

## CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE  
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W17a



**Prepared April 9, 2007 (for April 11, 2007 hearing)**

**To:** Coastal Commissioners and Interested Persons

**From:** Charles Lester, District Director  
Steve Monowitz, District Manager  
Jonathan Bishop, Coastal Program Analyst

**Subject: STAFF REPORT ADDENDUM for W17a  
SLO-MAJ-1-06 Part 1 (Cambria and San Simeon Acres Community Plans)**

As described in the March 30, 2007 staff report, San Luis Obispo County proposes to amend its Local Coastal Program by incorporating the Cambria and San Simeon Acres Community Plans into the North Coast Area Plan (NCAP) segment of the Land Use Plan (LUP).

Since the staff report was completed, the County of San Luis Obispo and other interested parties have suggested changes to the recommendations. In response to these comments, staff has revised a number of the suggested modifications and has supplemented the staff recommendation with additional findings where necessary. The changes are shown below as follows (new text shown with double underlines; deletions are shown with ~~double strike throughs~~):

### **I. Changes to Staff Report Exhibits**

1) Add Exhibit F – Chapter 8 Coastal Access to exhibit list in staff report page 4 and include (see new Exhibit F attached).

### **II. Changes to Suggested Modifications**

1) Strike through the word “buildout” in subsection C of Mod 10:

#### C. Population Projections

With ~~countywide growth management provisions~~, existing shortages of important resources such as water and public services, and the ~~inability of~~ adverse impacts posed to the natural environment associated with population growth to sustain full buildout, there are significant unresolved issues regarding appropriate levels of ~~North Coast Planning Area is not expected to reach buildout of the land use described by this plan in development~~ within the North Coast Area during the 20-year term of the plan.



California Coastal Commission

April 2007 Meeting in Santa Barbara

Staff: J.Bishop Approved by:

**2) Revise Standard 4.E to include the specific term “Cambria Flood Mitigation Project” Mod 41:**

E. West Village. No new development except necessary public services shall be approved until the County has certified and implemented Phase I of a flood analysis and management plan for the West Village the Cambria Flood Mitigation Project in a manner that is consistent with the protection of the coastal stream.

**3) Modify Suggested Modification 54 (pg.30 of staff report) - change both parcels of Connelly & Childs to RMF:**

#2) Connelly & Childs – ~~Remain RMF & O/P~~ Both parcels to RMF

**4) Add text to Areawide Circulation Programs 2 on pg. 5-15:**

2. Trails. To maximize the provision of public trails, the County should work with interested property owners, agriculturalists, and other groups to determine if access may be secured to serve this need while respecting adjacent uses and ownerships. The County should also work with interested groups to implement a program for the development, signage, management, and maintenance of the California Coastal Trail system. Opportunity exists to establish the California Coastal Trail system, connecting each end of the Planning Area. More discussion is found in Chapter 8: Coastal Access. (Medium priority/Long Term)

**5) Add text to Cambria Circulation Program 8 on pg. 5-17:**

8. Pedestrian Improvements – The Cross-Town Trail. The County and the community should continue to provide pedestrian trails, walkways, and sidewalks where appropriate to serve residents and visitors in the community. The County should work with the community to connect segments of the California Coastal Trail to the community trail network and other pedestrian facilities. (Medium priority/On-going)

**6) Add text to San Simeon Acres Circulation Program 1 on pg. 5-18:**

1. Pedestrian Improvements. The San Simeon Acres Community Services District and the County should work with motel owners and residents to develop a clearly-defined blufftop walkway system that links residences, motels, ~~and~~ beach areas, and segments of the California Coastal Trail. The network may include sidewalks, bikeways, street lights, landscaping, and beach stairs. (Medium priority/Medium term)

**7) Add text to Cambria Combining Designation Program 8 on pg. 6-13:**

8. Shoreline Access – Street Improvements – West Lodge Hill (LCP). The County should work with interested groups to develop accessways and provide public pathways and overlooks throughout Cambria. The County or other appropriate entity should provide a public pathway and overlook at the following street ends west of Sherwood Drive when development and maintenance funds are available: Castle Street, Emmons Road and Jean Street.

**8) Add text to San Simeon Acres Combining Designation Program 19 on pg. 6-18:**



19. Shoreline Access – Pico Avenue Stairway (LCP). The County should work with interested groups to develop new accessways and provide public pathways and overlooks throughout San Simeon Acres. The San Simeon Acres Community Services District should continue to maintain the stairway at Pico Avenue for public access. Public parking should be provided.

**9) Underline the introduction to Communitywide Standard 22 of Mod 51 regarding shoreline development:**

22. Shoreline Development. All development along bluff tops and shorelines must comply with the following standards:

**10) Replace Public Access Suggested Modifications 68 through 76 (staff report pages 36 through 38) with the County’s suggested Chapter 8 as shown in new Exhibit F (see attached Exhibit F). Based on the findings in this staff report it is acceptable to replace these modifications with the County’s suggestions, except with the following edits:**

- Show blufftop lateral access preference in commercial areas of San Simeon Acres on Figure 8-2.
- Show vertical accessway adjacent to the south side of sewage treatment plant (Stinson 42-02/125-29) on San Simeon Acres Figure 8-2.
- Show preferred pedestrian alignment (cross hatched line) crossing the Arroyo del Padre Juan pipe-bridge and continuing along Balboa Avenue to Vista Del Mar on San Simeon Acres Figure 8-2.
- Show additional preferred vertical access at the end Vista del Mar on San Simeon Acres Figure 8-2.
- Add “blufftop trail” to improvements for San Simeon Acres in Table 8-1 (County suggestions Pg. 8-7).
- Delete “~~This alignment is consistent with Coastwalk’s identified route for the area~~” both on pg. 8-9 and 8-10 of County suggestions.
- Add reference to preferred vertical accessways adjacent to the sewage treatment plant and at the end of Vista del Mar in Table 8-3.
- Add reference to new Blufftop Access Standard 3(c) and Communitywide Standards 3 and 4 in Table 8-3 for lateral access implementation.

**II. Supplemental Findings**



**1) Add the following text to the end of paragraph 2 on page 51 of staff report:**

Finally, several text changes are necessary in the background chapters to make the San Simeon Acres Community Plan internally consistent with the suggested modifications.

**2) Modify Findings for Proposed Land Use Changes on Connelly & Childs parcel pg. 53:**

This site is located on the south side of Main Street in the East Village. The site is relatively flat and slopes south from Main Street to Santa Rosa Creek. The easterly one-third is designated Office/Professional; the westerly two-thirds is designated RMF. A mobile home park currently exists on the property although it has been effectively closed through informal discontinued use. Although the certified LCP includes provisions to address potential loss of affordable housing in such cases, the ordinance has not been directly applied to this site. More generally, the County recently passed an emergency ordinance to address mobile home park conversions and the loss of affordable housing opportunities Countywide. It is as yet unclear how this ordinance or the existing LCP requirements may be applied to this site. In 1998, the Commission adopted modifications to retain the RMF zoning due to concerns about increased water demand if residential uses other than the mobile home use were proposed, and significant increases in traffic demands in the downtown area if commercial use was intensified on the site (see adopted NCAP findings, 1998. ~~In light of these coastal resource constraints, changing the land use designation at this time is not appropriate~~ it is appropriate to retain both parcels in the RMF land use category. It is noted that effect of this modification also would be consistent with the legislative direction to the Commission to encourage the protection of affordable housing (30604(g)).

**3) Add text to paragraph 3 on page 59 of the staff report.**

To find the community plans consistent with Coastal Act Section 30240, suggested modifications are necessary to ensure that all revegetation is done using native, non-invasive plant species appropriate to the area. This standard is currently included for Cambria, but not for San Simeon Acres. Suggested modifications are included that expand this requirement to new developments in San Simeon Acres. This is particularly important for new development adjacent to sensitive creeks.

**4) Add Coastal Act Section 30236 to list of applicable policies on page 61 of staff report:**

Coastal Act Section 30236 states:

*Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.*

**5) Edit findings on pg. 63 regarding Suggested Modification 51 dealing with hazards and shoreline protection standards as follows:**



To address the potential for seawall development, and redevelopment of existing developments on blufftop lots, suggested modifications require that new applications for projects located on the bluffs or shoreline meet detailed application requirements, and how setback distances should be determined. A deed restriction against the property will ensure that no shoreline protection structure shall be proposed or constructed to protect the development approved and which expressly waives any future right to construct a such devices that may exist pursuant to Section 30235. The modifications also require a waiver of liability. The Commission has included the same standards in other LCP's statewide, and has recently implemented such standards on appeal for a blufftop development in the urban area of Cambria (see Korpiel A-3-SLO-02-093).

**6) Edit findings on pg. 64 of the staff report in support of Suggested Modification 41 as follows:**

“In addition, allowances for proposed uses in the floodplain that do not meet the requirements of ~~the~~ Coastal Act Section 30236 must be deleted.”

**7) Add new findings on pg. 67 of staff report in Section C – Planning for Maximum Public Access:**

New development that occurs in the urban areas of Cambria and San Simeon Acres has the potential to adversely impact traffic levels in the rural areas outside of each of these communities. In order to ensure that the community plans are consistent with Coastal Act Section 30254, which requires that Highway One remain a scenic two-lane road, as well as to ensure that new development does not create traffic impacts that are inconsistent with Coastal Act access and recreation policies, modifications are suggested throughout the document that limit new development in accordance with these constraints.

Attachments: County suggested revisions to Chapter 8 – Coastal Access submittal (new Exhibit F to Staff Report).



## CHAPTER 8: COASTAL ACCESS



### A. Purpose and Organization

Protecting and maximizing public shoreline access is a fundamental goal of the Coastal Act. To facilitate achievement of this goal, Coastal Act section 30500 requires that all Local Coastal Programs (LCPs) include a specific public access component. This chapter provides a comprehensive reference to County goals, policies, standards, and ordinances pertinent to coastal access.

## **B. Public Access Goals**

General Goal No. 18 for Cambria and San Simeon Acres, described in Chapter 1 and repeated below, outlines several objectives for providing public access to the shoreline, without overburdening natural resources or infringing on constitutionally protected private property rights. The goal envisions the creation of a coastal trail and regional bike path system enabling residents and visitors to enjoy these segments of the California coastline.

### **General Goal No. 18 (from Chapter 1):**

**Public Access to the Shoreline.** Provide for public access, consistent with the need to protect natural resource areas from overuse, by:

- A.** Maximizing public access to and along the coast through the following:
  - 1.** Developing all feasible vertical and lateral pedestrian access easements to and along the shoreline, consistent with other public access goals of this plan;
  - 2.** Developing a Coastal Trail through the Communities;
  - 3.** Developing all other feasible pedestrian circulation systems in the coastal zone, consistent with other public access goals of this plan;
  - 4.** Providing a bike path system for the Planning Area;
  - 5.** Providing conspicuous signage for all public access easements;
- B.** Preventing interference with the public's right of access to the sea, whether acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.
- C.** Requiring new development between the nearest public roadway and the shoreline and along the coast to provide public access consistent with sound resource management and consistent with public safety, military security needs, and the protection of fragile coastal resources.
- D.** Carefully balancing the public's right of access to the sea with constitutionally protected private property rights. (Mod 6)

## **C. Overview of Existing and Potential Coastal Access**

The North Coast segment of San Luis Obispo County provides a wide variety of public access opportunities, including one state beach, and a variety of formal and informal accessways to and along the coast. Existing and potential accessways are discussed below and generally shown on Figures 8-1 and 8-2. An inventory of offers-to-dedicate lateral and vertical access to and along the beach is included in Appendix A. San Luis Obispo County Parks, in coordination with the Department of Planning and Building, maintains this inventory. Please contact County Parks for the most current coastal access inventory.

### **1. Cambria**

#### **Shamel County Park north to Leffingwell Landing**

This contiguous sandy area is wide open for public use. This area is clearly visible from Moonstone Beach Drive, and there are numerous opportunities to view the beach and ocean. Parking, trails, and boardwalks are also available, as are restrooms at Santa Rosa Creek and Leffingwell Landing. There is also a boat launch at Leffingwell Landing. The adjacent inland uses are primarily visitor-serving motels. Overall, this area provides excellent access because the beach and coast are easily accessible for the whole length via Moonstone Drive, there is good visual access, and it is adjacent to many commercial visitor-serving uses (motels).

#### **Shamel County Park**

This County facility provides a developed lawn area with picnic tables, barbecues, restrooms, parking, and direct beach access. There is a large sandy beach contiguous with the State Park north from Shamel Park to Moonstone Beach and Leffingwell Landing.

#### **Park Hill**

Park Hill is primarily a residential area. The shoreline is generally accessible via cul-de-sac roads, but the coast is generally not visible from Highway One. The beaches here are small and seasonal, with little overall carrying capacity. Three southern street ends (Murray, Bryan, and DeVault) provide good visual overlooks, but no stairs. At the northern end of Park Hill a bluff top park containing pocket beaches has been improved with trails. This property is owned by State Parks, and extends from Worcester to just past Cambridge. A bluff top trail ends at the top of a 25-foot bluff, and access to Shamel Beach requires scrambling down the bluff face, raising concerns about safety and erosion. A stairway would be a useful improvement here.

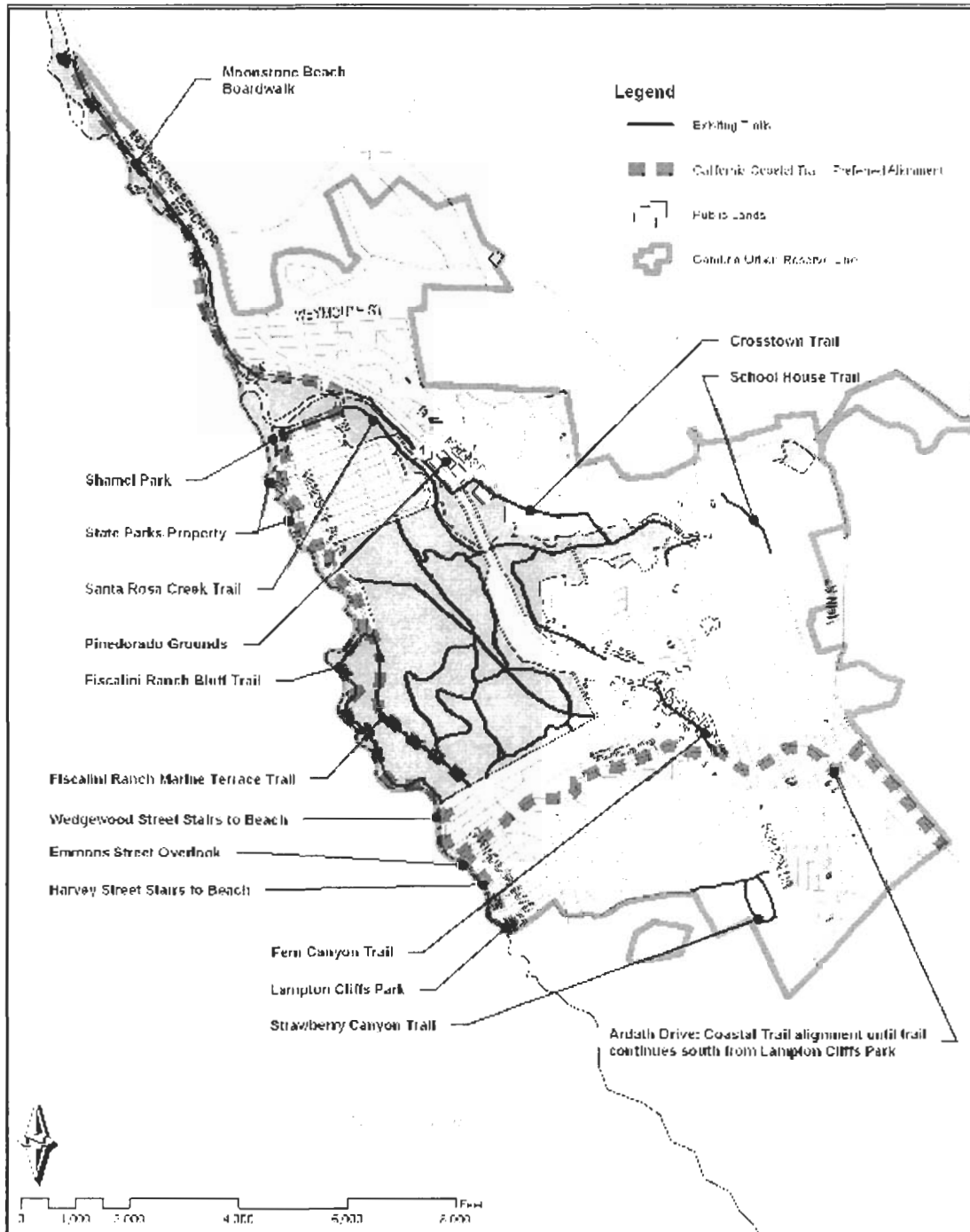
#### **Fiscalini Ranch**



Lateral blufftop access along the western portion of Fiscalini Ranch is currently provided, with entrances at the south and north from the end of Windsor Boulevard. An established loop trail system provides access to upland areas of the ranch. There is also potential for linking Cambria's East Village to the coastline via the Cross Town Trail.

### Lodge Hill

Because of the geographic configuration of this area, the many access options in Lodge Hill primarily serve neighborhood residents. Generally, the public is not drawn to this area, in part because the shoreline is not visible from Highway One (although access is signed on the Highway), and in part because access to the coast involves a circuitous route through local streets. The beaches here are small and seasonal, with very little capacity for public use. Of the six streets that end at or near the coast in Lodge Hill, three are currently developed with stairways. The three accessways are fairly well-spaced laterally, and one of the three, at Lampton County Park, has been improved with a parking lot, trails, a bike rack, and a stairway. The other stairways are located at Harvey and Wedgewood.



## 2. San Simeon Acres

Access in San Simeon Acres is good. The highlight is a broad beach with excellent access. The main accessway to the beach is at the end of Pico Avenue, where parking for approximately ten cars and a stairway is located. There is a second accessway south of the Cavalier Inn that needs a conspicuous sign. There are also two vertical offers-to-dedicate at the southern end of the beach which should be analyzed for future development opportunities.

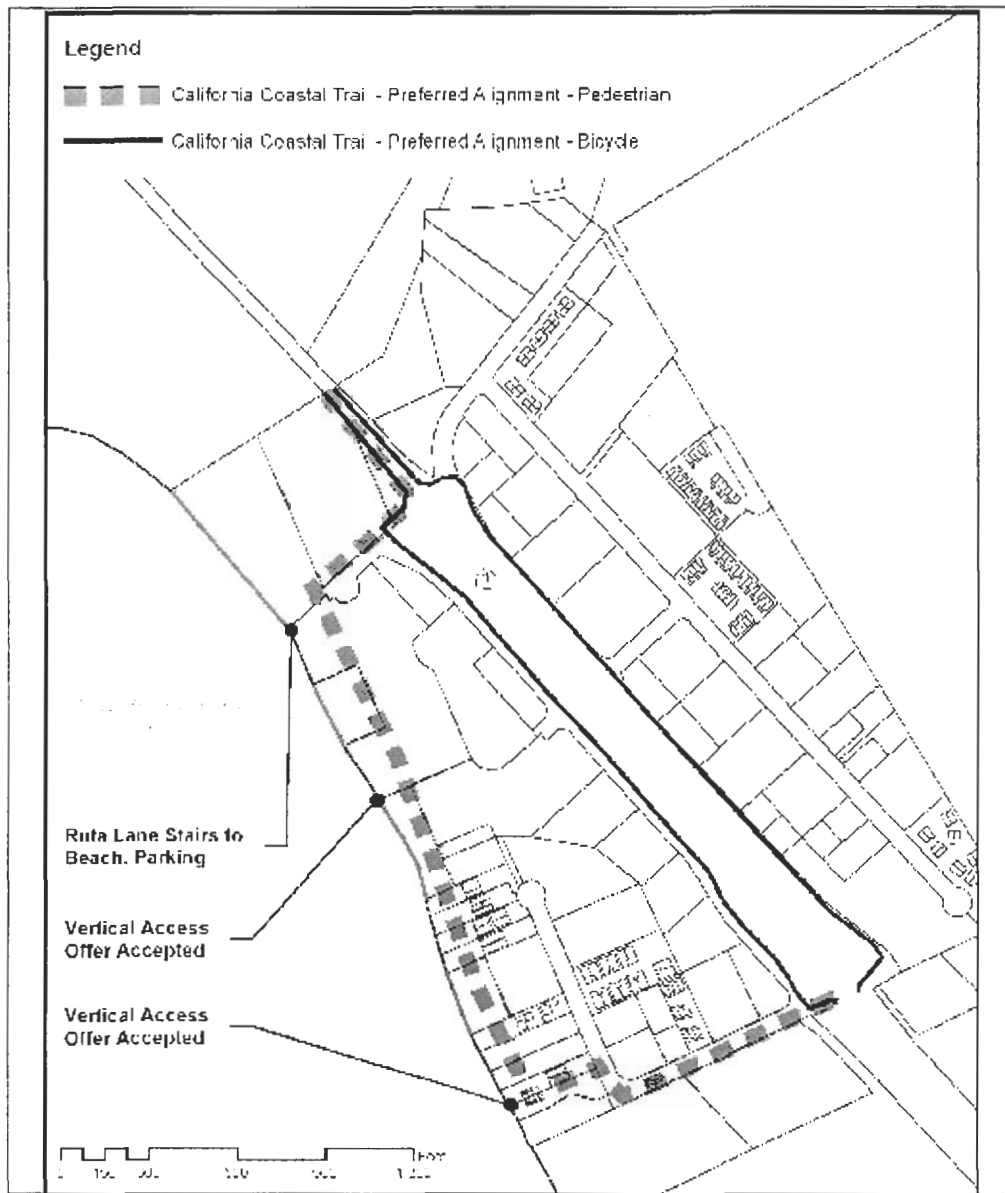


Figure 8-2 - Coastal Access -San Simeon Acres

## **D. Access Opportunities and Concepts.**

With increasing demand for access to the coast, additional public access easements will be necessary. Enhancement of existing access corridors will also be necessary to serve new user groups, or to provide better locations for accessways.

This Plan outlines several specific County programs for opening and managing existing and future accessways, including a Coastal Access Implementation Plan described in Chapter 6: Combining Designations. The following table outlines some of the more significant additions and enhancements envisioned in the coastal access program for Cambria and San Simeon Acres.

**Table 8-1**  
**Coastal Access Enhancement Objectives**

<b><u>Area</u></b>	<b><u>Improvement</u></b>	<b><u>Responsible Agency</u></b>
<u>Areawide</u>	<u>Development, signage, and management of trails</u>	<u>Cal Trans, State Dept of Parks and Recreation, County</u>
<u>Areawide</u>	<u>Development of regional bikeway system</u>	<u>Cal Trans, State Dept of Parks and Recreation, County</u>
<u>NW San Simeon Acres</u>	<u>Roadside park or overlook</u>	<u>County or San Simeon Acres Community Services District (SSACSD)</u>
<u>San Simeon Acres</u>	<u>Pedestrian network linking East &amp; West sides, safer Highway crossing, and link to the beaches</u>	<u>County, SSACSD, or private land owners</u>
<u>Cambria</u>	<u>Pedestrian and bicycle trail - "Crosstown Trail"</u>	<u>County, Cambria CSD, private land owners</u>
<u>Cambria/San Simeon Acres</u>	<u>Access improvements, including public pathways and overlooks</u>	<u>County or other responsible agency</u>

### **1. Access Opportunity: The California Coastal Trail & Hwy 1 Bikeway.**

A coastal trail and bikeway in Cambria and San Simeon Acres could provide significant access opportunities not currently available to the public. The coastal trail and bikeway are related since they would share the same purpose and some of the same alignment, but would serve different users. Because the trail and bikeway would be so closely related, there is an opportunity to share management and improvement costs among agencies holding different segments in the public trust. Shared improvements might include right-of-way improvements.

signage, overnight facilities such as campgrounds or hostels, and maintenance facilities. Shared ongoing maintenance activities, equipment, and security might also be a possibility.

**A. The California Coastal Trail.** The California Coastal Trail (CCT) is envisioned as a continuous trail system along the entire coast of California. In January of 2003, the Coastal Conservancy released a report entitled *Completing the California Coastal Trail*. The report is a strategic blueprint for establishing the CCT. The report includes suggested alignments of the CCT. This section identifies trail objectives and characteristics, the preferred alignment for the portions of the CCT through Cambria and San Simeon Acres, existing access, and the programs and standards that will ensure the implementation of these portions of the CCT.

**1. Trail Objectives and Characteristics.** Proximity to the ocean is the principal characteristic of the CCT. *Completing the California Coastal Trail* provides the following description:

"Wherever feasible, the Coastal Trail should be within sight, sound, or at least the scent of the sea. The traveler should have a persisting awareness of the Pacific Ocean. It is the presence of the ocean that distinguishes the seaside trail from other visitor destinations." (Coastal Conservancy, 2003, pg. 15).

Physical access to the ocean and beach areas is emphasized. The trail should be located "as close to the ocean as possible..." (Coastal Conservancy, 2003, pg. 8)

In preparing the *Draft California Coastal Trail: The Preferred Corridor Through San Luis Obispo County*, the San Luis Obispo County Parks Department interviewed stakeholders from the County Trails Advisory Committee, Coastwalk, California State Parks, the State Coastal Conservancy, the Coastal Commission, and other interested parties. Objectives for the CCT, developed based on the results of these interviews, include the following:

- Whenever possible, site the pedestrian trail along the beach. Where the coastal trail is separated from the beach, provide periodic views of the ocean from the trail, as well as periodic opportunities to access the beach.
- Focus on the establishment of a pedestrian trail to achieve trail continuity. As trail segments are developed, evaluate the feasibility of accommodating other trail users.
- Connect the coastal trail to other recreational resources whenever possible, including the County's trail system, existing and proposed parks and natural areas, parking areas, and alternative transportation

routes.

2. **Preferred Trail Alignment and Implementation.** The designation of a preferred coastal trail alignment is important because it allows trail dedications to be conditioned as development occurs. It also allows the County to apply for funding to complete portions of the coastal trail.

### **Cambria**

Figure 8-1 shows existing access in Cambria along with the preferred CCT alignment.

Through Cambria, the trail remains near the shoreline by following the Moonstone Beach Boardwalk (Moonstone Beach Drive for bicyclists), Nottingham Drive, and Windsor Boulevard; crossing Fiscalini Ranch (via the Blufftop Trail for pedestrians and the Marine Terrace Trail for bicyclists); and proceeding south along Sherwood Drive to Lampton Cliffs Park. This alignment is consistent with Coastwalk's identified route for the area. Until a trail segment continues south from Lampton Cliffs Park, trail users would be directed to Highway One via Ardath Drive.

Pursuant to the Coastal Zone Land Use Ordinance, lateral public access must be provided between the mean high tide line and the toe of the bluff with new blufftop development. However, the beaches through Cambria tend to be small and seasonal. While trail users may use the beach some times during the year, the coastal trail alignment through Cambria is identified along the road and blufftop trails. Information signs would direct trail users to beach access points, bluff overlooks, and other features of interest. The identified trail alignment serves both pedestrians and bicyclists.

There are a number of efforts underway to develop a comprehensive trail network throughout the community of Cambria. The preferred trail alignment provides for connections to this trail network as shown in Figure 8-1.

Implementation of the preferred trail alignment for the CCT through Cambria requires the following:

**Table 8-2**  
**CCT Implementation - Cambria**

Description	Implementation
Lateral access	access dedications with new development projects pursuant to Coastal Zone Land Use Ordinance Section 23.04.420 Coastal Access Required
Vertical access	access dedications with new development projects pursuant to Coastal Zone Land Use Ordinance Section 23.04.420 Coastal Access Required
Bridge access	provide space for bicycles and pedestrians with bridge replacement and repair projects pursuant to Cambria Communitywide Standard 23. Bridge Replacement and Repair.
Development, signage, management and maintenance of the CCT	Areawide Circulation Program #2 Trails
Develop regional bikeway system integrated with the CCT	Areawide Circulation Program #6 Bicycle Improvements
Connect the CCT to the community trail network	Cambria Circulation Program #8 Pedestrian Improvements - The Cross-Town Trail.
Open and manage access easements	Areawide Combining Designation Program #4 Coastal Access Implementation Plan.
Access improvements, including public pathways and overlooks	Cambria Combining Designation Program #8 Shoreline Access - Street Improvements - West Lodge Hill

***San Simeon Acres***

Figure 8-2 shows existing access in San Simeon Acres with the preferred CCT alignment.

Through San Simeon Acres, the current pedestrian trail alignment remains near the shoreline by accessing the beach via the stairway at Ruta Lane, following the broad beach to the vertical access 9051 Balboa. This alignment is consistent with Coastwalk's identified route for the area. Communitywide Planning Area Standard 3, Shoreline Access in new Visitor-Serving Developments requires the construction and maintenance of a lateral blufftop access trail for public use to be provided with new development. Further, Communitywide Planning Area Standard 4, Shoreline Access in new Public Facility Developments requires the Arroyo del Padre Juan bridge be improved to include a bicycle and pedestrian crossing. Once the blufftop trail has been completed, the CCT alignment would follow along the blufftop, across Arroyo del Padre Juan bridge and along Balboa Avenue. Beach access would remain and information signs would direct trail users to beach access points, bluff

overlooks, and other features of interest. The trail alignment for bicyclists is the frontage roads along Highway 1.

Implementation of the preferred trail alignment for the CCT through San Simeon Acres requires the following:

**Table 8-3**  
**CCT Implementation - San Simeon Acres**

Description	Implementation
Lateral access	access dedications with new development projects pursuant to Coastal Zone Land Use Ordinance Section 23.04.420 Coastal Access Required and pursuant to San Simeon Acres Communitywide Planning Area Standards # 2, 3, and 4 Shoreline Access
Vertical access, including, but not limited to an additional 5 foot wide vertical access adjacent to the vertical access at 9051 Balboa	access dedications with new development projects pursuant to Coastal Zone Land Use Ordinance Section 23.04.420 Coastal Access Required and pursuant to San Simeon Acres Communitywide Planning Area Standards # 4 Shoreline Access in Residential Development
Development, signage, management and maintenance of the CCT	Areawide Circulation Program #2 Trails
Develop regional bikeway system integrated with the CCT	Areawide Circulation Program #6 Bicycle Improvements
Link residences, motels, and beach areas to the CCT	San Simeon Acres Circulation Program #1 Pedestrian Improvements.
Open and manage access easements	Areawide Combining Designation Program #4 Coastal Access Implementation Plan and San Simeon Acres Combining Designation Program #18 - Shoreline Access - Acceptance and Maintenance
Access improvements, including public pathways and overlooks	San Simeon Acres Combining Designation Program #19 Shoreline Access - Pico Avenue Stairway

**B. Highway One Bikeway.** Portions of Highway One have already been improved as a Class II Bikeway. The vision of the Highway 1 bikeway described above maintains this alignment, but advocates upgrades to Class I Bikeways where feasible and adds improved secondary routes through scenic and special areas, such as



Moonstone Beach and Cambria's downtown and overnight facilities. Support facilities for the Bikeway could be consolidated with those serving the Coastal Trail.

1. **Bikeway Purpose and Goals.** The purpose of the Bikeway is to enhance existing opportunities for bicycle recreation in the Planning Area. The Bikeway should eventually constitute one continuous bikeway along the North Coast, with several Class I secondary routes providing access to special recreation areas. The goal is to integrate the bikeway with existing trails, bike paths, parks, and existing and potential support facilities.
2. **The Users.** The bikeway would primarily serve bicycle riders. The use of secondary trails may be limited because of concerns about safety or compatibility with site-specific coastal resources.
3. **The Planning Process.** The bikeway will require considerable cooperation and commitment from a variety of stakeholders. Once general support has been secured and potential funding sources have been identified, more detailed plans will need to be developed. The planning process should emphasize providing enhancements to existing routes, adding new routes to areas of interest, and combining support facilities with other trails.

## **E. Management Objectives and Programs**

Management of coastal access areas is complicated by the many different types of access facilities and the number of responsible agencies involved. Accessways include undeveloped beaches, bluff top trails, beach stairs, highway pull-outs and vista points, parks, and overlooks. In the Planning Area, some accessways are managed by private land owners. Others may be managed by public agencies such as: Cambria Community Services District, San Simeon Acres Community Services District, CalTrans, County Department of General Services Parks Division, and the State Department of Parks and Recreation. Nonprofit organizations, such as the Land Conservancy of San Luis Obispo County, may also accept and manage coastal accessways.

The following management objectives are meant to support existing access and provide for new access opportunities in the Planning Area:

- 1. Existing Facilities.** Management organizations should continue to fund and support ongoing maintenance of existing facilities. Agencies should avoid losing land resources such as public access easements and other potential assets. Support facilities should be expanded to meet growing public demand and to meet the needs of new user groups.
- 2. Potential Access.** Management organizations should continue to look for ways to maximize coastal access by pursuing grants, donations, other funding opportunities, and where appropriate through the regulatory process. Coordinating plans for existing facilities with plans for new facilities should provide a comprehensive and cost-effective approach. Agencies involved in development permit review should require access dedications according to adopted regulations.
- 3. Public Support.** The public should be involved as much as possible in providing input and resolving access issues. It is especially important that landowners, representatives of appropriate government agencies, and other crucial stakeholders be included from the beginning in relevant discussions.
- 4. Maintenance and Restoration.** Existing access areas must be maintained in order to provide for public safety and protection of sensitive coastal resources. Existing accessways that are significantly degraded because of overuse, or lack of funding to provide maintenance, should be rehabilitated, or re-routed.
- 5. County of San Luis Obispo.** Where the County is the responsible agency, the Parks Manager, working in the Department of General Services, should continue to:
  - A.** Accept outstanding offers-to-dedicate vertical and lateral coastal access easements.
  - B.** Design and install access facilities such as parking lots, stairs, trash receptacles,

restrooms, and signs.

- C. Maintain existing facilities.
- D. Manage the coastal access inventory.
- E. Evaluate coastal development proposals for coastal access potential.

In addition, the County is responsible for reviewing new development for consistency with the coastal access requirements in the Local Coastal Program. New development may be required to provide additional access in accordance with the Local Coastal Program and the California Coastal Act.

## **F. Coastal Access Policies, Standards, and Ordinances**

Because the entire Planning Area is within the coastal zone, land use and development within this area is subject to provisions of the County's Local Coastal Program, which are contained in four documents: *Land Use Element and Local Coastal Plan - Framework for Planning; Land Use Element and Local Coastal Plan - Coastal Plan Policies; North Coast Area Plan; and Coastal Zone Land Use Ordinance.* These documents work together to implement the Local Coastal Program. They are available from the San Luis Obispo County Department of Planning and Building. The basis for the Local Coastal Program and a brief description of each component are provided below. The following is included for reference purposes only as they are adopted separately and may be changed from time to time.

### **The California Coastal Act**

Policies in the California Coastal Act of 1976 guide the conservation and development of California's 1,100 mile coastline with the goal of protecting California's coastal resources and providing for their wise use. The Act establishes the California Coastal Commission as a permanent State coastal management and regulatory agency and requires each of the state's coastal cities and counties to adopt a long-term management plan, known as a Local Coastal Program. Each Local Coastal Program consists of a land use plan, zoning ordinances and other implementing actions. In enacting the Coastal Act, the legislature declared that a basic goal of the state for the coastal zone is to:

Maximize public access to and along the coast and maximize recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners. (Section 30001.5)

Chapter 3, Article 2 (Sections 30210 through 30214) of the Coastal Act contains six policy sections addressing public access and development between the first public road and the shoreline. The full text of applicable public access policies from the Coastal Act is included in Chapter 2 of the County's *Coastal Plan Policies* document.

### **Framework for Planning**

#### **Land Use Element and Local Coastal Program**

This document serves as the Land Use and Circulation Element of the General Plan for the County's coastal zone. It provides a framework for County decisions on land use, development, and circulation. General Goal No. 12.c encourages improved access to the coast through the acquisition and development of coastal accessways, trails, and parks, in appropriate locations. *Framework for Planning* identifies areas within the coastal zone where shoreline access is important. Coastal Access is a use to be encouraged in all land use categories.

## **Framework for Planning - Allowable Uses**

Coastal Accessways are a principally permitted use in all land use categories in the Coastal Zone. Principally permitted uses are both allowable and encouraged.

## **Framework for Planning - Definitions**

Framework for Planning provides the following definition of Coastal Accessways as a land use category:

### **Coastal Accessways [C3]**

Land areas, pathways and improvements that may be used for access to the shoreline or other coastal resource such as a stream. They may include pathways, trails, overlooks and may be improved or unimproved. Typical improvements may include parking, lighting, structural improvements such as retaining walls, stairs, signs, picnic tables and restrooms.

## **North Coast Area Plan**

### **Land Use Element and Local Coastal Program**

An area plan contains both policies and implementation measures focused on a specific geographic area and/or community. The North Coast Area Plan describes County land use and circulation goals, policies, programs, and standards for the North Coast Planning Area. In the event that a policy or ordinance elsewhere in the Local Coastal Program conflicts with an area plan standard, the area plan standard shall prevail. This Community Plan is intended to replace and update those sections of the current North Coast Area Plan relating to the urban and village areas of Cambria and San Simeon Acres.

## **Coastal Plan Policies**

### **Land Use Element and Local Coastal Plan**

This document states the policy commitment of the County to implement the mandates of the Coastal Act. Coastal Plan Policies apply to all four coastal zone areas in San Luis Obispo County - the North Coast, Estero, San Luis Bay, and South County. Chapter 2 of the Coastal Plan Policies document outlines shoreline access policies and issues related to shoreline access for each of the four coastal planning areas in the county.

## **Coastal Zone Land Use Ordinance (CZLUO)**

This document implements Land Use Element and Local Coastal Plan policies and contains procedures for review and evaluation of proposed land uses and land divisions, similar to a zoning ordinance. While the Framework for Planning identifies where specific uses may be established, the CZLUO

determines how such uses may be developed by specifying performance criteria which proposed uses must satisfy in order to receive approval. Section 23.04.420 of the Coastal Zone Land Use Ordinance outlines requirements for protection and provision of coastal access. The ordinance specifies the type of required access, procedures for acquisition, and the type and extent of required improvements.