

**CALIFORNIA COASTAL COMMISSION**

CENTRAL COAST DISTRICT OFFICE  
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SANTA CRUZ, CA 95060  
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Commission Action:  
Opened and Continued 3/15/01

**STAFF REPORT: APPEAL**  
**SUBSTANTIAL ISSUE DETERMINATION**

**Application number** ..... A-3-SLO-01-011, Cambria Bicycle Outfitters

**Applicant** ..... C.B.O., Inc. (Cambria Bicycle Outfitters)

**Appellants** ..... Bruce Black, Jack Della Bitta, Mike and Lynda Adelson, Robert Unger,  
Richard Hawley, Forrest Warren, Susan Pendergast

**Project location** ..... 2150 & 2164 Center Street, Cambria, San Luis Obispo County (APNs 013-262-001, 013-262-002).

**Project description** ..... Demolish existing 1,400 square foot building and construct new 4,697 commercial building; remodel existing 5,546 square foot commercial building.

**Local approval** ..... Minor Use Permit/ Coastal Development Permit D990152P was approved by the San Luis Obispo County Board of Supervisors on January 9, 2001.

**File documents** ..... San Luis Obispo County certified Local Coastal Program; documents and materials used by San Luis Obispo County in consideration of local permit D990152P.

**Staff recommendation**... **Staff recommends that the Commission determine that NO SUBSTANTIAL ISSUE exists with respect to the grounds on which the appeal has been filed.**

**Summary:** The applicant proposes to demolish an existing 1,400 square foot building at 2164 Center Street currently being used as a bike shop, and construct a new 4,697 square foot bike shop. The applicant also proposes to remodel an existing 5,546 square foot building at 2150 Center Street being used to support the mail order component of this bicycle retail business. The project is located in the East Village of Cambria, in a Commercial Retail area designated by the San Luis Obispo County LCP as a Special Community and Visitor Serving Area.

The appellants contend that the project is inconsistent with the types of uses allowed by the LCP and the



**California Coastal Commission**  
**August 2001 Meeting in Redondo Beach**

Staff: SM Approved by: C.F.A. 7/25/01

visitor serving designation for this area; will adversely impact historic resources, community character; and, will exacerbate parking and circulation problems.

Staff recommends that the Commission determine that **the appeal does not raise a substantial issue** because the use is principally permitted by the LCP and serves visitors; the project complies with LCP standards protecting community character and historic resources; and the project conforms to the parking and circulation requirements of the LCP.

## Staff Report Contents

I. Summary of Appellants' Contentions .....	3
II. Local Government Action .....	3
III. Appeal Procedures .....	3
IV. Staff Recommendation on Substantial Issue .....	4
III. Recommended Findings and Declarations .....	5
A. Project Description .....	5
1. Project Location .....	5
2. Project Description .....	5
B. Substantial Issue Determination .....	5
1. Community Character and Historical Resources .....	5
a. LCP Policies .....	5
b. Analysis .....	6
c. Conclusion .....	8
2. Type of Use and Visitor Serving Priority .....	9
A. LCP Policies .....	9
B. Analysis .....	9
C. Conclusion .....	11
3. Parking and Circulation .....	11
A. LCP Policies .....	11
B. Analysis .....	11
C. Conclusion .....	12
IV. Exhibits	
Exhibit A: Project Location	
Exhibit B: Project Plans	
Exhibit C: Appeal	
Exhibit D: Conditions of Local Approval	
Exhibit E: Map of the East Village	



## **I. Summary of Appellants' Contentions**

For the full text of the appellants' contentions, please refer to Exhibit C. In summary, the appellant's contend that the project approved by San Luis Obispo County does not conform to the requirements of the certified LCP for the following reasons:

- The use of the site to warehouse, assemble, and ship custom bicycles is not visitor serving and is a manufacturing type of use that is prohibited in this area;
- The scale of the project is out of balance with the character of Cambria's East Village
- The project will not provide sufficient parking and will result in a net loss of parking for visitors;
- The development will interfere with circulation and fire safety; and,
- The project will adversely impact historic resources by removing a building of historic merit and impairing access to surrounding historical sites.

## **II. Local Government Action**

The project was first approved by the San Luis Obispo County Hearing Officer on August 18, 2000. An appeal of this decision was continued by the County Board of Supervisors on November 7, 2000 to allow for the Negative Declaration prepared pursuant to the California Environmental Quality Act to be revised and re-circulated. On January 9, 2001 the Board of Supervisors denied the appeal and upheld the approval of the Hearing Officer subject to conditions attached to this report as Exhibit D.

## **III. Appeal Procedures**

Coastal Act Section 30603 provides for the appeal of approved coastal development permits in jurisdictions with certified local coastal programs for development that is (1) between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance; (2) on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff; (3) in a sensitive coastal resource area; (4) for counties, not designated as the principal permitted use under the zoning ordinance or zoning district map; and (5) any action on a major public works project or energy facility. Section 23.01.043c(3) of the



San Luis Obispo Coastal Zone Land Use Ordinance specifies the sensitive coastal resource areas where development is appealable to the Coastal Commission. This project is appealable to the Coastal Commission because it is located in a special community and visitor serving designation, designated by the LCP as sensitive coastal resource areas within which development is appealable to the Coastal Commission<sup>1</sup>.

The grounds for appeal under section 30603 are limited to allegations that the development does not conform to the standards set forth in the certified local coastal program or the public access policies of the Coastal Act. Section 30625(b) of the Coastal Act requires the Commission to conduct a *de novo* coastal development permit hearing on an appealed project unless a majority of the Commission finds that "no substantial issue" is raised by such allegations. Under section 30604(b), if the Commission conducts a *de novo* hearing, the Commission must find that the proposed development is in conformity with the certified local coastal program. Section 30604(c) also requires an additional specific finding that the development is in conformity with the public access and recreation policies of Chapter Three of the Coastal Act, if the project is located between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone. This project is not located between the nearest public road and the sea and thus, this additional finding need not be made in a *de novo* review in this case.

## IV. Staff Recommendation on Substantial Issue

**MOTION:** *I move that the Commission determine that Appeal No. A-3-SLO-01-011 raises NO substantial issue with respect to the grounds on which the appeal has been filed under § 30603 of the Coastal Act.*

### **STAFF RECOMMENDATION OF NO SUBSTANTIAL ISSUE:**

Staff recommends a YES vote. Passage of this motion will result in a finding of No Substantial Issue and adoption of the following resolution and findings. If the Commission finds No Substantial Issue, the Commission will not hear the application *de novo* and the local action will become final and effective. The motion passes only by an affirmative vote by a majority of the Commissioners present.

### **RESOLUTION TO FIND NO SUBSTANTIAL ISSUE:**

The Commission finds that Appeal No. A-3-SLO-01-011 does not present a substantial issue with respect to the grounds on which the appeal has been filed under § 30603 of the Coastal Act regarding

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<sup>1</sup> Coastal Zone Land Use Ordinance Section 23.01.043c(3)(ii) and (v)



consistency with the Certified Local Coastal Plan and/or the public access and recreation policies of the Coastal Act.

### **III. Recommended Findings and Declarations**

The Commission finds and declares as follows:

#### **A. Project Description**

##### **1. Project Location**

The proposed project is located in the East Village of the Cambria Urban Area, designated by the LCP as a Special Community and Visitor Serving Priority area. The two parcels involved, 2150 and 2164 Center Street, are located in the Commercial Retail land use designation within Cambria's Central Business District. Please see Exhibit A for a location map.

##### **2. Project Description**

The proposed project includes the demolition of an existing 1,400 square foot building at 2164 Center Street currently being used as a bicycle shop, and the construction of a new 4,697 bicycle shop. The project also involves modifications to an existing 5,546 square foot building at 2150 Center Street (directly adjacent to 2150 Center Street) within which the applicant will operate a bicycle mail order business and a 772 square foot commercial kitchen.

#### **B. Substantial Issue Determination**

##### **1. Community Character and Historical Resources**

###### **a. LCP Policies**

The San Luis Obispo County certified Local Coastal Program has various provisions intended to protect the unique characteristics of special neighborhoods that are popular visitor destinations for coastal recreation. The Coastal Plan Policies document of the LCP recognizes tourism as Cambria's major economic base. It states that the East Village serves as Cambria's principal shopping and service center, and that its historic character attracts visitors.<sup>2</sup> Coastal Plan Policies therefore recognize Cambria's Main Street and downtown area as a special coastal community.<sup>3</sup>

To protect special communities, including downtown Cambria, Coastal Plan Policy 6 for Visual and

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<sup>2</sup> Coastal Plan Policies, page 3-4

<sup>3</sup> Coastal Plan Policies, page 10-5; Coastal Zone Land Use Ordinance, page 11-39



Scenic Resources requires:

***Policy 6: Special Communities and Small Scale Neighborhoods***

*Within the urbanized areas defined as small-scale neighborhoods or special communities, new development shall be designed and sited to complement and be visually compatible with existing characteristic of the community which may include concerns for the scale of new structures, compatibility with unique or distinguished architectural historical style, or natural features that add to the overall attractiveness of the community.*

In addition, the LCP's North Coast Area Plan establishes the following standards for development in the Commercial Retail areas of the East and West Villages of Cambria:

- 1. Height Limitation. The maximum allowable height for the all buildings on Main Street, Bridge Street and Burton Avenue is 28 feet.*
- 2. Application Content and Design Criteria. Applications for any development in the downtown area shall include the following:*
  - a. Detailed elevations which incorporate design siting, and scale elements consistent with the early 20<sup>th</sup> century structures which establish the special architectural character of the area. Proposals for the renovation or remodeling of early 20<sup>th</sup> century buildings shall respect the original character of the structures.*
  - b. Detailed landscaping plan including provisions for siting parking behind structures where feasible and landscaping visible parking areas to minimize their appearance.*
  - c. Signs shall use wood or wood-appearing materials.*
  - d. Setbacks shall reflect the setback of structures within the block of the site proposed for development to allow for integrating new structures with the character of the residences or residences that have been converted to commercial use.*

The North Coast Area Plan also establishes the following non-mandatory program to protect the unique character of the Cambria Urban Area that is applicable to the project site:

- 1. Village Plans. The County should work with property owners and the community to prepare specific plans for the east and west villages. The plans should address details of parking, landscaping, desired design themes (if any), pedestrian and vehicle circulation, and preservation of any identified historical sites.*

**b. Analysis**

To further LCP objectives for preserving Cambria's unique character, and to carry out the North Coast Program calling for the preparation of Village Plans identified above, the County and the local



community have been in the process of developing a Design Plan to guide future commercial and residential construction. The component of the Design Plan addressing commercial development has been approved by the County and submitted to the Commission as an LCP Amendment. Although this has not been reviewed or certified by the Commission, it offers useful information regarding the existing character of the Cambria downtown area, and various ways in which existing LCP policies seeking to protect this character can be achieved.

With respect to Cambria's commercial areas, the Design Plan states:

*Cambria's distinct architectural identity is created by small-scale buildings whose diverse yet compatible styles range from the mid-1800's to today. In order to allow for innovative new development that reflects the existing architectural character without mimicking it, design guidelines should be developed that provide a vocabulary of patterns and materials while engendering creative architecture.*

The East Village is described by the Design Plan as follows:

*The development patterns in the East Village are the most varied of those of the four commercial districts addressed in this plan. In the East Village, Main Street generally runs parallel to Santa Rosa Creek and is one of two collector streets. The other collector, Burton Drive, runs perpendicular to and ends at Main Street, thus creating a "T"-pattern of collector streets. Burton Drive and Main Street handle the main vehicular and pedestrian movements within the Village, with pedestrian and vehicular circulation radiating off of these two streets onto local streets. Both Burton Drive and Main Street are narrow, with two traffic lanes and two parallel parking lanes. These narrow rights-of-way slow traffic down and thus create a more pedestrian friendly atmosphere.*

*The lot and the building patterns in this community reflect an era of development from the 1880's and early 1900's. Parcels have irregular sizes and shapes, with a preponderance of long, narrow lots in the commercial center and square lots in the more predominantly residential areas. On Main Street in the Village Center, buildings are built with zero setbacks and lot coverage approaching 100 percent, while buildings in the other areas reflect residential development patterns with front, side and rear setbacks.*

Appellants allege that the scale of the project is out of balance with the small retail character of the East Village, asserting that the average retail shop is less than 1000 square feet, while the proposed project will have a total square footage of over 10,000 square. The appellants also contend that the building proposed for demolition has historic merit, and that the project is therefore inconsistent with LCP objectives to preserve historical sites.

As previously described, the project involves two buildings. The proposed exterior changes to the 5,546 square foot building at 2150 Center Street are limited to the removal of portions of the structure that



were added on for a previous use as a restaurant, and therefore respects the original character of the structure. The demolition of the existing 1,400 square foot bungalow at 2164 Center Street built in 1931, and the replacement of this structure with a new 4,697 square foot building, does however raise concern regarding project conformance to LCP standards cited above.

The new building at 2164 Center Street has been designed to reflect the architectural style of the building at 2150 Center Street, an early 20<sup>th</sup> century structure, and is smaller than this adjacent structure by 849 square feet. The scale of these two structures combined have raised concerns because together they are larger than many of the building in the immediate surroundings. Nevertheless, they are not inconsistent with the diverse size and styles of buildings throughout the East Village. As identified by the design plan, this diversity is part of the character of Cambria's downtown area. Exhibit E attached to this report provides a map of the East Village Area showing the footprints of existing buildings in the neighborhood. The expanded footprint of the new building proposed at 2164 Center Street will not be significantly different from other buildings in the surrounding area.

The demolition of the 1931 bungalow, and the replacement with a larger building of a different style, also raises an issue regarding consistency with the LCP requirement that renovation or remodeling of early 20<sup>th</sup> century buildings respect the original character of the structures. While the replacement structure will not be in the bungalow style, and will be sufficiently larger than the existing bungalow, it nonetheless generally conforms to the design of other early 20<sup>th</sup> century structures in the area.

Finally, with respect to historic resources, there was been a significant amount of discussion regarding the historic merit of the building proposed for demolition during the local review. Partly in response to comments received from the State Historical Preservation Office, the County recirculated a Negative Declaration that addressed this issue in more detail and concluded that the building does not qualify as a historic resource as defined by the criteria provided in the California Environmental Quality Act. In addition, the inventory of historic structures undertaken as part of the Cambria Design Plan does not identify the building proposed for demolition as historic. Although the Commission must certify the Design Plan before it becomes a standard of review, it is noted that the County found the project to be consistent with the mandatory design standards of this Plan relating to height, setbacks, facades, pedestrian-oriented development, roofs, exterior materials, and parking.

### **c. Conclusion**

While the contentions of the appeal do raise legitimate concerns regarding potential impacts on community character, they do not raise a significant issue in terms of the project's conformance with LCP requirements. As detailed above, the project is generally consistent with the LCP standards intended to protect the special community character and historical resources of Cambria's East Village.





## 2. Type of Use and Visitor Serving Priority

### A. LCP Policies

The North Coast Area Plan limits the types of uses allowed in the Commercial Retail area of Cambria's East Village as follows:

*1. Limitation on Use- East Village. All uses normally allowed in the Commercial retail category by Coastal Table O are allowed except: Auto and mobilehome dealers; transmission and receiving facilities; storage and sales lots; and all uses within the manufacturing and processing use group.*

LCP Policy 2 for Recreation and Visitor Serving Facilities states:

#### *Policy 2: Priority for Visitor-Serving Facilities*

*Recreational development and visitor-serving facilities shall have priority over non-coastal dependent use, but not over agriculture or coastal dependent industry in accordance with PRC 30222. All uses shall be consistent with protection of significant coastal resources. The Land Use Plan shall incorporate provisions for areas appropriate for visitor-serving facilities that are adequate for foreseeable demand. Visitor-serving commercial developments that involve construction of major facilities should generally be located within urban areas. Provisions for new facilities or expansion of existing facilities within rural areas shall be confined to selected points of attraction.*

### B. Analysis

Contrary to the County's finding that the proposed uses are General Merchandise Stores and Mail Order and Vending, both of which are principally permitted in this area, the appeal contends that the assembly and shipping of custom ordered bicycles is a manufacturing type of use prohibited by the LCP in this area. Specifically, the appellants contend that this component of the project, to occur in the remodeled building at 2164 Center Street, is a Small Scale Manufacturing Use, prohibited in Cambria's Commercial Retail district and defined by the LCP as follows:

*Small Scale Manufacturing. Manufacturing establishments not classified in another major manufacturing group, including: jewelry, silverware and plated ware; musical instruments; toys; sporting and athletic goods; pens, pencils, and other office and artists' materials; buttons, costume novelties, miscellaneous notions; brooms and brushes; caskets; and other miscellaneous manufacturing industries. Also included are artisan and craftsman-type operations which are not home occupations, and which are not secondary to on-site retail sales. Also includes small-scale blacksmith and welding services when accessory to another use.*

As is typical in many bike shops, the Cambria Bicycle Outfitters offers its customers a range of different



bicycle frames and parts to choose from, which can then be assembled at the shop. As opposed to a manufacturing type of use, which involves the production of items from raw materials, this involves putting together bicycle components that have been manufactured elsewhere. In most cases it would be appropriate to consider bicycle assembly a part of the General Merchandise Store type of use assigned to the portion of the project involving on-site sales of bicycles and defined by the LCP as follows:

***General Merchandise Stores.** Retail trade establishments including department stores, variety stores, drug and discount stores, general stores, etc., engaged in retail sales of many lines of new and used merchandise, including: dry goods; apparel and accessories; small wares; sporting goods and equipment; bicycles and mopeds, musical instruments, parts and accessories. Also includes sales of miscellaneous shopping goods such as books; stationary; jewelry; hobby materials, toys and games; cameras and photographic supplies; gifts novelties and souvenirs; luggage and leather goods; fabrics and sewing supplies; florists and houseplant stores; cigar and newstands; artists supplies; orthopedic supplies; religious goods; handcrafted items (stores for which may include space for crafting operations when such area is subordinate to retail sales); and other miscellaneous retail shopping goods.*

However, because the bicycle assemble and shipping activities in the building at 2164 Center Street are also associated with mail and internet orders, the County has appropriately categorized the use of this building as Mail Order and Vending, which is principally permitted in this area and defined by the LCP as follows:

***Mail Order and Vending.** Establishments primarily engaged in retail sale of products by catalog and mail order. Also includes vending machine distributorships and suppliers. Does not include product manufacturing, which is included under the applicable manufacturing use.*

The appeal also contends that the assembly and shipping of bicycles out of 2164 Center Street of bicycles is not consistent with priorities for visitor-serving facilities established by the LCP. The County appropriately found the project to be consistent with visitor-serving priorities because:

- the design of the new building incorporates display windows designed for street pedestrian shopping;
- the project maintains an appropriate balance between general merchandise and mail order<sup>4</sup>;
- the mail order/internet component of the project attracts visitors to the area; and,
- the Cambria Bicycle Outfitters serves coastal recreation.

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<sup>4</sup> Conditions 2 and 3 of the County's approval require that at least 46% of the total floor area of the proposed buildings to be maintained for retail commercial. Future expansion of the 46% of floor area used for mail order and the 8% used as a commercial kitchen is prohibited.



### C. Conclusion

The appeal does not raise a substantial issue because bicycle merchandising and mail order uses are principally permitted by the LCP and consistent with LCP priorities for visitor-serving uses.

## 3. Parking and Circulation

### A. LCP Policies

Section 23.04.166 of the Coastal Zone Land Use Ordinance (CZLUO) establishes required number of parking spaces according to different types of land uses. The applicable sections of this ordinance requires 1 space for every 1000 square feet of Mail Order use; 1 space for every 300 square feet of retail sales area and one space for every 600 square feet of storage of general merchandise; and one space for every 100 square feet of active preparation area in a Commercial Kitchen.

Where the above parking requirements cannot be satisfied on-site, Section 23.04.170 of the CZLUO allows parking to be located off-site as follows:

#### *23.04.170 – Off-Site Parking:*

*Where it is not feasible to provide sufficient on-site parking, an adjustment (Section 23.01.044) may be granted to allow the required parking to be located off-site provided that:*

- a. The most distant parking space is not more than 400 feet from the use; and*
- b. The parking lot site is in the same ownership as the principal use, or is under a recorded lease with the use in a form approved by County Counsel. In the event that off-site parking is leased, the approved use is to be terminated within 60 days of termination of the lease providing parking, unless the parking is replaced with other spaces that satisfy the requirements of this Title; and*
- c. The parking lot is not located in a Residential land use category unless the principal use requiring the parking is allowable in a residential land use category. Where any such principal use is subject to Development Plan approval, the off-site parking shall also be subject to Development Plan approval.*

### B. Analysis

According to the LCP parking requirements cited above and the square footage of each type of use associated with the project, the County determined that 23.95 parking spaces are required. The project will provide 25 parking spaces on a parcel off West Street (APN 013-262-014). Consistent with the requirements of CZLUO Section 23.04.170, this parcel is in the same ownership as the project site, is in the Commercial Retail land use category, and the most distant parking space from the project is less than 400 feet.



The appellants contend that the project does not comply with the parking requirements established by the LCP because the County applied requirements for Mail Order and Vending type of use as opposed to a Manufacturing and Processing type use for the building at 2164 Center Street. Manufacturing and Processing type uses require 1 space for every 500 square feet as opposed to the one space for every 1,000 feet of a Mail Order and Vending use. As discussed previously in this report, the classification of the use at 2165 Center Street as Mail Order and Vending is consistent with the LCP. Thus, LCP parking requirements have been effectively satisfied.

With respect to circulation, the appeal contends that movement of merchandise, and traffic generated by the project, will interfere with pedestrian and visitor circulation. In addition, the appeal asserts that the new building at 2150 Center Street will be within a few feet of a substandard alley, preventing fire trucks from having an adequate turning radius and conflicting with the Fire Code.

As approved by the County, concerns regarding circulation are effectively addressed by conditions that:

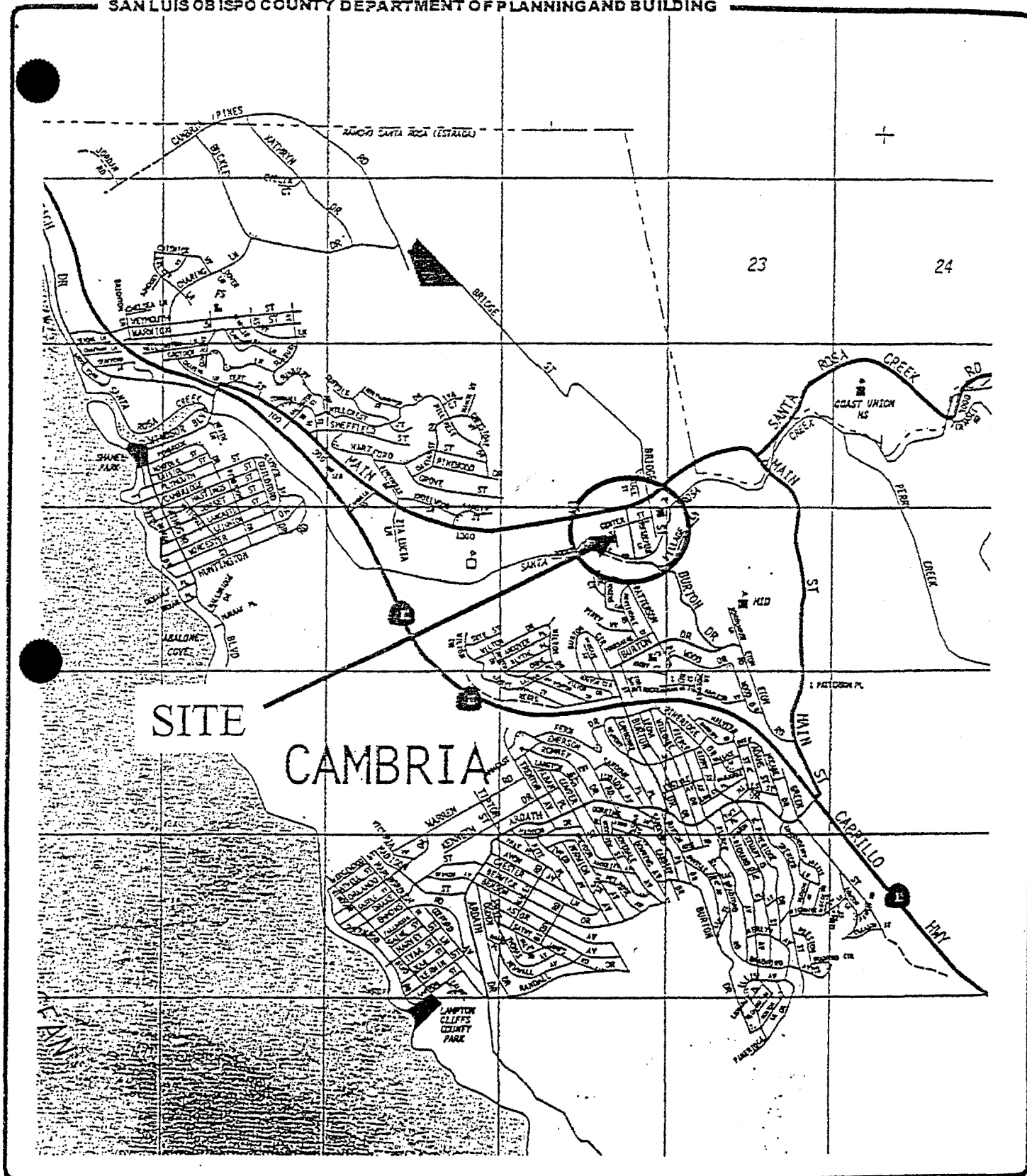
- Require all loading and unloading of merchandise to occur in the off-street parking lot behind the buildings and prohibit parking, loading, and unloading on Center Street;
- Limit merchandise movement in the alley adjacent to 2164 Center street to hydraulic hand-trucks outside of the hours of 11:30 a.m. and 1:30 p.m.; and
- Require the applicant to prepare a comprehensive sign plan directing customers to the off-site parking lot.

With respect to fire safety concerns, Condition 15 of the local approval requires the applicant to submit, prior to the issuance of the construction permit, verification that the Cambria Fire Department has approved the project and that the requirements detailed in a letter from the Fire Department have been satisfied.

### **C. Conclusion**

The appeal does not raise a substantial issue with respect to LCP compliance because the project conforms to the parking requirements established by the Coastal Zone Land Use Ordinance. In addition, the local conditions of approval ensure that the project will not interfere with visitor and pedestrian circulation, and that local fire protection requirements will be satisfied.





PROJECT

Board of Supervisors  
C.B.O., Inc (D990152P)



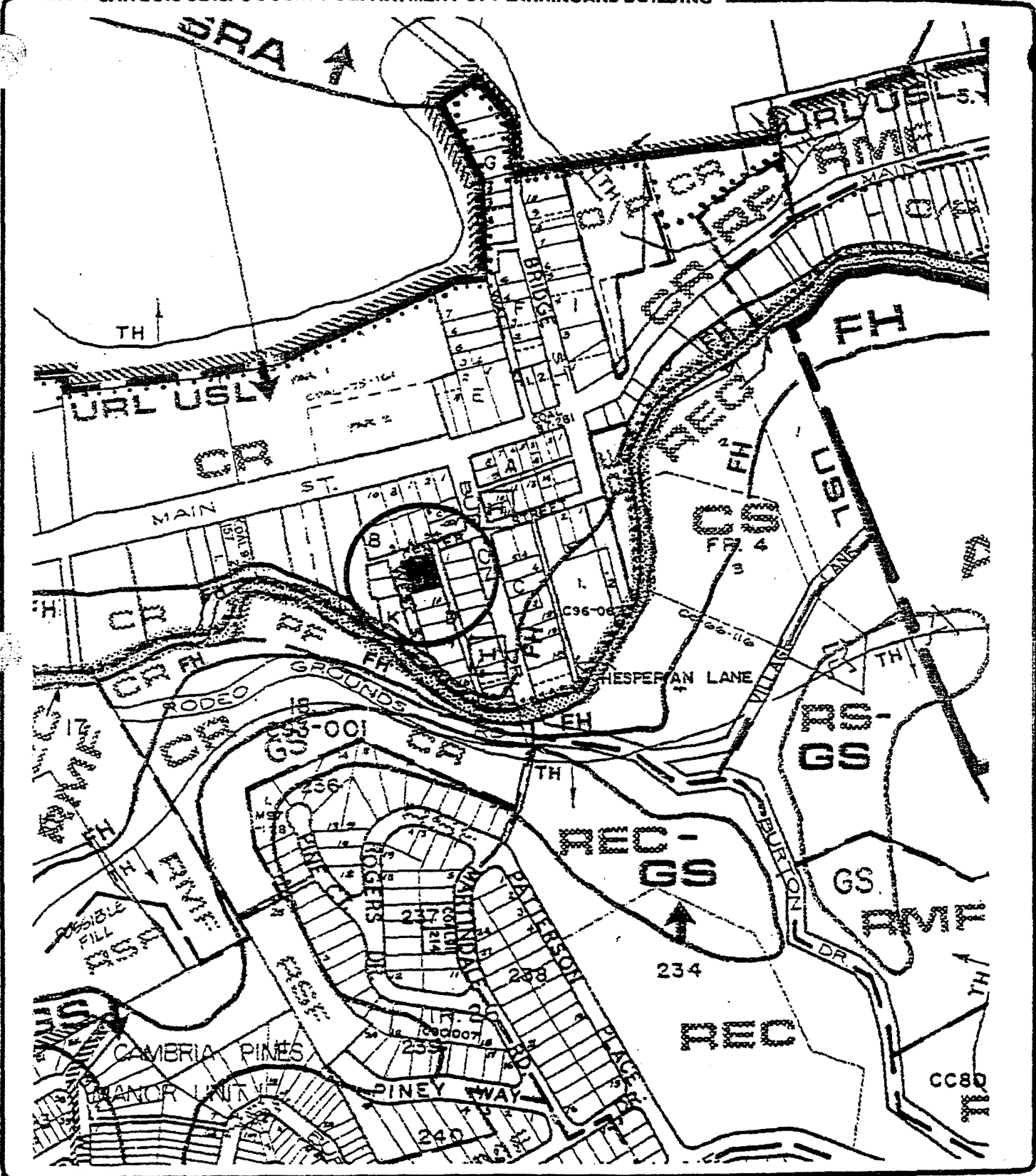
EXHIBIT

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EXHIBIT NO. A, p.1

APPLICATION NO.  
A-3-560-01-011

Project Location



PROJECT

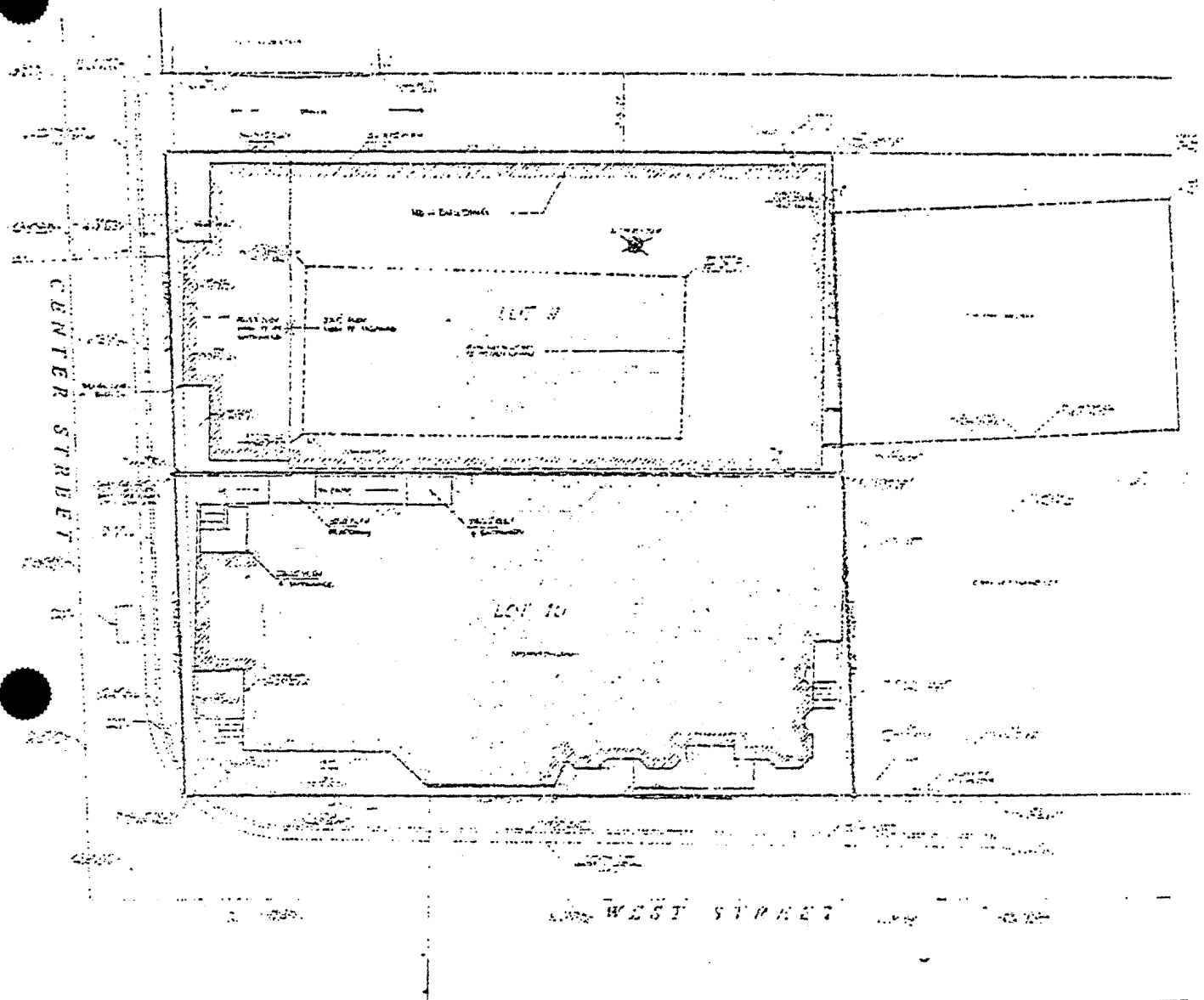
Board of Supervisors  
C.B.O., Inc (D990132P)



EXHIBIT

Land Use Category Map

Exhibit A, p. 2  
A-3-SLO-01-011



PROJECT

Board of Supervisors  
C.B.O., Inc (D990132P)



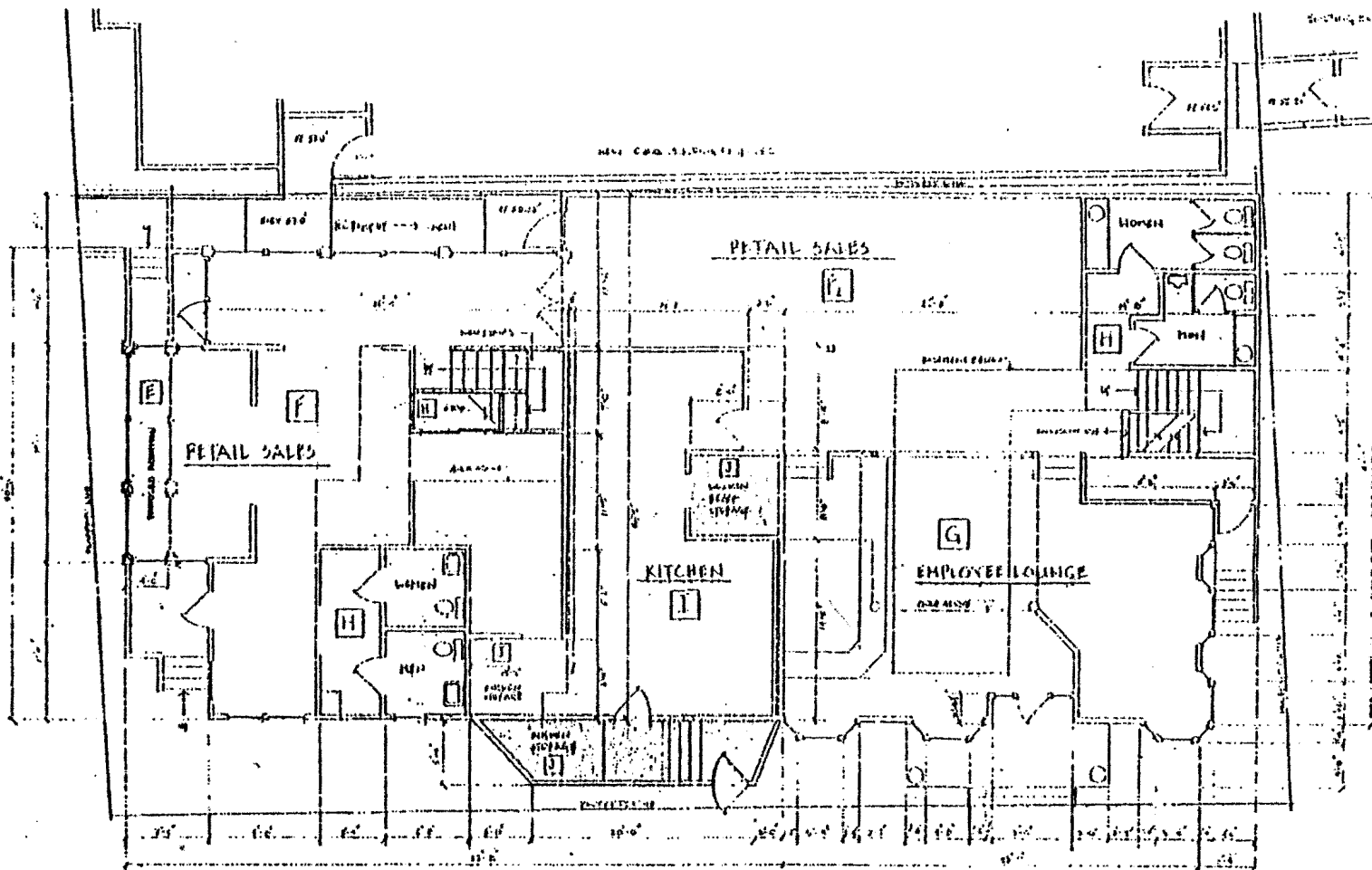
EXHIBIT

Site Plan

EXHIBIT NO. B, p. 1

APPLICATION NO.  
A-3-SLO-01-011

Project Plans



- area deleted from proposal
- general merchandise sales area
- general merchandise storage/other area
- commercial kitchen active prep. area
- commercial kitchen walkin storage area
- mall order & vending use area

1st FLOOR PLAN

PROJECT

Board of Supervisors  
C.B.O., Inc (D990152P)



EXHIBIT

First Floor Plan - 2150 Center St

Exhibit B, P.2

A-3-500-01-011



PROJECT

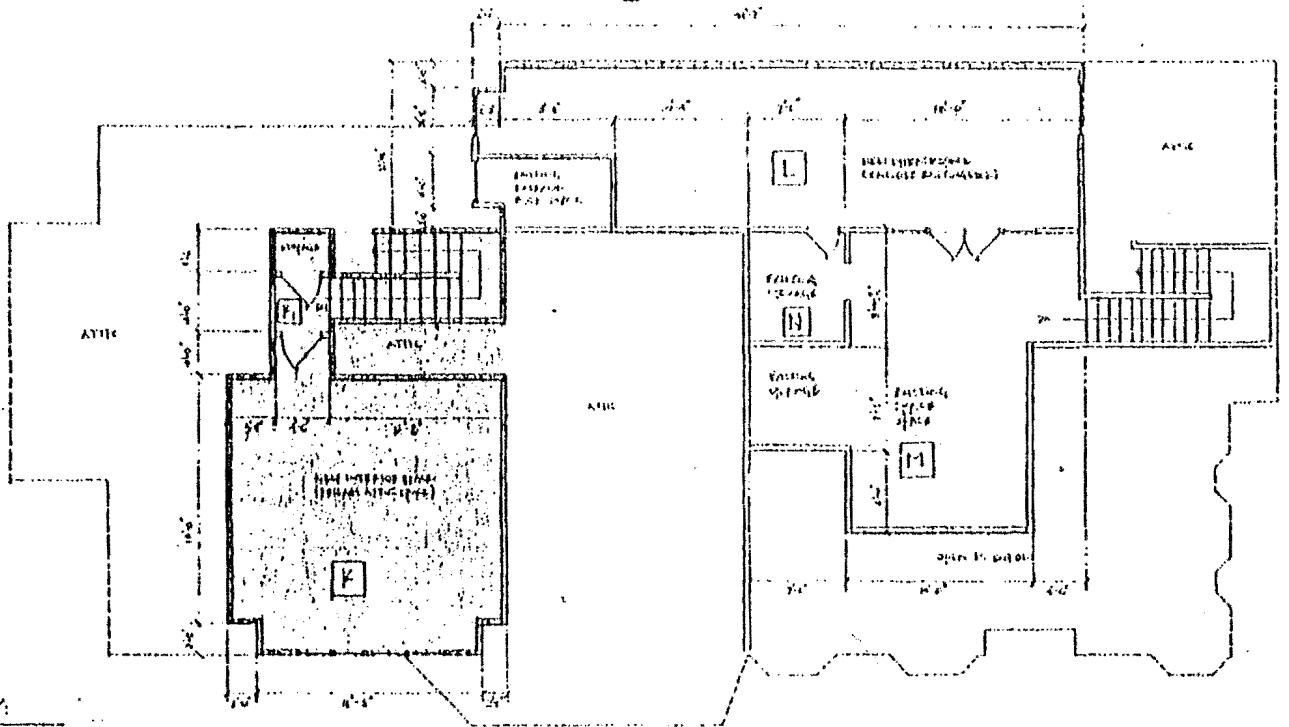
Board of Supervisors  
C.E.O., Inc. (D990152P)



EXHIBIT

Second Floor Plan - 2150 Center St.

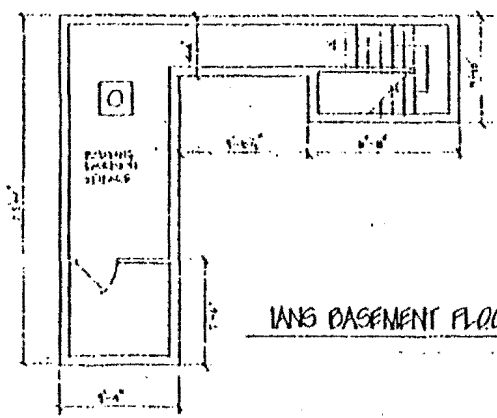
Exhibit B, P.3  
A-3-5C0-01-011



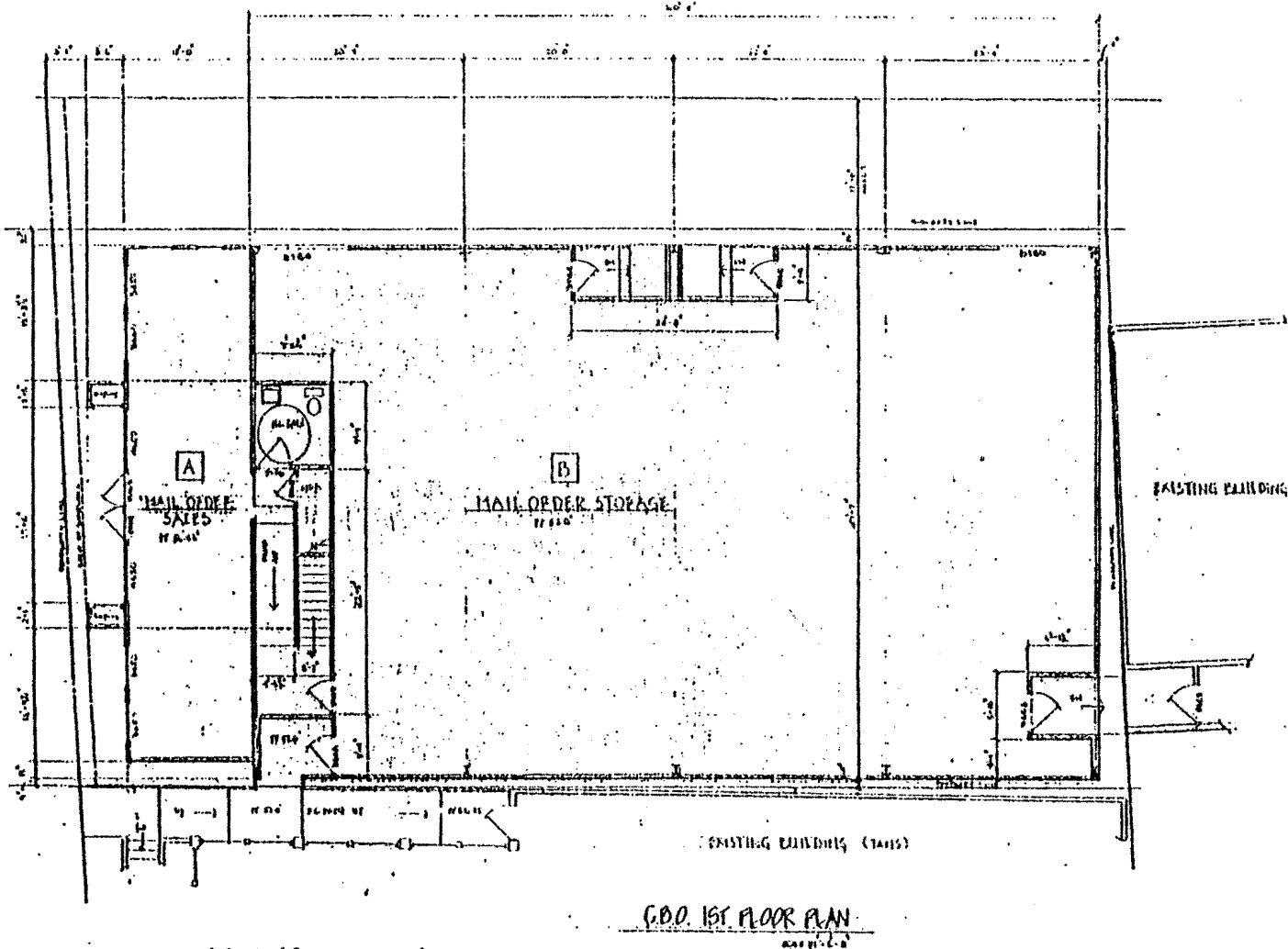
KEY:  
 [Diagonal lines] AREA DELETED FROM PROPOSAL  
 [Stippled] GENERAL MERCHANDISE SALES AREA  
 [Cross-hatched] GENERAL MERCHANDISE STORAGE/OTHER AREA  
 [Dotted] COMMERCIAL KITCHEN ACTIVE PREP. AREA  
 [Horizontal lines] COMMERCIAL KITCHEN WALKIN STORAGE AREA  
 [Vertical lines] MAIL ORDER & VENDING USE AREA

LANS 2ND FLOOR PLAN  
SCALE: 1/8" = 1'-0"

- area deleted from proposal
- general merchandise sales area
- general merchandise storage/other area
- commercial kitchen active prep. area
- commercial kitchen walkin storage area
- mail order & vending use area



LANS BASEMENT FLOOR PLAN  
SCALE: 1/8" = 1'-0"



- area deleted from proposal
- general merchandise sales area
- general merchandise storage/other area
- commercial kitchen active prep. area
- commercial kitchen walkin storage area
- mail order & vending use area

PROJECT

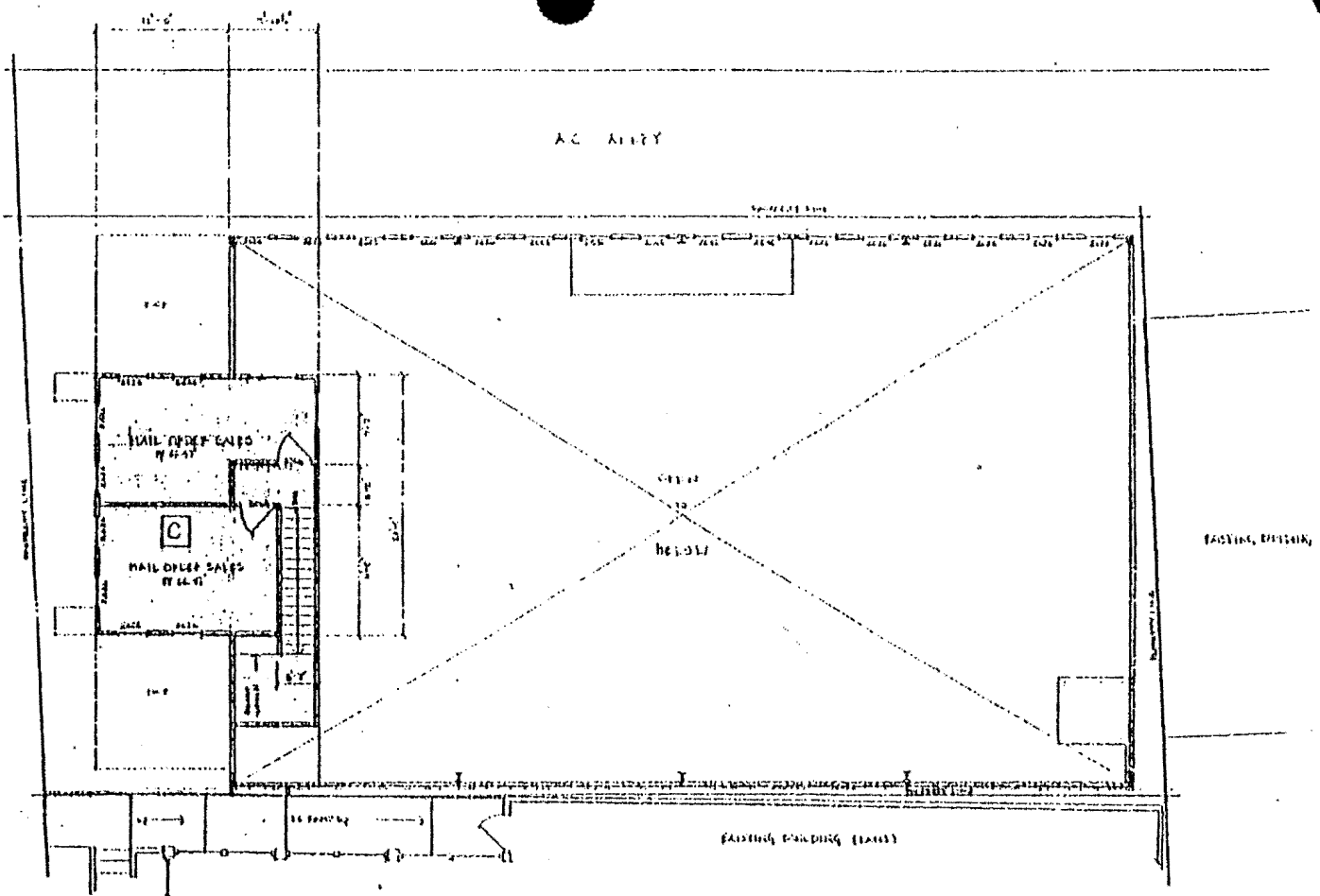
Board of Supervisors  
C.B.O., Inc (DS90152P)



EXHIBIT

First Floor Plan - 2164 Center St

Exhibit B, p.4  
A-3-SLO-01-011



C.B.O. 2ND FLOOR PLAN

- area deleted from proposal
- general merchandise sales area
- general merchandise storage/other area
- commercial kitchen active prep. area
- commercial kitchen walk-in storage area
- mail order & vending use area

PROJECT

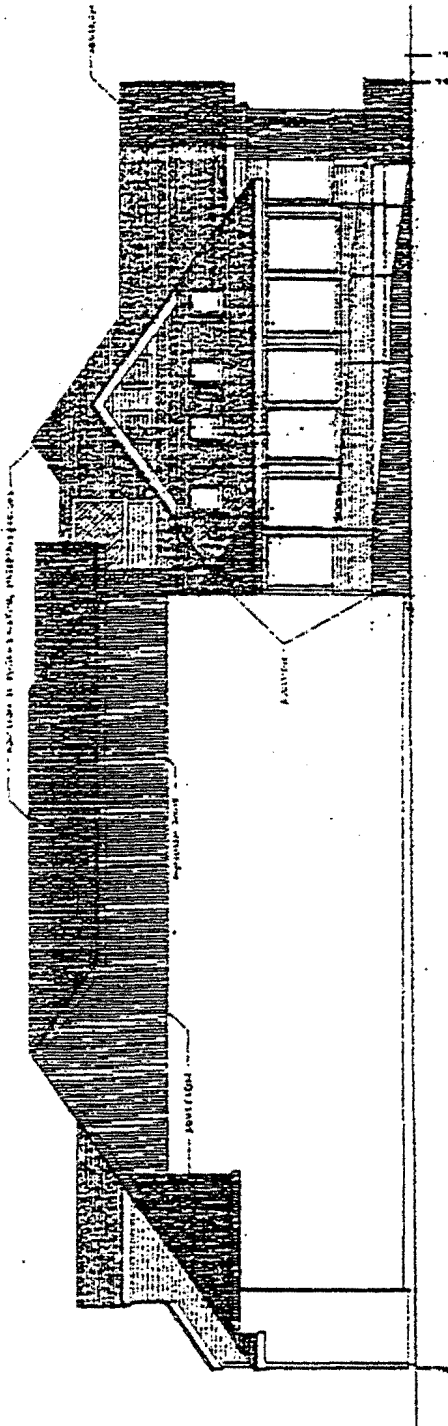
Board of Supervisors  
C.B.O., Inc (D990152P)



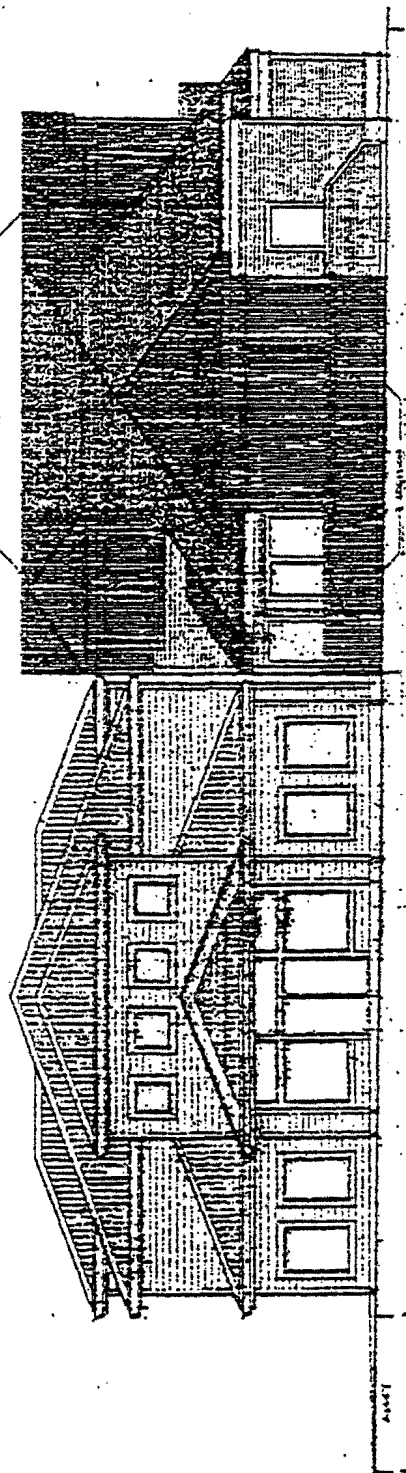
EXHIBIT

Second Floor Plan - 2164 Center

Exhibit B, P.5  
A-3-560-01-011



ADDITION TO EXISTING BUILDING



EXISTING BUILDING

PROJECT

Board of Supervisors  
C.B.O., Inc (D990132P)

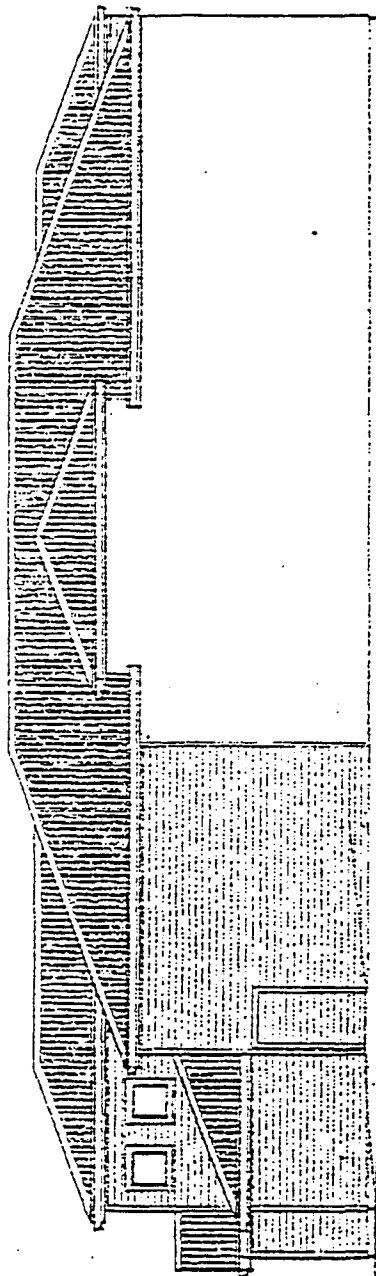


EXHIBIT

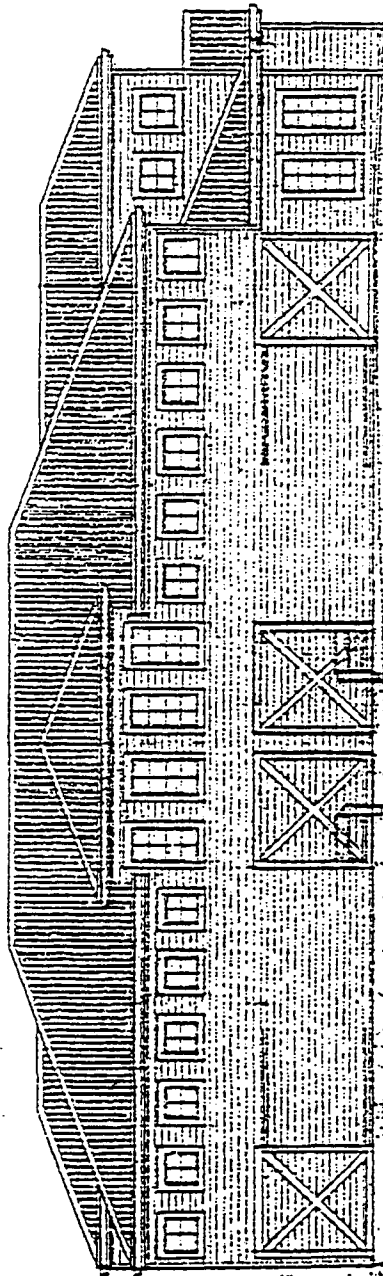
Elevations

Exhibit B, p. 6  
A-3-SLO-01-011

411 C-5



C.B.O. WEST ELEVATION  
Scale 1/8"



C.B.O. EAST ELEVATION  
Scale 1/8"

PROJECT

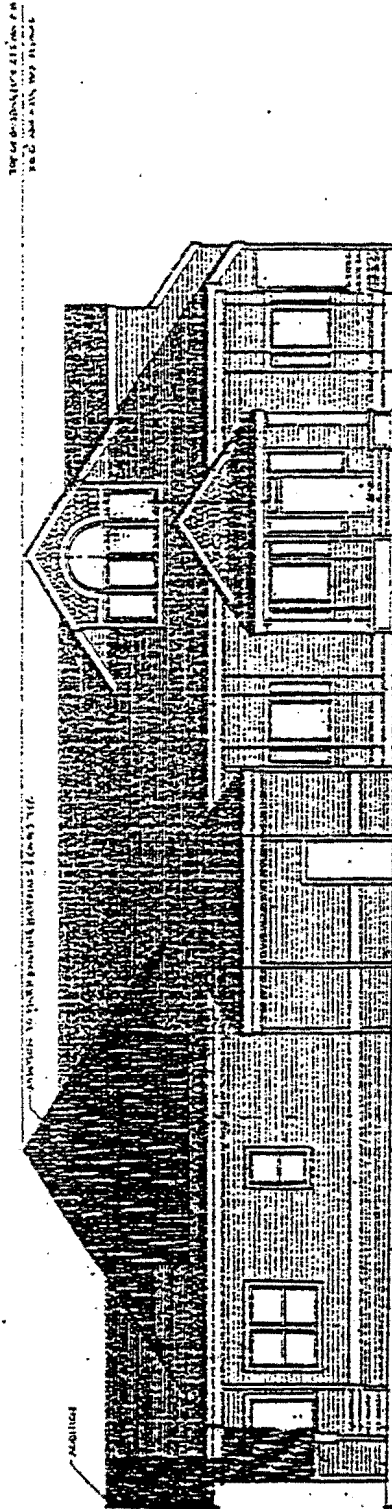
Board of Supervisors  
C.B.O., Inc (D990152P)



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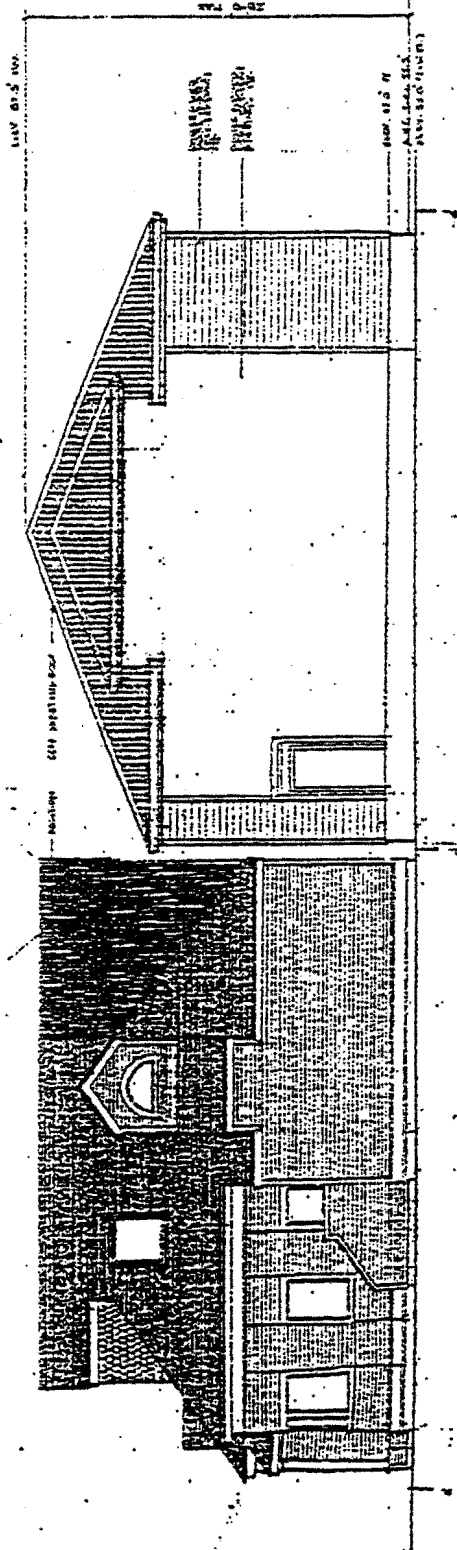
Elevations

Exhibit B, p. 7  
A-3-SLO-01-011



WEST ELEVATION

SEE ADDITION TO EASTING OUR CHURCH



SOUTH ELEVATION

SEE ADDITION TO EASTING OUR CHURCH

EAST ELEVATION

SEE ADDITION TO EASTING OUR CHURCH

PROJECT

Board of Supervisors  
C.B.O., Inc (D990132P)



EXHIBIT

Elevations

Exhibit B, p. 8  
A-3-SLO-01-011

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (PAGE 3)

State briefly your reasons for this appeal. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)

(SEE ATTACHED)

LAND USE ELEMENT + LOCAL COASTAL PLAN

→ 8-27 LIMITATION ON USE - EAST VILLAGE - TABLE O

→ 6-14 PARKING

TABLE - O (G-8)

→ PG-41 MAIL ORDER DOES NOT INCLUDE MANUFACTURING

→ PG-51 SMALL SCALE MANUFACTURING INCLUDES SPORTING + ATHLETIC GOODS

→ PG. 6-12/13 VISITOR SERVING PRIORITY

\* PROPOSED PROJECT IS FOR A WAREHOUSE TO BUILD OR "PUT TOGETHER" BICYCLES AND SHIP THEM WORLDWIDE. COUNTY DOCUMENTS STATE THAT BUSINESS IS LESS THAN ONE PERCENT RETAIL (PG. 25) - NOT CONSISTENT WITH TABLE O PERMITTED USE OR VISITOR SERVING PRIORITY

\* PROJECT WILL ADD TO PARKING + CIRCULATION PROBLEMS - MOVEMENT OF TRAILERS IN AND OUT OF WAREHOUSE WILL IMPACT VISITOR PEDESTRIAN TRAFFIC

\* PROJECT WILL IMPACT SURROUNDING DESIGNATED HISTORIC SITES - USE OF ALLEY FOR MOVEMENT OF MERCHANDISE WILL IMPAIR ACCESS OF GUESTS TO HISTORIC BED + BREAKFAST - APPLICANT DOES NOT HAVE CLEAR RIGHTS TO ALLEY

\* PROPERTY TO BE DEMOLISHED HAS HISTORIC MERIT

CA COASTAL ACT CH 3, ART. 6 SEC. 30253 - "NEW DEVELOPEMENT SHALL WHERE APPROPRIATE PROTECT SPECIAL COMMUNITIES AND NEIGHBORHOODS WHICH BECAUSE OF THEIR UNIQUE CHARACTERISTICS ARE POPULAR VISITOR DESTINATION POINTS FOR RECREATIONAL USES"

Note: The above description need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

*Bruce Black*

*Sydney Olsen Adelson*

*Michael Poles*

Signature of Appellant(s) or Authorized Agent

Date 1-31-01

*Richard Hawley*

*Susan Binderger*

*Forrest J. Butler*

NOTE: If signed by agent, appellant(s) must also sign below.

*Robert Unger*

*W. Patrick Milburn*

SECTION VI. Agent Authorization

I/We hereby authorize \_\_\_\_\_ to act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature of Appellant(s)

A-3-SLO -01-011  
Date (C.B.O.)

Exhibit C  
1 of 53

**RECEIVED**

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CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

November 6, 2000

San Luis Obispo County  
Board of Supervisors  
County Government Center  
San Luis Obispo, CA 93408

Re: Permit D990152P

We the more than 200 appellants respectfully submit the following information for your careful consideration in deciding this matter.

Sincerely,

The Appellants

A-3-SLO -01-011  
(C.B.O.)

Exhibit C  
2 of 53



APPEAL OF APPROVAL  
MINOR USE / COASTAL DEVELOPMENT  
PERMIT D990152P - C.B.O. INC., CAMBRIA, CA

DEMOLITION OF A 1930 CRAFTSMAN BUNGALOW AND CONSTRUCTION  
OF A 4,697 S.F. WAREHOUSE IN THE CENTRAL RETAIL / VISITOR SERVICES  
AREA OF THE EAST VILLAGE OF CAMBRIA.



2

**THE PROJECT RAISES THE FOLLOWING CONCERNS:**

**\*\*\* COMPATIBILITY**

**\*\*\* PARKING & CIRCULATION**

**\*\*\* FIRE ACCESS**

**\*\*\* HISTORIC**

## COMPATIBILITY

### CAMBRIA EAST VILLAGE:

\*COMMERCIAL RETAIL

\*WITH VISITOR SERVICES AND HISTORIC COMBINED DESIGNATION

### PROPOSED PROJECT HAS TWO DISTINCT ELEMENTS:

\*RETAIL - A COMPATIBLE USE

\*BUILDING & SHIPPING OF CUSTOM BUILT BICYCLES - NOT COMPATIBLE  
WITH COMMERCIAL RETAIL OR VISITOR SERVICES DESIGNATION



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### BUILD KITS

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Mtn Tandem

Road Bikes

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Shorts, Jerseys

DH Armor

Eyewear

Gloves

Helmets

Shoes

Road Shoes

### FUEL

Cages/Bottles

Hydration Pak

## SHIMANO

Rear Der.	Shimano Dura Ace 7700 25th Anniversary
Front Der	Shimano Dura Ace 7700 25th Anniversary braze-on
Headset	Shimano Dura Ace 7700 25th Anniversary
Bottom bracket	Shimano Dura Ace 7700 25th Anniversary
Brakes	Shimano Dura Ace 7700 25th Anniversary
Shift/Brake Levers	Shimano Dura Ace 7700 25th Anniversary STI
Crankset	Shimano Dura Ace 7700 25th Anniversary
Cassette	Shimano Dura Ace 7700 25th Anniversary
Chain	Shimano Dura Ace 7700 25th Anniversary
Bar	TTT Forma
Stem	TTT Synthesis

A-3-SLO -01-011  
(C.B.O.)

Exhibit C  
6 of 53 10/4/09 9:27 PM

Energy Food

**EXTRAS**

Miscellaneous  
Bags/Packs  
Bicycle Racks  
Book/Calendar  
Car Racks  
Computer/HRM  
Lighting  
Locks  
Lubricant  
Pumps  
Tools  
Trainers  
Videos

**CAREERS**

Job Info

<b>Tires</b>	Continental GP3000 or Michelin Axial Pros
<b>Tubes</b>	Michelin 28-4m 700c hl PV tubes
<b>Rim Strips</b>	Michelin 28-4m 700c rimstrips
<b>Front Wheel</b>	DT DB/Dura Ace 25th Anniversary/Mavic Open Pro slv 32h Front
<b>Rear Wheel</b>	DT DB/Dura Ace 25th Anniversary/Mavic Open Pro slv 32h Rear
<b>Seat Post</b>	Shimano Dura Ace 7700 25th Anniversary 27.2mm
<b>Saddle</b>	Selle Italia Flite blk or Selle San Marcos Concor ti
<b>Tape</b>	Cinelli blk cork tape
<b>Includes:</b>	Shimano Dura Ace 7700 25th Anniversary pedals, Anniversary Watch, Book and Case
<b>Price</b>	\$2,499.00

\*All mountain packages are with threadless headset.  
Road packages use threaded headsets.

C.B.O. build kits include everything but a frame, fork, and pedals. They are available with or without the purchase of a frameset. We will custom size each kit to fit your specific frame needs.

If these kits aren't custom enough for you, feel free to call or fax us with your own dream bike specs. We will give you the best price for your personalized kit.

Combine any package with one of our many custom framesets, and your favorite fork and pedals to complete your custom bicycle.

We will carefully hand build, lightly test ride, and safely package any custom bicycle for only \$65.00 (\$150.00 Value).

Your bicycle will arrive five minutes from ride ready, even if you are not the world's greatest mechanic!

<b>Price</b>	<b>\$2,499.00</b>
--------------	-------------------

\*All mountain packages are with threadless headset.  
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A-3-SLO-01-011  
(C.B.O.)

Exhibit C  
8 of 53



SAN LUIS OBISPO COUNTY PLANNING DEPARTMENT

# LAND USE ELEMENT AND LOCAL COASTAL PLAN

East Village. The following standard applies only to the East Village area (see Figure 4).

1. **Limitation on Use - East Village.** All uses normally allowed in the Commercial Retail category by Coastal Table O are allowed except: Auto and mobilehome dealers; transmission and receiving facilities; storage yards and sales lots; and all uses within the manufacturing and processing use group.

West Village. Standards 2 and 3 apply only to the West Village area (see Figure 4).

2. **Access Limitation.** Commercial development is not to use access from Pine Knolls Drive.
3. **Front Setback Requirements.** Front setback shall be zero feet unless a more detailed setback is specified below.
4. **Setbacks - Main Street at Pineknolls Drive.** Because of special site constraints, Parcel 2 of Parcel Map CO 72-362 located between Main Street and Pineknolls Drive is allowed a four (4) foot setback from Main Street.
5. **Parking Requirements - Cambria West Village Parking District.** The required number of parking spaces specified in Coastal Zone Land Use Ordinance Section 23.04.166 - Required Number of Parking Spaces, shall be reduced by two parking spaces for each assessment (lot) as shown on Figure 5.



# Allowable Land Uses - Coastal Zone of the County

**SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING**

County Government Center ■ San Luis Obispo, California 93408 ■ Telephone (805) 781-5600

The following land use definitions and allowable use chart (Table "O") are taken from the Land Use Element -Coastal Portion. They may be purchased in this abbreviated form for the convenience of the public. This is not the sole source of land use regulations that affect properties in the coastal zone in our county under our unique single map system.

*Please read over the explanation of use of the tables enclosed.*

## LAND USE ELEMENT // LOCAL COASTAL PLAN

### TABLE "O"

e:\wpdocs\genplan\v9600591.frm  
Revised: 08/06/96

A-3-SLO -01-011  
(C.B.O.)

Exhibit C  
10 of 53



9.

Manufacturing". The sale of building materials other than wood products and the sale of construction tools and equipment is included under "Building Materials and Hardware". (SIC: Groups 242, 245, 249)

### **Machinery Manufacturing [D10]**

Establishments engaged in manufacturing machinery and equipment such as: engines and turbines; farm and garden machinery and equipment (except for secondary assembly of such products which is included under Farm Equipment and Supplies); construction, mining and materials handling machinery and equipment such as bulldozers, cranes, dredging machinery, mining equipment, oil field equipment, passenger and freight elevators, conveyors, industrial trucks and tractors; machine tools such as gear cutting machines, die casting machines, dies, jigs, industrial molds, power driven hand tools; machinery for use in the food products, textile, woodworking, paper or printing industries; general machinery and equipment such as pumps, roller bearings, industrial furnaces and ovens; office, computing and communication equipment.

## **MAIL ORDER: DOES NOT INCLUDE PRODUCT MANUFACTURING**

### **Mail Order and Vending [G8]**

Establishments primarily engaged in retail sale of products by catalog and mail order. Also includes vending machine distributorships and suppliers. Does not include product manufacturing, which is included under the applicable manufacturing use. (SIC: Group 596)

### **Marinas [C7]**

Establishments providing water-oriented services such as: yachting and rowing clubs, boat rental, storage and launching facilities; sport fishing activities, excursion boat and sight-seeing facilities, and other marine-related activities, including but not limited to fuel sales, boat and engine repair and sales. Boat storage and launching facilities accessory to a camping facility are also included under the definition of "Rural Recreation and Camping."

### **Marine Terminals and Piers [J3]**

Establishments providing freight, petroleum production and equipment and passenger transportation on water, including support services, facilities and terminals. Also includes towing and tugboat services, marine cargo handling, including operation and maintenance buildings, ship cleaning, salvaging, dismantling, boat building, warehouses and repair. Includes petroleum and petroleum product transportation and storage facilities as well as support services including ballast processing facilities and oil spill cleanup and recovery equipment, but does not include refineries or petroleum storage tank farms. (Amended 1982, Ord. 2106)

### **Membership Organization Facilities [C8]**

Permanent, headquarters-type and meeting facilities for organizations operating on a



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~~Sale!~~ Demo Bikes

~~Sale!~~ Built Bikes

~~Sale!~~ Frames

## EXTRAS

~~Sale!~~ Accessories

~~Sale!~~ Clothing

~~Sale!~~ Computers

~~Sale!~~ Helmets

~~Sale!~~ Shoes

## PARTS

~~Sale!~~ Barends

~~Sale!~~ BB's

~~Sale!~~ Brakes

~~Sale!~~ Cassette

~~Sale!~~ Chains

~~Sale!~~ Chainring

~~Sale!~~ Cranksets

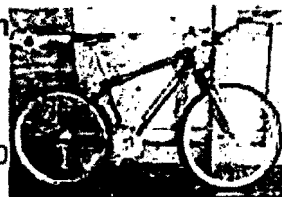
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97Cannon  
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REDUCED  
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24.0  
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CANNONDALE

F2000E MEDIUM RED

Some how this bike got left behind in our warehouse? Just like Tinker used to ride! Head shock and super light Cad 3 frame, 8 speed Sachs Extream shifters with Coda/Shimano build kit. Make us an offer? Never ridden!

was  
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NOW  
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GT STS DH-Special Edition

Small - The parts alone are worth more than the asking price! for 6" of rear travel with RockShox super deluxe rear shock, RockShox Boxer fork, Hayes Disc Brakes (front & rear), Azonic handle bars and Azonic DH stem, AC chainguide system with AC DH crank and DH ring, Mavic D521 rims, with Hayes Disc Hubs, and Michelin DH tires., XTR rear deraillieur. You get a complete bike for the price of other DH frames alone.

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YOU PICK one of the U.S. Made FRAMES below,  
a SUSPENSION FORK, CLIPLESS PEDALS, KEVLAR TIRES,  
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Then we'll expertly build it, gently test it, and promptly ship  
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**Sale!** Built Bikes  
**Sale!** Frames

### EXTRAS

**Sale!** Accessories  
**Sale!** Clothing  
**Sale!** Computers  
**Sale!** Helmets  
**Sale!** Shoes

**YOUR  
FRAME  
CHOICES**  
with available  
sizes

Built-Up Price

certificates, undergraduate and graduate degrees and requiring for admission at least a high school diploma or equivalent general academic training. (SIC: Group 822)

### **Schools - Preschool to Secondary [C16]**

Pre-school, day-care centers, elementary and secondary schools serving grades 1 through 12, including denominational and sectarian. Kindergartens and military academies are also included. (SIC: Group 821)

### **Secondary Dwellings [E11] [Amended 1995, Ord. 2740]**

A second permanent dwelling allowed on a site pursuant to Section 23.08.036 of the Coastal Zone Land Use Ordinance.

### **Service Stations [G11]**

Retail trade establishments primarily engaged in the sale of gasoline, which may also provide lubrication, oil change and tune-up services and the sale of automotive products incidental to gasoline sales. May also include accessory towing, mechanical repair services and trailer rental, but does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work. Does not include the retail sale of gasoline as a subordinate service to food and beverage retail sales when limited to not more than two pumps. (SIC: Group 554)

### **Single-Family Dwelling [E12]**

A building designed for and/or occupied exclusively by one family. Also includes attached

## **SMALL SCALE MANUFACTURING: INCLUDES SPORTING AND ATHLETIC GOODS**

### **Small Scale Manufacturing [D21]**

Manufacturing establishments not classified in another major manufacturing group, including: jewelry, silverware and plated ware; musical instruments; toys; sporting and athletic goods; pens, pencils, and other office and artists' materials; buttons, costume novelties, miscellaneous notions; brooms and brushes; caskets; and other miscellaneous manufacturing industries. Also included are artisan and craftsman-type operations which are not home occupations, and which are not secondary to on-site retail sales. Also includes small-scale blacksmith and welding services when accessory to another use. (SIC: Group 39)

### **Social Service Organizations [C17]**

Public or quasi-public establishments providing social services and rehabilitation services, counseling centers, welfare offices, job counseling and training centers, or vocational rehabilitation agencies, serving persons with social or personal problems requiring special

## USE GROUP

<b>D) MANUFACTURING &amp; PROCESSING (CONTINUED)</b>	
Small Scale Manufacturing	21
Stone & Cut Stone Products	22
Structural Clay & Pottery - Related Production	23
Textile Products	24

<b>E) RESIDENTIAL USES</b>	
Caretaker Residence	1
Farm Support Quarters	2
Home Occupations	3
Mobilehome Parks	4
Mobilehomes	5
Multi-Family Dwellings	6
Nursing & Personal Care	7
Organizational Houses	8
Residential Accessory Uses	9
Residential Care	10
Secondary Dwelling	11
Single-Family Dwellings	12
Temporary Dwelling	13

PAGE NUMBER	OF USE DEFINITION
1	1
2	2
3	3
4	4
5	5
6	6
7	7
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11	11
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**SMALL SCALE MANUFACTURING NOT PERMITTED IN COMMERCIAL RETAIL**

[illegible]

- 14.
- k. Areas that concentrate tourist accommodations and services and preclude functionally unrelated multi-family and retail commercial uses discouraging dispersion of motels and other highway commercial uses in other commercial or residential areas.
  - l. Areas in communities that are close to cultural, recreational and entertainment facilities.

#### **Neighborhood Commercial areas:**

- m. Limited areas where small-scale neighborhood commercial and service uses can be allowed in regard to day-to-day shopping needs without disrupting the residential character of the area.
- n. Locations between residential areas and downtown areas along collector or arterial streets which serve to reduce the number of shopping trips for daily needs and to encourage walking or bicycling.
- o. Sites between two and five acres in size, related to the population within a one-half to one mile radius market area.
- p. Areas with individual uses of generally less than 8,000 square feet of floor area to support small-scale business, with site and building design to blend with surrounding residential character.

### **MUST BE LOCATED IN COMMERCIAL SERVICES**

#### **COMMERCIAL SERVICE**

##### **Purpose:**

- a. To provide areas for commercial or industrial trade services and light manufacturing where they will not adversely affect surrounding properties.
- b. To protect adjacent incompatible uses from harmful influences and prevent intrusion of conflicting uses.
- c. To provide suitable locations for retail, wholesale, heavy commercial and service establishments usually located near highway traffic or where terminal facilities are convenient.

##### **Character:**

- a. Areas characterized by existing heavy commercial, service, and small-scale industrial uses.
- b. Areas where uses generally serve occasional needs rather than day-to-day needs.

- c. Peripheral areas within central business districts in close proximity to commercial and public uses.
- d. Areas with slopes generally less than 15%, and located outside environmentally sensitive areas or hazardous areas such as floodways or fault zones.
- e. Areas located with primary access from arterial, collector or commercial local streets, avoiding the use of local residential streets.

## IN ADDITION THERE IS THE VISITOR SERVICES DESIGNATION:

### COMMERCIAL RETAIL

#### Purpose:

#### Central Business Districts (CBD):

- a. To provide centralized locations for stores, offices, service establishments and amusements, offering a wide range of commodities and services scaled to meet neighborhood and community general shopping needs.
- b. To provide areas for a concentration of business and public facilities to encourage pedestrian circulation for public convenience and for mutual benefit.
- c. To allow for limited multi-family residential uses only as secondary to commercial uses.
- d. To allow community scale shopping centers if designed for street pedestrian shopping; regional shopping centers should be located within incorporated cities.

#### Visitor-Serving Commercial Areas:

- e. To provide for Visitor-Serving Priority Areas.
- f. To provide limited areas for highway traveler services and uses associated with tourists and vacationers within urban areas on collectors or arterials or in rural areas where other commercial areas are distant.
- g. To allow for commercial and compatible accessory uses related to resort or recreational activities.

#### Neighborhood Commercial Areas:

- h. To provide convenient locations for retail and service commercial establishments to

meet daily shopping needs of residential areas.

**Character:**

**Central Business District (CBD) Areas:**

- a. Areas for retail businesses and services that supply a full range of community commercial needs, and located within an Urban Area.
- b. Uses that are economically and physically compatible, mutually supportive in function and location.
- c. Areas of intense retail commercial use in concentrated centralized locations serving as "drawing cards" for local and regional trade to minimize travel requirements for comparison shopping.
- d. An identified Central Business District (CBD) that can support improvement districts, parking districts and other improvements to prevent "leakage" to other commercial centers outside the region they intend to serve.
- e. Areas where residential uses are limited to upper floor or "rear-half of building" locations, to reserve ground floor frontages for business use.

**Visitor-Serving Commercial Areas:**

- f. Presently serve tourists and visitors to the coast and coastal communities and shall be protected by preserving the visitor-serving uses within them.
- g. Include ocean front land, upland support areas and private lands and coastal areas suitable for recreational and Visitor-Serving commercial activities (as reflected on the land use maps) and are preserved for such developments. Priority is given to use of private lands to enhance public opportunities for coastal recreation over private residential, general industrial or general commercial development but not over agricultural or coastal-dependent energy.
- h. Are identified on the land use maps with the letter "V". The designation applies to the Commercial Retail category.
- i. Areas that serve transient and tourist needs incidental to traveling rather than local or regional residential demands, located within urban or village areas or at remote locations distant from urban or village areas where highway services already exist or would be accommodating of traveler safety in new locations.
- j. Areas that are easily accessible and apparent from regional transportation routes.



## CHAPTER 7:

# COMBINING DESIGNATIONS AND PROPOSED PUBLIC FACILITIES

## A. COMBINING DESIGNATIONS

### Purpose

Combining designations identify areas with characteristics that are either of public value; or are hazardous to the public. The special location, terrain, man-made features, plants or animals of these areas create a need for more careful project review to protect those characteristics, or to protect public health, safety and welfare. Combining designations are established to achieve the following:

1. To identify the coastal zone and areas within the coastal zone where shoreline access is important.
2. To identify sensitive coastal resources such as archaeologically sensitive areas, wetlands, coastal streams, and habitats.
3. To recognize visitor-serving priority areas in the coastal zone.
4. To relate intensity of development to the sensitivity of natural resources or other environmental features to minimize adverse environmental impacts.
5. To preserve the natural beauty and topography of the county by encouraging intensive development only where appropriate with regard to those natural features.
6. To promote preservation of the historic character of the county and to ensure that new development in historic areas is compatible with historic preservation.
7. To reduce risks to life and property through proper location and design of structures within areas subject to man-made or natural hazards, such as: airports; flooding; or geologic hazards, including active faulting, landsliding, or liquefaction.
8. To inform developers, owners and prospective buyers of property about potential flood or geologic hazards, supporting reduction of future demands for publicly funded flood control, landslide stabilization and emergency aid.
9. To enhance property values and increase economic benefits to the county by promoting the tourist trade and interest in the historic, scenic and environmental amenities of the county.

## VISITOR SERVING USES HAVE PRIORITY

- V **Visitor-Serving Priority Area:** Applied to areas designated by the LUE as Commercial Retail or Recreation, that presently or are proposed to serve tourists and visitors to the coast in the Local Coastal Program and LUE. In such areas, visitor-serving uses have priority over non-visitor serving uses, but not over agriculture or coastal dependent uses.

The combining designations are applied through both the text and maps of the LUE, and are used together with the basic land use categories to guide future land use patterns. The designations are applied to the unincorporated portions of the county as detailed in the area plans. In addition, a proposed development should further the applicable general objectives to be found consistent with the LUE/LCP.

### Description of Designations

The following are descriptions and purposes of the combining designations, and general objectives to guide development in each of the combining designations (implemented through Chapter 23.07 of the Coastal Zone Land Use Ordinance). These objectives are the policy basis for the detailed combining designation standards in Chapter 23.07 of the Coastal Zone Land Use Ordinance. Additional requirements may be applied to a project located on a site with a combining designation by standards in an individual LUE area plan in the Chapter entitled "Planning Area Standards". If standards in the LUE area plan conflict with those in the Coastal Zone Land Use Ordinance, the LUE area plan standards take precedence. [Amended 1995, Ord. 2740]

### AR - AIRPORT REVIEW

#### Purpose:

1. To implement Federal Aviation Administration regulations by allowing only those land uses which would not generate hazards or obstructions to aircraft operations in the vicinity of an airport. Hazards which must be avoided include excessive height of buildings and structures; electrical interference with radio communications; glare from night lighting which could impair the ability of flyers to distinguish airport lights from others; and glare in the eyes of flyers from reflective building surfaces.
2. To establish compatible land uses adjacent to an airport, as determined by the airport land use plans adopted by the county Airport Land Use Commissions.
3. To reflect land uses on county airport property as contained in adopted airport development plans.
4. To provide supplementary application procedures and development standards for projects located within the Airport Review area to support the establishment of new land uses which maximize compatibility with airport operations.

19

**COMPATIBILITY CONCERNS:**

**THE PROPOSED LOCATION OF THIS WAREHOUSE IN THE EAST VILLAGE OF CAMBRIA DOES NOT MEET THE STANDARDS OF THE LOCAL COASTAL PLAN OR FRAMEWORK FOR PLANNING.**

**THE NET RESULT OF THIS PROPOSED PLAN IS THE LOSS OF VISITOR SERVICE RETAIL SPACE \*\* REPLACED BY NON VISITOR SERVICE WAREHOUSE SPACE.**

**THE SCALE OF THIS PROJECT IS OUT OF BALANCE WITH THE SMALL RETAIL CHARACTER OF THE EAST VILLAGE \*\* THE AVERAGE RETAIL SHOP IS LESS THAN 1000 S.F. (FEW ARE MORE THAN 2000 S.F.) \*\* THE PROPOSED PROJECT WILL HAVE A TOTAL OF 13000 S.F**



SAN LUIS OBISPO COUNTY PLANNING DEPARTMENT

# LAND USE ELEMENT AND LOCAL COASTAL PLAN

## LACK OF PARKING:

### Commercial Retail

Commercial activities in Cambria are concentrated in two main areas, East Village and West Village. East Village, lying in the narrow valley carved by Santa Rosa Creek remains Cambria's principal shopping and service center. Here, along Main Street, Bridge Street and Burton Drive, are found the businesses and residences that recall Cambria's past.

Two problems affect commercial development in the core area of East Village. The first of these is the lack of adequate parking space for vehicles associated with existing or proposed new businesses. The small size of many properties in East Village makes it difficult for prospective businesses to furnish the required number of parking spaces on-site. Although there are several private parking lots available on a lease basis, these too are now at capacity. A Village Special Study undertaken in 1972, identifies the need for parking areas scattered within East Village and around its periphery that can serve as public parking and as parking for employees. Local businesses should undertake active steps to form a district for the eventual development of adequate parking, and their efforts should include a prompt designation of preferred parking areas so that these may be preserved for that use.

## CURRENT COUNTY STUDY INDICATES THERE IS A 50% PARKING SHORTAGE IN THE EAST VILLAGE

REQUIRED PARKING FOR "STATED" USE DOES NOT  
REFLECT ACTUAL PARKING NEED



PROJECT HAS 20 EMPLOYEES



PARKING NEED: AVERAGE 15-17 VEHICLES, BOAT,  
CAMPER, TRAILER



A-3-SLO -01-011  
PLUS ADDITIONAL EMPLOYEES DUE TO EXPANSION

Exhibit C  
of 53

business. Table 2 breaks down proposed uses by square footage for the four buildings owned by the applicant and gives the corresponding parking requirements. These buildings include

Ian's at 215  
Ian's Annex

## REQUIRED PARKING FOR "STATED" USE DOES NOT REFLECT ACTUAL PARKING NEED

Table 2

Use	Square Footage	Percent MO vs GM	Parking Spaces Required/ Square Foot	Required # of Parking Spaces
Mail Order (MO)	5300.85	40.26%	1000	5.30
General Merchandise (GM)				
Sales Area	3958.36		300	13.19
Storage/ Other	2319.09		600	3.87
Total GM	6277.45	47.67%		17.06
Commercial Kitchen				
Active Prep Area	535.17		100	5.35
Storage Area	236.92		0	0
Total Kitchen	772.09	5.86%		5.35
Residential Apt above Ian's Annex	817.27	6.21%	2	2.00
Total for Project	13167.66			29.71

In addition to the 25 parking spaces for 2150 and 2164 Center Street provided on APN# 013-262-014, 5 parking spaces are provided at 4070 West St (APN# 013-262-003).

Considering only the square footage of Mail Order vs square footage of General Merchandise for all four buildings, 45.78% is Mail Order and 54.22% is General Merchandise.

Currently, there is also office space at 2150 Center Street rented out to an architect. If this project is approved, the architect's office will no longer exist.

Testimony at the first hearing on August 4, 2000 indicated that C.B.O., Inc already has a strong retail presence in Cambria. The proposed project will allow the business to improve the retail capability of the operation and allow the company to centralize operations.

A-3-SLO -01-011  
(C.B.O.)

Exhibit C  
24 of 53

USE	PARKING SPACES REQUIRED	PARKING LOT TURNOVER	LOADING BAY INTENSITY
General Merchandise Stores	1 per 300 sf. of sales area, 1 per 600 sf. of storage area.	Medium	Low
X Mail Order & Vending	1 per 1,000 sf. of use area.	Low	Low

\* Kitchen includes all active food preparation areas, but not walk-in storage areas.

- (8) **Service Uses:** Parking required for a service use is to be a minimum of two spaces for each use or separate tenancy, except where more spaces are required as follows:

USE	PARKING SPACES REQUIRED	PARKING LOT TURNOVER	LOADING BAY INTENSITY
Auto Repair & Service	4 per service bay, 1 per 1,000 sf. of outdoor active use area.	Medium	Low
Equipment Rental	1 per 500 sf. of floor area, 1 per 2,000 sf. of outdoor use area.	Medium	Low
Copying & Reproduction	1 per 400 sf. of floor area.	Medium	Low
Construction Services	1 per 500 sf. of floor area.	Low	Low
Correctional Institutions	As determined by Planning Commission		

24.

Swimming Pools (Public or Member)	1 per 100 sf. of pool area, and 1 per 300 sf. of deck area.	Medium	N.A.
Tennis Courts, Racquetball	2 per court.	Medium	N.A.
Libraries	1 per 500 sf. of use area.	High	Low
Public Assembly: Exhibit Facilities (including Museums)	1 per 150 sf. of exhibit floor.	High	Low
Seated Spectator Facilities (including a Church, Theater, other Auditoriums and Meeting Halls, Sports Assembly.	1 per 4 fixed seats, or 1 per 40 sf. of spectator area if seats not fixed.	High	Low
Schools: Preschools & Day Care Elementary & High School Business & Vocational	See Section 23.08.074 (Schools and Preschools)		
College and University	As determined by Planning Commission.		

(4) **Manufacturing and processing uses:** Parking lot turnover is low; loading bay intensity is medium. Parking spaces are required as follows:

(i) One space per 500 square feet of active use area within a building; and

COASTAL ZONE LAND USE ORD.  
REVISED DECEMBER 7, 1995

4-79

SITE DESIGN STANDARDS  
ORD/L9200111.ORD

23.04.166

- (ii) One space per 1,000 square feet of storage area within a building; and
- (iii) One space per 2,000 square feet of outdoor active use area; and
- (iv) One space per 5,000 square feet of outdoor storage area.

(5) **Residential Uses:**  
A-3-SLO -01-011  
(C.B.O.)

Exhibit C  
26 of 53

PARKING	PARKING	LOADING
---------	---------	---------



25

**SPECIAL ENVIRONMENTAL CONSIDERATIONS  
FOR THE C.B.O., INC. REMODELING PROJECT  
CAMBRIA**

The applicant is requesting a Minor Use Permit (D990152) for the demolition of one building and remodel of an adjacent building in Cambria, California. C.B.O., Inc. currently occupies a building at 2164 Center Street, which is proposed for demolition. The adjacent parcel, 2150 Center Street (formerly Ian's Restaurant), is proposed for remodeling and would be expanded onto the C.B.O. lot. One large (8,146 square feet) building would cover the two lots and would house the C.B.O. mail-order bicycle business. The remodel and new portions of building would follow the architectural style and height of the former Ian's Restaurant building as seen in the attached photo-simulation.

**PROJECT HAS 20 EMPLOYEES**

Housing and Energy

The proposed project will not cause an increase in demand for housing or encourage growth beyond resource capabilities. The project will house a mail-order bicycle business that has less than one percent retail sales and only 20 employees. No mitigation is required.

Agricultural/Mineral Resources

The proposed project does not impact agricultural land nor will it eliminate any valuable resource. No mitigation is required.

Growth Inducing/Cumulative Effects

The C.B.O. project entails remodeling and rebuilding existing commercial properties for future commercial uses. C.B.O., Inc. is not supplying a significant number of jobs to the community, thereby not causing impacts from growth. No mitigation is required.

**PLUS ADDITIONAL EMPLOYEES DUE TO EXPANSION**



# CAMBRIA BICYCLE OUTFITTER

**Career Opportunities at all Locations!**

**CBO is growing fast.**

North Coast, South Coast, Central Coast or Sierras, we've got j waiting at each of our stores.

If you're a bicycle professional with a passion for the sport, you'll being a part of the expanding CBO team.

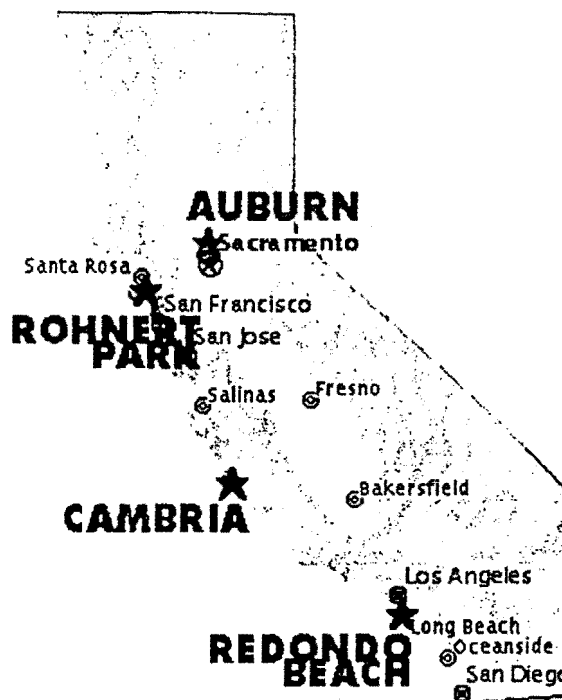
**CLIENT SERVICE** - Our Cambria HQ houses our phone bank. If you've got detailed product knowledge, sales experience, and can handle a high volume of calls, we're interested in talking to you.

You'll find we offer competitive wages, incentive-based bonuses, benefits and a fun-loving atmosphere. Located in Cambria, a mountain-biking paradise on California's Central Coast. (It would be a quiet little surfing town if it weren't for our rocking business and hard-living staff.)

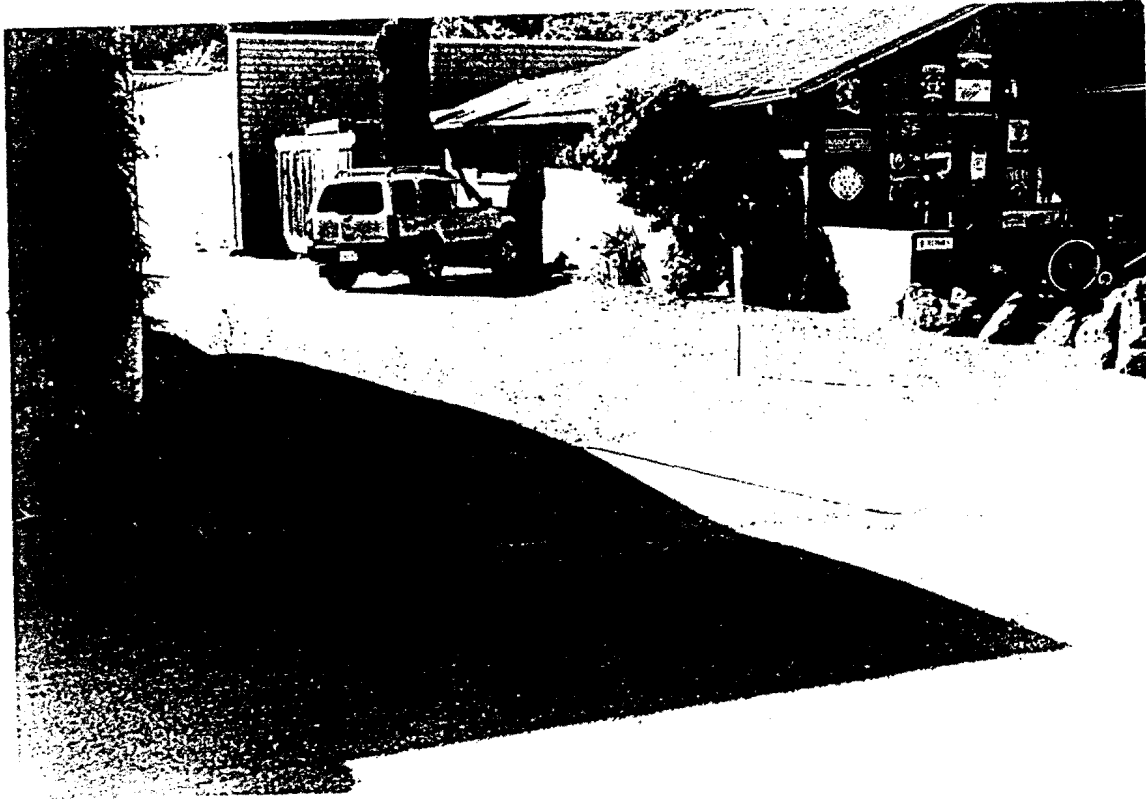
**RETAIL SALES** - Opportunities in Auburn, Rohnert Park, and Redondo Beach for sales professionals with detailed product knowledge.

**TECHNICAL SERVICE** - Opportunities in Cambria, Auburn, Rohnert Park, and Redondo Beach for experienced mechanics who love wrenching on the good stuff. From ground-up assembly and disassembly to general repairs and shock tuning.

Please send a resume detailing your skills and qualifications by fax (805-927-5174) or email ([jobs@cambriabike.com](mailto:jobs@cambriabike.com))



## PROJECT ELIMINATES FIVE ON SITE PARKING SPACES



### PARKING CONCERNS:

LOSS OF EXISTING PARKING WHEN THERE IS ALREADY A 50%  
SHORTAGE ACCORDING TO CURRENT COUNTY STUDY

REQUIRED PARKING FOR "STATED" USE WILL NOT COVER  
NEEDED PARKING FOR EMPLOYEES

NET LOSS OF PARKING FOR VISITORS

CIRCULATION:

THE ACTUAL WIDTH OF CENTER STREET IS 24 FEET AND  
AT SOME POINTS LESS THAN 24 FEET



CENTER STREET IS THE ONLY ACCESS FROM BURTON  
DRIVE TO THE ONLY PUBLIC PARKING LOT AND PUBLIC  
RESTROOMS IN THE EAST VILLAGE





PEDESTRIANS MUST WALK ON THE STREET TO GO FROM  
THE PARKING LOT OR RESTROOM TO BURTON DRIVE



A-3-SLO -01-011  
(C.B.O.)

Exhibit C  
31 of 53

DELIVERY TRUCKS CURRENTLY BLOCK ONE LANE



WHICH CAUSES TWO WAY TRAFFIC TO USE A SINGLE LANE



A-5-SEO-01-011  
(C.B.O.)

Exhibit C  
32 of 53

ADD TO THIS PEDESTRIAN TRAFFIC



NOW ADD TO THIS FORKLIFT TRAFFIC SET FORTH IN  
CONDITION "E" OF THIS APPROVED PROJECT



A-3-SLO-01-011  
(C.B.O.)

Exhibit C  
33 of 53

10. Prior to the final inspection, a report, prepared by the consulting archaeologist shall be submitted summarizing all monitoring activities, including evaluation and analysis of any discovered artifacts.

### Signage

11. Prior to issuance of a construction permit, the applicant shall prepare a comprehensive sign plan indicating the location and size of all proposed signs for review and approval of the Planning Department. The sign plan shall be in conformance with Table 1 and Section 23.04.310 of the CZLUO. Signs shall use wood or wood appearing materials. The sign plan shall include:
- a. signs directing potential customers to the parking area on the west side of West Street.
  - b. signs in the truck loading/unloading area and the alley to the east side of 2164 Center Street showing hours of delivery
  - c. signs to inform truck drivers of the prohibition of trucks in the area designated in alley to the east side of 2164 Center Street.
12. Prior to issuance of occupancy permits, the applicant shall place appropriate signs in the truck loading/unloading area and the alley to the east side of 2164 Center Street showing hours of delivery and to inform truck drivers of truck access prohibitions, as

## **CONDITION "E"**

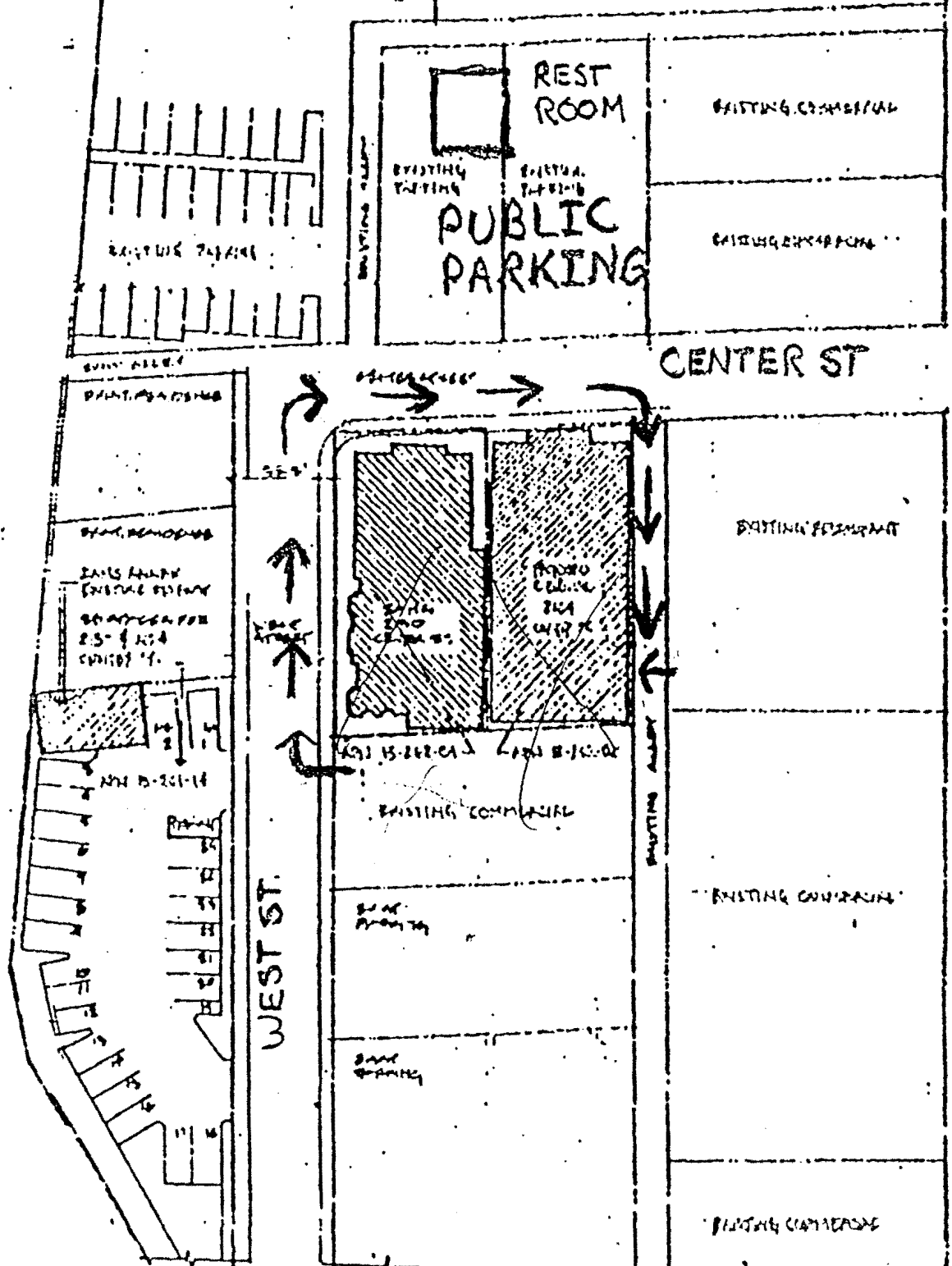
### Delivery and Loading

13. Prior to issuance of a construction permit, the applicant shall prepare a comprehensive delivery and loading plan for review and approval of the Planning Department. The plan shall:
- a. ensure that no public right of way or the Center Street parking lot is obstructed.
  - b. limit all loading and unloading activities to the off-site parking area on the west side of West Street (APN# 013-261-014) and the east side of West Street behind the proposed buildings (APN# 013-262-003)
  - c. prohibit all loading and unloading activities between 11:30 am and 1:30 pm.
  - d. prohibit delivery trucks at all times from the alley to the east side of 2164 Center Street.
  - e. limit merchandise movement in the alley to the east side of 2164 Center Street to transport by small, electric forklifts. Transport is prohibited between 11:30 am and 1:30 pm.
  - f. restrict vehicle parking and loading areas to the satisfaction of Cambria Fire Department.
14. At no time shall the public right of way or the Center Street parking lot be obstructed. All loading and unloading activities shall take place in the off-site parking area on the west side of West Street (APN# 013-261-014) and the east side of West Street behind the proposed buildings (APN# 013-262-003), located to the satisfaction of the Cambria
- Exhibit C  
37 of 53



# FORKLIFT ROUTE

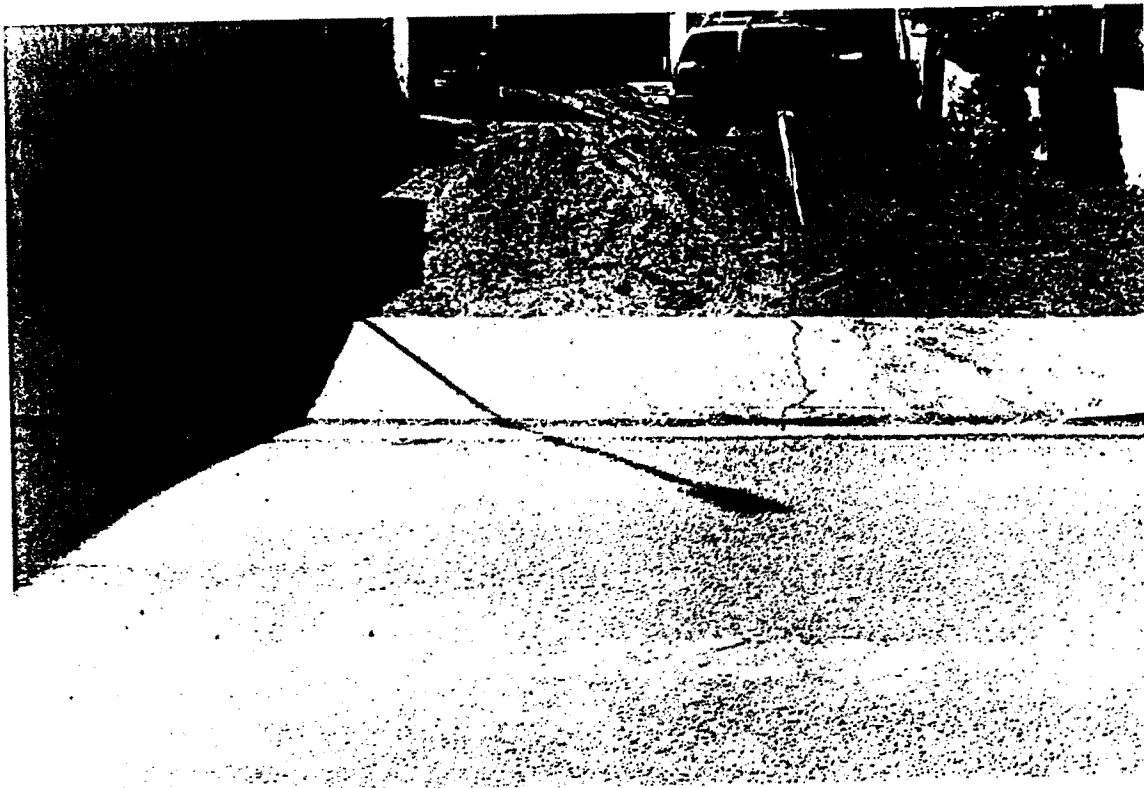
EXISTING COMMERCIAL



**FIRE:**

**THE PROPOSED PROJECT WILL BE BUILT OUT TO WITHIN  
A FEW FEET OF AN ALLEY THAT IS SUBSTANDARD WIDTH**

**THIS WILL PREVENT FIRETRUCKS FROM ACCESSING THE  
ALLEY BECAUSE OF INADEQUATE TURNING RADIUS**



**AND CREATES AN ALLEY THAT IS MORE RESTRICTED &  
NON COMPLIANT WITH SEC. 503.2.1 OF THE FIRE CODE**

stalled, such protection shall be maintained until removed prior to the time of construction except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles in accordance with Section 503.2.

## SECTION 502 DEFINITIONS

**502.1 Definitions.** The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

**FIRE APPARATUS ACCESS ROAD.** A road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as fire lane, public street, private street, parking lot lane and access roadway.

**FIRE COMMAND CENTER.** The principal attended or unattended location where the status of the detection, alarm communications, and control systems is displayed, and from which the system(s) can be manually controlled.

**FIRE DEPARTMENT MASTER KEY.** A limited issue key of special or controlled design to be carried by fire department officials in command which will open key boxes on specified properties.

**FIRE LANE.** A road or other passageway developed to allow the passage of fire apparatus. A fire lane is not necessarily intended for vehicular traffic other than fire apparatus.

**KEY BOX.** A secure, tamperproof device with a lock operable only by a fire department master key; and containing building entry keys and other keys that may be required for access in an emergency.

37 of 53  
2021 INTERNATIONAL FIRE CODE®

1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.
2. Fire apparatus access roads cannot be installed due to location on property, topography, waterways, non-negotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.
3. There are not more than two Group R-3 or Group U occupancies.

**503.1.2 Additional access.** The code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

**503.1.3 High-piled storage.** Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions of Chapter 23.

**503.2 Specifications.** Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.7.

**503.2.1 Dimensions.** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

**503.2.2 Authority.** The code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

**503.2.3 Surface.** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

# HISTORIC:

## IMPACT ON NEIGHBORING HISTORIC SITES:

\*HEARTS EASE, IAN'S, ROBIN'S, & SQUIBB HOUSE ARE ALL DESIGNATED HISTORIC SITES

\*PROPOSED WAREHOUSE IS SURROUNDED BY THESE HISTORIC SITES

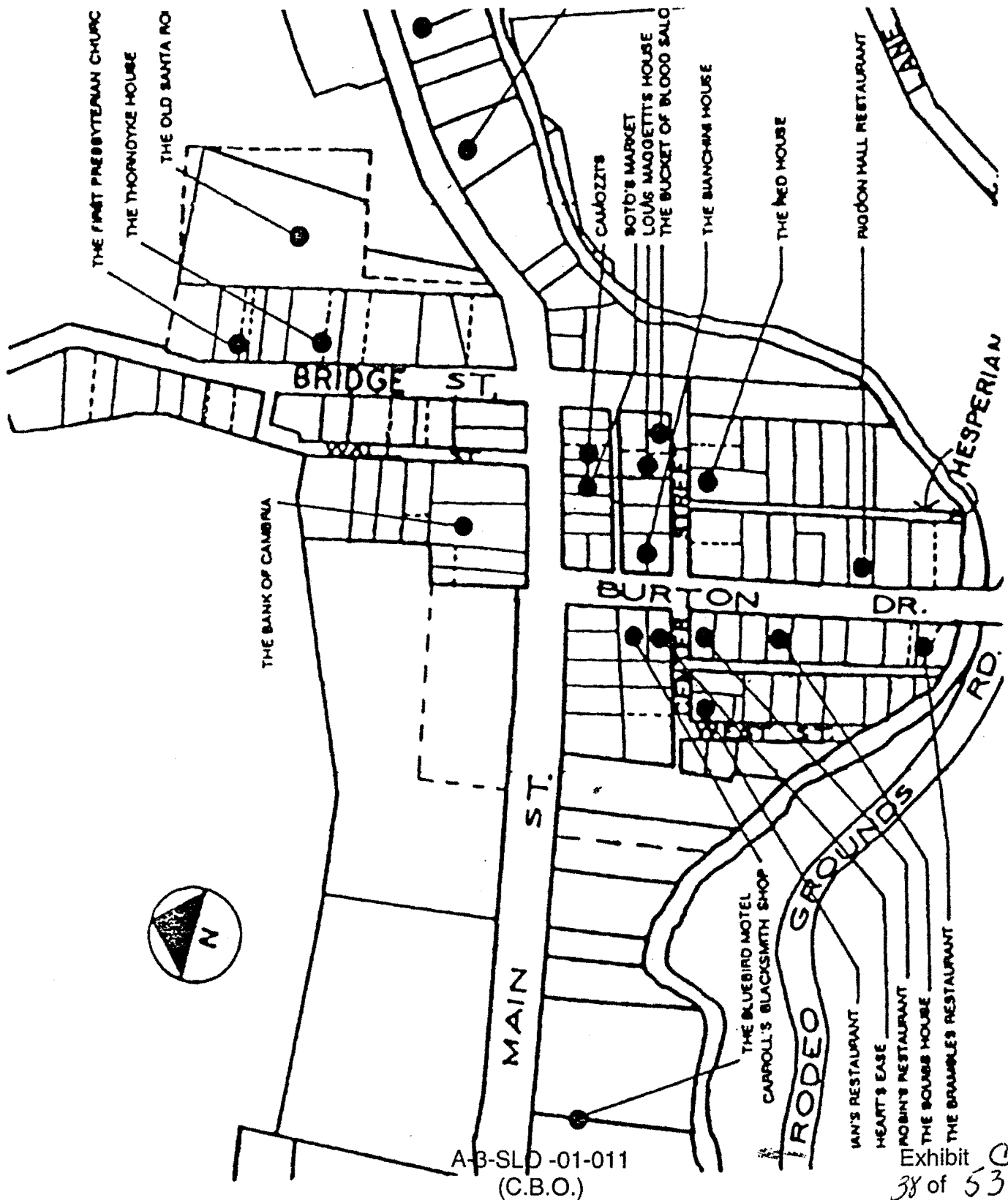


Figure 6- Location Map - Cambria/East Village Historic Designations

51

## CHAPTER 7: COMBINING DESIGNATIONS AND PROPOSED PUBLIC FACILITIES

### A. COMBINING DESIGNATIONS

#### Purpose

Combining designations identify areas with characteristics that are either of public value, or are hazardous to the public. The special location, terrain, man-made features, plants or animals of these areas create a need for more careful project review to protect those characteristics, or to protect public health, safety and welfare. Combining designations are established to achieve the following:

1. To identify the coastal zone and areas within the coastal zone where shoreline access is important.
2. To identify sensitive coastal resources such as archaeologically sensitive areas, wetlands, coastal streams, and habitats.
3. To recognize visitor-serving priority areas in the coastal zone.
4. To relate intensity of development to the sensitivity of natural resources or other environmental features to minimize adverse environmental impacts.
5. To preserve the natural beauty and topography of the county by encouraging intensive development only where appropriate with regard to those natural features.
6. To promote preservation of the historic character of the county and to ensure that new development in historic areas is compatible with historic preservation.
7. To reduce risks to life and property through proper location and design of structures within areas subject to man-made or natural hazards, such as: airports; flooding; or geologic hazards, including active faulting, landsliding, or liquefaction.
8. To inform developers, owners and prospective buyers of property about potential flood or geologic hazards, supporting reduction of future demands for publicly funded flood control, landslide stabilization and emergency aid.
9. To enhance property values and increase economic benefits to the county by promoting the tourist trade and interest in the historic, scenic and environmental amenities of the county.

## CEQA GUIDELINES 15064.5.b.1 \* IMPACT ON SURROUNDINGS

### CEQA Guidelines (Title 14, Chapter 3)

#### 15064.5. Determining the Significance of Impacts to Archeological and Historical Resources.

(a) For purposes of this section, the term "historical resources" shall include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

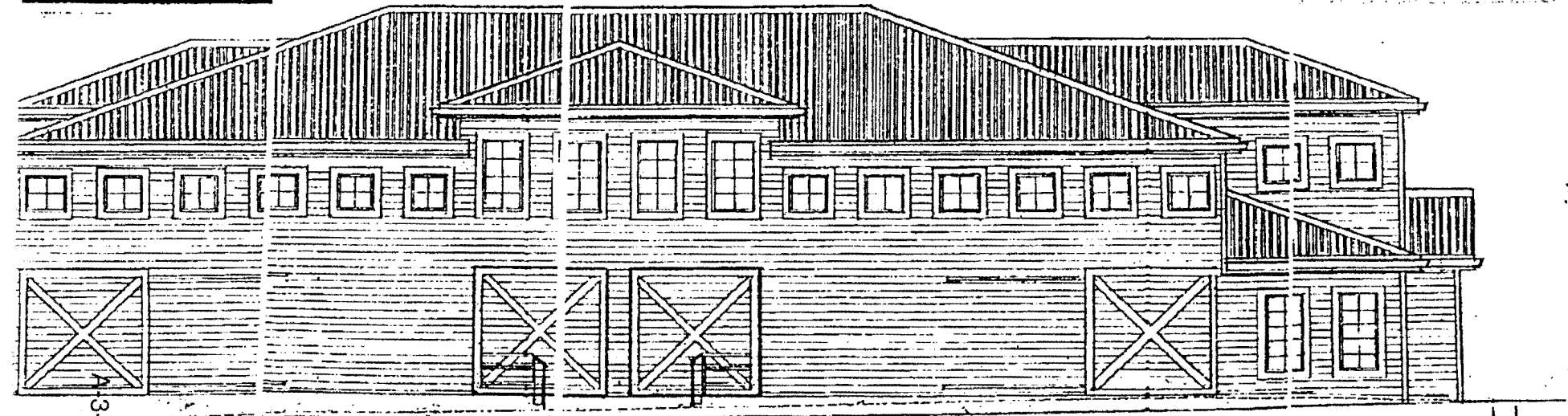
(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical

Exhibit C  
40 of 53

**LARGE DELIVERY & LOADING DOORS FACE THE ALLEY**



C.B.O. EAST ELEVATION

SCALE 1/4" = 1'-0"

**THIS ACTIVITY WILL BLOCK THE ALLEY AND IMPAIR  
ACCESS TO GUEST PARKING AT SQUIBB HOUSE & ROBINS**

**USE OF ALLEY IS BY PRESCRIPTIVE EASEMENT, FORKLIFTS CONSTITUTE A  
NEW USE WHICH MAY OVERBURDEN EASEMENT AND IMPACT OTHER USES,  
REQUIRING LEGAL RECOURSE**

**FORKLIFTS WILL CHANGE THE CHARACTER OF THE  
IMMEDIATE SURROUNDINGS FOR THESE HISTORIC SITES**

A-3-SLO-01-011  
(C.B.O.)

Exhibit C  
41 of 53

# LAND USE ELEMENT AND LOCAL COASTAL PLAN

## HISTORIC MERIT OF PROPERTY TO BE DEMOLISHED

**\*\* 2164 CENTER ST. \*\***

### LAND USE PROGRAMS

#### CAMBRIA URBAN AREA PROGRAMS

The following programs apply within the Cambria urban reserve line, to locations in the land use categories listed.

#### Commercial Retail

1. Village Plans. The county should work with property owners and the community to prepare specific plans for the east and west villages. The plans should address details of

NORTH COAST

6-17

LAND USE  
GENPLAN\V9400191.PLN

parking, landscaping, desired design themes (if any), pedestrian and vehicle circulation, and preservation of any identified historical sites.

2. Tract 226. The county should work with property owners in Tract No. 226 toward consolidation and redistribution of the lots for commercial use before development occurs.

Recreation

A-3-SLO -01-011  
(C.B.O.)

Exhibit C  
42 of 53

3. Park Development. The county should prepare a park development plan for recreation uses



# CAMBRIA DESIGN PLAN

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## PUBLIC HEARING DRAFT

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COUNTY OF SAN LUIS OBISPO

MARCH 13, 2000

*ADDED IN CONCEPT*



PREPARED BY

DESIGN, COMMUNITY & ENVIRONMENT

1600 SHATTUCK AVENUE, SUITE 222

TEL: 510.848.3815

BERKELEY, CALIFORNIA 94709

FAX: 510.848.4315

## 4 EAST VILLAGE

This chapter focuses on the East Village. It includes a list of goals; illustrative designs for streetscape improvements, gateways, open space, circulation, and parking; and design standards and guidelines.

### *A. Goals for the East Village*

This Design Plan seeks to fulfill the following goals for the East Village:

- ◆ Enhance the identity of the East Village, its historical and natural resources, districts and its boundary.
- ◆ Improve connections to Santa Rosa Creek.
- ◆ Knit together the existing East Village retail areas on Main Street and Burton Drive.
- ◆ Provide for additional cultural and open space facilities in the East Village.
- ◆ Retain, improve and add to the parking supply in the East Village.
- ◆ Improve the streetscape of Main Street through plantings, paving, street lighting and other furnishings.
- ◆ Encourage development to blend with the existing built context.
- ◆ Reflect local slopes, geology and hydrology in planning and design.
- ◆ Protect and enhance the historic resources of the East Village.

### *B. Design Districts*

For the purpose of this chapter, the East Village has been divided into three design districts as illustrated in Figure 7. These districts have different physical characteristics, land use patterns and design features. Somewhat different design treatments are proposed in each of the three districts.

## PROPERTY IS NOT EXEMPT FROM CEQA

### California Environmental Quality Act

21084. Guidelines shall list classes of projects exempt from Act.

(e) No project that may cause a substantial adverse change in the significance of an historical resource, as specified in Section 21084.1, shall be exempted from this division pursuant to subdivision (a).

#### 21084.1. Historical Resources Guidelines.

A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. For purposes of this section, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.

### California Code of Regulations

#### California Register of Historical Resources (Title 14, Chapter 11.5)

##### 4850. Authority.

On September 27, 1992, Assembly Bill 2881 (Statutes of 1992, Chapter 1075) was signed into law amending the Public Resources Code as it affects historical resources. This legislation, which became effective on January 1, 1993, also created the California Register of Historical Resources, henceforth the California Register.

NOTE: Authority cited: Sections 5020.4, 5024.1, and 5024.6, Public Resources Code. Reference: Sections 5020.1, 5020.4, 5020.7, 5024.1, 5024.5, 5024.6, 21084, and 21084.1, Public Resources Code.

##### 4850.1. Purpose.

The California Register is an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.

Definitions are found in Appendix A, "A Glossary of Terms", of this chapter.

NOTE: Authority cited: Sections 5020.4, 5024.1, and 5024.6, Public Resources Code. Reference: Sections 5020.1, 5020.4, 5020.7, 5024.1, 5024.5, 5024.6, 21084, and 21084.1, Public Resources Code.

# PROPERTY MEETS CRITERIA FOR STATE REGISTER

## 4852. Types of Historical Resources and Criteria For Listing in the California Register of Historical Resources.

The criteria for listing historical resources in the California Register are consistent with those developed by the National Park Service for listing historical resources in the National Register, but have been modified for state use in order to include a range of historical resources which better reflect the history of California. Only resources which meet the criteria as set out below may be listed in or formally determined eligible for listing in the California Register.

### (a) Types of resources eligible for nomination:

(1) Building. A resource, such as a house, barn, church, factory, hotel, or similar structure created principally to shelter or assist in carrying out any form of human activity. "Building" may also be used to refer to an historically and functionally related unit, such as a courthouse and jail or a house and barn;

(2) Site. A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historical, cultural, or archeological value regardless of the value of any existing building, structure, or object. A site need not be marked by physical remains if it is the location of a prehistoric or historic event, and if no buildings,

structures, or objects marked it at that time. Examples of such sites are trails, designed landscapes, battlefields, habitation sites, Native American ceremonial areas, petroglyphs, and pictographs;

(3) Structure. The term "structure" is used to describe a construction made for a functional purpose rather than creating human shelter. Examples of structures include mines, bridges, and tunnels;

(4) Object. The term "object" is used to describe those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed, as opposed to a building or a structure. Although it may be movable by nature or design, an object is associated with a specific setting or environment. Objects should be in a setting appropriate to their significant historic use, role, or character. Objects that are relocated to a museum are not eligible for listing in the California Register. Examples of objects include fountains, monuments, maritime resources, sculptures, and boundary markers, and

(5) Historic district. Historic districts are unified geographic entities which contain a concentration of historic buildings, structures, objects, or sites united historically, culturally, or architecturally. Historic districts are defined by precise geographic boundaries. Therefore, districts with unusual boundaries require a description of what lies immediately outside the area, in order to define the edge of the district and to explain the exclusion of adjoining areas. The district must meet at least one of the criteria for significance discussed in Section 4852 (b)(1)-(4) of this chapter.

Those individual resources contributing to the significance of the historic district will also be listed in the California Register. For this reason, all individual resources located within the boundaries of an historic district must be designated as either contributing or as noncontributing to the significance of the historic district.

(b) Criteria for evaluating the significance of historical resources. An historical resource must be significant at the local, state, or national level under one or more of the following four criteria:

(1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

(2) It is associated with the lives of persons important to local, California, or national history;

(3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or

(4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

(c) Integrity. Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852 (b) of this chapter and retain

Exhibit C  
46 of 53

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 842889  
SACRAMENTO, CA 94288-0001  
(916) 653-6624 Fax: (916) 653-8824  
calshpc@chp.parks.ca.gov



October 25, 2000

Department of Planning and Building  
Environmental Division  
County Government Center  
Room 310  
San Luis Obispo CA 93408-2040

To whom it may concern:

C.B.O Inc. Minor Use Permit: D990152P

Although we understand that the Negative Declaration (ND) prepared for the above-referenced project has already been finalized, we respectfully submit the comments below for consideration by the San Luis Obispo County Board of Supervisors at their hearing on this matter, which we have been informed is scheduled for November 7, 2000. The State Office of Historic Preservation has broad responsibility for the implementation of federal and state historic preservation programs in California. The OHP is interested in this project because it has the potential to impact historical resources possibly eligible for listing in the California Register of Historical Resources.

We are commenting on the adequacy of the ND prepared for this project for two reasons. First, it is our opinion that errors made in the street addresses for the properties involved render the ND misleading to the public and therefore inadequate. And, second, we feel that the preparation of an ND for this project is in error and an Environmental Impact Report (EIR) would be the appropriate documentation needed to fulfill the County's obligations under the California Environmental Quality Act (CEQA).

The cover page for the ND (dated June 9, 2000) clearly states that the property at 2150 Center Street would be demolished while the property at 2164 Center Street would be remodeled. However, the Initial Study, which has appropriately been made a part of the ND, states that the "existing bicycle shop," which we understand to be the property at 2164 Center Street, would be demolished, and the "Ian's Building," which we understand to be the property at 2150 Center Street, would have no changes "made to the exterior of the building other than minor cosmetic changes." As you can see simply from the confusing nature of my attempt in this letter to explain the discrepancies in the ND, this situation is extremely misleading. In fact, we chose not to comment on the ND during the document's stated comment period because we believed the statement made on the cover page and did not realize there was a discrepancy until we performed our own research on the street addresses for the properties in question and found the error.

To rectify this situation in the future, we would suggest that only one type of identifier be used consistently throughout your environmental documents rather than reverting from street address to common property name as was done in this ND. As a result of the misleading nature of the error made in this ND, it is our opinion that its adequacy

has been compromised and it clearly does not meet the intent of CEQA in providing the public and decision-makers with necessary information about a project and its potential impacts. Obviously, there could very well have been other individuals and organizations who, like us, took the ND's cover sheet at face value, understood that the building at 2164 Center Street was to be retained and remodeled, and chose not to comment. Such persons should appropriately be given an opportunity to comment prior to approval of the project.

However, the errors made in the ND rendering it inadequate make up only a portion of our concern about the environmental review conducted for this project. In fact, it is our opinion that the property located at 2164 Center Street was improperly evaluated for CEQA purposes.

CEQA Statute (PRC, Section 21084.1) states, "For purposes of this section, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources." The ND prepared for this project, in reply to this requirement to evaluate properties against the California Register criteria, states that because the property at 2164 Center Street has been remodeled extensively, it would not qualify as historically significant based on those criteria. Unfortunately, the ND does not explain what the changes made during the remodels entailed. However, we understand from a concerned San Luis Obispo citizen, that the exterior of the property remains in much the same condition as it did historically and that the vast majority of changes that have been made to it only effected the interior of the property. Although we further understand that some additions were made to the property that have changed the exterior, these changes may in and of themselves have become historic over time and, unless they dramatically altered the portions of the building than can be viewed from the public thoroughfare, would not be considered to have impacted the integrity of the property to the point that it would lose its eligibility.

As our office is the office that administers the California Register of Historical Resources program and analyzes nominations prepared for that program, we are well qualified to assess the issue of historic integrity in relation to retention of eligibility for listing in the California Register. The California Register implementing regulations (California Code of Regulations, Section 4852(c)) state, "Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in Section 4852(b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance." Generally, our office advises that one way to approach this requirement is to ask the question: Would a person who is contemporary with the building's period of significance recognize it in its present form as the same building? Additionally, this issue of historical integrity for the most part only applies to the exterior of the building. The rare instances when this would not be the case come into play only for those types of resources that have dramatic, character-defining features on the interior or are major public spaces, such as historic movie theaters and government buildings. In this instance, this property was once a home and is now a commercial space, neither of which would meet these guidelines and require the retention of interior integrity in order to be considered eligible.

Page 3

Department of Planning and Building, Environmental Division

Furthermore, your own ND would seem to support this argument in that it does not consider the changes proposed to be made to the property at 2150 Center Street to be significant because they will for the most part only impact the interior of the property. In this respect, we agree with the finding that the proposed project would not have a significant adverse impact on the property at 2150 Center Street. Obviously, if you find that interior modifications have impacted the historic property at 2164 Center Street to the point that it no longer is eligible for listing in the California Register, then you should further find that the interior modifications proposed for the building at 2150 Center Street have the potential to be a significant adverse impact.

As a result of the misleading nature of the ND and the inaccurate evaluation of the property at 2164 Center Street, it is our opinion that a new environmental document should be prepared for this project and circulated for public comment. Further, we argue that such a document should be an EIR rather than an ND, as the proposed demolition of the property at 2164 Center Street could be considered a significant adverse impact on the environment.

Thank you for the opportunity to comment on this project. Please feel free to contact Jenan Saunders of my staff at (916) 653-9432 with any questions. We request that any public notices or documentation prepared for this project be forwarded to our office for review.

Sincerely,



Daniel Abeyta, Acting  
State Historic Preservation Officer

48)

November 1, 2000

Board of Supervisors  
County Government Center  
San Luis Obispo, CA

My name is Wilfred Lyons and I have been a Cambria resident for 88 years. The house at 2164 Center Street was built in 1931 by Milton Mayfield. I purchased the house in 1937 and lived there 29 years until 1965.

During our years there my wife, Hazel and I raised two daughters. In 1944, we added another bedroom to the back of the house. I worked for Mr. Hearst at the castle tending to the many fireplaces then ran the commissary for the construction crew and assigned workers their rooms in the 60 room bunkhouse. Later, I was gate man for the castle and kept track of Mr. Hearst's visiting guests.

As I look at the house from the street, it appears to be the same as it was almost 70 years ago when it was built and during the years that I lived there and holds many fond memories for me.

Sincerely,

*Wilfred Lyons*



December 5, 2000

North Coast Advisory Council  
P.O. Box 533  
Cambria, CA 93428

RE: Cambria Bicycle Outfitters Project

Members of the business community, the Historical Society and others in the community have brought concerns to you as a council about this project which will significantly impact our community. Your endorsement of this project is part of the criteria that County Planning uses as an indication that the neighborhood and community are in support of this project.

Our concern is that this leaves us with no representation and no one seeking our input on decisions that impact our neighborhood.

If your purpose is as an advisory role, we ask that you clarify to County Planning that while the members of your council personally support this project, it has raised concerns with those of us who will bear the impact it will make on our neighborhood.

Sincerely,

Heart's Ease Herb Shop  
4101 Burton Dr.  
Cambria, CA 93428  
Susan R. Jundagast  
LESLIE MARK  
CLOTHING  
4070 BURTON DR.  
CAMBRIA, CA 93428  
Leslie Mark  
GREENSPACE  
P.O. BOX 1605  
CAMBRIA, CA

Squid House  
4063 Burton Dr.  
Cambria, CA 93428  
Bruce Black  
Rumelstien  
Book Gallery  
4070 BURTON DR #2  
CAMBRIA, CA  
W. Patrick Milburn  
Member

WOODSTOCK  
GALLERY  
4070 BURTON DR.  
CAMBRIA, CA  
Robert Unger  
BURTON DRIVE INN  
4022 BURTON  
CAMBRIA CA  
Bryan K. Hume  
Seekers  
Michael Adelson  
4090 Burton Dr.  
Cambria - CA  
A-3-SLO-01-011  
(C.B.O.)  
Jim Adams

BALL & SPAN & MORE  
4070 BURTON DR  
Pat Butler  
CAMBRIA HISTORICAL  
SOCIETY  
P.O. BOX 906  
CAMBRIA, CA 93428  
Faulk  
Jack Della-Bitta Pl  
4070 Burton Dr. #  
Cambria, CA 934  
Exhibit C  
5/10/00

RICHARD Hawley

DATE: JANUARY 9, 2001

TO: BOARD OF SUPERVISORS

FROM: BRUCE BLACK ET AL , APPELLANTS , MINOR USE / COASTAL DEVELOPMENT  
PERMIT D990152P / CBO. INC

SUBJECT: RESPONSE TO STAFF REPORT DATED JANUARY 9, 2001

### HISTORIC IMPACTS

THE STRUCTURE AT 2164 CENTER ST. IS ASSOCIATED WITH WILFRED LYONS, A NATIVE OF CAMBRIA FOR 88 YEARS. WILFRED AND HAZEL, HIS WIFE , LIVED IN THE HOUSE AT 2164 CENTER ST. FOR A PERIOD OF 30 YEARS FROM THE MID 1930'S TO MID 1960'S

DURING THIS TIME WILFRED WORKED FOR WILLIAM RANDOLPH HEARST AT THE CASTLE. THE CONNECTION TO THE CASTLE IS A SIGNIFICANT ASPECT OF OUR LOCAL HISTORY.

ACCORDING TO CEQUA GUIDELINES SECTION 15064.5, 2 THE ASSOCIATION OF A HISTORICAL RESOURCE WITH THE LIVES OF PERSONS IMPORTANT TO LOCAL HISTORY MUST BE THE STRUCTURE THEY LIVED IN AT THAT PERIOD IN TIME.

2164 CENTER STREET IS WHERE WILFRED CAME HOME AFTER WORKING FOR MR. HEARST. DURING THESE YEARS THE CONSTRUCTION FOREMAN FOR THE CASTLE, MR. LOORZ CAME AND LOOKED AT WILFRED'S HOUSE AND USED IT AS A REFERENCE TO BUILD A SIMILAR HOUSE ON BURTON (FERMENTATIONS WINE SHOP)

IN THE FOUR BLOCK AREA OF BURTON AND CENTER ST. THERE REMAIN ABOUT 12 STRUCTURES THAT REPRESENT WHAT IT ONCE WAS - THE RESIDENTIAL CENTER OF TOWN.

NONE OF THESE , INCLUDING THE SQUIBB HOUSE, QUALIFY AS A STRUCTURE THAT EMBODIES A TYPE AND STYLE OF DESIGN. THEY ARE ALL CAMBRIA VERSIONS WHICH REFLECT THE SIMPLICITY OF THE TIME AND PLACE WHERE THEY WERE BUILT.

TO JUSTIFY DEMOLITION BECAUSE THEY LACK CERTAIN FEATURES, ARE OLD AND TOO SMALL SETS A COURSE AND ENCOURAGES THOSE OF US WHO ALSO STRUGGLE WITH OLD, TOO SMALL FACILITIES TO CONSIDER THE ALTERNATIVES.

WE NEED THE COUNTY'S SUPPORT AND ENCOURAGEMENT TO HOLD ON TO WHAT'S LEFT OF CAMBRIA'S HISTORY.

USE

MAIL ORDER AND VENDING (G8) SPECIFICALLY STATES THAT IT DOES NOT INCLUDE PRODUCT MANUFACTURING.

THERE IS A SPECIFIC CATEGORY *SMALL SCALE* MANUFACTURING WHICH SPECIFICALLY INCLUDES JEWELRY, SILVERWARE, MUSICAL INSTRUMENTS, TOYS, SPORTING AND ATHLETIC GOODS, PENS, PENCILS, OFFICE AND ARTIST MATERIALS, BUTTONS, COSTUME NOVELTIES, MISCELLANEOUS NOTIONS, BROOMS, BRUSHES, CASKETS.

THIS IS TO PREVENT SQUARE FOOTAGE IN THE RETAIL ZONE TO BE USED UP BY PLACES THAT "PUT THINGS TOGETHER"

THE PROPOSED USE WILL ELIMINATE 1,400 SF OF EXISTING RETAIL SPACE AND REPLACE IT WITH 4500 SF OF SPACE THAT IS FOR PUTTING TOGETHER AND SHIPPING BICYCLES IN THE CENTER OF THE RETAIL / VISITOR SERVICES ZONE.

MERCHANDISE MOVEMENT

THE USE OF HYDRAULIC HAND TRUCKS IN PLACE OF ELECTRIC FORK LIFTS STILL POSES THE SAME PROBLEM OF HAVING PEDESTRIAN TRAFFIC FROM THE ONLY PUBLIC PARKING LOT MIX WITH STREET TRAFFIC AND HAND TRUCKS TRANSPORTING MERCHANDISE ON A NARROW STREET WITH NO SIDEWALKS.

THE PROHIBITION OF HAND TRUCKS FROM 11:30AM TO 1:30PM WILL CONFLICT WITH ARRIVAL AND DEPARTURE OF GUESTS AT THE SQUIBB HOUSE. GUESTS DEPART BETWEEN 9:00AM AND 11:00AM ARRIVAL IS FROM 2:00PM TO 6:00PM.

THE NEW BUILDING WILL MAKE THE ALLEY 11 TO 12 FT WIDE. TRANSPORT IN THE ALLEY WILL PREVENT CARS FROM ACCESSING PARKING FOR THE SQUIBB HOUSE WHICH WAS REQUIRED BY COUNTY PLANNING IN 1993.

WILL THE DELIVERY AND TRANSPORT BY HAND TRUCK FUNCTION DURING DAYS OF HEAVY RAIN AS WE HAD YESTERDAY. THIS ASPECT OF THE PROJECT CAUSES POTENTIAL DIFFICULTIES FOR TOURISTS, ADJACENT BUSINESSES AND THE APPLICANT.

A POSSIBLE RESOLVE WOULD BE TO LOCATE THE DELIVERY DOORS WHERE THEY CAN BE USED FOR DELIVERIES.

**EXHIBIT B**  
**CONDITIONS OF APPROVAL -D990152P**

**Approved Development**

1. This approval authorizes the following:
  - a. demolition of an existing building and construction of a 4,697 square foot commercial building at 2164 Center Street
  - b. remodeling of an existing commercial building at 2150 Center Street
2. At least 46% of the total floor area of the buildings at 2150 and 2164 Center Street shall be of retail commercial nature and characterized as a General Merchandise Stores Use Group as defined in Table 'O' of the Coastal Zone Framework for Planning. The Mail Order and Vending component shall be strictly accessory to the retail use.
3. Any changes to the interior of any of these two structures (and/or properties) shall act to increase the square footage of retail use rather than warehouse and/or mail order floor space.

**Site Development**


4. Site development shall be consistent with the approved site plan, floor plans and elevations. The maximum height of the project is 28 feet from average natural grade.
5. Prior to any site disturbance, a licensed surveyor shall establish average natural grade (high and low corners staked) and set a reference (benchmark) point.
6. Prior to framing inspection, the applicant shall provide written verification to the building inspector certifying the building height, including the actual and allowable approved building heights. The certification shall be done by a licensed surveyor.

**Aesthetic**

7. Prior to issuance of construction permits, the applicant shall submit the color palette chosen for the building for review and approval by the County Department of Planning and Building.

**Cultural**

8. Immediately after demolition of the CBO building and before any new construction excavation, the cleared surface shall be examined by an archaeologist familiar with the area and an evaluation of the exposed soil and review of the potential for buried deposits

EXHIBIT NO. <b>D, 1</b>
APPLICATION NO. <b>A-3-SLO-01-011</b>
<b>Local Conditions</b>
 California Coastal Commission

shall be conducted. The applicant shall implement the recommendations of the archaeologist as required by the Environmental Coordinator.

9. In the event that historic or prehistoric resources are discovered, and artifacts are recovered, the recovered artifacts shall be analyzed and curated at a legitimate repository as required by the Environmental Coordinator.
10. Prior to the final inspection, a report, prepared by the consulting archaeologist shall be submitted summarizing all monitoring activities, including evaluation and analysis of any discovered artifacts.

#### Signage

11. **Prior to issuance of a construction permit**, the applicant shall prepare a comprehensive sign plan indicating the location and size of all proposed signs for review and approval of the Planning Department. The sign plan shall be in conformance with Table 1 and Section 23.04.310 of the CZLUO. Signs shall use wood or wood appearing materials. The sign plan shall include:
  - a. • signs directing potential customers to the parking area on the west side of West Street.
  - b. signs in the truck loading/unloading area and the alley to the east side of 2164 Center Street showing hours of delivery
  - c. signs to inform truck drivers and customers that parking is prohibited at all times in the alley to the east side of 2164 Center Street.
12. **Prior to issuance of occupancy permits**, the applicant shall place appropriate signs in the truck loading/unloading area and the alley to the east side of 2164 Center Street showing hours of delivery and to inform truck drivers and customers of parking prohibitions, as well as signs to direct potential customers to the parking area on the west side of West Street.

#### Delivery and Loading

13. **Prior to issuance of a construction permit**, the applicant shall prepare a comprehensive delivery and loading plan for review and approval of the Planning Department. The plan shall:
  - a. ensure that no public right of way or the Center Street parking lot is obstructed.
  - b. limit all loading and unloading activities to the off-site parking area on the west side of West Street (APN# 013-261-014) and the east side of West Street behind the proposed buildings (APN# 013-262-003) or any future officially designated loading zones.

- c. prohibit delivery truck and customer parking at all times in the alley to the east side of 2164 Center Street.
  - d. limit merchandise movement in the alley to the east side of 2164 Center Street to transport by small, hydraulic hand trucks. Transport is prohibited between 11:30 am and 1:30 pm.
  - e. restrict vehicle parking and loading areas to the satisfaction of Cambria Fire Department.
14. At no time shall the public right of way or the Center Street parking lot be obstructed. All loading and unloading activities shall take place in the off-site parking area on the west side of West Street (APN# 013-261-014) and the east side of West Street behind the proposed buildings (APN# 013-262-003), located to the satisfaction of the Cambria Fire Department. Delivery trucks and customers shall be prohibited at all times from parking in the alley to the east side of 2164 Center Street. Merchandise movement in this alley shall be limited to transport by small, hydraulic hand trucks and shall not occur between 11:30 am and 1:30 pm.

Agency Approval

15. Prior to issuance of a construction permit, the applicant shall provide verification the Cambria Fire Department has reviewed and approved the proposed project. The project shall include requirements detailed in the January 8, 2001 letter from the Cambria Fire Department.

Miscellaneous

16. Prior to issuance of a building permit, the applicant shall record a covenant and agreement restricting the use of the three parcels (APN 013-261-014, 013-262-001 and 013-262-002) as a "single site".
17. Prior to issuance of a construction permit, the applicant shall submit landscape and irrigation plans to the Department of Planning and Building for review and approval. The type, size and location of proposed vegetation shall be indicated on the plans. The landscape plan shall use drought tolerant species, utilizing California natives to the greatest extent possible. The landscaping plan shall provide vegetation that, upon installation will partially screen the building at 2164 Center Street.

A-SLO-01-011

# Exhibit E

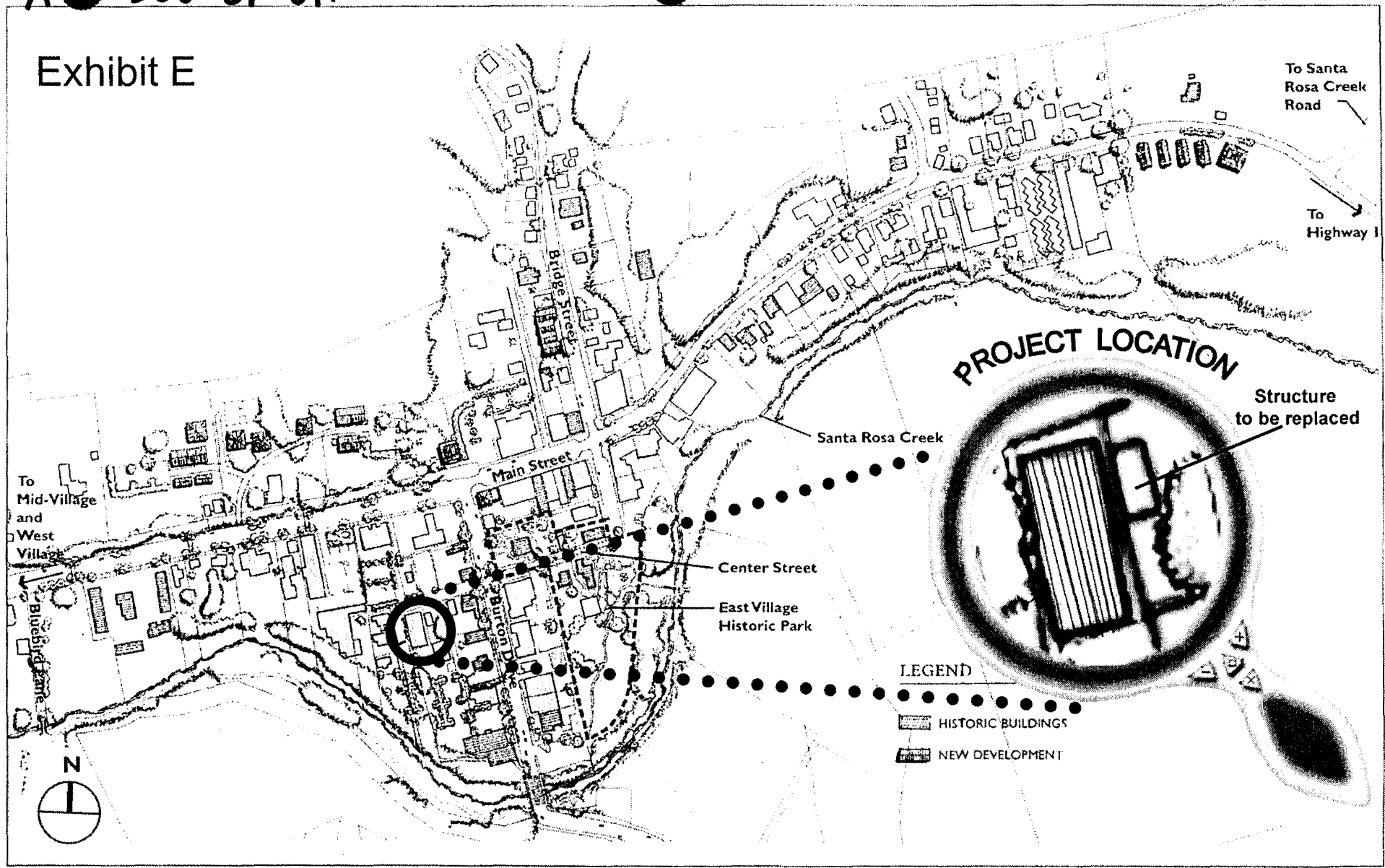


FIGURE 6

NOTE: \* This exhibit is an adaptation of Figure 6 of the Cambria Design Plan, San Luis Obispo County, August 22, 2000  
 \* Historical Building showing has been changed to correctly identify the historical status of the larger building (Dickie House)

ILLUSTRATIVE PLAN  
 OF THE EAST VILLAGE

CAMBRIA DESIGN PLAN

