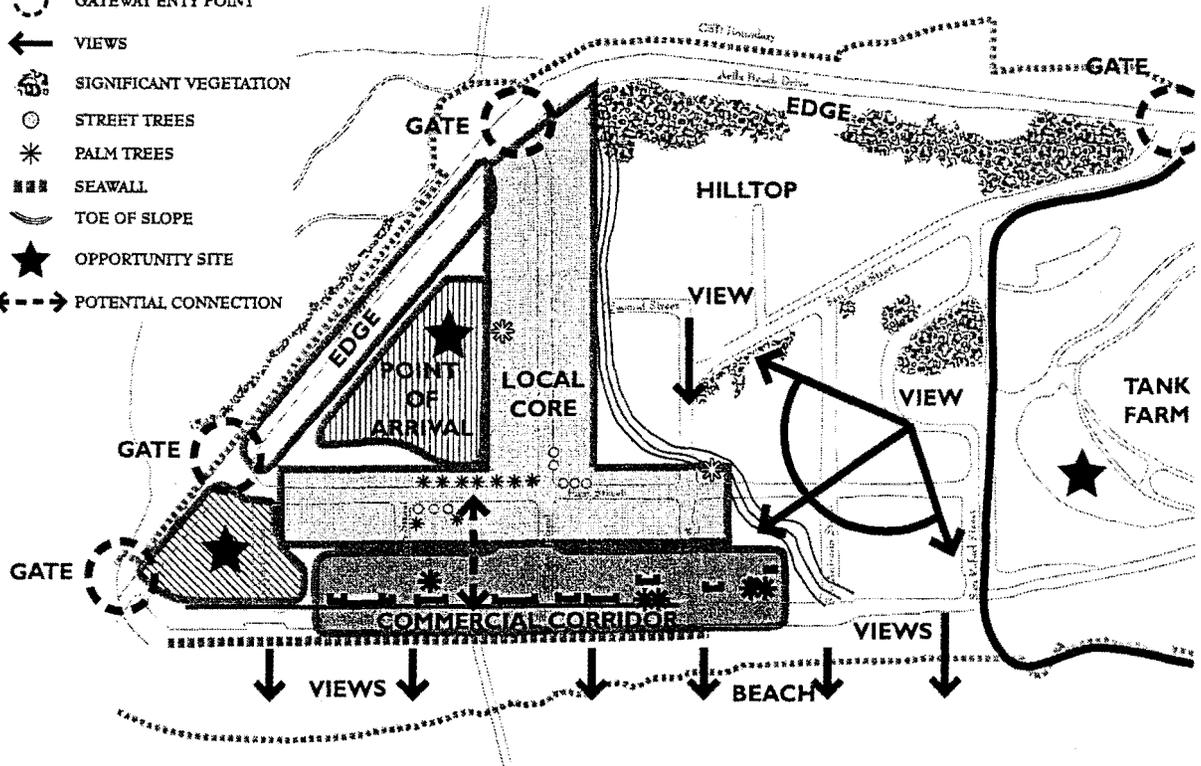
There are several existing historic buildings in Avila Beach, which are being removed and replaced or fully documented prior to demolition. Historic buildings and potentially historic buildings in the demolition area are identified in the diagram below. The historic character of the town is evident primarily on Front Street, where several buildings have false-front facades and are



Historic Buildings

Legend

-  DISTRICT
-  BUILDING EDGE
-  CHARACTER BUILDING
-  CIVIC BUILDING
-  GATEWAY ENTRY POINT
-  VIEWS
-  SIGNIFICANT VEGETATION
-  STREET TREES
-  PALM TREES
-  SEAWALL
-  TOE OF SLOPE
-  OPPORTUNITY SITE
-  POTENTIAL CONNECTION



Urban Design Existing Conditions

over 70 years old. The buildings in Avila Beach that have been identified as significant buildings include the Yacht Club, Avila Grocery, the Custom House and the Sea Barn. All four of these buildings will be removed by the clean-up process. Only the Yacht Club and the Avila Grocery will be removed and replaced. Replacement of the Custom House and the Sea Barn or new construction on these sites will reflect the original design for those buildings.

2. Urban Design

The urban design characteristics of Avila Beach are illustrated graphically above. The following

characteristics establish the urban design framework for the town.

- ◆ **Entries.** The town has several gateways, or distinct points of entry, created by the intersections along Avila Beach Drive where vehicles may enter the town. At the San Miguel Street intersection, a sign reading "Welcome to Avila Beach" marks a main entry point into town.
- ◆ **Edges and Views.** The vacant former Pacific Coast Railroad right-of-way creates an open space edge along Avila Beach Drive. Be-

cause the "shelf" of the former right-of-way is higher than the remainder of the town, motorists are afforded excellent views into and through the town out towards the ocean. In addition, there are significant ocean views from the hillside residential areas. In the town itself, the Front Street seawall creates a visual barrier that limits views of the ocean from several side streets; views of the ocean from San Juan, San Francisco and San Miguel Streets are not visible until one is approximately a half block from Front Street itself.

- ◆ **Point of Arrival.** On the busiest beach days, the Earl's Alley parking lot serves as a point of arrival from which pedestrians circulate into the town. Most tourists and beach-goers prefer to look for parking in on-street locations before heading to the parking lot, but the lot fills quickly on many summer weekends.
- ◆ **Districts.** The town is topographically separated into three districts. The Front Street "Commercial Corridor" is defined by the commercial buildings, the seawall and beach. It is visually separated from the "Local Core" by the grade change between the lower level parts of town and Front Street. The "Local Core" consists primarily of residential uses along with the Avila Civic Association building and Avila Post Office. Together these two areas comprise a "town-side" area. The major residential area is separated from "town-side" by the steep topography of the

hills in the eastern half of town. This residential neighborhood also includes a telephone switching facility, fire station and church. Because of its higher elevation, this part of town enjoys relatively unobstructed views of the ocean.

- ◆ **Streetscape.** Street trees and street lights are not consistent elements of the existing streetscape character of Avila Beach. Those that do exist in Avila include a row of Mexican Fan Palms (*Washingtonia robusta*) along the edge of the Earl's Alley parking lot on the north side of First Street and a few Brisbane Box trees (*Tristania conferta*) at the corner of San Francisco and First Streets. There are also a few Queen Palms (*Arecastrum romanzoffianum*) planted as street trees at the corner of San Miguel and First Streets. Street lights are cobra head fixtures located at an infrequent and irregular spacing. The low level of light creates an informal atmosphere in town, and also helps to preserve night views of the sky.
- ◆ **Natural Vegetation.** Several areas of significant natural vegetation exist in Avila Beach. These areas are primarily along northern Avila Beach Drive, and on a vacant lot on San Rafael Street adjacent to the former Tank Farm site, and are densely forested with oaks and other woodland species. These areas create a natural setting for the town, because they visually emphasize the relationship of the town to the surrounding natural



hillsides. The dense foliage along Avila Beach Drive creates a strong visual impression for motorists arriving in Avila Beach, which in turn opens into the views of the ocean described previously, as one rounds the bend at San Miguel Street or approaches over the hill on San Luis Street.

- ◆ **Building Character.** Front Street is characterized by a strong building edge, despite the number of vacant lots scattered along the street. This is due to the fact that the buildings come to the street edge and that the largest vacant lots along the street are disguised by a brightly painted construction fence. Several buildings along Front Street define the character of the commercial area. These buildings are also the major historic buildings in the town, and include Old Martin's Pavilion, the Custom House, the Avila Grocery, the Sea Barn, and Mr. Ricks.



The Sea Barn Signing

In the flatter areas of town, most of the other buildings are cottages with some larger homes interspersed among them. On the hillsides, the buildings tend to be a mix of apartments and large single family homes. The buildings are generally 15 to 50 years old, and have a variety of architectural styles. They are primarily wood-sided structures.

3. *Signs*

The commercial buildings of Avila Beach are characterized by their distinct signing. The

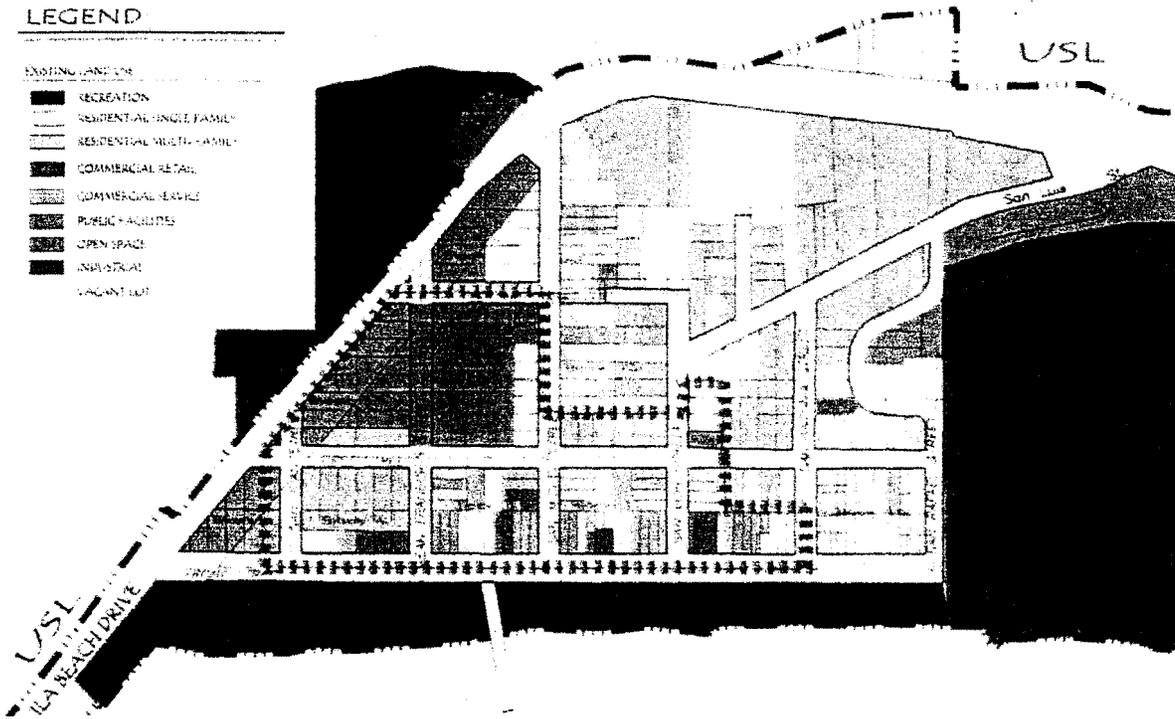


Lighthouse Signs

LEGEND

EXISTING LAND USE

[Pattern]	RECREATION
[Pattern]	RESIDENTIAL SINGLE FAMILY
[Pattern]	RESIDENTIAL MULTI-FAMILY
[Pattern]	COMMERCIAL RETAIL
[Pattern]	COMMERCIAL SERVICE
[Pattern]	PUBLIC FACILITIES
[Pattern]	OPEN SPACE
[Pattern]	INDUSTRIAL
[Pattern]	VACANT LOT



Existing Land Use

unique hand-made signs and distinctive decoration styles of the buildings lend much to the “funky and eclectic” character of the town. The colorful signs greatly enhance the commercial district, particularly because the buildings themselves tend to be of simple design.

4. Land Use

Land uses in Avila Beach prior to the clean-up generally consisted of retail buildings along Front Street and residential buildings throughout the remainder of town. Existing land use is shown above.

- ◆ **Residential.** Residential land uses consist of single- and multi-family residences, many built as vacation homes and subsequently occupied by permanent residents. Residential uses are located primarily in the northeast portion of the community in neighborhoods consisting of one- and two-story structures developed at densities ranging from about six to twelve units per acre. Avila Beach continues to offer relatively affordable housing compared to other beach locations within the County. Construction is typically wood-frame with wood siding or stucco exterior.

- ◆ **Commercial.** The blocks between First Street and Front Street west of San Antonia Street are occupied by commercial and residential uses. Commercial parcels are generally small, and consist of retail, food-service and motel establishments that cater to the needs of beach-goers.
- ◆ **Recreation and Open Space.** The beach and pier are considered recreational land uses.
- ◆ **Public Facilities.** Public facilities include a post office and civic center, offices for the local community services district, a fire station, and public parking lots located at the intersection of San Francisco and First Streets. The sewage treatment plant, operated by the Community Services District, is located across Avila Beach Drive at San Miguel Street.
- ◆ **Industrial.** The Unocal Tank Farm and Pump Station provide support for the clean-up activities. At the conclusion of the clean-

up process, these industrial uses will be discontinued. As part of the remediation process for the Tank Farm site, proposals will be considered to establish other land uses at this location.

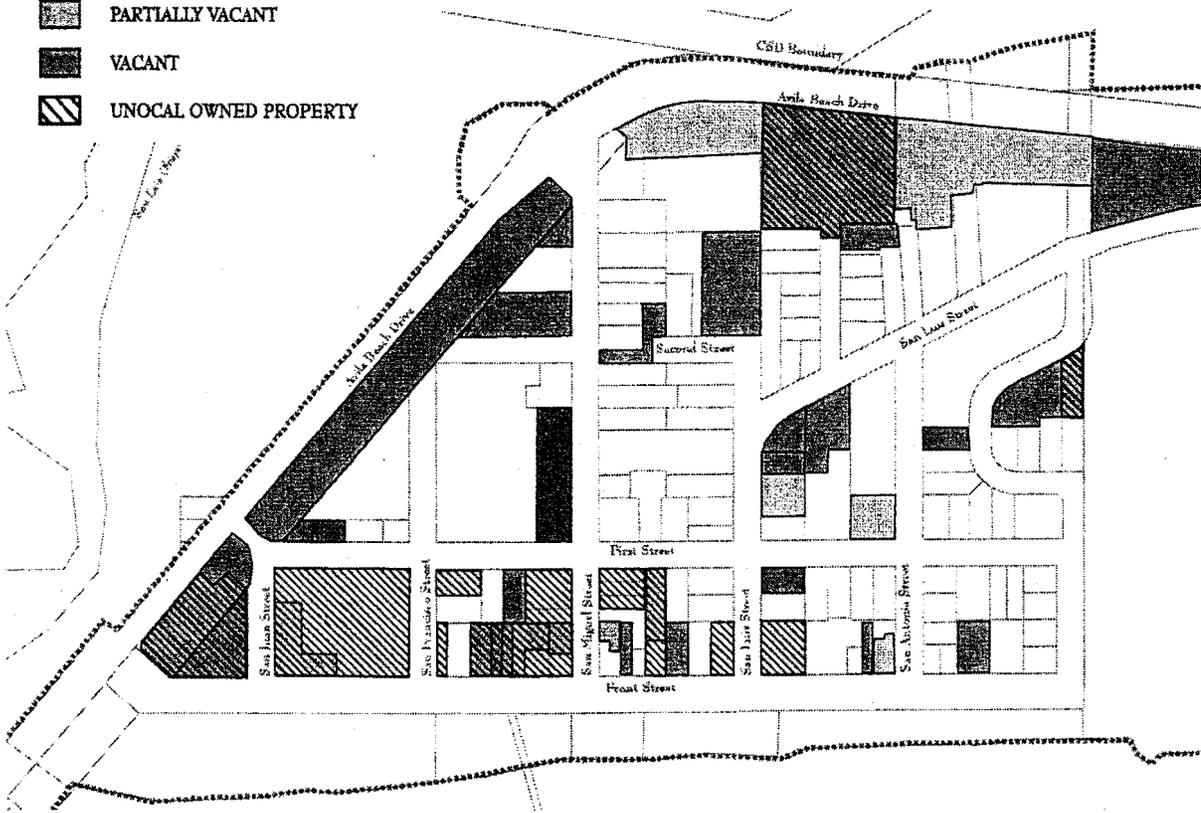
5. *Opportunities*

As shown to the right, there are many sites in the town of Avila Beach that present opportunities for new development.

- ◆ **Development Sites.** In addition to the many vacant and partially vacant parcels, the clean-up underway by Unocal to remediate groundwater and soil contamination has resulted in the need to rebuild a substantial portion of the town. Remediation will require the demolition of much of Front Street and the blocks adjacent to it. Additionally, Unocal owns a number of parcels throughout the town which it has acquired in order to facilitate clean-up activities and to compensate property owners.

Legend

-  PARTIALLY VACANT
-  VACANT
-  UNOCAL OWNED PROPERTY



Opportunity Sites

◆ **Pedestrian Connections.** There are several potential pedestrian connections which could be developed. In the town-side area, a pedestrian connection could be constructed from the Earl's Alley parking lot and First Street to Front Street due to the existence of sev-

eral vacant parcels between San Francisco and San Miguel Streets. On the hillside, potential connections exist between San Miguel and Second Streets, and between San Antonio and San Rafael Streets.

B. Circulation and Parking

This section describes the existing circulation and parking conditions in Avila Beach prior to the clean-up activities.

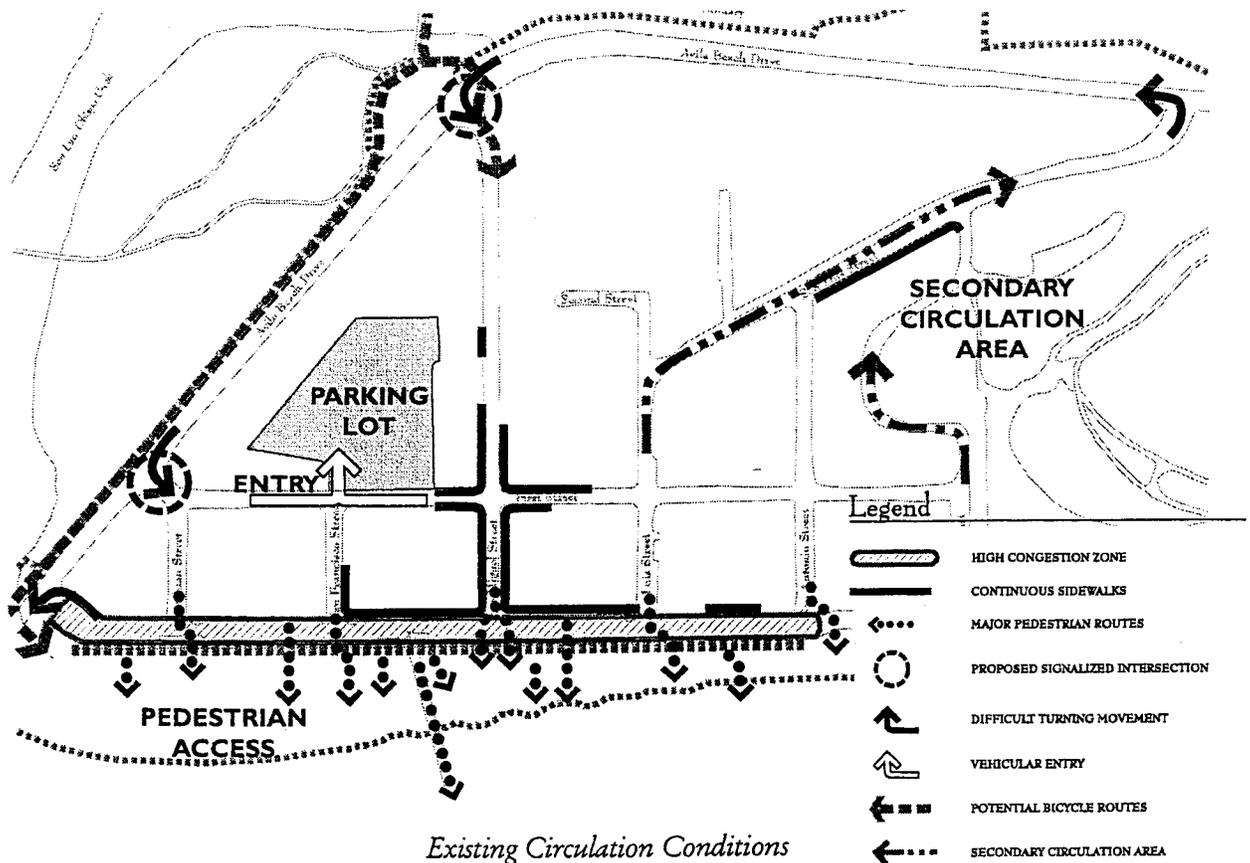
1. Circulation

The circulation system in Avila Beach is shown below.

- ◆ **Street System.** Topographically, Avila Beach is defined by its lower level town-side area and upper hillside area, which is adja-

cent to the former Tank Farm site. The street network in Avila Beach reflects this grade change, and consists of a basic grid pattern in the town-side area with some variation in the residential streets on the hill.

- ◆ **Pedestrian Circulation.** During the summer, particularly on the weekends, Front Street is a high congestion zone for both pedestrians and vehicles. The sidewalks on Front Street are heavily used for access to the beach and to businesses along the north



side of the street. Sidewalks are generally narrower than they should be to accommodate the large numbers of pedestrians present during these periods of peak use. Sidewalks along the route connecting from the Earl's Alley parking lot to Front Street and the beach are very narrow or non-existent, which forces many pedestrians into the street. The absence of sidewalks in the hillside residential area means that many local residents also use the streets for walks to and from the beach. The steep hillside east of San Miguel Street prevents the development of an east-west street north of First Street. Therefore, pedestrians have no convenient way to walk between the hilltop area and the post office.

- ◆ **Bicycle Circulation.** Bicyclists currently enter the town from the bridge next to the sewage treatment plant. Alternative routes are under consideration by the County, and include a possible connection to First Street at a signalized intersection or via an underpass at the San Luis Obispo Creek Estuary.
- ◆ **Signalized Intersection.** A signalized intersection was under consideration by the County at the intersection of First Street or San Miguel Street and Avila Beach Drive. As the only thoroughfare connecting Avila Beach, Port San Luis and Diablo Canyon to the Avila Valley and to Highway 101, Avila Beach Drive is a significant collector of vehicular traffic.

- ◆ **Vehicular Circulation.** Vehicular circulation in Avila Beach is concentrated on Front Street, where beach-going traffic collects to look for parking and to enjoy the views of the beach and ocean. Entrance routes into Avila Beach contribute to the concentration of traffic on Front Street. Most of the vehicles entering Avila Beach from the east make left turns from Avila Beach Drive on to San Luis Street, with the percentage of cars making left turns on San Miguel Street, First Street and Front Street decreasing as cars travel west along Avila Beach Drive. This results in a disproportionate number of cars entering Front Street at San Luis Street. Conversely, one-third of traffic from the west on Avila Beach Drive turns right onto Front Street, also contributing to the concentration of vehicle traffic on Front Street.

- ◆ **Hillside Circulation.** On the hillside streets, where the street system shifts off the town-side grid, the relationship between the town and Avila Beach Drive is unclear. To a first-time visitor approaching from the east on Avila Beach Drive, it is unclear if San Luis Street connects through to the beach or only to the hillside residential areas.

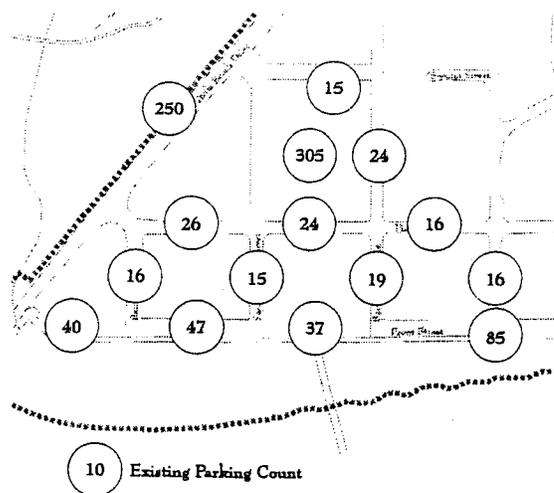
2. *Parking*

The existing parking supply is generally consistent with the potential demand generated by the beach. The current supply, including designated on-street parking spaces and the parking lot, is approximately 935 spaces, and the maximum demand, which is a function of beach capacity, is estimated at 998 spaces. The Earl's Alley parking lot is heavily used on summer weekends but is often empty at other times of the year. As shown below and in Table 7, Avila Beach Drive is included in the parking supply and provides approximately 250 spaces. Front Street also provides a significant amount of parking through diagonal on-street parking on both sides of the street. Although some overflow parking occurs in the residential neighborhoods on peak summer weekends, the number of on-street spaces

in the hillside residential area was not included in the parking supply count because it is assumed that parking in this area generally serves the residents.

TABLE 7 **PARKING COUNT SUMMARY**

Location	Existing Parking Supply
Front Street	209
Side Streets	90
First Street	66
Earl's Alley Parking Lot	305
Post Office Parking Lot	15
Avila Beach Drive Curbside Parking	250
Total	935



Existing Parking Supply

C. Policy

This section describes the policy and planning context in San Luis Obispo County. The Specific Plan is related to several County planning documents, including the County General Plan, the San Luis Bay Local Coastal Plan and the County-wide Design Guidelines Manual.

1. County General Plan

The *San Luis Obispo County General Plan* is comprised of a set of documents that meet the requirements of State General Plan law and the California Coastal Act (Division 20 of the Public Resources Code, Section 30000, et seq) and provides a comprehensive framework for the regulation, protection and management of coastal resources. To comply with the requirements of the Coastal Act, the General Plan includes a set of documents that are used to implement the Local Coastal Program.

One of the elements of the General Plan is the *Land Use Element and Local Coastal Program*. This is not a single document, but a set of documents divided into two major groups, which are the "Land Use Plan" and the "Ordinances." Since the Specific Plan is a policy-level document, this discussion focuses on the documents that make up the Land Use Plan, which is also a policy-level document. The more specific Ordinances include the *Coastal Zone Land Use Ordinance*, Title 23 of the San Luis Obispo County Code, and other related ordinances governing Water

Wells, Building and Construction, and Real Property Division.

In coastal areas, the Land Use Plan is comprised of four types of documents, which include *Coastal Plan Policies*, the *Coastal Framework for Planning*, the *Area Plans* (of which there are four), and land use category maps. The Avila Beach area is within the jurisdiction of the *San Luis Bay Local Coastal Plan*.

Following are brief descriptions of land use policies contained in the *Coastal Plan Policies*, the *Coastal Framework for Planning*, and the *San Luis Bay Local Coastal Plan*.

a. Coastal Plan Policies

The *Coastal Plan Policies* of the Local Coastal Plan provide overall policy direction for the management of land use within the coastal zone. The *Coastal Plan Policies* document is divided into chapters that cover shoreline access, recreation and visitor serving facilities, energy and industrial development, commercial fishing and recreational boating, environmental and sensitive habitat, agriculture, public works, coastal watersheds, visual and scenic resources, hazards, archaeology and air quality.

- ◆ **Shoreline Access.** The policies within the Coastal Plan encourage the protection of existing coastal access and the provision of new access, and require that new coastal access be provided with new development.



Avila Pier

- ◆ **Recreation and Visitor Serving Facilities.** Coastal Plan policies encourage the preservation of existing recreational opportunities and the expansion of such opportunities where feasible. Visitor-serving recreational facilities are given a priority over non-coastal dependent uses.
- ◆ **Energy and Industrial Development.** The Coastal Plan recognizes the need to accommodate coastal-dependent industrial and energy development. However, policies in the Plan encourage decision-makers to weigh the environmental consequences of allowing continued or expanded industrial and energy land uses.
- ◆ **Commercial Fishing and Recreational Boating.** Policies in the Coastal Plan encourage the protection of commercial and recreational boating facilities, and give priority, where feasible, to the expansion of such facilities.
- ◆ **Environmentally Sensitive Habitats.** Policies within the Plan protect and preserve coastal resources such as wetlands and riparian corridors from development, and where feasible, restore and enhance such resources.
- ◆ **Coastal Watersheds.** The Coastal Plan contains policies to help maintain the long-term viability of coastal watersheds and to manage new development so that their long-term viability is maintained.
- ◆ **Visual and Scenic Resources.** The Coastal Plan provides guidance for new development relative to the protection of scenic resources, and encourages the preservation of existing resources. Avila Beach is identified as a Special Community that provides needed commercial and recreational facilities for beach users. According to the Coastal Commission, the protection of visual and scenic resources concerns *"the protection of ocean and coastal views from public areas such as highways, roads, beaches, parks, coastal trails and accessways, vista points, coastal streams and waters used for recreational purposes and other public preserves rather than coastal views from private residences where no public vistas are involved."*
- ◆ **Hazards.** These policies provide guidance for the protection of lives and property from natural and human-made hazards within the coastal zone, including floods, unstable geology, erosion, fire, and sea-cliff retreat.

- ◆ **Archeology.** The Coastal Plan contains policies relating to the identification and preservation of archaeological resources.
- ◆ **Air Quality.** The Coastal Plan encourages the preservation and enhancement of air quality through implementation of the policies and programs of the Air Quality Management Plan.

b. Coastal Framework for Planning

The *Coastal Framework for Planning* portion of the Land Use Plan defines the policies and procedures that apply to the unincorporated area of the Coastal Zone, and describes how it is used in relationship to the *Coastal Zone Land Use Ordinance*. The primary components of the *Coastal Framework for Planning* are:

- ◆ **Land Use Categories.** The document contains descriptions of land use categories, and the population density and building intensity criteria used to evaluate individual development projects. These land use categories are mapped in the Official Maps and are further refined in the Local Coastal Plans.
- ◆ **Land Division Review.** The *Coastal Framework for Planning* specifies parcel sizes, population density and building intensity criteria for consistency of land division proposals with the General Plan and Local Coastal Program.

- ◆ **Allowable Uses.** Coastal Table O of the *Coastal Framework for Planning* defines the land uses that are allowed within a land use category in which a proposed development site is located. Coastal Table O identifies uses that are allowed within a category as either "allowed," "principally permitted" or "special standards required." For those uses identified in the latter category, references are cited to the appropriate sections of the *Coastal Zone Land Use Ordinance* which define such special standards.

- ◆ **Combining Designations.** The document also explains the criteria for application of the land use categories and combining designations to planning areas. Combining designations generally apply to those areas in which there are unique resources or potential hazards.

c. San Luis Bay Local Coastal Plan

The *San Luis Bay Local Coastal Plan* describes the county land use policies for the Coastal Zone portion of the San Luis Bay Planning Area, and reviews public facilities and services, circulation, resource management, land use, combining designations and planning area standards for each of the identified areas within the San Luis Bay area. The *Local Coastal Plan* recommends a number of programs for land management in Avila Beach. It also contains detailed Avila Beach Urban Area Standards with which development in Avila Beach must comply.

i. Area Standards

“Area standards” are mandatory requirements for new development designed to address special concerns in a particular community or sub-area of a community. Planning area standards can range from establishing special setbacks in one neighborhood, to limiting the kinds of land uses normally allowed by the General Plan because of specific community conditions.

The Avila Beach Urban Area Standards are organized under several headings describing locations in the planning area where they apply. The first group is the Community-Wide Standards, which are the following:

- ◆ **Water Authorization.** Proof of water authorization must be submitted prior to issuance of a building permit.
- ◆ **Level of Service.** Level of Service (LOS) calculations on Avila Beach Drive will be based on traffic counts conducted the second week in May during weekday peak hours.
- ◆ **Front Street Enhancement Plan.** All development applications for Front Street shall include portions of the improvements identified in the Front Street Enhancement Plan. The Front Street Enhancement Plan was created through a community process, and calls for the installation of palm trees, tree grates, pedestrian crosswalks, handicapped facilities,

parking improvements, drainage improvements, and street lighting along Front Street between Avila Beach Drive and San Luis Street, and a new restroom, observation deck, performance area and handicapped ramp to the beach at the foot of San Miguel Street.

Additionally, there are area standards that implement the land use designations contained in the *Coastal Framework for Planning*. The area standards result in the following land use designations in Avila Beach:

- ◆ **Commercial Retail.** The commercial retail (CR) designation is intended to provide appropriately-located areas for stores, offices and service establishments offering a wide range of commodities and services scaled to meet neighborhood and community needs. The Area Standards for Commercial Retail uses specify allowed business types, development plan approval requirements, building heights, and sign guidelines.
- ◆ **Public Facilities.** Public facilities in Avila Beach include the beach, pier and parking lot, all of which are owned and operated by the Harbor District, as well as the fire station, post office/community building and the wastewater treatment plant. The Area Standards permit the construction of visitor-serving retail uses on the pier in addition to other recreational uses, and specify the types of ac-

tivities and uses permissible on the beach. The parking lot may be used for public parking and landscaping.

- ◆ **Residential Multi-Family (RMF).** The RMF designation generally allows for the development of apartments and other types of multi-family residences. In Avila Beach, the Area Standards require Development Plan approval for RMF development, particularly to assess building bulk and the preservation of view corridors.
- ◆ **Residential Single Family (RSF).** This designation is applied to areas intended for single-family residential neighborhoods (with one residence per lot) at densities ranging from one to seven units per acre. In Avila Beach, the Area Standards limit RSF development to single family dwellings, home occupations, animal raising and keeping, and residential accessory uses. Building heights are also limited.
- ◆ **Recreation.** The Recreation designation is applied to visitor-serving recreation and resort-oriented development and to priority areas within the coastal zone, such as ocean-front land. Within the townsite, the Recreation designation is applied to the beach and the land along the south side of Avila Beach Drive, which was previously a Pacific Coast Railroad right-of-way. The Area Standards

limit the uses of some of the specific sites in Avila with a Recreation designation.

- ◆ **Industrial.** The Industrial land use designation applies to the Unocal tank farm site which adjoins the townsite to the east.

Combining designations surrounding Avila Beach fall into two primary categories, geologic study area and sensitive resource area. The combining designation relevant to Avila Beach is the San Luis Creek Estuary. This small estuary is located immediately west of the town and is an important feeding ground and resting area for migratory water fowl.

ii. Other Area Plan Programs

“Programs” are non-mandatory actions or policies recommended to achieve community or area-wide objectives identified in an area plan or LCP. There are a number of other programs outlined in the *Local Coastal Plan*, two of which are particularly relevant to Avila Beach:

- ◆ **Transportation Demand Management Program (TDM).** The *Local Coastal Plan* calls for the use of alternative transportation methods to increase capacity and reduce traffic volumes on Avila Beach Drive.
- ◆ **Central Business District Design Plan.** The Plan calls for the creation of a CBD Plan which would address desired improvement and development standards for the CBD and its adjacent public facilities.

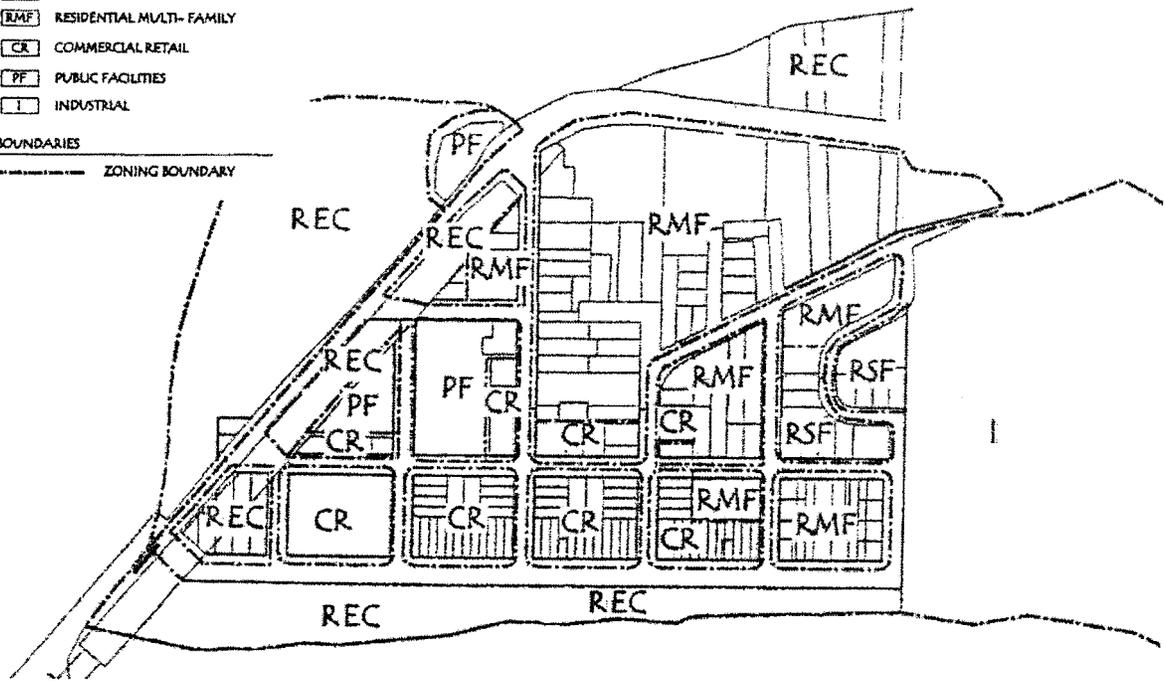
d. Official Maps

The Land Use Plan also consists of Official Maps that show the locations of the Land Use Categories and the Combining Designations that apply in Avila Beach and throughout the County. The basic land use categories and combining designations are described in the *Coastal Framework for Planning*, and modifications to them for individual communities are included in the Area Plans. A map of land use categories in Avila Beach is shown below.

LEGEND

LAND USE CATEGORIES	
REC	RECREATION
RSF	RESIDENTIAL SINGLE FAMILY
RMF	RESIDENTIAL MULTI-FAMILY
CR	COMMERCIAL RETAIL
PF	PUBLIC FACILITIES
I	INDUSTRIAL

BOUNDARIES	
---	ZONING BOUNDARY



Existing Land Use Designations

2. *Clean Air Plan (CAP)*

The San Luis Obispo County Air Pollution Control District (APCD) has prepared a Clean Air Plan in accordance with relevant sections of State and federal air quality laws. The purpose of the Plan is to achieve and maintain healthful air quality for county residents. The Plan contains control strategies for stationary and mobile sources that are intended to reduce the emission of air pollutants and their precursors.

3. *County Design Guidelines*

The *San Luis Obispo County Design Guidelines* are intended to provide a set of design guidelines and standards to help guide the future development of the unincorporated areas of San Luis Obispo County. Specific design guidelines contained in Area Plans supersede guidelines identified in the Design Guidelines Manual.

4. *Port San Luis Harbor District Master Plan and Local Coastal Program*

In accordance with the Coastal Act, the Port San Luis Harbor District adopted a port Master Plan and Local Coastal Program in March, 1984. The Plan was updated in 1994. The purpose of the Master Plan is to provide an overall management framework for the port and related facilities and to help resolve certain issues relating to the use of port facilities; for the capacity of port services and the expected demand for new services; and the preservation of the unique character of the District's waterfront and beach resources. The Plan contains policies intended to achieve these broad objectives, including goals and policies for the Port's Avila Beach facilities which include the pier, beach area and parking lot.

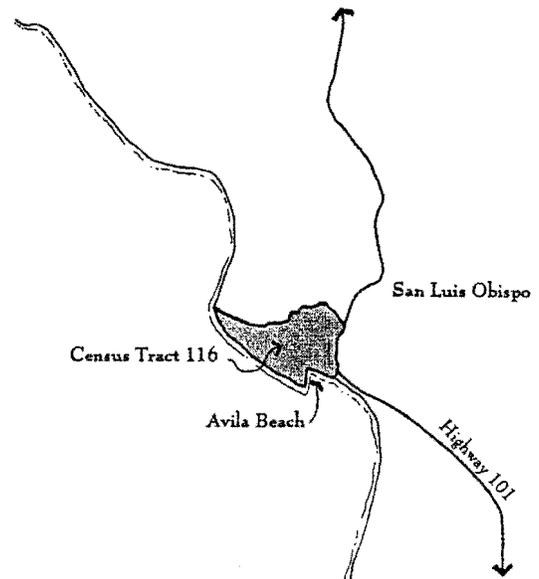
D. Market Conditions

This section provides a demographic overview of the market area, describes the local- and visitor-serving retail market in Avila Beach, and provides recommendations for rebuilding the commercial district. The market conditions overview was conducted by Bay Area Economics, part of the Specific Plan consultant team.

Table 8 summarizes the existing market conditions in Avila Beach and indicates what Avila Beach could support in terms of additional sales, retail square footage and hotel rooms.

1. Demographic Overview

This section examines key demographic attributes and trends affecting retail and tourist de-



Census Tract 116

TABLE 8 MARKET CONDITIONS SUMMARY

Existing Tourist Serving Retail	28,400 square feet
1997 Front Street Taxable Sales	\$3,957,400
Taxable Sales per Square Foot	\$139.35
Estimated Annual Visitors to Avila Beach	800,000 to 1 million
Potential Sales in Avila <i>(based on \$12 per visitor average)</i>	\$12 million
Potential Retail Square Footage	approx. 60,000
Potential Local Serving Retail Square Footage <i>(50% eating and drinking establishments)</i>	approx. 10,000
Existing Hotel Rooms in Avila	87 rooms
Planned Hotel Rooms in Avila Valley	237 rooms
Potential Additional Rooms in Avila	50 to 100 rooms

mand in Avila Beach, the surrounding Avila Valley, and the County of San Luis Obispo. Only limited data is available for Avila Beach, primarily because it is part of a large census tract which includes Avila Valley, as shown on page 30. Avila Valley is the smallest unit that reliable data was available for and it represents the area for which Avila Beach is the closest shopping district. This section summarizes key findings about the local demographics.

- ◆ **Population and Household Growth.** Avila Beach contains a 1998 estimated population of 395 residents living in 176 households. Avila Valley has an estimated 3,230 residents in 1,314 households. Avila Valley has experienced relatively moderate increases in population since 1990, with a 0.3 percent average annual growth rate. In contrast to Avila Beach and Avila Valley, the County has experienced relatively more rapid growth since 1990, with an annual average change of 0.9 percent. The County had a 1998 population of 238,974 persons.
- ◆ **Household Size and Composition.** Avila Beach has small average household sizes, with an average of 1.64 persons per household in 1997. This is a slight decrease from the 1990 level of 1.70 persons, and is very small compared to Avila Valley, with 2.41 persons per household, and the County, with 2.54 persons per household (Census 1990).
- ◆ **Tenure.** Only 24 percent of Avila Beach households owned their dwelling unit in 1996 (Avila Beach Cleanup Final EIR/S). This compares to a much higher owner-occupancy rate in Avila Valley (71 percent) and the County, where 60 percent of households owned their dwelling unit.
- ◆ **Age Distribution.** A relatively low proportion of Avila Beach's population (11 percent) is under the age of 18, compared with approximately 18 percent of total population under age 18 in Avila Valley and 22.5 percent in the County. The median age is lower in Avila Beach (39.6 years) compared to Avila Valley (45 years), but slightly higher than the County as a whole (36.6 years). These facts suggest that Avila Beach has a relatively high percentage of young adults compared to Avila Valley or the County.
- ◆ **Household Income.** Household income is an important indication of the amount and type of retail uses that are supportable in an area. Avila Beach had a 1996 median household income of \$39,166; Avila Valley, which includes Avila Beach, had an estimated median household income of \$65,761 in 1998, compared to a County median of \$38,512. Approximately 62 percent of Avila Valley households had incomes above \$50,000 in 1998, and 43.5 percent had household income above \$75,000. This compares to 36 percent

of households with income above \$50,000 in the County. This data indicates Avila Valley households are generally more affluent than Avila Beach and the County and will tend to have more disposable income.

- ◆ **Reported Home Values and Rents.** In 1990, the median reported value for owner-occupied homes in Avila Valley was \$336,000, compared to \$215,300 in the County. Data for home values specifically in Avila Beach was not available. The median monthly rent was \$475 in Avila Valley and \$510 in the County. Avila Beach average rent was estimated as \$551 in 1996 (Avila Beach Cleanup Final EIR/S).

In summary, Avila Beach residents can be characterized as having similar incomes but living in smaller households than the County as a whole. Avila Beach households have significantly lower home-ownership rates than Avila Valley or the County overall. The population of Avila Beach appears to consist of a mix of long time aging residents, young people attracted by the beach, and households employed nearby including the Avila Beach Commercial district, Port San Luis, and Diablo Canyon.

With respect to retail market support, the population base of Avila Beach and Avila Valley, totaling slightly more than 3,200 residents in 1,300 households, represents a very limited source of

local demand. Typical neighborhood serving retail uses generally require at least 5,000 households to support small grocery and restaurant facilities, with larger numbers of households needed to support chain grocery and drug stores.

2. *Tourism Trends and Conditions*

Tourism on the Central Coast is largely based in the coastal resort communities of southern San Luis Obispo County and Hearst Castle near Cambria. Tourists come for the beaches and related beach and ocean activities. The average overnight visitor to the County spends \$75 per day, stays 3.3 nights, and is in a party of 2.3 people (UCSB Economic Forecast Project, 1998). Besides lodging, tourist expenditures go to food, shopping items, and recreation activities in that order. Overnight visitors typically spend 20 percent more than day visitors (UCSB Economic Forecast Project, 1998).



Avila Beach on an August Saturday

- ◆ **Avila Beach Recreational Opportunities.** Set on the scenic Central Coast, Avila Beach offers an attractive beach, a pleasant year-round climate (it is said that if it is sunny anywhere on the coast it will be sunny in Avila Beach), and the charming atmosphere of an old-time beach town. These features make Avila Beach a popular tourist destination.

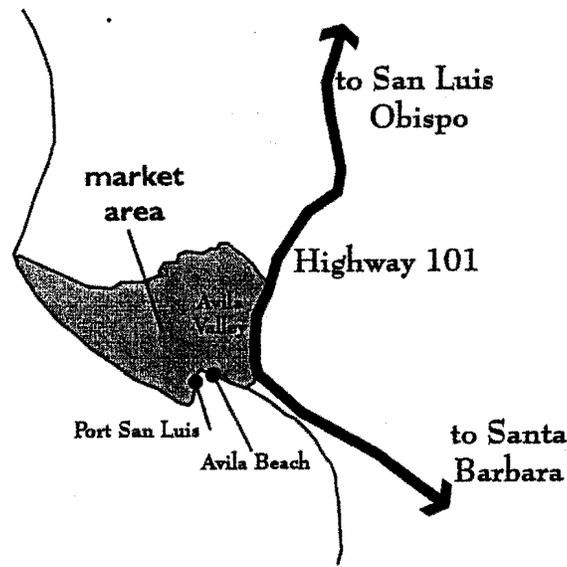
- ◆ **Visitors to Avila Beach.** Tourism in the Avila Beach/Port San Luis area is reportedly high; estimates range from 800,000 to over one million visitors per year (Port San Luis staff, Avila Beach Cleanup Final EIR/S). The peak capacity of Avila Beach given the current parking inventory and typical turnover rates has been estimated to be just under 5,000 visitors per day or a total of 1.8 million per year (Avila Beach Cleanup Final EIR/S). Of the Avila Beach visitors seeking overnight accommodations, only 10 to 15 percent lodge in Avila Beach, suggesting potential support for additional lodging facilities.

In summary, in contrast to the limited potential retail demand from local residents, Avila Beach attracts a strong tourist population, upwards of 800,000 persons per year. These visitors, coming primarily from nearby communities, but with a significant minority coming from the Central Valley and other places, could easily spend from \$11 million to more than \$20 mil-

lion in Avila Beach/Port San Luis, if appropriate lodging, shopping and dining facilities were available.

3. Existing Retail and Visitor-Serving Facilities

There are two commercial centers in the local market area, which is the area that provides commercial opportunities within the project vicinity. The two commercial centers are the Avila Beach commercial district located on Front Street and the Port San Luis area. The two centers are home to a wide variety of businesses including tourist serving establishments, business and personal services (such as architects and real estate brokers), fishing, and manufacturing. Front Street in Avila Beach is oriented toward the beach



Avila Beach Market Area



Avila Beach Commercial District

visitor, with restaurants, shops, and services while Port San Luis is oriented more towards fishing and marine industries. The Harford Pier in Port San Luis, oriented more towards fishing and marine industries and activities, contains two sit-down restaurants, several other fast food stands, several wholesale/retail seafood outlets, a marine supply shop, and other marine-related establishments. Market area businesses also include enterprises located along Avila Beach Drive and San Luis Bay Drive.

Historically, Avila Beach's commercial district has been composed of approximately 20 businesses arrayed along Front Street, from San Juan Street to San Antonia Street, and on San Miguel Street between Front and First Streets. The businesses have been primarily tourist-serving. These businesses are all housed in one-story structures,



Port San Luis

typically in spaces of 300 to 5,000 square feet. There is a total of 28,400 gross square feet of commercial/retail space (excluding the Inn at Avila Beach) in the Front Street District.¹ Several of the businesses reside in buildings owned by the business proprietors, while others are tenants in buildings owned by other parties. Businesses that lease space pay monthly rents ranging from \$0.75 to \$1.60 per square foot.

Overnight accommodations in and around Avila Beach include 32 rooms in the Avila Beach Inn (remodeled in 1996), 140 units in the San Luis Bay Inn (of which the majority are time-share units, with 6 rooms available for transient occupancy), and 55 rooms in the Sycamore Mineral Springs, located approximately two miles east on Avila Beach Drive. Based on interviews with local lodging operators, year-round occupancy

¹ Square footage of space is based on calculations taken off of existing aerial photography of Avila Beach.

rates at these facilities appear to be strong, and seasonal occupancy is very strong, although exact data are not available. Other facilities in the town of Avila Beach that once were transient hotel facilities appear to have been converted to apartments when the Diablo Canyon power plant opened in the late 1970's.

4. *Recent Sales Activity*

In Avila Beach, total taxable sales have varied from a low of \$3.3 million in 1996 to a high of almost \$4.0 million in 1997. Avila Valley total taxable sales have varied during the two year period, from a low of \$5.6 million in 1996 to a high of almost \$6.2 million in 1997.² While these sales levels are encouraging, they are significantly below the possible tourism expenditures identified in the previous section (\$11 million to \$32 million). Restaurant sales predominated in both years reported, ranging from 76 percent of total sales in 1996 to 68 percent in 1997.

The peak tourism period of April through September (i.e., the 2nd and 3rd quarters) accounted for over 60 percent of the taxable sales. However, it should be noted that weekend visits in the winter season (starting in January) and other off-season visitation account for a significant 40 percent of taxable sales reported by Avila Beach establishments.

5. *Planned and Proposed Competitive Supply*

This section details proposed projects in Avila Valley that would compete with Avila Beach for local-serving and tourism retail expenditures.

- ◆ **San Luis Bay Estates Master Plan.** The adopted San Luis Bay Estates Master Plan includes 50,000 square feet of office and retail space and 12,000 square feet of club uses (including banquet and recreational facilities). As of October 1998 only 2,500 square feet of these allowed commercial uses had been built; the space is used as an office facility. A small, upscale general retail store is planned for development in the near future. This facility, which will be less than 3,000 square feet, will offer convenience items, wine, prepared food, and golf and tourist items.
- ◆ **Avila Valley Proposed Hotel Facilities.** There is also one hotel project currently in the planning/approvals stage and one hotel expansion in Avila Valley. A 30-room medium to high-end inn is included in the San Luis Bay Estates Master Plan. This phase of the project has been approved subject to final environmental analysis, which is in the process of being completed. Sycamore Min-

² Sources of taxable sales in the Avila Valley include businesses in Port San Luis and other retail establishments, such as the Avila Hot Springs.

eral Springs Resort has zoning approval to build 40 additional rooms across Avila Beach Drive from the current facility. Another facility has recently been discussed which would be located across Avila Beach Drive from the Avila Hot Springs. The project would be comprised of 135 rooms. No plans have been submitted to the County for the project at this time.

- ◆ **Port San Luis.** The Harbor Terrace Inn, a 147-room medium to high-end hotel to be built in approximately 30 cottages has been proposed within the jurisdiction of the Port San Luis Harbor District. Additionally, as part of Harbor Terrace Inn planning, a second phase has been proposed that would result in re-aligning Avila Drive and adding up to 95,000 square feet of commercial and retail space. At present, the Harbor Terrace Inn environmental and development review process are not considering this second phase and it is unclear what amount of retail will ultimately be approved.

6. *Potential Sales and Supportable Square Feet*

The following section discusses the potential retail sales, retail square footage and potential hotel rooms that would be supportable in Avila Beach.

a. **Retail Space**

This section reviews the potential for retail sales and thereby the amount of supportable square footage of retail space in Avila Beach. The estimated potential is based on a combination of factors including potential sales from local residents, from Diablo Canyon employees, and sales from tourists.

- ◆ **Sales from Local Residents.** There are few local-serving retail categories that could be supported by the Avila Beach population, even assuming capture of a large percentage of resident retail sales. There is potential for a rebuilt Avila Beach to retain enough of the local sales to support one small local-focused specialty retail store. There is also support for a local restaurant, but eating establishments are more likely to focus on a combination of tourist and local markets. There may also be the potential for a re-built Avila Beach to capture enough local sales from Avila Valley to support two small locally targeted specialty retail stores and two eating establishments.

- ◆ **Sales from Diablo Canyon Employees.** Diablo Canyon employees are another source of potential local retail sales. Approximately 2,000 workers are employed at Diablo Canyon, along with periodic maintenance efforts that add over 1,000 workers approximately about once a year for a six week period. If 10 percent of the workforce were

to eat lunch or shop in Avila Beach on any given work day and spend an average of \$10, this source of demand could account for almost \$600,000 annually in sales for Avila Beach businesses. This demand would be accounted for primarily in the eating and drinking establishment category, along with some convenience items, and would be met in local-serving facilities.

- ◆ **Sales from Tourists.** The 1995-96 County Visitor and Conference Bureau Visitor Survey found that visitors to Avila Beach spent an average \$40 per capita a day, though the survey did not specify where the money was spent. The 1983 MDW Associates beach survey found that over half of Avila Beach goers surveyed on the beach spent less than five dollars per day. Given these disparate statistics, it can be assumed that there are two types of visitors to Avila Beach: 1) tourists who come from some distance to vacation and recreate in the San Luis Obispo County area, and whose spending will be in line with the County Visitor and Conference Bureau survey, and 2) beach-goers, who come from surrounding communities to enjoy the beach, but spend very little. Based on the MDW Associates survey, it appears likely that spending by beach-goers might continue to be approximately \$8 per day and that tourist spending in Avila Beach will approximate 75 percent of \$40 per day, with the balance of spending occurring at Port San Luis, Avila

Valley and other destinations. Assuming an annual visitor total of 800,000 and that 40 percent of visitors are tourists and 60 percent beach-goers, total tourist-serving potential sales are estimated at \$12 million per year.

This level of tourism-serving sales would translate, at the current sales per square foot of Avila Beach establishments, to approximately 60,000 supportable square feet of tourism-serving retail space, which would represent an approximate tripling of existing retail space. Approximately



Inn at Avila Beach

30,000 square feet of this space would be in eating and drinking establishments, and the balance would be in retail and recreational establishments.

In summary, the above analysis explores potential sales and supportable square feet of retail space from three sources of demand -- residents of the immediate market area, Diablo Canyon employees, and tourists (both vacationers and beachgoers). While the independent analyses each result in supportable space, the actual result in small commercial districts such as Avila Beach's Front Street typically cater to a blended market of local residents, workers, and visitors. The amount of space that would be supported by local residents alone would not be enough to create a commercial district. In fact local demand would only support a few small stores. However, the addition of a large visitor/tourist population means that Avila Beach could support a viable commercial district catering primarily to visitors.

The estimate of space supportable by tourists and locals, 70,000 square feet, should be considered the upper bound of the potential support from all sources of demand. The District presently contains approximately 28,400 square feet of commercial space; this upper bound estimate means that up to an additional 31,600 square feet of space could potentially be supported.

b. Support for Overnight Accommodations

Currently the Avila Valley area has 93 hotel rooms, as well as 140 time share units that reportedly are available for occasional occupancy by non-time share participants. However, only one hotel, the Inn at Avila Beach with 32 rooms, has a beach orientation.

In addition to existing supply, a total of 217 hotel rooms are proposed (including an approved expansion and two projects pending final approvals) by approximately 2002, bringing the total

TABLE 9 EXISTING AND PROPOSED HOTEL ROOMS

Ocean-Oriented		Inland-Oriented*	
Facility	Rooms	Facility	Rooms
Inn at Avila Beach	32	Sycamore Mineral Springs	95
Harbor Terrace	147	San Luis Bay Estates	30
San Luis Bay Inn	6		
Sub-Total	185		125
Total			310 Rooms

* the 135 rooms to be located across from the Avila Hot Springs are not included in Table 3 because there is no formal proposal for their completion at this time.

for available actual hotel rooms at that time up to 310 in the Avila Valley area, as shown in Table 9. Neither of the new hotels will be beach-oriented. Currently Avila Beach has 32 hotel rooms. Six rooms are available for transient occupancy at the San Luis Bay Inn, with a potential for 147 more rooms at Port San Luis for a total of 185.

The potential for additional hotel room market support is based on tourism data from the range of sources described previously in this report and comments from local business owners. Assuming an annual Avila Beach visitor total of 800,000 and that 40 percent of visitors are tourists with the potential to stay overnight, approximately 140,000 annual hotel-nights are supportable in Avila Beach by existing tourism. This assumes an average of 2.3 tourists per room. Based on an assumption that a 50 percent capture rate is possible, and that hotel operators need at least a 70 percent occupancy rate to support a hotel room, 272 rooms would be supportable in Avila Beach. Thus, it appears that a rebuilt Avila Beach could support an additional 80 to 90 hotel rooms; however, this finding will depend on the type of hotel under consideration as well as the perceived attractiveness of the reconstructed Avila Beach.

Hotel rooms in Avila Beach could be built in the form of a traditional hotel/motel complex. However, in this Specific Plan construction of visitor lodging incorporated as second story accommodations above Front Street retail estab-

lishments is encouraged. The construction of second story lodging units would also increase safety in public areas due to the increased level of surveillance lodgers would have of the street level.

APPENDIX C: REGULATORY APPENDIX

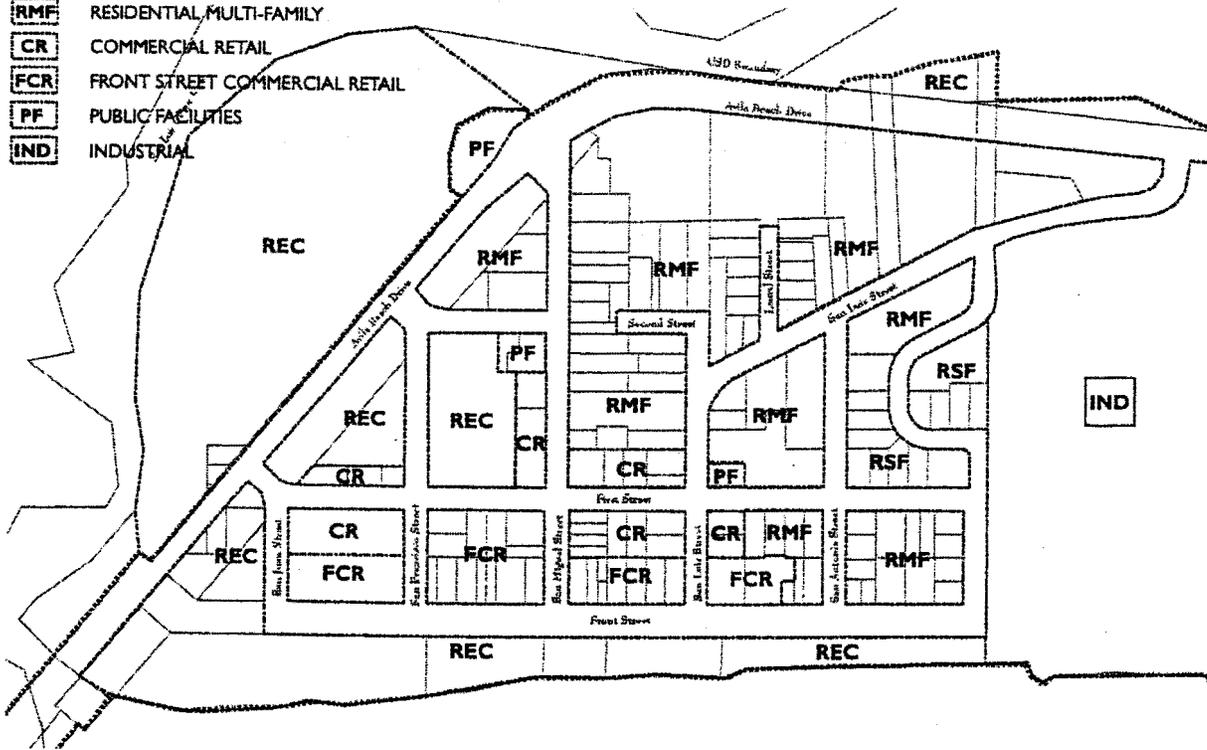
This appendix to the Avila Beach Specific Plan contains the revised Avila Beach Land Use Map, amendments to the San Luis Bay Local Coastal Plan, to update the plan narrative for consistency with the Specific Plan, changes to Avila Beach Urban Area Programs, and incorporates the Specific Plan, by reference, in the San Luis Bay Local Coastal Plan.

A. Land Use Map

The land use map shown below identifies proposed new land use designations for parcels within the Avila Beach Community Services District. Land use designations are described in the *Coastal Zone Framework for Planning*. Limitations on the uses described in the *Framework for Planning* are described in the Area Standards section, following.

LEGEND: LAND USE CATEGORIES

REC	RECREATION
RSF	RESIDENTIAL SINGLE FAMILY
RMF	RESIDENTIAL MULTI-FAMILY
CR	COMMERCIAL RETAIL
FCR	FRONT STREET COMMERCIAL RETAIL
PF	PUBLIC FACILITIES
IND	INDUSTRIAL



Avila Beach Land Use Map

B. Avila Beach Land Use

This section of text supersedes text from the *San Luis Bay Area Local Coastal Plan*, Chapter 6, pages 6-4 to 6-7.

Text changes are shown in ~~strikeout text~~ for text that has been deleted, and new text is shown in *bold italic text*.

Avila Beach

This area includes the townsite of Avila Beach, the Union Oil Company property and the Port San Luis Harbor District lands. This total area is contained within the Urban Services Line. (LCP)

Residential Multi-Family

Existing development is primarily residential, with the majority of structures being single-family residences or duplexes. There are also ~~several~~ *a few* motel units that are rented as apartments fall through spring. ~~Many~~ *Some* of the ~~older~~ residences are ~~older structures~~ and are in run down condition that ~~and~~ detract from the visual quality of the community. ~~Some new apartments have also recently been constructed.~~ (LCP)

The character of Avila Beach will continue to be that of a ~~resort~~ recreation community. It is

also expected that the residential type will continue to be single-family and duplexes on small lots, with the net resultant density being that of multiple residential. New development proposals for multiple family dwellings must be consistent with the total community character and also be responsive to the varied terrain and viewsheds of existing development. ~~Because of the differing terrain it is recommended that development occur at two different densities. Lots fronting San Miguel Street, north of Second Street, have low slopes and are flanked by a steep embankment to the east. These lots are recommended for a low density, not to exceed 15 units per acre. The remaining multi-family areas in town have varied slopes and are recommended for higher densities, up to 38 units per acre. In these areas particular attention should be given to individual site characteristics, views and visual impacts from the rest of town. Even though this plan designates only a small Residential Single Family areas within the community, it is expected that individual residences will continue to be scattered throughout, the Residential Multi-Family designation is not intended to preclude the single family home. The Avila Beach Specific Plan adopted for the Avila townsite specifies the type and density of new Residential Multi-Family projects. Mixed use projects, where appropriate, are encouraged, including the combination of visitor lodging and traditional multi-family dwellings.~~ (LCP)

Residential Single Family

The only area designated as Residential Single Family is bordered on the north by San Luis Street, on the west by San Antonio Street, on the south by First Street, and on the east by the Union Oil Company industrial lands. (LCP)

Commercial Retail

The Central Business District (CBD) is concentrated within the blocks between Front and First Streets, extending from San Juan Street to a point east of San Rafael Antonia Streets. In 1999, a majority of this area was demolished as part of a clean-up operation by the Unocal Corporation. The existing uses prior to the demolition were varied and included bars, restaurants, a mobile home park, motels, auto repair, grocery and several residences. (LCP)

The commercial establishments provide for residents' daily needs, but are most heavily dependent on the recreation/tourist trade for their continued economic survival. Residents must travel to other communities for major retail purchases. Existing development suffers from many ailments, such as, inadequate and inconvenient parking, vehicular/pedestrian conflicts, and undesirable mixture of tourist, service and retail commercial uses that result in inconvenience and congestion, especially during vacation periods and high visitor weekends, lack of

~~and unifying architectural theme. Many of the structures and grounds are in an unkempt, run-down condition.~~ (LCP)

Future commercial development should continue to emphasize ~~the resort-visitor-serving~~ commercial uses. Attention should be given to establishing some type of unifying theme through building facade treatment and landscaping techniques. Resolution of the traffic circulation and parking conditions should also be stressed. ~~The Specific Plan sets forth standards that allow the p~~Proper delineation of roadway, parking and pedestrian areas can also to lessen some of the present-past adverse conditions. Improved ~~The Specific Plan also recommends a redistribution of public parking adjacent to the commercial areas, coupled with a pedestrian plaza and pedestrian walkways to the beachfront, will also to~~ benefit the commercial establishments. Traffic congestion might even be further lessened if, in the future, the proposed Pacific Coast Light Railway (a tourist concession) or some other system could be extended from Avila Valley to the Avila townsite and provide a shuttle-type service that would permit parking of cars in the outlying areas rather than in town. (LCP)

Recreation

Avila Beach State Park, considered one of the best swimming beaches in the county, extends the full length of Front Street. The park beach

has restrooms, picnic facilities and some playground equipment, and the Avila Pier is a public pier used for fishing. Both the beach and the pier are ~~owned by the state, but facilities are~~ operated and maintained by the ~~San Luis Obispo County~~. *Port San Luis Harbor District*. (LCP)

In the future, better pedestrian access should be provided between the beach and parking facilities located on the perimeter of the CBD. The old Pacific Coast Railroad right-of-way could be utilized by the proposed Pacific Coast Light Railway to connect Avila Valley to Avila Beach recreation resources. The railway is also proposed for ultimate extension out to Port San Luis and could serve not only as a tourist attraction, but could become an important aspect of the area's circulation system. (LCP)

Public Facilities

This land use category is applied to lands along Harford Drive owned by the Port San Luis Harbor District. The lands owned by the harbor district are proposed for a wide variety of recreational uses, to be constructed in phases over a period of several years. (LCP)

~~Figure 2 shows the types of uses that might be developed as part of the Harbor Improvement Project.~~ Uses contemplated are berthing for commercial and pleasure craft, boat repair, auto and boat trailer parking, and a restaurant, all of which would be compatible with the harbor character. (LCP)

Due to the unknown nature of crew base requirements at this time, any such improvements will require amendment to the harbor plan and county development plan approval based upon the criteria identified in the Avila Beach Urban Area Programs and Standards (~~Chapter 8~~). (LCP)

The district has also acquired additional property at the northeast corner of Harford Drive and the PG&E access road, which they intend to develop as a supplemental boat storage and parking area to serve future harbor development. A little further east of this site is an existing 41 space trailer park. This use of these properties is being phased out. (LCP)

The Public Facilities category also applies to the ~~county-owned~~ parking lot north of First Street. This should be up-graded and integrated into the ~~future recreational uses along Avila Road, especially the proposed light railway.~~ *uses adjoining the parking lot.* (LCP)

Industrial

This land use designation is applied to the Union Oil Company property adjacent to the easterly edge of the townsite, and to the company pier west of San Luis Obispo Creek. The site of approximately 120 acres is located on a large hill overlooking the town and has been used for many years as a site for Union Oil's tank farm for petroleum storage. ~~Tankers presently handle oil cargoes at the existing pier located west of town. The pier carries pipelines that connect to~~

~~the tank farm site. Both refined and crude oil are handled through the tank farm and it is the main supplier to the Union Oil Company refinery located on the Nipomo Mesa. The tank farm site is a major visual feature of the community as it overlooks and can be seen from all points of the community. (LCP)~~

The storage site is relatively flat, with slopes of 0-15%, but this turns to rather steep cliffs on all sides of the site with over 30% slopes. *At one time, there were* approximately 12 major storage tanks on the flat section of the site with small tanks and accessory buildings (i.e., water tanks, truck loading facilities) scattered throughout. *In conjunction with the clean-up of petroleum contamination in the community, Union Oil Company has removed the tanks and other facilities, except for small water tanks.* The property is fenced and access is restricted to Union Oil Company officials. ~~The entire Petroleum Bulk Terminal Facility is recognized as a substantial and historical use. Future utilization of the site, however, should not infringe on the steep wooded slopes along the northern perimeter above Avila Road or damage the bluffs along the waterfront. Union Oil maintains their own sewage disposal system and fire protection facilities, but receives water from the Avila Beach County Water District Community Services District. If a multi-purpose special district is formed in the future, consideration should be given to the district providing services, since the property is included within the urban services line. (LCP)~~

C. Avila Beach Urban Area Programs

This section of the text supersedes text from the *San Luis Bay Area Local Coastal Plan*, Chapter 6, pages 6-21 to 6-23.

The following programs apply within the Avila Beach urban reserve line to locations in the land use categories listed.

Communitywide

1. **Priority Coastal-Dependent and Coastal-Related Uses.** Priorities and policies of the California Coastal Act and the San Luis Obispo County Local Coastal Plan shall be considered in reference to any development proposal in the Avila Beach Urban Area, which could impact traffic levels on Avila Beach Drive. [Added 1995, Ord. 2702]

Commercial Retail

~~1. **Central Business District Design Plan.** The Planning Department should work with the community, community services district and individual property owners to prepare a CBD design plan to establish desired improvement and development standards for the CBD and adjacent public facilities, including the beachfront. The plan should include criteria for siting structures, building materials, signing, setback, landscaping, parking, pedestrian access to both the beach area and commercial areas, and lighting.~~

The plan should also incorporate recommended procedures for implementation, including any necessary changes to the Land Use Element.

2. **Parking.** The county should work with property owners toward development of adequate parking facilities needed to serve the downtown and beach areas.

3. **Facility Management.** The county should cooperate with the town of Avila, *the Avila Beach Community Services District, the Avila Beach Community Foundation*, the Port San Luis Harbor District, and Front Street property owners to facilitate implementation *management of facilities the Front Street Enhancement Plan, as shown in Figure 8-3 in the downtown area of Avila Beach, including the beach and pier, the park, and the parking lot.*

Industrial

The following programs apply to the Union Oil marine terminal and tank farm.

~~4.3-~~ **On-Shore Pipeline Alternative.** The county should encourage expansion or construction of onshore petroleum pipelines when and where feasible in lieu of any expansion of marine terminal facilities or operations.

~~4.~~ **Storage Tank Relocation Study.** The county should request a Coastal Energy Impact Program (CEIP) grant to evaluate costs and alternatives

~~for relocation of the storage tank facilities to a less visually obtrusive and potentially hazardous location.~~

5. **Abandonment of Pier.** At such time as the Union Oil Pier is no longer needed for petroleum operations, the county, the State Department of Parks and Recreation or other public agency should be offered the right of first refusal if the pier is determined appropriate for recreational use.

6. **Onshore Pipeline.** The county should encourage the State to study extending the onshore pipeline being proposed to service offshore oil development in the Santa Barbara Channel and northern Santa Barbara County, northward to intercept oil presently being exported through Port San Luis.

Public Facilities

The following program applies only to the Port San Luis Harbor District.

7. Future revisions to the harbor master plan should be based upon the following priorities:

Priority I: Coastal-Dependent Uses

- a. Commercial fishing and related mariculture/aquaculture
- b. Sport fishing

- c. Recreational boating and other oceanfront recreational uses
- d. Energy-related facilities

Priority II: Coastal-Related Uses

- a. Other visitor-serving retail commercial uses and other coastal-related uses.

Priority III: Other Uses

- a. Other uses which are neither coastal dependent related.

Priorities and policies of the California Coastal Act shall be considered in all harbor development. Prior to approval of any use which is not coastal-dependent the harbor district shall make a finding that adequate resources and services have been reserved for all coastal dependent uses proposed in the master plan. (PSL Policy C-3)

8. *Facility Management.* The county should pursue coordinated review of any harbor improvement plans with the California Coastal Commission, the U.S. Army Corps of Engineers, the California Department of Water Quality Control Board and the Port San Luis Harbor District to ensure a timely response to the proposed project and incorporation of the concerns of each of these agencies into the approval of the development plan.

Recreation

9. **Avila Beach.** Future recreation uses at Avila Beach should be compatible with the ~~CDD plan~~ *Avila Beach Specific Plan*. ~~when that plan is adopted.~~

10. **Floodplains.** The county Engineering Department should work with owners of developing properties to acquire protective easements over floodplain areas.

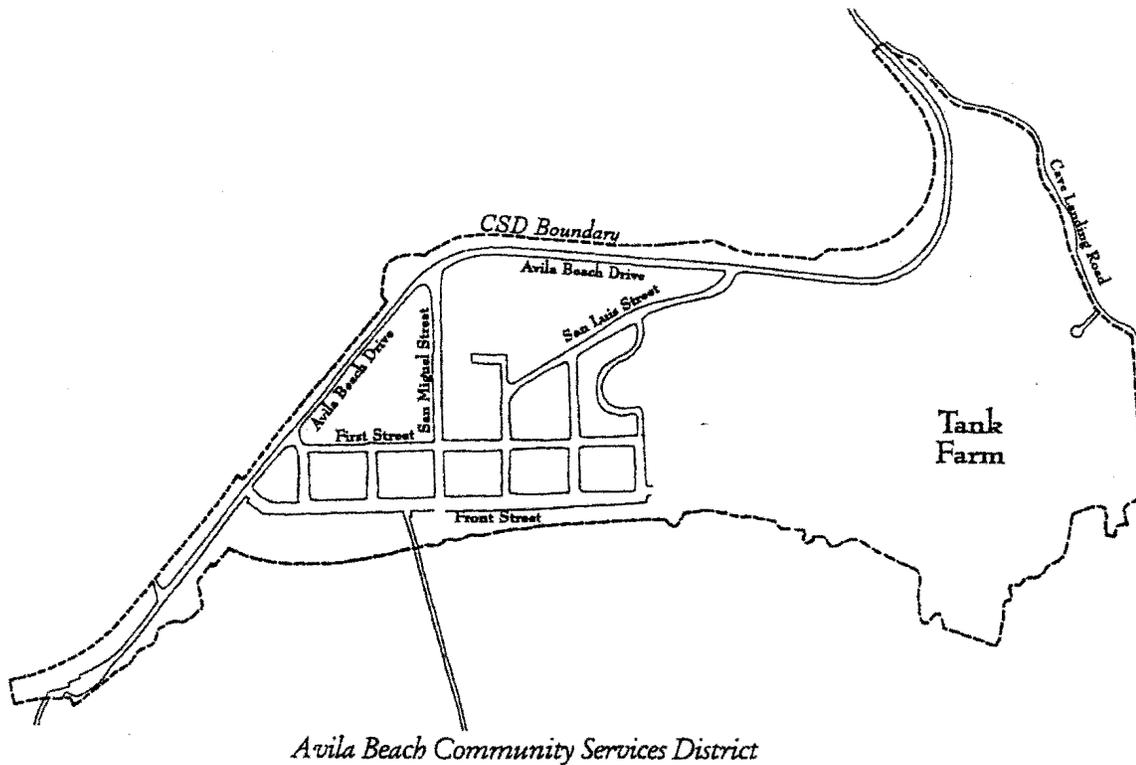
11. **Pacific Coast Light Railway.** The county should assist the railroad operator in acquiring right-of-way to extend the proposed Pacific Coast Light Railway from Avila Valley through Avila Beach. The old Santa Fe School building east of Ontario Road should be incorporated into the proposed railroad facilities development.

12. **Screening.** The county should work with property owners and the State Department of Transportation to initiate a program to landscape and screen existing and proposed recreational uses from view of U.S. 101 and to remove unsightly fill from San Luis Obispo Creek.

13. Avila Pier. At such time as the county proposes to ~~abandon the Avila pier~~, the Port San Luis Harbor District shall have the first right of refusal. *The county shall encourage discussions between the Port San Luis Harbor District and the Avila Beach Community Services District regarding management of the pier, beach and parking lot.*

D. Avila Beach Urban Area Standards

Text changes are shown in ~~strikeout text~~ for text that has been deleted, and new text is shown in *bold italic text*.



AVILA BEACH

The following standards apply only to lands within the town of Avila Beach, to the land use categories or specific areas listed.

COMMUNITYWIDE: The following standards apply within the Avila Beach urban reserve line and are not limited to a single land use category.

Delete existing paragraph 3. Add new paragraph 3, as follows:

3. *Avila Beach Specific Plan Included by Reference. The Avila Beach Specific Plan, and any amendments made thereto, is hereby incorporated into this Land Use Element as though it were fully set forth here. All development within the Avila Beach Specific Plan planning area (as shown above) is to be in conformity with the adopted Specific Plan. In the event of any conflict between the provisions of the San Luis Bay Local Coastal Plan and the Specific Plan, the Specific Plan shall control.*

Delete Figure 8-3.

4. *Permit Requirement. Unless otherwise specified in the Avila Beach Specific Plan, Minor Use Plan approval is required for all proposed new uses.*

COMMERCIAL RETAIL: The following standards apply only to lands within the Commercial Retail land use category.

Delete entire section.

INDUSTRIAL: The following standards apply only to lands within the Industrial land use category.

1. *Limitation on Use - Tank Farm. Uses are limited to pipelines and power transmission (including petroleum product storage and pipeline facilities); coastal accessways; and water wells and impoundment. Future use of the site will be considered during the remediation review process and a subsequent amendment to the Avila Beach Specific Plan. The amendment will include a request to amend the Specific Plan to change the land use designation from Industrial (IND) to a new category which would enable development similar in physical scale and functional characteristics to that described in the Specific Plan.*

PUBLIC FACILITIES: The following standards apply to the Port San Luis Harbor District Plan for proposed harbor improvements, hillside area development and potential plans to service offshore oil development.

OPEN SPACE: The following standards apply only to lands within the Open Space land use category.

Delete entire section.

AVILA BEACH FACILITIES

RESIDENTIAL MULTI-FAMILY: The following standards apply only to lands within the Residential Multi-Family land use category.

Delete entire section.

RESIDENTIAL SINGLE-FAMILY: The following standards apply only to lands within the Residential Single-Family land use category.

Delete existing paragraph 3.

