

# Los Osos Community Plan

**Board of Supervisors  
Adopted Plan**  
December 15, 2020



*This page left intentionally blank.*

# **Los Osos Community Plan**

## **Board of Supervisors Approved Plan**

**December 15, 2020**

**Approved for Submittal to the California Coastal  
Commission on December 15, 2020**

**Resolution 2020-242**

# County of San Luis Obispo

## **Board of Supervisors**

John Peschong, District 1  
Bruce S. Gibson, District 2  
Dawn Ortiz-Legg, District 3  
Lynn Compton, District 4  
Debbie Arnold, District 5

## **Planning Commission**

Jay Brown, District 1  
Michael Multari, District 2  
Dawn Ortiz-Legg, District 3  
TBD, District 4  
Don Campbell, District 5

## **Department of Planning and Building**

Trevor Keith, Director  
Rob Fitzroy, Assistant Director  
Airlin Singewald, Division Manager  
Brian Pedrotti, Supervising Planner  
Kerry Brown, Project Manager  
Cory Hahn, Planner  
Kylie Hensley, Planner  
Jennifer Guetschow, Senior Planner  
Rebecca Whiteside, Mapping/Graphics Specialist

**PROPOSED CHANGES**

1. Whitehole to OS
2. Whitehole to OS
3. RSF to OS
4. Whitehole to RSF
5. OS to REC
6. Tract 1589 - RSF and RS to REC, OS and RSF
7. RS and RMF to RSF
8. OP to CR
9. OS to PF
10. OP to RMF
11. RSF to OP and include in CBD
12. REC to OS (take out of URL)
13. RMF to REC
14. RR to OS
15. RS to RR (split zoning-correct and make all RR)
16. RS to OS
17. REC, RS and RSF all to OS
18. RSF to PF
19. RS to OS
20. Conform URL to property line
21. RSF and RMF to RSF, RMF, and CS (special zone - all categories apply).
22. RMF to OS
23. RS to OS
24. RS to RSF (to correct split zoning)
25. RS to OS
26. CR and OP to PF and REC
27. RSF to RMF



**Coastal Zone**



Department of Planning & Building



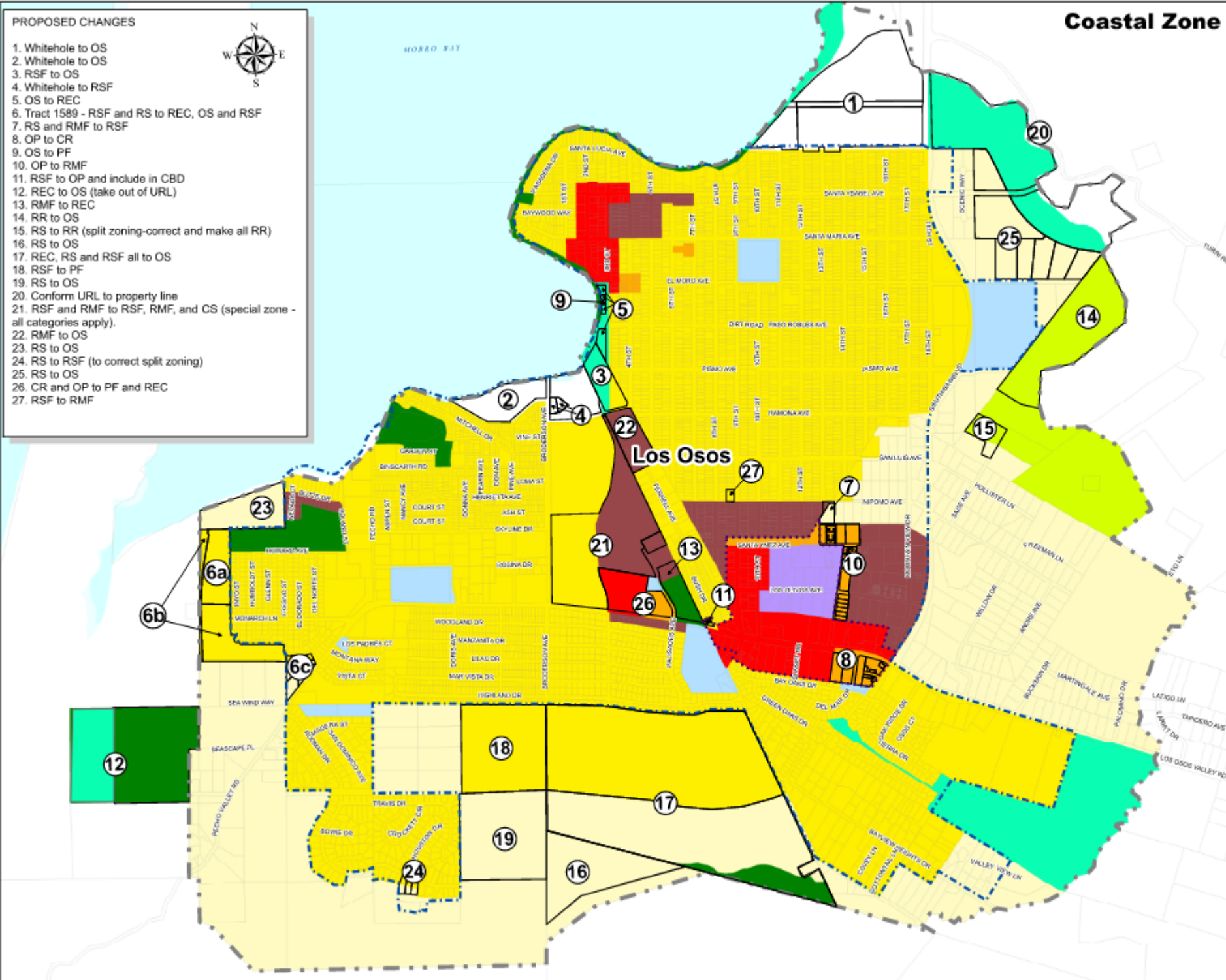
**LOS OSOS AREA UPDATE  
PROPOSED CHANGES**

**LEGEND**

- Proposed Central Business District
- Proposed URL - VRL
- Proposed Urban Services Line

**Land Use Category**

- Agriculture
- Commercial Retail
- Commercial Service
- Industrial
- Multi-Land Use Category
- Office Professional
- Open Space
- Public Facility
- Recreation
- Rural Lands
- Residential Multi Family
- Residential Rural
- Residential Suburban
- Residential Single Family



Map 1 - 2024

*This page left intentionally blank.*

# Table of Contents

---

## **CHAPTER 1: INTRODUCTION**

1.1.	Purpose .....	1-1
1.2.	Organization of the Plan .....	1-1
1.3.	The Planning Process .....	1-3
1.4.	Community Plan Area and Setting .....	1-4
1.5.	Relationship to the Local Coastal Program and General Plan .....	1-5

## **CHAPTER 2: COMMUNITY PLAN FRAMEWORK**

2.1.	Community Vision.....	2-1
2.2.	Community Plan Issues .....	2-2
2.2.1.	Growth and Development.....	2-3
2.2.2.	Water Resources .....	2-3
2.2.3.	Environmental Resources.....	2-4
2.2.4.	Community Facilities and Infrastructure.....	2-5
2.2.5.	Healthy Communities .....	2-5
2.3.	Community Goals.....	2-5
2.4.	Goals and Policies from the San Luis Obispo County General Plan .....	2-7
2.4.1.	Environment, Open Space, and Agriculture Policies .....	2-7
2.4.2.	Population and Growth Policies .....	2-20
2.4.3.	Land Use and Community Design Policies.....	2-21
2.4.4.	Health and Quality of Life Policies.....	2-22
2.4.5.	Transportation and Circulation Policies .....	2-23
2.4.6.	Administration Policies.....	2-24
2.5.	Community Plan Policies and Programs .....	2-24
2.5.1.	Population and Economy .....	2-24
2.5.2.	Public Services and Facilities .....	2-25
2.5.3.	Land Use .....	2-26
2.5.4.	Circulation .....	2-30
2.5.5.	Environmental Resources.....	2-33
2.5.6.	Financing Policies and Actions.....	2-37
2.6.	Policy Implementation .....	2-41

## **CHAPTER 3: LAND USE DESCRIPTIONS AND SETTING**

3.1.	Land Uses in the Community .....	3-1
3.2.	Residential.....	3-3
3.2.1.	Residential Single Family .....	3-3
3.2.2.	Residential Rural and Residential Suburban .....	3-4
3.2.3.	Residential Multi-Family.....	3-4

3.3.	Commercial .....	3-6
3.3.1.	Central Business District .....	3-6
3.3.2.	Baywood Commercial Area .....	3-6
3.3.3.	Commercial Service within the Central Business District.....	3-6
3.4.	Mixed Use .....	3-8
3.4.1.	Morro Shores Mixed Use Area .....	3-8
3.4.2.	Midtown Area.....	3-8
3.5.	Public Facilities.....	3-10
3.6.	Open Space .....	3-11
3.7.	Recreation and Tourism.....	3-12
3.7.1.	Parks .....	3-12

**CHAPTER 4: ENVIRONMENTAL RESOURCES**

4.1.	The Environmental Setting .....	4-1
4.2.	Morro Bay Estuary and Its Watershed.....	4-1
4.3.	Biological Resources .....	4-4
4.4.	Cultural Resources .....	4-4
4.5.	Water Resources .....	4-4
4.6.	Visual Resources .....	4-5
4.7.	Combining Designations .....	4-5
4.7.1.	Local Coastal Program (LCP).....	4-6
4.7.2.	Geologic Study Area (GSA) .....	4-6
4.7.3.	Flood Hazard (FH).....	4-6
4.7.4.	Historic Site (H).....	4-6
4.7.5.	Archaeologically Sensitive Area (AS) .....	4-6
4.7.6.	Sensitive Resource Area (SRA) .....	4-6
4.7.7.	Endangered Species Act and the Los Osos Habitat Conservation Plan .....	4-9

**CHAPTER 5: CIRCULATION ELEMENT**

5.1.	Circulation Issues .....	5-3
5.1.1.	Existing Deficiencies .....	5-3
5.1.2.	Future Needs .....	5-4
5.2.	Circulation Improvements .....	5-4
5.2.1.	Roads .....	5-5
A.	Arterial, Collector, and Local Roads.....	5-5
B.	Los Osos Valley Road Corridor .....	5-5
C.	Traffic Calming .....	5-5
D.	Trees .....	5-8
5.2.2.	Pedestrian, Bicycle, and Equestrian Facilities .....	5-10
A.	Bikeways .....	5-10



B.	Pedestrian Facilities .....	5-10
C.	Multi-Use Trails .....	5-10
5.2.3.	Public Transit .....	5-11
A.	Increase the frequency of hours, areas served, and destinations served.....	5-11
B.	Provide a more appropriately located, designed, and easily accessible park and ride lot .....	5-11
C.	Improve the performance of transit service.....	5-11
D.	Assure safe and convenient access to ADA compliant bus stops.....	5-11
5.3.	Other Strategies to Reduce Auto Dependency.....	5-12
5.3.1.	Transportation Demand Management (TDM) .....	5-12
A.	Marketing and commuter information programs .....	5-12
B.	Transit and ridesharing incentives .....	5-12
C.	Transit Service Improvements .....	5-12
D.	Parking Management Programs .....	5-12
E.	Alternative Work Schedules .....	5-12
F.	Land Use.....	5-12
5.4.	Sea Level Rise and Circulation.....	5-13

## **CHAPTER 6: COASTAL ACCESS**

6.1.	Purpose and Organization .....	6-1
6.2.	State and Local Coastal Access Policies .....	6-2
6.3.	Implementation of Coastal Access Policies.....	6-3
6.4.	Overview of Existing and Potential Coastal Access.....	6-3
6.4.1.	Baywood Park.....	6-4
6.4.2.	Sweet Springs .....	6-4
6.4.3.	Cuesta-by-the-Sea .....	6-5
6.4.4.	West of Pecho Area .....	6-5
6.4.5.	Opportunities for Future Public Access and Habitat Conserv. ....	6-5
6.5.	Management Objectives.....	6-6
6.6.	California Coastal Trail .....	6-6
6.7.	Coastal Access Inventory .....	6-8

## **CHAPTER 7: PLANNING AREA STANDARDS**

7.1.	Introduction .....	7-1
7.2.	Chapter Organization.....	7-1
7.3.	Communitywide Standards.....	7-1
A.	Advisory Council Referral.....	7-1
B.	Resource Capacity and Service Availability.....	7-1
C.	Fire Safety Clearance .....	7-2

D.	Los Osos Groundwater Basin .....	7-2
E.	Resource Protection – Concentration of Development Required.....	7-3
F.	Consistency with Circulation Element .....	7-5
G.	Coastal Access and Recreation .....	7-5
H.	Light and Glare .....	7-5
I.	Shoreline Development .....	7-6
J.	Drainage.....	7-8
K.	Habitat Conservation Plan and Bio Resources.....	7-9
L.	Tree Protection and Replacement.....	7-14
M.	Streets and Circulation.....	7-14
N.	Coastal Access and Bayfront Development .....	7-16
O.	Building Height.....	7-18
P.	Affordable Housing .....	7-18
Q.	Residential Garage Size and Location .....	7-18
R.	Construction Projects: Air Quality.....	7-19
S.	Historical Resources .....	7-21
T.	Paleontological Resources .....	7-21
U.	Noise .....	7-23
V.	Critical Viewsheds .....	7-25
W.	Residential Development and Design Guidelines .....	7-25
7.4.	Combining Designation Standards.....	7-27
A.	Morro Bay Shoreline (SRA) .....	7-27
B.	Los Osos Ecosystem (SRA) –.....	7-29
C.	Archaeological Sensitive Areas .....	7-33
7.5.	Land Use Category Standards .....	7-42
A.	Commercial Retail (CR) .....	7-42
B.	Commercial Service (CS) .....	7-51
C.	Office and Professional (OP) .....	7-52
D.	Open Space (OS) .....	7-53
E.	Public Facilities (PF).....	7-54
F.	Recreation, Public Facilities (REC, PF).....	7-55
G.	Recreation (REC) .....	7-56
H.	Residential Rural (RR) .....	7-58
I.	Residential Multi-Family (RMF) .....	7-59
J.	Morro Shores Mixed Use Area (RMF, RSF, CS) .....	7-60
K.	Residential Single Family (RSF) .....	7-64
L.	Residential Suburban (RS).....	7-70

**CHAPTER 8: PUBLIC FACILITIES FINANCING PLAN**

8.1	Key Findings and Summary .....	8-1
-----	--------------------------------	-----

8.1.1.	Key Findings.....	8-1
8.1.2.	Recommended Implementation Steps.....	8-3
8.2	Overview of the community of Los Osos .....	8-6
8.2.1.	Existing and Future Community Needs .....	8-5
8.2.2.	Los Osos Community Services District .....	8-5
8.2.3.	Demographics.....	8-6
8.2.4.	Los Osos Development Potential .....	8-7
8.3	Community Public Facility Needs and Costs .....	8-9
8.3.1.	Utility Infrastructure .....	8-9
8.3.2.	Circulation .....	8-10
8.3.3.	Public Facilities .....	8-11
8.4	Funding Sources and Financing Mechanisms .....	8-13

# Appendices

---

## **APPENDIX A: LOS OSOS COMMUNITY ADVISORY COUNCIL – VISION FOR LOS OSOS**

A.1.	Vision Statement for Los Osos .....	A-1
A.2.	Morro Bay Estuary .....	A-1
A.3.	Water .....	A-1
A.4.	Air.....	A-2
A.5.	Soils.....	A-2
A.6.	Planning and Zoning.....	A-2
A.7.	Growth .....	A-5
A.8.	Infrastructure .....	A-5
A.9.	Community Facilities and Services.....	A-6
A.10.	Business/Commercial Facilities.....	A-7
A.11.	Tourist-Oriented Facilities.....	A-8
A.12.	Conclusions .....	A-8
A.13.	Vision Team.....	A-9

## **APPENDIX B: DESIGN CONCEPTS**

B.1.	About Concept Plans.....	B-1
B.2.	Sweet Springs Connection .....	B-1
B.3.	Baywood Commercial Area.....	B-1

## **APPENDIX C: POPULATION AND ECONOMY**

C.1.	Population and Housing.....	C-2
C.1.1.	Population Growth .....	C-2
C.1.2.	Age Distribution.....	C-2

C.1.3.	Household Size .....	C-3
C.1.4.	Population Projections .....	C-3
C.1.5.	Housing Vacancies and Occupancy Type.....	C-4
C.2.	Economy .....	C-5
C.2.1.	Income.....	C-7
C.2.2.	Home Values .....	C-8
C.2.3.	Future Opportunities.....	C-9

**APPENDIX D: STATUS OF PUBLIC FACILITIES**

D.1.	Introduction .....	D-1
D.2.	Water Supply .....	D-2
D.2.1.	Background.....	D-2
D.2.2.	Draft Basin Plan .....	D-3
D.2.3.	Projected Supply.....	D-7
D.2.4.	Historical Demand .....	D-8
D.2.5.	Comparing Projected Supply and Demand .....	D-8
D.3.	Sewage Disposal.....	D-10
D.4.	Schools .....	D-11
D.4.1.	Current Capacity and Enrollment Trends.....	D-11
D.4.2.	Projected Enrollment .....	D-11
D.5.	Parks.....	D-12
D.6.	Fire Protection .....	D-12
D.7.	Police Protection.....	D-12
D.8.	Libraries.....	D-13
D.9.	Human Services.....	D-13
D.10.	Drainage .....	D-13

**APPENDIX E: TREES**

E.1	Preservation, Maintenance and Growth of the Tree population .....	E-1
E.2	Benefits of Trees .....	E-2
E.3	Areas for consideration for Tree Corridor .....	E-3

**APPENDIX F: CIRCULATION APPENDIX**

F.1.	Existing Deficiencies.....	F-1
A.	Los Osos Valley Road between 9 <sup>th</sup> Street and Pine Avenue .....	F-1
B.	Ramona Avenue.....	F-1
C.	Doris Avenue between Rosina and South Court.....	F-1
D.	Pine Avenue .....	F-1
E.	Los Osos Valley Road, Los Osos creek to 9 <sup>th</sup> Street .....	F-1
F.	Traffic Speed .....	F-1
G.	Unpaved Roads .....	F-1

H.	Pedestrian and Bicycle Facilities .....	F-2
I.	Regional Transit Service .....	F-2
F.2.	Proposed Improvements .....	F-2
A.	Arterials.....	F-2
1.	Los Osos Valley Road .....	F-2
2.	Los Osos Valley Road Corridor Improvements .....	F-2
3.	Los Osos Valley Road Corridor Study Guidelines for Amenities, Central Business District .....	F-9
4.	South Bay Boulevard.....	F-12
B.	Collectors .....	F-12
1.	Ramona .....	F-12
2.	Ravenna Avenue .....	F-12
3.	Skyline .....	F-12
4.	Doris Avenue.....	F-12
5.	Fairchild Way .....	F-13
C.	Local Roads .....	F-13
1.	Van Buerden Drive.....	F-13

**APPENDIX G: FUNDING SOURCES AND FUNDING MECHANISMS**

G.1.	Capital Improvement Costs by Type .....	G-1
G.2.	CSD Utility Connection Fees .....	G-4
G.3.	County Public Facility Fees Calculations .....	G-6
G.4.	County Road Improvement Fees .....	G-8
G.5.	Matrix of Funding Sources and Financing Mechanisms .....	G-10
G.6.	Funding Sources and Financing Mechanisms .....	G-11
G.7.	List of Potential Funding Sources.....	G-12

**APPENDIX H: DEFINITIONS AND ACRONYMS**

H.1.	Definitions.....	H-1
H.2.	Acronyms .....	H-7

# List of Figures

---

## Chapter 1

Figure 1-1:	Los Osos Community Plan Area.....	1-2
Figure 1-2:	Relationship of the Los Osos Community Plan to the General Plan.....	1-6
Figure 1-3:	Relationship of the Los Osos Community Plan to the Local Coastal Program .....	1-7

## Chapter 2

*No Figures*

## Chapter 3

Figure 3-1:	Los Osos Urban Area – Neighborhoods.....	3-3
Figure 3-2:	Residential Areas in Los Osos .....	3-5
Figure 3-3:	Commercial Areas in Los Osos .....	3-7
Figure 3-4:	Mixed Use Areas in Los Osos.....	3-9
Figure 3-5:	Existing Public Facilities in Los Osos .....	3-10
Figure 3-6:	Proposed Public Facilities in Los Osos .....	3-11
Figure 3-7:	Open Space, Recreation, and Tourism in Los Osos .....	3-13

## Chapter 4

Figure 4-1:	Los Osos Greenbelt.....	4-11
Figure 4-2:	Geologic Study Area .....	4-12
Figure 4-3:	Los Osos Ecosystem ESHA .....	4-13
Figure 4-4:	Archaeologically Sensitive Area .....	4-14
Figure 4-5:	Flood Hazard Areas .....	4-15
Figure 4-6:	Sea Level Rise.....	4-16

## Chapter 5

Figure 5-1:	Los Osos Valley Road – Cross Section with Median .....	5-7
Figure 5-2:	Los Osos Valley Road – Cross Section with Left Turn Lane.....	5-7
Figure 5-3:	Illustration of Los Osos Valley Road Corridor Improvements.....	5-9
Figure 5-4:	Circulation Plan .....	5-14
Figure 5-5:	Bikeways.....	5-15
Figure 5-6:	Trails and Trail Corridors .....	5-16
Figure 5-7:	Coastal Access Points .....	5-17

## Chapter 6

Figure 6-1:	Potential Alignment of the California Coastal Trail .....	6-7
Figure 6-2:	Improvement of Coastal Access .....	6-8
Figure 6-3:	Coastal Access Master Plan – Los Osos Map 8A .....	6-12
Figure 6-4:	Coastal Access Master Plan – Los Osos Map 8B.....	6-13

Figure 6-5: Coastal Access Master Plan – Los Osos Map 8C.....6-14

Chapter 7

Figure 7-1: Sea Level Rise and Inundation Zone .....7-6

Figure 7-2: Los Osos Lowland Areas – Drainage Plan Required .....7-9

Figure 7-3: Habitat Conservation Plan Area .....7-12

Figure 7-4: Street Tree Location .....7-16

Figure 7-5: Los Osos Height Limits.....7-17

Figure 7-6: Bayfront Access .....7-18

Figure 7-7: Residential Garage Size and Location.....7-19

Figure 7-8: Paleontological Resources .....7-23

Figure 7-9: Wall and Fence Designs.....7-27

Figure 7-10: Wetland Setbacks .....7-29

Figure 7-11: Los Osos Ecosystem SRA (ESHA).....7-33

Figure 7-12: Archaeological Sensitive Area .....7-42

Figure 7-13: Los Osos Central Business District and  
Baywood Commercial Area .....7-43

Figure 7-14: Pedestrian-Oriented Design Concept.....7-46

Figure 7-15: Example of Façade Building Designs .....7-48

Figure 7-16: Baywood Commercial Area .....7-49

Figure 7-17: O/P Category on West Side of 7<sup>th</sup> Street  
between El Moro and Santa Maria Avenues.....7-53

Figure 7-18: Sweet Springs Area and Baywood Park Area  
West of 3<sup>rd</sup> Street .....7-54

Figure 7-19: Broderson Site .....7-55

Figure 7-20: Midtown Site (Los Osos Valley Road at  
Palisades Avenue).....7-56

Figure 7-21: Golf Course North of Howard Avenue .....7-57

Figure 7-22: Santa Ysabel Avenue Coastal Access.....7-58

Figure 7-23: Creekside Area .....7-59

Figure 7-24: RMF West of Pecho Road .....7-60

Figure 7-25: RMF within ½ Mile from CBD .....7-61

Figure 7-26: Morro Shores Mixed Use.....7-62

Figure 7-27: Bayview Heights .....7-66

Figure 7-28: Cuesta-by-the-Sea, Martin Tract,  
Ramona / Broderson Avenues.....7-67

Figure 7-29: Baywood Park Area .....7-68

Figure 7-30: Cabrillo Estates .....7-69

Figure 7-31: Morro Shores Area .....7-70

Figure 7-32: Highlands Neighborhood.....7-71

Figure 7-33: Los Osos Creek / Eto Lake Corridor .....7-72

Figure 7-34: West of Pecho Area .....7-74

Figure 7-35: Southwestern Hillside: Subareas .....7-75

Chapter 8

Figure 8-1: Distribution of Public Facility Costs.....8-10

Appendix A

No Figures

Appendix B

Figure B-1: Concept Plan: Sweet Springs Connection.....B-3  
Figure B-2: Concept Plan: Baywood Commercial Area .....B-5

Appendix C

Figure C-1: Los Osos Population Growth .....C-2  
Figure C-2: Population Age Distribution .....C-3  
Figure C-3: Housing Vacancies and Occupancy Type .....C-5

Appendix D

Figure D-1: Services Provided by Los Osos CSD ..... D-2  
Figure D-2: Los Osos Water Purveyors..... D-3  
Figure D-3: Comparison of Sustainable Yield and Demand ..... D-10  
Figure D-4: Areas of Localized Flooding ..... D-14

Appendix E

No Figures

Appendix F

Figure F-1: Conceptual Los Osos Valley Road Sections with Median... F-3  
Figure F-2: Conceptual Los Osos Valley Road Improvements –  
Bush Drive to Sunset Drive ..... F-4  
Figure F-3: Los Osos Valley Road at Bush Drive ..... F-4  
Figure F-4: Los Osos Valley Road at Bayview Heights Drive ..... F-5  
Figure F-5: Los Osos Valley Road at 10<sup>th</sup> Street ..... F-5  
Figure F-6: Los Osos Valley Road at Sunset Drive – Option 1..... F-6  
Figure F-7: Los Osos Valley Road at Sunset Drive – Option 2..... F-7  
Figure F-8: Los Osos Valley Road Improvements –  
Sunset Drive to South Bay Boulevard..... F-7  
Figure F-9: Los Osos Valley Road at Fairchild Way ..... F-8  
Figure F-10: Los Osos Valley Road at South Bay Boulevard ..... F-8  
Figure F-11: Los Osos Valley Road Sections between  
South Bay Boulevard and Los Osos Creek ..... F-9



Appendix G  
No Figures

Appendix H  
No Figures

# List of Tables

---

Chapter 1

Table 1-1: General Plan Components..... 1-5

Chapter 2

Table 2-1: Community Planning Issues ..... 2-2

Table 2-2: Summary of Los Osos Community Plan Policies and their  
Implementation..... 2-25

Table 2-3: Program Implementation ..... 2-27

Chapter 3

Table 3-1: Land Use Summary ..... 3-2

Chapter 4

No Tables

Chapter 5

Table 5-1: Circulation Deficiencies Identified by the County ..... 5-3

Table 5-2: Circulation Deficiencies Identified by the Community ..... 5-3

Table 5-3: Needed Circulation Improvements ..... 5-6

Chapter 6

Table 6-1: Policies concerning Coastal Access ..... 6-2

Table 6-2: Coastal Access Inventory ..... 6-9

Chapter 7

Table 7-1: Required Wetland Setbacks ..... 7-16

Table 7-2: Minimum Setbacks – Cabrillo Estates ..... 7-48

Table 7-3: Minimum Setbacks – Redwood Fields, Los Osos  
Highlands (Tract 84), Morro Palisades (Tract 122) ..... 7-49

Chapter 8

Table 8-1: Summary of preliminary sources and uses ..... 8-1

Table 8-2: Population Household and Jobs ..... 8-7

Table 8-3: Los Osos Development Potential ..... 8-8

Table 8-4: Los Osos Capital Improvement Program ..... 8-9

Table 8-5: Summary Matrix of Funding Sources and Financing –  
Mechanisms ..... 8-13

Appendix A

No Tables

Appendix B

No Tables

Appendix C

Table C-1:	Changes in Population Growth, 1970-2010 .....	C-2
Table C-2:	2010 Population Age Distribution .....	C-3
Table C-3:	Population Projections .....	C-4
Table C-4:	Employment by Industry (including Armed Forces) .....	C-6
Table C-5:	Labor Force .....	C-7
Table C-6:	Place of Work – Los Osos and County Labor Force .....	C-7
Table C-7:	Household Incomes .....	C-8
Table C-8:	House Values – Owner Occupied .....	C-8

Appendix D

Table D-1:	Strategies for Managing the Los Osos Groundwater Basin.....	D-5
Table D-2:	Groundwater Production in 2012 .....	D-8
Table D-3:	Sustainable Yield and Demand .....	D-9
Table D-4:	Capacity and Enrollment, Schools Serving Los Osos .....	D-12
Table D-5:	Formulas for Library Facilities by Community Size.....	D-13
Table D-6:	Recommended Library Facilities, Los Osos .....	D-13

Appendix E

No Tables

Appendix F

No Tables

Appendix G

Table G-1:	Capital Improvement cost by improvement type .....	G-2
Table G-2:	CSD Utility Connection fees .....	G-4
Table G-3:	County Public Facilities Fees .....	G-5
Table G-4:	County Road Improvement Fees .....	G-7
Table G-5:	Matrix of Funding Sources and Financing Mechanisms..	G-10
Table G-6:	Illustrative EIFD Calculation .....	G-16
Table G-7:	LOCSD Water Utility Impact Fee Schedule .....	G-20

Appendix H

No Figures

*This page left intentionally blank.*

# Chapter 1: Introduction

---



## 1.1 Purpose

The purpose of this Los Osos Community Plan is to establish a vision for the future of Los Osos that will guide growth and development over the next 20 years. The vision described in this plan reflects the desires of the community, and the plan contains the policies, programs and standards to help achieve that vision. This plan is intended to be the community's plan and was developed with substantial community participation. Continued community involvement is needed to achieve the vision.

## 1.2 Organization of the Plan

This plan is part of the County's Local Coastal Plan and General Plan; the Community Plan provides a greater level of specificity for the community of Los Osos. The Community Plan identifies planning issues specific to the community, describes land use and transportation within the plan area (see Figure 1-1), establishes policy direction to address planning issues, and sets specific actions and standards to implement policy direction.

Figure 1-1: Los Osos Community Plan Area



The organization of the plan is as follows:

---

<b>Chapter 1</b>	<b>Introduction.</b> This chapter discusses the setting of the community of Los Osos. It also describes the relationship between the Los Osos Community Plan and the General Plan and Local Coastal Program.
<b>Chapter 2</b>	<b>Community Plan Policies.</b> This chapter contains the community's vision and goals for the future of Los Osos and an analysis of issues to be addressed in the community plan. The chapter concludes with policies and programs.
<b>Chapter 3</b>	<b>Land Use.</b> This chapter discusses land use patterns, with a focus on residential neighborhoods, retail commercial areas, and critical sites for future development.
<b>Chapter 4</b>	<b>Environmental Resources.</b> This chapter discusses important environmental resources including biological resources, cultural resources, and water. This chapter also discusses habitat conservation and combining designations—special overlay categories applied in areas of the county with hazardous conditions or special resources.
<b>Chapter 5</b>	<b>Circulation.</b> This chapter focuses on transportation and circulation. Circulation needs are considered not only for automobiles, but also for pedestrians and bicyclists.
<b>Chapter 6</b>	<b>Coastal Access.</b> This chapter discusses preservation of existing coastal access points and development of new access points and related infrastructure.
<b>Chapter 7</b>	<b>Planning Area Standards.</b> This chapter contains standards that apply to new development projects in the community of Los Osos.
<b>Chapter 8</b>	<b>Public Facility Financing Plan.</b> This chapter identifies tentative costs and specifies financing strategies for major public facilities needed to support the community.

---

### 1.3 The Planning Process

Planning for the community of Los Osos started in the early 1990s as part of the update to the Estero Area Plan for the communities of Los Osos and Cayucos and outlying rural areas. Before a draft plan was prepared, several background reports and issues reports were prepared by staff and reviewed by the Los Osos Community Advisory Council (LOCAC). The reports included numerous responses to comments.

An integral part of the update process was involvement by LOCAC, the original purpose of which was to advise the County on preparation of the Los Osos portion of the area plan update. The importance of LOCAC's role in the update was underscored by the Board of Supervisors, who directed that staff achieve consensus with the advisory council on the update's recommendations before bringing the update to the Planning Commission for public hearings. There was extensive participation by LOCAC in the update process since the official start of the update, including review of several draft versions of the update, as well as review of many background reports and issues papers.

The Estero Area Plan was approved by the Board of Supervisors on November 2, 2004 for submittal to the California Coastal Commission. However, the County subsequently modified the submittal of the area plan update to the Coastal Commission by removing the Los Osos urban area from the update. This was due to lack of an approved communitywide Habitat Conservation Plan for Los Osos to deal with widespread environmentally sensitive habitat, uncertainty about whether the projected build-out would be in line with long-term groundwater supply, and at that time (mid 2000's), uncertainty about a communitywide sewer system.

Construction of the communitywide sewer project began in 2012 and was completed in 2016. Additionally, efforts toward a communitywide Habitat Conservation Plan and a Basin Plan for groundwater are well underway. The County re-started efforts to update the Los Osos Urban area of the Estero Area Plan, now known as the Los Osos Community Plan, in late 2012. The previous efforts to update the Estero Area Plan (Los Osos urban area) are the foundation of this update to the Community Plan.

Community meetings were held from June 2013 through January 2015 to solicit input from the community and determine if the past efforts still reflect the community's desires. In addition, a community survey was released in February 2014 to gain more insight into the community's needs. Understandably, the community is still mostly concerned about water and growth, given the current constraints on water resources.

## **1.4 Community Plan Area and Setting**

The unincorporated community of Los Osos is home to about 13,944 residents (2010 U.S. Census). The natural setting of Los Osos is a place of unique beauty. The Los Osos urban area lies at the westerly end of the picturesque and agriculturally productive Los Osos Valley. Los Osos is bounded by the Los Osos Creek riparian corridor to the east and southeast, and the older coastal dunes to the north, south, and southwest. The Morro Bay estuary, one of the largest and most important wetland systems in the Central Coast, borders the community on the north, northwest, and west. The community contains a wealth of natural resources and environmental assets that define its character and contribute to its high quality of life; they are vital to the local economy.

In addition to the area's valuable natural resources, its human resources are essential to its future. The community of Los Osos is fortunate to have an active and effective community advisory committee, as well as many involved and talented people who care deeply about the future of their community.

Los Osos possesses scenic beauty, a mild coastal climate, and natural resources that contribute to a high quality of life. These assets also present opportunities to improve jobs and services for local residents and to improve recreation and tourist-oriented uses for both locals and visitors.

Notably, the shoreline access in the Baywood area is a unique coastal recreational amenity in the vicinity of Morro Bay and the Central Coast in general, offering calm water access free from hazards such as strong currents, motorboat traffic, and boat moorings.

Following are examples of some opportunities for the future:

- Focus on infill and mixed use development, while maintaining the greenbelt around the community to protect scenic qualities and environmentally sensitive habitat.
- Improve job opportunities for local residents by encouraging environmentally-friendly businesses.
- Improve the road system and promote alternative transportation such as walking and bicycling, especially in attractively redeveloped commercial areas.
- Develop a community that is more able to be sustained by the local environment, resources and economy.

- Improve recreation and tourist-oriented uses, considering the area's natural assets and existing tourist presence.

## 1.5 Relationship to Local Coastal Program and General Plan

The Los Osos Community Plan is a component of both the San Luis Obispo County General Plan and Local Coastal Program (LCP). These relationships are illustrated in Figure 1-2 and Figure 1-3, respectively. This plan is consistent with the intent and policies of the California Coastal Act and the San Luis Obispo County Local Coastal Program (LCP). All other County plans, policies and programs that involve Los Osos and are subject to the LCP are to be consistent with and implement this plan. In addition, where applicable, all public and private development in Los Osos is to be consistent with this plan. It should be recognized, however, that this plan is also subject to other authority, for example, federal and state statutes, case law, and regulations.

The following table (Table 1-1) summarizes the relationship of the Los Osos Community Plan to the San Luis Obispo County General Plan and Local Coastal Program.

<b>Document or Plan</b>	<b>Relationship to Los Osos Community Plan</b>
San Luis Obispo County General Plan	The General Plan contains several parts known as “elements.” The Los Osos Community Plan is a portion of the Land Use and Circulation Elements of the General Plan. Each element of the General Plan must be consistent with one another.
San Luis Obispo County Local Coastal Program	Within California’s Coastal Zone, a jurisdiction may only issue Coastal Development Permits if it has prepared a Local Coastal Program for certification by the California Coastal Commission. A Local Coastal Program includes both a land use plan (e.g. the Land Use and Circulation Element) and an implementation plan (e.g. Planning Area Standards and the Coastal Zone Land Use Ordinance). The Los Osos Community Plan is a component of the Local Coastal Program.
Coastal Zone Framework for Planning	The Coastal Zone Framework for Planning document is part of both the General Plan and Local Coastal Program. It contains general land use and circulation policies that are applicable throughout the County’s Coastal Zone. The Los Osos Community Plan must be consistent with the Coastal Zone Framework.
Coastal Plan Policies	The Coastal Plan Policies document is part of both the General Plan and the Local Coastal Program. It contains policies to ensure that the County’s Local Coastal Program will be consistent with the California Coastal Act. The Los Osos Community Plan must be consistent with the Coastal Plan Policies.



**Table 1-1: General Plan Components**

<b>Document or Plan</b>	<b>Relationship to Los Osos Community Plan</b>
Estero Area Plan	The Coastal Zone portion of the County is broken down into four regional areas: South County, San Luis Bay, Estero, and North Coast. Each area has an Area Plan that addresses land use and circulation issues unique to that area. The community of Los Osos is part of the larger Estero Planning Area and its Estero Area Plan. The Area Plan deals with the communities of Los Osos and Cayucos and the rural areas outside of the Los Osos and Cayucos Urban Reserve Lines. While the Los Osos Community Plan is considered part of the Estero Area Plan, they are two separate documents.

Figure 1-2: Relationship of the Los Osos Community Plan to the General Plan

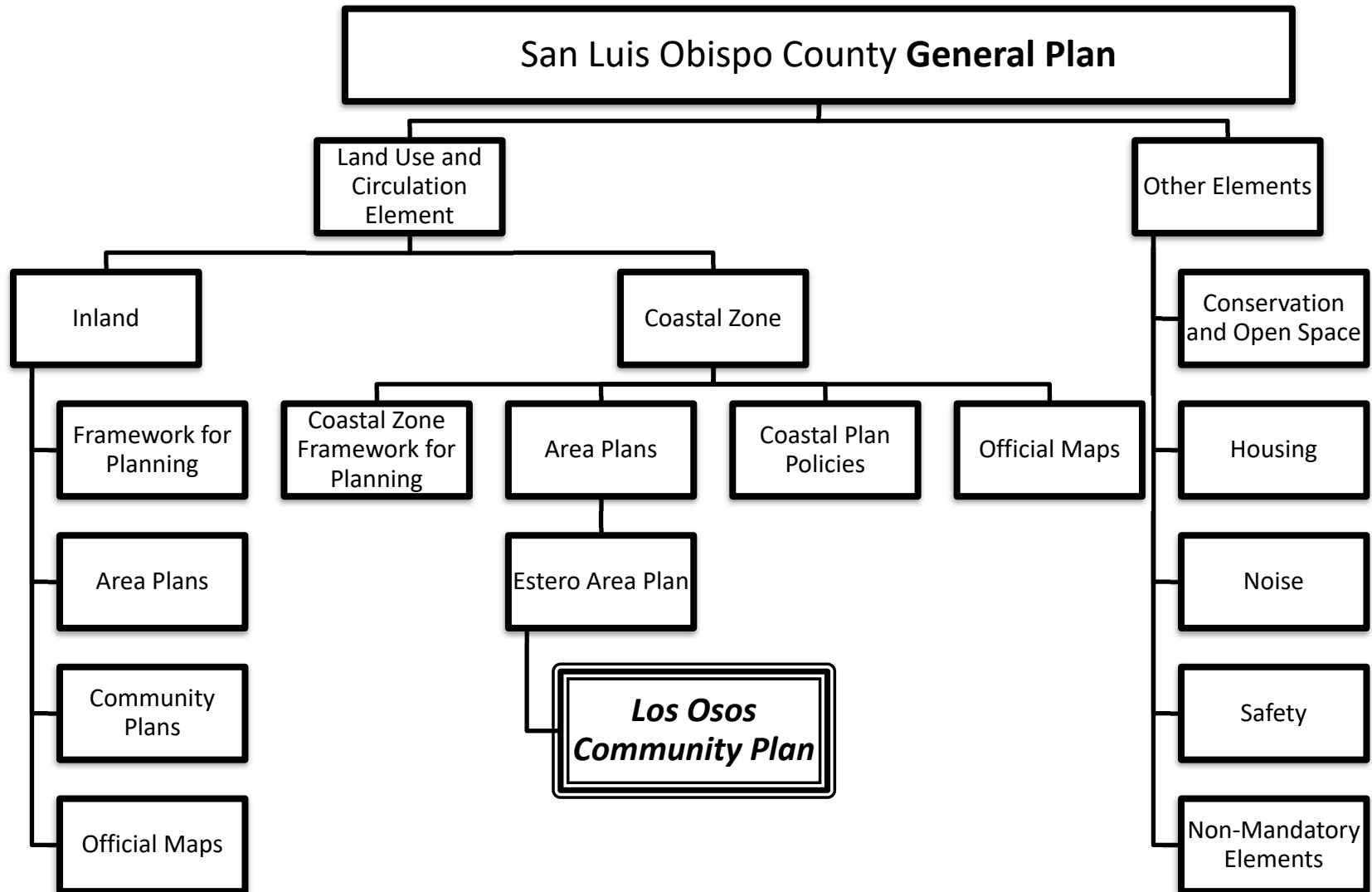


Figure 1-3: Relationship of the Los Osos Community Plan to the Local Coastal Program



## Chapter 2: Community Plan Policies

---



### 2.1 Community Vision

The community of Los Osos has developed a vision for its future. It is expressed in a "Vision Statement for Los Osos" that was approved by the Los Osos Community Advisory Council (LOCAC). The vision statement is included in its entirety in Appendix A. This statement is the product of substantial community involvement and hard work by the LOCAC. It was developed after a community survey, neighborhood meetings, and public discussion of the vision statement itself. Although residents of Los Osos hold a diversity of opinions and community agreement cannot be expected on all issues, this vision statement is intended to generally reflect the community's desires.

The vision statement describes a community where urban development is contained within the existing Urban Reserve Line (URL). Development occurs at a controlled rate and is sustained by resources and services. The URL is clearly defined by a greenbelt, including productive agricultural lands and open space that are managed to protect the Morro Bay estuary, including scenic and natural resources.

In the vision statement, Los Osos maintains its small-town atmosphere and is environmentally-oriented yet promotes expanded tourism and environmentally-friendly businesses that provide job opportunities for residents. Automobile transportation is accommodated, but the need for automobile travel is reduced by encouraging alternative transportation such as walking, bicycling, and public transit. For example, pedestrian activity is encouraged, especially in commercial areas. Los Osos takes advantage of its environmental assets, offers a high quality of life and exhibits a high degree of community involvement and maintains local control over its future to the greatest extent feasible.

*Los Osos desires to uphold its community values and scale, take control of its own destiny, discourage gated communities, encourage neighborhood and community continuity, and best of all, be unique – not a replica of some other vision or model.*

## 2.2 Community Planning Issues

To achieve the community’s vision, certain planning issues must be addressed. The following discussion focuses on issues identified by the Los Osos community as part of the community plan update. Table 2-1 summarizes the issues and the community’s desired approach.

Table 2-1: Community Planning Issues	
Issue	Community Desire
Growth and Development →	<ul style="list-style-type: none"> <li>• Maintain the small-town atmosphere.</li> <li>• Preserve the eclectic nature of the various neighborhoods.</li> <li>• Focus on infill and mixed use development.</li> <li>• Improve the jobs/housing balance.</li> <li>• Plan for development of tourist-oriented facilities.</li> <li>• Ensure that community growth doesn’t exceed available resources.</li> </ul>
Water Resources →	<ul style="list-style-type: none"> <li>• Maintain, manage, and recharge the aquifer.</li> </ul>
Environmental Resources →	<ul style="list-style-type: none"> <li>• Appropriately manage the Morro Bay estuary.</li> <li>• Minimize vehicle miles travelled.</li> <li>• Preserve important agricultural soils.</li> <li>• Preserve a greenbelt to provide a clearly defined “green edge.”</li> </ul>
Community Facilities and Infrastructure →	<ul style="list-style-type: none"> <li>• Complete the circulation system, including logical street connections.</li> <li>• Promote walking and biking.</li> <li>• Increase parks and recreational facilities.</li> </ul>

### **2.2.1. Growth and Development**

Part of the charm of Los Osos is the variety of neighborhoods and building styles. The community hopes to preserve and maintain the “small-town” atmosphere. Rather than expanding the Urban Reserve and Urban Services Lines, the community seeks to focus on infill development. While new infill development should be designed to fit in with and complement the surrounding neighborhood, variety is encouraged. Mass-produced “cookie-cutter” designs do not fit in with Los Osos’ character.

Focusing on infill development is also a strategy for protecting important community resources. Lands on the fringe of Los Osos generally have substantial environmental constraints. The community’s vision is for new development to protect the watershed, avoid steep slopes, protect sensitive habitats, and preserve viewsheds. A primary strategy for achieving this vision is to surround Los Osos with a greenbelt and focus new development towards the center of the community and within the Urban Services Line.

Los Osos is a largely residential community. There are presently few opportunities for head-of-household employment in town. In order to improve the jobs/housing balance, there must be adequate land designated for tourist-oriented development and business park development. Nonetheless, development of new job opportunities must not compromise the aesthetic character of the community. This can be achieved through performance-based standards. New commercial, retail, office, and multi-residential developments should be designed to be pedestrian-oriented and fully integrated into the community. Existing commercial centers may also be redeveloped to reduce automobile dominance.

According to the *San Luis Obispo County Economic Strategy*, developed by the Economic Vitality Corporation, tourism is considered a major potential growth sector in the County’s economy. Los Osos is poised to take advantage of increased tourism. Its scenic location on the Morro Bay estuary, abundance of public lands, and proximity to coastal tourist destinations would make Los Osos an appropriate place for businesses, including lodging, restaurants, and retreats. Continued expansion of the community’s trail system and bay-oriented recreation (e.g. kayaking, canoeing, sailing, etc.) could further promote establishment of Los Osos as a tourist destination.

Perhaps the biggest constraint facing new development in Los Osos is the availability of resources. New growth must only occur when the community has sufficient capacity in its water supply and sewage disposal systems. Additionally, new development should not be allowed to create significant impacts upon the community’s road system, local schools, parks, or libraries. To accommodate growth, the community must have a plan to finance and build needed infrastructure.

### **2.2.2. Water Resources**

All of the domestic drinking water in Los Osos is extracted from the Los Osos Groundwater Basin. Through the Resource Management System (RMS), the County has certified this basin to have a Level of Severity III. This means that the basin is at or approaching overdraft conditions. Water quality issues facing the basin include nitrate contamination in the upper aquifer from septic systems and seawater intrusion due to over-extraction from the lower aquifer.

The basin is subject to adjudication by the San Luis Obispo Superior Court in the case of *Los Osos Community Services District v. Golden State Water Company et al.* The adjudication resulted in the Interlocutory Stipulated Judgment (ISJ), which required the County and three community water purveyors to cooperate on the development of a Basin Plan. The Basin Plan was released in 2015 and calls for a series of water conservation, water reuse, management, and infrastructure programs to be implemented to ensure a long-term sustainable supply of water for Los Osos. The community supports an intensive water conservation program. Such a program would include greywater reclamation, reuse of treated wastewater, and stormwater retention and infiltration.

In order to ensure that growth does not result in further impacts upon the basin, the County proposes to use the Growth Management Ordinance as a tool for metering out construction permits.

### **2.2.3. Environmental Resources**

Los Osos is located along the south shore of Morro Bay. The Morro Bay estuary is a nationally significant resource that supports wildlife, as well as commercial and recreational opportunities. Management of this resource is paramount. Appropriate management techniques should include control of runoff entering the bay and restoration of the Los Osos and Chorro Creek watersheds to ensure fresh, uncontaminated water flows into the estuary. Because of the environmental significance, the community considers fossil fuel transport and hunting to be inappropriate uses for the estuary.

Another major threat to the estuary is climate change. Climate change is anticipated to result in rising sea levels. In addition to affecting biodiversity and water quality in the bay, rising sea levels could also impact residences and businesses along the bay. It can also affect community infrastructure along the bayshore, such as drainage facilities, roads, and wells. Planning and development decisions, and new programs, should be implemented to assure the protection and maintenance of the Morro Bay estuary as sea level rises.

While climate change is a global issue, action to address it must be taken locally. To that extent, Los Osos wishes to reduce its dependence on the automobile in addition to planning for climate change resilience along the bayshore. To achieve reduction in automobile dependence, the community envisions the development of an integrated circulation system that accommodates safe use not only by motorists, but also by pedestrians and bicyclists. Increasing pedestrian and bicycle circulation is made challenging by Los Osos' tradition of narrow streets with no sidewalks serving as cross-town collectors, the general lack of sidewalks except for a few parts of the Los Osos and Baywood central business districts, and the soft sandy road shoulders. Additionally, land use strategies, such as focusing development around the central business district and encouraging mixed-use development, help to reduce the overall amount of vehicle trips.

Agricultural production is predominant throughout the Los Osos Valley, especially east of town. The valley floor consists of alluvial soils that are considered highly agriculturally productive. Maintaining commercially productive farmlands boosts the local economy, ensures availability of locally-produced foods, and is a cost-effective solution for preserving scenic open-space. Expansion of urbanized development into prime farmland should be prevented.

Los Osos' community greenbelt system is one way of preventing urban expansion onto farmland or environmentally sensitive habitats. Many of the lands surrounding the community are already publicly owned and preserved from development. The greenbelt effectively creates a physical separation between the community of Los Osos and adjacent rural development. Establishing a "hard edge" around a community is one way to reduce sprawl and focus development in

appropriate areas within the community. This plan seeks to build upon existing efforts to acquire and manage lands surrounding Los Osos.

#### **2.2.4. Community Facilities and Infrastructure**

The community envisions Los Osos having a complete and integrated circulation system. Planning for “complete streets” will be essential to this effort. While historically, circulation system design was focused on efficiencies for automobile travel, the complete streets movement instead promotes efficient design for all users, including bicyclists and pedestrians. To achieve this, the community supports reduced driving lane widths for new roads. Reducing widths helps to calm and slow vehicular traffic, while allowing sufficient paved right-of-way to accommodate designated lanes for bicycles and pedestrians (pedestrian lanes could be hard-surfaced instead). Additional amenities such as trees and benches can also help encourage walking and biking.

The community also desires more “active” recreational facilities such as sports facilities for larger groups of people. Los Osos is rich with “passive recreation” opportunities, such as hiking and birdwatching. Trails are available throughout the community in preserved open space areas. Additionally, nearby state parks also support passive recreation. There is little active parkland, however, available in the community. The community desires a larger community center, additional sports fields, and an aquatic center. Funding and financing these facilities will likely require additional sources of revenue, such as a benefit assessment district.

#### **2.2.5. Healthy Communities**

Although it was not specifically identified by the community as a key issue during the Community Plan update, public health ties in with several of the preceding issues of concern to the community. For example, the community’s desire for new infrastructure is closely related to public health issues. Providing complete streets with paved bike lanes and hard surfaced pedestrian paths helps to encourage an active lifestyle. Similarly, ensuring adequate recreational facilities also supports healthy community activities like youth sports. By ensuring opportunities for physical activity as part of the built environment, we can ensure that future residents of Los Osos will have better public health outcomes.

### **2.3 Community Goals**

The following general goals express the community’s vision and provide direction for the future of the community of Los Osos. These goals, together with policies, programs, standards, and other parts of the Land Use Element (LUE) and Local Coastal Program (LCP), constitute the Community Plan for Los Osos for the next 20 years.

The goals are specific to Los Osos and were developed by the community. They are expanded on and implemented by the policies, programs and standards in this plan. The goals are consistent with the countywide general goals and objectives of the Land Use Element found in Coastal Zone Framework for Planning, and they further refine and elaborate on those countywide goals.

The goals function as guidance to help determine consistency of development proposals with the LUE/LCP. New development should be located, designed, and built in a manner that furthers these general goals and complies with all other applicable regulations.



## **1. Environment**

- a. Protect and enhance the Morro Bay Estuary so that it is a clean, healthy, functioning ecosystem that harbors a diversity of wildlife.
- b. Promote conservation of natural environment through preservation of the existing flora, fauna, and sensitive habitats.
- c. Protect, maintain, enhance, and expand the existing greenbelt.

## **2. Economy**

Improve and diversify the local economy by providing more opportunities for local businesses and head of household jobs.

## **3. Air Quality**

Minimize the amount and length of automobile trips through planning decisions and land use practices.

## **4. Population Growth**

Establish a maximum rate of growth within the Los Osos Urban Reserve Line, consistent with available resources, services and infrastructure.

## **5. Distribution of Land Uses, Location and Timing of Urban Development**

Focus on infill and mixed use development consistent with the County's Strategic Growth Policies and the Framework for Planning.

## **6. Residential, Commercial and Industrial Land Uses**

- a. Maintain a small-town atmosphere.
- b. Provide zoning that enables businesses to expand and remain in the community, and establish incentives to encourage good design of commercial development.

## **7. Visitor-Serving, Recreation and Resort Development**

- a. Encourage improvement of tourist-oriented facilities, with an emphasis on eco-tourism.
- b. Develop additional neighborhood and community parks and recreation facilities for existing and future populations.
- c. Provide maximum public access, and protect existing public access, to the coast, the shoreline, the bay, and public recreation areas, consistent with the need to protect natural and agricultural resources and private property rights.

## 8. Public Services and Facilities

- a. Base all land use policies and plans on sustainable development that meets the needs of current population and visitors without endangering the ability of future population to meet its needs.
- b. Carefully manage water resources to provide a clean, sustainable resource for the community.
- c. Provide needed local services, such as urgent care facilities, senior care facilities, etc.

## 9. Circulation

- a. Establish an efficient circulation system and pattern of land uses that minimize the number of automobile trips.
- b. Encourage alternatives to single-occupant and automobile travel, such as pedestrian and bicycle travel, transit, carpooling, and telecommuting.
- c. Complete and pave the community's grid system where feasible.

## 10. Implementation and Administration

Promote a high level of community participation and voice in land use planning decisions.

## 2.4 Goals and Policies from the San Luis Obispo County General Plan and Local Coastal Plan

As discussed in Chapter 1, the San Luis Obispo County General Plan is a compilation of several different policy documents. These include:

- The *Coastal Zone Framework for Planning*, which provides general policy language concerning land use and circulation throughout the Coastal Zone portions of the county.
- *Coastal Plan Policies* which link general plan policies within the Coastal Zone to the California Coastal Act.
- Various area plans that address regional issues. For example, the community of Los Osos is also covered in the more regional *Estero Area Plan*.
- **General Plan elements that are distinct from the County's Local Coastal Program and Land Use and Circulation Elements. These include the *Agriculture Element*, the *Conservation and Open Space Element*, and the *Parks and Recreation Element*.**

The following tables summarize existing policy language in the Local Coastal Program that is applicable to the community of Los Osos. Please note, however, that this list is not exhaustive. Each document should still be consulted for the background and intent of each policy.

## 2.4.1. Environment, Open Space, and Agriculture Policies

Policies concerning the Environment, Open Space, and Agriculture	
<i>Coastal Zone Framework for Planning</i>	
Strategic Growth Goal 1	Preserve open space, scenic natural beauty, and natural resources. Conserve energy resources. Protect agricultural land and resources.
<i>Coastal Plan Policies</i>	
Environmentally Sensitive Habitats Policy 1	New development within or adjacent to locations of environmentally sensitive habitats shall not significantly disrupt the resource.
Environmentally Sensitive Habitats Policy 4	No division of parcels having environmentally sensitive habitats within them shall be permitted unless it can be found that the buildable area(s) are entirely outside the maximum standard setback required for that habitat.
Environmentally Sensitive Habitats Policy 5	The County shall continue programs and policies that support greenbelt and open space areas on the urban fringe of coastal communities.
Environmentally Sensitive Habitats Policy 6	The County shall participate in creating a program that would allow development to occur on sites in urban areas that contain sensitive species habitat, but do not represent long-term viable habitat, in exchange for participation in an off-site mitigation program.
Environmentally Sensitive Habitats Policy 7	Coastal wetlands are recognized as environmentally sensitive habitat areas. The natural ecological functioning and productivity of wetlands and estuaries shall be protected, preserved and where feasible, restored.
Environmentally Sensitive Habitats Policy 8	Principally permitted uses in wetlands are as follows: hunting, fishing and wildlife management; education and research projects.
Environmentally Sensitive Habitats Policy 9	The California Department of Parks and Recreation, the California Department of Fish and Game and other public and private sources should be encouraged to acquire or accept offers-to-dedicate coastal wetlands wherever possible. Priorities for acquisition should be:  Sweet Springs Marsh  Santa Maria River mouth  Villa Creek Lagoon  Properties surrounding Morro Bay which include wetland habitat.

Policies concerning the **Environment, Open Space, and Agriculture**

Environmentally Sensitive  
Habitats Policy 10

San Luis Obispo County shall continue to encourage the use of open space easements or Williamson Act contracts to ensure preservation of coastal wetlands. The county will develop guidelines to facilitate use of open space easements to include requirements for length of dedication (i.e., perpetuity or 10 years), appropriate management responsibility, etc.

<p>Environmentally Sensitive Habitats Policy 13</p>	<p>All diking, dredging and filling activities shall conform to the provisions of Section 30233, 30411 and 30607.1 of the Coastal Act. These policies establish the appropriate uses, criteria for evaluation of a project and requirements for restoration or replacement. Allowable activities within open coastal waters, wetlands (with the exception of Morro Bay and the Santa Maria River mouth), estuaries and lakes include:</p> <ul style="list-style-type: none"> <li>a. New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities.</li>   <li>b. Maintenance dredging of existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.</li>   <li>c. In wetlands areas only, entrance channels for new or expanded boating facilities, and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411 for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigational channels, and any necessary support service facilities be greater than 25 percent of the total wetland area to be restored.</li>   <li>d. In open coastal waters, other than wetlands, including streams, estuaries and lakes, new or expanded boating facilities.</li>   <li>e. Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.</li>   <li>f. Mineral extraction, including sand for restoration of beaches, except in environmentally sensitive areas.</li>   <li>g. Restoration purposes.</li>   <li>h. Nature study, aquaculture, or similar resource-dependent activities.</li>   <li>i. Maintenance of flood control facilities by permit.</li> </ul>
---	--

	<p>The wetlands of Morro Bay and the Santa Maria River mouth are identified in Section 30233(c) as among those identified by the Department of Fish and Game in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California." Under this section, allowable uses within these wetlands shall be restricted and limited to very minor incidental public facilities, restorative measures consistent with PRC Section 30411 of the Coastal Act and nature study.</p> <p>Diking, dredging, and filling for these types of development in wetlands, estuaries, coastal waters and lakes shall be permitted only where there is no feasible, less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental impacts, and where consistent with the maintenance of the tidal flow and continued biological viability of the wetland habitat. The development must meet the following conditions:</p> <ul style="list-style-type: none"> <li>a. Diking, dredging and filling shall be prohibited in breeding and nursery areas and during periods of fish migration and spawning.</li> <li>b. Diking, dredging and filling shall be limited to the smallest area feasible that is necessary to accomplish the project.</li> <li>c. Designs for diking, dredging and filling and excavation projects shall include protective measures such as silt curtains, and weirs to protect water quality in adjacent areas during construction by preventing the discharge of refuse, petroleum spills and unnecessary dispersal of silt materials.</li> </ul> <p>Dredge spoils shall not be deposited in areas where public access or environmental habitats would be significantly or adversely affected. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore currents. Limitations may be necessary on the timing of the operation, the type of operations and the quality and location of the spoils site.</p> <p>Other mitigation measures are required under Section 30607.1. Where any dike fill development is permitted in wetlands in conformity with Chapter 3 of the Coastal Act, mitigation measures shall include, at a minimum, either acquisition of equivalent areas of equal or greater biological productivity or opening up equivalent areas to tidal action; provided however, that if no appropriate restoration site is</p>
--	--

Policies concerning the Environment, Open Space, and Agriculture	
	available an in-lieu fee sufficient to provide an area of equivalent productive value or surface area shall be dedicated to an appropriate public agency or such replacement site shall be purchased before the dike or fill development may proceed. Such mitigation measures shall not be required for temporary or short-term fill or diking; provided that a bond or other evidence or financial responsibility is provided to assure that restoration will be accomplished in the shortest feasible time.
Environmentally Sensitive Habitats Policy 16	Development adjacent to coastal wetlands shall be sited and designed to prevent significant impacts to wetlands through noise, sediment or other disturbances. Development shall be located as far away from the wetland as feasible, consistent with other habitat values on the site.
Environmentally Sensitive Habitats Policy 17	In new development, a buffer strip shall be required and maintained in natural condition along the periphery of all wetlands. This shall be a minimum of 100 feet in width measured from the upland extent of the wetland unless a more detailed requirement for a greater or lesser amount is included in the LUE or the LUO would allow for adjustment to recognize the constraints which the minimum buffer would impose upon existing subdivided lots. If a project involves substantial improvements or increased human impacts, necessitating a wide buffer area, it shall be limited to utility lines, pipelines, drainage and flood control facilities, bridges and road approaches to bridges, and roads when it can be demonstrated that: a) alternative routes are infeasible or more environmentally damaging, and b) the adverse environmental effects are mitigated to the maximum extent feasible. Access paths and/or fences necessary to protect habitats may also be permitted.

<b>Policies concerning the Environment, Open Space, and Agriculture</b>	
Environmentally Sensitive Habitats Policy 18	<p>For buffers less than 100 feet as established consistent with Policy 15 (above) mitigation measures to ensure wetland protection shall be required, and shall include (where applicable) vegetative screening, landscaping with native vegetation, drainage controls and other such measures. When the minimum buffer strip is adjusted by the county, it shall be done on a case-by-case basis only after the investigation of the following factors:</p> <ul style="list-style-type: none"> <li>a. Soil type and stability of development site, including susceptibility to erosion.</li> <li>b. Slope of land adjacent to the wetland and the ability to use natural topographic features to locate development.</li> <li>c. Types and amount of vegetation and its value as wildlife habitat including: 1) the biological significance of the adjacent lands in maintaining the functional capacity of the wetland, and 2) the sensitivity of the species to disturbance.</li> <li>d. Type and intensity of proposed uses.</li> <li>e. Lot size and configuration, and the location of existing development.</li> </ul>
Environmentally Sensitive Habitats Policy 19	<p>Open space easements or offers to dedicate the wetland shall be a condition of major structural development (including single-family residence) for all property larger than one acre which contain wetlands habitat.</p>
Environmentally Sensitive Habitats Policy 20	<p>Coastal streams and adjoining riparian vegetation are environmentally sensitive habitat areas and the natural hydrological system and ecological function of coastal streams shall be protected and preserved.</p>
Environmentally Sensitive Habitats Policy 21	<p>Development adjacent to or within the watershed (that portion within the coastal zone) shall be sited and designed to prevent impacts which would significantly degrade the coastal habitat and shall be compatible with the continuance of such habitat areas. This shall include evaluation of erosion and runoff concerns.</p>
Environmentally Sensitive Habitats Policy 23	<p>The State Water Resources Control Board and the county shall ensure that the beneficial use of coastal stream waters is protected, for projects over which it has jurisdiction. For projects which do not fall under the review of the State Water Resources Control Board, the county (in its review of public works and stream alterations) shall ensure that the quantity and quality surface water discharge from streams and rivers shall be maintained at levels necessary to sustain the functional capacity of streams, wetland, estuaries and lakes.</p>



Policies concerning the <b>Environment, Open Space, and Agriculture</b>	
Environmentally Sensitive Habitats Policy 25	Channelizations, dams or other substantial alterations of rivers and streams shall be limited to: a) necessary water supply projects, b) flood control projects when there are no other feasible methods for protecting existing structures in the flood plain and where such protection is necessary for public safety or to protect existing development, and c) development where the purpose is to improve fish and wildlife habitat. All projects must employ the best feasible mitigation measures. Maintenance and flood control facilities shall require a coastal development permit.
Environmentally Sensitive Habitats Policy 26	Cutting or alteration of naturally occurring vegetation that protects riparian habitat is not permitted except for permitted streambed alterations (defined in Policy 23) and where no feasible alternative exists or an issue of public safety exists. This policy does not apply to agricultural use of land where expanding vegetation is encroaching on established agricultural uses. Minor incidental public works project may also be permitted where no feasible alternative exists including but not limited to utility lines, pipelines, driveways and roads. Riparian vegetation shall not be removed to increase agricultural acreage unless it is demonstrated that no impairment of the functional capacity of the habitat will occur. Where permitted, such actions must not cause significant stream bank erosion, have a detrimental effect on water quality or quantity, or impair the wildlife habitat values of the area. This must be in accordance with the necessary permits required by Sections 1601 and 1603 of the California Fish and Game.

**Policies concerning the Environment, Open Space, and Agriculture**

<p>Environmentally Sensitive Habitats Policy 28</p>	<p>In rural areas (outside the USL) a buffer setback zone of 100 feet shall be established between any new development (including new agricultural development) and the upland edge of riparian habitats. In urban areas this minimum standard shall be 50 feet except where a lesser buffer is specifically permitted. The buffer zone shall be maintained in natural condition along the periphery of all streams. Permitted uses within the buffer strip shall be limited to passive recreational, educational or existing nonstructural agricultural developments in accordance with adopted best management practices. Other uses that may be found appropriate are limited to utility lines, pipelines, drainage and flood control facilities, bridges and road approaches to bridges to cross a stream and roads when it can be demonstrated that: 1) alternative routes are infeasible or more environmentally damaging and 2) adverse environmental effects are mitigated to the maximum extent feasible. Lesser setbacks on existing parcels may be permitted if application of the minimum setback standard would render the parcel physically unusable for the principal permitted use. In allowing a reduction in the minimum setbacks, they shall be reduced only to the point at which a principal permitted use (as modified as much as is practical from a design standpoint) can be accommodated.</p>
<p>Environmentally Sensitive Habitats Policy 29</p>	<p>Designated plant and wildlife habitats are environmentally sensitive habitat areas and emphasis for protection should be placed on the entire ecological community. Only uses dependent on the resource shall be permitted within the identified sensitive habitat portion of the site.</p> <p>Development adjacent to environmentally sensitive habitat areas and holdings of the State Department of Parks and Recreation shall be sited and designed to prevent impacts that would significantly degrade such areas and shall be compatible with the continuance of such habitat areas.</p>
<p>Environmentally Sensitive Habitats Policy 30</p>	<p>Native trees and plant cover shall be protected wherever possible. Native plants shall be used where vegetation is removed.</p>
<p>Environmentally Sensitive Habitats Policy 31</p>	<p>San Luis Obispo County, or the appropriate public agency, shall ensure that the design of trails in and adjoining sensitive habitat areas shall minimize adverse impact on these areas.</p>

Policies concerning the <b>Environment, Open Space, and Agriculture</b>	
Environmentally Sensitive Habitats Policy 32	The California Department of Parks and Recreation, Department of Fish and Game and other public and private organizations should continue to acquire or accept offers-to-dedicate for sensitive resource areas wherever possible.
Environmentally Sensitive Habitats Policy 33	The county should encourage the uses of Agriculture Preserves or Open Space Pre- serves to protect sensitive habitat areas where public acquisition is not feasible.
Environmentally Sensitive Habitats Policy 34	The State Department of Fish and Game should continue to identify rare or endangered plant and animal species within the county.
Environmentally Sensitive Habitats Policy 35	Vegetation which is rare or endangered or serves as cover for endangered wildlife shall be protected against any significant disruption of habitat value. All development shall be designed to disturb the minimum amount possible of wildlife or plant habitat.
Environmentally Sensitive Habitats Policy 36	Disturbance or destruction of any dune vegetation shall be limited to those projects which are dependent upon such resources where no feasible alternatives exist and then shall be limited to the smallest area possible. Development activities and uses within dune vegetation shall protect the dune resources and shall be limited to resource dependent, scientific, educational and passive recreational uses. Coastal dependent uses may be permitted if it can be shown that no alternative location is feasible, such development is sited and designed to minimize impacts to dune habitat and adverse environmental impacts are mitigated to the maximum extent feasible. Revegetation with California native plant species propagated from the disturbed sites or from the same species at adjacent sites shall be necessary for all projects.
Environmentally Sensitive Habitats Policy 39	Shoreline structures, including piers, groins, breakwaters, seawalls and pipelines, shall be designed or sited to avoid and minimize impacts on marine habitats
Environmentally Sensitive Habitats Policy 40	Coastal access shall be monitored and regulated to minimize impacts on marine resources. If negative impacts are demonstrated, then the appropriate agency shall take steps to mitigate these impacts, including limiting the use of coastal access.
Environmentally Sensitive Habitats Policy 39	The appropriate agency (in conjunction with the county Fish and Game Commission) should provide signs indicating that collecting from tide pools, etc., is illegal.
Coastal Watersheds Policy 1	The long-term integrity of groundwater basins within the coastal zone shall be protected.

Policies concerning the <b>Environment, Open Space, and Agriculture</b>	
Coastal Watersheds Policy 3	In basins where extractions are approaching groundwater limitations, the County shall require applicants to install monitoring devices and participate in water monitoring management programs.
Coastal Watersheds Policy 5	The County Planning and Building, and Public Works Departments should work with communities, property owners, and the Regional Water Quality Control Board to develop and implement a basin-wide water management program for the Los Osos Groundwater Basin.
Hazards Policy 1	All new development proposed within areas subject to natural hazards from geologic or flood conditions (including beach erosion) shall be located and designed to minimize risks to human life and property. Along the shoreline new development (with the exception of coastal-dependent uses or public recreation facilities) shall be designed so that shoreline protective devices (such as seawalls, cliff retaining walls, revetments, breakwaters, groins) that would substantially alter landforms or natural shoreline processes, will not be needed for the life of the structure. Construction of permanent structures on the beach shall be prohibited except for facilities necessary for public health and safety such as lifeguard towers.
Hazards Policy 2	New development shall ensure structural stability while not creating or contributing to erosion or geological instability.
Hazards Policy 3	The county shall require a detailed review of development proposed within the geologic study area and flood hazard combining designations as indicated on the Land Use Element maps for the coastal zone. The review shall be performed by a qualified registered and/or certified engineering geologist and shall be adequately detailed to provide recommendations and conclusions consistent with this plan. Residential, commercial and industrial development shall be prohibited within the 100 year floodplain (1% chance of inundation in any year) as delineated in the Flood Hazard combining designation except for those areas within an urban reserve line.

Policies concerning the **Environment, Open Space, and Agriculture**

Hazards Policy 4

Construction of shoreline structures that would substantially alter existing landforms shall be limited to projects necessary for:

- a. protection of existing development (new development must ensure stability without depending upon shoreline protection devices);
- b. public beaches and recreation areas in danger of erosion;
- c. coastal dependent uses;
- d. existing public roadway facilities to public beaches and recreation areas where no alternative routes are feasible.

These structures shall be permitted provided they are sited and designed to eliminate or mitigate adverse impacts on local shoreline sand supply, fish and wildlife provided that non-structural methods (e.g., artificial nourishment) have been proven to be infeasible or impracticable.

Shoreline structures include revetments, breakwaters, groins, harbor channels, seawalls, cliff-retaining walls and other such structures that alter natural shoreline processes. Retaining walls shall be permitted only where necessary to stabilize bluffs where no less environmentally damaging alternative exists or where necessary for those projects defined above. Where shoreline structures are necessary to serve the above, siting shall not preclude public access to and along the shore and shall be sited to minimize the visual impacts, erosive impacts on adjacent unprotected property, encroachment onto the beach and to provide public overlooks where feasible and safe. The area seaward of the protective devices shall be dedicated for lateral public access. The protective devices shall utilize materials which require minimum maintenance and shall specify within the plans the agencies or persons responsible for maintenance.

In addition to county review, most shoreline structures require review by federal and state agencies. These may include permits required by the federal Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Department of Fish and Wildlife, California Regional Water Quality Control Board, State Lands Commission, California Coastal Commission, etc.

Policies concerning the <b>Environment, Open Space, and Agriculture</b>	
Hazards Policy 5	Shoreline structures developed consistent with Policy 4 (including projects for maintenance and repair) shall be designed and constructed to mitigate or eliminate effects on local shoreline sand movement and supply. Construction activities shall be carefully managed to minimize unnecessary effects on natural landforms and shoreline processes. Upland grading and drainage shall be designed and constructed to avoid adverse impacts on bluff lines by channeling drainage away from the bluff where feasible.
Hazards Policy 6	New development or expansion of existing uses on bluffs shall be designed and set back adequately to assure stability and structural integrity and to withstand bluff erosion and wave action for a period of 75 years without construction of shoreline protection structures which would require substantial alterations to the natural landforms along bluffs and cliffs. A site stability evaluation report shall be prepared and submitted by a certified engineering geologist based upon an on-site evaluation that indicates that the bluff setback is adequate to allow for bluff erosion over the 75 year period. Specific standards for the content of geologic reports are contained in the Coastal Zone Land Use Ordinance.
Hazards Policy 7	The GSA combining designation in coastal areas of the county is amended to include all coastal bluffs and cliffs greater than 10 feet in vertical relief and that are identified in the Assessment and Atlas of Shoreline Erosion (DNOD, 1977) as being critical to future or present development. Maps clearly distinguish the different geologic and seismic hazards which the county covers by the GSA combining designation. These hazards shall include steep slopes, unstable slopes, expansive soils, coastal cliff and bluff instability, active faults, liquefaction and tsunami.
Hazards Policy 11	The County should seek grant funding and develop a program with a long-term comprehensive approach to avoid the permanent armoring of the shoreline or to minimize impacts to shoreline in existing developed areas. The program should also offer a means to address some area specific constraints. This includes the preparation of an Areawide Shoreline Erosion and Bluff Retreat Management Plan focusing on annual bluff erosion rates, bluff setbacks, emergency armoring procedures, shoreline protection standards, structural design, engineering, monitoring and maintenance.
Hazards Policy 12	As part of the periodic update of an area plan, the draft plan shall include development of a dynamic Geologic Hazards Map consistent with the Safety Element and updated geologic information.

Policies concerning the <b>Environment, Open Space, and Agriculture</b>	
<i>Estero Area Plan</i>	
Chapter 4, I.C.1	Make every effort to secure permanent protection and management of the County's significant marine resources using programs and legislation such as the National Marine Sanctuary programs and other methods.
Chapter 6, V.A.1	Slow the process of bay sedimentation. Keep Chorro and Los Osos Creeks and other watercourses free of excessive sediment.
Chapter 6, V.A.2	Implement provisions of the Total Maximum Daily Levels (TMDLs) as they are developed for Chorro Creek, Los Osos Creek, and the Morro Bay estuary consistent with Regional Board requirements.
Chapter 6, V.A.3	Support efforts to ensure a level of water quality in the bay that supports recreation, viable commercial fishing and shellfish mariculture industries, healthy eelgrass beds, and thriving fish and shellfish populations.
Chapter 6, V.A.4	Promote a voluntary, cooperative, educational, and incentive-based approach to protect Morro Bay and its watershed.
Chapter 6, V.A.5	Where feasible, implement applicable provisions of the Comprehensive Conservation and Management Plan for Morro Bay published by the Morro Bay National Estuary Program through special programs, land use planning strategies, review of development proposals, and public education.
Chapter 6, V.A.6	Where appropriate, continue to obtain open space easements for sensitive wetlands and bayfront areas, and encourage other agencies and conservation organizations to obtain open space and conservation easements and fee title to these areas.
Chapter 6, V.A.7	Support efforts to find a consensus-based resolution to the conflicts between hunting and other human uses of and adjacent to the bay.
Chapter 6, V.A.8	Use a watershed approach to land use planning, such as initiating a change to the planning area boundaries of the Estero and adjacent planning areas to make them correspond to the boundaries of the Morro Bay watershed.
Chapter 6, V.A.9	Reduce bay sedimentation by reducing the potential for a large, damaging fire through good fuel management practices such as livestock grazing and prescribed fire. Land use should be consistent with the ability to implement those practices.

Policies concerning the <b>Environment, Open Space, and Agriculture</b>	
<i>Agriculture Element</i>	
Policy 11	Maintain water resources for production of agriculture.
Policy 24	Discourage the conversion of agricultural lands to non-agricultural uses.
<i>Conservation and Open Space Element</i>	
Policy BR 1.1	Protect sensitive biological resources such as wetlands and wildlife movement corridors.
Policy E 2.3	Promote water conservation for all water users in the county to reduce the amount of energy used to pump and treat water and wastewater at public water and wastewater treatment and distribution facilities.
Policy WR 1.12	Accurately assess and mitigate the impacts of new development on water supply.
Policy WR 1.14	Avoid a net increase in water use.

#### 2.4.2. Population and Growth Policies

Policies concerning <b>Population and Growth</b>	
<i>Coastal Zone Framework for Planning</i>	
Strategic Growth Goal 2	Strengthen and direct development toward existing and strategically planned communities.
<i>Coastal Plan Policies</i>	
Agriculture Policy 5	To minimize conflicts between agricultural and urban land uses, the Urban Service Line shall be designated the urban-rural boundary. Land divisions or development requiring new service extensions beyond this boundary shall not be approved.
Public Works Policy 1	New development shall demonstrate that adequate public or private service capacities are available to serve the proposed development.
Public Works Policy 2	New or expanded public works facilities shall be designed to accommodate but not exceed the needs generated by projected development within the designated Urban Reserve Lines.
Public Works Policy 6	The County will implement the Resource Management System to consider where the necessary resources exist or can be readily developed to support new land uses.



Policies concerning <b>Population and Growth</b>	
<i>Estero Area Plan</i>	
Chapter 3, II.A.1	Monitor water demand through the Resource Management System to assure that new development can be supported by available water supplies without depleting groundwater supplies and/or degrading water quality.
Chapter 3, II.B	Monitor sewage flows through the Resource Management System to assure that new development can be accommodated by sewage disposal capacities.
<i>Conservation and Open Space Element</i>	
Policy AQ 1.1	Encourage compact land development by concentrating new growth within existing communities and ensuring complete services to meet local needs.
Policy OS 1.7	Protect open space resources by guiding development away from rural areas to more suitable areas.
<i>Economic Element</i>	
Policy EE 1.2	Maintain and enhance the quality of life for county residents by pursuing economic development activities.
Policy EE 1.3	Balance the capacity for growth with the efficient use or reuse of available resources (energy, land, water, infrastructure) and reasonable acquisition of new resources.

### 2.4.3. Land Use and Community Design Policies

Policies concerning <b>Land Use and Community Design</b>	
<i>Coastal Zone Framework for Planning</i>	
Strategic Growth Goal 3	Foster distinctive, attractive communities with a strong sense of place.
Strategic Growth Goal 6	Create a range of housing opportunities and choices.
Strategic Growth Goal 7	Encourage mixed land uses.
Strategic Growth Goal 8	Take advantage of compact building design.
<i>Coastal Plan Policies</i>	
Visual and Scenic Resources Policy 1	Unique and attractive features on the landscape, including but not limited to unusual landforms, scenic vistas, and sensitive habitats are to be preserved, protected, and in visually degraded areas, restored, where feasible.

Policies concerning <b>Land Use and Community Design</b>	
Visual and Scenic Resources Policy 6	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 characteristics of the community.
<i>Conservation and Open Space Element</i>	
Policy VR 6.1	Ensure that new multi-family residential, mixed-use, and commercial or other non-residential development in the urban and village areas is consistent with local character, identity, and sense of place.
Policy VR 4.1	Designation of Scenic Corridors. Designate scenic corridors based on recommendations for Scenic Corridor studies, for the candidate roads and highways listed in Table VR-2. Pecho Valley Road from Rodman Drive through Montana de Oro State Park is identified as a candidate scenic corridor.
<i>Housing Element</i>	
Policy 1.1	Designate a sufficient supply of land for housing that will facilitate balanced communities, including a variety of housing types, tenures, price, and neighborhood character.
<i>Parks and Recreation Element</i>	
Policy 2.1	Provide parks which are aesthetic and consistent with community needs.

#### 2.4.4. Health and Quality of Life Policies

Policies concerning <b>Health and Quality of Life</b>	
<i>Coastal Zone Framework for Planning (Strategic Growth Goals and Objectives)</i>	
Goal 1, Objective 1	Maintain and protect a living environment that is safe, healthful, and pleasant for all residents.
Goal 2, Objective 11	Provide adequate community amenities, parks, natural areas, and trails in support of new development, which will support a high quality of life and compact form of community development.
Goal 4, Objective 1	Plan communities with schools, parks, public spaces, transit stops, and commercial districts located as focal points within convenient walking distances of neighborhoods.
Goal 4, Objective 4	Provide parks, natural areas, and recreational facilities with new urban development to enhance a community's quality of life and improve health.

Policies concerning <b>Health and Quality of Life</b>	
Goal 5, Objective 5	Make communities more bicycle- and pedestrian-friendly with safe and attractive routes.
<i>Coastal Plan Policies</i>	
Recreation Policy 1	Coastal recreational and visitor-serving facilities, especially lower-cost facilities, shall be protected, encouraged, and where feasible, provided by both public and private means.
<i>Parks and Recreation Element</i>	
Policy 3.2	Provide recreation at the County's parks consistent with community needs.

#### 2.4.5. Transportation and Circulation Goals

Goals concerning <b>Transportation and Circulation</b>	
<i>Coastal Zone Framework for Planning</i>	
Strategic Growth Goal 4	Create walkable neighborhoods and towns.
Strategic Growth Goal 5	Provide a variety of transportation choices.
Circulation Goal 1	Provide for a land use pattern and rate of population growth that will not exceed the financial ability of the County and its residents to expand and maintain the circulation system.
Circulation Goal 2	Plan transportation system improvements to provide for, but not exceed, the demand of visitors and permanent residents under build-out conditions. These improvements should be consistent with the land use patterns allowed by this plan, so that growth is not facilitated or induced in inappropriate amounts or locations.
Circulation Goal 3	Coordinate the transportation systems between different modes of travel, sensitive to the needs and desires of citizens in a manner that will provide optimum benefit for the investment of public funds.
Circulation Goal 4	Recognize public transit and carpooling as very important components of the county's strategy to provide adequate circulation and to reduce dependency on the automobile.
Circulation Goal 5	Develop and coordinate transportation programs that reinforce federal, state, regional, and local agency goals.
Circulation Goal 6	Design a transportation system that provides for safe travel within attainable, feasible economic and technical means.

Goals concerning <b>Transportation and Circulation</b>	
Circulation Goal 7	Design transportation facilities with the intent to preserve important natural resources and features, promote the aesthetic quality of the region, and minimize environmental changes.
Circulation Goal 8	Develop and enhance a system of scenic roads and highways through areas of scenic beauty without imposing undue restrictions on private property, or unnecessarily restricting the placement of agricultural support facilities.
Circulation Goal 9	Encourage policies for new development to finance adequate additional circulation and access as a result of increased traffic it will cause.
Circulation Goal 10	Encourage policies for new development to finance adequate additional circulation and access as a result of increased traffic it will cause.

#### 2.4.6. Administration Policies

Policies concerning <b>Administration</b>	
<i>Coastal Zone Framework for Planning</i>	
Strategic Growth Goal 9	Make development decisions predictable, fair, and cost-effective.
Strategic Growth Goal 10	Encourage community and stakeholder collaboration.
Strategic Growth Goal 11	Strengthen regional cooperation.

## 2.5 Community Plan Policies and Programs

In addition to those policies identified in Section 2.4, this Community Plan also introduces additional policies and programs that are specific to the community of Los Osos. Table 2-2 summarizes policies specific to Los Osos. A full discussion of these policies follows.

### 2.5.1 Population and Economy

EC-1. Encourage economic development that will generate local employment for residents, create an adequate supply of goods and services locally, help generate revenues to fund needed public services and facilities, and make the area more economically self-sufficient.

- Employment opportunities should focus on non-polluting businesses that do not result in changes to the small-town character of Los Osos.
- Provide sufficient areas for a variety of commercial, tourist-serving and employment-generating businesses.

- Concentrate a variety of retail trade, non-government office, professional, service, and residential uses in the central business district. Offer flexibility in the types of uses that are allowable.

**Program EC-1.1: Identify target businesses.** Identify the types of existing and potential businesses that can succeed in Los Osos. Some businesses should provide goods or services to the local population, while others could serve a much wider geographic area (possibly even international), bringing income into the county.

**Program EC-1.2: Conduct targeted marketing.** Working with key industries, conduct targeted marketing to retain or expand existing businesses and attract new ones. Identify underrepresented industries that may be attracted to Los Osos and actively recruit them.

**Program EC-1.3: Promote tourist-oriented development.** Encourage development of tourist-oriented facilities and activities such as:

- Additional hotels, motels and other lodging
- Environmentally-oriented retreats, and conference centers for tourists and professionals
- Recreation focused on the bay (such as kayaking, canoeing, sailing) and on the scenic environment (such as hiking, bicycling, horse-back riding, and picnicking)
- Art galleries, and arts and crafts fairs
- Programs and facilities for bird watching, photography, nature study, and other environmentally-oriented educational activities by individuals and organized groups: "eco-tourism"

EC-2. Provide flexible zoning that enables businesses to expand and remain in the community, and establish incentives to encourage good design of commercial development.

A. Provide sufficient areas for a variety of commercial, tourist-serving and employment-generating businesses. Concentrate a variety of retail trade, non-government office, professional, service, and residential uses in the central business district. Offer flexibility in the types of uses that are allowable.

EC-3. Improve commercial areas by making them more attractive and pedestrian friendly in order to attract shoppers.

**Program EC-3.1: Business Improvement District.** Assist local merchants and business organizations interested in forming a business improvement district (BID) to promote a definable identity for Los Osos' commercial areas through coordinated signage and landscaping. Ultimately, a BID could be responsible for on-going maintenance of landscaping, lighting, street furniture, and other amenities, as well as for other business district functions.

## 2.5.2 Public Services and Facilities

PS-1. Monitor water demand through the Resource Management System to assure that new development can be supported by available water supplies without depleting groundwater supplies and/or degrading water quality. Continue to monitor the capacity of public facilities and services through the Resource Management System, and recommend adjustments to growth and development policies as needed.

**Program PS-1.1: Water – Allocations for new development.**

- A. Recommend amendments to Title 26 (Growth Management Ordinance) to establish allocations for new development within the entire Los Osos urban area rather than only the Los Osos Prohibition Zone.
- B. When reviewing the Growth Management Ordinance annually and updating as needed, consider data collected from the Groundwater Monitoring Program (Program M in the Basin Plan) to ensure that the program is successfully achieving the goals.
- C. As each additional program in the Basin Plan is successfully implemented, recommend modifications to the Growth Management Ordinance accordingly.

PS-2. Implement the provisions of an adopted Basin Plan for the Los Osos Groundwater Basin.

***Program PS-2.1: Water – Groundwater management.*** The Los Osos Groundwater Basin Management Committee, the County, and the Water Purveyors should work cooperatively to reduce water demands in the Los Osos Groundwater Basin. Actions should include, but not be limited to, the following programs identified in the Basin Plan:

- A. Groundwater Monitoring Program (M)
- B. Urban Water Efficiency Program (E)
- C. Urban Water Reinvestment Program (U)
- D. Wellhead Protection (P)
- E. Infrastructure Program A (A)
- F. Infrastructure Program C (C)

PS-3. Prioritize programs in the Basin Management Plan that halts or, to the extent possible, reverse seawater intrusion into the Basin.

PS-4. Continue to work cooperatively with other local government agencies to coordinate location of new facilities and shared use of existing facilities.

- A. Concentrate government functions in Los Osos into a centrally located, user-friendly services center near the community park. The center should include a community hall, sheriff's substation, and medical and social services.
- B. Address future vulnerability to sea level rise in planning and development of new public services and adaptive redevelopment of existing services.

### 2.5.3 Land Use

LU-1. Maintain a hard inland urban edge around the community of Los Osos, surrounded by a well-managed community greenbelt, and a soft bayside edge to protect future wetland and estuary function in light of sea level rise.

- A. Do not expand the Urban Reserve Line (URL) beyond what has been delineated in this plan.
- B. Do not expand existing Residential land use categories or increase residential densities outside of the Urban Service Line that is delineated in this plan.
- C. Prevent the net loss of wetland acreage or biological and recreational function of Morro Bay Estuary in Los Osos due to sea level rise by providing for natural inland migration of wetlands and protection and restoration of wetlands.
- D. Monitor the trends in sea level rise at the Port San Luis tide gauge.

Program LU-1.1: Los Osos Greenbelt. The County should support expansion, conservation, maintenance, and enhancement of the greenbelt as shown on Figure 4-1. The County should support efforts of public agencies, conservation organizations, and others to acquire easements and properties in fee within and outside of the Urban Reserve line to expand the greenbelt along the eastern and southern fringe of the community. Easements could be acquired through means such as purchase, approval of land use permits for development projects, and mitigation banking.

Program LU-1.2: Morro Bay Estuary Protection. The County should support the protection of wetland resources, which may become increasingly vulnerable to hard shoreline coastal hazards protection measures in light of sea level rise, by developing and implementing a strategy for achieving no net loss of wetland acreage or biological and recreational function along the Los Osos shoreline. The County should support efforts of public agencies, conservation organizations, and others to acquire easements and properties in fee along the shoreline, as well as the use of redevelopment/planned retreat strategies, and adaptive public access and recreation management plans to achieve wetland protection and hazard mitigation goals.

- LU-2. Concentrate or cluster development to protect contiguous environmentally sensitive areas and the Morro Bay Estuary, including the habitat of rare, endangered and other sensitive species, and other biologically important communities.
- LU-3. Maintain a small-town atmosphere, while increasing opportunities for business and employment.
  - A. Encourage new development to provide variety in the appearance of housing in new neighborhoods and street-facing entrances that are less dominated by garages.
  - B. Street trees and landscaping. Require street tree planting and substantial native, drought tolerant landscaping with new development.
  - C. Consider neighborhood compatibility when reviewing discretionary development proposals. In particular, ensure consistency with the following principles:
    - Integrate new development with the adjacent neighborhood.
    - Prevent development that is isolated by perimeter walls and fences.
    - Design new development to conserve energy and consider use of passive solar energy design.
    - Protect sensitive habitats by locating development away from environmentally sensitive areas. Provide options, incentives and flexibility to accomplish this.

Program LU-3.1: Gateways. The County should work with the community to enhance and landscape entryways to the community along Los Osos Valley Road and South Bay Boulevard in a way that reflects community identity. One preferred location for an entryway is a portion of the right-of-way at the northeast corner of Los Osos Valley Road and South Bay Boulevard.

Program LU-3.2: CBD design and enhancement. If there is property owner interest, the County should facilitate development of a design plan and possible accompanying standards and guidelines for the central business district that implement the following design principles, in addition to design standards and guidelines listed for the central business district in Chapter 7, Planning Area Standards:

- A. Design streets, streetscapes, landscaping, parking lots, and buildings to encourage pedestrian use and activities.
- B. Promote a mixture of commercial and residential uses.
- C. Emphasize the importance of public spaces.

The design plan should be developed together with property and business owners, with participation by surrounding neighborhoods. Also, if there is property owner interest, facilitate formation of a business improvement district or other entity in order to finance, implement and maintain improvements.

LU-4. Promote pedestrian travel and activities so that commercial areas become pedestrian-oriented rather than automobile-oriented.

- A. Concentrate a variety of retail trade, office and professional, service, and residential uses in the central business district. Offer flexibility in the types of uses that are allowable.
- B. In the central business district and the Baywood commercial area, encourage shared or common off-site parking accompanied by reduced parking requirements.
- C. Direct new commercial development towards the central business district and the Baywood commercial area. Do not establish new, competing commercial areas other than possible neighborhood-serving commercial areas.

LU-5. Plan for a flexible combination of residential, service, and office uses at the Morro Shores Mixed Use Area (See Figure 7-24).

- A. Emphasize development of higher intensity residential development and encourage development of a multi-use business or commerce park.
- B. Require new development to provide convenient street, pedestrian and bicycle links to surrounding neighborhoods, commercial areas, the community center, schools, parks, and the bay.

LU-6. Maintain and enhance the unique character of the Baywood Commercial Area (See Figure 3-1)

***Program LU-6.1: Baywood Commercial Area design and enhancement.*** If there is property owner interest, the County should facilitate development of a design plan and possible accompanying standards and guidelines that implement the following design principles for the Baywood Commercial area, in addition to the design guidelines listed for the Baywood Commercial Area in Chapter 7, Planning Area Standards:

- A. Design streets, streetscapes, landscaping, parking lots, and buildings to encourage pedestrian use and activities.
- B. Emphasize the importance of public spaces.
- C. Provide landscaped pedestrian spaces that are inter-connected by a network of walkways and plazas.
- D. Provide traffic calming measures on 2nd Street.
- E. Provide for a balance of neighborhood and visitor-serving uses.
- F. Provide access to the bay, and promote visitor-serving or tourist-oriented recreation focused on the bay.



- G. Encourage use of sidewalks and public spaces for restaurant seating, arts and crafts displays and other uses that encourage pedestrian activity.
- H. Encourage mixed residential and commercial/office uses throughout the Baywood Commercial area, as well as bed and breakfast accommodations on 3rd Street.

The design plan should be developed together with property and business owners with participation by surrounding neighborhoods. Also, if there is property owner interest, facilitate formation of a business improvement district or other entity in order to finance, implement and maintain improvements.

- LU-7. Provide opportunities for a variety of housing types that are affordable to people of different income levels.
  - A. Provide incentives for senior housing that is located close to the central business district.
  - B. Establish minimum residential densities in order to maintain opportunities for multi-family housing, and assure that compact housing is compatible with existing neighborhoods.
- LU-8. Maintain a suburban character for specific Residential Single Family neighborhoods that are not served by the communitywide wastewater project.
  - A. Retain a more suburban character in the Martin Tract (see Figure 7-27) and minimize removal of trees in the eucalyptus grove.
  - B. Maintain a more suburban character in a portion of the Vista de Oro Area (see Figure 7-31) between the Vista de Oro development and Redfield Woods.
- LU-9. Provide adequate parkland, open space, and recreation areas to accommodate Los Osos' anticipated population in 2040.

***Program LU-9.1: New parks and recreation Facilities.*** Develop new active parks and recreation facilities to accommodate the needs of existing and future populations.

- A. **Expand Los Osos Community Park.** County Parks should look into options for expanding Los Osos Community Park to accommodate sports fields, a playground, and a group picnic area.
- B. **Funding and financing.** If there is substantial community support for additional parks and recreational opportunities, the LOCS D should consider funding parks and recreational services through a benefit assessment and Proposition 218 vote.
- C. **Additional parks and recreational projects.** As funding becomes available (e.g. through a benefit assessment), the LOCS D and/or County Parks should pursue the development of desired parks and recreational facilities. The community has identified the following desired improvements:
  - A boat launch and park in the Back Bay or Cuesta Inlet areas
  - Additional sports fields
  - A new community park along the planned extension of Skyline Drive between Ravenna and Broderson Avenues
  - A new community or neighborhood park in the Baywood Park area
  - An aquatic center

- An off-leash dog park
- A series of “pocket parks” throughout the Baywood Park area

***Program LU-9.2: Multiple use of drainage basins.*** The County should consider using existing and planned drainage basins for recreational purposes where feasible and if maintenance can be provided through a joint agreement between appropriate agencies/entities.

***Program LU-9.3: Joint use of school facilities.*** The County and the San Luis Coastal Unified School District should develop joint powers agreements that provide additional opportunities for public use of existing school facilities, as well as construction of new facilities.

***Program LU-9.4: Recreation program.***

- A comprehensive recreation program and facilities should be established that targets children and young adults. A recreation coordinator could be hired, and recreation facilities could be built where needed. A joint use agreement between the San Luis Coastal Unified School District, the city of Morro Bay, the County, or the Los Osos Community Services District could help make recreation facilities available.
- A recreation assessment could fund recreation and sports programs by a service charge through the Los Osos Community Services District. As an alternative, consider establishing a recreation district that includes the City of Morro Bay.

## 2.5.4 Circulation

***CIR-1. Maximize public access to and along the coast.***

- Develop all feasible pedestrian access to and along the shoreline, consistent with public access goals and policies of this plan.
- Develop a coastal trail from Los Osos to Cayucos, consistent with the Parks and Recreation Element.
- Provide a regional bikeway system in accordance with the County's Bikeway Plan.
- Provide conspicuous signs for all public access.

***Program CIR-1.1: Accept and retain coastal access offers.*** In order to preserve public access to the bay front and public recreation areas, accept offers of dedication for road easements, trails and other accessways where appropriate. In addition, accept and retain offers of dedication for public road easements and other public accessways as needed to complete and maintain the circulation system.

***Program CIR-1.2: Abandonments and quiet title actions.*** The County Planning and Building Department should refer all requests for road abandonments to County Parks, the Los Osos Community Services District and the Los Osos Community Advisory Council for review and comment. The County should refer all quiet title actions to those groups for review and comment.

**Program CIR-1.3: Protect existing coastal access points.** The County should continue to protect, conserve, and preserve habitat at the Butte Drive access point and at the access points along the street ends of 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> Streets.

**Program CIR-1.4: Develop coastal access improvements.** The County should protect or develop street ends along Morro Bay for public access and habitat value, with improvements such as the following:

- A. **Mitchell Drive/Doris Avenue:** A walkway, bicycle racks, bollards, signs, a bay overlook, landscaping, and a possible small boat launch at Cuesta Inlet
- B. **7th Street, and Pecho Road:** Bay overlooks, which may include beaches, access points, and viewpoints.

**Program CIR-1.5: Sea Level Rise and Public Access.** The County should protect public access resources by assessing their vulnerability to sea level rise and planning for their protection, including through planned retreat as necessary.

**CIR-2.** Provide safe, convenient access to multiple transportation modes from shopping areas, schools, residential areas, and recreation facilities.

- A. Plan new development to provide public transit access and pedestrian and bicycle pathways from residential areas to shopping areas, businesses and public facilities.
- B. Link bicycle and pedestrian routes between residential areas, schools and commercial areas.

**Program CIR-2.1: Transit system.** Improve the public transit system to provide routes located within convenient walking distance of residences. Establish a local transit loop that connects with a regional transit system that provides frequent, fast and convenient connections to major employment centers. Work with the Regional Transportation Authority (RTA) to make its designated bus stops ADA-compliant as part of its overall plan and meet encroachment permit requirements.

**Program CIR-2.2: Transportation Demand Management (TDM).** The San Luis Obispo Council of Governments, in consultation with the County Public Works and Planning and Building Departments, should develop and implement a transportation demand program that includes measures such as: marketing and commuter information programs, transit and ridesharing incentives, transit service improvements, parking management programs, and alternative work schedules.

**Program CIR-2.3: Pedestrian Plan and Active Transportation Plan.** The County Planning and Building, and Public Works Departments should coordinate with the community to develop, incorporate, and implement a Pedestrian Plan and Active Transportation Plan into this community plan.

**CIR-3.** Responsibly finance and administer the community circulation system in Los Osos.

- A. Follow the priority order of recommended transportation improvements listed in the Los Osos Circulation Study to the maximum extent possible given availability of funding. Where deviations from the priority list are proposed, obtain recommendations from the appropriate local advisory committee(s).

- B. Coordinate street and utility improvements in order to complete multiple improvements during one construction process.
- CIR-4. Design the Los Osos community circulation system to be compatible with the community's character and responsive to local environmental needs.
- A. Allow use of permeable and environmentally-friendly surfaces, where appropriate, as an alternative to conventional pavement. On proposed local residential streets in new land divisions, encourage alternative walkways for pedestrian use.
  - B. Provide logical street connections between neighborhoods to encourage an efficient, interconnected circulation system, and to reduce vehicular travel.
  - C. Develop new streets using minimum street widths, consistent with traffic volumes that provide maximum safety and reasonable traffic flow and use by emergency vehicles. Using narrow streets can result in several benefits, for example, more efficient use of land, reduced amounts of impervious surfaces, slower traffic, increased safety, increased livability, and a greater sense of community.

*Program CIR-4.1: Narrow streets.* The County Planning and Building, and Public Works Departments should collaborate to encourage, on a trial basis, construction of public or private streets having widths less than those specified in the Standard Improvement Specifications in new land divisions.

*Program CIR-4.2: Trees.* Take the following actions to increase the presence of trees in Los Osos:

- A. **New development.** Require tree planting on the property frontage of new development and subdivisions at a scale consistent with the roadway classification. An encroachment permit is required to plant trees within the public road right-of-way.
- B. **Tree Master Plan.** The County Planning and Building Department, in consultation with the County Public Works Department, County Parks, should work with the community to create a tree master plan and inventory that defines areas to be planted, any key corridors or locations to have special treatment, a list of appropriate trees, planting requirements, planting and maintenance information, ways to provide and pay for trees in existing neighborhoods, and an inventory of all existing trees with sub-categories of native and heritage trees. For more information on the Tree Master Plan see Appendix E Trees.
- C. **Tree Funding.** The County should assist in efforts to obtain funding to plant trees in existing neighborhoods through grants and other sources.

*Program CIR-4.3: Commercial streetscape.* In commercial areas, require curbs, gutters, wide sidewalks, street lights, gathering areas, and undergrounded utilities. Maintenance responsibilities for improvements in gathering areas, including tree planters, street lights and pedestrian amenities, rest with the fronting property owner, an established maintenance entity or as defined with the encroachment permit.

*Program CIR-4.4: Traffic calming.* Give full consideration to traffic calming measures in the design of street and intersection improvements. Incorporate traffic calming measures, where appropriate, in order to achieve target speeds.

CIR-5 Assess the vulnerability of the Los Osos circulation system to sea level rise, including potential impacts to public access resources under CIR-1.5, to assure the maintenance of adequate community circulation and protection of public access to and along the shoreline through future planning and development decisions. Update the Community Plan to provide for continued public access, taking into account projected sea level rise for 100 years. Coordinate with transportation agencies to plan for and phase implementation of new road projects

### 2.5.5 Environmental Resources

EN-1. Effectively manage endangered, threatened, and sensitive biological resources in and around the community of Los Osos.

- A. Mitigate impacts to sensitive habitat on the site of development so that contiguous areas of environmentally valuable habitat are preserved or restored. On smaller sites where this aim cannot be accomplished, give priority to using off-site mitigation as part of a mitigation banking or other program that preserves or restores contiguous areas of environmentally valuable habitat.
- B. Use an ecosystem approach whenever possible to preserve viable areas of sensitive habitat. Instead of focusing only on individual species, emphasize protection of highly sensitive biological communities, such as dune scrub, coastal sage scrub, and maritime chaparral.
- C. Encourage acquisition, preservation and management of lands in the Sensitive Resource Area combining designation, as well as other sensitive habitat areas. Allow passive recreation where compatible with habitat and resource protection. Following acquisition, change the land use categories of these areas to Open Space.
- D. Pursue protection and management of a greenbelt on either side of Los Osos Creek.

***Program EN-1.1: Habitat Conservation Plan.*** The County should coordinate with the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife, and the public to finalize the Habitat Conservation Plan (HCP) for the Los Osos area. The HCP will preserve sensitive habitats in the Los Osos area using an ecosystem approach, while easing the regulatory burden on private landowners.

- A. **Section 10 Permit.** Under Section 10(a)(1)(B) of the Federal Endangered Species Act, the incidental take of a federally-listed animal species that is incidental to an otherwise lawful activity may be authorized if an incidental take permit, as supported by an HCP, is obtained. The HCP must identify and analyze the effects of the taking and those measures the applicant will take to avoid, minimize, and mitigate these effects.
- B. **Streamlined permitting.** As part of the ITP process, County Planning and Building Department will create a streamlined permitting procedure for properties in Los Osos in order to reduce the cost, time and difficulty for landowners seeking land use approvals. This should include establishment of an in-lieu fee for most future “infill” development in Los Osos. The fee would be used to acquire and manage sensitive habitat within the Los Osos Ecosystem SRA.

**Program EN-1.2: Recovery Plan.** Facilitate implementation of the Recovery Plan developed by the U.S. Fish and Wildlife Service for the Morro Shoulderband snail, Morro manzanita, and Indian Knob mountainbalm. Encourage participation by landowners and conservation organizations.

**Program EN-1.3: Habitat monitoring.** The County or another organization should monitor development and conservation activities in sensitive habitats in the Los Osos area in order to keep track of the cumulative effects of these activities.

A number of activities may occur in sensitive habitats, including purchase and protection, cluster development and easement dedication. These activities may have both negative and positive impacts on sensitive habitats; thus, a monitoring system is needed to track the cumulative effects of change.

Much of the spatial and other information needed for a monitoring system is already available. Tasks that remain to be completed are:

- A. Assemble the database at a central location using a G.I.S.-based system
- B. Establish a schedule for database updates
- C. Establish procedures for periodic assessment and reporting of status changes and their impacts on sensitive habitat
- D. Establish procedures for making changes to policies and procedures for development review as needed to address impacts on sensitive habitat

**Program EN-1.4: Protection and management of sensitive habitats.** The County should work closely with public agencies and conservation organizations to protect and manage sensitive habitat resources.

- A. **Strategies.** Strategies to protect and manage sensitive habitats may include encouraging acquisition in fee or by easements (such as conservation easements) by public agencies or conservation organizations, obtaining easements in connection with development projects, and implementing programs such as mitigation banking.
- B. **Location and types of habitat.** The County should pursue protection and management of the following sensitive habitats (not in priority order) through a variety of strategies that may include easements and agreements for property under private ownership and management, and acquisition by conservation organizations or public agencies:
  - Eto and Warden Lakes
  - Ecologically significant areas containing riparian habitat, oak woodland, coastal sage scrub, dune scrub, coastal strand, or maritime chaparral communities and
  - Areas adjoining the Los Osos Oaks State Reserve that contain outstanding examples of pygmy oaks.
- C. **Characteristics of sensitive habitat.** Where feasible, the County should seek to protect contiguous areas of sensitive habitat that:
  - Support or could support rare, threatened or endangered species
  - Include a range of vegetation types and slopes to provide heterogeneity
  - Are sufficiently large to support ecosystem processes
  - Include buffer areas that separate habitat from incompatible uses, and
  - Include continuous wildlife corridors

***Program EN-1.5: Support conservation organizations.*** Support efforts of conservation organizations to protect sensitive habitats by means such as acquiring land or purchasing development rights.

***Program EN-1.6: Morro Bay shoreline wetlands mapping.*** The County should review the accuracy of the mapped locations of the wetland designation along the Morro Bay shoreline, especially in the vicinity of Butte Drive, and initiate any needed general plan amendments to make revisions to the official maps.

EN-2. Manage urban runoff to reduce discharge of pollutants from the community of Los Osos into Morro Bay.

**NOTE:** Regional goals and policies concerning the protection of the Morro Bay watershed are contained in Chapter 6, Section V of the Estero Area Plan.

***Program EN-2.1: Los Osos runoff control.*** The County Public Works Department should coordinate with and assist the Los Osos Community Services District in developing and implementing Best Management Practices to control runoff in Los Osos, consistent with the State's Nonpoint Source Pollution Plan and Phase II of the NPDES Storm Water Regulations.

***Program EN-2.2: Los Osos urban watershed management.*** To facilitate a communitywide drainage system that allows for off-site treatment and retention of stormwater consistent with Central Coast Post Construction Requirements, the Los Osos Community Services District, the County Public Works Department and/or the County Flood Control and Water Conservation District should prepare an urban watershed management plan for Los Osos and vicinity. The plan should use a watershed management approach to achieve the following goals:

- Minimize flooding, erosion, sedimentation and stormwater pollutants, while providing for reuse and recharge of water and where appropriate;
- Reduce the sediment load in surface drainage from the Los Osos street system into Morro Bay in streets such as Skyline Drive, Pine Avenue, Ramona Avenue, Pismo Avenue, El Moro Avenue, and Santa Ysabel Avenue;
- Sustain fresh-water flow to the Morro Bay estuary; and
- Provide opportunities for recreation and environmental enhancement.

These goals should be accomplished through measures such as:

- Emphasizing use of engineered, vegetated treatment systems such as constructed wetlands, vegetated swales or vegetated filter strips, as well as retention basins, culverts, filters, or other appropriate measures;
- Using retention and percolation basins for recreation as an integral part of the landscape; and
- Using agricultural and landscape management practices to reduce water usage and pollution from fertilizers, herbicides and pesticides.

After completion of the urban watershed management plan, the County should amend this plan for new development.

***Program EN-2.3 Community Drainage Improvements.*** Based on the outcome of the Urban Watershed Management study identified in Program EN-2.2, the County shall implement its recommendations, as well as those included in the 1998 Preliminary

Engineering Evaluation. These may include drainage improvements at various locations in the community, as well as other related measures. These improvements shall be completed prior to, or as conditions of, new development in the community that may be impacted by flooding or drainage impacts identified in either the 1998 study of the Urban Watershed Management Program EN-2.2.

EN-3 Continue County engagement with Native American tribes to ensure effective consultation under AB 52 and SB 18.

- A. Identify Tribal Cultural Resources prior to any proposed development and develop a plan for their preservation.
- B. Encourage acquisitions, preservation, and management of Tribal Cultural Resources. Allow passive recreation where compatible with resource protection confidentiality. After acquisition, change the land use category of these areas to Open Space.

EN-4 Effectively manage significant archaeological and historical resources in and around the community of Los Osos.

- A. Identify the locations of sensitive archeological and historical sites prior to any proposed development, and preserve them in place, and avoid damaging impacts whenever feasible.
- B. Evaluate site significance and mitigable unavoidable impacts on archaeological sites using current professional standards and best management practices, in consultation with Native American tribal representatives and other affected communities of interest.
- C. Encourage acquisition, preservation, and management of sensitive archaeological and historical sites. Allow passive recreation where compatible with resource protection. After acquisition, change the land use categories of these areas to Open Space.

EN-5 Effectively manage significant historical building, structures, and districts in and around the community of Los Osos.

- A. Identify significant historical buildings and structures prior to any proposed development.
- B. Identify and evaluate potential historic districts and develop a plan for their preservation and enhancement.
- C. Encourage adaptive reuse that is compatible with resource protection. Follow the Secretary of the Interior's Standards and Guidelines to ensure preservation, rehabilitation, restoration, and/or reconstruction of significant buildings and structures.

*Program EN-5.1: Historic Resource Inventory.* The County should work with the History Center of San Luis Obispo, property owners, and other local stakeholders to conduct an inventory of historical resources within the Baywood Park neighborhood to document the historical significance of building and structures in the neighborhood, determine whether the core area qualifies as a historic district, define the boundaries of any such district, and determine which resources contribute to its significance.



*Program EN-5.2: Protection and Management of Historical Resources.* The County should work closely with property owners, other public agencies, and conservation organizations to protect and manage historical buildings, structures, and districts.

- EN-6 Pecho Valley Road from Rodman Drive to the boundary of Montana de Oro State Park shall be designated as a Critical Viewshed. Development along this corridor shall be subject to the Visual Resources standards included in the Coastal Zone Land Use Ordinance Section 23.04.210.
- EN-7 South Bay Boulevard, and Los Osos Valley Road east of South Bay Boulevard, shall be designated as a Critical Viewshed. Development along these corridors shall be subject to the Visual Resources standards included in the Coastal Zone Land Use Ordinance Section 23.04.210.
- EN-8 Special Status Species Habitat Preservation and Enhancement. During the project permitting process, the County, including the entity overseeing LOHCP compliance, shall work with future applicants to encourage preservation or enhancement of habitat for special status species on parcels greater than 20,000 square feet that contain suitable habitat. This would be done in concert with LOHCP requirements to promote habitat preservation and enhancement efforts and regional habitat connectivity by ensuring that preserved or enhanced areas are connected to other preserved or enhanced areas and/or to other suitable habitat occurrences. Preservation of or enhancement of areas that are isolated should be discouraged unless they are determined to provide unique or unusually valuable habitat attributes. Isolated patches of native habitat on smaller lots less than 20,000 square feet are not expected to provide high quality habitat for special status CEQA species that is sustainable. Special Status CEQA Species are species that are considered sufficiently rare and require special considerations and protection. Impacts to small patches of native habitat that could support low numbers of CEQA special status species such as California Rare Plant Rank plants or species of concern wildlife will be further mitigated through implementation of the LOHCP and payment of the mitigation fee. Habitat set aside outside urban areas will promote sustainable habitat for the range of special status species known to occur in the Plan area.

*Program EN-8.1.: **Los Osos Habitat Conservation Plan Compliance.** To address the specific requirements for special status species and habitat identification, protection, preservation, enhancement, and mitigation that would apply to a given private or public project subject to the LOHCP, the County shall incorporate the final LOHCP (by reference) into the LOCP, to ensure those requirements are fully addressed during development under the LOCP.*

## 2.5.6 Financing Policies and Actions

The following policies and associated implementation actions serve as a basis for an efficient and equitable financing plan. In addition, in 2010 the County adopted by resolution an Infrastructure Planning and Funding Policy,<sup>1</sup> which can guide infrastructure funding and investments. More recently, the County is developing the Regional Infrastructure and Housing Plan, which reinforces the County's planning and funding policies. Every effort has been made to ensure that the policies and actions presented below are consistent with the County's resolution and other Financing Plans in other communities in the County.

---

<sup>1</sup> See the County's "Infrastructure Planning and Funding Policy," which was adopted by resolution 9/7/10 ([http://slocounty.granicus.com/MetaViewer.php?view\\_id=2&clip\\_id=951&meta\\_id=188918](http://slocounty.granicus.com/MetaViewer.php?view_id=2&clip_id=951&meta_id=188918)).

## General Funding/Financing Policies and Actions

FIN 1. Identify and implement a range of funding sources and financing mechanisms to fund infrastructure and public facilities in an equitable manner.

*Program FIN-1.1: Pay-as-you-go Methods.* Implementation of the improvements identified in this Plan shall maximize the use of pay-as-you-go methods (e.g., impact fee revenue, road improvement fee revenue, assessments) as well as reimbursements to best use available revenue, reduce interest costs, and minimize increases in costs due to delays.

*Program FIN-1.2: Debt Financing.* Debt financing shall be considered where necessary to help fund facilities needed in advance of subsequent development and only in limited circumstances where there is a certifiable mechanism to pay for the debt and when other methods are unavailable or inappropriate.

*Program FIN-1.3: Grants.* Grants and other outside funding, (e.g., State and federal sources), shall be pursued for infrastructure funding to the greatest extent practicable.

*Program FIN-1.4: New Development.* New development shall fund its allocated share of infrastructure costs, except where other funding sources are appropriate and available, and subject to financial feasibility considerations and other community objectives.

*Program FIN-1.5: Existing Deficiencies.* Allocate costs for existing deficiencies among properties based on the benefit received and, where possible and applicable, on a regional basis.

*Program FIN-1.6: Benefit Assessment.* When applied to existing residents, funding mechanisms for new infrastructure shall be consistent with the benefit received and ability to pay.

*Program FIN-1.7: Development outside of Plan Area.* New projects outside of the Plan Area that benefit from infrastructure provided by the Plan shall contribute to infrastructure financing to the extent possible.

FIN-2. Implementation of this Plan shall expand infrastructure improvements and services in a phased manner, consistent with the Community's priorities and such that adequate capacity is provided as development occurs.

*Program FIN-2.1: Financial Feasibility.* Total infrastructure and financing costs in this Plan should not exceed industry standards of financial feasibility.<sup>2</sup>

*Program FIN-2.2: Prioritization.* If needed, the County should establish criteria and priorities for infrastructure and facilities, which could include community priorities, strategic growth opportunities, health and safety considerations, cost effectiveness, value, economic development potential, beautification, recreation (non-health and safety), and facility maintenance costs (i.e., improvements that may reduce future maintenance and improvement costs).

---

<sup>2</sup> Infrastructure cost burdens and associated financings (combined debt, impact fees, etc.) are typically limited to 1/3 of improved land value; e.g., Mello-Roos debt generally is constrained to a 1:3 lien to value ratio to assure adequate security for the debt.

*Program FIN-2.3: Phasing.* The County should consider establishing a detailed infrastructure and public service phasing schedule that links the timing of infrastructure construction to the timing of new residential, commercial, and public facility development and service level demands, to the extent possible.

FIN-3. Engage with other public and private stakeholders and coordinate with other regional and/or countywide public facilities planning efforts on an ongoing basis in the development of Financing Strategies and implementation measures.

*Program FIN-3.1: Plan Consistency.* The County should periodically review its infrastructure master plans, Capital Improvement Program, and County impact fees to assure that they are consistent with needs as identified in this Plan.

*Program FIN-3.2: Periodic Updates.* Implementation of this Community Plan should account for Community-specific circumstances, reflect changing market conditions, and be updated periodically as more refined facility, phasing and cost data become available, including updates to the County's Development Impact Fee Program, Road Improvement Fee Program, and the County's periodic review of its infrastructure master plan, Capital Improvement Program, and other County financing mechanisms.<sup>3</sup>

*Program FIN-3.3: Reimbursement.* The County should provide a process and mechanism, (e.g., reimbursement agreements), to reimburse private parties who advanced infrastructure funding in excess of their allocated share.

*Program FIN-3.4: Coordination with School District.* The County should facilitate discussions with the school district regarding school facility requirements and planning, consider partnering with the district for commonly desired facilities (such as Safe Routes or recreation or community facilities), and seek outcomes that facilitate timely development within the Community Plan area, if applicable.

*Program FIN-3.5: Community Facilities District (CFD).* Consistent with the County's adopted CFD policies, at the request of landowners or developers in the Community Plan area, the County should establish a financing district or districts to provide necessary land-secured debt financing.

*Program FIN-3.6: Public-Private Partnerships.* Work collaboratively with private stakeholders and community groups to improve and enhance the Community's physical image and desirability as a place to invest, through investments in streetscapes and public spaces. This will include partnerships with private property owners on creative funding and financing strategies to fund needed improvements at Community gateways and in the commercial areas.

*Program FIN-3.7: Business Improvement District.* Meet with businesses to determine opportunities to generate and leverage Business Improvement District funding. In addition, or alternatively, building on the relationship between investment in the community business districts and visitor activity, revenue from an increase to the transient

---

<sup>3</sup> For example, reports on the Road Improvement Fee (RIF) Program are prepared and submitted to the Board of Supervisors annually.

occupancy tax (TOT) rate and/or allocation of TOT increment can be used to reinvest in the Community.

FIN-4. Provide for Long-Term Operation, Maintenance and Replacement Costs.

**Program FIN-4.1: Ongoing Operation and Maintenance.** Developers shall participate in duly established (or to be established) financing mechanisms that provide funding for maintenance of public facilities and/or services such as a CFD special tax for specific, additional services within new development areas, or an assessment for maintenance of facilities. The Los Osos CFD could use its powers of public finance to implement such financing mechanisms.

#### **Funding/Financing Polices and Actions for Utility Infrastructure**

FIN-5. Consistent with the objectives of the County's Groundwater Sustainability Plan, ensure a safe and reliable potable water supply and delivery system sufficient to meet the current and future needs of the Community Plan area.

**Program FIN-5.1: Coordination of Water Purveyors.** Encourage water purveyors to coordinate and consider updates to water connection fees and rates to ensure that the improvements identified as part of this Community Plan and the Basin Management Plan can be addressed over time. Through a comprehensive update of both connection fees and rates, both existing deficiencies and capacity expansion may be addressed.

FIN-6. Ensure adequate wastewater collection and treatment and the safe disposal of waste in a timely fashion to support the current and future needs of the Community Plan area.

**Program FIN-6.1: Coordination with County Public Works.** Encourage coordination with County Public Works to ensure that the existing wastewater facility serving Los Osos continues to meet the needs of the Community now and in the future.

FIN-7. Collect and dispose of stormwater in a manner that minimizes inconvenience to the public, reduces burden on existing stormwater facilities, encourages groundwater recharge, minimizes potential water-related damage, and enhances the environment.

**Program FIN-7.1: Community Facilities District (CFD).** Consider forming a Mello-Roos Community Facilities District (CFD) or pursuing a parcel tax within the boundaries of the Los Osos CSD to ensure that stormwater improvements that may be needed as part of the implementation of the Community Plan and ongoing maintenance are addressed.

#### **Funding/Financing Polices and Actions for Transportation/Circulation**

FIN-8. Pursue financing in a timely manner from a variety of sources to maintain, enhance, and expand the roadway, sidewalk, bicycle, and transit networks to achieve and maintain a safe and efficient complete transportation network.

**Program FIN-8.1: Coordination and Plan Consistency.** Coordinate as the Circulation Plan and the CIP are updated to ensure that the Community's Transportation/Circulation needs are reflected and prioritized.

**Program FIN-8.2: Updates to Road Improvement Fee.** As there are updates to the County's Road Improvement Fee program, coordinate with Public Works to ensure it includes any transportation/circulation improvements that may be needed as part of the Community Plan.

#### **Funding/Financing Polices and Actions for Parks, Trails, and Coastal Access**

FIN-9. Pursue financing in a timely manner from a variety of sources to maintain, enhance, and expand the parks, trails, and coastal access opportunities to achieve and maintain the Community's inventory of open space.

*Program FIN-9.1: Coordination and Plan Consistency.* Coordinate as the CIP is updated to ensure that the Community's park and trail facility needs are reflected and prioritized.

*Program FIN-9.2: Updates to Public Facilities Fee.* Consider updating the park component of the County's Public Facilities Fee Program as well as the parkland dedication Quimby in-lieu fee program to ensure that the fees are based on current land values and improvement costs and that it includes improvements to trails.

*Program FIN-9.3: Grants.* Pursue grant opportunities, such as through the Coastal Conservancy, to fund coastal access improvements.

### Funding/Financing Polices and Actions for Library Facilities

FIN-10. Pursue financing in a timely manner from a variety of sources to facilitate the development of an expanded library to serve the Community.

*Program FIN-10.1: Coordination and Plan Consistency.* Coordinate as the CIP is updated to ensure that the Community's library facility needs are reflected.

*Program FIN-10.2: Library Impact Fee Revenue.* Use accrued library impact fee revenue (when available) to fund the County's pledged contribution of 50 percent.

*Program FIN-10.3: Community Groups.* Coordinate with Community groups, such as Friends of the Library, to proceed with planning and to fund library improvements

## 2.6 Policy Implementation Summary

The following tables identify how the policies and programs in Section 2.5 will be implemented. Table 2-3 identifies each policy and links them with programs, standards, and other means of implementation. Table 2-4 identifies each program, the responsible party, funding source, and timing.

<b>Key to Agencies referenced in Table 2-3</b>	
<b>ADMIN</b>	SLO County Administration
<b>APCD</b>	San Luis Obispo County Air Pollution Control District
<b>CCC</b>	California Coastal Commission
<b>CDFW</b>	California Department of Fish and Wildlife
<b>COUNTY</b>	County of San Luis Obispo
<b>EVC</b>	San Luis Obispo County Economic Vitality Corporation
<b>GSWC</b>	Golden State Water Company
<b>LAFCO</b>	Local Agency Formation Commission
<b>LOBPCC</b>	Los Osos Baywood Park Chamber of Commerce
<b>LOCAC</b>	Los Osos Community Advisory Council
<b>LOCSD</b>	Los Osos Community Services District
<b>LOBMC</b>	Los Osos Basin Management Committee
<b>MB</b>	City of Morro Bay
<b>MBNEP</b>	Morro Bay National Estuary Program
<b>PARKS</b>	County Parks
<b>PLAN</b>	County Planning
<b>PW</b>	County Public Works
<b>RWQCB</b>	Central Coast Regional Water Quality Control Board
<b>S&amp;T MWC</b>	S&T Mutual Water Company
<b>SLCUSD</b>	San Luis Coastal Unified School District
<b>SLOCOG</b>	San Luis Obispo Council of Governments
<b>SLORTA</b>	SLO Regional Transit Authority
<b>USFWS</b>	US Fish and Wildlife Service

## Chapter 3: Land Use Descriptions and Setting

---



### 3.1 Land Uses in the Community

The Los Osos Community consists mostly of residential neighborhoods. Serving these residential areas are two commercial areas, the downtown area or Central Business District centered around Los Osos Valley Road and the Baywood commercial area centered around Second Street.

The primary method of allocating land use within the community is through mapping of 13 land use categories. The uses that are allowed within each category are shown in Table O in Coastal Zone Framework for Planning. Further limitations on allowable uses may be set by planning area standards in Chapter 7. Land use policies and programs are located in Chapter 2.

The location and distribution of land use categories (zones) and the type and intensity of development allowed within them helps carry out the goals and policies of this plan. This plan provides a sufficient amount and arrangement of land use categories to meet projected population and development for the next twenty years, consistent with available resources and services. The location of land use categories is shown on the official maps of the Department of Planning and Building. They are also shown on the informational report maps following Chapter 7, but those maps are included for illustrative purposes only--they are not the official maps.

**Table 3-1: Land Use Summary**

Land Use Category	Acreage	Land Use Distribution (%)	Dwellings at Buildout	Population at Buildout <sup>1</sup>	Maximum Non-Residential Square Feet at Buildout <sup>2</sup>
Residential Multi-Family	106	3	1,430	3,146	-
Residential Single Family	1442	42	5,806	12,773	-
Residential Suburban	789	23	279	614	-
Residential Rural	68	2	10	22	-
Commercial Retail	92	3	244	420	668,100
Commercial Service	27	0.77	23	51	186,600
Office and Professional	9	0.26	10	22	61,600
Open Space	705	20	0	0	-
Recreation	49	1.6	10	22	10,000
Public Facilities	115	3.3	0	0	-
Morro Shores Mixed Use (RMF, RSF, CS <sup>3</sup> )	56	1.8	370	814	98,000
Midtown Mixed Use (PF, REC)	12	0.34	0	0	-
<b>TOTAL</b>	<b>2,851 (net) 3,472 (gross)<sup>4</sup></b>	<b>100%</b>	<b>8,182</b>	<b>18,001</b>	<b>1,024,300</b>

**Notes:**

- (1) Population estimates are based on 2.2 persons per occupied dwelling unit and 0% vacancy.
- (2) The maximum non-residential floor area is based on floor area averages for each land use category; does not include potential lodging units.
- (3) Morro Shores Mixed Use categories: RMF,RSF,CS: 56 acres
- (4) Gross acreage includes road rights-of-way

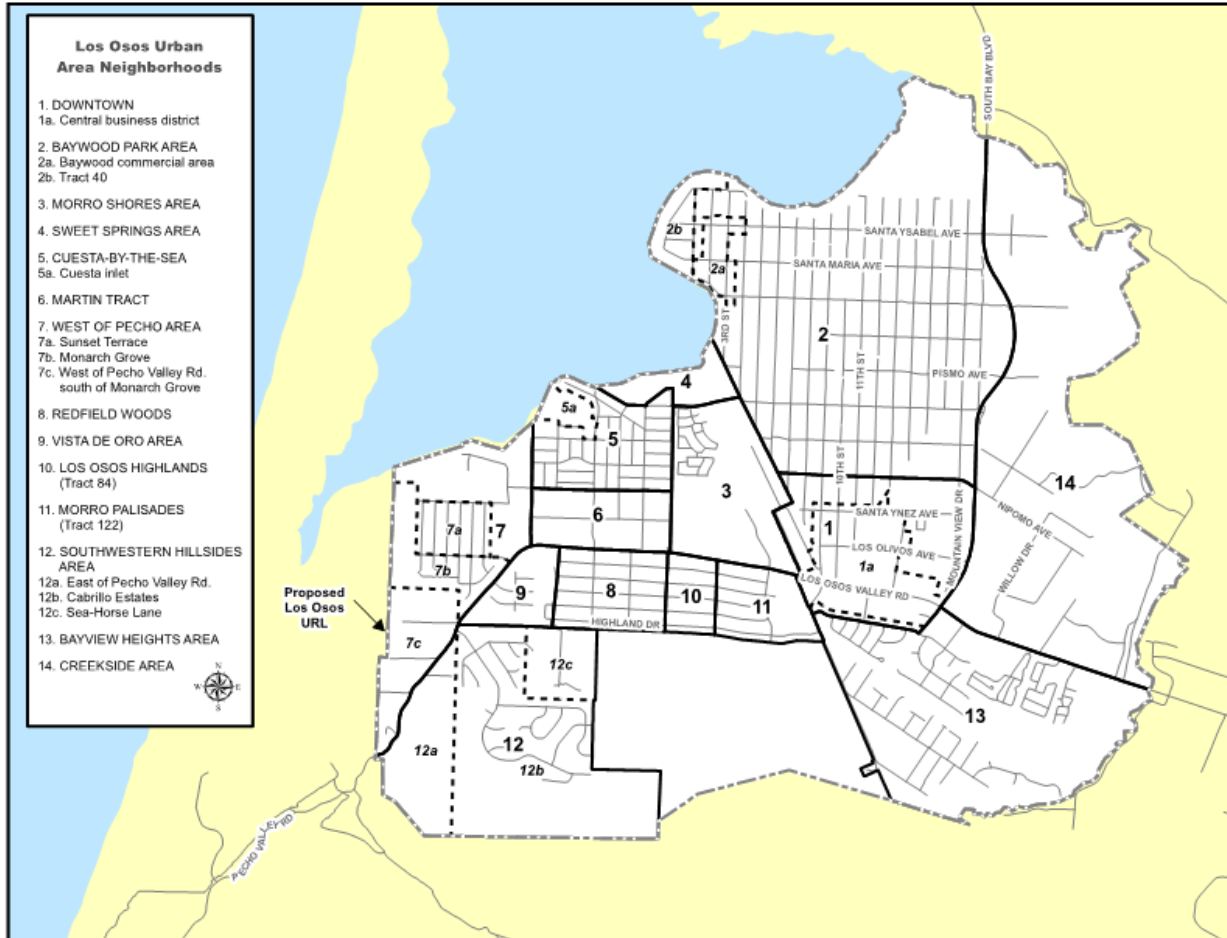
Table 3-1 shows a summary of the different land use categories, the approximate acreage of each category and its relative distribution as a percentage of the total net acreage. For residential land use categories, the table identifies the buildout (the theoretical maximum amount of development that could likely result under this plan) in terms of dwelling units and population. In the Commercial Retail, Commercial Service and Office and Professional categories, non-residential buildout is shown in terms of potential floor area expressed in square footage. The total figures are the maximum at buildout of this plan.

---

**3-2 Land Use Descriptions and Settings**



**FIGURE 3-1: Los Osos Urban Area – Neighborhoods**



The community is divided into neighborhoods for easy reference in this plan (see Figure 3-1). These neighborhoods are referenced in the following discussion of residential, commercial and mixed use land uses.

## 3.2 Residential

### 3.2.1 Residential Single Family

Part of the charm of Los Osos is the variety of neighborhoods and building styles. This quality will naturally be maintained with infill development in existing neighborhoods. However, for major new projects such as subdivisions, standards are needed to ensure that new development contains a diversity of design features such as architectural styles, facades, colors, and building materials. In addition, new development should provide an attractive face to the street, with garages set back behind the rest of the house or otherwise designed to appear less dominant.

Major new development should be integrated with adjacent neighborhoods and the community to provide efficient circulation, emergency access, neighborhood continuity, and social

interaction. Perimeter walls and fences that isolate development should not be used, unless necessary for reasons such as noise mitigation in accordance with the Noise Element of the County General Plan.

New discretionary projects should be designed to maximize energy conservation, including solar access, consistent with the Conservation and Open Space Element of the county General Plan and the Energy Wise Plan.

While much of the residential development in Los Osos is on smaller lots, parcel sizes of one acre or more are appropriate in neighborhoods that will not be served by the community wastewater system (see Figure 3-2). The larger lots could help retain a more suburban character in these neighborhoods with large stands of trees and open areas. As these neighborhoods develop, adequate circulation that connects to adjacent areas must be provided.

### **3.2.2 Residential Rural and Residential Suburban**

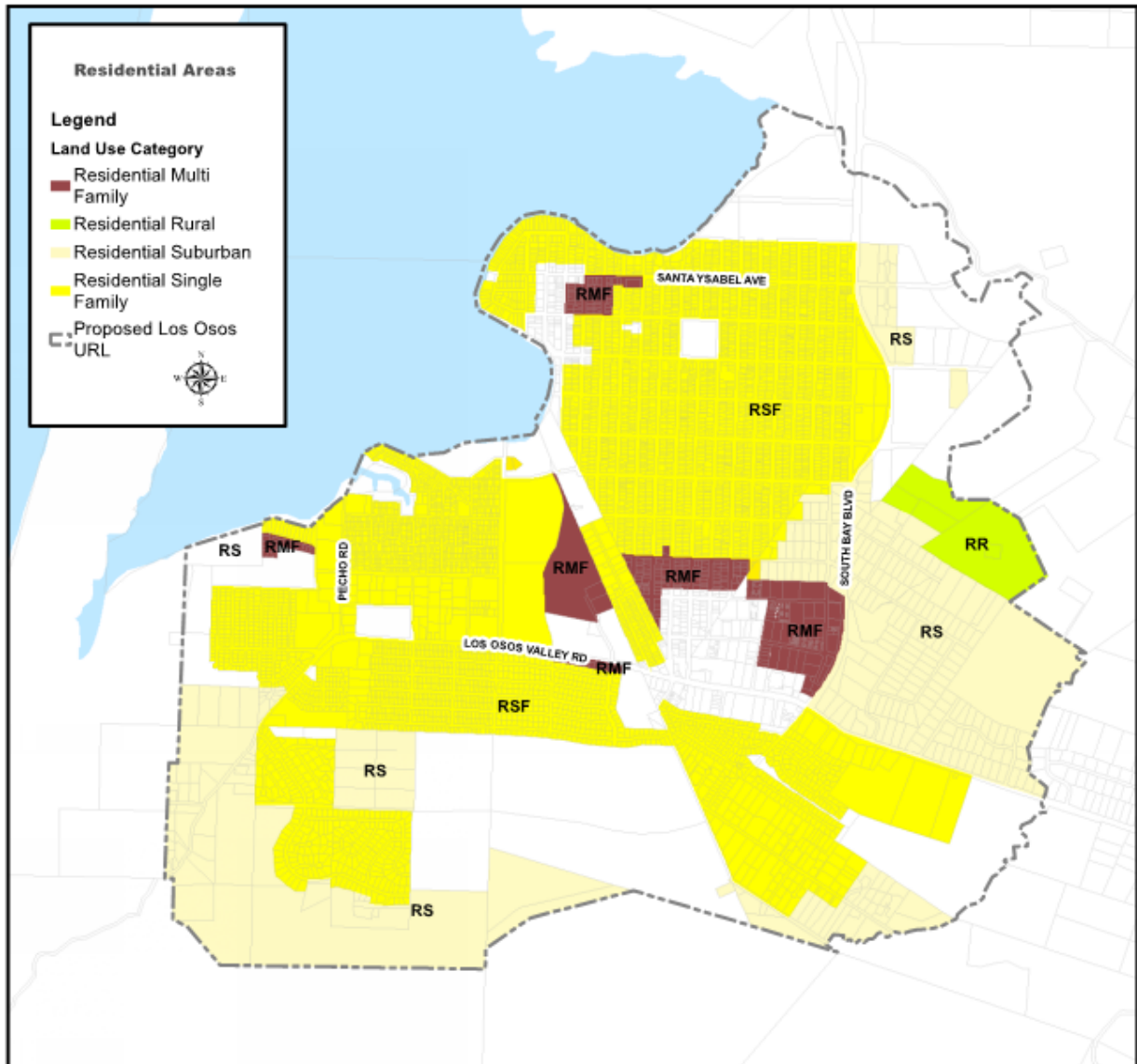
The eastern fringe of Los Osos near Los Osos Creek is an environmentally sensitive area. The creek and its riparian corridor are habitat to rare and endangered species, and land uses next to the creek affect the Morro Bay Estuary. Pygmy oak groves are also found here. The Creekside area (see Figure 3-1), where agricultural uses also occur, provides a visual contrast to the more intensively developed areas to the west and forms the urban edge of Los Osos. This neighborhood with larger lot sizes complements the greenbelt, and helps protect the valuable habitat and visual quality of the area.

### **3.2.3 Residential Multi Family**

The Residential Multi Family (RMF) category allows for a broad range of housing types that can include apartments, condominiums, small-lot detached units, and senior housing. It is important that multi-family development be visually and functionally compatible with the existing pattern of residential development, reflecting the neighborhood character, streetscape and scale. Senior housing and projects with higher density should be encouraged close to the Central Business District.

Minimum densities are established in most multi-family areas in order to prevent lower-density single family development from reducing opportunities for multi-family housing. However, the Housing Element goals for providing increased opportunities for multi-family housing must be balanced with Coastal Act goals and policies to assure that the future population of Los Osos can be accommodated by the available water supply.

FIGURE 3-2: Residential Areas in Los Osos



### **3.3 Commercial**

Los Osos has two primary commercial areas which serve the community: the Central Business District and the Baywood Commercial Area (see Figure 3-3). The community's vision for these areas includes: attractive streets, streetscapes, and parking lots; buildings which encourage pedestrian use and activity; and site design that emphasizes the importance of public spaces.

#### **3.3.1 Central Business District**

The central business district is envisioned as a lively hub of commercial activity for the entire community. It should offer a variety of retail, office and professional, service, entertainment, and other uses, including mixed residential and commercial uses. A wide variety of uses are allowable.

Incentives should be given to encourage a combination of commercial and residential uses. Such mixed uses can enable people to live in close proximity to the workplace, reduce vehicle trips and congestion, encourage affordable housing, promote commercial activity by increasing the daytime population downtown, and promote general activity and interest in the downtown.

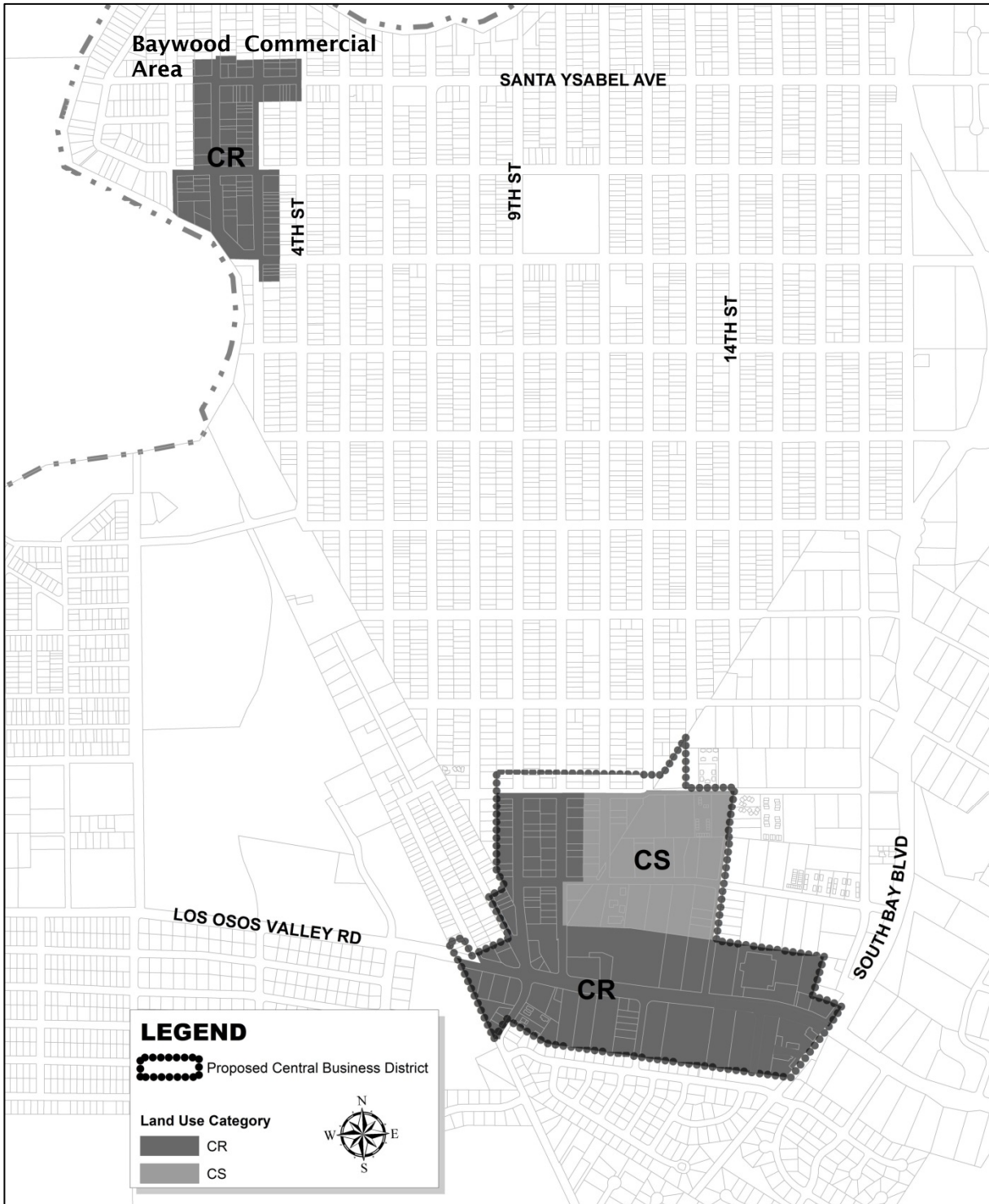
#### **3.3.2 Baywood Commercial Area**

The Baywood commercial area is situated in a beautiful natural setting along the shores of the Morro Bay estuary. It offers an excellent opportunity to develop into a pedestrian-oriented center that attracts visitor-serving and tourist-oriented uses, while serving neighborhood commercial needs and retaining a quaint, small-scale character. Several uses appear to be well suited to this area, besides typical neighborhood-serving commercial uses. Examples include a visitor/historical center, an amphitheater, a small playhouse/live theater, arts and crafts galleries, restaurants, coffee houses, bed and breakfast accommodations, recreational equipment rental (kayak, canoe, bicycle), nature stores, farmers markets, arts and crafts shows, and sidewalk sales.

#### **3.3.3 Commercial Service within the Central Business District**

This 24-acre area, located along Los Olivos Avenue and the south side of Santa Ynez Avenue (primarily between 10<sup>th</sup> Street and Fairchild Way) is home to a variety of existing businesses, but also contains several vacant or under-utilized parcels. This land use category provides an opportunity to attract more businesses that provide head-of-household jobs. However, the size, scale, and design of such facilities must be consistent with the existing small-town character of Los Osos and compatible with adjacent residential and retail development.

FIGURE 3-3: Commercial Areas in Los Osos



## 3.4 Mixed Use

There are two areas in the community which feature multiple land use categories (see Figure 3-4):

### 3.4.1 Morro Shores Mixed Use Area (RMF, RSF, CS)

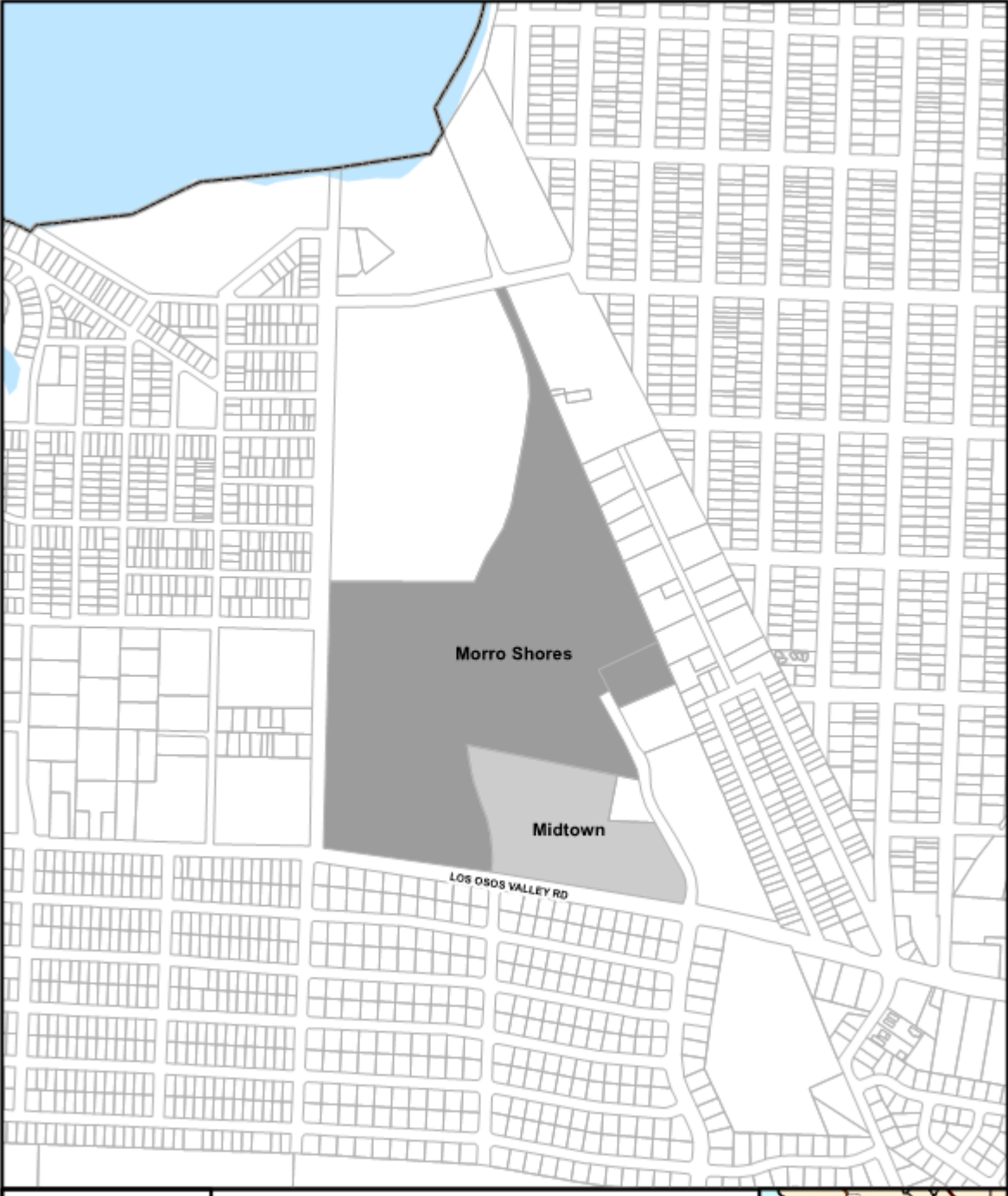
Much of the Morro Shores Area is designated as the Morro Shores Mixed Use Area that is included in the RMF, RSF and CS land use categories (see Figures 3-4 and 7-24). It occupies a key, central location in the community where a combination of multi-family and single family residential, commercial service and lodging uses can be developed as part of an overall plan. Higher intensity residential uses are encouraged in order to provide opportunities for a variety of housing types for different income levels, including senior housing. A multi-use business or commerce park is desirable in order to offer opportunities for local employment. These uses would be included in a master Development Plan or a specific plan that determines the precise location and extent of development.

New development should include efficient pedestrian, bicycle and vehicular connections to other neighborhoods and important activity centers within the community.

### 3.4.2 Midtown Area (PF, REC)

This is the site of a previously proposed wastewater treatment plant. The County now owns this site and has restored the site as part of the community wastewater project (a condition of the Coastal Development Permit issued by the Coastal Commission). The site is next to the Los Osos Community Park and the community library and would be an appropriate site for additional park and community facilities. However, the County would need to amend the Coastal Development Permit for the wastewater project in order to allow other community uses on this site. Such uses could include outdoor sports and recreation, public assembly and entertainment, temporary events, water wells and impoundments, outdoor retail sales, and offices.

**FIGURE 3-4: Mixed Use Areas in Los Osos**



**FIGURE 3-6: Proposed Public Facilities in Los Osos**



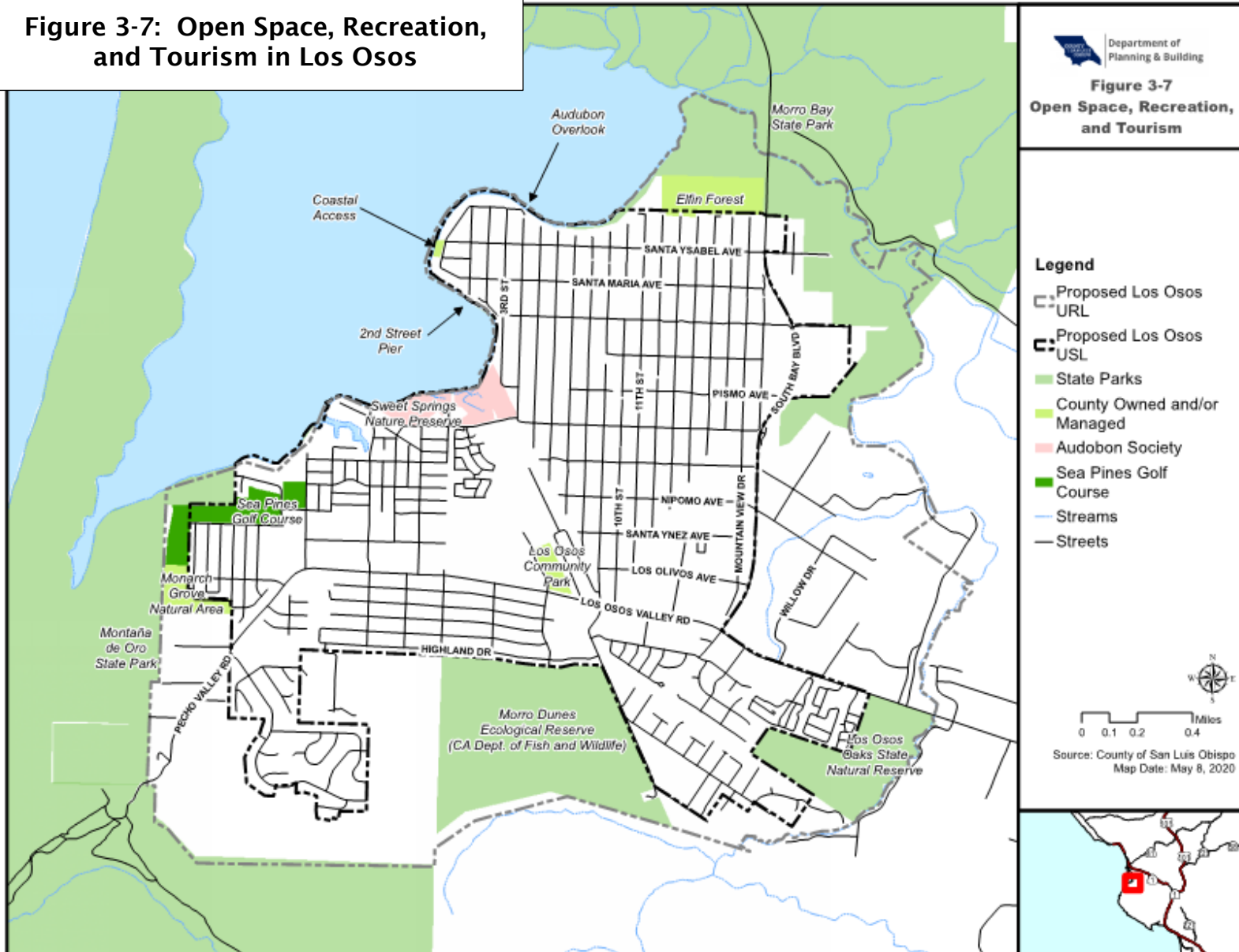
### 3.6 Open Space

Properties included in the Open Space category have been acquired primarily for habitat protection. Several of these properties compose a greenbelt around the periphery of Los Osos.

The Morro Coast Audubon Society, a private, non-profit conservation organization, manages properties that are included in the Open Space land use category. One property is the Sweet Springs Marsh, a nature preserve open to the public. Deed restrictions placed on that property by the State of California prohibit any additional improvements. Another property managed by the Morro Coast Audubon Society also contains wetlands and is located adjacent to Morro Bay, opposite the intersection of 3rd and Paso Robles Streets.



**Figure 3-7: Open Space, Recreation, and Tourism in Los Osos**



*This page left intentionally blank.*

## Chapter 4: Environmental Resources

---



### 4.1 The Environmental Setting

Los Osos and the surrounding lands occupy a varied landscape created from a complex geological history that resulted in sand deposits. These sand deposits host a unique ecosystem of dune and coastal scrub communities. The sandy soil, known as Baywood fine sand, combines with the region's maritime climate to create a mosaic of natural communities, including coastal scrub, maritime chaparral, and coast live oak woodland. These communities support unique and diverse collections of plants and animals. The unique ecosystems and resources in the region have given rise to a large number of species that are native to the area but have a limited range.

Local features include the marshes and mud flats of the Morro Bay estuary and freshwater springs and creeks such as Los Osos Creek. Varied topography includes the massive volcanic rock formations of the Morros, the rolling to rugged terrain of the Irish Hills and San Luis Range and the relatively flat terrain of the narrow east-west-trending Los Osos Valley. Los Osos Creek runs south to north across the eastern portion of the community; it enters Morro Bay via the Morro Bay Salt Marsh.

### 4.2 Morro Bay Estuary and Its Watershed

#### 4.2.1 Background

The Morro Bay estuary is a unique resource of national importance. In 1995, Morro Bay became a National Estuary, a distinction given to only 28 estuaries nationwide. Morro Bay is also the first

State Estuary, having earned that honor in 1994, and consists of about 2,300 acres of tidal lands and open water bordered by the community of Los Osos, the city of Morro Bay, and Morro Bay State Park.

The Morro Bay watershed is essential to the health of the bay. It consists of about 48,000 acres of agricultural, forest and urban lands where streams and other runoff eventually flow to the estuary and mix with saltwater from the ocean. The watershed contains a wealth of natural resources, from croplands and grazing lands to forests, streams, and other valuable wildlife habitats. The watershed is also the home and work place of many people, from Los Osos and the city of Morro Bay to Cuesta College, Camp San Luis Obispo, the California Mens Colony, and surrounding rural areas.

The Morro Bay Estuary supports the most significant wetland system on the south central coast. The estuary, together with its watershed, supports a variety of valuable natural and human resources and activities:

- Crop production on fertile bottom lands and grazing on hillsides, and aquaculture
- An established commercial fishing industry
- Spawning grounds for fish and marine life
- Habitat for shorebirds, waterfowl, migrating birds, and more than 24 threatened or endangered plants and animals
- Tourism and recreation, such as fishing, boating, kayaking, golfing, and tourist attractions
- Transmission Lines

Morro Bay and its watershed are a rare national treasure. Its scenic wonder is enjoyed by residents and visitors alike, its natural habitats support abundant wildlife, and its resources provide a livelihood for many people and for industries that are vital to the local economy. All of these things, however, depend on maintaining the health of the estuary.

Morro Bay is still relatively unspoiled. However, evidence shows that the estuary is threatened by the effects of an unnaturally fast rate of sedimentation. Other water quality concerns and loss of habitat also threaten the bay. These threats are recognized by the many agencies and groups that have an interest in the bay and its watershed.

A watershed management plan to guide the future of the estuary has been prepared with the participation of government agencies, interest groups and landowners that have an interest in the bay. The intent of that plan is to help achieve goals such as slowing sedimentation of the bay, maintaining water quality, maintaining the functioning of the watershed and its diversity of habitats, reestablishing healthy steelhead habitat, and promoting public awareness and involvement in watershed management issues.

The boundaries of the Morro Bay watershed extend beyond the Estero Planning Area into portions of the Salinas River and San Luis Obispo and San Luis Bay Planning Areas. The upper portions of the watershed extend up the Los Osos and Chorro Valleys and Cuesta Ridge (see Figure 6-4). Land use and development activity in the upper portions of the watershed have a great effect on downstream areas within the Estero Planning Area--and ultimately on the Morro Bay estuary. These downstream effects involve water supply, erosion, pollution, and habitat, for example. Accordingly, land use planning and decisions need to consider the affects of activities in the upper watershed on the rest of the watershed and on the Morro Bay estuary.

The effects of a wildfire, natural or human-caused, on the watershed is dramatic. The 1994 Highway 41 fire burned all of the chaparral vegetation in Morro Bay's upper watershed (9,700 acres or 35 percent of the Chorro Creek watershed). The following winter, runoff from heavy El Niño rainstorms caused major rill and gully erosion on the steep, barren slopes of Cuesta Ridge. A sediment transport study conducted in 1998 estimated that the resulting "pulse" of sediment

entering tributaries to Chorro Creek was a "5,000 year event" (*Morro Bay Estuary Watershed Fire Management Plan Draft, 2002*).

While preventing all fires is both impossible and environmentally unsound, reducing the potential for a wildfire that consumes huge blocks of the watershed is important. The method to do this is generally prescribed fires that provide a younger age class of vegetation that is less volatile, making suppression easier.

The existing agricultural and rural character of the rural portions of the watershed should be maintained so that prescribed fires and other fuel reduction projects such as livestock grazing can be employed, creating large zones of reduced fuels. Fire suppression activities can also create erosion problems following a wildfire. A developed area will require more suppression activities such as creating fire breaks to protect development.

In recognition of the watershed as a single, inter-related system, the update of this plan has taken into consideration the entire Morro Bay watershed. The upper portions of the watershed outside of the Estero Planning Area totaling about 17,400 acres (about 27 square miles) were identified as a "secondary study area." Land uses and environmental constraints in this secondary study area were studied in connection with the goals, policies, standards, and programs of this plan. Ideally, the Estero Planning Area boundaries should correspond to the limits of the Morro Bay watershed. That would make it easier to take a comprehensive watershed approach to land use planning.

#### **4.2.2 Water Quality**

Polluted stormwater runoff is also known as nonpoint source pollution, and includes natural sources. It is the major contributor of pollution to affected streams, lakes, marine waters, groundwater basins, wetlands, and estuaries in California, and is an important contributor of pollution to harbors and bays (California Clean Water Act, Section 305(b) Report on Water Quality, 1998). Of the seven priority problems identified in the Morro Bay National Estuary Program's *Comprehensive Conservation and Management Plan for Morro Bay*, four involve nonpoint source pollution: sedimentation, bacteria, nutrients, and heavy metals/toxic pollutants.

The following policies address the control of nonpoint source pollution. Implementation of these and other policies, together with the implementing programs in this plan and the standards in the Coastal Zone Land Use Ordinance, will help prevent and control polluted runoff, thus leading to improved coastal water quality and enhanced coastal resources and uses.

Additional policies for protecting water quality within coastal watersheds are found in the *Coastal Plan Policies* in the chapter titled Coastal Watersheds. Detailed performance standards for grading and drainage in new development are found in the Coastal Zone Land Use Ordinance. Those standards, together with standards for protection of environmentally sensitive habitats--especially for buffer areas between development and sensitive areas--will help protect the quality of coastal waters

### **4.3 Biological Resources**

The Los Osos community consists of six main vegetation types: coastal sage scrub, central maritime chaparral, woodland, grassland, wetland, riparian and “other.” Other habitats are vegetation types that are highly influenced by human activities, such as urban, planted and agricultural landscapes. The Los Osos community is home to several species protected by federal and state agencies. The California Department of Fish and Wildlife’s California Natural Diversity Database, the California Native Plant Society, and the United States Fish and Wildlife Service Environmental Conservation Online System together list a combined total of 143 special status plants and animal species occurring in the community of Los Osos.

The dominant habitat type in Los Osos is coastal sage scrub. Larger undisturbed areas of coastal sage scrub occur primarily within the greenbelt. Many smaller vacant lots in the urbanized areas of Los Osos also support remnant patches of coastal sage scrub. Along the southern-most fringe of the Los Osos area, coastal sage scrub integrates with maritime chaparral and coast live oak woodland. Along the eastern edge of the community, the Los Osos creek corridor meanders in a northwesterly direction. Portions of this corridor contain well-developed riparian forest and riparian scrub. More discussion regarding sensitive plant and animal species can be found in the Combining Designation section of this chapter.

### **4.4 Cultural Resources**

The history of Los Osos dates back to a 10,000-year span of occupation by Native American people. The Native Americans inhabiting the Morro Bay region were hunter-gatherers who spoke the Obispeño language of the Chumash language family. These people apparently shared a greater number of cultural traits with their Salinan neighbors to the north than with their Chumash language-group relatives of the Santa Barbara Channel region to the south. Obispeño Chumash hunter-gatherers made a variety of stone, bone, and shell tools and used vegetal materials such as tule balsa for canoes, and various grasses and thatch for construction of houses and sweat lodges.

Population densities for the Morro Bay area were apparently relatively low, with native settlements consisting of seasonal settlement shifts from temporary camps to more centralized hamlets or villages. Marriage networks extended some 30 miles and in some instances created alliances and exchange networks between coastal and interior groups.

### **4.5 Water Resources**

The sole water source for the Los Osos community and the surrounding area is groundwater from the Los Osos Groundwater Basin. The groundwater is withdrawn from the basin by private wells, for agricultural irrigation, and for municipal use by three principal water purveyors. The service districts for these municipal purveyors are shown in Figure D.2 in Appendix D.

The groundwater basin is made up of several aquifer layers underlying Los Osos and the surrounding area. The upper and lower aquifers are the main sources of municipal and domestic water supplies. Due to water quality degradation of the upper aquifer from septic systems (nitrates), the water purveyors have been pumping from the lower aquifer. Groundwater extractions have exceeded the sustainable yield of the lower aquifer in the western area; this has resulted in seawater intrusion.

The Los Osos Groundwater Basin is under adjudication in the case of *Los Osos Community Services District v Golden State Water Company, et al.* As a result of the adjudication, a Public Review Draft of the *Basin Plan for Los Osos Groundwater Basin (Draft Basin Plan)* was developed and then released in August 2013. The *Basin Plan* was prepared by the Los Osos Community Services District, Golden State Water Company, S & T Mutual Water Company, and the County.

The *Draft Basin Plan* calls for reduced pumping in the lower aquifer, a decrease in overall basin water demand, and an increase in water supplies in the upper aquifer and lower aquifer (in the central and eastern portions). In order to access these new water supplies, the water purveyors (with financial backing of the water consumers) will need to construct new infrastructure, for example, new groundwater production wells and distribution pipelines.

Sustainable yield of a groundwater basin can be defined as the maximum quantity of water that can be annually withdrawn from a groundwater basin over a long period of time (during which water supply conditions approximate average conditions) without developing an overdraft condition. The *Draft Basin Plan* estimates the current sustainable yield at 2,450 acre-feet per year (AFY). Depending upon which implementation programs are undertaken, the sustainable yield could rise as high as 4,170 AFY under an aggressive implementation scenario. Under the *Draft Basin Plan's* recommendation, sustainable yield would increase to 3,000 AFY. For more information regarding the Basin Management Plan see Appendix E.2.

## 4.6 Visual Resources

The natural setting of Los Osos is a place of unique beauty. The Los Osos urban area is located at the westerly end of the picturesque and agriculturally productive Los Osos Valley and is bound by the environmentally important Los Osos Creek and riparian corridor on the east and southeast, and the older coastal dunes to the north, south, and southwest. The creek and dune-covered hills form a natural edge and greenbelt for the community. Morro Bay and its tidelands towards the north, the scenic Irish Hills towards the south, Montaña de Oro State Park towards the southwest, and Morro Bay State Park towards the northwest form natural, scenic backdrops. Views of the bay, Morro Rock, and the sand spit are available from a variety of positions on the hillsides, along the banks of the estuary, and from several major roads.

## 4.7 Combining Designations

Sensitive, scenic and other special features of the environment are identified by combining designations—special overlay categories applied in areas of the county with hazardous conditions or special resources. In these areas, careful consideration is needed with development projects to avoid adverse environmental impacts or effects of hazardous conditions on proposed projects. In some cases, specific standards have been adopted for an area where a combining designation is applied to development projects. These standards are found in Chapter 7, Planning Area Standards, in addition to the standards of Chapter 23.07 of the Coastal Zone Land Use Ordinance. The following sections describe the different combining designations, most of which are shown on the combining designation maps at the end of Chapter 7 and on the official maps, Part III of the Coastal Zone Land Use Element, on file in the County Department of Planning and Building. However, certain sensitive or special environmental features, due to their dynamic nature, cannot be mapped.

#### 4.7.1 Local Coastal Program (LCP)

**Coastal Zone (LCP).** The coastal zone encompasses the entire Los Osos community. The LCP combining designation identifies specific programs to ensure that access to the shoreline is provided in accordance with the policy of the Local Coastal Plan.

#### 4.7.2 Geologic Study Area (GSA)

**Los Osos Liquefaction (GSA).** Portions of the Los Osos urban area are subject to a high potential for liquefaction, as identified in the Safety Element of the general plan.

**Ground Rupture (GSA)** Based on information contained in a *Fault Evaluation Report* prepared by the California Department of Mines and Geology (FER-200, 1989), the Los Osos fault zone traverses the southern portion of the Los Osos Valley, extending from the eastern boundary of the Estero Planning Area through Los Osos. A 1,000-foot wide zone on either side of the fault trace has a higher potential for ground rupture during an earthquake.

#### 4.7.3 Flood Hazard (FH)

**Los Osos Creek.** This flood-prone natural drainage course should be maintained in its natural state to protect native vegetation and wildlife habitats.

**Sea Level Rise Flooding and Inundation Zone.** This zone may be subject to increased flooding and inundation due to future sea level rise. New development and redevelopment within this zone should carefully assess and minimize potential hazards for the life of the development through siting, design consistent with CZLUO 23.07.060-066, and where necessary or appropriate, relocation of development. Intensification of development should be avoided.

#### 4.7.4 Historic Site (H)

**Los Osos Schoolhouse (H).** This schoolhouse was built in 1872 and used until 1954. It is of similar design to other schools of the period. It was moved to the site of the Los Osos Community Park and now serves as a meeting hall for private social gatherings or small civic groups.

#### 4.7.5 Archaeologically Sensitive Area (AS)

This combining designation identifies areas of the community known for the potential to contain cultural resources. Applicants of development proposals in these areas are required to obtain a records check and a surface search prior to approval. Standards to protect resources are described in chapter 7 of this plan, in the LCP Policy Document, and in Section 23.07.104 of the Coastal Zone Land Use Ordinance.

#### 4.7.6 Sensitive Resource Area (SRA)

The following SRAs identify a variety of important natural resources such as wetlands, marshes, sand dunes, natural plant communities, habitat for rare and endangered plants and animals, and sensitive watersheds. Most of these areas are also designated as Environmentally Sensitive Habitats (ESHA). ESHAs are defined by the Coastal Act as “any area in which plant or animal life or their habitats are either rare or especially valuable because of their nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.” Other SRAs are for areas enabling scenic vistas to and along the coast that help assure public visual access to the coast. Areas with ecologically sensitive features that are listed



in Chapter 7, Section 7.4 of this plan are considered SRAs, even if they are not so designated on the official maps of the Land Use Element. The SRA standards in Chapter 7 of this plan are consistent with and help implement the policies of the Conservation and Open Space Element and the Coastal Plan Policies.

#### **A. Morro Bay Estuary and Shoreline**

The purpose of the SRA standards for the following SRAs is to protect wetlands, riparian, and other sensitive habitat, and to provide required public access. This SRA protection is even more important given projected sea level rise and the associated potential vulnerability of these resources. The estuary and shoreline support rare, endangered and threatened plant and animal species. A list of these species is kept on file in the Department of Planning and Building, the California Department of Fish and Wildlife, and the US Fish and Wildlife Service.

1. **Morro Bay Estuary (SRA).** The Morro Bay Estuary is the most important wetland on California's south central coast. It is a shallow lagoon which drains Chorro and Los Osos creeks and supports several biotic communities, including coastal salt marsh, tidal mudflats, and coastal sage scrub. The bay supports a wide variety of habitats and many sensitive and endangered plants and animals, including many protected species of migratory birds. For example, the migratory Brant goose forages on highly significant eelgrass beds. It is an essential link in the Pacific Flyway, providing one of the state's largest waterfowl habitats south of the San Francisco Bay. The bay is also one of the country's top areas for birds, according to annual bird counts. More information and background regarding the Morro Bay Estuary can be found in Chapter 6 of the Estero Area Plan.
2. **Morro Bay Sand Spit (SRA).** This ridge of sand dunes (a continuation of the Hazard Canyon Dunes) separates most of Morro Bay from Estero Bay and plays an important role in Morro Bay's physical and biological environment. It supports an abundance of plant species, including some that are State and federally listed.
3. **Morro Bay Shoreline (SRA).** The Morro Bay tidelands and adjoining shoreline areas are important to the ecology of the bay and are also highly scenic. Marshlands and riparian areas are particularly important as a source of food and refuge for marine life and also provide feeding and nesting areas for a variety of waterfowl and shorebirds. Critical areas include the following:
  - a. **Sweet Springs, Cuesta-by-the-Sea Marsh, and Riparian Areas (SRA).** Cuesta-by-the-Sea Marsh is a saltwater marsh adjacent to Cuesta-by-the-Sea. Sweet Springs marsh is an unusual combination of a tidal salt marsh and a freshwater spring. Both are adjacent to and flow into Morro Bay. These areas are used as a feeding and resting area by many species of shorebirds and waterfowl.
  - b. **Los Osos Estuary (SRA).** This is a small estuary off Morro Bay at the mouth of Los Osos Creek near South Bay Blvd. Biotic communities represented here are a freshwater marsh, a salt water marsh, coastal scrub, and an estuarine community. The area provides habitat for many species of mammals, birds and fish, including endangered species.
  - c. **Elfin Forest (SRA).** The Elfin Forest is a publicly-owned and managed Natural Area identified in the Parks and Recreation Element of the County General Plan. It contains a diverse and complex assemblage of natural plant communities, including coastal brackish marsh, riparian woodland fringe, pygmy oak woodland, grassland, coastal dune scrub, and oak-manzanita vegetation. The Elfin Forest

supports a documented 25 species of mammals, over 110 kinds of birds, and 11 species of reptiles and amphibians.

**Baywood Peninsula (SRA).** This exceptionally scenic narrow fringe of dune sand or mud, submerged at highest tides, is a prime feeding and resting area for shorebirds, although they are often driven away when unleashed dogs are brought here. California seablite, an endangered plant, grows on the slopes at the highest tidal range. The shore is inhabited on its sandy west facing side by burrowing marine invertebrates. The finer sediments of the muddy shore of south facing and north facing shorelines support a saltwater marsh plant community. A gritting area for migratory Black brant geese exists at the south. Nearby, large planted Monterey cypress and pine trees provide night roosts for herons and daytime vantage points for raptors.

- B. Los Osos Monarch Butterfly Habitat (SRA).** This eucalyptus grove is located west of Pecho Valley Road in the vicinity of Monarch Lane. It has been historically used by Monarch butterflies for overwintering and is a regionally important roosting site.
- C. Los Osos Oaks State Reserve (SRA).** The Los Osos forest is an 86-acre state park reserve containing outstanding examples of California pygmy oaks, which are stunted coast live oaks growing in a stabilized dune area. Other oaks are also present, making this area an outstanding example of an oak woodland. Adjacent to the forest is a strip of open space preserved by the developer of Tract 527, but it is not open to public access.
- D. Los Osos Creek (SRA).** The lower eight miles of the creek are an anadromous fish stream (primarily steelhead) and adjacent riparian areas are rich in wildlife. Environmental concerns include contamination and excessive siltation of both the creek and the bay by development or other adverse uses occurring too close to the creek and its tributaries.
- E. Los Osos Ecosystem (SRA).**

This Sensitive Resource Area combining designation is also an Environmentally Sensitive Habitat (Terrestrial Habitat). It is located along the southern slopes of the first range of the Irish Hills and to Los Osos Creek, except for the more developed “central urbanized area” of Los Osos (see Figure 4-3). The soils and climate within this area create a unique ecosystem that is found only within Los Osos. The vegetation or plant communities of the ecosystem support globally rare habitat in a unique composition of the following biological communities.

Much of the Sensitive Resource Area has been modified by human land use. Vegetation can reestablish after disturbances such as agriculture, grazing, and other clearing, through natural succession or revegetation. Many native plants are adapted to natural disturbances and recolonize cleared areas from seed or vegetative materials (e.g. roots, rhizomes, and tubers). The three most prominent communities in this SRA are:

- 1. Coastal Sage Scrub.** This plant community is typically found on relatively flat terraces adjacent to the Pacific Ocean and on dunes that are middle aged. This community is dominated by short to medium height, soft-woody shrubs including California sagebrush (*Artemisia californica*), coyote brush (*Baccharis pilularis*), California goldenbush (*Ericameria ericoides*), silver lupine (*Lupinus albifrons*), dune (or sand) almond (*Prunus fasciculata* var. *punctata*), dune lupine (*Lupinus*

*chamissonis*), deer weed (*Acmispon glaber*), and black sage (*Salvia mellifera*). Herbaceous plants occur between shrubs, with common species including California croton (*Croton californicus*), wedgeleaf horkelia (*Horkelia cuneata*), rush rose (*Helianthemum scoparium*), and common sandaster (*Corethrogyne filaginifolia*).

2. **Maritime Chaparral.** The Los Osos Ecosystem Sensitive Resource area also features central maritime chaparral, which is dominated by sclerophyllous (hard-leaved) shrubs that features scattered trees and herbaceous plants in gaps in the shrub and tree canopy. This community is dominated by Morro manzanita— a shrub endemic to Los Osos ecosystem. Other common species include chamise (*Adenostoma fasciculatum*) coast live oak, wedge-leaf ceanothus (*Ceanothus cuneatus*), and sticky monkeyflower (*Mimulus aurantiacus*). Canopy gaps support a variety of subshrubs including California goldenbush and deer weed, as well as herbs such as wedgeleaf horkelia, seacliff buckwheat (*Eriogonum parvifolium*), California croton, and golden yarrow (*Eriophyllum confertiflorum*).

Central maritime chaparral forms a mosaic with coastal scrub and oak woodland communities. When compared with the coastal sage scrub, central maritime chaparral occurs on older dunes further inland and steeper slopes.

3. **Coast Live Oak Woodland.** The Los Osos Ecosystem Sensitive Resource Area also supports vegetation dominated by stunted, wind-pruned coast live oaks, which are typically less than 30 feet in height. The understory of these ‘pygmy oaks’ can feature Morro manzanita, wedgeleaf ceanothus, coffee berry, poison oak, and herbaceous species dominated by non-native annual grasses. These woodlands also support several rare lichens, including splitting yarn lichen (*Sulcaria isidiifera*). The coast live oak woodlands occur as a mosaic with maritime chaparral and coastal sage scrub.

Together, these communities support a diversity of native plant species and a number of rare, endangered or threatened species of plants and animals, including the Morro manzanita, Indian Knob mountainbalm, Morro shoulderband snail, and perhaps the last known population of the endangered Morro Bay kangaroo rat. Many species in these habitats are found nowhere else in the world.

Due to their small geographic range, narrow habitat parameters, and small and declining populations, these four species have been listed as either threatened or endangered under the federal Endangered Species Act and/or California Endangered Species Act. In order to comply with these laws, landowners and others seeking to conduct projects that would impact these species or their habitats must receive an incidental take permit, from the US Fish and Wildlife Service (see Section 4.5.7 for information regarding Incidental Take Permits and the Los Osos Habitat Conservation Plan).

#### 4.7.7 Endangered Species Act and the Los Osos Community-wide Habitat Conservation Plan

What is an incidental Take Permit?

*Federal Incidental take permits* (ITP) are required when non-Federal activities are likely to result in take of threatened or endangered animal species. A Habitat Conservation Plan or "HCP" is part of the supporting documentation that accompanies an application for an ITP. The habitat

conservation plan associated with the permit ensures that the effects of the authorized incidental take are adequately minimized and mitigated.

What is “take?”

The Federal Endangered Species Act defines “take” as: to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Harm includes significant habitat modification where it actually kills or injures a listed species through impairment of essential behavior.

#### Los Osos Community-wide Habitat Conservation Plan (LOHCP)

The County is seeking a programmatic incidental take permit from the US Fish and Wildlife Service. The County, as the applicant, is requesting a permit term of 25 years to authorize take of covered species associated with covered activities in the Habitat Conservation Plan area, which is approximately 3,560 acres bounded by the Los Osos Urban Reserve Line. As the permittee, the County will have the ability to issue certificates of inclusion to confer incidental take coverage to landowners and other participating entities as long as their activities have been fully analyzed in the HCP and are included on the incidental take permit(s).

The Habitat Conservation Plan will identify the suite of activities that will be covered by the permit (covered activities), their anticipated impacts to the listed species covered by the permit (covered species), and the steps that the County and other plan participants will take to avoid, minimize, and mitigate the impacts of the covered activities on the covered species (the conservation strategy). General categories of covered activities included in the Habitat Conservation Plan are:

- Commercial and residential development and redevelopment on privately-owned parcels;
- Public entity and private utility company facility and infrastructure development projects;
- Public entity and private utility company activities to operate and maintain, including repair and replace, existing facilities; and
- Activities conducted to implement the Habitat Conservation Plan conservation strategy.

The purpose of issuing a programmatic incidental take permit is to allow the County to authorize the take of listed species that would result from the implementation of covered activities while conserving the covered species and their habitats. Implementation of a programmatic, multi-species Habitat Conservation Plan, rather than a species-by-species or project-by-project approach, will maximize the benefits of conservation measures for covered species and eliminate potentially expensive and time-consuming efforts associated with processing individual ITPs for each project within the proposed Habitat Conservation Plan area. Adoption of the Habitat Conservation Plan and issuance of the incidental take permit(s) will facilitate a streamlined permitting process and also provide a comprehensive conservation strategy managed by one entity with a single funding source. The Conservation strategy will focus on expansion, conservation, enhancement and management of those lands that collectively comprise of the Los Osos greenbelt (see Figure 4-1).

To mitigate the effects of the covered activities on the covered species, which could otherwise threaten their persistence, the County will be responsible for the implementation of the LOHCP conservation program—a comprehensive program designed to avoid, minimize, and mitigate the take of/impacts to the covered species as a result of the covered activities. Given the rarity of these narrowly endemic covered species, this regional plan is also intended to contribute to their recovery.

The LOHCP will be implemented by an Implementing Entity, in coordination with the County and the US Fish and Wildlife Service (USFWS) who will ensure compliance with the permits.

Figure 4-1: Los Osos Greenbelt

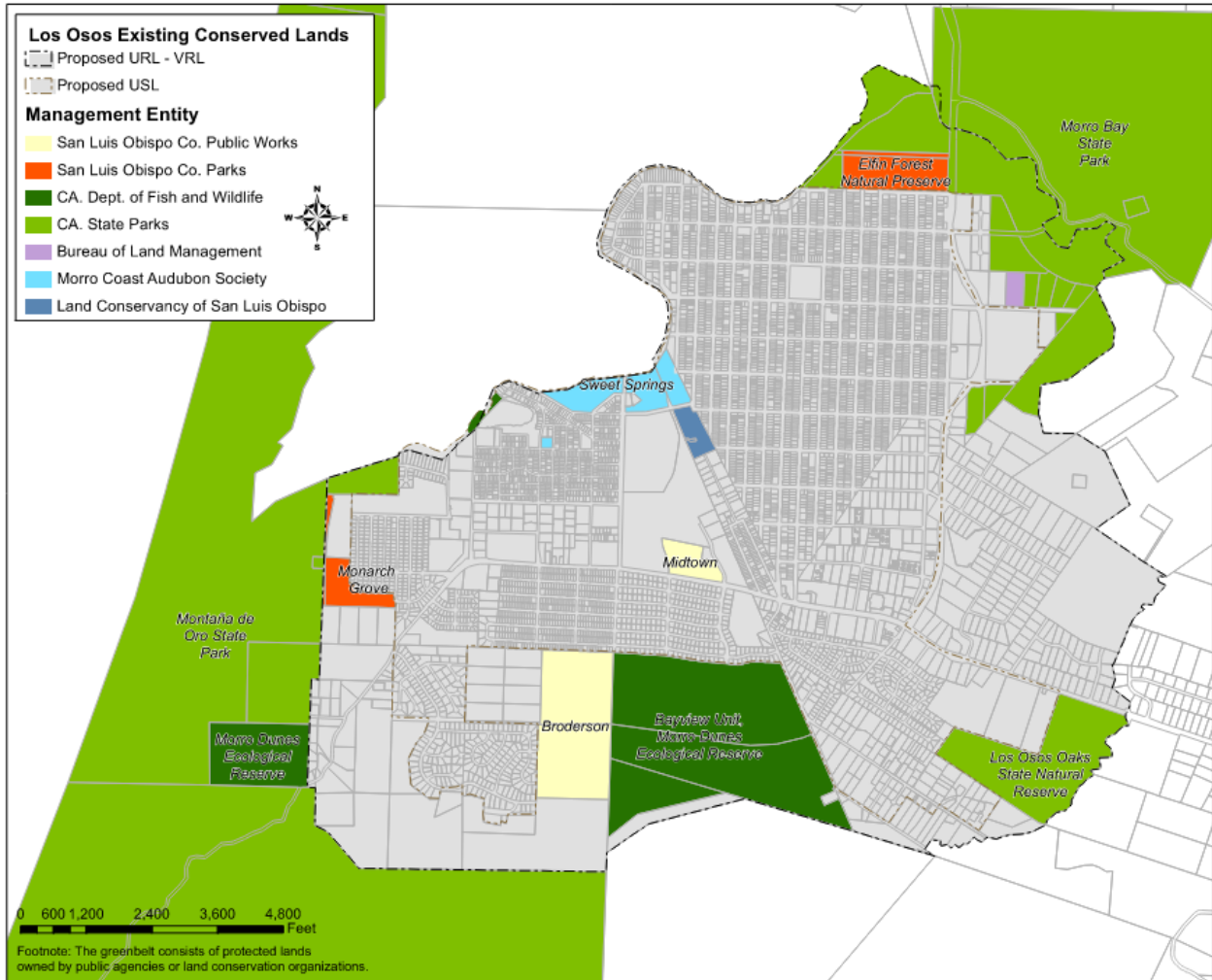
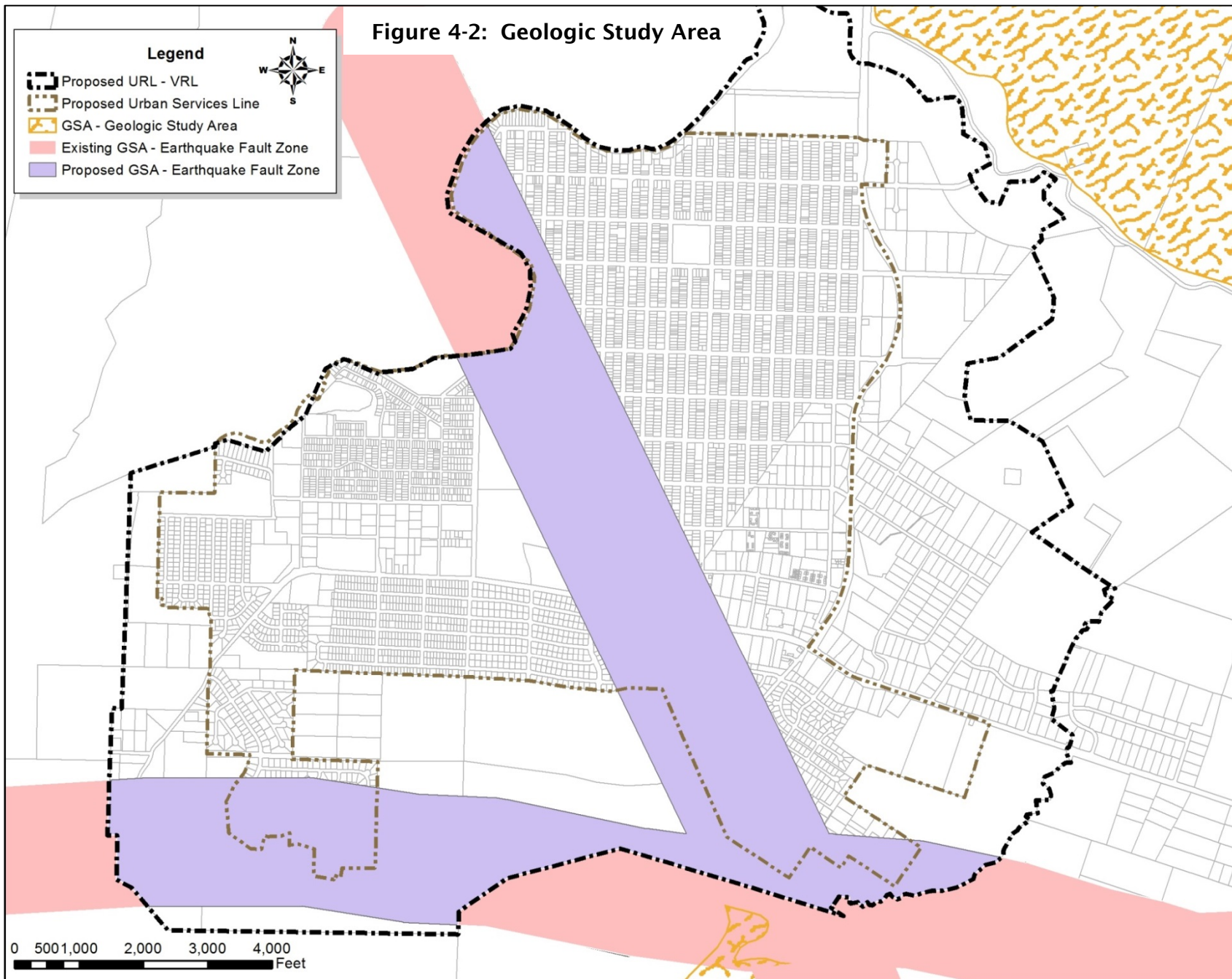


Figure 4-2: Geologic Study Area



**Figure 4-3: Los Osos Ecosystem Environmentally Sensitive Habitat Area (ESHA)**

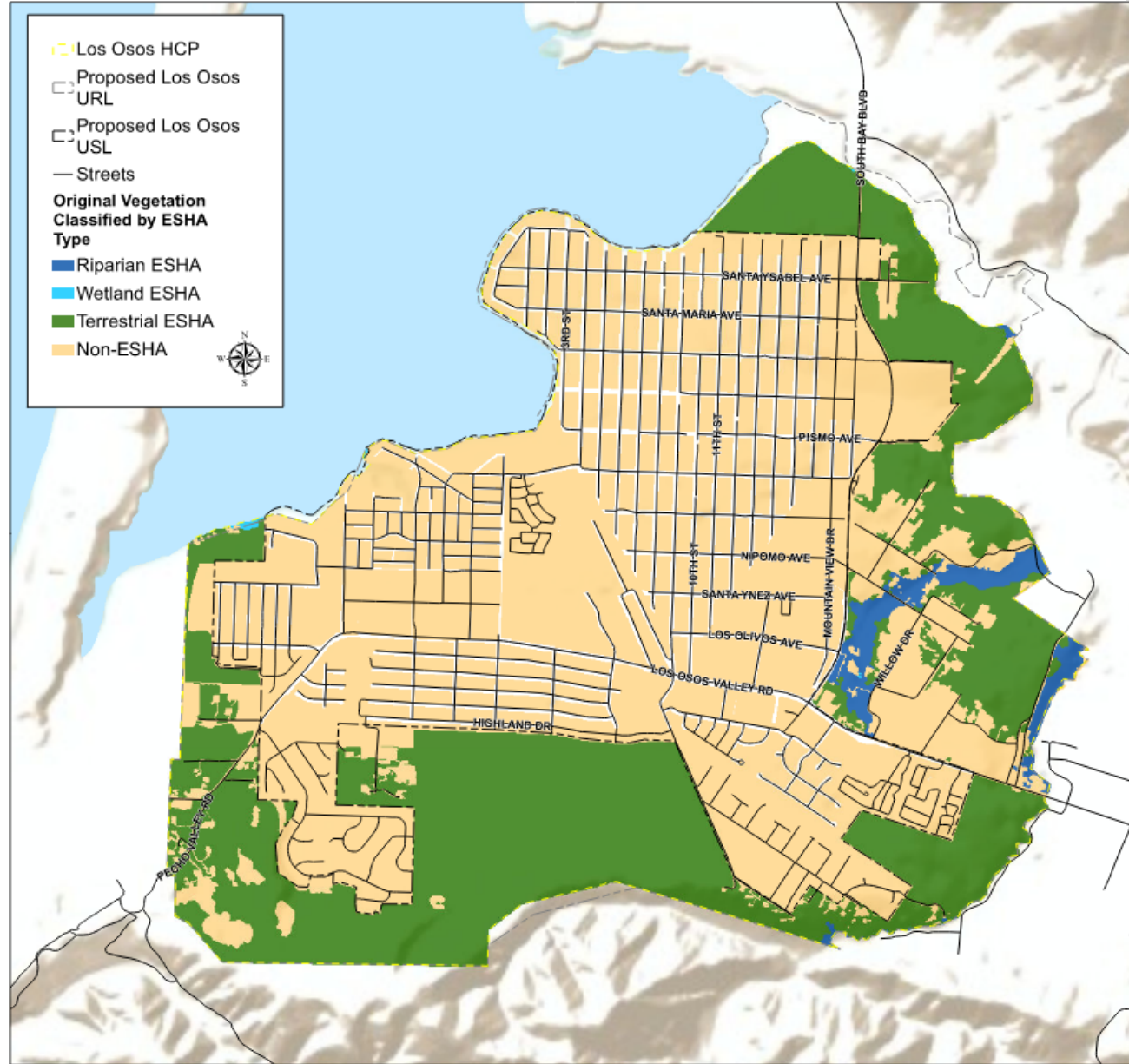


Figure 4-4: Archeologically Sensitive Areas

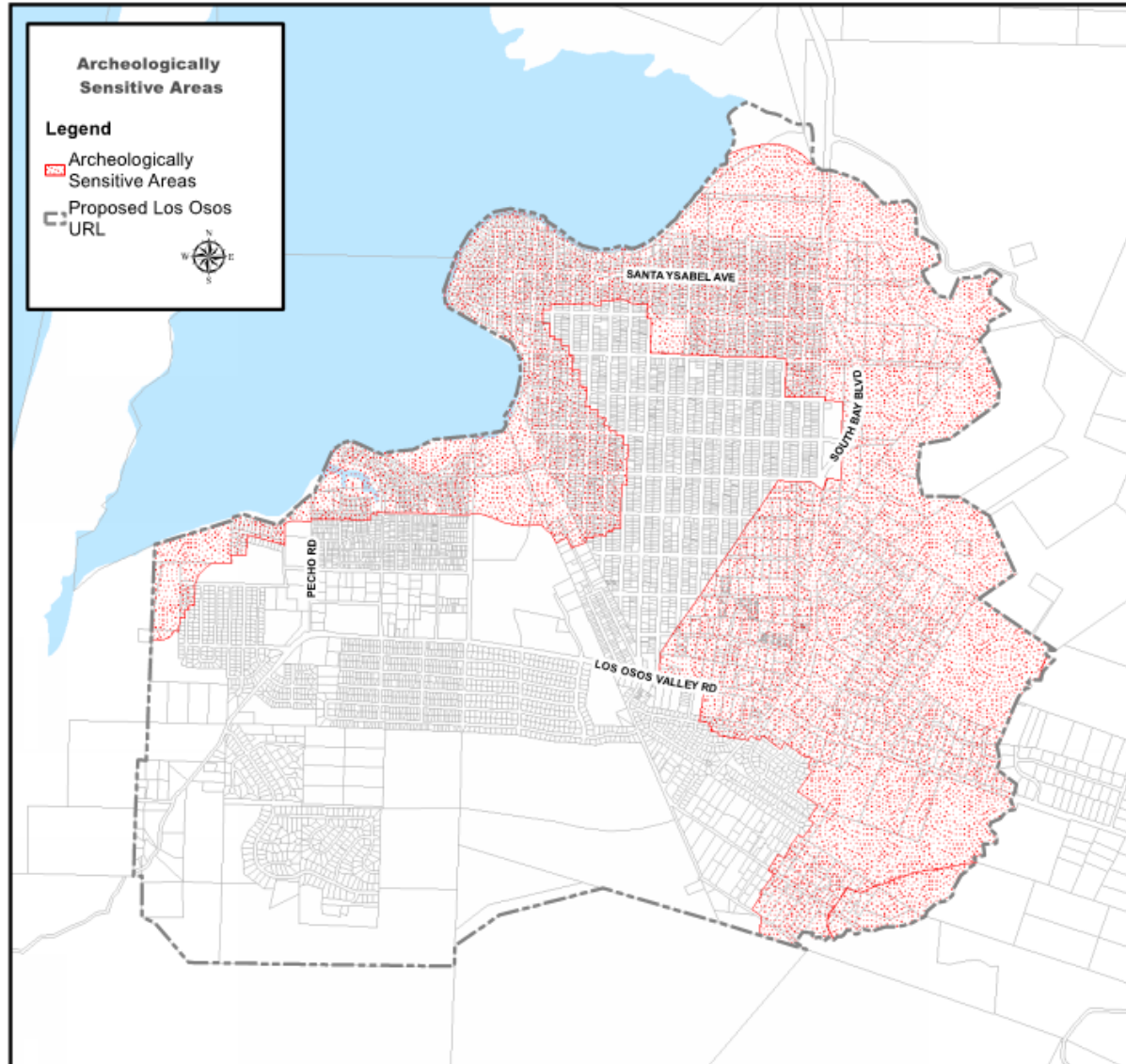




Figure 4-5: Flood Hazard Areas

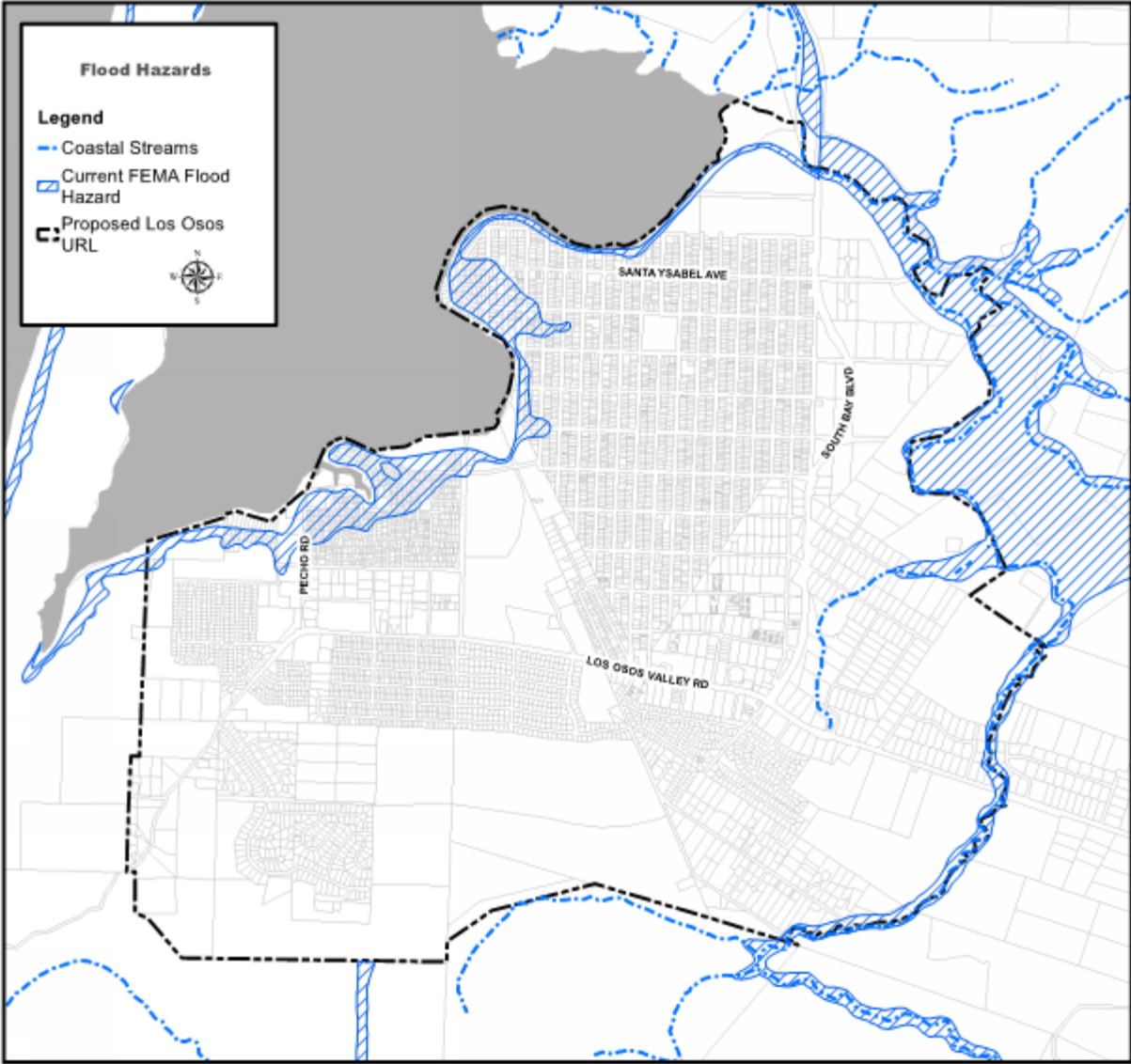
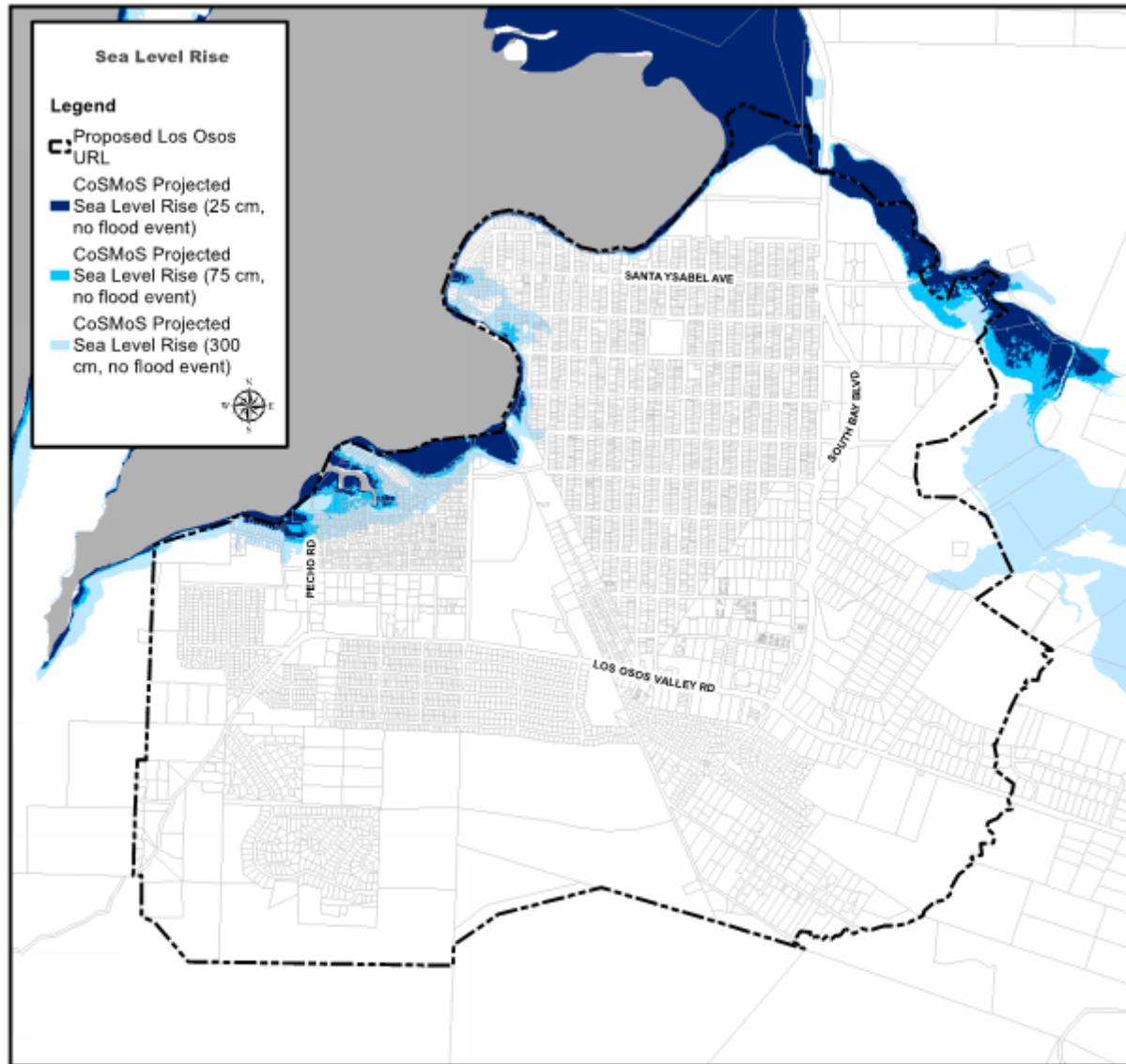


Figure 4-6 Sea Level Rise



## Chapter 5: Circulation Element

---



Land use and transportation planning must be complementary. The planned circulation system of roads, pedestrian routes, bikeways, and other modes of transportation must take into account future development. At the same time, planning for future development must consider transportation needs and capacities. Accordingly, this plan describes existing and proposed major transportation routes and public facilities that are closely coordinated to support land use.

This chapter implements the goals, objectives and policies of the Circulation Element in Framework for Planning, Coastal Zone, a part of the LCP. That element, together with this chapter, constitutes the Circulation Element of the general plan for Los Osos.

This chapter also includes information and provisions from the following documents:

- The Los Osos Circulation Study, first adopted by the Board of Supervisors in 1994 (updated periodically)
- The 2019 Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) to be adopted by the San Luis Obispo Council of Governments

- The County Bikeways Plan, adopted by the Board of Supervisors in 1994 and subsequently amended
- The Parks and Recreation Element of the County General Plan, adopted by the Board of Supervisors in 2006
- The Environmental Impact Report for this Community Plan
- The 2008 Draft Los Osos Valley Road Corridor Study
- The 2013 Park and Ride Lot Development Study adopted by the San Luis Obispo Council of Governments

This chapter deals with circulation issues, including those relating to coastal access. For more information on coastal access, please refer to Chapter 6, Coastal Access, in this Plan.

The California Complete Streets Act (2011) requires that jurisdictions address the needs of all users of public roadways when updating General Plan documents. Users of public roadways include motorists, people pushing baby buggies, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. Planning a “complete street” means taking the safety, convenience, and comfort of all of these users into account. Features of a “complete street” could include:

- Sidewalks
- Shared-use paths
- Bicycle lanes
- Paved shoulders
- Street trees and landscaping
- Planting strips
- Accessible curb ramps
- Crosswalks
- Pedestrian signals
- Signs
- Street furniture
- Bicycle parking facilities

### **Complete Streets**

“**Complete Streets**” are designed for *everybody*, not just the motorist. The principle behind complete streets is that **all users**, regardless of age, ability, or transportation mode should be able to **safely access** the public street system. Concerns for safety, particularly on high-speed roads with no bicycle lanes or sidewalks, are often cited as reasons people choose not to cycle or walk.

#### **BENEFITS OF COMPLETE STREETS:**

- Safety
- Public Health – increased walking and cycling.
- Aesthetics – a visually pleasing public environment

## 5.1 Circulation Issues

### 5.1.1. Existing Deficiencies

Existing circulation deficiencies in Los Osos are identified in the *Los Osos Circulation Study*. In addition; Appendix F contains a discussion of both County-identified deficiencies and deficiencies identified by the community Appendix F.1. Table 5-1, below, summarizes the circulation deficiencies identified by the County:

Table 5-1: Circulation Deficiencies Identified by the County	
Location	Deficiency
Los Osos Valley Road	<i>9<sup>th</sup> Street to Pine Avenue</i> : roadway capacity; pedestrian amenities.
Ramona Avenue	Capacity and alignment of intersections at 4 <sup>th</sup> and 9 <sup>th</sup> Streets.
Doris Avenue	<i>Rosina Drive to South Court</i> : unimproved roadway segment.
Pine Avenue	Pedestrian obstacles, narrow right-of-way.

Other deficiencies and perceived problems have been identified by the community (see Table 5-2 below), but they cannot be measured against an engineering standard. Instead, they are based on people's perceptions, which affect how people make their transportation choices. Those deficiencies may also need to be addressed.

Table 5-2: Circulation Deficiencies Identified by the Community	
<i>Specific deficiencies identified by the community</i>	
Location	Deficiency
Los Osos Valley Road	<i>Los Osos Creek to 9<sup>th</sup> Street</i> : Traffic speed; unsafe pedestrian crossings.
<i>General deficiencies identified by the community</i>	
Deficiency	Explanation
Traffic speed	Traffic routinely exceeds posted speed limits on many streets such as Santa Ysabel Avenue, South Bay Boulevard, Los Osos Valley Road, Bayview Heights Drive, and Rodman Drive.
Unpaved roads	Unpaved roads cause inefficient traffic patterns, create excessive dust, and discourage bicycle and pedestrian travel.
Pedestrian and bicycle facilities	There is a lack of adequate and convenient system of bicycle and pedestrian facilities to connect residential areas, schools, and commercial areas.
Regional transit service	Ridership on buses is low, service is infrequent, bus stops are inaccessible and/or unsheltered, and few incentives exist for transit ridership.
Narrow streets with soft shoulders	Road segments have narrow streets with soft shoulders, which create unsafe conditions for pedestrians in the following locations: 9th Street between Santa Ynez Avenue and Ramona Avenue, Ramona Avenue between 9th Street and 4th Street and Los Osos Valley road between Pine Avenue and Doris Avenue.

### 5.1.2. Future Needs

In addition to improvements needed to correct existing deficiencies, other street and intersection improvements will be needed as the community grows. Some examples are shown below. Some more specifics are given in Section 5.2, Circulation Improvements.

- A. A continuous center turn lane on Los Osos Valley Road west of Palisades Avenue.
- B. A north-south connection west of the central business district between Los Osos Valley Road and the El Moro and Baywood commercial areas.
- C. Ramona Avenue as a proposed east-west connection between South Bay Boulevard, the west end of the El Moro Area, and the Cuesta-by-the-Sea area.
- D. Signalization at several intersections along Los Osos Valley Road and South Bay Boulevard as noted in the *Los Osos Circulation Study*.
- E. Preservation of rights-of-way and offers of dedication for road easements and other accessways in order to preserve public access to the bay front and public recreation areas, and to complete and maintain the circulation system. This is needed in order to provide maximum flexibility in responding to the future transportation needs of the community.
- F. Center landscaped medians on Los Osos Valley Road from South Bay Boulevard to west of Bush Drive to reduce travel speeds, enhance pedestrian crossing and manage road intersection access.
- G. Improve pedestrian circulation along Pine Avenue with parking restrictions securing additional right of way for widening improvements, undergrounding utilities, relocating encroachments, or using the proposed Broderon Avenue Class I trail alignment as the preferred pedestrian route.

## 5.2 Circulation Improvements

In order to meet the needs of the community as it grows, a set of integrated transportation improvements is identified. Road improvements are designed to serve the amount of vehicular traffic that is projected to occur in the future at buildout under this plan.

Planned transportation improvements are illustrated by the circulation maps at the end of this chapter. One map shows existing and proposed roads that are classified by their function as arterial and collector roads. The other map shows major existing and proposed pedestrian and equestrian trails and bikeways. It also shows the locations of existing and proposed coastal access. For a complete identification of proposed roads, bikeways and equestrian trails, please refer to the Los Osos Circulation Study, the County Bikeways Plan and the Parks and Recreation Element.

In order to provide a balanced mix of all modes of transportation, this plan provides for improving not only streets and intersections, but also public transit, pedestrian routes, bikeways, and equestrian trails. For example, the plan emphasizes completing the existing road network, improving existing streets and intersections, substantially expanding bikeways and pedestrian trails, providing equestrian trails, and improving both transit service and access to transit.

## 5.2.1. Roads

This subsection describes some of the major planned road improvements, organized by the type or function of the roadway. The planned improvements will help complete the transportation network and accommodate the expected amount of growth under this plan. For additional requirements and details, refer to the *Los Osos Circulation Study*, which contains a complete, prioritized listing of planned roadway, bikeway and intersection improvements to be funded with road impact fees.

Projects funded by road impact fees are prioritized in order of anticipated capacity deficiency. For projects funded by the County roads budget, the order of funding priority is as follows: 1) maintenance, 2) safety, 3) betterments, and 4) all other projects.

### A. Arterial, Collector, and Local Roads

Table 5-3 summarizes the needed circulation improvements to roads in the community of Los Osos. Further discussion of specific improvements is contained in Appendix F.2.

### B. Los Osos Valley Road Corridor

On July 24, 2007, the Board of Supervisors approved preparation of the Los Osos Valley Road Corridor Study. The study was developed to define a specific set of guidelines and serve as an overall master plan that will guide future circulation improvements within the Los Osos Valley Road right-of-way between the Los Osos Creek bridge and Bush Drive. Community meetings were held with the Los Osos Advisory Council (LOCAC), its Visioning and Transportation Circulation Committees, the general public, and County Public Works. These meetings resulted in release of the community-sponsored Draft Los Osos Valley Road Corridor Study in November of 2008.

#### **Roadway Types**

**ARTERIAL** – Roads that carry a large volume of traffic between population centers and principal arterial roads. (e.g. highways).

**COLLECTOR** – Roads that enable traffic to move from local streets to arterials and activity centers.

**LOCAL** – Low capacity roads that provide primary access to adjacent parcels.

The study's recommendations are reflected in Table 5-3 and are discussed in further detail in Appendix F.2. They seek to strike a balance between maximizing traffic flow for passers-through and providing for the safety and convenience of pedestrians, cyclists and local traffic on this road that serves the central business district.

### C. Traffic Calming

Residents in Los Osos have shown interest in a comprehensive approach to slow-down traffic in residential and commercial neighborhoods. Slower traffic can make neighborhoods safer, quieter, more conducive to walking and bicycling, and more livable, with a greater sense of community. A variety of "traffic calming" measures can be used to slow traffic, including reducing driving lane widths of existing streets and designing narrower driving lanes on streets in new land divisions. Hard surface lanes are needed for pedestrian and bicycle use due to the town's soft sandy ground. Some measures involve landscaping, which can also make neighborhoods more attractive. Specific traffic calming measures may be considered for approval by the County Public Works Department.

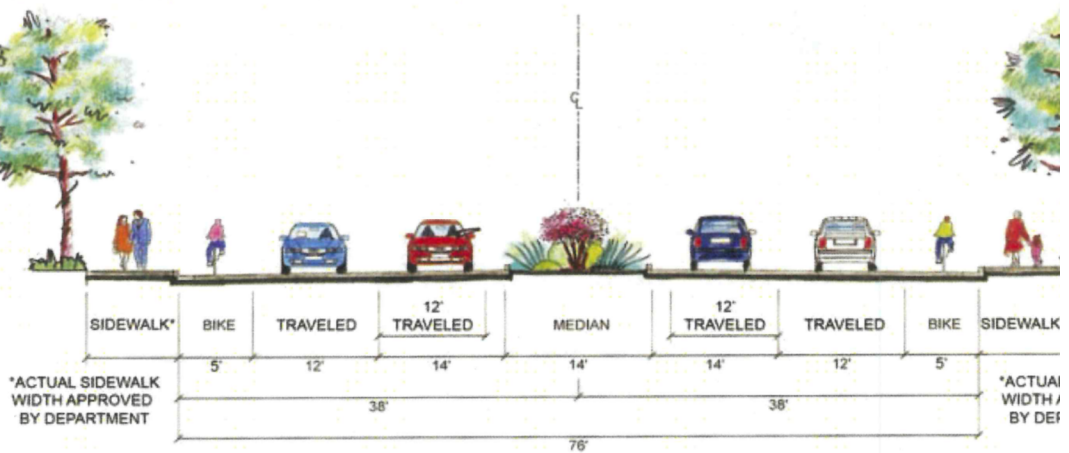
**Table 5-3: Needed Road Improvements**

<i><b>Arterial Roads</b></i>	
<b>Los Osos Valley Road</b> <i>Corridor-wide</i>	<ul style="list-style-type: none"> <li>Center medians in the downtown corridor</li> <li>Traffic calming measures</li> </ul>
<i>Doris Avenue to Palisades Avenue</i>	<ul style="list-style-type: none"> <li>Widen and provide a continuous center left turn lane</li> <li>Multi-use trail (north side)</li> </ul>
<i>Bush Drive to Sunset Drive</i>	<ul style="list-style-type: none"> <li>Raised median</li> <li>Right turn deceleration lane at Bush Drive</li> <li>Traffic median to restrict left turns at Bush Drive</li> <li>Synchronize traffic signals</li> <li>Pedestrian striping/pavers at Bayview Heights Drive and 10<sup>th</sup> Street</li> <li>Sunset Drive intersection improvements</li> </ul>
<i>At Sunset Drive</i>	<ul style="list-style-type: none"> <li>Restrict left turns out from the side streets with traffic control devices as approved by Public Works.</li> </ul>
<i>Sunset Drive to South Bay Boulevard</i>	<ul style="list-style-type: none"> <li>Traffic signal and intersection improvements at Fairchild Way.</li> <li>Synchronize traffic signals</li> <li>Pedestrian striping/pavers at South Bay Boulevard</li> <li>“Gateway feature” at South Bay Boulevard</li> </ul>
<i>South Bay Boulevard to Los Osos Creek</i>	<ul style="list-style-type: none"> <li>Pedestrian trail</li> </ul>
<i>Within the CBD</i>	<ul style="list-style-type: none"> <li>Streetscape improvements (including sidewalks)</li> </ul>
<b>South Bay Boulevard</b>	<ul style="list-style-type: none"> <li>Intersection improvements at Los Osos Valley Road</li> <li>Future intersection with Ramona Avenue extension</li> <li>Multi-use trail (east side)</li> </ul>
<i>At Pismo</i>	<ul style="list-style-type: none"> <li>Restrict left turns out from the side streets with traffic control devices as approved by Public Works.</li> </ul>
<i><b>Collector Roads</b></i>	
<b>Ramona Avenue</b>	<ul style="list-style-type: none"> <li>Realign intersection at 4<sup>th</sup> Street</li> <li>Complete roadway from 10<sup>th</sup> Street to South Bay Boulevard</li> </ul>
<b>Ravenna Avenue</b>	<ul style="list-style-type: none"> <li>Extend between Los Osos Valley Road and Ramona Avenue as development occurs, if needed and warranted for the circulation system (as determined by Public Works).</li> </ul>
<b>Skyline Drive</b>	<ul style="list-style-type: none"> <li>Complete roadway between Doris and Pine Avenues, if needed for the circulation system (as determined by Public Works).</li> <li>Extend the street eastward to Palisades Avenue, if needed and warranted for the circulation system (as determined by Public Works).</li> </ul>

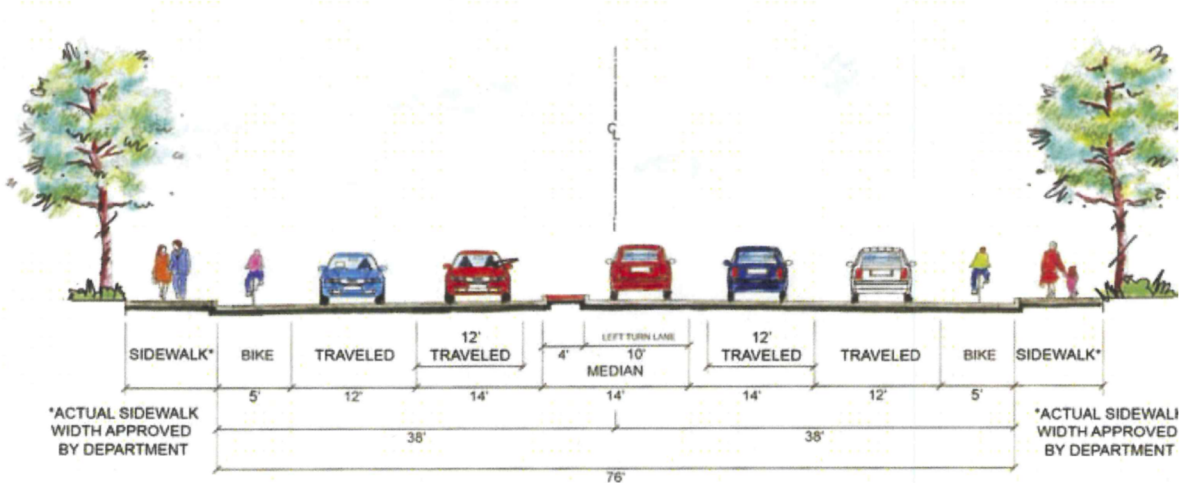


	<ul style="list-style-type: none"> <li>Acquire right-of-way and extend the street eastward from Palisades Avenue to Nipomo Avenue (at 7<sup>th</sup> Street) as development occurs</li> </ul>
<b>Doris Avenue</b>	<ul style="list-style-type: none"> <li>Complete roadway from Rosina Avenue to South Court</li> </ul>
<b>Fairchild Way</b>	<ul style="list-style-type: none"> <li>Signalize intersection with Los Osos Valley Road</li> <li>Extend the street northward to Nipomo Avenue, if needed and warranted for the circulation system (as determined by Public Works).</li> </ul>
<b>Local Roads</b>	
<b>Van Beurden Drive</b>	<ul style="list-style-type: none"> <li>Extend the street westerly to provide access for nearby parcels</li> </ul>
<b>Baywood Park grid</b>	<ul style="list-style-type: none"> <li>Improve local roads to complete the established grid system</li> </ul>

**Figure 5-1: Los Osos Valley Road – Cross Section with Median**



**Figure 5-2: Los Osos Valley Road – Cross Section with Left Turn Lane**



#### **D. Trees**

Many residential and commercial areas lack property fronting trees, which can greatly enhance neighborhood appearance, provide wildlife habitat, moderate the climate, and reduce energy consumption. Existing pine trees are being attacked by the pine pitch canker disease, which may virtually destroy the urban pine forest in a short time. In order to prevent a loss of tree cover and expand the urban forest, tree planting is required with new development and land divisions. In addition, the community should pursue an aggressive tree planting program immediately.

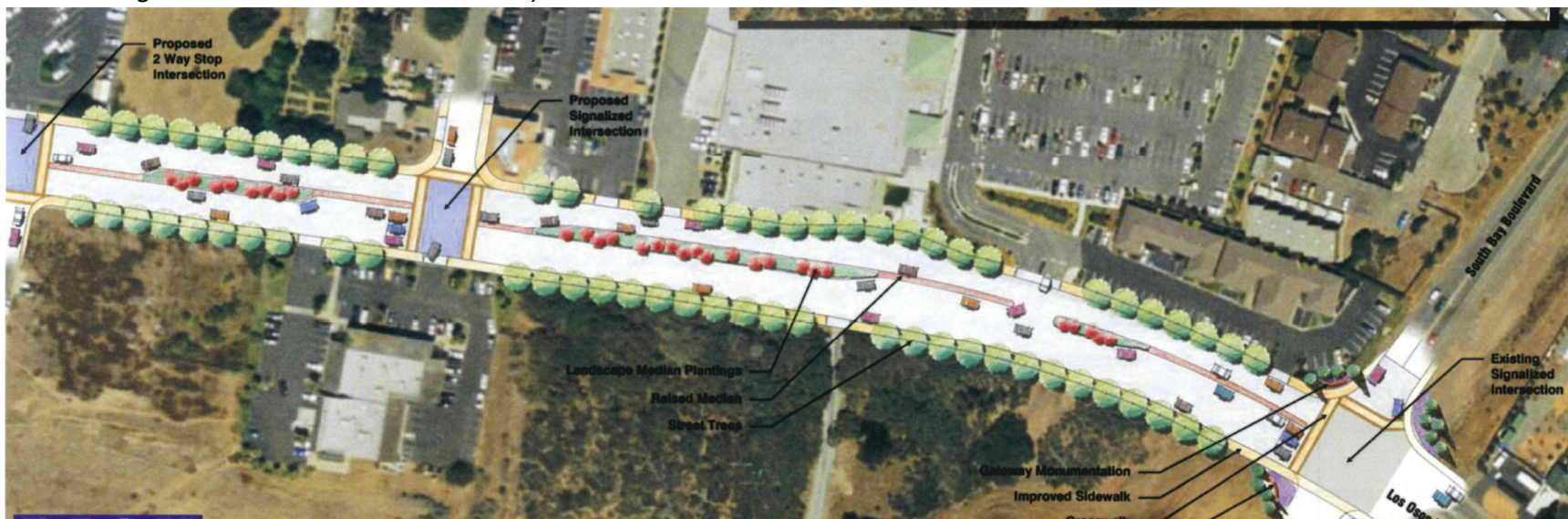
Improperly located trees may impede roadway/driver sight distance and their roots may cause damage to road and sidewalk improvements. Left unmaintained, trees and other vegetation may become an eyesore or hazardous to the public. Therefore, prior to planting within the right-of-way, an encroachment permit must be obtained from the County Public Works Department. The permit provisions will ensure correct siting of the tree and establish the ongoing maintenance responsibly, typically assigned to the fronting property owner.

Figure 5-3: Illustration of Los Osos Valley Road Corridor Improvements

*Western Segment – Bush Drive to Sunset Drive*



*Eastern Segment – Sunset Drive to South Bay Boulevard*



### 5.2.3. Public Transit

Public transit is an essential part of the transportation system. An effective public transit system reduces automobile dependency by offering viable alternatives to automobile travel, including the use of several means of transportation for a given trip.

The following are the recommended transit improvements:

- A. Increase the Frequency and Hours of Service, Areas Served, and Destinations Served.** Examples include: providing twice-per-hour service for the Los Osos bus loop; daily express buses throughout the day to Morro Bay, Cuesta College, Cal Poly, and San Luis Obispo; and service to currently unserved neighborhoods. Bus routes should be carefully determined so that future road work can take potential traffic calming measures into account with design.
- B. Provide a more appropriately located, well designed and easily accessible park and ride lot.** Existing park and ride lots have been identified by SLOCOG and published in its 2013 Park and Ride Study. This study also provides recommendations on securing new Park and Ride sites that could be implemented by the community.
- C. Improve the Performance of Transit Service.** Examples include:
  - 1. Identify key focus points with regional transit access for large buses with passenger amenities (schedule and route information, shelters, benches) and minimize the costly deployment of regional transit buses along local, narrow streets without sidewalks.
  - 2. Provide a permanent park and ride lot, mostly for ridesharing.
  - 3. Provide a future transfer node between the South Bay and Morro Bay Dial-A-Ride vans to minimize the need for multiple transfers to and from regional buses.
  - 4. Integrate local transit with school buses.
- D. Assure Safe and Convenient Access to ADA-Compliant Bus Stops.** Examples include providing bus shelters, wheelchair ramps, lighting, secure bike racks at the park and ride lot, and landscaped walkways to bus stops.

Other recommendations include improving public transportation awareness and education, improving passenger comfort and convenience, and improving reliability.

## 5.3 Other Strategies to Reduce Auto Dependency

### 5.3.1. Transportation Demand Management (TDM)

Traffic congestion and its environmental effects are increasing. At the same time, we are beginning to recognize that it is increasingly infeasible, both economically and environmentally, to simply continue building more roads and adding more lanes to solve the problem. As a result, more attention is being given to various measures to reduce the demand for automobile travel. Such measures are called transportation demand management, or TDM. TDM is important, because if TDM measures are not implemented, the other circulation improvements recommended in this plan will not be as effective.

Many TDM measures need to be implemented not only where people live, but also where they work. Thus, to be most effective, TDM must be implemented at a regional level. Nevertheless, many actions can be taken at the local level as included in this plan.

The following are examples of types of TDM measures. Some may be most effective if implemented throughout the region.

- A. **Marketing and Commuter Information Programs** provide information about carpools, vanpools, and other alternatives to single-occupant automobile travel.
- B. **Transit and Ridesharing Incentives** make carpooling, riding the bus, walking, and bicycling more attractive. Incentives may include preferential carpool or vanpool parking, various employer subsidies for vanpooling and transit use, and other financial incentives.
- C. **Transit Service Improvements** can make transit use more attractive. Examples are increasing the number of daily bus trips and the frequency of service, adjusting routes to better serve riders, improving reliability of bus schedules, making it safer and more convenient to get to bus stops, and reducing fares.
- D. **Parking Management Programs** apply primarily at major employment centers such as the City of San Luis Obispo and Cal Poly State University. They discourage single-occupant automobile travel by limiting the supply of free parking.
- E. **Alternative Work Schedules** can reduce peak-hour traffic. They include 4-day work weeks, flexible schedules that accommodate carpools, staggered work hours, and telecommuting.
- F. **Land Use** and circulation policies, standards and programs are included in this plan to help reduce auto dependency and offer more transportation choices. Examples include emphasizing infill development within compact communities, offering incentives for mixed use development, providing for minimum multi-family densities, encouraging pedestrian-oriented development through development and design standards, and encouraging more employment opportunities.

Consideration should be given to the following land use planning measures, which can also help reduce auto dependency:

- Reduce parking requirements and establish maximum amounts of parking as alternatives to auto travel become more available.
- Increase opportunities for neighborhood shopping by creating additional neighborhood-serving retail commercial in convenient locations.

## **5.4 Sea Level Rise and Circulation**

Sea Level Rise and Circulation. The circulation system of Los Osos, including roads, bicycle facilities, and pedestrian and public accessways may be increasingly vulnerable as sea level rises. The County should pursue the assessment of the vulnerability of the circulation system to support the development of new strategies and public works investments to minimize impacts to circulation due to projected sea level rise (see Program CIR-5).

**Figure 5-4: Circulation Plan**

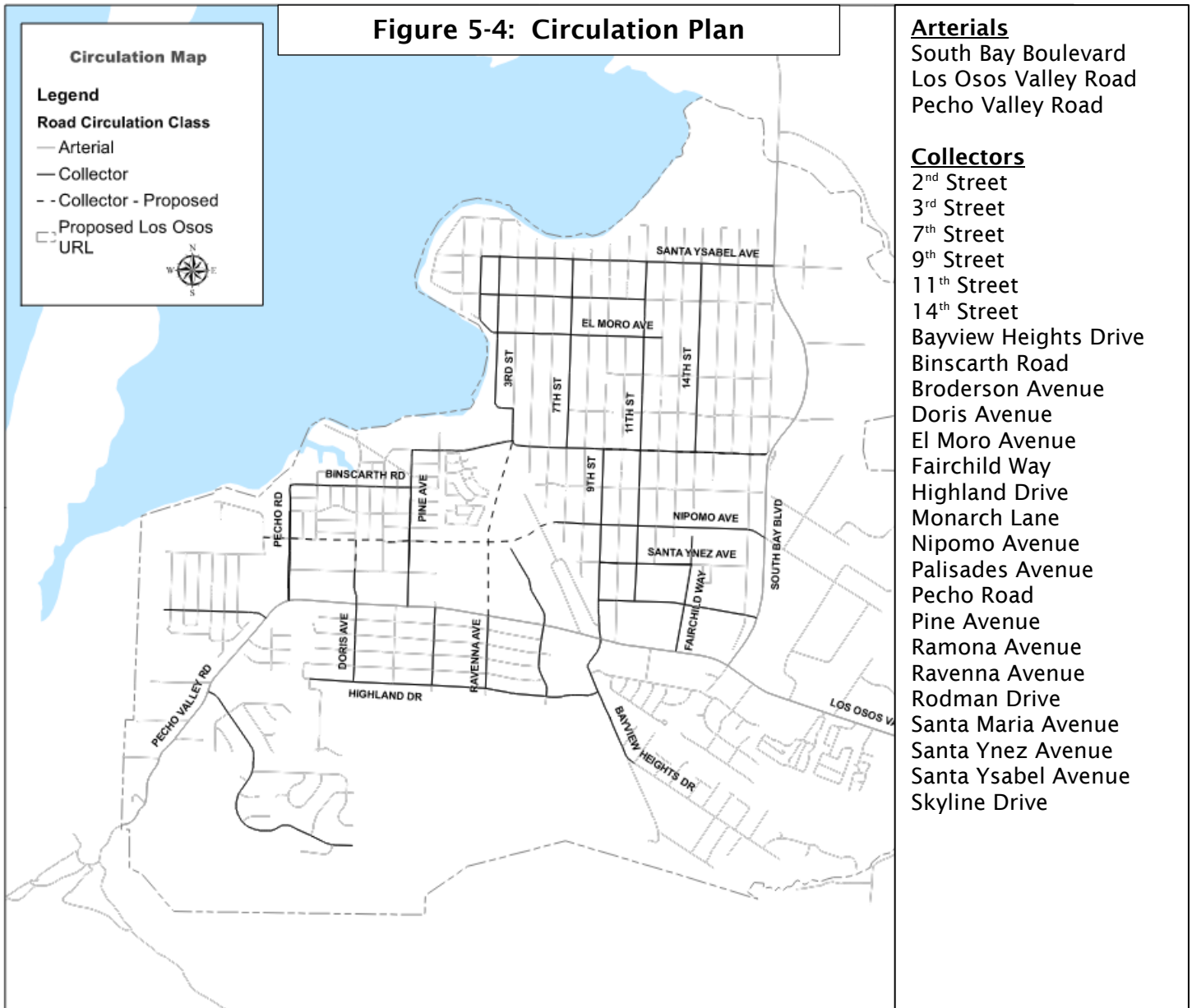
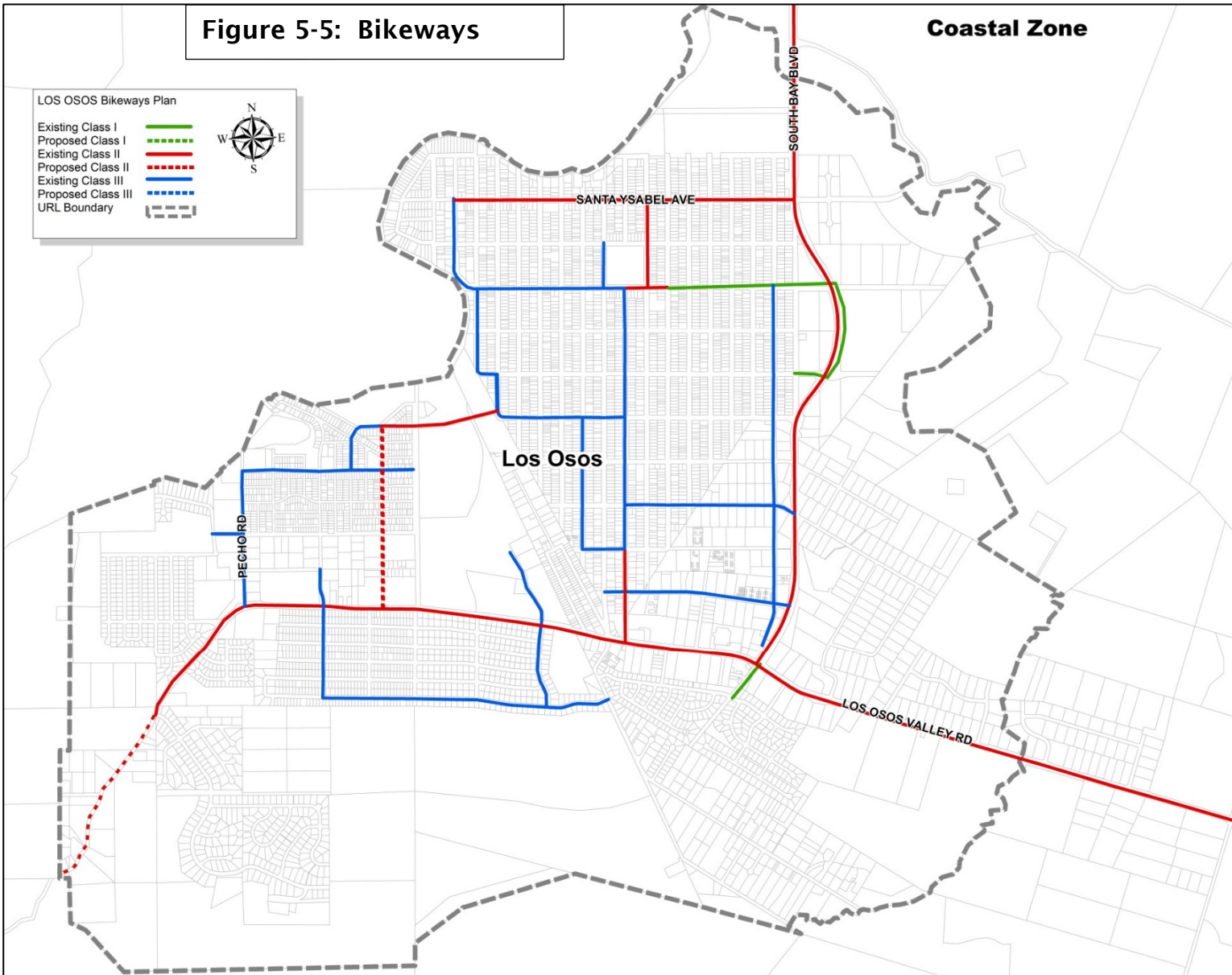


Figure 5-5: Bikeways





**Figure 5-6: Trails and Trail Corridors**

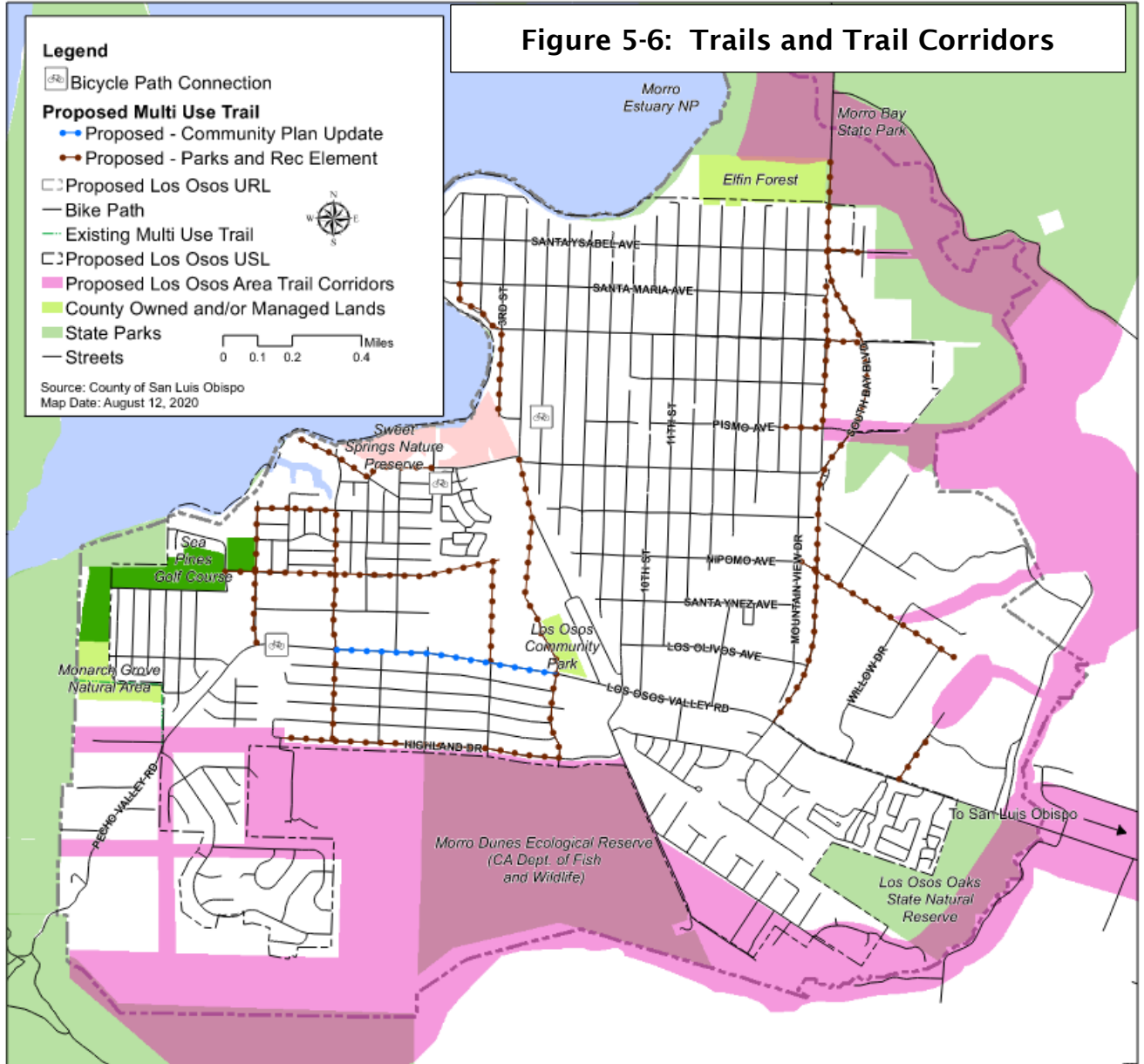
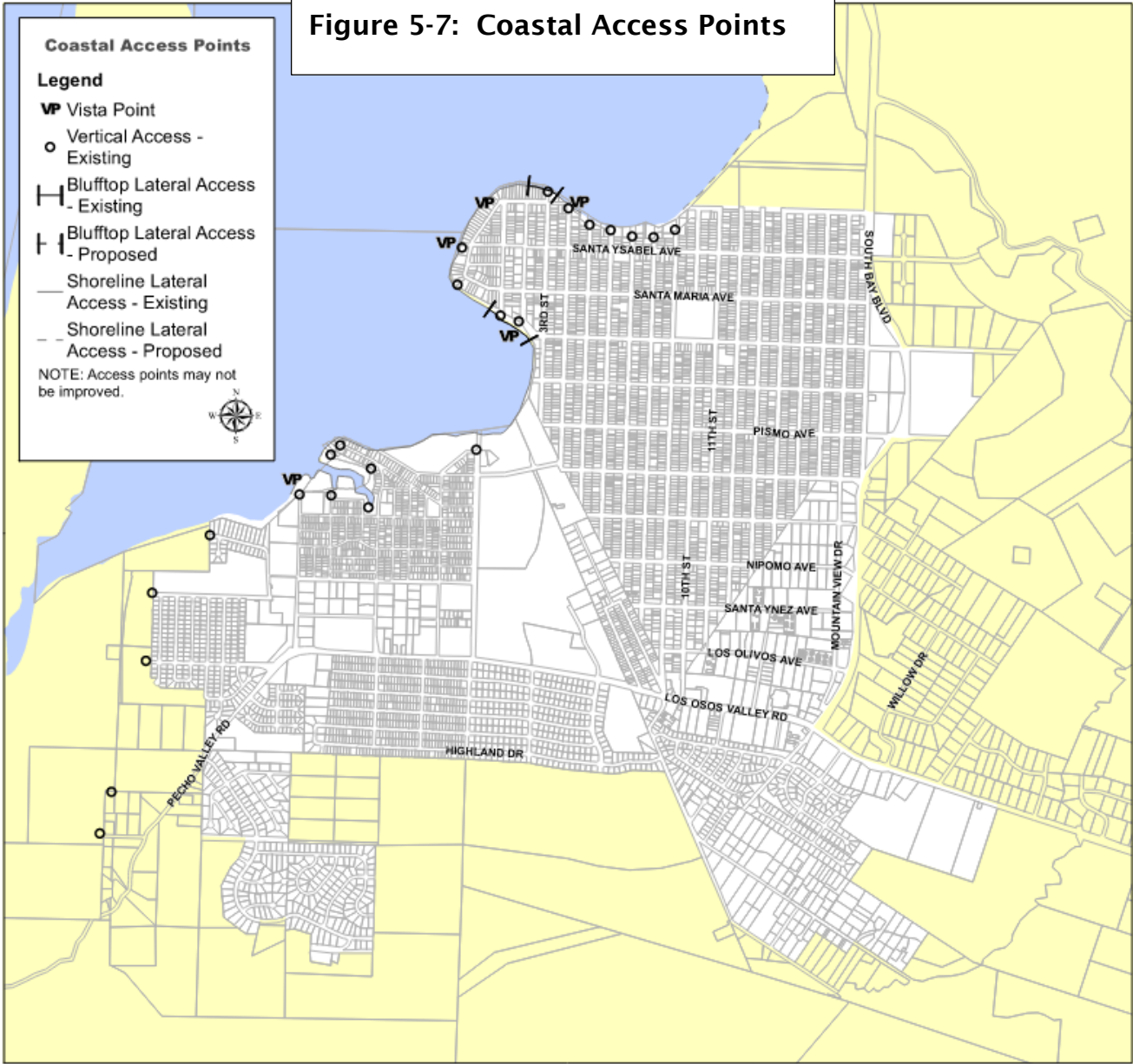


Figure 5-7: Coastal Access Points



*This page left intentionally blank.*

## Chapter 6: Coastal Access

---



### 6.1 Purpose and Organization

Public access to and along the shoreline is a fundamental value of the State of California. Article 10, Section 4 of the California Constitution affirms the public's right of access to and along the state's navigable waters and encourages the legislature to enact laws that give the most liberal construction to this provision.

Protecting and maximizing public shoreline access is a fundamental--and perhaps the most significant--goal of the California Coastal Act ("Coastal Act") of 1976. To achieve this goal, Coastal Act Section 30500 requires that all Local Coastal Programs (LCPs) include a specific public access component.

## 6.2 State and Local Coastal Access Policies

The Coastal Act guarantees the right of public access to all coastal tidelands. It contains policies which require that existing legal rights of public access to the coast be protected, and that reasonable requirements for public access be established in new developments along the coast. As part of the Coastal Act, the California state legislature declared a basic goal for the state's Coastal Zone:

*To maximize public access to and along the coastal and maximize recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.*

- Coastal Act Section 30001.5

The Coastal Plan Policies document, a component of the County's Local Coastal Program, contains specific policy language regarding coastal access and links these policies to the Coastal Act. This information is largely contained in Chapter 2 (Shoreline Access) of Coastal Plan Policies. Applicable policies from the County's LCP and General Plan are cited below:

<b>Table 6-1: Policies concerning Coastal Access</b>	
<b><i>Coastal Zone Framework for Planning</i></b>	
Strategic Growth Goal 1, Objective 3.c	Preserve urban and rural open space as an irreplaceable resource for future generations by encouraging better access to the coast through acquisition and development of coastal accessways, trails, and parks, in appropriate locations.
<b><i>Coastal Plan Policies</i></b>	
Shoreline Access Policy 1 <i>Protection of Existing Access</i>	Public prescriptive rights may exist in certain areas of the County. Development shall not interfere with the public's right of access to the sea, where acquired through historic or legislative authorization.
Shoreline Access Policy 2 <i>New Development</i>	Maximum public access from the nearest public roadway to the shoreline and along the coast shall be provided with new development.
Shoreline Access Policy 3 <i>Access Acquisition</i>	In implementing the above policies, purchase in fee (simple) is to be used only after all less costly alternatives have been studied and rejected as inappropriate or infeasible.
Shoreline Access Policy 4 <i>Provision of Support Facilities and Improvements</i>	Facilities necessary for public access shall be provided. This may include parking areas, restroom facilities, picnic tables, or other such improvements.
Shoreline Access Policy 5 <i>Acceptance of Offers to Dedicate</i>	Dedicated accessways shall not be required to be opened to public use until a public agency agrees to accept the responsibility for maintenance and liability of the accessway.
Shoreline Access Policy 6 <i>Public Safety</i>	The level and intensity of shoreline access is to be consistent with public safety concerns related to bluff stability, trail improvements, as well as the provision of adequate facilities such as signs, fences, and stairways.
Shoreline Access Policy 7 <i>Development of Uniform Access Signs</i>	A uniform signing system program should be developed. Such signs would assist the public in recognizing access points.

<b>Table 6-1: Policies concerning Coastal Access</b>	
Shoreline Access Policy 8 <i>Minimizing Conflicts with Adjacent Uses</i>	Maximum access shall be provided in a manner which minimizes conflicts with adjacent uses.
Shoreline Access Policy 9 <i>Restoration and Enhancement of Shoreline Access Areas</i>	Areas that have been severely degraded through overly intense and unrestricted use should be restored by such techniques as revegetation with native plants, trail consolidation and improvement, and through the provision of support facilities such as parking, defined trail and/or beach walk stairway systems, trash receptacles, restrooms, picnic areas, etc.
Shoreline Access Policy 10 <i>Protection of Property Rights and Privacy</i>	The acquisition of rights for access and view purposes and other uses by the public should be consistent with the protection of the property and use rights of property owners. Access routes should be selected and designed as to minimize the public impact on private property.
Shoreline Access Policy 11 <i>Taking of Private Property</i>	In meeting the foregoing policies for ensuring public access to the shoreline, careful consideration must be given to the requirements of [Coastal Act] Section 30010, which declares that no local government may "...exercise their power to grant or deny a permit in a manner which will take or damage private property for public use, without payment of just compensation.
Shoreline Access Policy 12 <i>Comprehensive Public Access Planning</i>	As part of the periodic update of an area plan, the draft plan shall include development of a Comprehensive Public Access Component, consistent with Section 30500 of the Coastal Act.

### **6.3 Implementation of Coastal Access Policies**

State and local coastal access policies are primarily implemented through the development review process. Tools for implementation include the Coastal Zone Land Use Ordinance (CZLUO) and the Planning Area Standards in Chapter 7 of this plan. Coastal access programs are listed in Chapter 2 of this plan.

Section 23.04.420 of the CZLUO contains requirements for protection and provision of coastal access. It specifies the type of required access, procedures for acquisition, and the type and extent of required improvements.

### **6.4 Overview of Existing and Potential Coastal Access**

The community of Los Osos offers a wide variety of public access opportunities, including two nature preserves, a state park, and formal and informal accessways to the Morro Bay estuary. Several improved facilities exist, including overlooks and trails along the shoreline of the Bay. Most accessways are lateral easements. There are also potential vertical accessways, vista points and a trail connecting Sweet Springs to Baywood along the shoreline of the Bay. Currently, the primary use of the shoreline of the Bay is by local residents, as residential neighborhoods border the shoreline. Examples of existing and potential coastal access are discussed by

#### **6-3 Coastal Access**

neighborhood in the following paragraphs. Table 6-2 includes an inventory of public access easements and their status.

#### **6.4.1 Baywood Park (see Figure 3-1 for general location)**

The Elfin Forest is a publicly owned and managed Natural Area identified in the *Conservation and Open Space Element* of the County General Plan. The public ownership extends from South Bay Boulevard and Santa Lucia Avenue (north of and parallel to Santa Ysabel Avenue) to and along the shoreline of the Morro Bay estuary. The Elfin Forest contains a diverse and complex assemblage of natural plant communities, including pygmy oak woodland. A boardwalk loop trail and overlooks are accessible from 16<sup>th</sup> Street, and connecting trails extend to adjacent street ends. There is no shoreline access at the Elfin Forest

West of the Elfin Forest, there is an opportunity to develop the northern end of 7<sup>th</sup> Street for public access and an overlook that offers a wide vista including the Morro Bay estuary, the sandspit, and the volcanic landforms to the north. The north end of 4<sup>th</sup> Street is developed with an overlook. The other street ends between 5<sup>th</sup> and 9<sup>th</sup> Streets should be managed to protect, conserve and preserve habitat.

In the Baywood Commercial area, the southern end of 2<sup>nd</sup> Street is developed with a small pier with a seating area. In the vicinity are benches overlooking the bay and the tidal flats. Lateral access is available along the shoreline of the Bay. A sandy beach is immediate to the pier. Small watercraft may be launched by hand or with a hand-operated buggy down the ramp on the Pier and at the beach nearby, access is limited by availability of nearby parking. Trailer-launching of small boats near the pier is precluded by the design of the parking lot. Hand launching and small boat trailer-launching is available on an informal ramp at the south end of 1<sup>st</sup> Street. Boating is strictly governed by the tides. The shallow back bay deters nearly all use by motorized boats. For paddle boats and small sailboats, the back bay offers unique coastal recreational amenities: wide calm water that is free from hazards such as strong currents, motorboat traffic, and crowded boat moorings.

In Tract 40 on the Baywood Peninsula at the end of Santa Ysabel Avenue, a small parking area and trail to the bay has been developed. About a block to the north on Pasadena Drive is a bay overlook platform. The south end of 1<sup>st</sup> Street, at the interface of the Baywood commercial district and Tract 40 residential area, is an undeveloped site with grand views of the bay and sunsets, a picnic table, and an informal site for hand launching and trailer launching small boats with nearby parking (except during Baywood CBD events). Boating is strictly governed by the tides. To the south, at the bend in Pasadena Drive south of Baywood Way, is a 10-foot wide easement to the edge of the bay located between two residential lots. Due to narrow streets, lack of parking, and potential conflicts with adjacent homes, consideration should be given to either developing that easement for neighborhood-scale access or retaining the easement to protect and enhance habitat.

A trail starting at the south end of Second Street on to El Moro and extending south on Third Street connecting the Baywood commercial area with Sweet Springs Nature Preserve should be developed

The southern end of 1st Street offers vertical access to the Bay where one may find a picnic table, enjoy splendid sunsets, or slide a small, unmotorized boat, such as a kayak or a sailboat, into the bay.

#### **6.4.2 Sweet Springs (see Figure 3-1 for general location)**

The Sweet Springs marsh is a nature preserve open to the public. It includes a nature trail adjacent to the bay and wetlands that offers beautiful views of the estuary, the sandspit, Morro Rock, and the surrounding bayfront. Improvements include a boardwalk, trails, benches, and overlooks. The marsh is managed by the Morro Coast Audubon Society, a private, non-profit conservation organization. Deed restrictions placed on the property by the State of California prohibit any additional improvements.

#### **6.4.3 Cuesta-by-the Sea (see Figure 3-1 for general location)**

Coastal access in the Cuesta-by-the Sea neighborhood is entirely informal. There are many lateral access easements, and a few open, but undeveloped vertical accessways.

The Cuesta Inlet and vicinity offer substantial coastal access opportunities. In this area, Mitchell Drive provides access to the Cuesta Inlet. It parallels the shoreline and has an unimproved stub-out at each end. Both appear to be well-used for vertical access to the shoreline and lateral access along the shoreline. The Cuesta Inlet is privately owned (except where State tidelands may extend) but is heavily used by area residents for activities such walking, jogging and boat launching. Along Mitchell Drive, there is an opportunity to develop a walkway, bicycle racks, bollards, signs, a bay overlook, and landscaping. At the Cuesta Inlet or elsewhere in the “Back Bay,” a site should be acquired and developed for a park and boat launch ramp, consistent with protection of sensitive habitat.

Another major coastal access location in the Cuesta-by-the-Sea neighborhood is at the northern terminus of Pecho Road, adjacent to Binscarth Road. This street end is undeveloped but is well-used for access to the shoreline. It should be developed with a bay overlook. On the adjacent parcel west of the street end, there has been intensive trespass use, and prescriptive rights may exist in this area.

#### **6.4.4 West of Pecho Area (see Figure 3-1 for general location)**

This area has little shoreline but provides coastal access via mostly informal trailheads onto adjacent shoreline parcels. This area is also adjacent to Montaña de Oro State Park. Trailheads are located at the end of Butte Drive and Howard Street. Formal trail access into the State Park and to the coast is provided at the southern end of Inyo Street in connection with the Monarch Grove subdivision.

Butte Drive is the main shoreline road in this area. A lateral shoreline accessway is located behind the residences on this street. There are several lateral access easements, and eventual completion of the accessway through acquisition/dedication should be considered. However, the design of any future formal trail along the shoreline at this location would need to protect sensitive habitat and recognize the danger of walking on a soft, marshy surface.



## 6.4.5 Opportunities for Future Public Access and Habitat Conservation

### A. Baywood Park (see Figure 3-1 for general location)

1. **Northern end of 7<sup>th</sup> Street:** develop an overlook that offers vast vistas of the Morro Bay estuary and the sandspit.
2. **Street ends between 3<sup>rd</sup> and 9<sup>th</sup> Streets:** manage to protect, conserve, and preserve habitat.
3. **Southern end of 2<sup>nd</sup> and 3<sup>rd</sup> Street:** develop a trail connecting the Baywood commercial district with Sweet Springs Nature Preserve.

### B. Tract 40 (see figure 3-1 for general location)

1. **South end of 1<sup>st</sup> Street:** manage to protect, conserve, and preserve habitat while maintaining public access.
2. **Pasadena Drive South of Baywood Way:** consider development of neighborhood-scale access.

### C. Cuesta-by-the Sea (see Figure 3-1 for general location)

1. **Mitchell Drive/Doris Avenue:** develop a walkway, bicycle racks, bollards, signs, a bay overlook, landscaping, and a possible small boat launch at Cuesta Inlet
2. **West Pecho Road and northern terminus of Pecho Road, adjacent to Binscarth Road:** develop this well-used access to the shoreline with a bay overlook
3. **Back Bay:** acquire and develop a park and boat launch ramp, consistent with protection of sensitive habitat.

## 6.5 Management Objectives

Management of coastal access is complicated because of the many different types of access facilities and the number of responsible agencies. Accessways include developed and undeveloped beaches, bluff top trails, stairways and paths to the beach, and vista points, parks, and overlooks. Accessways are managed by the State Department of Parks and Recreation and County Parks. The Morro Coast Audubon Society, a non-profit organization, manages the Sweet Springs Nature Preserve and the 4<sup>th</sup> street overlook. Other non-profit organizations, such as the Land Conservancy of San Luis Obispo County, may accept and manage coastal accessways.

Where the County is the responsible agency for managing coastal accessways, County Parks oversees:

- Acceptance of offers to dedicate vertical and lateral coastal access, as well as, opening of these easements.
- Design and installation of access facilities, such as parking, stairs, trash receptacles, restrooms, and signs

---

## 6-6 Coastal Access

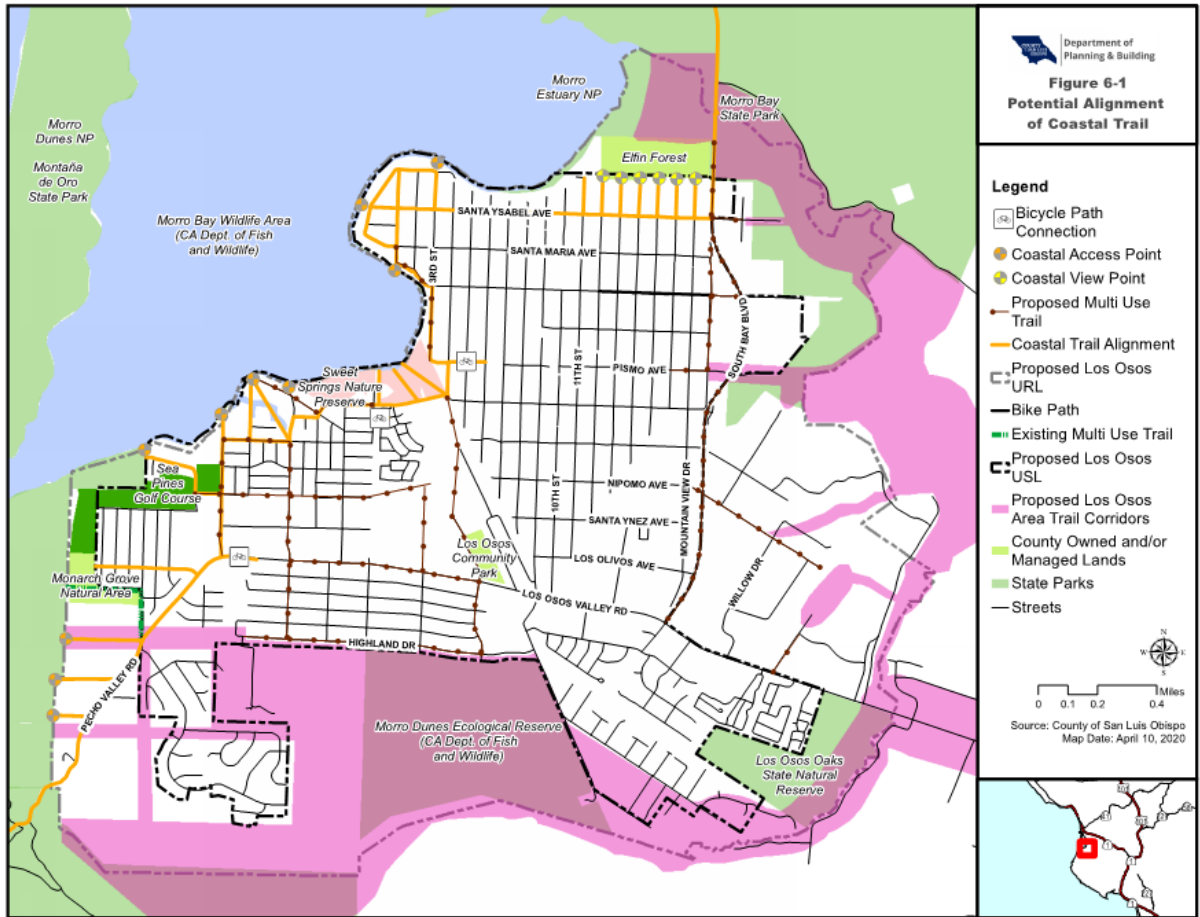
- Maintenance of existing facilities
- Management of the coastal access inventory
- Evaluation of coastal development proposals for coastal access potential

## 6.6 California Coastal Trail (CCT)

Shoreline Access Policy 12.2 (see *Coastal Plan Policies* document) requires that plan updates consider the future implementation of the California Coastal Trail (CCT). The Estero Area Plan's Coastal Access policies (see Chapter 8 of the Estero Area Plan) envision a coastal trail network, consistent with the California Coastal Trail, extending between Los Osos and Cayucos. The Park and Recreation Element of the General Plan likewise envisions the Coastal Trail extending the full length of the County's coastline.

The Los Osos Community Plan sets the preferred alignment for the CCT. The CCT will enter the community at the South Bay Boulevard bridge over Los Osos Creek to the north and the Montaña de Oro State Park boundary to the south. Within Los Osos, the CCT will primarily follow the alignments of existing road rights-of-way along as well as adjacent to the shoreline of the Bay. Figure 6-1 shows a potential CCT alignment in relation to other proposed trails. Once completed through the Estero Planning Area, the CCT will link Morro Bay State Park, the Morro Bay Embarcadero, and the community of Cayucos to the north with Montaña de Oro State Park and the Pt. Buchon Trail and Pecho Coast Trail to the southwest (near Port San Luis). The CCT's alignment is also designed to connect with existing and proposed coastal access points and the network of multi-use trails and bike paths planned for the community of Los Osos.

**Figure 6-1: Potential Alignment of the California Coastal Trail**



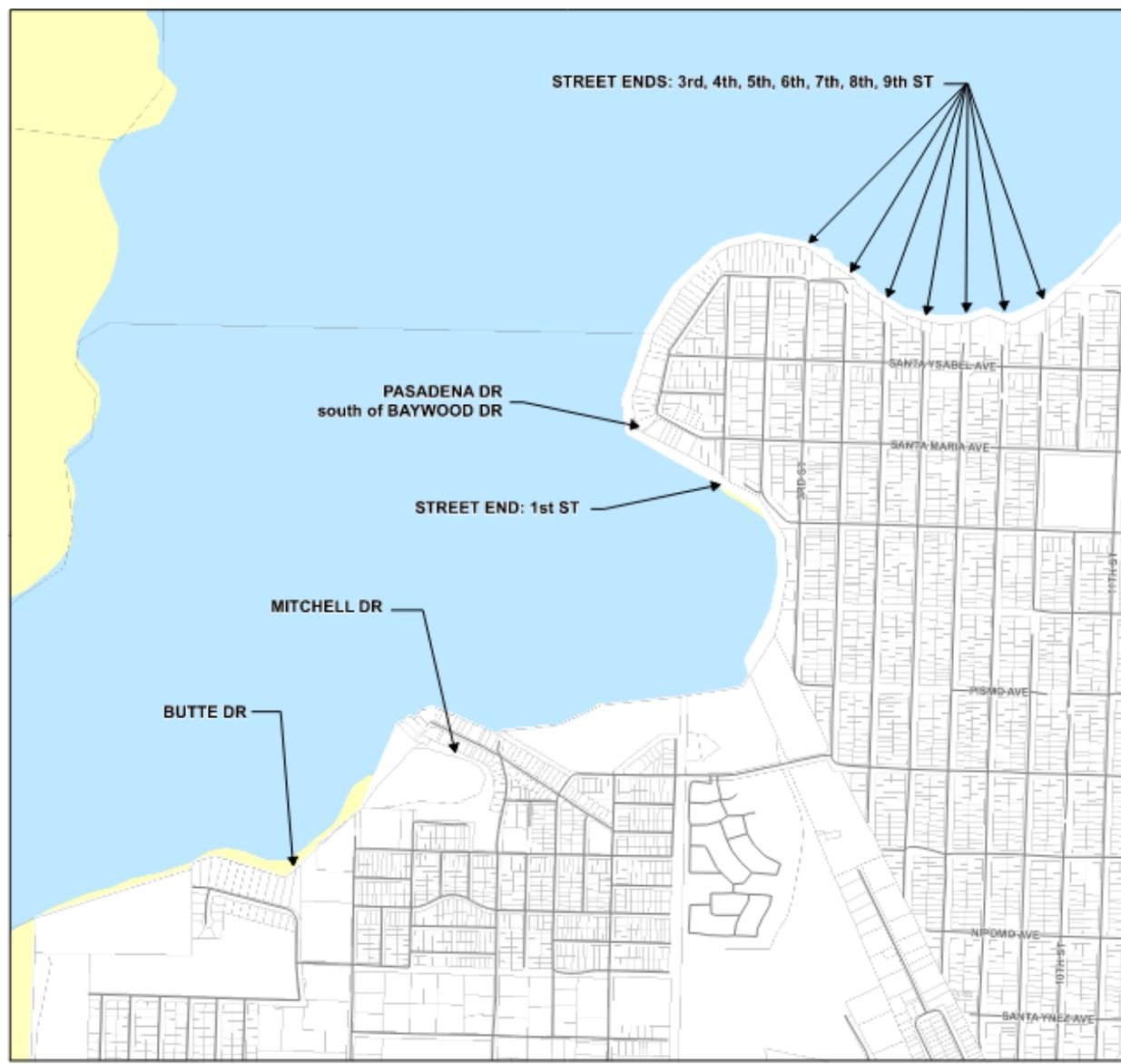
## 6.7 Coastal Access Inventory

Coastal accessways are not available for public use until a public agency or private association approved by the County agrees to accept responsibility for maintenance and liability of the accessway. Offers of dedication may have interim deed restrictions that restrict the property owner from interfering with pre-existing use by the public and require that the area offered for dedication remain open and unobstructed during the period when the offer is outstanding.

### **Note about the Table:**

**“Accepted”** in the “Status” column of the table means that an offer of dedication was accepted by a public agency or private association approved by the County and is considered a public access easement.

Figure 6-2: Improvement of Coastal Access



**Table 6-2: Coastal Access Inventory**

Assessor Parcel Number	Access	Type/Location	Status
<b><i>Coastal Access Plan: Los Osos Map 8A</i></b>			
038-701-004, 008, 009, 010, 011	Lateral/Vertical	Public: Elfin Forest. One block north of Santa Ysabel from 11th to 18th Streets, Los Osos	Open
<b><i>Coastal Access Plan: Los Osos Map 8B</i></b>			
038-041-011	Lateral	OTD: 1155 Seventh Street	Not open
038-041-010	Lateral	OTD: 1160 Sixth Street	Not open
038-032-007	Lateral	OTD: 1119 Sixth Street	Not open
038-032-001	Lateral	OTD: 1134 Fifth Street	Not open
038-031-029	Lateral	OTD: 1135 Fifth Street	Not open
038-031-001	Lateral/Vertical	Public/Non-profit: Audubon Overlook. End of 4 <sup>th</sup> St. and Santa Lucia Avenue	Open
038-682-002	Vertical	Street End: Third St. North of Santa Lucia	Open
038-681-013	Lateral	OTD: 698 Santa Lucia Avenue	Not open
038-681-014	Lateral	OTD: 688 Santa Lucia Avenue	Not open
038-681-015	Lateral	OTD: 672 Santa Lucia Avenue	Not open
038-681-017	Lateral	OTD: 670 Santa Lucia Avenue	Not open
038-681-018	Lateral	OTD: 656 Santa Lucia Avenue	Not open
038-681-003	Lateral	OTD: 640 Santa Lucia Avenue	Not open
038-681-002	Lateral	OTD: 608 Santa Lucia Avenue	Not open
038-681-012	Lateral/Overlook	OTD: 600 Santa Lucia Avenue, Overlook.	Overlook Open
038-681-024/ 038-731-012	Lateral/Overlook	OTD: 1119 Pasadena Drive	Overlook Open
038-731-011	Lateral	OTD: 1137 Pasadena Drive	Not open
038-731-010	Lateral	OTD: 1143 Pasadena Drive	Not open
038-731-009	Lateral	OTD: 1149 Pasadena Drive	Not open
038-731-008	Lateral	OTD: 1155 Pasadena Drive	Not open
038-731-007	Lateral	OTD: 1161 Pasadena Drive	Not open
038-731-006	Lateral	OTD: 1167 Pasadena Drive	Not open
038-731-004	Lateral	OTD: 1179 Pasadena Drive	Not open
038-731-002	Lateral	OTD: 1191 Pasadena Drive	Not open
038-732-001	Lateral/Vertical	Public: Pasadena Access. 1211 Pasadena Drive	County Park Open
038-732-007	Lateral/Vertical	OTD: 1299 Pasadena Drive Between 1299 and 1309 Pasadena	Not open
038-732-008	Lateral/Vertical	OTD: 1309 Pasadena Drive Between 1299 and 1309 Pasadena	Not open

**Table 6-2: Coastal Access Inventory**

Assessor Parcel Number	Access	Type/Location	Status
Between 038-732-015 and 038-181-025	Vertical	Street End: First St. South end, north of 1391 2 <sup>nd</sup> Street	Open
038-181-025	Lateral	OTD: 1391 Second Street	Not open
038-181-024	Lateral/Vertical	OTD: 1399 Second St. Back Bay Inn, adjacent to pier and 2nd Street	Open
038-181-024	Vertical	Street End: Second St. South end, south of 1399 2 <sup>nd</sup> Street	Open
038-262-005	Lateral/Vertical	Public/Non-Profit: Audubon. Corner of Paso Robles and 3 <sup>rd</sup> Street	Open Unimproved
074-229-010; 074-101-004	Lateral/Vertical	Public/Nonprofit: Sweet Springs Marsh. 660 Ramona Avenue	Nonprofit Natural Area Open
074-081-013	Lateral/Vertical	OTD: 398 Mitchell Dr. Northern extension of Doris, Los Osos	Open
074-081-037	Lateral	OTD: 380 Mitchell Drive	Not open
074-081-028	Lateral	OTD: 366 Mitchell Drive	Not open
074-081-018	Lateral	OTD: 350 Mitchell Drive	Not open
074-082-010	Vertical	OTD: 399 Mitchell Drive	Not open
074-082-010	Vertical	Street End: Doris Ave. South end, south of 399 Mitchell Street	Open Unimproved
074-084-012	Other	Potential Prescriptive Rights: Tidal inlet. South of Mitchell Drive, Cuesta-By-The-Sea	Informal
<b><i>Coastal Access Plan: Los Osos Map 8C</i></b>			
074-084-013	Other	Potential Prescriptive Rights: 25' causeway. Cuesta- By-The-Sea. Between Mitchell and Pecho road ends	Informal
074-121-003	Other	Potential Prescriptive Rights: Parcel adjacent to Pecho Road stub out. Cuesta-By- The-Sea	Informal
074-462-001, 002, 003, 004, 005 ,006, 007, 008, 009, 010, 011, 012, 013	Other	Potential Prescriptive Rights: Butte Drive Shoreline trail. Extends east behind parcels along Butte Drive	Informal
074-121-002	Vertical	Street End: Solano Dr. East of 272 Butte Drive	Not open
074-462-013	Lateral/Vertical	OTD: 272 Butte Drive	Not open
074-462-011	Lateral	OTD: 260 Butte Drive	Not open
074-462-008	Lateral	OTD: 242 Butte Drive	Not open
074-462-007	Lateral	OTD: 236 Butte Drive	Not open
074-462-004	Lateral	OTD: 218 Butte Drive	Not open
074-462-001	Lateral	OTD: 202 Butte Drive	Not open
074-022-068	Trail	OTD: 171 Monarch Lane	Open

**Table 6-2: Coastal Access Inventory**

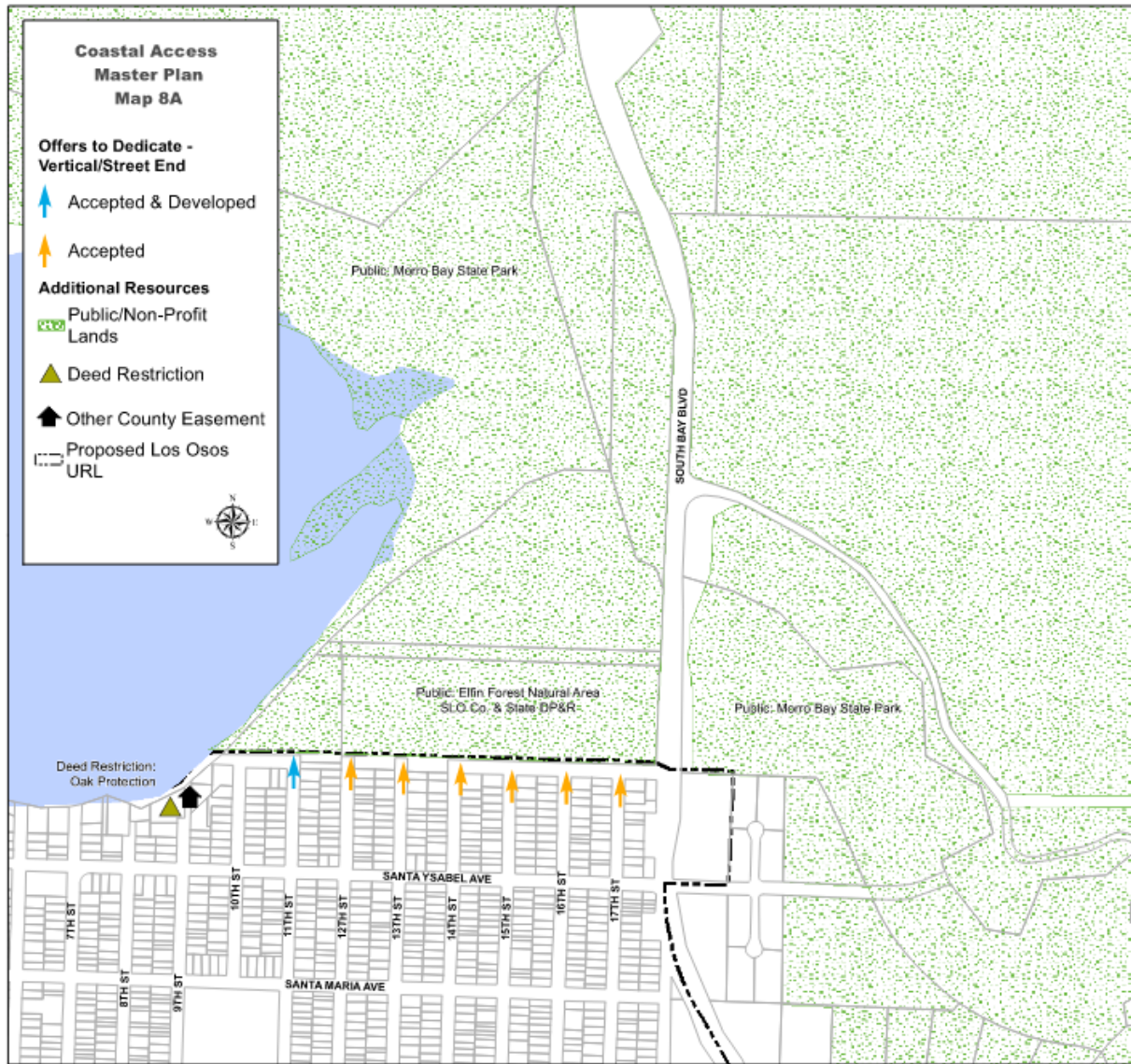
Assessor Parcel Number	Access	Type/Location	Status
074-026-003	Trail	OTD: Inyo Street Cul-de-sac trail. See 171 Monarch	Open

Notes

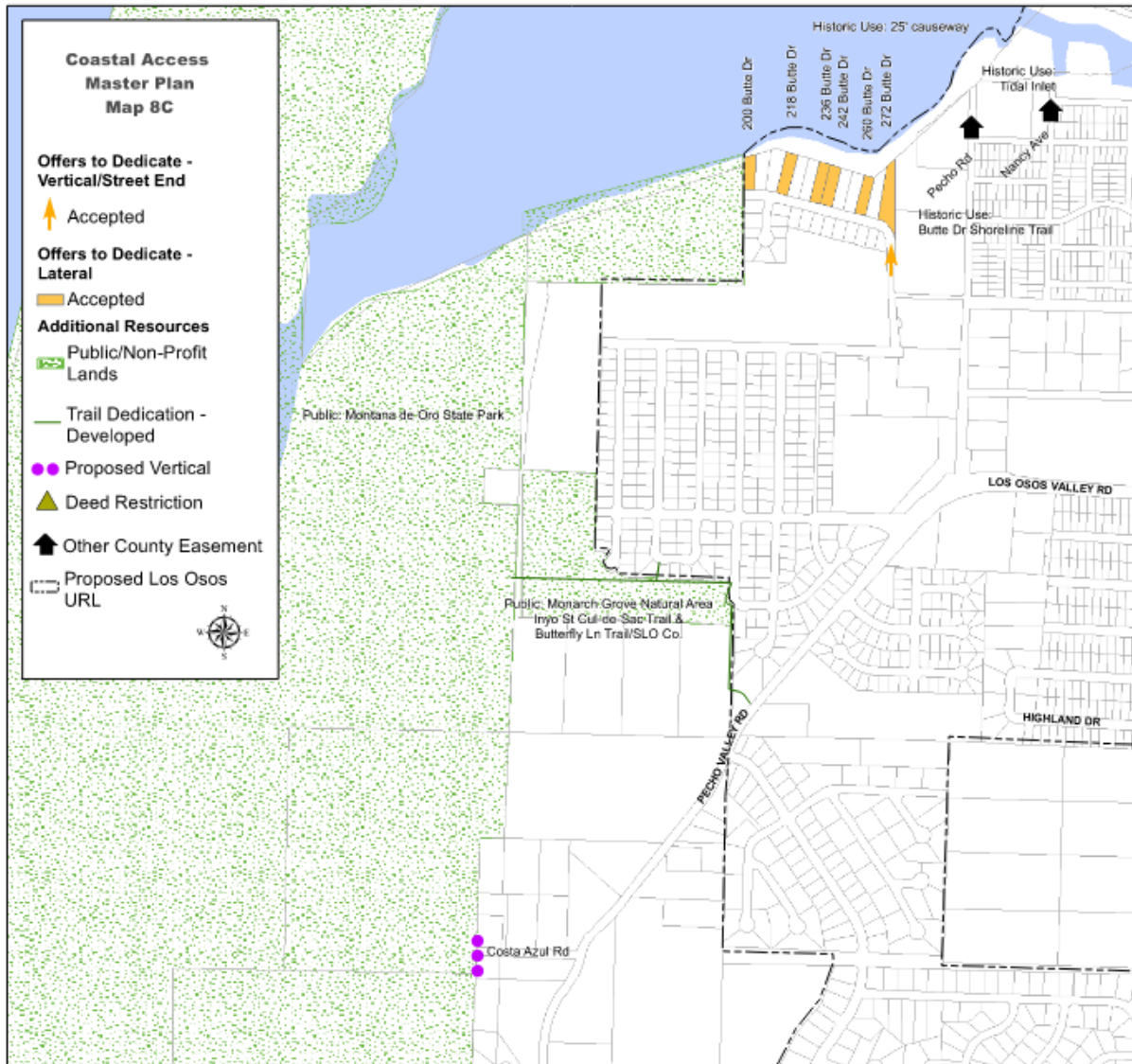
1. OTD = "Offer to Dedicate" is a legal document by which a private owner offers an access easement over their land to the public for future public recreational use.

2. Assessor Parcel Numbers may change.









# Chapter 7: Planning Area Standards

---

## 7.1 Introduction

Planning area standards implement the goals and policies of this plan and the Local Coastal Program. These standards are mandatory requirements that apply to new land uses and proposed development. Planning area standards apply in addition to the policies and standards of the Local Coastal Program Policy Document and the standards of the Coastal Zone Land Use Ordinance (CZLUO). Where a conflict exists between these standards and the CZLUO, the planning area standards shall prevail.

In addition to standards, this chapter includes guidelines, which are shown in italics. Guidelines provide further direction on how to implement the goals and policies of this plan. Guidelines are advisory, but are to be used in evaluating projects such as land divisions, Minor Use Permits and Development Plans. A variety of approaches may satisfy the intent of the guidelines.

## 7.2 Chapter Organization

The planning area standards are organized as follows:

**Section 7.3 Communitywide Standards.** These are standards that apply throughout the Los Osos urban area (within the Urban Reserve Line).

**Section 7.4 Combining Designation Standards.** These are standards that apply to areas with a special combining designation, such as a Sensitive Resource Area (SRA).

**Section 7.5 Land Use Category Standards.** These are standards that apply to specific land use categories (i.e. zoning) and specific areas or sites within those categories.

**Standards** (i.e. mandatory requirements) are written with standard text.

*Guidelines* (i.e. advisory guidance) are presented with italicized text.

## 7.3 Communitywide Standards

The following standards apply throughout the Los Osos urban area in all land use categories.

- A. **Advisory Council Referral.** Applications for land divisions, general plan amendments, Minor Use Permits, and Development Plans shall be referred to the Los Osos Community Advisory Council or its successor for review and comment.
- B. **Resource Capacity and Service Availability.**
  1. **Verification of water and sewer service.** All applications for land divisions and new development shall be accompanied by a letter from the applicable water purveyor and provider of sewer service indicating their willingness and intent to provide service to the new development.

2. **Water and Wastewater Service Capacity, Land Divisions.** New land divisions, other than condominium conversions, shall not be approved unless the Review Authority makes the following findings:
  - a. The development can be accommodated by the sustainable yield of the Los Osos Groundwater Basin without causing seawater intrusion, as identified in the Basin Plan for the Los Osos Groundwater Basin and annual monitoring reports.
  - b. If within the sewer service area, the community sewer system is in operation and has sufficient capacity to serve the development.
  - c. If outside the sewer service area, the on-site wastewater disposal system has been designed to comply with all requirements of the Local Agency Management Program and the Regional Water Quality Control Board, including the Central Coast Basin Plan.

For the purposes of the above findings, the Review Authority shall consider not only the water and wastewater demands of the development being proposed, but also the water and wastewater demands from existing development and development of all vacant parcels within the Los Osos Urban Services Line.

- C. **Fire Safety Clearance.** All applications for new development shall receive fire clearance from the applicable fire protection agency.

**D. Los Osos Groundwater Basin.**

1. **Title 19 Water Offset Requirement.** New development in Los Osos shall be subject to water demand offset requirements pursuant to Section 19.07.042 of the Building and Construction Ordinance (Title 19 of the County Code). These requirements shall remain in place for the community of Los Osos until the Board of Supervisor adopts a resolution certifying new development can be accommodated by the sustainable yield of the Los Osos Groundwater Basin without causing seawater intrusion, as identified in the Basin Plan for the Los Osos Groundwater Basin and annual monitoring reports.
2. **Discretionary Land Use Permits.** New development requiring discretionary land use permits shall not be approved unless the Review Authority finds the development can be accommodated by the sustainable yield of the Los Osos Groundwater Basin without causing seawater intrusion, as identified in the Basin Plan for the Los Osos Groundwater Basin and annual monitoring reports. The development may offset the associated net increase in water demand at a 1:1 ratio if the groundwater basin may not accommodate increased groundwater extraction, unless a higher ratio is required by Title 19.
3. **Non-residential Development.** Development of non-residential land uses that use water from the Los Osos Groundwater Basin shall be prohibited until the Board of Supervisors adopts a resolution certifying successful completion and implementation of the following programs from the 2015 Updated Basin Plan for the Los Osos Groundwater Basin, as amended or adjusted through adaptive management described in annual monitoring reports:

- a. Program “M” – Groundwater Monitoring
  - b. Program “E” – Urban Efficiency
  - c. Program “U” – Urban Water Reinvestment
  - d. Program “A” – Infrastructure Program A
  - e. Program “C” – Infrastructure Program C
  - f. Program “P” – Wellhead Protection
4. **Residential Development.** The Growth Management Ordinance, Title 26 of the County Code shall be amended to establish an annual growth rate for new residential units in the Los Osos Urban Area consistent with the available sustainable water supply. Residential units exempt from Title 26 are exempt from this standard (e.g., affordable housing, accessory dwelling units, conversion of existing commercial structures to residential use as allowed by Section 23.08.162(b) of the Coastal Land Use Ordinance):
- a. **Best Available Data.** The annual growth rate shall be established based on the best available data at the time, including the most recent annual monitoring report prepared for the Los Osos Basin Management Committee.
  - b. **Annual Review.** The adopted annual growth rate shall be reviewed on an annual basis and updated as needed, as follows:
    - i. **New Implemented Basin Plan Programs.** When additional Basin Plan programs are implemented, the annual growth rate shall be updated to reflect the estimated increase in sustainable basin yield.
    - ii. **Basin Plan Effectiveness.** If the data from the annual monitoring reports prepared for the Los Osos Basin Management Committee indicate that completed Basin Plan programs have been less or more effective in reducing groundwater demand, increasing the perennial safe yield, or facilitating seawater retreat as predicted in the Basin Plan, then the development of new residential units shall be limited or increased accordingly. Modifications made to the Basin Plan programs through the Plan’s adaptive management provision shall also be considered.
    - iii. **Non-Residential Usage Trends.** If the data from the Basin Plan annual monitoring reports, individual purveyors, or private wells, indicate a significant increase in water demand for non-residential uses (e.g., commercial, agricultural, public facilities) or for residential uses not subject to the growth limitation standards in Title 26 (e.g., affordable housing, accessory dwelling units) that the Basin Plan adaptive management is not mitigating, then the residential growth rate shall be decreased.
    - iv. **Basin Model Updates.** If updates are made to the basin model used by the Basin Management Committee, then the growth rate shall be updated to reflect the updated modeling data.
3. **Exemptions.** All development application received (pursuant to land use permits or entitlements) prior to the date of final Board action for this standard that complies with Title 19 retrofit requirements shall be exempt from the provisions of these standards in Subsections D.3 and 4.

## **E. Resource Protection – Concentration of Development Required.**

- 1. Applicability.** In the following locations or circumstances, development shall be clustered, concentrated or setback, as described in Subsection 2b, to protect identified sensitive features:
  - a. Within a Sensitive Resource Area Combining Designation.
  - b. Adjacent to wetland vegetation, riparian vegetation, coast live oak woodland, coastal sage scrub, maritime chaparral, or other significant stands of vegetation (whether or not identified as a Sensitive Resource Area Combining Designation).
  - c. Cuesta Inlet (see Section 7.5.G.1 and Figure 7-4).
  - d. Residential Rural – Creekside Area (see Section 7.5.H and Figure 7-20).
  - e. Residential Suburban – Los Osos Creek/Eto Lake Corridor (see Section 7.5.M.2 and Figure 7-32).
  - f. Within the Sea Level Rise and Inundation Zone (Figure 7-1)
- 2. Development Requirements.**
  - a. **Application Content.** In addition to the application requirements of the Coastal Zone Land Use Ordinance or other sections of this Chapter, the applicant shall submit an evaluation of projected sea level rise and impacts on a site for areas located within the Sea Level Rise and Inundation Zone FH overlay, based on the best available science, for the life of the project. In addition, when required by the Coastal Zone Land Use Ordinance or the Director of Planning and Building, the applicant shall submit a biological or other applicable report that addresses identified sensitive feature(s). The report shall be prepared by a qualified professional approved by the Environmental Coordinator. The report shall make recommendations regarding compliance with the following standards b through e, as applicable, in addition to any applicable requirements of the Coastal Zone Land Use Ordinance.
  - b. **Location.** Development shall be located away from identified sensitive features on or adjacent to the site, and in areas most suitable for development. Development on all proposed building sites shall result in no adverse impacts to environmentally and other sensitive areas, as verified by the required biological report.
  - c. **Setbacks.** In order to comply with Subsection 5.b above, structures may need to be set back a distance greater than the applicable minimum setbacks required by the Coastal Zone Land Use Ordinance or other sections of this Chapter. In addition, development should meet all required wetland vegetation setbacks, plus an additional distance to provide for inland migration of wetland resources based on a professional assessment of projected sea level rise, using the best available science.
  - d. **Arrangement of Open Space.** Where feasible, open space areas or parcels shall consist of larger, contiguous areas rather than smaller, disconnected pockets of open space. Where feasible, in order to protect biological resources and wildlife

migration corridors, open space areas or parcels shall connect to adjacent open spaces areas.

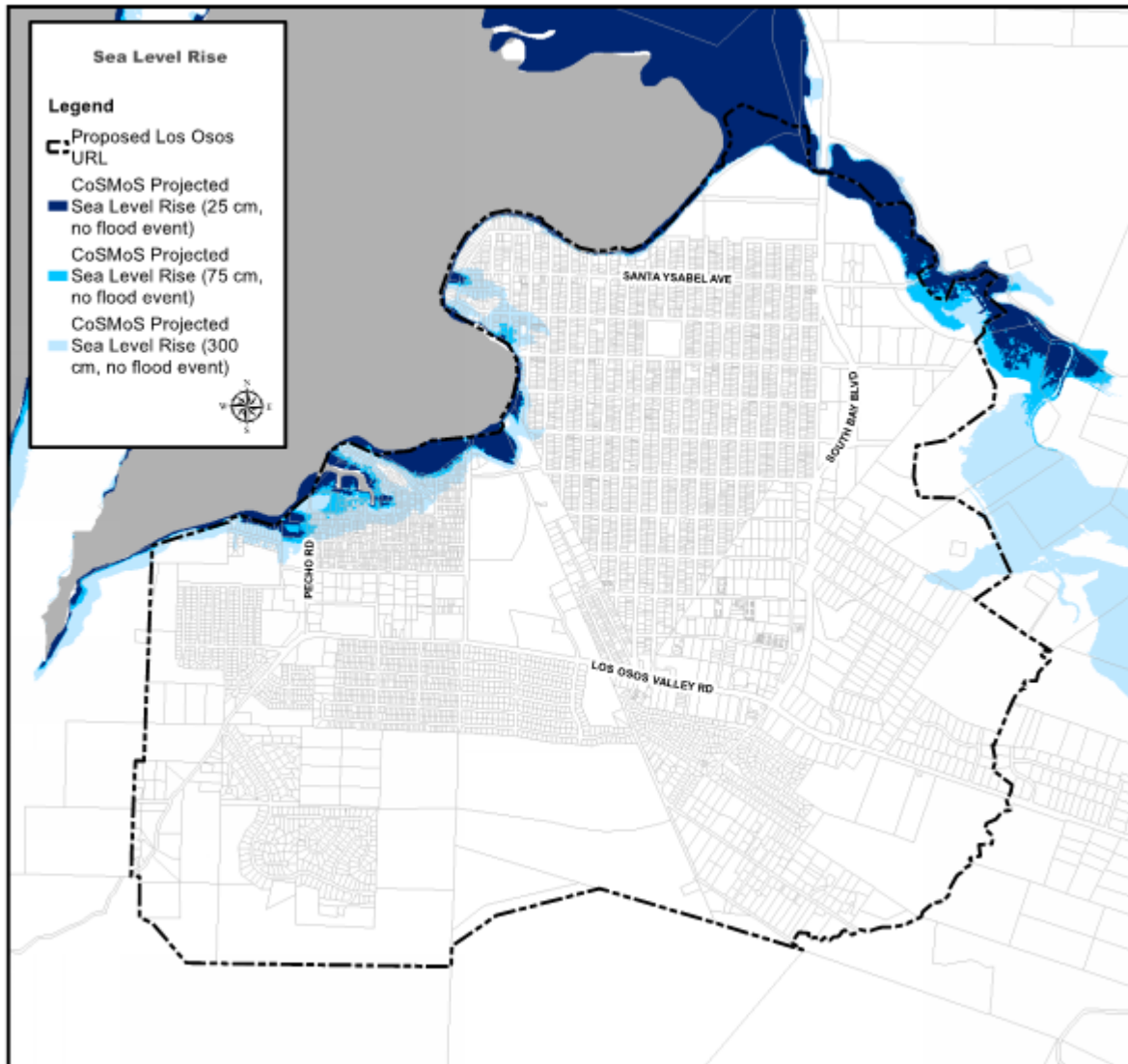
- e. **Requirements for Land Divisions or Discretionary Land Use Permits.** The following standards apply to land divisions or discretionary land use permits, in addition to Subsections a through d:
  - f. **Extent and Intensity of Development.** If required by the Review Authority, the number of dwelling units, intensity of development and site coverage shall be reduced to protection of identified sensitive features on or adjacent to the site. Creation of new lots that would be undevelopable with applicable wetland setbacks, taking into account 100 years of projected sea level rise, are prohibited unless the purpose is to put them into open space.
  - g. **Protection of Sensitive Features.** Identified sensitive features shall be protected through building controls, mitigation agreements, easements, participation in a transfer of development credits (TDC) program, or other means, consistent with applicable legal requirements to allow reasonable use of the site.
  - h. **Visual Resources.** If applicable, building sites shall not be located on slopes or ridgetops so that structures are silhouetted against the sky as viewed from public roads, public beaches, the ocean, or the Morro Bay estuary.
  - i. **Setbacks for Fire Safety.** Where setbacks are required by the fire protection agency for fuel-breaks and vegetation or fuel modification, they shall be located adjacent to development and be in addition to the required setbacks for protection of the identified sensitive features.
  - j. **Required Finding.** The land division or discretionary land use permit shall not be approved unless the Review Authority first finds, in addition to other required findings, that development shall not significantly disrupt or cause significant adverse environmental impacts to the preceding sensitive features, and shall not diminish the long-term sustainability of the biological resources, including taking into account projected sea level rise and related wetland retreat for the life of the project.
- F. Consistency with Circulation Element.** All proposed public and private development and circulation improvements shall be consistent with the Circulation Element, Chapter 5 of this plan—including recommended roadway, pedestrian, intersection, traffic calming, bikeway, and other improvements, and the circulation policies found in Chapter 2, Section 2.5.4 of this plan.
- G. Coastal Access and Recreation.** Opportunities for public access to and along the coast shall be maximized as follows:
- 1. New development shall be required to provide public access and improvements to and along the coast and shall not interfere with the public’s right of access to the sea where acquired through use or legislative authorization.
  - 2. Public access and improvements to and along the coast shall be consistent with the Circulation Element, Chapter 5 (and corresponding policies in Chapter 2) of this plan, and the coastal access policies in Chapter 2, Section 2.5.4 of this plan.



3. Public access shall be consistent with protection of sensitive habitat and agriculture.
4. Any existing free public access to recreational areas shall be maintained.
5. New publicly developed coastal access and recreation shall include requirements for resource monitoring and management, and provision of interpretive facilities at points of attraction, consistent with Chapter 23.04 of the Coastal Zone Land Use Ordinance.
6. The design, provision and maintenance of public accessways shall take into account projected sea level rise for at least 50 years.
7. Existing accessways vulnerable to coastal hazards shall be maintained through planned retreat or other appropriate measures.

**H. Light and Glare.** At the time of application for any land division, land use permit or coastal development permit, the applicant shall provide details on any proposed exterior lighting, if applicable. Except as necessary to support agricultural operations, all lighting fixtures shall be shielded so that neither the lamp nor the related reflector interior surface is visible from adjacent properties. Light hoods shall be dark-colored.

Figure 7-1: Sea Level Rise and Inundation Zone



I. **Shoreline Development.** New development or expansion of existing uses proposed to be located on or adjacent to a beach or coastal bluff are subject to the following standards:

1. **Application Content.** In addition to the application requirements of the Coastal Zone Land Use Ordinance and other Estero Urban Area Plan Standards, applications for new development or expansion of existing uses proposed to be located on or adjacent to a shoreline, beach or coastal bluff or in the Sea Level Rise Flooding and Inundation Zone FH as applicable, shall include the following:

a. An analysis of beach erosion, wave run-up, inundation and flood hazards prepared by a licensed civil engineer with expertise in coastal engineering and a slope stability analysis, prepared by a licensed Certified Engineering Geologist and/or Geotechnical Engineer or Registered Civil Engineer with expertise in soils, in accordance with the procedures detailed by Appendix G of the Estero Area Plan. In addition, the report shall assess the impact of projected sea level rise on these

hazards, for the life of the project, based on the best available science. The report shall include an alternatives analysis to avoid or minimize impacts to public access.

- b. On lots with a legally established shoreline protective device, the analysis shall describe the condition of the existing seawall; identify any impacts it may be having on public access and recreation, scenic views, sand supplies, and other coastal resources; and evaluate opportunities to modify or replace the existing armoring device in a manner that would eliminate or reduce these impacts. The analysis shall also evaluate whether the development, as proposed or modified, could be safely established on the property for a one-hundred-year period without a shoreline protective device, taking into account projected sea level rise.
  - c. Measurements for the form, mass, scale, and roofing and yard features (such as fencing). To the maximum extent feasible, new development shall be compatible with the character of the surrounding neighborhood.
  - d. Surveyed location of all property lines and the mean high tide line, and projected MHT based on projected sea level rise for the life of the project, by a licensed surveyor familiar with coastal processes and tidal boundaries along with written evidence of full consent of any underlying land owner, including, but not limited to the County, State Parks, and State Lands. If application materials indicate that development may impact or encroach on tidelands or public trust lands, the County shall consult with Coastal Commission staff regarding the potential need for a Coastal Development Permit from the Coastal Commission. Upon encroachment, developments shall be required to be removed from public tidelands unless otherwise allowed to remain by an amendment to the original coastal permit and authorization by the California State Lands Commission.
  - e. A preliminary drainage, erosion, and sedimentation plan which demonstrates that no stockpiling of dirt or construction materials will occur on the beach; erosion, runoff, and sedimentation measures to be implemented at the end of each day's work; all construction debris will be removed from the beach daily and at the completion of development; and no machinery will be allowed in the intertidal zone. If there is no feasible way to keep machinery out of the intertidal zone, authorization from the Coastal Commission is required.
2. **Bluff Setbacks.** The bluff setback is to be determined by the engineering geology analysis required in Subsection I.1.a. above and shall be adequate to withstand bluff erosion and wave action for a period of 100 years, taking into account projected sea level rise. In no case shall bluff setbacks be less than 25 feet. Alteration or additions to existing development that is non-conforming with respect to wetland/bluff setbacks that equals or exceeds 50 percent of the size of the existing structure, on a cumulative basis beginning July 10, 2020, shall not be authorized unless the entire structure is brought into conformance with this setback requirement and all other policies and standards of the LCP. On parcels with legally established shoreline protective devices, the setback distance may account for the additional stability provided by the permitted seawall, based on its existing design, condition, and routine repair and maintenance that maintain the seawall's approved design life. Expansion and/or other alteration to the seawall shall not be factored into setback calculations.
  3. **Seawall Prohibition.** Shoreline and bluff protection structures shall not be permitted to protect new development. All permits for development on blufftop or shoreline lots that do not have a legally established shoreline protection structure shall be conditioned to require that prior to issuance of any grading or construction permits, the property owner record a deed restriction against the property that ensures that no

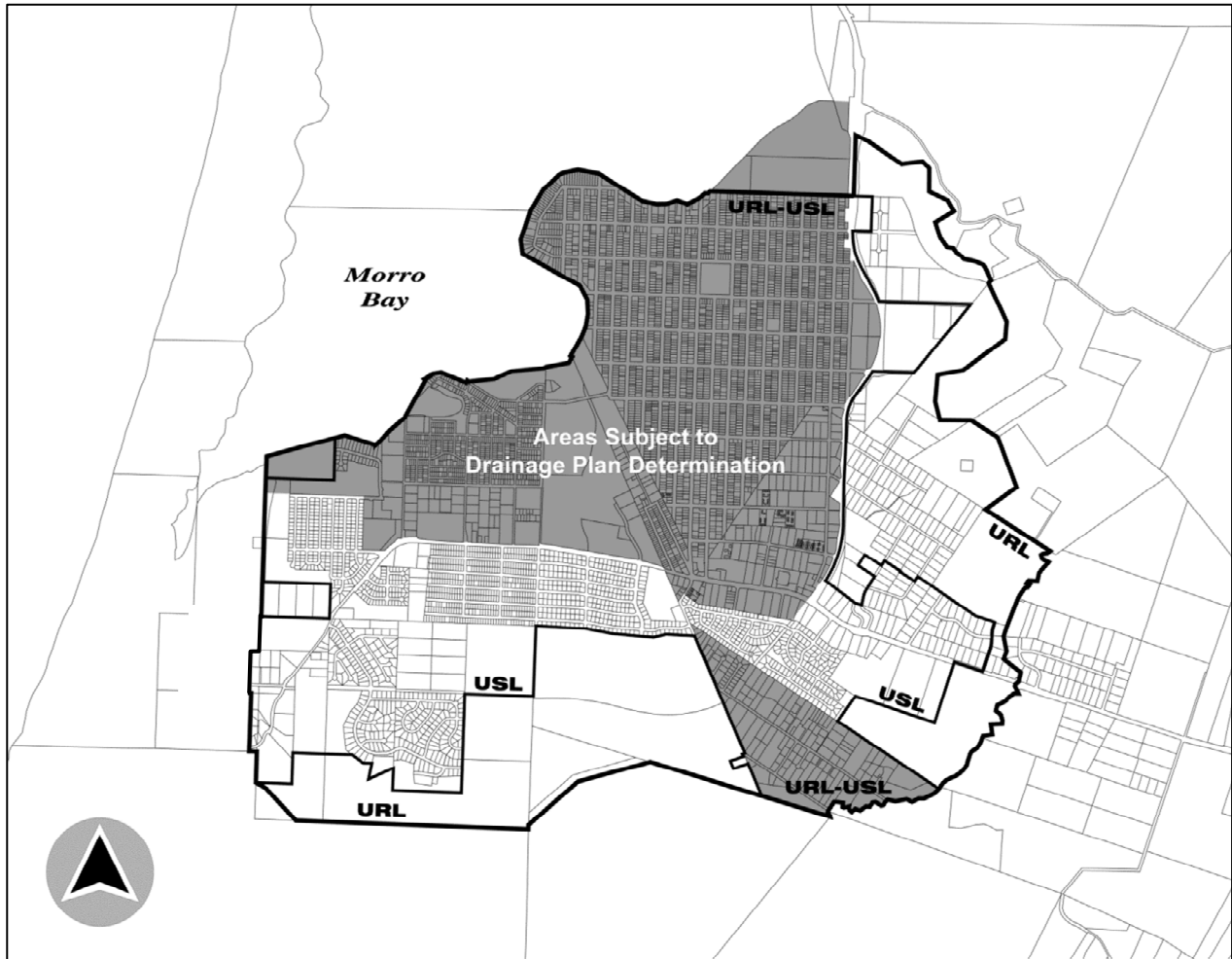
shoreline protection structure shall be proposed or constructed to protect the development, and which expressly waives any future right to construct such devices that may exist pursuant to Public Resources Code Section 30235 and the San Luis Obispo County certified LCP. The restriction shall also provide for the removal of the development if it is deemed uninhabitable by a public official due to coastal hazards risks, or if the development is otherwise in imminent danger. These restrictions shall be specifically disclosed in all real estate transactions.

4. **Liability.** As a condition of approval of development on a beach or shoreline which is subject to wave action, erosion, flooding, landslides, or other hazards associated with development on a shoreline, beach, or bluff, taking into account projected sea level rise, the property owner shall be required to execute and record a deed restriction which acknowledges and assumes these risks and waives any future claims of damage or liability against the permitting agency and agrees to indemnify the permitting agency against any liability, claims, damages or expenses arising from any injury or damage due to such hazards.

## J. Drainage

1. **Los Osos Lowland Areas--Drainage Plan Requirement.** In areas designated in Figure 7-2, all permit applications for grading, new structures or additions to the ground floor of existing structures shall require drainage plan approval pursuant to Chapter 5 of the Coastal Zone Land Use Ordinance. Development shall not cause adverse impacts to downstream properties, wetlands or the Morro Bay estuary from runoff, sedimentation, or pollution.

Figure 7-2: Los Osos Lowland Areas Drainage Plan Required



#### K. Habitat Conservation Plan and Biological Resources

1. **Habitat Conservation Plan (HCP).** All new development within the Los Osos Urban Reserve Line that results in site disturbance shall either 1) participate in the Los Osos Habitat Conservation Plan, or 2) otherwise comply with Federal Endangered Species Act and comply with all applicable Local Coastal Program standards for Environmentally Sensitive Habitats (See Figure 7-3)
2. **Special Status Species Habitat Preservation and Enhancement.** During the project permitting process, the County, including the entity overseeing LOHCP compliance, shall work with future applicants to encourage preservation or enhancement of habitat for special status species on parcels greater than 20,000 square feet that contain suitable habitat. This would be done in concert with LOHCP requirements to promote habitat preservation and enhancement efforts and regional habitat connectivity by ensuring that preserved or enhanced areas are connected to other preserved or enhanced areas and/or to other suitable habitat occurrences. Preservation of or enhancement of areas that are isolated should be discouraged unless they are determined to provide unique or unusually valuable habitat attributes. Isolated patches of native habitat on smaller lots less than 20,000 square feet are not expected

to provide high quality habitat for special status CEQA species that is sustainable. Impacts to small patches of native habitat that could support low numbers of CEQA special status species such as CRPR plants or species of concern wildlife will be further mitigated through implementation of the LOHCP and payment of the mitigation fee. Habitat set aside outside urban areas will promote sustainable habitat for the range of special status species known to occur in the Plan area.

3. For all projects on undeveloped lots greater than 20,000 square feet in size that require issuance of a County land use development permit, project applicants shall retain a County-approved biologist to conduct a project-specific biological resources assessment (BRA) to document the existing biological resources within the project footprint on which development is proposed, as well as an appropriate buffer, to determine the potential impacts to those resources as part of the environmental review process. The BRA shall conform to the requirements presented in the County guidance document, Guidelines for Biological Resources Assessments - Guidelines for Biological Consultants.
4. If a BRA pursuant to Subsection K3 conducted on undeveloped lots greater than 20,000 square feet in size identifies potentially suitable habitat for any federal listed, state listed or California Rare Plant Rank 1B species plant species, focused floristic surveys that are seasonally timed to coincide with the blooming period of all species identified as potentially present in the project-specific BRA shall be conducted. Surveys shall follow current USFWS and CDFW protocols. If special status plants are identified on a site, the project shall be re-designed to avoid impacting these plant species, to the maximum extent feasible. Rare plant occurrences that are not within the immediate disturbance footprint, but are located within 50 feet of proposed disturbance limits shall be protected such as having bright orange protective fencing installed at least 30 feet beyond their extent, or other appropriate distance as determined by a County-approved biologist, to protect them from direct and indirect impacts.
5. If special status plant species cannot be completely avoided, and will be impacted by development, all impacts shall be mitigated at the current County-required ratio for the species (number of acres of habitat/individuals restored to number of acres of habitat/individuals impacted). A habitat restoration plan (also referred to as a mitigation and monitoring plan) shall be prepared and submitted to the County, and to other state or federal agencies as appropriate. The restoration/mitigation plan shall include, at a minimum, the following components:
  - Description of the responsible party(-ies), project site and impact area (by habitat type);
  - Goal(s) of the mitigation or restoration project including the types and area of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved;
  - Description of the proposed mitigation/restoration site (e.g., location, size, ownership status, existing functions and values, etc.);
  - Implementation plan for the mitigation/restoration site including rationale for expected success, responsible parties, schedule, site preparation and planting plan;
  - Maintenance activities during plan implementation and monitoring, including but not limited to weed abatement and adaptive management;
  - Monitoring plan for the mitigation/restoration site including no less than quarterly monitoring visits for the first year, and preparation of annual monitoring reports;

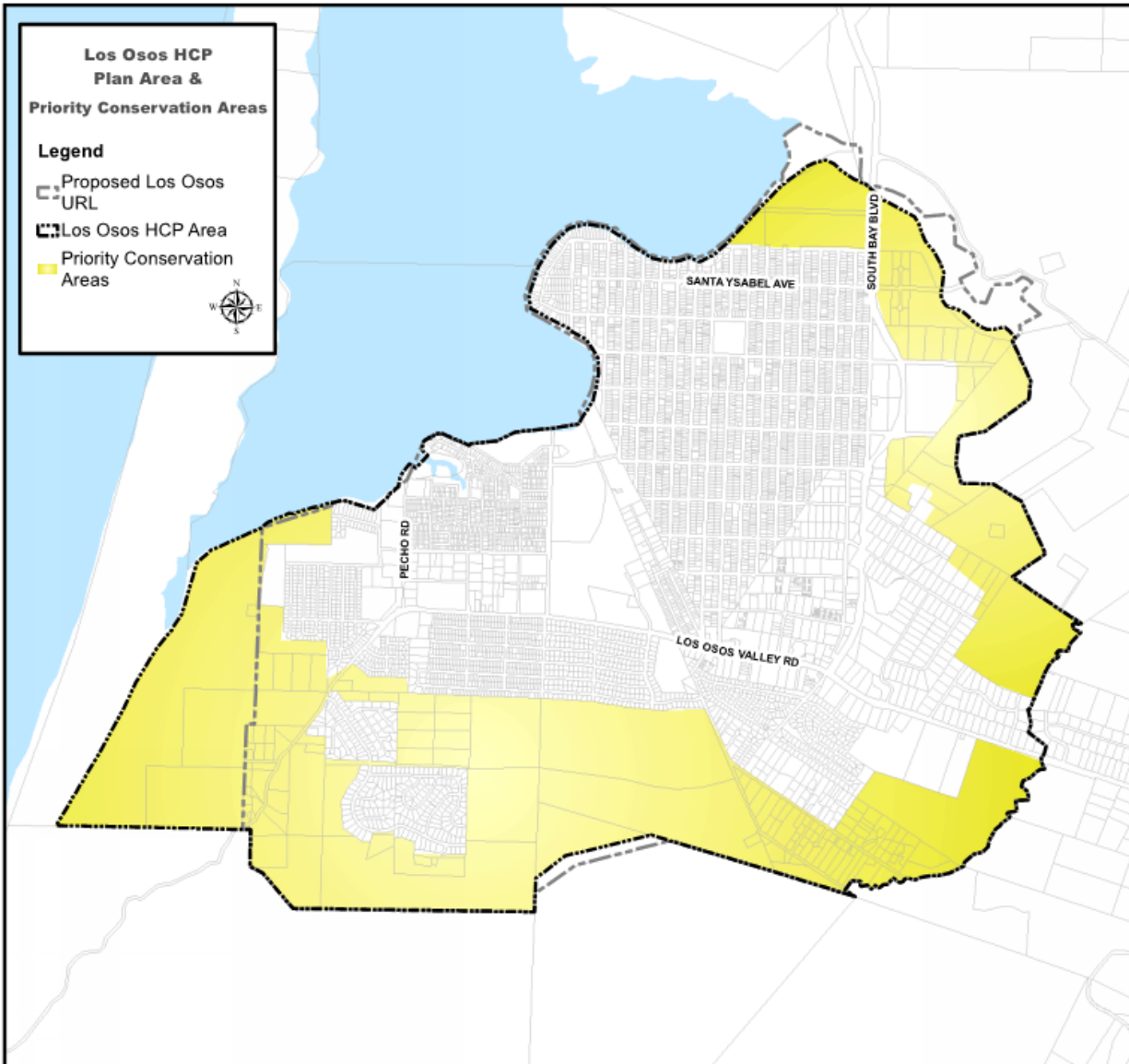
- Success criteria based on goals and measurable objectives, target functions and values, target areas to be established, restored, enhanced, and/or preserved; and
  - An adaptive management program and contingency measures to address shortcomings and the overall effort in meeting success criteria.
6. If a BRA pursuant to Subsection K3 identifies potentially suitable habitat for a special status wildlife species on a parcel larger than 20,000 square feet, appropriate levels of surveys to determine the presence or absence of the species shall be conducted. For federal listed species such as the Morro shoulderband snail, protocol level surveys or the appropriate compliance requirements of the future LOHCP shall be conducted.

Specific habitat assessments and protocol surveys have been established for several special status species (i.e., California red-legged frog and Morro shoulderband snail) found within the Plan Area. If the results of the BRA determine that suitable habitat may be present for any such species, protocol habitat assessments or surveys shall be completed in accordance with applicable CDFW, USFWS, and County protocols prior to issuance of any construction permits. If consultation with the CDFW and/or USFWS determines that protocol habitat assessments or surveys are not required, such consultation shall be documented in writing by the agency prior to issuance of any construction permits. The project applicant shall be responsible for retaining a biological consultant that is qualified to conduct any required protocol habitat assessments or surveys

Other special status wildlife that are not listed under CESA or FESA or covered in the LOHCP, shall have current mitigation requirements included in the developer's statement. For the Monarch butterfly, for instance, and projects located in eucalyptus woodland (including tree removal), a County-approved biologist shall conduct a habitat assessment to determine if suitable habitat for this species is present. If suitable habitat is present, then the biologist shall conduct seasonally-timed surveys to determine if Monarch butterflies currently use the site for overwintering activities. If an overwintering site is located, the County shall work with the applicant to protect the site and provide a sufficient buffer to avoid impacts to the species

As part of a project's conditions of approval, the County-approved biologist shall conduct pre-construction clearance survey(s) of the site to avoid impacts to special status wildlife. The biologist shall be present during all initial ground disturbing and vegetation clearing activities. Ground disturbance shall be limited to the minimum necessary to complete the project, and the limits of disturbance shall be flagged for identification. Areas of special biological concern within or adjacent to the limits of disturbance shall have highly visible orange construction fencing installed between said area and the limits of disturbance. Once initial ground disturbing and vegetation clearing activities have been completed, the biologist shall conduct additional surveys as appropriate during project construction activities, based on species habits, weather conditions, and LOHCP or protocol survey requirements.

Figure 7-3: Habitat Conservation Plan Area



7. For construction activities occurring during the nesting season (generally February 1 to September 15), where tree, grassland or shrub removal or disturbance would be considered, focused surveys for nesting birds covered by the California Fish and Game Code and the Migratory Bird Treaty Act shall be conducted by a County-approved biologist no more than 14 days prior to vegetation removal. Vegetation is defined as trees, shrubs, or grasslands. Dependent on the size of the parcel and proposed development footprint, the surveys shall include the entire disturbance footprint plus observation of any large trees within a 300-foot buffer around the lot with binoculars. If active nests are located, all construction work shall be conducted outside a buffer zone from the nest to be determined by the qualified biologist. The buffer shall be a minimum of 50 feet for non-raptor bird species and up to 300 feet for raptor species. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A County-approved biologist shall confirm that



breeding/nesting is completed and young have fledged the nest prior to removal of the buffer. The results of the pre-construction survey shall be submitted to the County and construction shall not commence without authorization from the County.

8. If future development in the Plan Area is proposed within or adjacent to wetlands, marshes, drainages, riparian habitats, Los Osos Creek, unnamed tributary drainages, the Morro Bay estuary, or other areas that may fall under the jurisdiction of the Corps, CDFW, RWQCB, and California Coastal Commission, a County-approved biologist shall complete a jurisdictional delineation using the most current state and federal methodologies. The jurisdictional delineation shall determine the extent of wetlands or non-wetland waters subject to each of these agencies and shall be conducted in accordance with the requirements set forth by each agency. The result shall be a preliminary jurisdictional delineation report that shall be submitted to the County, Corps, RWQCB, CDFW, and CCC as appropriate, for review and approval. If jurisdictional areas are identified on a site, the project shall be designed to avoid impacting those areas. All unavoidable impacts to Corps jurisdictional waters and wetlands shall be mitigated at the ratio (area restored / created / enhanced to area lost), approved in the final Section 404 permit for the project. Additional mitigation at different ratios may be required to meet CDFW, RWQCB, or California Coastal Commission regulations. Mitigation shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan consistent with current state and federal requirements shall be developed by a County-approved biologist.
9. All development in the Plan Area proposed within or adjacent to wetlands, marshes, drainages, riparian habitats, the Morro Bay estuary, Los Osos Creek and unnamed tributaries, or other jurisdictional areas must implement standard practices and measures to control and prevent erosion, sedimentation, or contamination of these areas. Best management practices shall follow current County requirements, and must include the following measures:
  - Access routes, staging, and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and construction areas outside of jurisdictional areas to the maximum extent feasible.
  - To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project.
  - Project activities within the jurisdictional areas should occur during the dry season (typically between June 1 and November 1) in any given year to the extent practicable, or as otherwise directed by the regulatory agencies.
  - During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site.
  - All project-generated debris, building materials, and rubbish shall be removed from jurisdictional areas and from areas where such materials could be washed into them.
  - Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project-related activities, shall be prevented from contaminating the soil and/or entering jurisdictional areas.
  - All refueling, maintenance, and staging of equipment and vehicles shall occur at least 50 feet from bodies of water where possible, and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Reduced distances shall be approved by the County. Prior to the onset of work activities, a plan must be in place for prompt

and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should an accidental spill occur.

10. Outdoor lighting installed as part of any project shall be designed to be minimally disruptive to wildlife. This may be accomplished through the use of hoods to direct light away from natural habitat areas within or adjacent to the Plan Area, using low intensity lighting and as few lights as possible to achieve the goals of a project.

#### L. Tree Protection and Replacement

1. **Tree Protection.** Development shall be designed to protect and maintain stands of native trees, or tree stands that provide valuable habitat or scenic value to the maximum extent feasible, while allowing reasonable use of the property.

Tree protection plans are required for any construction activity that occurs within twenty feet of the drip line of a native tree.

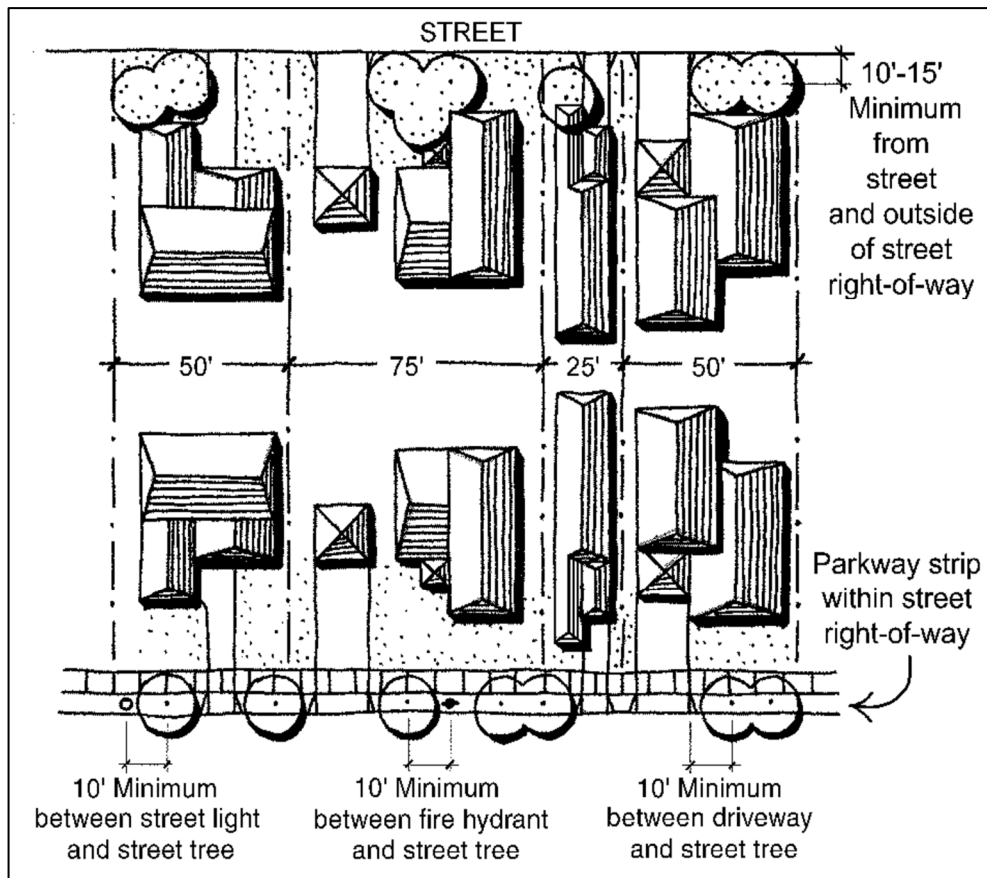
2. **Native Tree Retention and Replacement.** Development shall: a) be designed to retain healthy Native trees where feasible, except where removal is appropriate for habitat restoration or enhancement or where removal cannot be avoided; b) provide for replacement of diseased or aging Native trees at a 2:1 ratio with Native tree species approved by the County that are drought tolerant, appropriate to the climate, resistant to disease, and compatible with the character of the area.
3. **Construction Practices.** Construction practices to protect trees shall be implemented. These construction practices are to include a minimum:
  - a. **Protective Measures.** Practices to protect trees shall include but not be limited to: installing orange construction fencing around protected areas shown on the site plan; protecting tree trunks and other vegetation from construction equipment by wood fencing or other barriers or wrapping with heavy materials; disposing of waste, paints, solvents, etc. off-site by approved environmental standards and best practices; and using and storing equipment carefully.
  - b. **Stockpiling of Materials.** Materials, including debris and dirt, shall not be stockpiled within 15 feet of any tree, and shall be minimized under tree driplines. Stockpiled materials shall be removed frequently throughout construction. All stockpiled materials shall be removed before final inspection.
  - c. **Construction Practices.** Excavation work shall be planned to avoid root systems of all on-site trees and trees on abutting properties. Any trenching for utilities that may occur within the dripline of trees on the project site shall be hand dug to avoid the root system of the tree.

#### M. Streets and Circulation

1. **Curb, Gutter and Sidewalk Improvement Requirements.** Requirements and exemptions for installation of curb, gutter, and sidewalk improvements are specified in Section 23.05.106 of the Coastal Zone Land Use Ordinance (Title 23). Alternative

- walkways are encouraged in place of standard concrete sidewalks and may be approved by the Department of Public Works as an exception to the public improvement standards.
2. **South Bay Boulevard Extension.** New development and land divisions shall preserve, and where needed, include offers to dedicate a right-of-way easement of the South Bay Boulevard extension (see the Circulation map) for habitat conservation and potential trail uses only.
  3. **Trees.** Planting of trees in the streetscape is required for all new land divisions and all construction of new dwellings and new non-residential development. Trees shall meet the following requirements; unless a streetscape-tree master plan has been approved by the County, in which case the requirements of that plan take precedence (see Figure 7-4):
    - a. **Size:** At least 15-gallon containers.
    - b. **Number:** An average of one tree per 25 feet of frontage. If that number is not feasible due to the following location requirements, the number of trees shall be the maximum that is consistent with those requirements.
    - c. **Location:** Outside of the street right-of-way and 10-15 feet behind the sidewalk or street (if no sidewalk); alternatively, within the street right-of-way where an encroachment permit has been issued and establishes perpetual maintenance responsibilities. Trees may be grouped rather than equally spaced. Trees shall be planted at least 10 feet from driveways; 10 feet from streetlights; 10 feet from fire hydrants; and in locations that maintain appropriate sight distances and that do not interfere with underground or overhead utilities.
    - d. **Characteristics:** Drought tolerant, appropriate to the climate, resistant to disease, compatible with the character of the area, consistent with the scale of the roadway, and of a size that will not impair major public view corridors to and along the coast.
  4. **Public Street and Access Connections.** The following standards apply to land divisions, and Minor Use Permits and Development Plans for development of more than one dwelling unit.
    - a. **Public Access.** Except where infeasible, dedicate and improve public right-of-way easements for vehicular, bicycle, pedestrian, and equestrian connections to surrounding areas where they: (1) provide efficient and convenient links to adjacent neighborhoods, nearby schools, nearby recreational areas, and other nearby activity centers; (2) are shown on the Circulation Element map; or (c) are needed for adequate emergency access.
    - b. **Street Extensions.** Where feasible and where no adverse impacts to environmentally sensitive areas will occur, dedicate and improve public right-of-way easements for streets in order to provide access to adjacent parcels and create an interconnected circulation system.

Figure 7-4: Street Tree Location

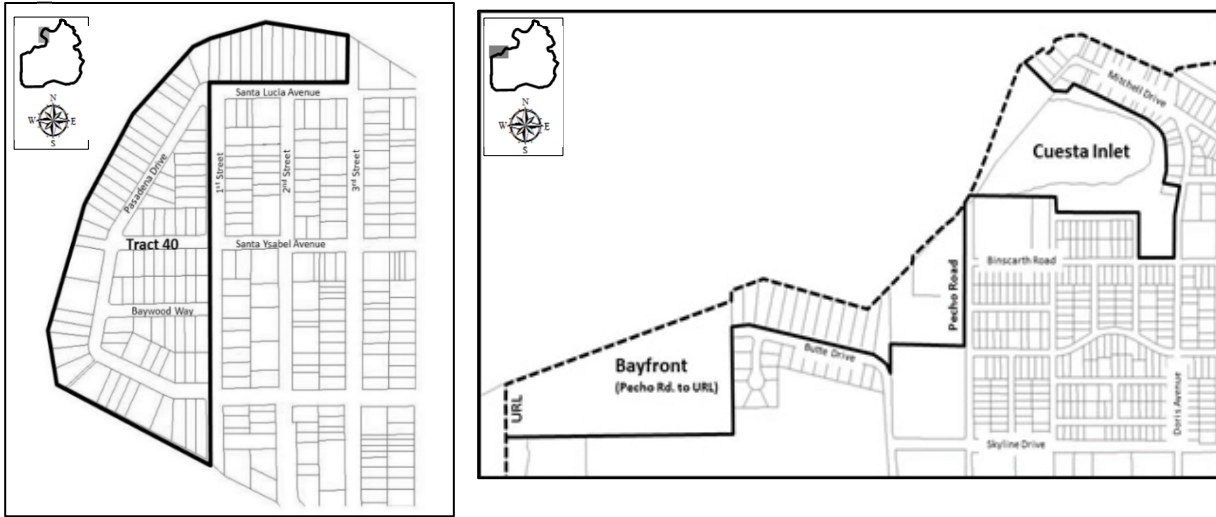


#### N. Coastal Access and Bayfront Development.

1. **Height.** Proposed structures on-sites that are bay-ward of the line shown on Figure 7-5 are limited to a maximum height of 14 feet, except where a greater height limit is noted.
2. **Vegetation Protection.** Sensitive vegetation shall be preserved whenever possible. Grading shall be minimized and limited to the building pad and driveway, road and other required improvements.
3. **Fences.** Fences shall not be constructed that would restrict public views of the bay from public roads or preclude lateral public access. Fences on the bayfront side of development shall not interfere with the movement or migration of native wildlife.
4. **Retain existing public access.** Any existing free public access to public recreational areas shall be maintained.
5. **Parking.** New development or other actions shall not result in a net loss of public parking that serves coastal access or recreation.



Figure 7-6: Bayfront Access



**O. Building Height.** Exceptions to height limitations pursuant to Chapter 23.04 of the Coastal Zone Land Use Ordinance shall not apply to any planning area standards that specify maximum building height or building face height. Solar panels may extend an additional 2 feet above the ridgeline.

**P. Affordable Housing.** New or replacement affordable housing units required by Section 23.04.092 of the Coastal Zone Land Use Ordinance shall, if feasible, be located on the same site as the other new, demolished or converted housing units, provided that all other requirements of the Coastal Zone Land Use Ordinance allow for such development. If such location is infeasible, the new or replacement affordable housing units shall be located within the Los Osos urban area.

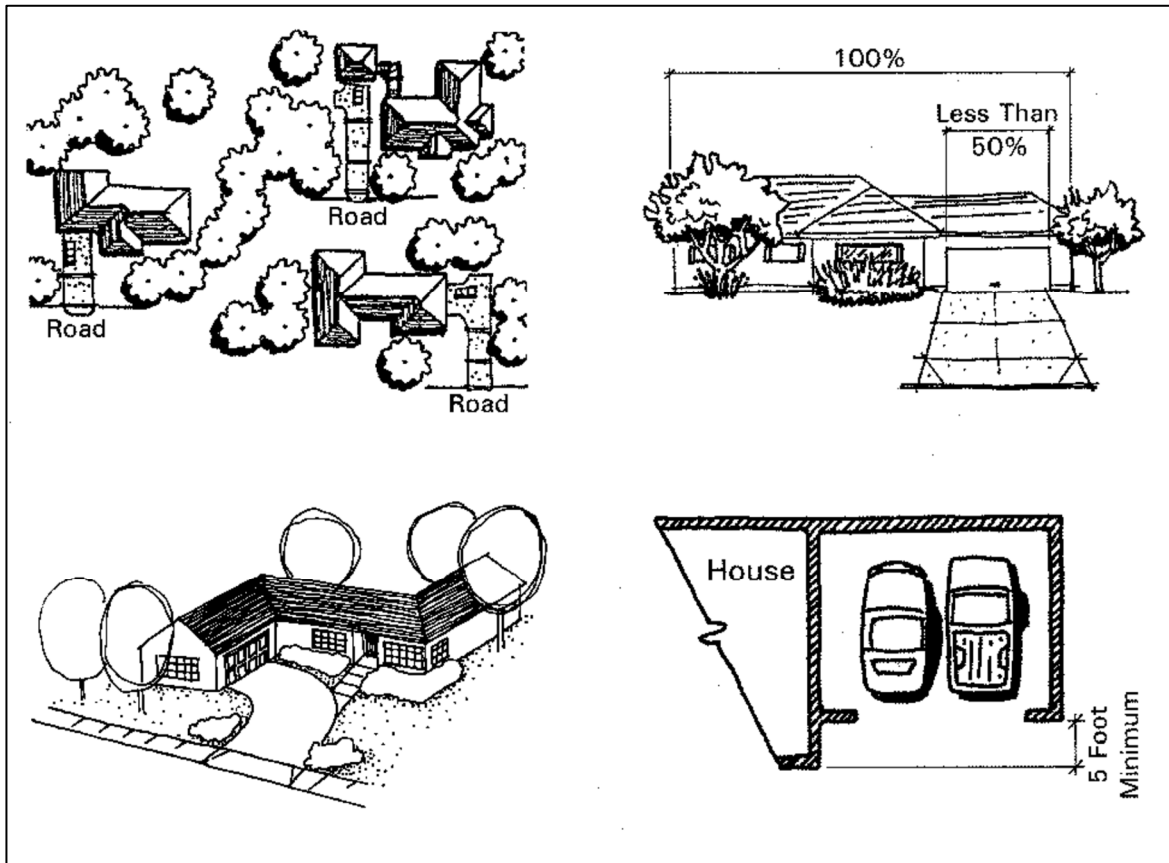
**Q. Residential Garage Size and Location.** The following standards apply to land divisions, Minor Use Permits and Development Plans for new development that is located on lots less than one acre in area. The intent of the following standards is for garages to not dominate the structure as viewed from the fronting street (see Figure 7-7). Garages shall be located as follows:

1. On the rear portion of the site, or
2. On the front portion of the lot as follows:
  - a. The garage door shall not be directly visible from and face the fronting street (e.g., a side entrance garage), or
  - b. Where the garage door is directly visible from and faces the fronting street, its width shall not exceed 50 percent of the total width of the street-facing building facade. If the parcel width is too narrow to comply with this standard, the following alternatives may be approved by the review authority:
    - (i) Stacked or tandem parking, or
    - (ii) A garage setback of at least five feet from the front plane of the residential portion of the building (the individual garage bays may be staggered if

there is at least a five-foot setback between the rear-most bay and the front plane of the residential portion of the building), or

- (iii) If the preceding alternatives are not feasible, other design or decorative measures that accomplish the intent of this standard may be approved by the review authority.

**Figure 7-7: Residential Garage Size and Location**



**R. Construction Projects: Air Quality**

1. Construction Equipment Emissions Reductions. Construction projects shall implement the following emissions control measures so as to reduce diesel particulate matter in accordance with SLOAPCD requirements:

- Maintain all construction equipment in proper tune according to manufacturer’s specifications;
- Fuel all off-road and portable diesel-powered equipment with a CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting the CARB’s Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;

- Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
  - Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standard identified in the above two measures (e.g., captive or NO<sub>x</sub> exempt area fleets) may be eligible by providing alternative compliance;
  - All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or jobs sites to remind drivers and operators of the 5-minute idling limit;
  - Diesel idling within 1,000 feet of sensitive receptors is not permitted;
  - Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
  - Electrify equipment when feasible;
  - Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
  - Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.
2. **Fugitive Dust Control Measures.** Construction projects shall implement the following dust control measures so as to reduce PM10 emissions in accordance with SLOAPCD requirements:
- Reduce the amount of the disturbed area where possible;
  - Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Water shall be applied as soon as possible whenever wind speeds exceed 15 miles per hour. Reclaimed (nonpotable) water should be used whenever possible;
  - All dirt-stock-pile areas shall be sprayed daily as needed;
  - Permanent dust control measures shall be identified in the approved project revegetation and landscape plans and implemented as soon as possible following completion of any soil disturbing activities;
  - Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast-germinating native grass seed and watered until vegetation is established;
  - All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD;
  - All roadways, driveways, sidewalks, etc., to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
  - Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
  - All trucks hauling dirt, sand, soil or other loose materials shall be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;



- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site; and
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

## S. Historical Resources

1. **Historical Resources Evaluation.** Prior to issuance of permits for demolition or development, the County shall ensure that buildings or structures erected prior to 1970 on the subject parcel or any adjoining parcel are documented according to professional standards and their historical significance is evaluated. No permits shall be issued for any demolition, development, or other activity that would adversely affect the integrity of an officially designated Historic Landmark, historical buildings or structures eligible for the CRHR, or identified historical districts.
2. **Secretary of Interior' Standards and Guidelines.** Projects that that would adversely affect the integrity of an officially designated Historic Landmark, historical buildings or structures eligible for the CRHR, or identified historical district shall be designed to comply with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. The applicant shall retain a qualified professional architectural historian to conduct design review and ensure compliance with the Standards and Guidelines.

## T. Paleontological Resources

1. **Paleontological Surveys.** If individual projects in areas of high paleontological sensitivity (i.e., the Pismo Formation; Figure 7-8) require grading, excavation, or trenching that would result in ground disturbance within previously undisturbed sediments, the following measures shall apply:
  - the applicant shall retain a qualified professional paleontologist to perform a pre-construction paleontological survey to visually inspect the ground surface for exposed fossils or traces thereof and to further evaluate geologic exposures for their potential to contain preserved fossil material at the subsurface.
  - The qualified Paleontologist shall have a Master's Degree or equivalent work experience in paleontology, shall have knowledge of the local geology and

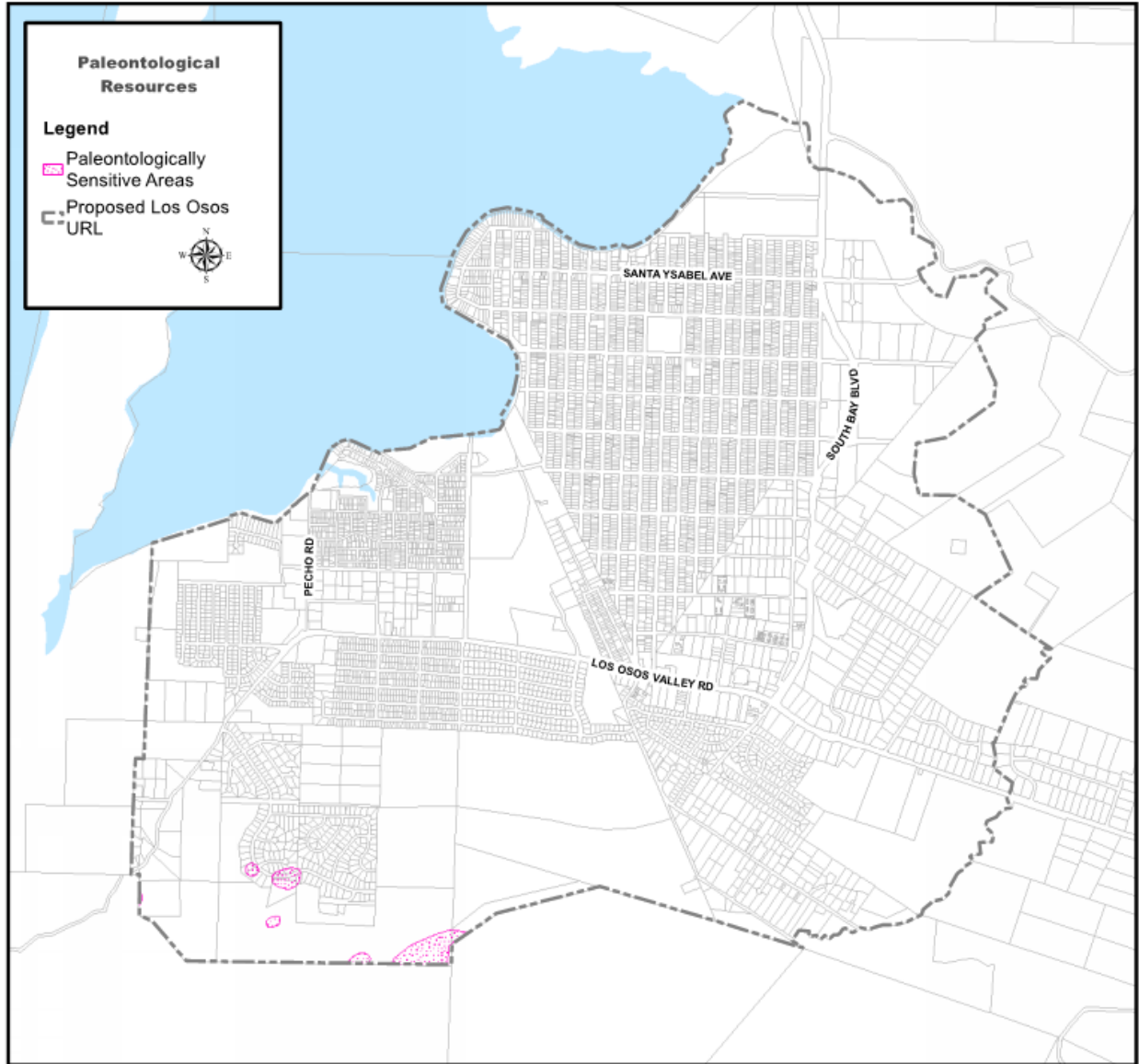
paleontology, and shall be familiar with paleontological procedures and techniques.

- All fossil occurrences observed during the course of fieldwork shall be adequately documented and recorded during the survey. The data collected for each fossil occurrence shall include, at minimum, the following information: Universal Transverse Mercator (UTM) coordinates, approximate elevation, description of taxa, lithologic description, and stratigraphic context (if known). In addition, each locality shall be photographically documented with a digital camera.
- The paleontologist shall assess the significance of any identified fossil resources, and all significant or potentially significant fossils shall be collected at the time they are observed in the field.
- If the fossil discovery is too large to collect during the survey (e.g., a whale skeleton or bone bed) and requires a large-scale salvage effort, then it shall be documented immediately and the paleontologist shall consult with the County regarding a strategy for preservation or recovery.

2. **Paleontological Monitoring.** If a pre-construction survey identifies significant fossil resources, or if a qualified paleontologist determines the need for monitoring during construction, the following measures shall apply:

- a qualified paleontologist shall observe excavation, grading, and/or trenching.
- If a paleontological resource is discovered during monitoring, the paleontologist shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected if appropriate. The paleontologist shall notify the County within 24 hours of any such discovery, and the location shall be protected from further impact until the significance evaluation and any necessary recovery is completed. Work may not resume without approval of the paleontologist and County.
- All significant fossils collected shall be prepared for curation in a properly equipped paleontology laboratory. Preparation shall include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary.
- Following laboratory work, all fossils specimens shall be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to an accredited museum repository for permanent curation and storage.
- The paleontologist shall prepare a technical report describing the results of the paleontological mitigation efforts, including a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered, an analysis of fossils recovered and their scientific significance, and recommendations. A copy of the report shall be submitted to the County and the designated museum repository. The cost of fossil recovery, analysis, and curation shall be the responsibility of the individual Project proponent.

Figure 7-8 Paleontological Resources



#### U. Noise

1. **Noise and Vibration Reduction Plan.** Projects that involve grading, demolition, and/or construction on lots adjacent to occupied residential structures shall

implement the following applicable performance standards to ensure that sensitive receptors are not adversely impacted by construction related noise:

- a) Notify existing residences within 1,000 feet of the site boundary concerning the construction schedule;
  - b) Shield especially loud pieces of stationary construction equipment;
  - c) Locate portable generators, air compressors, etc. away from sensitive noise receptors;
  - d) Limit grouping major pieces of equipment operating in one area to the greatest extent feasible; and
  - e) Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer.
2. **Noise Compatibility:** Where noise sensitive development such as residential uses is proposed within the projected 60 CNEL noise contours distances for Los Osos Valley Road and South Bay Boulevard, a site-specific noise study shall be conducted to demonstrate compliance with the County's noise and land use compatibility standards (60 CNEL). This study shall be completed for noise sensitive uses located within the following distances of the identified segments of Los Osos Valley Road and South Bay Boulevard:

Roadway	Segment	Distance to
		(feet) 60 CNEL
Los Osos Valley Road	east of Los Osos Creek	175
Los Osos Valley Road	east of South Bay Boulevard	127
Los Osos Valley Road	west of South Bay Boulevard	83
Los Osos Valley Road	east of 9th Street	77
Los Osos Valley Road	west of Bush Drive	69
Los Osos Valley Road	west of Palisades Avenue	66
Los Osos Valley Road	east of Doris Avenue	63
Los Osos Valley Road	east of Pecho Drive	62
South Bay Boulevard	north of Los Osos Valley Road	171
South Bay Boulevard	south of Santa Ysabel Avenue	149
South Bay Boulevard	north of Santa Ysabel Avenue	156

This study shall contain recommendations to mitigate any noise levels that exceed the County's standard of 60 CNEL. At the program level, the specific attenuation methods cannot be definitively determined. Noise reduction measure could include, but are not limited to, the following:

- Construction of a berm or wall;
- Design of individual homes such that structures block the line-of-sight from useable backyards to the noise source;
- For homes with backyards not blocked by intervening structures, backyard fencing of sufficient height to block line-of sight to the noise source; or

- Placement of exterior use areas and balconies away from the noise source, as applicable.
3. **Noise Study.** Where new commercial and industrial development would be located adjacent to residential uses, a site-specific noise study should be conducted to demonstrate compliance with the County noise standards in the Land Use Ordinance (Section 22.10.120). For the purpose of this measure, “adjacent” is assumed to include properties immediately bordering the existing use where the existing structures are within 50 feet of the project site. This study shall determine the area of impact and present appropriate mitigation measures. The mitigation measures required as a result of the noise study may include, but are not limited to the following:
- For new commercial uses, require the placement of loading and unloading areas so that buildings shield nearby residential land uses from noise generated by loading dock and delivery activities or such that there is an open space separation large enough to attenuate noise levels below the threshold.
  - Require the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever feasible. If such mechanical equipment is to be outdoors and would expose adjacent residences to equipment noise, provide a noise study to confirm that standards applicable to stationary noise sources in the County Noise Element and Land Use Ordinance will be met.

#### V. Critical Viewsheds:

1. **Pecho Valley Road.** Pecho Valley Road from Rodman Drive to the boundary of Montana de Oro State Park is a Critical Viewshed. Development along this corridor shall be subject to the Visual Resource standards included in the Coastal Zone Land Use Ordinance Section 23.04.210.
2. **South Bay Boulevard and Los Osos Valley Road.** South Bay Boulevard, and Los Osos Valley Road east of South Bay Boulevard, are designated as a Critical Viewsheds. Development along these corridors shall be subject to the Visual Resource standards included in the Coastal Zone Land Use Ordinance Section 23.04.210.

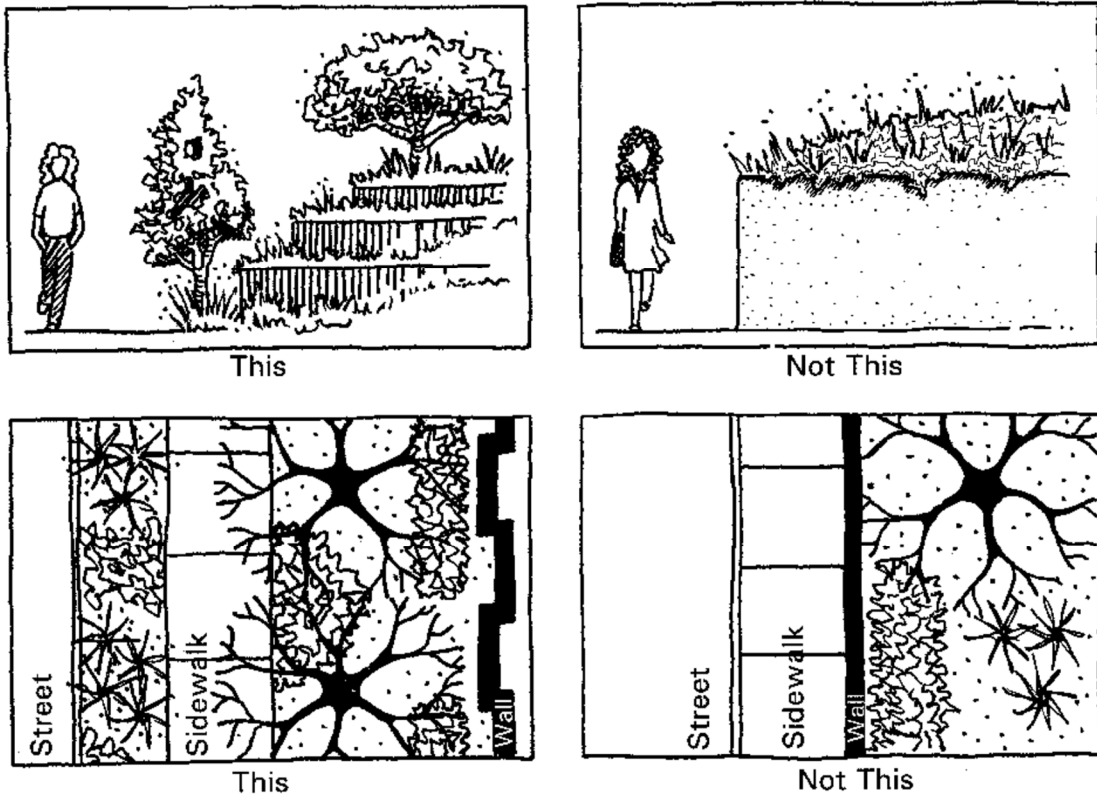
#### W. Residential Development and Design Guidelines

*The following guidelines apply to proposed new land divisions, Minor Use Permits and Development Plans in all residential categories (see also design standards for particular categories in this section).*

1. **Diversity in Appearance.** *New land divisions, and Minor Use Permit and Development Plan applications for development of more than one dwelling unit should provide diversity in appearance, such as:*
  - a. *A variety of exterior colors.*

- b. A variety of exterior design features, such as facades, roof pitches, building materials, and architectural style.*
- 2. Gated Communities.** *Gated communities are discouraged.*
- 3. Perimeter Walls and Fences.** *Perimeter walls and fences higher than three feet along streets are discouraged, except where: 1) they are located along the street sides of corner lots, or 2) an acoustical analysis demonstrates that there is no feasible alternative to reduce noise levels to an acceptable level, or 3) the walls or fences are needed due to topography or to reduce the amount of grading. In preceding cases 2) and 3), walls and Fences should be attractive and not highly visible to the public, using the following guidelines, as illustrated in Figure 7-9.*
  - (i) Where feasible, set back walls and fences from the street.*
  - (ii) Where feasible, provide landscaped buffers or parkways between walls and the street.*
  - (iii) Provide landscaping and/or earthen berms to partially screen the wall or fence from public view.*
  - (iv) Provide articulation, texture, or other features to make the wall or fence more visually pleasing.*
- 4. Front Setbacks--Single-Family Dwellings in Certain New Land Divisions.** *In new land divisions that are proposed as planned developments, condominiums or cluster divisions per Section 23.04.036 of the Coastal Zone Land Use Ordinance, the following minimum front setbacks are recommended for single family dwellings.*
  - a. Where the plane of the garage door is parallel to the street: a minimum of 20 feet from the garage, and a minimum of 10 feet from all areas of the dwelling unit other than the garage.*
  - b. Where the plane of the garage door is roughly perpendicular to the street or not directly visible from the street and there is sufficient room in the driveway to accommodate at least one vehicle: 10 feet.*

Figure 7-9: Wall and Fence Design



## 7.4 Combining Designation Standards

The following standards apply to lands in the Local Coastal Plan (LCP), combining designations, as listed below. If specific standards are not listed, the standards of Chapter 23.07 of the Coastal Zone Land Use Ordinance apply to the respective combining designations.

[Designation of properties in the Sensitive Resource combining designation does not in and of itself convey or imply any right of public use, access, trespass or violation of privacy. The same is true when the LUE/LCP identifies a need for open space preservation through easement, contract or other instrument.]

### A. Morro Bay Shoreline (SRA)

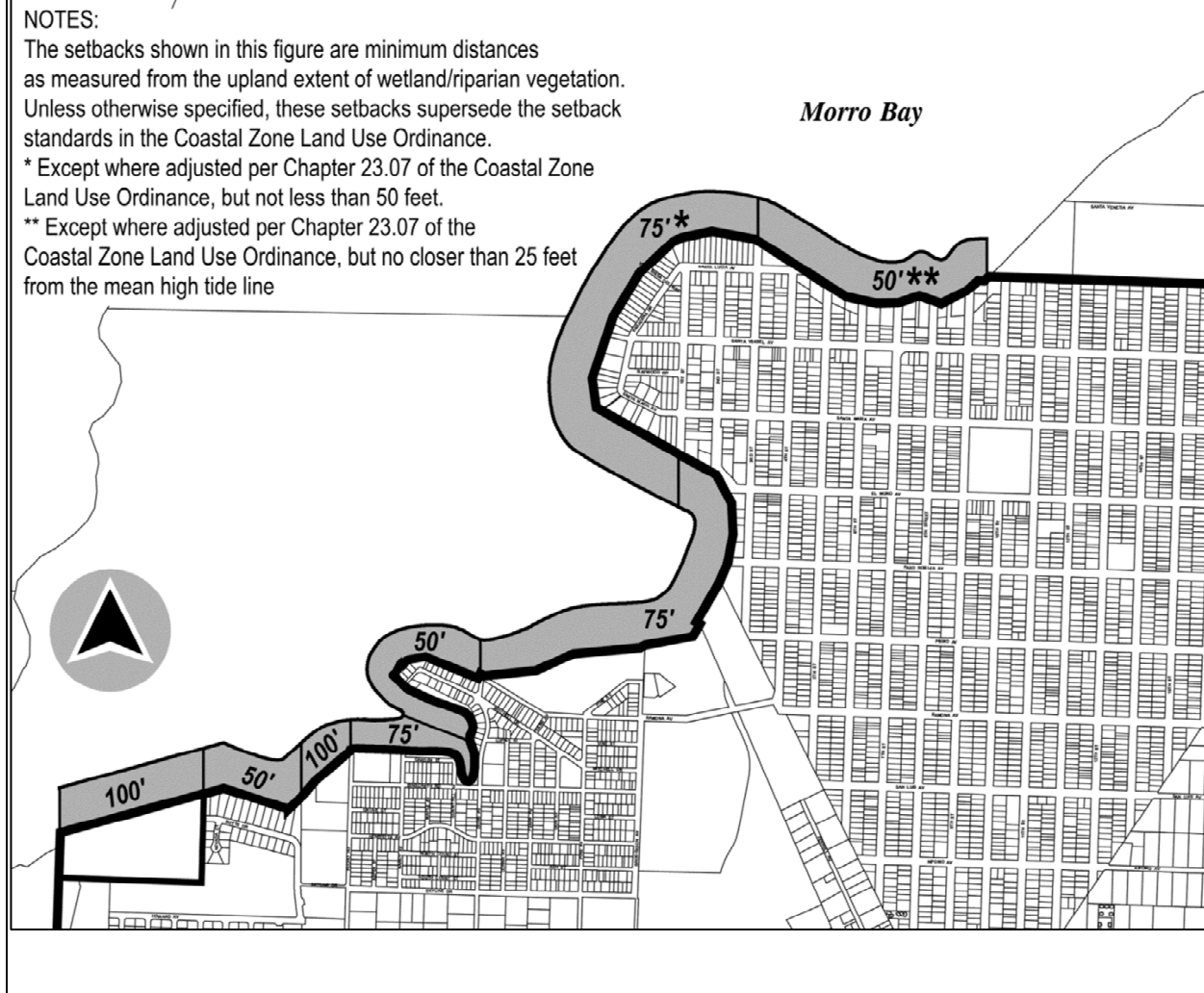
1. **Residential Density, New Land Divisions.** Density shall be computed on the gross site area minus the portion that is identified as wetland.
2. **Wetland Setbacks.** New development shall be set back from the upland extent of wetland vegetation as shown in Table 7-1 and Figure 7-10. A biological survey performed consistent with Chapter 23.07 of the Coastal Zone Land Use Ordinance shall be used to determine the upland extent of wetland vegetation.

**Table 7-1: Required Wetland Setbacks**

LOCATION (See Figure 7-10)	MINIMUM SETBACK (FT.) <sup>1</sup>
West of Tract 316 (Butte Drive Residential Single Family)	100
Tract 316 (Butte Drive Residential Single Family category)	50
Butte Drive to Pecho Road	100
Pecho Road to Doris Avenue (south half of Cuesta inlet) Blocks 4 and 5 , Cuesta-by-the-Sea Tract)	75
North half of Cuesta inlet (blocks 13,14, and 35 Cuesta-by-the-Sea Tract)	50
Doris Avenue to Tract 40 near (1st street.)	75
Tract 40 (Along Pasadena Drive, Santa Lucia Ave.)	75 (may be adjusted <sup>2</sup> but to no less than 50 feet)
East of 3 <sup>rd</sup> Street	50 (may be adjusted <sup>2</sup> but no closer than 25 feet from the mean high tide line)
<p>1. The required setbacks are minimum distances as measured from the upland extent of wetland/riparian vegetation.</p> <p>2. Section 23.07.172 of the Coastal Zone Land Use Ordinance.</p>	



**Figure 7-10: Wetland Setbacks**



**B. Los Osos Ecosystem (SRA).** In order to ensure the long-term preservation of the rare and sensitive Los Osos Ecosystem habitat (Figure 7-11), new development shall comply with the following standards:

- 1. Habitat Conservation Standards.** These provisions are intended to ensure the long-term preservation of the rare and sensitive Los Osos Ecosystem habitat (much of which is an Environmentally Sensitive Habitat), recognizing that habitat in the "Los Osos Ecosystem SRA-TH" area is of relative high quality compared to that on smaller, isolated, undeveloped lots.
- 2. Los Osos Ecosystem Habitat (SRA).** The following provisions are intended to ensure the long-term preservation of the rare and sensitive Los Osos Ecosystem habitat (which is an Environmentally Sensitive Habitat). Such habitat is of relative high quality compared to that on smaller, isolated, undeveloped lots. Following are the specific objectives:
  - Preserve, maintain, and protect rare and specific endangered species;

- Preserve, maintain, and enhance the following environmentally sensitive areas: Los Osos Ecosystem habitat, and 2) natural land forms that are barren or covered with non-native plants and that are potentially restorable to native plant cover such as Morro manzanita and Indian Knob mountainbalm;
- Eliminate any incentives for the illegal or inappropriate removal of Los Osos Ecosystem habitat;
- Ensure that all new development is compatible with and sensitive to Los Osos Ecosystem habitat;
- Subordinate all public and private development to the protection of critical natural areas

**Los Osos Ecosystem Development Standards.** The following standards apply to new development within the areas designated "Los Osos Ecosystem SRA-TH" except where the Planning Director determines that the proposed activity is otherwise sufficiently minor that no adverse effects on habitat can result. Within this area, the highest conservation priority is avoiding disturbance of sensitive Los Osos Ecosystem habitat.

- a **Required Findings.** Approval of a land use permit shall not occur unless the review authority first finds that, in addition to the required findings for Environmentally Sensitive Habitats specified in Chapter 23.7 of the Coastal Zone Land Use Ordinance, the project incorporates all feasible and reasonable means of maintaining Los Osos Ecosystem habitats.
- b **Resource Maintenance and Restoration Plan and Biological Survey.** Land use permit applications shall include a resource maintenance and restoration plan and biological survey prepared by a qualified biologist approved by the Environmental Coordinator. The recommendations of this plan and survey shall be incorporated into the project design and conditions at the discretion of the Planning Director.
  - (i) **Required contents.** The resource maintenance and restoration plan and biological survey shall recommend design, construction, restoration/enhancement, maintenance, and monitoring measures for the entire site, as applicable, to achieve the preceding specified purposes of the Los Osos Ecosystem SRA.
  - (ii) **Survey methodology.** Biological survey methodology shall at a minimum comply with California Department of Fish and Wildlife and U.S. Fish and Wildlife Service guidelines.
  - (iii) **Monitoring.** The monitoring measures recommended in the resource maintenance and restoration plan may include frequent monitoring during and soon after the completion of initial habitat restoration and/or enhancement activities, and less frequent monitoring after plants are well-established.

- c Landscaping Plan. A landscaping plan in accordance with Chapter 23.04 of the Coastal Zone Land Use Ordinance shall be required where development will disturb existing or potential native dune plant habitat. The landscaping plan shall include restoration planting on the site, including areas to be permanently protected, as recommended by the required resource maintenance and restoration plan. Invasive, non-native plants, including Pampas grass, Acacia, Genista, and non-native iceplants, pose a threat to the indigenous plant community and shall not be approved as part of proposed landscaping. The use of other non-native plants shall be limited to the outdoor living space immediately adjacent to the proposed development (i.e., within the defined building envelope) and shall not be used within a conservation easement or other area to be set aside for permanent protection.
- d Conservation Instruments. If proposed development will disturb sensitive habitat supporting or potentially supporting Morro manzanita, Indian Knob mountainbalm, or other rare or endangered species, as determined by the required resource management and restoration plan and biological survey, all portions of the property beyond the maximum area of site disturbance specified in this standard shall be permanently protected by agreements, easement controls, or other appropriate instrument, consistent with applicable legal requirements to allow reasonable use of the site.
- e Long-term maintenance and monitoring. When areas to be permanently protected through conservation instruments are to remain in private ownership, the owner shall enter into a long-term maintenance and monitoring agreement with the county prior to issuance of building permits. The agreement and any easement shall provide for, but not be limited to, all of the following.
  - (i) The ongoing maintenance of remaining Los Osos Ecosystem habitat in a natural state.
  - (ii) The restoration of native plants, as recommended by the approved resource maintenance and restoration plan, and as shown in the approved landscape plan.
  - (iii) The long-term monitoring of rare and endangered plants and the maintenance of supporting habitat, as recommended by the approved resource maintenance and restoration plan.
  - (iv) Requirements for financial security, including guarantees to cover the cost of:
    - (a) The proper completion of restoration measures (for example, plant installation and the eradication of non-native species) within a specified time; and
    - (b) The proper maintenance of restored and undisturbed areas over a specified time (for example, five years), and the monitoring of those efforts. These requirements may also include penalty provisions such as extensions of the monitoring period, in addition to the forfeit of funds provided, in response to a failure to perform as agreed.

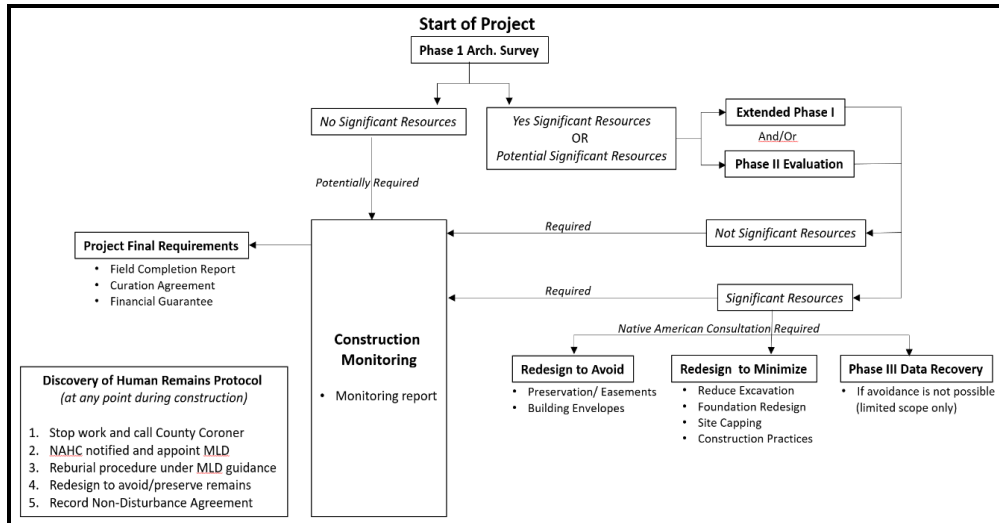
- f Site Disturbance. This standard is intended to provide maximum preservation of Los Osos Ecosystem and its associated habitat of rare and endangered species. New development causing site disturbance shall ensure protection of habitat for Morro manzanita, Indian Knob mountainbalm, or any other rare or endangered species determined to be present on the site. However, limitations on the amount of site disturbance shall be consistent with applicable legal requirements to allow reasonable use of the site.

Site disturbance includes disturbance of the following areas: areas disturbed by structures, roads, utility trenching, and pavement; areas on which grading, or removal of native vegetation occurs. Site disturbance does not include activities that are consistent with the restoration and maintenance of native plant habitats as guaranteed by project approval.

- g Resource Protection During Construction. Habitat containing Morro manzanita, Indian Knob mountainbalm, and other rare and endangered species shall be protected from disturbance by construction activities. Temporary wire mesh fencing shall be placed around such habitat prior to construction, and protected areas shall not be used by workers or for the storage of machinery or materials.
- h Permanent Fencing. Permanent fencing shall be restricted to that which will not impact the free passage of native wildlife and shall employ design and materials determined by the review authority to be compatible with the open space character of the Los Osos Ecosystem habitats.
- i Utilities. Where feasible, utility connections shall be installed in a single corridor, and shall avoid surface disturbance of conservation easements or other areas to be set aside for permanent protection of sensitive habitat.
- i Destroyed Structures. Where a dwelling has been destroyed pursuant to Coastal Zone Land Use Ordinance Section 23.09.033a, it may be restored or a new dwelling rebuilt within the existing footprint without having to comply with the preceding Los Osos Ecosystem Habitat standards b(1) – b(9). ("Los Osos Ecosystem Development Standards")



2. **Permit and Processing Requirements.** The land use permit requirements established by Chapters 23.03 (Permit Requirements), and 23.08 (Special Uses) are modified to include additional requirements for the ASA combining designation as follows:



- a. **Initial Submittal:** The type of land use permit application to be submitted is to be as required by Chapter 23.03 (Permit Requirements), Chapter 23.08 (Special Uses), or by Planning Area standards.
- I. Development proposed within the boundaries of a known archeological site shall require a Minor Use Permit/ Coastal Development Permit (MUP/CDP).
  - II. If no land use permit is required, the following standards in this section are still applicable for a construction permit application.
- b. **Application Content:** Land use and construction permit applications for projects within the ASA shall include the following Archeological Resource Assessment report(s) as applicable, and evidence of measures proposed to protect the sensitive resources as outlined in Subsection i in this section.
- i. **Archaeological Resource Report.** Written reports shall be prepared consistent with the report format requirements contained in the State Office of Historic Preservation Archeological Resource Management Reports (ARMR): Recommended Contents and Format guidelines. A single report may incorporate more than one Phase where appropriate to minimize redundancy and expense. All reports shall be filed with appropriate State information center.

The report(s) shall be prepared, at the applicant's expense, by a qualified archaeologist, either from the County's list of archaeological consultants or by a member of the Register of Professional Archaeologists, meeting the Secretary of the Interior's Professional Qualification Standards, who is familiar with California Central Coast archaeology. The applicant shall also be responsible for paying for the costs of data recovery and curation of recovered materials, if applicable.

If the assessment determines that a proposed development may have significant effects on existing, known, or suspected archeological resources, a mitigation plan shall be prepared by a qualified archeologist. The purpose of the plan is to protect the resource and highest priority shall be given to avoiding disturbance of sensitive resources. The mitigation plan shall be submitted to and approved by the Environmental Coordinator and considered in the evaluation of the development.

Submittal of the listed report(s) below, to the Environmental Coordinator, is required prior to a land use permit application being deemed completed. These report(s) are also required at the time of construction permit application in order to determine the applicability and/or requirement for a MUP/CDP before continued processing of the construction permit.

a. **Phase I Archeological Resource Assessment (Required).** All project applications shall include at minimum, a Phase I Archeological Resource Assessment which is a preliminary site survey and record search with Central Coast information Center (CCIC). The survey shall be conducted by a County-qualified archaeologist knowledgeable in local Native American culture. The County will provide pertinent project information to the Native American tribal groups.

1. *If the site survey findings are negative*, no further review is necessary. However, monitoring maybe required at the discretion of the County to ensure no impacts to potential resources during construction.

2. *If the site survey reveals information indicating the presence or proximity to archeological resources or it is determined by the County there is a likelihood for the site to contain archeological resources*, an Extended Phase I or Phase II Evaluation shall be required unless either of the following apply:

(i) There is substantial evidence (such as existing evaluations that adequately characterize the resource), absent the Phase II, that the project will have a significant impact on archaeological resources and those impacts cannot be avoided pursuant to Section C of this section, in which case a Phase III Data Recovery Plan may be prepared without a Phase II Evaluation; or

(ii) The Phase I survey provided reasonable determination of the resource location(s) and all development is located to avoid impacts to those identified resources, in which case no further archaeological evaluation is necessary. Monitoring may still be required at the discretion of the County to ensure no impacts to potential resources during construction.

b. **Phase II Evaluation of Archaeological Resources.** A Phase II Evaluation shall be prepared with the goal of determining site extent and spatial variability (both vertical and horizontal), evaluating the site's significance pursuant to California Code of Regulations, Title 14,

State CEQA Guidelines, 15064.5, and evaluating resource protection measures pursuant to Subsection C of this section, as applicable. A Phase II Evaluation may include test excavations when adequate data from previous reports are not available to assess a site's significance; however, prior to recovering any archaeological materials for testing and/or carbon dating, the archaeologist shall consider the appropriate disposition of materials in consultation with the Planning Director and the property owner.

1. *If no significant archeological resources found*, no further reports are necessary unless the Planning Director determines that there is substantial evidence in the record that significant resources may be affected by the project. Conditions recommended by the archaeologist and the Native American tribal groups through the consultation process shall be applied to the project as appropriate.
  2. *If significant archeological resources are found*, the Phase II Evaluation plan shall include consideration of the avoidance measures required in Subsection C.1. If significant resources cannot be avoided, a Phase III Data Recovery Plan will be required.
  3. *The Planning Director reserves the right to decide*, based on substantial evidence, that non-significant archaeological resources can be significant tribal cultural resources pursuant to PRC Section 21074. In making such a determination, the Planning Director shall consider input from, and the importance of the resource to, the Native American tribal groups.
- c. **Phase III Data Recovery Plan.** A Phase III Data Recovery Plan shall be prepared to evaluate a project's unavoidable impacts on significant archaeological resources and shall set forth the reasons, based on substantial evidence, why avoidance and impact minimization measures required in Subsection C are not feasible. Data recovery excavation shall not incur additional impacts to the archeological resources and if applicable, previous data collected for Phase II may be credited towards the overall sampling required. Impacts to an archeological site and significant resources shall not exceed 10% of the cultural site area on a project site in order to qualify for a typical proportional sampling mitigation in Phase III.
1. *Report Guidelines.* The plan shall incorporate results of Phase II study with detailed information considering proportional sample size related to the extent of impact, existing body of documentation and significance of the resource. The Phase III Plan shall include treatment of resources with cultural appropriate dignity taking into account the tribal cultural values and meanings, including but not limited to protection of the cultural character, integrity, traditional use and confidentiality of the resource.



2. *Content:* A Data Recovery Plan shall include at minimum: dates of fieldwork and personnel qualifications, level and location(s) of excavation needed, laboratory processing and analysis protocol, detailed notes, photographs and drawings of all excavation and soil samples, curation and cost estimates.
  3. *Timing:* The Data Recovery Plan shall be submitted and approved by Environmental Coordinator before fieldwork can begin. All excavation and recovery activities shall require Native American monitoring. Curation or a financial guarantee for data analysis filing and curation must be demonstrated to the County before land use permit approval, or prior to final building inspection, to allow the project to move forward.
- ii. **Monitoring Plan.** A monitoring plan shall be submitted to the County prior to issuance of construction permit, prepared by a County-approved archaeologist, for review and approval by the Environmental Coordinator. The intent of this Plan is to outline monitoring guidelines and protocol for all earth-disturbing activities in areas identified as potentially sensitive for cultural resources. The monitoring plan shall include at a minimum:
    - a. List of personnel involved in the monitoring activities;
    - b. Inclusion of involvement of the Native American community and culturally affiliated Native American community, as appropriate;
    - c. Description of how the monitoring shall occur;
    - d. Description of frequency of monitoring (e.g., full-time, part time, spot checking);
    - e. Description of what resources are expected to be encountered;
    - f. Description of circumstances that would result in the halting of work at the project site (e.g., What is considered “significant” archaeological resources?);
    - g. Description of procedures for halting work on the site and notification procedures;
    - h. Description of monitoring reporting procedures; and
    - i. Description of provisions defining education of the construction crew and establishing protocol for treating unanticipated findings. This training will include a description of the types of resources that may be found in the project area, the protocols to be used in the event of an unanticipated discovery, the importance of cultural resources and sacred sites to the Native American community and culturally affiliated Native American community, and the laws protecting significant archaeological and historical sites.
    - j. The Native American monitor or a tribal representative should participate in the cultural sensitivity training for the project participants.
  - c. **Environmental Determination:** Pursuant to CEQA Section 15183, projects complying with all standards set forth in this section will be consistent with the community plan certified EIR. Failure to meet all the standards will require additional environmental review necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

d. **Required Findings:** Any land use permit application within the ASA shall be approved only where the Review Authority can make one of the following required findings.

(i) *The site design and development incorporated adequate measures to fully avoid impacting archeological resources and ensure that archeological resources will be acceptably and adequately protected, or*

(ii) *The site design and development cannot be feasibly changed to avoid intrusion into or disturbance of archaeological resources. The project design and construction incorporated adequate site measures and methodology to minimize and mitigate impacts to identified archeological resources.*

3. **Development Standards.** All new development shall be considered compliant with the community plan when they incorporate all site planning and design features necessary to demonstrate (in order of priority); avoidance of impacts to sensitive resources, minimization of impacts through careful siting, considerate design and construction practices if avoidance is not possible, and as a last resort, excavation and recovery of those resources as mitigation for unavoidable impacts.

All development within ASA shall include the following minimum standards:

a. **Resource Protection:** Impacts to significant archaeological resources and tribal cultural resources shall be avoided to the extent feasible. In all cases where significant archaeological resources or tribal cultural resources are identified, the following avoidance measures shall be considered:

i. **Avoidance/ Preservation in Place.** These protection measures include but not limited to, revising the project design or location to avoid the resources entirely. Avoidance means relocation of all development, including grading, utilities, foundations, drainage facilities, and major landscaping. Pools, basements, or any project feature requiring extensive excavation that would impact significant cultural resources is not allowed. No land division of a parcel containing archaeological resources shall be permitted unless all proposed building sites are located entirely outside of the archaeological site.

ii. **Protection of Resources.** If full avoidance is not feasible, sensitive areas shall be placed under culturally appropriate protection and management criteria such as permanent conservation easements or other interests in real property. Public access and site disturbance work including habitat or site restoration and revegetation work shall be kept to a minimum. Other feasible methods of avoidance and protection of the resource shall be considered and approved by the Environmental Coordinator.

iii. **Minimize Impacts to Significant Resources.** If full avoidance, preservation or protection in place is not feasible, project redesign may be required to reduce impacts to less than significant level. Project redesigns shall include and not limited to, any of the following:

1. **Reduce Excavation.** Moving foundation elements, designing spanning foundations, reducing proposed

excavation volumes, and altering proposed utility lines and connection alignments.

2. **Foundation Redesign.** Foundation design may need to be altered to minimize site disturbance. "Side-by-side" comparisons of disturbance and calculations of volume of cultural materials affected will be submitted to show the revised foundation design will result in the least disturbance. The approved redesign(s) shall be verified by the County prior to construction work.

3. **Site Capping.** Where project must encroach within the identified cultural resource(s), incorporation of fill shall be considered. Only sufficient fill shall be placed over the site so as to allow native soils to remain undisturbed (e.g. 18 inches for residential footings, 6-8 inches for driveway construction). Clean, sterile fill, consisting of a layer of other conspicuous material (e.g. fill of a noticeable different color and texture than native soil) shall be placed over the native soil prior to placement of any other clean fill material. Native soils shall not be disturbed or compacted (or compacted to the most limited extent necessary) within the cultural resource areas. The use of fill shall be the minimum necessary to protect the resource. Additional height (up to 24") shall be allowed as follows:

Fill	Additional Height Allowed
12"	6"
18"	12"
24"	18"

iv. **Phase III Data Recovery Plan.** Where development is likely to adversely impact any important or unique archeological resources and it is not feasible to avoid or preserve resources, total and partial recovery through excavation may be considered the only feasible mitigation measure. A Data Recovery Plan shall be prepared per the guidelines set in Section 2b(iii) and submitted to the Environmental Coordinator for review and approval before work can continue.

b. **Construction Practices.** Projects with potential impacts to identified archeological resources shall include the following into the construction documentation submittal.

i. **Project Limit Area.** Plans submitted shall clearly show a 'project limit area' established in a manner that avoids impacts to resources to the maximum extent possible, located on the least sensitive portion of the site, and safeguards the resources on site. The project limit area shall include all areas on and off site where ground disturbance will occur including access road grading, utility trenching or similar works related to the project.

- ii. **Construction Methodology.** Specific construction methods may need to be employed that provide for maximum protection of resources. This may include and not limited to:
- a. Grubbing shall be limited to the first six inches of top soil and compaction can be done with a heavy rubber tire machinery. Compaction should be done with care as not to rip into the soil with aggressive wheel turns.
  - b. Trenching for utilities shall be limited so undergrounded services are grouped as closely as possible, to minimize native ground excavations. Trenching work must be monitored.
  - c. Smaller excavating equipment is preferred to allow for controlled monitored excavation. Excavations in identified sensitive areas shall be done in shallow increments as recommended by the archeologist. If significant cultural resources, such as human remains are present at a site, hand excavation may be warranted.
  - d. Machineries should have rubberized, non-tracked wheels that will minimize disturbance of the native soils or a protective barrier such as metal sheets shall be used as a protective layer between the construction machinery and the native ground.
  - e. Clean, sterile fill of a noticeable distinct color than native soil can be placed over project. Depth of fill should be sufficient to prevent foundation elements from extending into native soil. Fill shall be placed from the outwardly portion of the site so machine tires will roll on placed fill instead of native ground.
  - f. Alternative foundation design such as floating mat slab that will minimize excavations and compaction. Capping of significant resources is encouraged with placing of concrete slabs or flatwork.
  - g. Graded native soils shall be monitored, screened as applicable and balanced on site, as much as possible. Exporting of dirt is discouraged and off-site location for hauled materials shall be disclosed in a County-approved monitoring plan.
- If applicable, stockpiled materials waiting to be screened shall be covered in a secure manner including protection from rain, wind, and erosion.
- h. If inadvertent discovery is found on site, a minimum 25-foot buffer around the find shall be installed. Work in other areas may proceed after getting approval from the County.
- iii. **Construction Monitoring.** During all ground disturbing construction activities, the applicant shall retain a qualified archaeologist (approved by the Environmental Coordinator) and culturally affiliated Native American Representative to monitor all earth disturbing activities including offsite grading /trenching work for access and utilities per the approved monitoring plan. If any significant archaeological resources or human remains are found during monitoring, work shall stop within the immediate vicinity of the resource (precise area to be determined by the archaeologist and the Native American Monitor in the field) until such time as the resource can be evaluated by an archaeologist and any other appropriate individuals. The applicant

shall implement the mitigation as required by the Environmental Coordinator.

The archaeologist shall verify implementation of the Monitoring Plan during any ground disturbing activities. A final report on compliance shall be submitted by the archaeologist prior to final inspection.

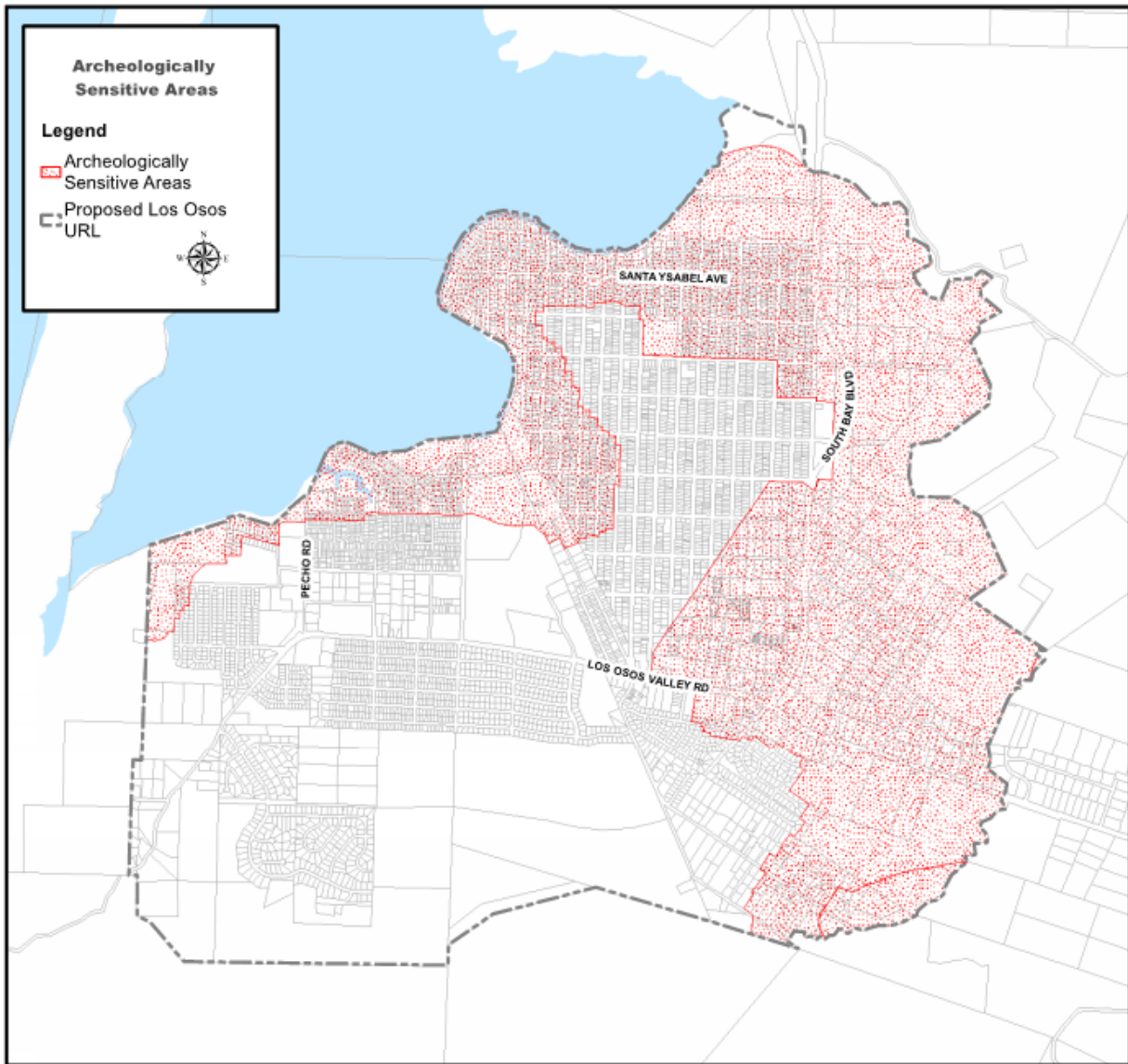
- iv. **Changes to Design.** If significant archaeological resources are identified on site, the applicant's construction drawings shall demonstrate incorporation of all revised design and/or mitigation measures approved by the Environmental Coordinator to avoid significant impacts or reduce to a less than significant level. If construction is underway, all work shall stop until a redesign is reviewed and approved via After-Issuance Change' permit from the County
- c. **Project Final Requirements.** After the completion of construction monitoring and any Phase III data recovery excavations, the applicant shall submit the following to the Environmental Coordinator prior to final inspection or occupancy (whichever comes first):
    - i. **Field Completion Report.** Archeologist-prepared report summarizing all monitoring and/or mitigation measures conducted, field findings, and construction compliance. The report shall be provided in ARMR format describing field tasks by date, location, and results. The report shall include field methods, results and photographs, artifact analysis and interpretation, updated site maps and/or appropriate State site record forms. The final report shall be submitted electronically to the County, the property owner, and the State site record/information center.
    - ii. **Financial Guarantee.** If the analysis included in the Phase III Data Recovery Plan or inadvertent findings is not complete at this milestone, the applicant shall provide to the County proof of obligation to complete the required analysis and file final reports.
4. **Consultation with Native American Tribal Groups.** Consistent with Section 15183, the incorporation of standards set forth in this section are intended to streamline the review of projects within the ASA combining designation in Los Osos. Pursuant to PRC Section 21080.3.1, AB52 consultation with Native American tribal groups are considered fulfilled when a project complies with all standards set forth herein. In addition to the archeological report(s) and development standards set in this section, the Director of Planning can provide notifications to the California Native American tribe(s) that may be traditionally and culturally affiliated with the project area(s) to initiate additional consultation when any of the following below occurs:
- a. The project's Phase I Archeological Assessment reports a positive finding and additional Phase II and/or Phase III is warranted.
  - b. There is inadvertent finding during project development i.e. human remains, significant cultural resource or similar.

- c. The project has to incorporate *additional* mitigation measures to avoid and/or minimize impacts to identified significant archeological resources.
  - d. The Planning Director decides, based on substantial evidence, that a non-significant archeological resource can be significant tribal cultural resources pursuant to PRC Section 21074.
- 5. Discovery of Human Remains.** If human remains are encountered during construction, the procedures outlined by the Native American Heritage Commission (NAHC), in accordance with Section 7050.5 of the California Health and Safety Code (HSC) and Section 5097.98 of the Public Resources Code (PRC), would be followed, as well as the provisions of the CZLUO 23.05.150. A general summary of these provisions and best practices are as follows:

If it is determined or suspected that a discovery includes human remains:

- a. Work in the immediate vicinity (within 50 feet) of the find would cease.
- b. The San Luis Obispo County Coroner shall be contacted immediately.
- c. In addition, the County Environmental Coordinator shall be notified as soon as possible. The County will also issue a “Stop Work” for any construction activities that have the potential to disturb the resource or for all activities on a site if additional resources are suspected to be present and to insure compliance with CZLUO 23.05.150.
- d. As a courtesy, the archaeologist should also notify the NAHC.
- e. The remains should be secured immediately with steel plating cover, or similar. No work is to proceed in the discovery area until consultation procedures are complete, procedures to avoid or recover the remains have been implemented, and the “Stop Work” has been lifted and the owner/developer has been notified that all County and State required provisions have been satisfied.
- f. The Coroner has 2 working days to examine the remains after being notified in accordance with HSC Section 7050.5. If the coroner determines that the remains are Native American and are not subject to the to the coroner’s authority, the coroner has 24 hours to notify the NAHC of the discovery.
- g. The NAHC should immediately designate and notify the Native American Most Likely Descendent (MLD), who has 48 hours after being granted access to the location of the remains to inspect and make recommendations for proper treatment of the remains.
- h. The archeologist and Native American MLD should meet with the owner /developer, other design professionals, as well as with County staff, to plan for and implement the recommended treatment, which may include design and construction modifications to avoid further impacts.
- i. A Covenant of Non-Disturbance of Native American Heritage Site may be required by the County to prevent future disturbance of the remains identified.

Figure 7-12 Archaeological Sensitive Area



## 7.5 Land Use Category Standards

### A. Commercial Retail (CR)

The following standards apply only to lands within the Commercial Retail land use category in the specified areas.

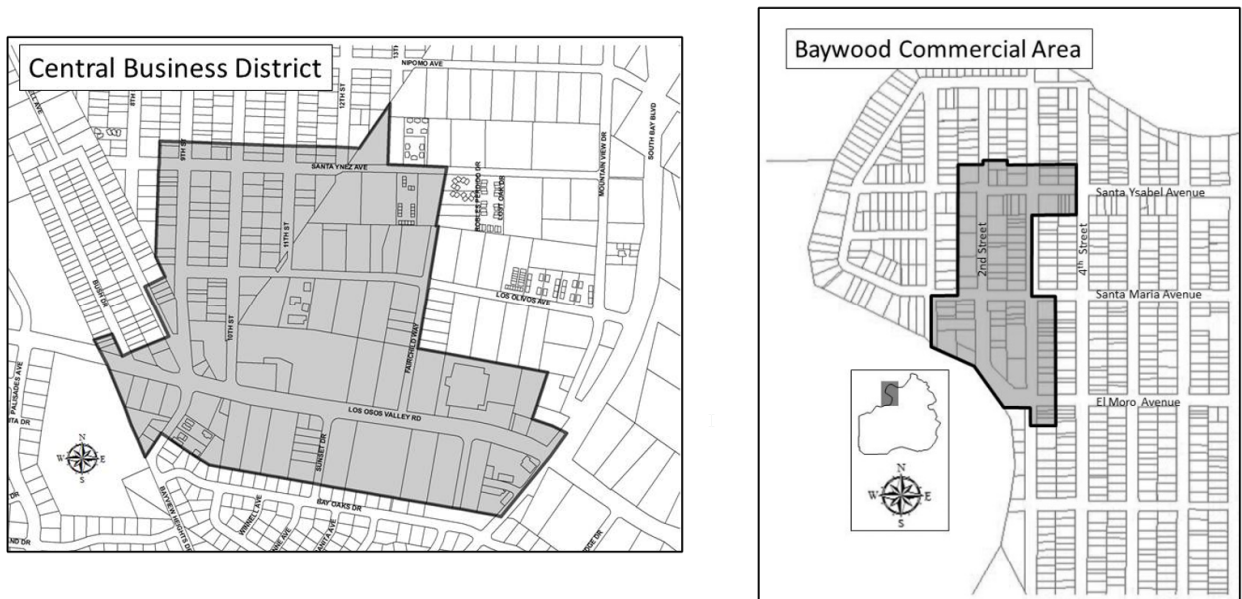
1. **Drive-Through Facilities.** No new drive-through facilities shall be established.
2. **Central Business District and Baywood Commercial Area, Permit Requirement.** Notwithstanding the requirements of the Coastal Zone Land Use Ordinance, new development may be authorized in the Central Business District and Baywood Commercial Area (see Figure 7-13) through Minor Use Permit approval in lieu of a

Development Plan when the project complies with applicable planning area standards and design guidelines, except in any of the following circumstances:

- a. When modifications or waivers from Coastal Zone Land Use Ordinance standards are required.
- b. When a Development Plan is specifically required by the Planning Area Standards.

This standard shall not be construed to require Minor Use Permit approval where the Coastal Zone Land Use Ordinance otherwise allows ministerial approval through the Plot Plan or Zoning Clearance process.

**Figure 7-13: Los Osos Central Business District and Baywood Commercial Area**



3. **Central Business District and Baywood Commercial Area, Parking.** (see Figure 7-13), the number of on-site parking spaces provided shall be no more than that required by Chapter 23.04 of the Coastal Land Use Ordinance. Community parking areas within a 1/4-mile radius and on-street parking within the same block may be used to satisfy parking requirements.
4. **Central Business District.** The following standards apply within the central business district, as shown in Figure 7-9:
  - a. **Height.** Maximum building height shall be 35 feet.
  - b. **Mixed-Use Development.** This standard is intended to encourage provision of a mixture of residential and non-residential uses on the same site, to encourage provision of affordable and senior housing in close proximity to shopping and services, and to increase economic and social activity downtown.

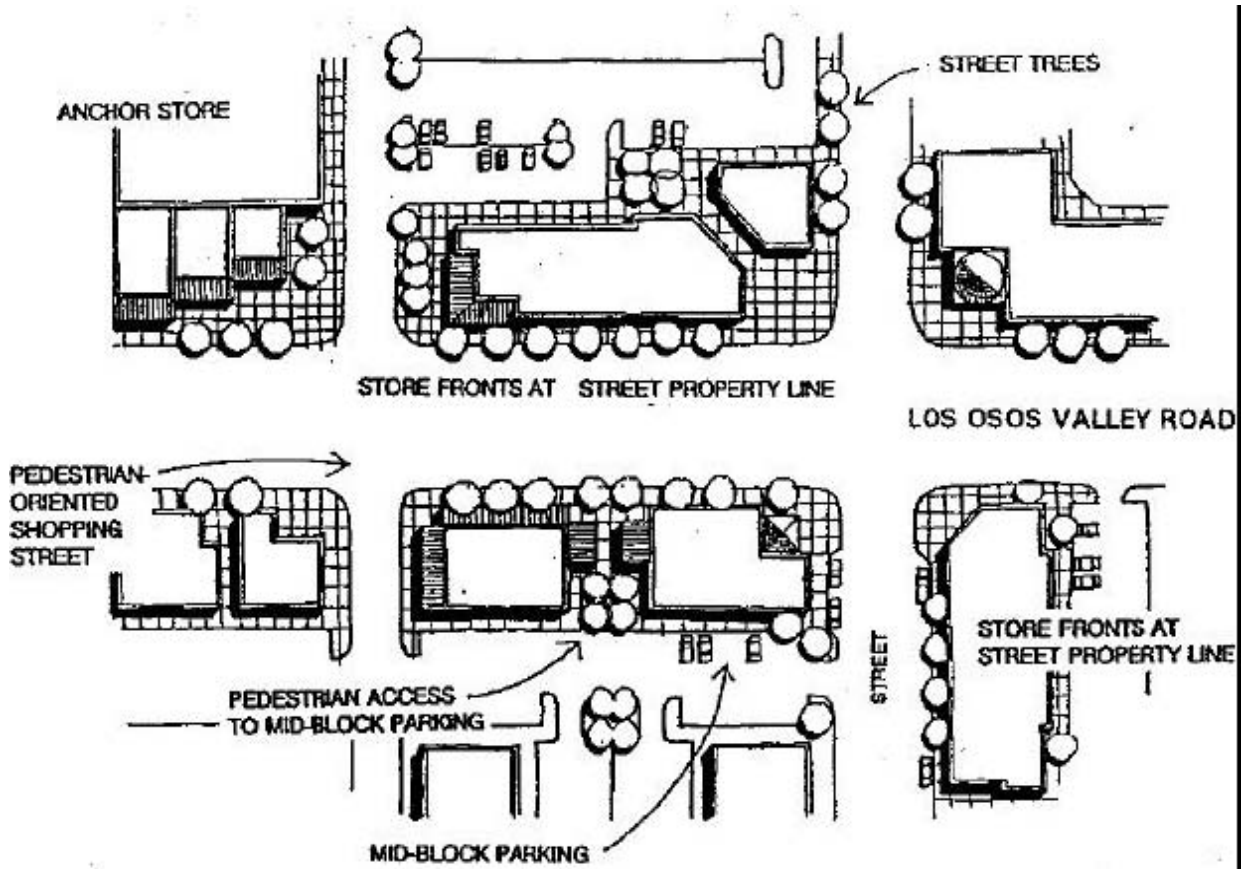


- (i) **Residential Uses.** Residential development shall be subject to the standards in Chapter 8 of the Coastal Zone Land Use Ordinance-- Residential Uses in Office and Professional or Commercial Categories-- except that where those standards conflict with the following standards, the following standards shall prevail.
- (ii) **Site Coverage.** Residential development, excluding garages, shall comprise no more than 50 percent of the total floor area of the entire mixed-use site (residential and non-residential), and no more than 60 percent of the total floor area of the entire mixed-use site for development that meets the housing affordability standards in Chapter 23.04 of the Coastal Zone Land Use Ordinance.
- (iii) **Floor and Open Area.** The maximum floor area and minimum open area requirements in Chapter 4 of the Coastal Zone Land Use Ordinance shall not apply. Instead, the land use permit shall require an amount of private open space and common area for privacy, recreation, light, and air that is appropriate for the nature of the project.
- (iv) **Residential Density.** Maximum residential density shall be 15 dwelling units per acre, calculated using the acreage of the entire mixed use site. The density of senior citizen housing shall be as specified in the following Subsection (vi).
- (v) **Detached Residential Development.** Residential development that is not attached to the non-residential use may be approved only if all of the following are satisfied, in addition to the preceding standards for mixed-use development:
  - (a) **Location.** Residential development shall be located mainly behind or on the second floor of the primary non-residential use(s) on the same site.
  - (b) **Site Coverage - Separate Parcel.** If residential uses are developed on a separate parcel, that parcel shall comprise no more than 50 percent of the parcel area of the total mixed use site.
  - (c) **Agreement for Non-Residential Use - Separate Parcel.** Residential uses may be developed on a parcel that is separate from the one developed with non-residential uses. In this circumstance, the owner of the parcel to be developed with non-residential uses shall enter into an agreement with the County to prohibit any future residential development on that parcel.
  - (d) **Side and Rear Setbacks.** Where the side or rear yard of residential development is adjacent to a non-residential land use category, the minimum setback for the residential development shall be as specified in Chapter 4 of the Coastal Zone Land Use Ordinance for side and rear setbacks, as applicable, in Commercial and Industrial categories adjacent to a residential category/residential use.
  - (e) **Pedestrian Connections.** Mixed use development shall include, where possible, convenient pedestrian connections between residential and retail commercial uses on the site.

- (vi) **Senior Citizen Housing.** Senior citizen housing is subject to the following standards, in addition to the preceding mixed-use development standards. Senior citizen housing consists of either a) residential development that is specifically designed to meet the physical and social needs of persons aged 62 and over; or b) residential development consisting of at least 35 dwellings specifically designed to meet the physical and social needs of persons aged 55 and over.
  - (a) **Residential Density.** Maximum residential density shall be 19 dwelling units per acre calculated using the acreage of the entire mixed-use site.
  - (b) **Parking.** Parking spaces shall be provided at a ratio of 0.75 space per dwelling unit in accommodations for independent living, and 1 space per 3 dwelling units in assisted living accommodations.
  - (c) **Design.** Projects shall be sensitively designed to meet the special needs of senior citizens, especially with regard to: general safety; safe and convenient pedestrian access on gentle slopes, both within the project and connecting to community services and facilities; recreational choices; environmental amenities; social interaction; and integration with the larger community
- (vii) **Site Design.** New development shall facilitate pedestrian movement and activities and bicycle travel through design of buildings, parking areas, landscaping, and streetscapes. Design measures shall include the following and are conceptually illustrated in Figure 7-10:
  - (a) Locate building entry facades primarily adjacent to, but no more than 5 feet from the sidewalk along front and street-corner side property lines, or adjacent to interior pedestrian spaces with access to streets.
  - (b) Landscape all pedestrian spaces. Provide public gathering spaces with benches on the site. Provide conveniently located bicycle racks throughout the site.
  - (c) Encourage shared parking among businesses.
  - (d) Locate landscaped parking areas to the rear or side of non-residential buildings and design the parking areas to be integral with (not dominating) the buildings.
  - (e) Provide convenient connections between parking areas, businesses, and adjoining properties through pedestrian-oriented and scaled spaces.
  - (f) The number, location and design of driveways shall function in accordance with the planned center median on Los Osos Valley Road as recommended in Chapter 5 of this plan.
  - (g) No building service facades shall face Los Osos Valley Road.

- (h) Where feasible and where adequate right-of-way exists, sidewalks shall provide a clear walking lane at least eight feet wide, not including any areas needed for street trees, street furniture, newspaper racks, and the curb.

Figure 7-14: Pedestrian-Oriented Design Concept



- (viii) **Drainage Basins.** Drainage basins in new development shall be placed either a) underground; or b) on the surface if designed for recreational or other public use and attractively landscaped.

c. **Design Guidelines - Central Business District**

Ground Floor Uses

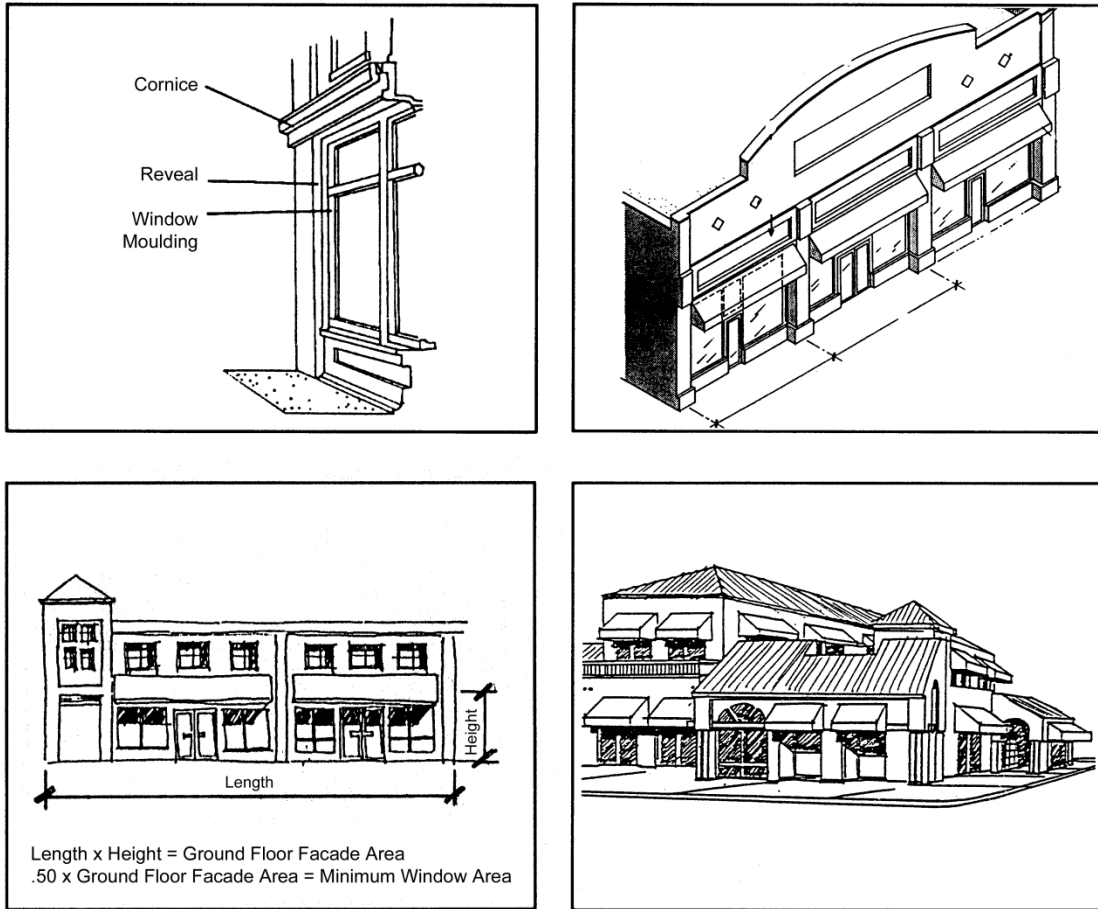
*In order to attract customers and promote pedestrian activity, retail uses are encouraged on the ground floor fronting the street, while office, residential and other non-retail uses should be located on the upper floors or on the rear portion of the site.*

### Building Design

*The design of new construction shall be pedestrian-oriented and have a human scale that is compatible with the scale of existing development in the Central Business District. Preferred design measures include the following:*

- *Articulation of building facades to create relief and visual interest by using architectural elements such as awnings and projections, trellises, detailed parapets, and arcades.*
- *Locations of building entries within recessed entry bays to create transitional spaces between the street and buildings.*
- *Use of overhangs and awnings. Use of balconies over transitional spaces.*
- *Use of transparent glass windows or doors that together comprise more than 50 percent of the entry facade at ground level in order to allow pedestrians to see inside.*
- *Placement of store entrances/display windows at frequent intervals such as 25 feet in order to maintain visual interest for pedestrians. (see Figure 7-11).*
- *Building facades or public spaces should occupy most or all of the site frontage, except where infeasible due to sensitive vegetation or other physical or environmental constraints.*
- *Sidewalks along Los Osos Valley Road shall be in accordance with County public improvement standards. Recommended materials for pathways and areas outside the public right-of-way are brick, concrete pavers and concrete.*

**Figure 7-15: Example of Façade Building Design**



5. **Baywood Commercial Area (Special Community).** The following standards apply within the Baywood Commercial Area as shown in Figure 7-12.
  - a. **Limitation on Use.** All allowable uses are permitted in accordance with Coastal Table O, Part I of the Land Use Element, except as follows: auto, mobile home and vehicle dealers and supplies; and food and kindred products as a primary use.
  - b. **Height.** Maximum building height shall 25-feet, except where a lower height limit is established (see Section 7.3.N.1 and Figure 7-3).
  - c. **Signs.** Freestanding signs, other than monument signs, are not permitted. Monument signs shall not exceed a height of six feet and a sign area of 20 square feet.
  - d. **Sidewalks on 2<sup>nd</sup> Street.** Sidewalks shall include a minimum clear walking lane of six feet in width, and a minimum four-foot wide parkway between curb and sidewalk.

**Figure 7-16: Baywood Commercial Area**



**e. Sidewalks on Other Streets.**

- (i) On street frontages other than 2<sup>nd</sup> Street, sidewalks shall be a minimum four feet wide, with a minimum four-foot wide parkway between curb and sidewalk.
- (ii) Additional width may be needed to accommodate proposed street furniture, or as needed to comply with the requirements of the Americans with Disabilities Act (ADA).
- (iii) These requirements for sidewalk or parkway width may be modified at the discretion of the review authority in consultation with the Department of Public Works through a Minor Use Permit (unless a Development Plan is otherwise required), based upon site-specific right-of-way and topographic constraints.

**f. Setbacks and Parking Location, 2<sup>nd</sup> Street and Street-Corner Sites.** Locate building entry facades primarily adjacent to, but no more than five feet from the sidewalk along front and street-corner side property lines adjacent to 2<sup>nd</sup> Street, or adjacent to interior plazas with access to streets. Locate landscaped parking areas to the rear or side of nonresidential buildings. Design the parking areas to be integral with (not dominating) the buildings.

- g. **Bay Access.** New development adjacent to the bay shall provide improved public access to the bay where feasible and consistent with protection of natural resources.
- h. **Mixed Use.** Single-family and multi-family dwellings are allowable on the same site as non-residential development as follows:
  - (i) Mixed-use projects shall be in accordance with the standards in Chapter 23.08 of the Coastal Zone Land Use Ordinance for Residential Uses in Office and Professional or Commercial Categories, except that maximum residential density is 15 dwelling units per acre, calculated using the acreage of the entire mixed use site (residential plus non-residential).
  - (ii) **Additional standards applicable to Area “A” as shown in Figure 7-12.** The following standards supersede any conflicting standards of Chapter 23.08 of the Coastal Zone Land Use Ordinance:
    - (a) **Location.** Residential development shall be located on the upper floor(s) above a non-residential use or in the rear of the site behind a non-residential use.
    - (b) **Density.** Maximum residential density is 15 dwelling units per acre, calculated using the acreage of the entire mixed-use site (residential plus non-residential).
    - (c) **Parking.** Notwithstanding any other provisions of this plan, the number of parking spaces shall be as required by the Coastal Zone Land Use Ordinance and shall be provided on the site.
    - (d) **Existing single-family residences.** Residential uses existing prior to adoption of the Los Osos Community Plan and located on properties may continue and be expanded or remodeled as a primary use without the limitations imposed by Section 23.09.026 Nonconforming Uses of Land and without being required to include commercial development.
- i. **Residential multi-family development as a principle use in Area “B” as shown in Figure 7-12.** Multi-family dwellings are allowable as a principal use in accordance with applicable Coastal Zone Land Use Ordinance standards for multi-family development, except as follows:
  - (i) **Chapter 23.08, Coastal Zone Land Use Ordinance.** The standards for residential uses in Office and Professional and Commercial categories shall not apply.
  - (ii) **Density.** Maximum density shall be 15 dwelling units per acre.
  - (iii) **Side and Rear Setbacks.** Where the side or rear yard of residential development is adjacent to a non-residential land use category, the minimum setback shall be as specified in Chapter 23.04 of the Coastal Zone Land Use Ordinance for side and rear setbacks, as applicable, in Commercial and Industrial categories adjacent to a residential category/residential use.

*j. Baywood Design Guidelines*

*New development should apply the following design principles. An example of how these principles might be applied is illustrated in the Baywood Commercial Area Design Concept shown in Appendix B, Figure B-2.*

- Design streets, streetscapes, landscaping, parking lots, and buildings to encourage pedestrian use and activities and bicycle travel.*
- Provide building facades or public spaces that occupy most or all of the site frontage, except where infeasible due to sensitive vegetation or other physical or environmental constraints.*
- Landscape all pedestrian spaces, which should be inter-connected by a network of walkways and plazas. Encourage shared parking among businesses.*
- Encourage the use of modifications to the parking standards in the Coastal Zone Land Use Ordinance to allow, where appropriate, the use of on-street parking spaces to help satisfy requirements for the number of on-site parking spaces.*
- Provide convenient connections between parking areas and businesses through pedestrian-oriented and scaled spaces. Fences and other barriers between non-residential development should be avoided, especially on 2nd Street.*
- Design new development to emphasize the importance of public spaces.*

**B. Commercial Service (CS)**

The following standards apply only to land within the Commercial Service land use category.

- 1. Height.** Maximum building height shall be 35 feet.
- 2. Compatibility.** All commercial development subject to discretionary approval shall incorporate measures to assure compatibility with nearby residences (including on-site caretaker units), with regard to impacts associated with, but not limited to, noise, vibration, odor, light, glare, hazardous materials, truck traffic, exhaust, unsightliness, or hours of operation. Land use permit applications shall include a description of activities that may be incompatible with residential neighbors and measures to avoid or mitigate those incompatibilities. This may require the applicant to submit special studies, such as a noise study, to address the issue(s). The size, scale, and design of such facilities must be consistent with the existing small-town character of Los Osos and compatible with adjacent residential and retail development. Land use compatibility shall be based on Planning Commission review of a commercial project's impacts to nearby residences related



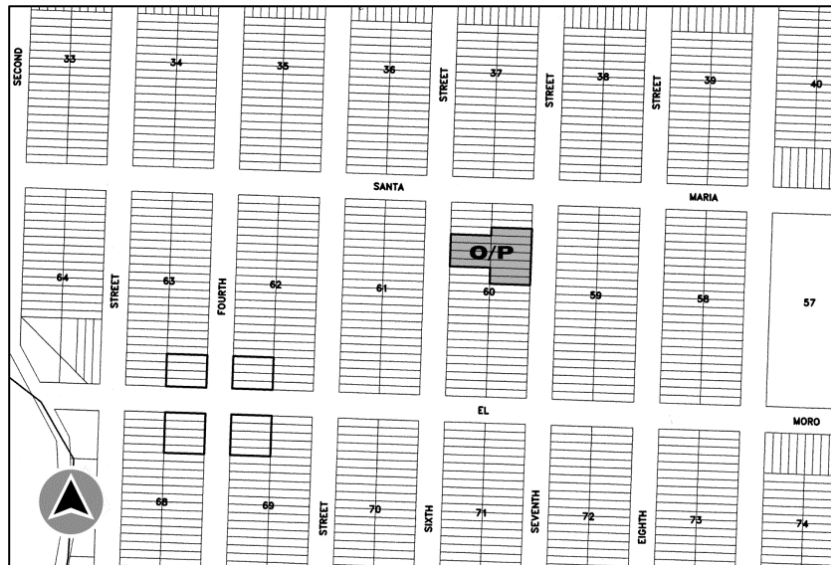
to noise, lighting, air quality, and traffic, based on technical studies associated with such projects, as determined to be appropriate by the Department of Planning and Building.

### C. Office and Professional (OP)

The following standards apply only to lands within the Office and Professional land use category in the specified areas.

1. **Central Business District, Parking (See Figure 7-9).** The number of on-site parking spaces provided shall be no more than that required by Chapter 23.04 of the Coastal Land Use Ordinance. Community parking areas within a 1/4-mile radius and on-street parking within the same block may be used to satisfy parking requirements.
2. **Height, Central Business District.** Maximum building height in the central business district shall be 35 feet.
3. **West Side of 7th Street Between El Moro and Santa Maria Avenues.** The following standards apply only to the property shown in Figure 7-17.
  - a. **Limitation on Use.** Uses identified in Coastal Table O, Part I of the Land Use Element/Local Coastal Plan as "A", "S" or "P" uses are limited to: churches, schools - pre to secondary, caretaker residence, residential care, membership organization facilities, and residential accessory uses.
  - b. **Site Design Criteria.** All new development shall resemble the size, character and scale of the surrounding residences, and shall provide landscaping between the new development and the frontage of the nearest public road. Pedestrian sidewalk(s) shall be provided between new development and the nearest public road. All outdoor lighting, play areas, and new parking spaces shall be located away from the adjacent residential property lines or shall be separated by a minimum 10-foot wide landscaping screen.
4. **Existing single-family residences.** Residential uses existing prior to adoption of the Los Osos Community Plan and located on properties may continue and be expanded or remodeled as a primary use without the limitations imposed by Section 23.09.026 Nonconforming Uses of Land and without being required to include commercial development.

**Figure 7-17: O/P Category on West Side of 7th Street  
Between El Moro and Santa Maria Avenues**



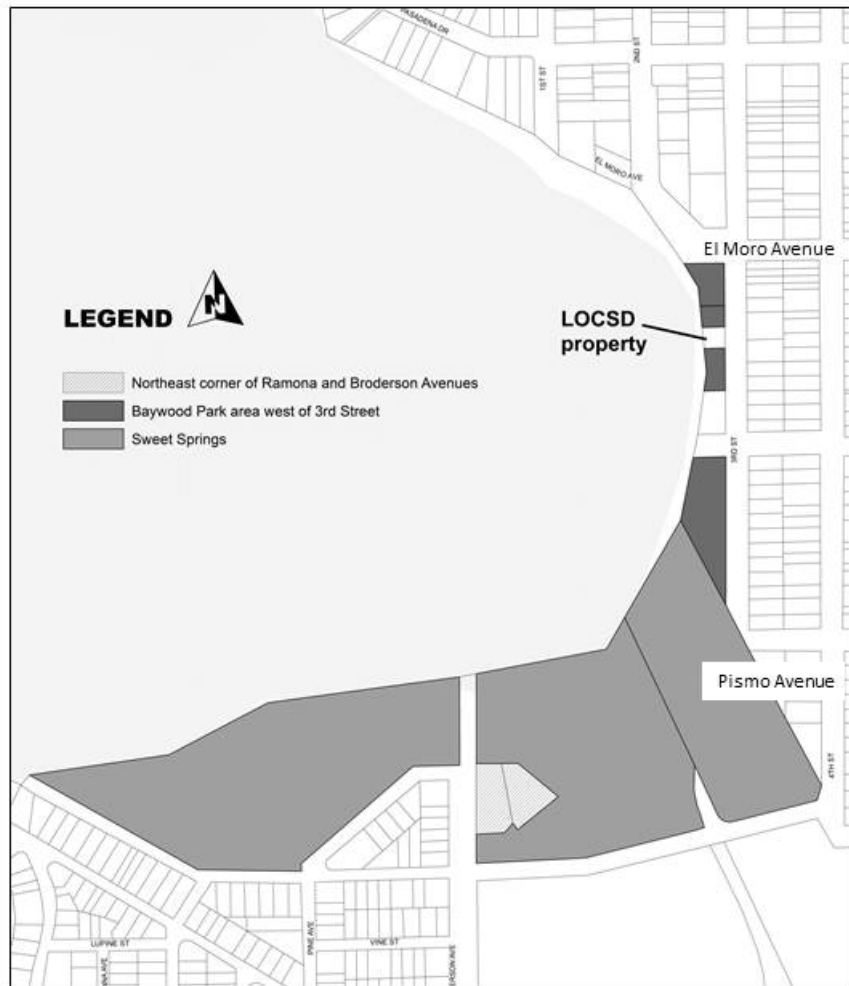
**D. Open Space (OS)**

The following standard applies only to lands within the Open Space land use category in the specified area.

[Designation of properties in the Open Space land use category does not in and of itself convey or imply any right of public use, access, trespass or violation of privacy. The same is true when the LUE/LCP identifies a need for open space preservation through easement, contract or other instrument.]

1. **Sweet Springs Preserve, Limitation on Use.** Allowable uses in the Sweet Springs area as shown in Figure 7-18 are limited to coastal accessways and passive recreation.

**Figure 7-18: Sweet Springs Area and Baywood Park Area West of 3rd Street**



#### **E. Public Facilities (PF)**

The following standards apply only to lands within the Public Facilities land use category in the specified areas.

1. **Broderson Site, Limitation on Use.** Allowable uses shall be limited to passive recreation and public utility facilities on the approximately 40-acre area south of Highland Drive and west of an extension of Broderson Avenue, as shown in Figure 7-15.

**Figure 7-19: Broderson Site**



**2. Limitation on Site Disturbance, LOCS D Property.**

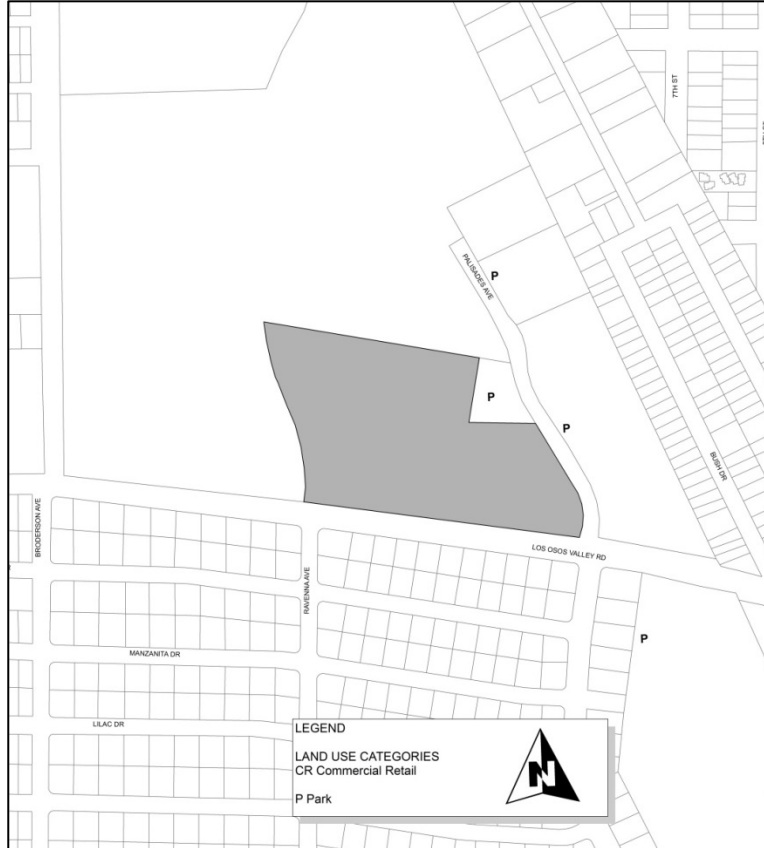
- a. New development on the Los Osos Community Services District property in the Baywood Park Area West of 3rd Street, as shown in Figure 7-14, shall be limited to the area of disturbance of the existing well site.
- b. **Development Limitations.** Development shall follow appropriate setback and building standards to avoid future coastal hazards for the life of the proposed development without the use of shoreline protective devices.

**F. Recreation, Public Facilities (REC, PF)**

The following standards apply only to lands within the Public Facilities and Recreation land use categories in the specified area. The following standards apply to the County-owned site, as shown in Figure 7-20.

1. **Limitation on Use.** Allowable uses shall be limited to passive recreation, pipelines and transmission lines, and pump or lift stations consistent with the approved communitywide sewer project. The following additional uses shall be allowed only in the event that the CDP for the communitywide sewer (CDP A-3-SLO-09-055/069) is amended to replace sensitive habitat offsite and allow additional uses: outdoor sports and recreation, public assembly and entertainment, temporary events, water wells and impoundments, outdoor retail sales, offices.
2. **Lighting and Nighttime Use.** Future park and community facilities at this location must include appropriately scaled lighting that does not adversely affect nearby residents. The site shall be primarily for daytime use.

**Figure 7-20: Midtown Site (Los Osos Valley Road at Palisades Avenue)**



### **G. Recreation (REC)**

The following standards apply only to lands within the Recreation land use category in the specified areas.

Designation of properties in the Recreation land use category does not in and of itself convey or imply any right of public use, access, trespass or violation of privacy. The same is true when the LUE/LCP identifies a need for open space preservation through easement, contract or other instrument.

1. **Cuesta Inlet.** The following standard applies within the Cuesta Inlet area (visitor-serving priority area) as shown in Figure 7-6.
  - a. **Limitation on Use.** Allowable uses shall be limited to passive recreation (including a boat launching ramp and parking areas), one single-family dwelling or one mobilehome.
  - b. **Density.** The maximum development potential shall be one dwelling unit. Development shall be concentrated or clustered in accordance with Section 7.3.E.

- c. **Public Access.** Maximum public access shall be provided to the shoreline in this visitor-serving priority area, consistent with the intent of the Circulation Element maps (see Chapter 5) and protection of sensitive habitat.
  - d. **Application Content.** All applications for development shall document the location of state tidelands in relation to this site and resolve any questions about ownership of this property.
2. **Baywood Park Area West of 3<sup>rd</sup> Street.** The following standards apply to the bayfront area between Pismo and El Moro Avenues (see Figure 7-18).
- a. **Limitation on of Use - West of 3<sup>rd</sup> Street.** For the bayfront area between Pismo and El Morro Avenues, allowable uses are limited to one single family dwelling per legal parcel, residential accessory structures, home occupations, animal raising and keeping, coastal accessways, and passive recreation (hiking and nature trails and nature study).
  - b. **Land Divisions Prohibited.** No further land divisions are allowed due to environmentally sensitive habitats and lack of appropriate building sites on these bayfront properties.
  - c. **Development Limitations.** Development shall follow appropriate setback and building standards to avoid future coastal hazards for the life of the proposed development without the use of shoreline protective devices.
3. **Golf Course North of Howard Avenue, Limitation on Use.** Allowable uses on the existing golf course north of Howard Avenue in the northern portion of the West of Pecho area, as shown in Figure 7-21, shall be limited to coastal accessways, water wells and impoundments, and the existing uses on the site: golf course with eating and drinking places (restaurant), hotels, motels, wireless telecommunications facility, and resort type uses.

**Figure 7-21: Golf Course North of Howard Avenue**

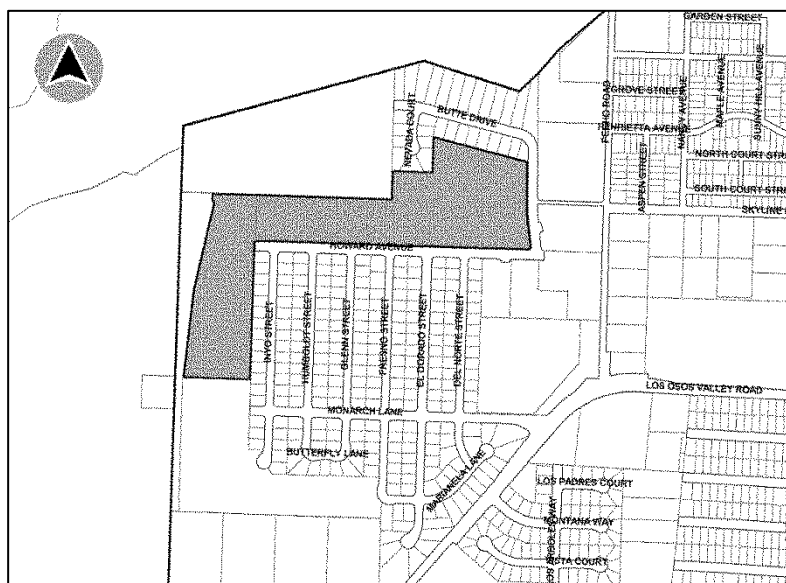
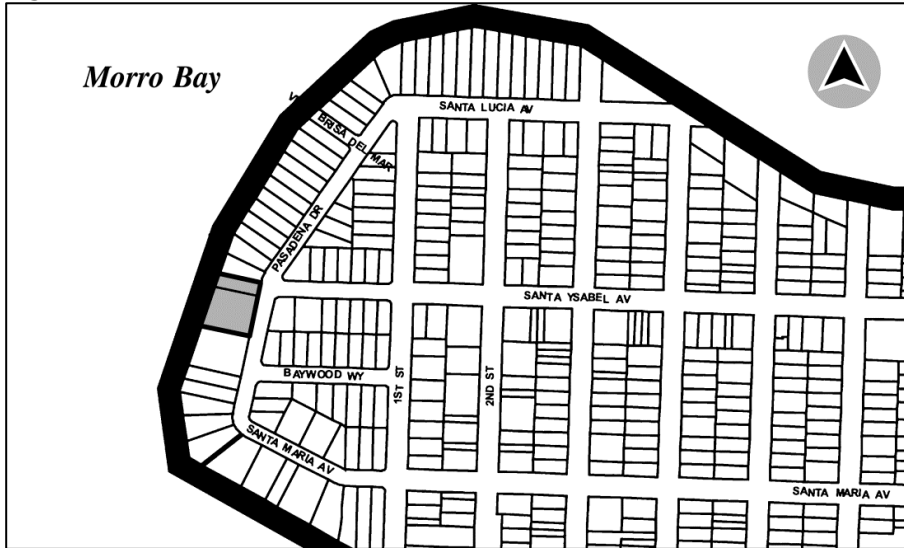


Figure 7-22: Santa Ysabel Avenue Coastal Access



4. **Santa Ysabel Avenue Coastal Access, Limitation on Use.** Allowable uses on the County-managed coastal access at the westerly terminus of Santa Ysabel Avenue, west of Pasadena Drive, as shown in Figure 7-22, are limited to coastal accessways and passive recreation.
- H. **Residential Rural (RR) - Creekside Area.** The following standards apply only to lands within the Residential Rural land use category in the Creekside Area as shown in Figure 7-23.
- a. **Clustered Development.** Minimize site disturbance and concentrate or cluster development in accordance with Section 7.3.E. This is intended to protect riparian and wetland habitat; rare, endangered or threatened species--such as the Morro Bay Kangaroo Rat and the Morro Shoulderband snail--and their habitat; the Morro Bay estuary; and other sensitive features described in Section 7.3.E.
  - b. **Setbacks.** New development shall be set back at least 100 feet from the following sensitive features: wetland vegetation, the upland extent of riparian vegetation, and areas of habitat that support rare, endangered, or threatened species.

**Figure 7-23: RR – Creekside Area**



**I. Residential Multi-Family (RMF)**

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

**1. Residential Density--New Projects**

- a. **Maximum Density.** Except for senior citizen housing (see Subsection I.3.) maximum density shall be 15 dwelling units per acre on properties less than one acre and 26 dwelling units per acre on properties of one acre or more.
  - b. **Minimum Density.** In all Residential Multi-Family categories, except in the Morro Shores Mixed Use Area as shown in Figure 7-26 if physically feasible and if environmental impacts can be mitigated, the *minimum* overall density on parcels of 10,000 square feet and larger shall be 10 dwelling units per acre. Refer to the standards for the Morro Shores Mixed Use Area (Section J) for minimum densities in that area.
2. **Height Limitation.** Maximum height shall be 28 feet, except for bayfront areas (see Figures 7-5).
  3. **Senior Citizen Housing.** Senior citizen housing defined: a project that consists of either a) residential development that is specifically designed to meet the physical and social needs of persons aged 62 and over, or b) residential development consisting of



at least 35 dwellings specifically designed to meet the physical and social needs of persons aged 55 and over. Senior citizen housing may include accommodations for independent living and/or assisted living. Senior citizen developments are subject to the following:

- a. **Residential Density.** Within a ½ mile distance of the Central Business District, as shown in Figure 7-25, the maximum residential density shall be 38 dwelling units per acre.

**Figure 7-24: RMF West of Pecho Road**

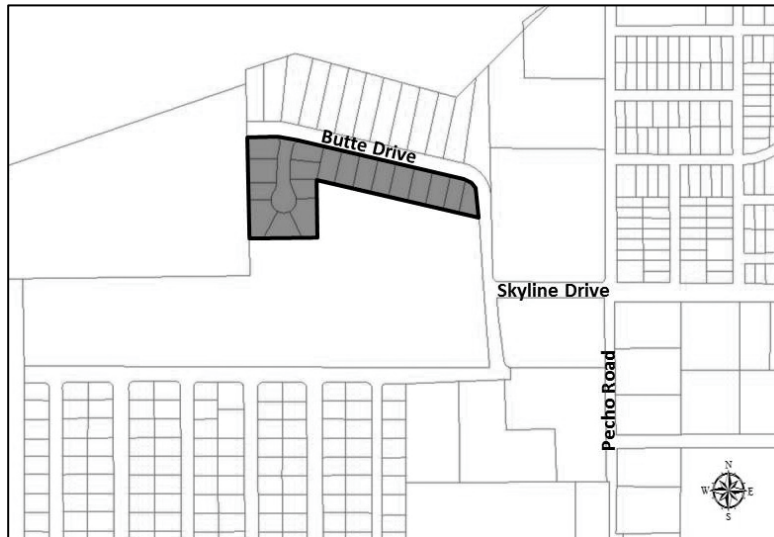
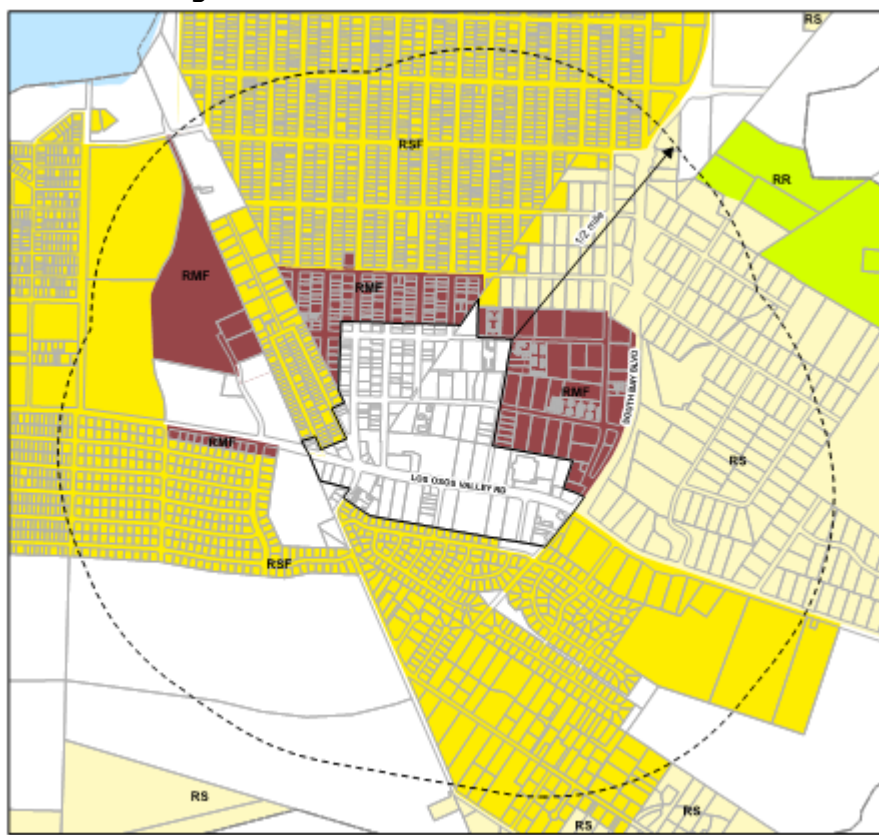


Figure 7-25: RMF within ½ Mile from CBD



- b. **Floor and Open Area.** The land use permit shall require an amount of private open space and common area for privacy, recreation, light, and air that is appropriate for the nature of the project. There is no maximum floor area limitation; however, in no case shall the minimum open area fall below 40 percent of the site area, as defined in Chapter 23.04 of the Coastal Zone Land Use Ordinance.
- c. **Parking, Design.** Parking and design shall comply with the standards for senior citizen housing listed in the Commercial Retail land use category for the central business district – Section 7.5.A.4.b(vi)(b).

**J. Morro Shores Mixed Use Area RMF, RSF, CS.**

The following standards apply to the Morro Shores Mixed-Use Area in the RMF, RSF, CS categories (see Figure 7-26).

Figure 7-26: Morro Shores Mixed Use



1. **Height.** The maximum building height for residential and accessory uses shall be 28 feet.
2. **Habitat corridor.** Development shall provide a permanently protected habitat corridor that extends from the southern part of the site to Ramona Ave. This corridor shall be designed so that future circulation connections can be made to Los Osos Valley Road and through Area 1 (see Figure 7-26) to Broderson Ave.
3. **Circulation connections.** Development shall provide public vehicular, bicycle, pedestrian, and equestrian links to adjacent neighborhoods, commercial areas, schools, parks, the bay, and the community center.

#### 4. **Medium to High Density Residential.**

- a. **Development Potential.** A maximum of 200 (250 with a senior citizen housing bonus) dwelling unit are allowable within Area 2 (see Figure 7-26) if physically feasible and if environmental impacts can be mitigated.
- b. **Housing Types.** A variety of housing types are encouraged: single family, multi-family, attached, detached, or zero lot-line units. Creative lot designs are also encouraged, such as "Z" lots, courtyard lots, and others.
- c. **Densities.** If physically feasible and if environmental impacts can be mitigated, the *minimum* density shall be 10 dwelling units per acre within the development area. The maximum density within the development area shall be 26 dwelling units per acre.
- d. **Senior Citizen Housing.**
  - (i) **Incentive.** Senior citizen housing as defined Subsection H is encouraged, but not required. If at least 100 senior housing units are provided, a bonus of 50 additional residential units with a density of at least 10 dwelling units per acre (up to a maximum total of 250 units) shall be granted if physically feasible and if environmental impacts can be mitigated.
  - (ii) **Density.** The maximum density of senior citizen housing shall be 38 dwelling units per acre within the development area.
  - (iii) **Other Development Standards.** Development shall comply with the floor and open area, parking, and design standards for senior citizen housing in the Residential Multi-Family land use category listed in Subsection I.

5. **Neighborhood Commercial.** Up to 3.5 acres are allowable for commercial uses intended to serve the surrounding neighborhood and employees of the adjacent business park.

6. **Future Community Services Center.** Up to 3.5 acres may be planned for a future community services center that could include a community hall, a substantially expanded library, a sheriff's substation, and medical and social services.

#### 7. **Low Density Residential.**

a. **Area 1: 30.5-Acres in the western portion of the site (see Figure 7-26).**

- (i) A maximum of 95 low density residential parcels are allowable in area 1.

b. **Area 3: 2.5-Acre Property East of Palisades Avenue (see Figure 7-26).**

- (i) **Limitation on Use.** Allowable uses shall be limited to all uses allowable in the Residential Multi-Family category per Coastal Table O, Part I of the Land Use Element.
- (ii) **Residential Development Potential.** A maximum of 25 dwelling units are allowable in Area 3. A variety of housing types are encouraged: single

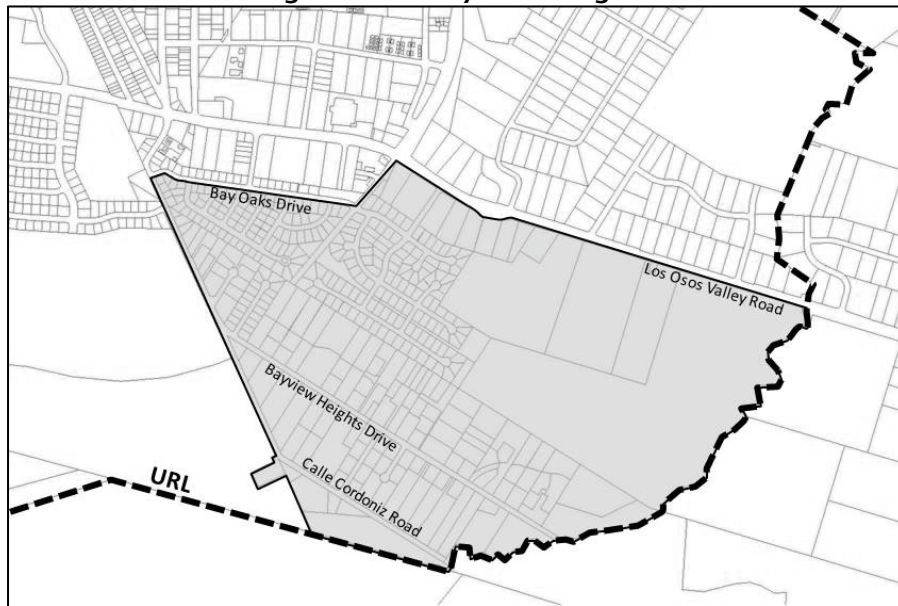
family, multi-family, attached, detached, or zero lot-line units. Creative lot designs are also encouraged, such as "Z" lots, courtyard lots, and others.

#### K. Residential Single Family (RSF)

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

1. **Height Limitations.** Maximum height shall be 28 feet except where other applicable planning area standards establish other specific height limits (see Figures 7-5).
2. **Bayview Heights Area, New Land Divisions.** The following standards apply only to the Bayview Heights area (see Figure 7-27).
  - a. **Parcel Size:** Minimum parcel size for new land divisions shall be one acre.
  - b. **Access - New Land Divisions.** New land divisions south of Bayview Heights Drive are to be designed to provide through-street access between Bayview Heights Drive and Calle Cordoniz Road.

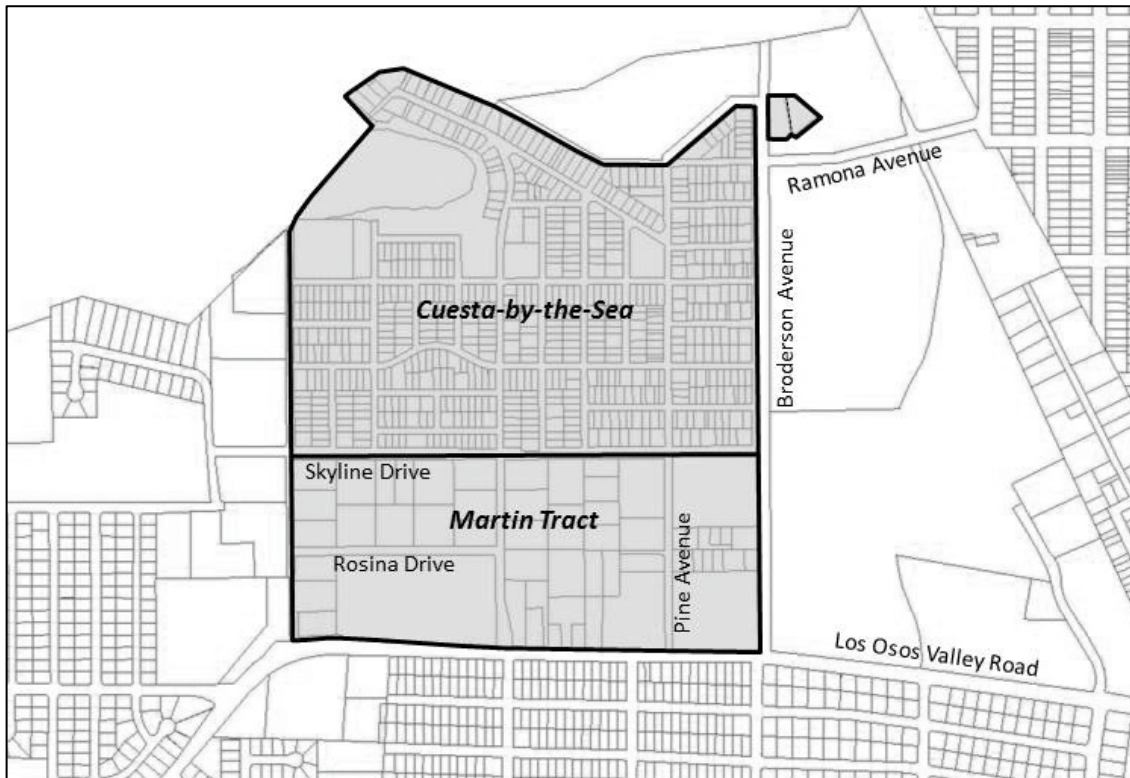
Figure 7-27: Bayview Heights



3. **Martin Tract.** The following standards apply only to the Martin Tract as shown in Figure 7-28.
  - a. **Land Divisions.** The minimum parcel size for new land divisions is one acre, except that the number of parcels for new land divisions on the parcels connected to the Los Osos Recycling Facility shall be one per 6,000 square feet (gross site area).

- b. **Access - Los Osos Valley Road.** Where alternative access is available, lots fronting on Los Osos Valley Road shall not use Los Osos Valley Road for access.
  - c. **Access - New Lots Adjacent to Rosina Drive.** Proposed land divisions south of Rosina Drive are to be designed to have cul-de-sac access from Rosina Drive.
4. **Cuesta-by-the-Sea.** The following standards apply only to Cuesta-by-the-Sea as shown in Figure 7-28.
- a. **Setbacks.** Minimum setbacks for new construction are as follows, except that new construction proposed on bayfront properties is to be set back from the Morro Bay wetlands according to wetland setback requirements in Section 7.4.A.2. Front: 15 feet, Side: 3 feet, Corner side: 10 feet, Rear: 10 feet.

**Figure 7-28: Cuesta-by-the-Sea, Martin Tract, Ramona/Broderson Avenues**



5. **Sweet Springs Area Northeast Corner of Ramona and Broderson Avenues.** The following standards apply to the two residential parcels near the northeast corner of Ramona and Broderson Avenues in the Sweet Springs Area (see Figure 7-28).
- a. **Minimum Site Area.** The minimum site area is 20,000 square feet. The existing parcels shall not be further subdivided.
  - b. **Density.** Each parcel may be developed with a maximum of one dwelling unit).

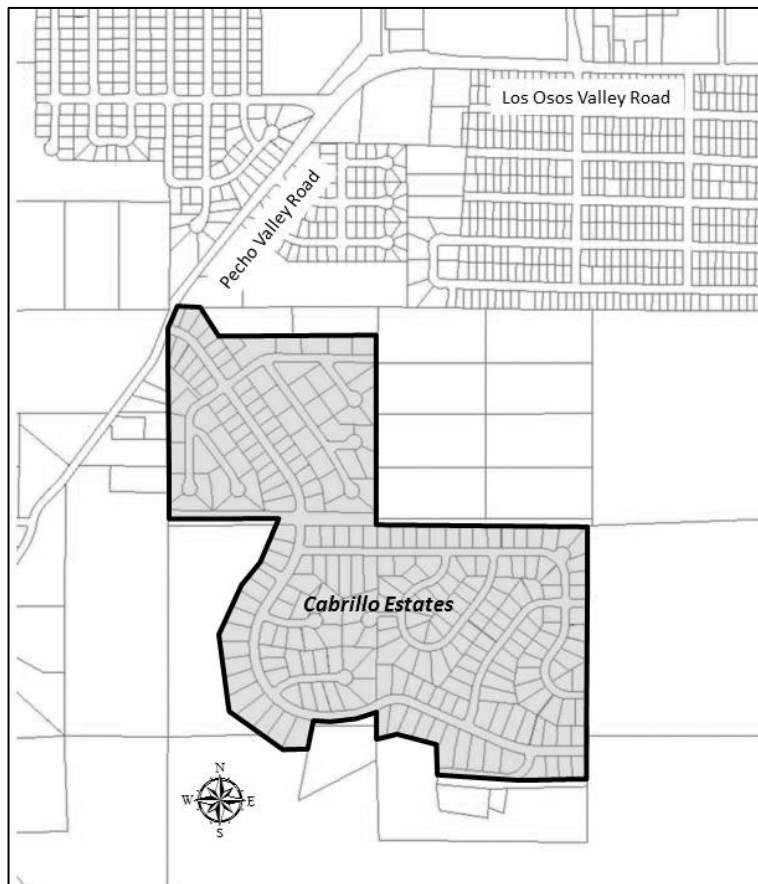
- c. **Tree Protection.** Retain trees to the maximum extent feasible.
  - d. **Storm Water.** Surface water/storm drainage shall be maintained on-site or directed in such a manner to protect the marsh and wetlands habitat.
  - e. **Development Limitations.** Development shall follow appropriate setback and building standards to avoid coastal hazards for the life of the proposed development without the use of shoreline protective devices.
6. **Baywood Park Area.** The following standards apply to the Baywood Park area (see Figure 7-29).
- a. **Lot Coverage.** Maximum lot coverage on a single 25-foot lot shall be 60 percent. On lots of 6,000 square feet or more, maximum lot coverage shall be 40 percent, excluding patios, driveway, walks, etc.
  - b. **Tract 40 (Small-Scale Neighborhood).** In Tract 40, as shown in Figure 7-29, streetlights shall not be installed and shall not be required with new development.

**Figure 7-29: Baywood Park Area**



7. **Southwestern Hillside - Cabrillo Estates.** The following standards apply only to Cabrillo Estates (see Figure 7-30).
- a. **Land Divisions.** The minimum parcel size for new land divisions shall be 20,000 square feet, unless a larger parcel size is otherwise required by Section 23.04.028 of the Coastal Zone Land Use Ordinance.
  - b. **Architectural Control Committee.** Prior to issuance of building permits the applicant shall provide the Department of Planning and Building certification that the Architectural Control Committee (ACC) for Cabrillo Estates has reviewed pertinent plans. The ACC shall have thirty (30) days to make a recommendation. The review authority is not bound by any decision of the committee and may grant permits and approvals under these provisions.

**Figure 7-30: Cabrillo Estates**





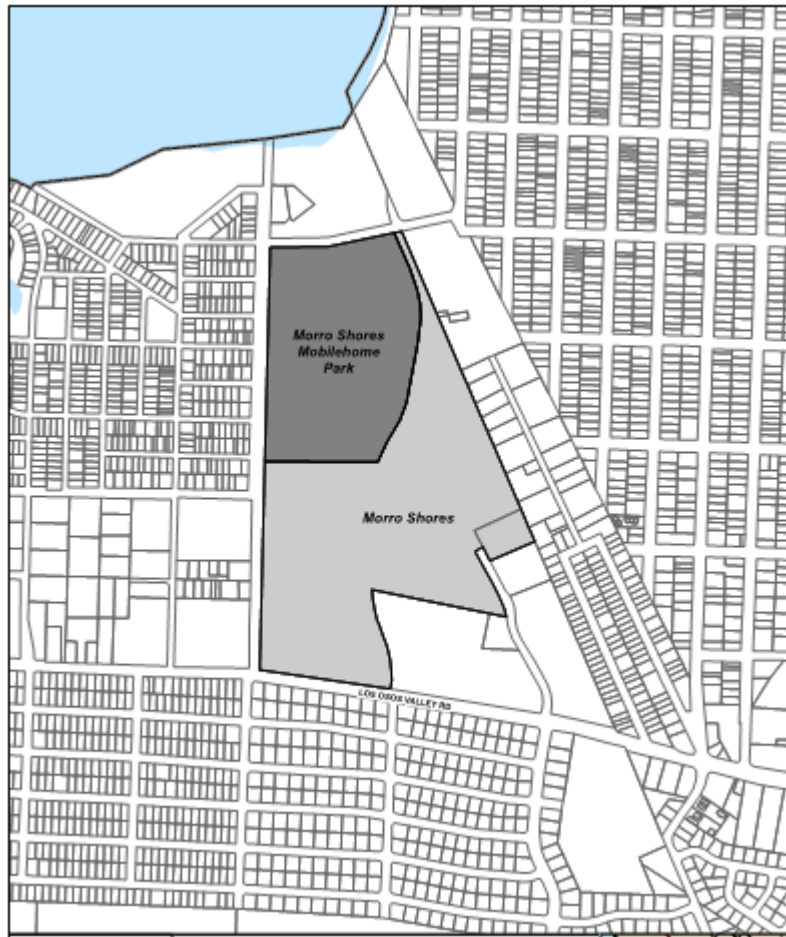
- c. **Limitation on Use.** Uses shall be limited to: single family dwellings, mobilehomes, residential accessory uses, temporary dwellings, home occupations, schools-preschool to secondary (limited to day care centers), and water wells and impoundments.
- d. **Setbacks.** Minimum setbacks are as shown in Table 7-2.
- e. **Height Limitation.** The maximum height of all structures shall be 15 feet above the highest point of the lot as measured from the highest point of the roof, not to exceed 28 feet at all points as measured continuously through the building footprint from existing grade (prior to the proposed development) to the highest point of the roof.

<b>Table 7-2: Minimum Setbacks - Cabrillo Estates</b>		
<b>Setback Location</b>	<b>Setbacks for Dwellings</b>	<b>Setbacks for Detached Accessory Structures</b>
<b>Front</b>	25 feet	25 feet
<b>Rear</b>	20 feet	8 feet
<b>Side</b>	5 feet	3 feet
<b>Corner Side</b>	10 feet	10 feet

- 8. **Morro Shores (see Figure 7-31), Expansion of Mobilehome Park.** Expansion of existing mobilehome park development shall incorporate conditions so that roofing

materials (non-glare) reduce visibility from upland areas and landscaping screens structures.

**Figure 7-31: Morro Shores Area**



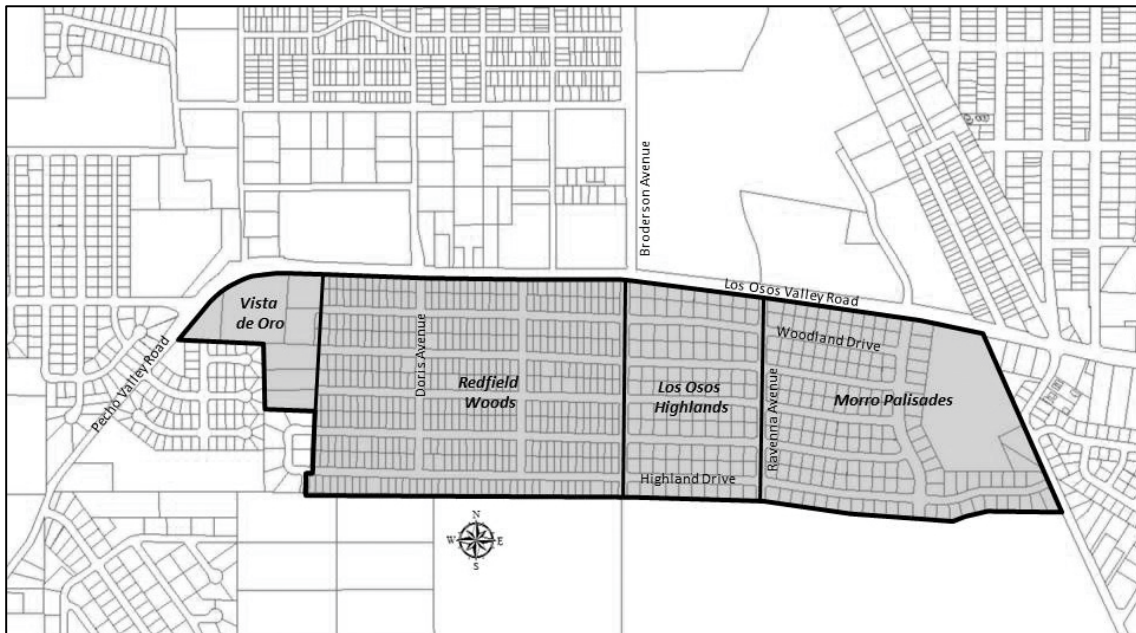
9. **Morro Shores Mixed-Use Area (RMF, RSF, CS)** (see Figure 7-31). The standards for this area are listed in Subsection J.

10. **Redfield Woods, Los Osos Highlands (Tract 84) and Morro Palisades (Tract 122) Areas (Figure 7-32).** Minimum setbacks for new structures are as shown in Table 7-3.

Table 7-3: Minimum Setbacks – Redwood Fields, Los Osos Highlands (Tract 84), Morro Palisades (Tract 122)				
	Front	Rear	Side	Corner Side
<b>Tract No. 84</b>	20 feet	10 feet	10 feet	15 feet
<b>Tract No. 122</b>	20 feet	10 feet	5 feet	15 feet
<b>Redfield Woods</b>	20 feet	5 feet	5 feet	5 feet

11. **Land Divisions, Vista de Oro Area.** For the Vista de Oro area shown in Figure 7-32, the minimum parcel size for new land divisions shall be one acre.

**Figure 7-32: Highlands Neighborhoods**



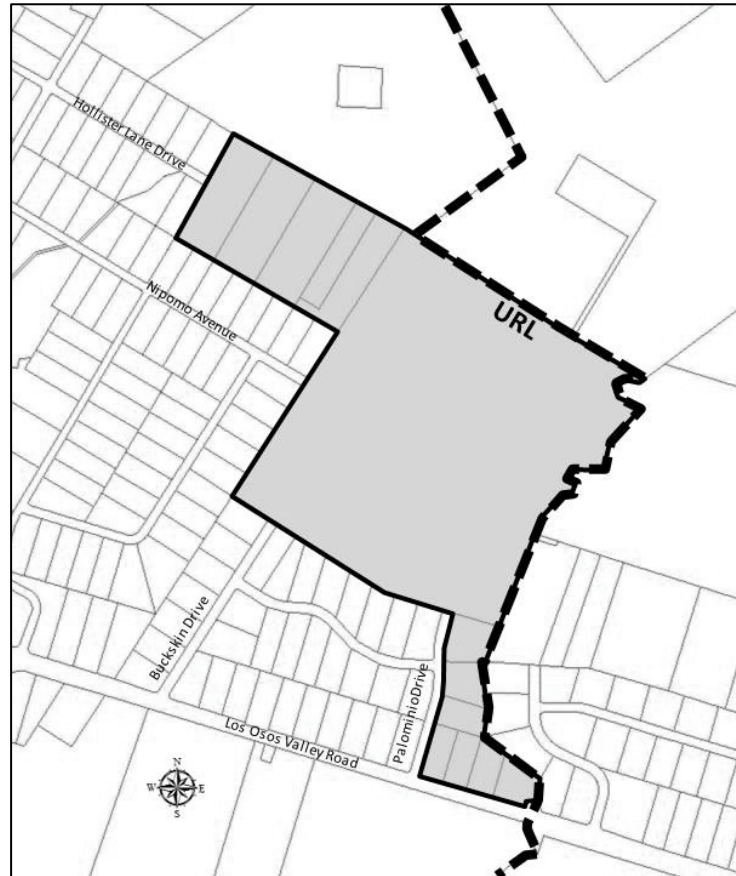
**L. Residential Suburban (RS)**

The following standards apply only to lands within the Residential Suburban land use category in the specified areas.

1. **Land Divisions.** The maximum number of parcels shall be one per five acres of gross site area.

2. **Los Osos Creek/Eto Lake Corridor.** The following standards apply to all parcels adjacent to Eto Lake and Los Osos Creek and its riparian vegetation, as shown in Figure 7-33.

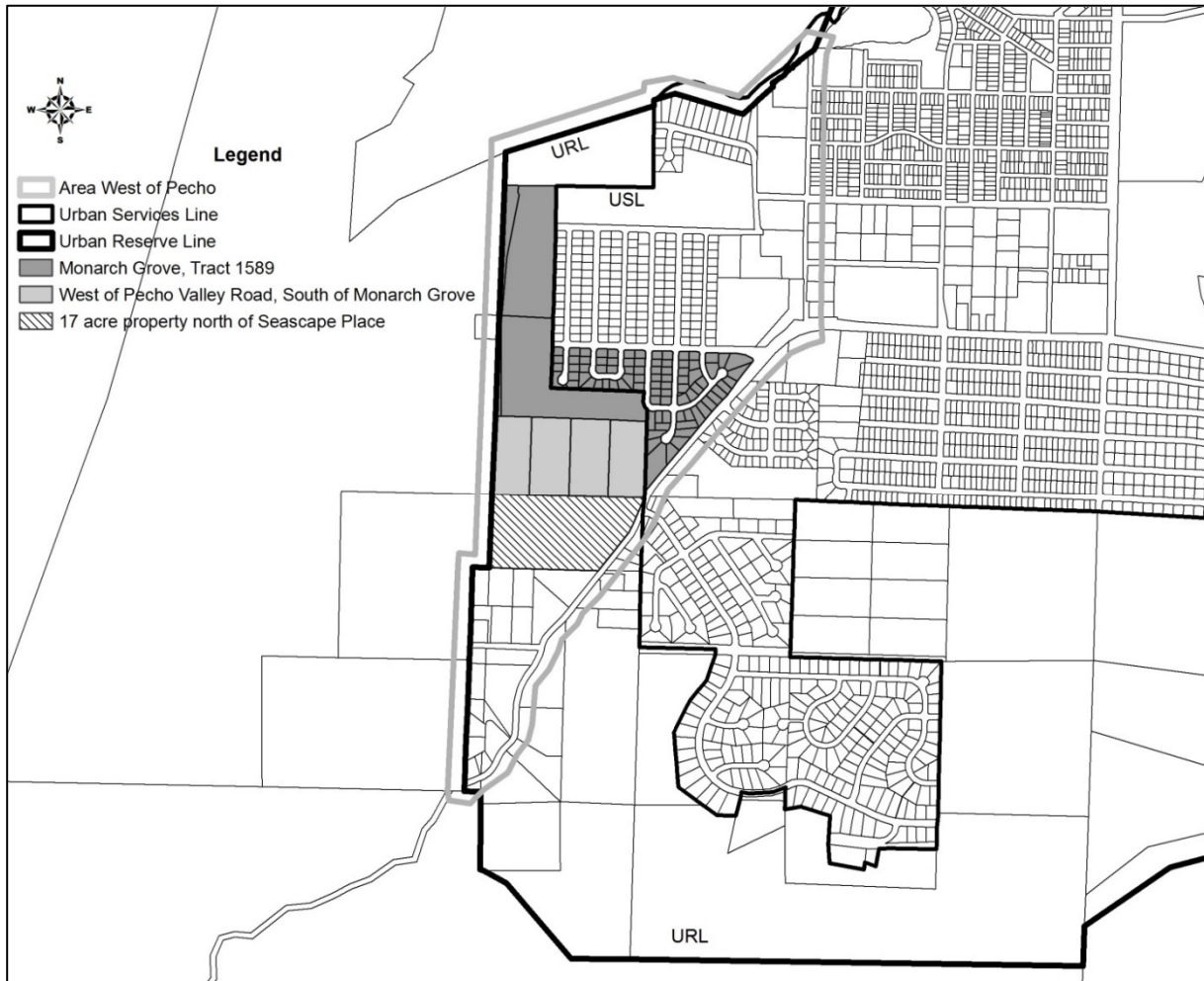
**Figure 7-33: RS – Los Osos Creek/Eto Lake Corridor**



- a. **Clustered Development.** Minimize site disturbance and concentrate or cluster development in accordance with Section 7.3.E.
- b. **Setbacks.**
- (i) **All Areas Except Existing Parcels Adjacent to Palomino Drive.** New development shall be set back at least 100 feet from the following sensitive features: wetland vegetation, the upland extent of riparian vegetation, and significant areas of habitat that support rare, endangered or threatened species as defined in the Resource Protection standards in Section E of the Communitywide Standards.
  - (ii) **Existing Parcels Adjacent to Palomino Drive.** New development shall be set back at least 50 feet from the sensitive features described above in Subsection b (i).
  - (iii) **Adjustments.** The preceding setbacks may be adjusted as follows:

- (a) **Riparian and Wetland Setbacks.** As provided in Chapter 23.07 of the Coastal Zone Land Use Ordinance.
  - (b) **Setback from Habitat that Supports Rare, Endangered or Threatened Species.** As provided in Chapter 23.05 of the Coastal Zone Land Use Ordinance in the standards for grading adjacent to Environmentally Sensitive Habitats.
- 3. **West of Pecho Area.** The following standards apply to the areas shown in Figure 7-34 that are in the Residential Suburban land use category.
  - a. **Access – Pecho Valley Road.** Where alternative access is available, lots fronting on Pecho Valley Road shall not use Pecho Valley Road for access.
  - b. **West of Pecho Valley Road, South of Monarch Grove.**
    - (i) **Building Height.** Maximum building height shall be 22 feet.
    - (ii) **Limitation on Use.** This standard applies only to the area west of Pecho Valley Road and south of Monarch Grove (Tract 1589), not including the 17-acre property north of Seascape Place (see subsequent standards for that area). All special uses (identified as "S" uses in Coastal Table O, Part I of the Land Use Element) are prohibited except for: animal raising and keeping, home occupations, mobilehomes, residential accessory uses, accessory dwelling units, temporary dwellings, pipelines and transmission lines, coastal accessways, water wells and impoundments, and public utility facilities.
  - c. **17-acre Property North of Seascape Place.**
    - (i) **Limitation on Use.** This standard applies to the 17-acre property fronting on Pecho Valley Road as shown in Figure 7-34. Allowable uses are limited to single family dwellings, coastal accessways, residential accessory uses, home occupations, mobilehome, and water wells and impoundments.

Figure 7-34: West of Pecho Area



4. **Southwestern Hillside.** The following standards apply to the Southwestern Hillside as shown in Figure 7-35 in the subareas specified.
  - (i) **Building Design, All Areas.** In the entire Southwestern Hillside as shown in Figure 7-35, all buildings shall have 1) low profiles that architecturally follow and adapt to the natural slope and 2) subdued colors that blend with the natural environment.
  - (ii) **Access, East of Pecho Valley Road.** This standard applies only to parcels that front on the east side of Pecho Valley Road within Subarea C, as shown in Figure 7-35. Where alternative access is available, lots fronting on Pecho Valley Road shall not use Pecho Valley Road for access.

**Figure 7-35: Southwestern Hillside: Subareas**



- (iii) **Land Divisions, Cabrillo Estates (Subarea A).** New land divisions shall require a road to be offered for dedication and improved to the western property line to enable access to the adjacent property to the west in Subarea B, as shown in Figure 7-35.
- (iv) **Clustered Development Subarea B.** At least 60 percent of the site shall be permanently protected as open space for habitat.

*This page left intentionally blank.*



# Chapter 8: Public Facilities Financing Plan

---

## 8.1 Key Findings and Summary of Implementation Plan

This chapter summarizes the Public Facilities Financing Plan (PFFP) for the LOCP. It provides an overview of the demographic and growth assumptions for the Community of Los Osos during the Community Plan horizon year (through 2040) and describes and quantifies the public facilities needed in the Community of Los Osos during the same period. The baseline and projected demographic and economic characteristics of Los Osos used in the financing plan are taken from Chapters 2 and 4 of the Los Osos Community Plan Draft Environmental Impact Report. Existing and potential funding sources are identified and aligned by facility improvement type and are consistent with the County's policies and adopted practices. A summary of priority implementation steps and actions is provided below and further explained in the Appendices.

### 8.1.1 Key Findings

- 1. The facility and infrastructure improvements identified for the Community of Los Osos will be costly and require a broad range of funding sources and financing mechanisms to construct and maintain.***

Investments in utilities, transportation infrastructure, streetscapes, parks and public facilities have been shown to induce private investment, development, increase economic activity, and contribute to the quality of life. The synergistic relationship between public and private investment and the quality of the place can create a range of public and private benefits. Benefits include increased property values that can, in turn, contribute to the funding of additional improvements. More than \$69.6 million of capital improvement projects are identified for the Community of Los Osos, which are distributed across utility infrastructure, circulation and public facilities. At the completion of this full set of improvements, the additional operations and maintenance costs will also be significant.

- 2. New development in the Community will generate real estate value that serves as a basis for funding infrastructure improvements.***

Development projections in the LOCP Environmental Impact Report (EIR) indicate the potential for new development in the Community of Los Osos between now and 2040. Land, property, and development-based funding sources include development impact and connection fees, parkland dedication in-lieu fees, and special taxes or assessments. While development impact fees paid by new development are used exclusively for capital improvements serving new development, special taxes and assessments may be used for capital improvements or ongoing maintenance and operations costs. Based on development projections through 2040, Public Facility Development Impact Fees revenues could total nearly \$11.9 million and CSD Water Connection Fees are estimated to total approximately \$5.0 million.<sup>1</sup> Public facilities improvements currently total \$23.4 million and utility infrastructure improvements are

---

<sup>1</sup> The \$5 million in CSD utility connection fees will be generated from development within the Los Osos CSD boundary and revenues will be applied to water infrastructure within the CSD boundary that benefits CSD ratepayers.

estimated to cost \$16.2 million, so additional funding sources will need to be identified. Road Improvement Fee revenue will fund approximately \$8.3 million of circulation improvements. Additional funding sources will also need to be identified in this category as total circulation-related improvements currently total nearly \$30.0 million. Revenues and improvement costs are summarized in **Table 8-1**.

**Table 8-1 Summary of Preliminary Sources and Uses**

Item	Amount
<b>Infrastructure Improvements and Costs</b>	
Utility Infrastructure	\$16,167,724
Circulation	\$29,991,744
Public Facilities	<u>\$23,395,761</u>
<b>Total Costs</b>	<b>\$69,555,229</b>
<b>Existing Funding Sources</b>	
CSD Utility Connection Fees [1]	\$4,992,865
Road Improvement Fees [3]	\$8,342,959
Public Facility Fees [2]	\$11,898,626
<b>Total Existing Funding Sources</b>	<b>\$25,234,450</b>
<b>Funding Gap</b>	<b>(\$44,320,779)</b>
<b>Other Funding Capacity/Opportunities</b>	
Special Taxes or Other Assessments [4]	
Existing Development	\$166,520,564
Future Development	\$76,530,225
Grants	TBD

[1] CSD Utility Connection Fees can be used to fund water capital facilities within the Los Osos CSD boundary for the direct benefit of CSD customers. The schedule of fees is presented on Table 4.

[2] County Public Facility Fees may be used anywhere in the County; they are not required to be used in the community from which they are generated.

[3] The schedule of road improvement fees is presented on Appendix Table D-1.

[4] Assumes a special tax or other assessment capacity of 7.5% of the current assessed value and 7.5% of the future assessed value. The FY2019/20 Assessed Value (secured land and improvements, less exemptions) is \$2.2 billion.

Sources: Los Osos Community Plan, Los Osos Community Plan EIR, County of San Luis Obispo, Los Osos CSD, Economic & Planning Systems, Inc.

**3. *To fund existing deficiencies, a broad range of existing and new sources will be required.***

Existing infrastructure deficiencies cannot be funded through impact fees. Potential sources available to fund existing deficiencies may include special taxes (e.g., Mello-Roos CFD), parcel taxes, grants, utility revenues and revenue bonds among others. These will require additional detailed financial feasibility evaluation. Some measures may require voter approval and analysis of relative costs and benefits.

**4. *Facility and infrastructure improvements will need to be further prioritized and phased to improve feasibility.***

Recognizing the considerable resources required to implement the complete set of facility improvements and significant funding constraints, strategic prioritization and phasing will be necessary to achieve the identified improvements. While the community has not prioritized the improvements identified in the LOCP, some prioritization may naturally occur over time. For example, some improvements may be needed to address safety concerns that emerge in time, or grant opportunities may become available, or land donations or community monetary donations may be offered. There is likely to be a continuing process of refinement and updating to the basic infrastructure items and costs identified in the Plan, and by remaining flexible, it may be possible to achieve cost savings and efficiencies, and refine the financing strategies proposed in this PFFP.

This Financing Plan includes existing impact fees supplemented by new impact fees and a combination of special taxes and utility revenues. Additional steps will be necessary to implement the various financing mechanisms and are summarized below. It is likely that the Plan will be refined as implementation proceeds depending on actions taken by the County, the CSD, and voters of the Community and/or County.

### **8.1.2 Recommended Implementation Steps**

This section recommends steps and actions needed to implement the goals, policies and financing plan described in this PFFP.

#### **Infrastructure Program and Planning Consistency**

1. To ensure that the improvements identified in the LOCP can be funded and implemented, coordinate with other County and regional planning efforts so that the public infrastructure projects are included in the County's Capital Improvement Plan.
2. Coordination needs to include the Los Osos Community Services District (CSD), as the CSD is responsible for providing water to half of the Community, as well as fire services and advises on parks and recreation facilities and services. Coordination regarding water is already occurring through the Los Osos Basin Management Committee, but this should continue. In turn, the Los Osos CSD should coordinate with the two private water purveyors that serve portions of Los Osos, ensuring alignment in infrastructure standards, and rates/fees.

#### **Public Facilities Finance Plan**

3. Establish a schedule for updating this Public Facilities Financing Plan and identify existing and emerging priorities. Options may include: Requiring an update every five years, or in conjunction with any major fee adoptions, updates or development proposals. Updates should evaluate and identify the priority, timing, cost and required facility improvements.

4. Where possible, this PFFP uses available cost estimates and presents them in 2020 dollars. However, cost estimates are not available for all of the identified improvements. Establishing cost estimates for the emerging priorities will be an important part of implementation of the LOCP. Cost estimates will be needed in order to be considered in the County CIP, to be a part of impact fee nexus study updates, and/or to apply for grants.
5. When updating this PFFP, continue to refine prioritization and phasing of infrastructure. Criteria for prioritization should include the Community's priorities, strategic growth opportunities, health and safety considerations, cost effectiveness, value, economic development potential, beautification, recreation (non-health and safety), funding availability, and facility maintenance costs (i.e., improvements that may reduce future maintenance and improvement costs).

#### **Land-Secured Financing Mechanisms**

6. Study whether a CFD special tax can be established and whether there would be voter support for benefit received; a special tax can be used to help fund ongoing operations and maintenance, as well as capital improvements. A CFD special tax could fund stormwater and drainage improvements and ongoing operations and maintenance.

#### **Development-Based Financing Mechanisms**

7. To ensure that new development pays its fair share of infrastructure improvement costs, identify improvements needed for the Community of Los Osos that are, or should be, added to existing fee programs (through fee updates), or potential new Countywide fee programs, where feasible. For example, the next time the parks component of the Public Facilities Fee is updated, costs for trail improvements should be added. This will require coordination with other County Department's efforts.
8. Consider establishing a fee program to fund stormwater improvements. Existing and future impact or "area of benefit" fee programs, should include a mechanism for reimbursing private parties to encourage infrastructure funding in advance of the collection of fees from other future development. The cumulative effect of fees, exactions and requirements will need to be carefully considered to avoid discouraging new development.

#### **Grants**

9. Research grant opportunities and prepare grant applications, particularly for coastal access, roadway, sidewalk, bicycle/pedestrian, and trail improvements, to fill existing funding gaps and relieve pressure on the General Fund.

## **Community Services District**

10. The CSD could consider preparing an updated fee and rate study to evaluate whether existing CSD connection charges are adequate to serve future development and determine whether a nexus study is needed to update the fees. The study also could evaluate whether existing water rates have capacity for an additional capital replacement surcharge to address existing deficiencies.

## **Other**

11. Encourage discussions among business owners in the Community's commercial districts and provide information about Business Improvement Districts to determine if there is interest in forming such a district to help fund streetscape and placemaking improvements.

## **8.2 Overview of the Community of Los Osos**

This section provides a summary of Los Osos's current and projected demographic characteristics and new development potential. The County of San Luis Obispo maintains population and housing unit counts and through the LOCP Environmental Impact Report (EIR) has estimated the buildout potential of Los Osos and prepared development projections by land use type.

### **8.2.1 Existing and Future Community Needs**

Los Osos is located on the western edge of San Luis Obispo County, just south of the city of Morro Bay and the Morro Bay estuary. The Los Osos community consists mostly of residential neighborhoods, served by two commercial zones: the downtown area, or Central Business District, centered around Los Osos Valley Road and the Baywood commercial area centered around Second Street in the Baywood Park neighborhood. A notable feature of the community is the abundance of natural beauty and opportunity for passive recreation; residents and tourists alike enjoy proximity to Montana de Oro State Park, Morro Bay State Park, the Sweet Springs Nature Preserve, the Elfin Forest, and the Baywood Park Pier.

New development within the sewer service area is restricted until the County addresses the following: 1) a sustainable buildout target that indicates that there is water available to support such development without impacts to wetlands and habitats; and 2) a communitywide Habitat-Conservation Plan (HCP) for the long-term preservation of sensitive habitats.

As a result of these limitations, the population of Los Osos has remained relatively stable since 1990. A lack of commercial development has restricted local economic growth as well - the majority of employed residents commute outside of the Los Osos for work, many to nearby Morro Bay and San Luis Obispo.

As Los Osos grows and the jobs/housing imbalance improves, residents hope to preserve the small-town atmosphere and unique neighborhood character. Looking ahead, priorities include attracting employment and developing recreational and commercial facilities that serve both tourists and residents without exceeding natural resources or the urban reserve line.

### **8.2.2 Los Osos Community Services District**

In unincorporated areas such as Los Osos, basic services like water, sewer, and public safety are usually provided by the County government. But because Counties often consist of large and diverse geographical areas, providing a consistent and adequate service level across all areas can

be difficult. The Community Services District (CSD) Law (Government Code §61000- 61850) was created to provide an alternate method of providing services in unincorporated areas.

A CSD is authorized to provide a wide variety of services, including water, garbage collection, wastewater management, security, fire protection, public recreation, street lighting, mosquito abatement, conversion of overhead utilities to underground, library services, ambulance services, and graffiti abatement. A CSD may span unincorporated areas of multiple cities and/or counties.

The Los Osos CSD was formed in 1999 for the purposes of developing a wastewater project. Once formed, the CSD also took over County functions in the area for providing water service (serving half of the community), some drainage, emergency fire services (under contract with CalFire), and street lighting to the residents and businesses in the community. While County Parks and Recreation has historically managed community parks, community interest has recently prompted the CSD to explore its parks and recreation powers.

Though District boundaries are largely consistent with the Community Plan area, all CSD services (with the exception of emergency services) are limited to specific areas within the CSD. One notable example is water – the District provides water service for approximately half of the population of Los Osos (Baywood Park area), while the remainder of the community is serviced by Golden State Water Company and, to a much lesser extent, S&T Mutual Water Company. The three water purveyors coordinate via the Los Osos Basin Management Committee and share some infrastructure to ensure redundancy, but rates vary significantly between the two main providers (CSD and Golden State).

As a special district, the CSD has public financing powers that could help implement the public facilities identified in the LOCP. For example, a CSD may issue bonds, or form an improvement district for the purpose of issuing bonds.

### **8.2.3 Demographics**

#### **Population and Households**

The Community of Los Osos has a current population of approximately 13,944 people. This estimate is based on an assumption of approximately 2.2 persons per occupied dwelling unit, as reported by the 2010 Census. Assuming this current ratio of people per household remains consistent over time, the Plan estimates that population in Los Osos will increase by 29 percent to 18,000 people by 2040, equivalent to an annual growth rate of 1.3 percent. According to the Community Plan, there are 6,338 housing units in Los Osos currently, and there will be a total of approximately 8,182 housing units in Los Osos in 2040 to accommodate the projected population. The median household income is reported to be \$57,683, based on 2012 Census data. According to the 2018 Census, median household income in Los Osos was \$75,327, a nearly 31% increase since 2012.

## Employment

The Los Osos Census Designated Place (CDP) posts a lower unemployment rate than San Luis Obispo County as a whole (7.5 percent and 8.6 percent, respectively). The Los Osos CDP has 7,322 employed residents over the age of 16, including government workers. The major industries that employ Los Osos residents are educational services, health care, and social assistance (26.4 percent); arts, entertainment, and recreation (9.7 percent); professional services (9.5 percent); retail trade (9.1 percent); public administration (8.4 percent); construction (7.6 percent), and manufacturing (7.6 percent). Of the community's employed residents, approximately 73 percent commute to jobs outside of Los Osos.

Employment density and commercial land use data indicate that there are approximately 1,672 jobs in the community. Assuming that these employment densities remain constant, it is estimated that employment will increase by approximately 48 percent to 2,469 jobs in 2040, an annual growth rate of 2.0 percent.

**Table 8-2 Population, Households and Jobs in Los Osos**

Item	2010	2020	Buildout [4]	2020 to Buildout [4]		
				Number	Annual Rate	Overall Increase
<b>Los Osos</b>						
Population	13,906 [2]	13,944 [3]	18,000 [5]	4,056	1.3%	29.1%
Housing Units	6,321	6,338	8,182	1,844	1.3%	29.1%
Jobs [1]	1,632 [2]	1,672	2,469 [5]	797	2.0%	47.7%

[1] Job counts estimated by multiplying assumed employment densities (2.52 employees/sq.ft. for office and commercial service uses, 2.39 employees/sq.ft. for retail uses) by commercial sq.ft. EIR Table 4.6-6.

[2] EIR Table 2-3. Population estimate based on 2.2 persons per occupied dwelling unit

[3] Assumes 2.2 persons per occupied dwelling unit.

[4] Buildout is assumed to be 2040.

[5] EIR Table 2-2. Population estimate based on on 2.2 persons per occupied dwelling unit.

Sources: The Los Osos Community Plan Draft EIR Tables 2-2, 4.6-6, and 2-3; Economic & Planning Systems, Inc.

### 8.2.4 Los Osos Development Potential

Proposed zoning in the LOCP is used to estimate the buildout potential for each land use category. It is of note that the proposed zoning includes substantial reductions in the areas of land designated for residential uses and non-residential uses, and a significant increase in the amount of open space. The EIR indicates that there is capacity for additional residential and non-residential development before the community reaches buildout, particularly for commercial land uses. The estimated new development and buildout capacity for each land use are summarized in **Table 8-3** and as follows:

- Single Family Residential: 1,045 new units, for a total of 6,487 units at buildout
- Multifamily Residential: 799 new units, for a total of 1,695 units at buildout
- Office: 49,536 new square feet, for a total of 61,600 square feet at buildout
- Retail: 228,900 new square feet, for a total of 668,100 square feet at buildout
- Commercial Service: 49,574 new square feet, for a total of 284,600 square feet at buildout

**Table 8-3 Los Osos Development Potential**

Land Use Category	2010	Los Osos - through Buildout [1]		
		2020	New Development	Buildout [1]
<b>Residential (units)</b>				
Single Family	5,426 [2]	5,442	1,045	6,487 [2]
Multifamily	895 [2]	896	799	1,695 [2]
Total, Residential	6,321	6,338	1,844	8,182
<b>Commercial (sq.ft.)</b>				
Office	10,100 [3]	12,064	49,536	61,600 [3]
Retail	439,200 [3]	439,200	228,900	668,100 [3]
Commercial Service	221,100 [3]	235,026	49,574	284,600 [4]
Industrial	-	-	-	-
Total, Commercial	670,400	686,290	328,010	1,014,300

[1] Buildout is assumed to be 2040.

[2] EIR Table 2-3.

[3] EIR Table 2-4.

[4] EIR Table 2-4. Includes Morro Shores Mixed Use (98,000). Without, total would be 186,600.

Sources: The Los Osos Community Plan Draft EIR Tables 2-3 and 2-4; Economic & Planning Systems, Inc.

### 8.3 Community Public Facility Needs and Costs

This section provides an overview of the public facilities needed in the Community of Los Osos through 2040, the Community Plan horizon year. The facilities that are identified are based on this Plan and EIR, the Los Osos Circulation Study Update (September 2018), the County of San Luis Obispo Capital Improvement Program (FY 2020-21 through 2024-25), as well as input from County staff. Improvements are organized by type of improvement, and whether they address an existing deficiency or are attributable to future growth, as these distinctions have implications for funding potential.

Where possible, this PFFP uses available cost estimates and presents them in 2020 dollars. However, cost estimates are not available for all of the identified improvements at this time. Establishing cost estimates for the emerging priorities will be an important part of implementation of the LOCP. Cost estimates will be needed in order to be considered in the County CIP, to be a part of impact fee nexus study updates, and/or to apply for grants. Where cost estimates are not available, estimates provided by County staff based on other similar projects are used, or “TBD” is used to indicate that costs have yet to be determined.

Approximately \$69.6 million of facility needs between now and 2040 are identified for the Community of Los Osos. **Table 8-4** provides a summary. **Appendix Table G-1** presents the detailed list of improvements, the estimating timing of the improvements, and costs. As shown in **Figure 8-1**, circulation improvements make up the majority of costs (43 percent), followed by public facilities (34 percent) and utility infrastructure (23 percent).

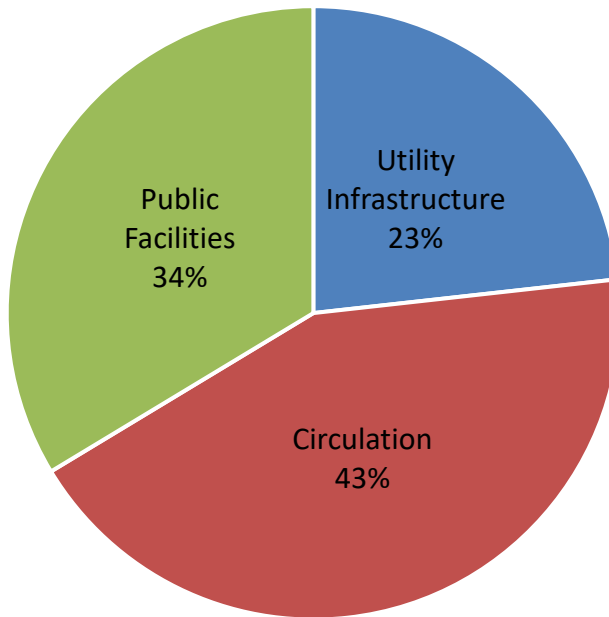


**Table 8-4 Los Osos Capital Improvement Program Summary**

<b>Category</b>	<b>Total Cost</b>
Utility Infrastructure	\$16,167,724
Circulation	\$29,991,744
Public Facilities	<u>\$23,395,761</u>
<b>Total</b>	<b>\$69,555,229</b>

Sources: Los Osos Community Plan, Los Osos Community Plan EIR, County of San Luis Obispo, Los Osos CSD, Economic & Planning Systems, Inc.

**FIGURE 8-1: Distribution of Public Facility Costs by Category of Improvement**



### 8.3.1 Utility Infrastructure

As indicated, \$16.2 million of utility infrastructure improvements are needed in Los Osos to remedy existing deficiencies and support new growth through 2040. Required improvements include water supply and water distribution improvements identified in the Los Osos CSD Capital Improvement Projects (CIP) Listing for FY 2019-20 and/or the Groundwater Basin Management Plan (2015). The majority of these improvements involve constructing new wells and a community nitrate removal facility, upgrading distribution pipes, replacing gate valves and water meters, and maintaining wells. The CSD prepares CIP lists every five years to plan for and guide capital

improvements. The most recent CIP list was prepared in 2019 and outlines projects to be completed in FY 2019-20 to 2024-25 period.

Los Osos opened a new wastewater treatment plant in April 2016. No additional wastewater improvements have been identified.

This Plan indicates a need for stormwater and drainage improvements. At this time, the County prioritizes deficiencies that present a life safety hazard. Existing deficiencies may cause seasonal circulation and cosmetic issues, but there are currently no critical stormwater deficiencies identified in Los Osos.

### **8.3.2 Circulation**

Required circulation improvements include arterial, collector, and local roadways, bicycle lanes and paths, trails, and coastal access improvements.

#### **Roadways**

Roadway improvements include 34 projects identified in the Los Osos Circulation Study (2018 update). Many of these projects involve signalization improvements, road widening, left turn lane installation, and roadway extensions, and will make improvements to major thoroughfares including Los Osos Valley Road, South Bay Boulevard, and Ramona Avenue. The total cost of roadway improvements is estimated to be \$22.4 million.

#### **Bicycle Lanes and Paths**

Bicycle lane and path improvements were also identified using the updated Los Osos Circulation Study. The total estimated cost of \$6.4 million includes twenty improvements along Pecho Valley Road, Pismo Avenue, Palisades Avenue, and 17<sup>th</sup> Street/Mountain View among other roads.

#### **Trails**

This Plan proposes a series of multi-use trails throughout the community and identifies a large area of land surrounding Los Osos that could be utilized for future trail corridors. The Community Plan also indicates a potential route for the California Coastal Trail, which would connect Los Osos to Montana de Oro State Park to the southwest, and Morro Bay State Park to the north. While exact trail routes or lengths have yet to be determined, the County estimates that multi-use trail improvements cost approximately \$2.5 million per mile.

#### **Coastal Access**

Los Osos has a number of formal and informal coastal access points to the Morro Bay estuary. This Plan identifies specific improvements desired at four locations. The accessways located at First Street, 7<sup>th</sup> Street, and Pecho Road can be further developed with bay overlooks. The accessway at Mitchell Drive and Doris Avenue may be improved with a bay overlook, walkway, bicycle racks, bollards, signs, landscaping, and possibly a small boat launch at Cuesta Inlet. A recently completed project in Cayucos consisting of comparable improvements (e.g., concrete pathway, overlook, bike rack, bench, garbage/recycling cans, bollards, and signage) cost approximately \$75,000.

### 8.3.3 Public Facilities

In Los Osos, identified public facilities improvements include public parks and a 4,000-square foot expansion of the existing library (or a new facility).

#### Parks

Los Osos is served by one community park, the 6.2-acre Los Osos Community Park located at Los Osos Valley Road and Palisades Avenue. Based on the community's current population and a parkland standard of 3.0 acres per 1,000 residents, there should be approximately 42 acres of parkland serving the community, suggesting a significant deficit. As the population grows, the community may require up to 54 total acres of parkland. There are approximately 66 acres zoned for parks (52 acres zoned for recreation and 13.7 zoned for public facilities/recreation).

The 13.7 acres zoned for public facilities/recreation is a County-owned site in Midtown that is adjacent to the existing Los Osos Community Park and could serve as a major expansion of the current park. Because the site is currently deed-restricted, the County would need to coordinate with the Coastal Commission in order to improve the land for use as a park. Because this site is not currently available for parkland development, it is not accounted for in the estimated cost of new parkland (**Appendix Table G-1**).

Additional land may need to be acquired to meet the needs of the community. Based on parkland acquisition costs of \$125,000 per acre, and improvement costs of \$217,000 per acre, total parks costs are estimated to be approximately \$16.6 million, with \$12.4 attributable to existing deficiency and \$4.2 million attributable to new growth.

#### Library

Los Osos has a small library, located across from Los Osos Community Park, which is insufficient for the needs of the current population according to standards listed in Appendix Table D-5 of this Plan. Applying the standards in the LOCP, it is estimated that the existing community would require approximately 8,400 square feet of library space and that the buildout population would require approximately 10,800 square feet of space.

Planning for the library expansion has been underway for some time, and it is reflected in the County's Capital Improvement Plan (FY 2020-21 through 2024-25), which describes a 7,000-square foot project at an estimated cost of approximately \$6.8 million. The County Board of Supervisors' policy requires a 50/50 split in costs between the community and County Library budget to fund any new or remodeled buildings.

Revenue from the library component of the Public Facilities Impact Fee program will fund the County's portion, while the Los Osos Friends of the Library organization is fundraising to fund the balance of the project. The Friends of the Los Osos Library first organized in the mid-1970's by community members pushing for a larger library.

#### Other Public Facility Improvements

Other less defined public facility improvements are also identified in this Plan and considered in a general way in this PFFP. Other improvements include streetscape and sidewalk improvements (particularly in the central business district and the Baywood commercial area), transit stop improvements, a new park-and-ride lot, and gateway improvements that indicate the entry points to Los Osos. At this point, there are no cost estimates available for these improvements.

## 8.4 Funding Sources and Financing Mechanisms

There are a number of funding sources and financing mechanisms that can be applied to fund the capital infrastructure and facility improvements identified in the Los Osos Community Plan. Many are already in place, while others represent potential options for consideration. They are summarized in **Table 8-5** and described in more detail in **Appendix G**, by type of fee and then re-summarized by type of improvement.

Whether a particular funding source is appropriate for a given improvement will depend on a number of factors, such as the type of improvement, whether the improvement is needed to address existing deficiencies or serve new development, how the combined burden of fees and/or assessments and taxes affect development feasibility, and the timing of funds versus the need for improvements.

**Table 8-5 Summary Matrix of Funding Sources and Financing Mechanisms**

Funding Source or Financing Mechanism	Summary Description	Potential Uses			
		Utility Infrastructure	Circulation Improvements	Public Facilities	O&M
<b>Land/Property Secured Funding and Financing Mechanisms</b>					
General Obligation Bonds (Property Tax Override)	General Obligation Bonds are used to fund capital projects, with revenue from property tax overrides (above 1%).	X	X	X	
Mello-Roos Community Facilities District Special Tax	A non-ad valorem special tax that must be apportioned in a fair and reasonable manner, but is not required to bear any relationship to benefit.	X	X	X	X
Parcel Taxes	A non-ad valorem tax charged to parcels in a jurisdiction that fund a range of services or in infrastructure costs.	X	X	X	X
Business Improvement District "BID"	A public/private sector partnership that perform a variety of services to improve the image of their jurisdictions and promote individual business districts. Typically operated by a non-profit entity.		X	X	X
Enhanced Infrastructure Financing District (Property Tax Increment)	A form of tax increment financing (TIF) that is available to local public entities in California. Captures incremental increases in property tax revenue from increased assessed value.	X	X	X	
<b>Development-Based Funding and Financing Mechanisms</b>					
Development Impact Fees (e.g., County's current Public Facilities and Road Improvement fee programs and/or future fee program)	One-time charges on new development to ensure that new growth pays its fair share of identified capital improvements.		X	X	
Utility Connection Fees	One-time charges on new development to ensure that new growth pays its fair share of identified water and wastewater capacity improvements.	X			
Developer Dedications, Contributions, and Easements (e.g., County's current Quimby land dedication requirement and in-lieu fee program)	Municipal code and building code specify requirements and/or development standards. Improvements are installed by Developer to County's standards or in-lieu fee is paid by Developer. Other contributions can include community benefits if a Development Agreement is used.	X	X	X	
<b>Grants</b>					
<b>Regional, State, and Federal Transportation Funding</b>					
Federal Surface Transportation Block Grant Program (STBGP) / State Highway Account (SHA)	STBG provides flexible funding for roadways, bridges, transit capital, bike, and pedestrian projects.		X		
Federal Congestion Mitigation and Air Quality (CMAQ)	CMAQ provides a flexible funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA).		X		
State Active Transportation Program (ATP)	The ATP was created to encourage walking and biking. Increasing the use of active transportation as a mode of travel can have several benefits, such as: improving health and relieving congestion.		X		
State/Regional Transportation Improvement Program (STIP/RTIP)	The STIP is the State's ongoing five-year program of projects to enhance and expand highways, but can also fund local road improvements and certain transit projects.		X		
Regional and State Parks and Recreation Funding Proposition 68	A state-wide \$4 billion Parks and Water Bond Act to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program.		X		
<b>Regional, State, and Federal Utility Funding</b>					
Community Development Block Grants (CDBG)	CDBG funds are provided as grants to fund housing activities, public works, community facilities, and public service projects serving lower-income people, either through the "Community Development" or "Economic Development" programs.	X			
<b>Regional, State, and Federal Community Facility Funding</b>					
USDA Rural Community Development Initiative Grants	This program provides funding to help non-profit housing and community development organizations support housing, community facilities, and community and economic development projects in rural areas.			X	
<b>Other</b>					
General Fund/CIP	County revenues available for general or special purposes.	X	X	X	X
Transient Occupancy Tax (TOT)	TOT is a tax imposed on occupants for the privilege of occupying rooms in a hotel, motel, inn, etc. for 30 days or less; an increase in the tax rate could generate additional revenue to the County's General Fund to be allocated as needed.	X	X	X	X
Transaction and Use Tax "Sales Tax Add-on"	Tax is charged on goods/merchandise sold in the jurisdiction. In the case of a sale or lease of a vehicle, the tax is charged and allocated based on the location in which the property is registered.	X	X	X	X

*This page left intentionally blank.*

# Appendix A: Los Osos Community Advisory Council – Vision for Los Osos

---

## A.1. Vision Statement for Los Osos

*Approved June 22, 1995 and amended January 2020*

[If the Vision Statement is updated by LOCAC, it will be included in the Public Hearing draft Community Plan.]

*All land use policies and plans should be based on sustainable development that meets the needs of current population and visitors without endangering the ability of future population to meet its needs or drawing upon the water of others to sustain community livelihood.*

## A.2. Morro Bay Estuary

- *Morro Bay is clean and functioning, protected through local interest, with State and National Estuary status, harboring and nurturing wildlife.*
- *The watershed is managed to minimize siltation and pollution from pesticides, herbicides and fertilizers.*
  - *Chorro and Los Osos Creeks run to the Bay free of pollution and again nurture steelhead and other species of flora and fauna, and maintain fresh-water flow to support the estuary.*
  - *Fossil fuel transportation and delivery is minimized and managed to prevent potential spills in Morro Bay and Estero Bay.*
  - *Analysis has been completed and appropriate actions have been taken to restore the tidal current flow throughout the bay for the purposes of promoting self-cleansing, deepening the back bay areas, supporting wildlife and providing recreational opportunities. Possible actions to be considered include dredging, restoring the north entrance to the bay, and increased stream flow into the bay.*
  - *No hunting is permitted on the bay.*
- *There are no fossil fuel drilling platforms off our coast.*

## A.3. Water

- *Our water is carefully managed on a holistic basis to provide a clean, sustainable resource for the community. Included in this management plan are:*
  - *Aquifer maintenance, management and recharge, preventing over-drafting of the aquifer and salt-water intrusion into the water supply.*
  - *A septic system maintenance district.*
  - *Management of water extraction and delivery systems.*

- *Waste water management, cleansing and restoration to the lower aquifer or upper aquifer with pumping from upper aquifer for domestic use.*
  - *Graywater reclamation, management and recycling.*
  - *Conservation of water is an integral part of the management plan.*
  - *Runoff and storm drainage (in excess of that required to sustain the Estuary fresh-water flows) are managed, where possible, through the use of **retention/percolation basins** which are an integral part of the landscape and used for recreation purposes.*
  - *Current **percolation "pits"** in the community have been redesigned to provide for landscaping or recreational uses, and are maintained.*
  - *Agricultural and landscape management practices to reduce water usage and pollution from fertilizers, herbicides and pesticides.*
- *Our **waste water treatment facility(s)** is based on a natural biological process rather than mechanical system approach to the highest extent possible. These facilities have become a visual and recreational asset to the community, including development of water supply for agricultural or irrigation purposes, and habitat for wildlife.*

#### **A.4. Air**

- *Our **air** is kept clean by reducing or eliminating pollution from sources within and outside of our community.*
- *Since automotive emissions are a primary source of air pollution, planning decisions and land use practices **minimize automobile trip miles** generated.*

#### **A.5. Soils**

- *The productive **agricultural soils** of the watershed are maintained and protected for agricultural purposes. Those soils which are primarily supportive of grazing are managed to minimize siltation and pollution of the riparian habitats in the watershed.*

#### **A.6. Planning and Zoning**

- *A **small-town, rural atmosphere** has been maintained.*
- ***Self-governance** has been achieved.*
- *The community of Los Osos, within the Urban Reserve Line, has been designated as a "**town.**" The "town's" influence (through recommendations) extends to the boundaries of the Los Osos Creek watershed.*
- *A **planning commission** for the town is responsible for planning recommendations, decisions and project evaluation.*
- ***Development proposals** are **analyzed** by visual analysis, planning assessment, excellence of design, from the community's viewpoint and from within the community.*



- *Development standards are performance-based.*
- *Development provides **incentives for solar heating, solar hot water heating and gray water recycling for irrigation.***
- *Well-designed, energy-efficient structures are encouraged.*
- *Site planning guidelines are established for non-residential development in the community.*
- *We have in place a **General Plan** that contains a high level of **graphic and visual** content, supported by written content to clearly define intent and enforcement of the plan. This plan is easily understood and interpreted by a lay person.*
- *Planning documents are clarified to **strengthen directives** ("shall", rather than "should").*
- *Part of the charm of Los Osos is the **eclectic nature of the various neighborhoods**. With infill of existing neighborhoods, this is not a problem. In new development, multiple builders are encouraged, and newer neighborhoods provide variety and are not mass-produced, "cookie-cutter" designs.*
- *New subdivisions generally do not employ perimeter walls and fences unless justified, and are not "gated," implying exclusivity or isolation from adjacent neighborhoods and the community. They provide through auto, bicycle, equestrian and pedestrian traffic where desirable in accordance with the Traffic and Circulation Plan for the community.*
- *Neighborhoods have instituted "**neighborhoods-helping-neighbors**" programs, including exchange of labor, bartering, community vegetable gardens sharing excess garden produce, exchange child care and baby-sitting, health care help, helping the elderly with fix-up tasks, and neighborhood watch - looking out for each other.*
- *Incentives have been initiated to encourage **walking and bike riding**.*
- *The **focus of development** is on infill and mixed use.*
  - *Residential and businesses co-exist as mixed uses.*
  - *Multi-family and affordable housing exists and is encouraged.*
  - *Mixed-use incentives make development of affordable housing feasible for developers and acceptable to the community.*
  - *In-law units, bed and breakfast, and second small rental units are allowed in residential neighborhoods on lots of adequate size.*
- *Improvement of the "**jobs/housing balance**" has not changed the small-town and rural character.*
- *One or more **senior residential care facilities** offering independent living, assisted living and convalescent care have become an integral part of the community.*
- ***Land uses shall be performance-based and shall include:***
  - *Passive recreation/ground water recharge.*
  - *Commercial retail/residential.*
  - *Office and professional/residential.*
  - *A category emphasizing research and development.*

- *Industrial is redefined with performance standards.*
- *Wholesale.*
- *The current **Urban Reserve Line** remains in place.*
- *Current **zoning east of the Urban Reserve Line** to the boundaries of the watershed has been clearly defined, promotes agriculture and agriculturally-related land uses in the Los Osos Valley, and discourages speculative purchase and development for other uses.*
- *Agricultural owners have been provided with **incentives** to maintain land in productive **agricultural use**. These incentives include a transfer of development rights program, tax incentives, or other programs which permit property taxation assessed on an agricultural basis as "highest and best use."*
- *Incentives are offered to property owners willing to grant **easements for bike routes** to San Luis Obispo.*
- *There is **no commercial development east of South Bay Boulevard**.*
- *All vertical accesses to the Bay are designated recreation/open space for the public benefit and are developed as mini-parks.*
- *Permit processing in the urban area of Los Osos has been streamlined and provides incentives for excellence in design and planning through reduced processing time and fees. Plans which fall within the stated planning and design criteria are expedited for immediate processing and approval within 10 days.*
- *Impact fees are fairly assessed to new development.*
- *Infill of existing subdivided lots within the Urban Reserve Line has **priority** over any further subdivision of the lands, subject to review of excellence in planning and design and community benefit.*
- *There is **no increase of density** on land outside the Urban Reserve Line.*
- *There is no further development of land which is **30% slope** or steeper.*
- *Any **development** must protect the watershed; control runoff; reduce water diversions and limit the number of trees and natural vegetation removed in order to be permitted. Serious penalties apply to unapproved vegetation removal.*
- *No buildings have been permitted within federally-designated **flood plains**; however, recreational uses have been permitted.*

## **A.7. Growth**

- *A maximum **rate of growth** based on the population of the community of Los Osos within the Urban Reserve Line has been established, consistent with the resources available, services and infrastructure provided, and with maintaining our sense of place.*
  - *Note: The **population at maximum buildout of currently zoned land within the Urban Reserve Line** of the Los Osos community has been established*

by County Planning to be approximately 28,000 people. This figure may be adjusted depending upon finally-determined land use designations.

- *Greenbelts have been implemented, providing a clearly defined "green edge" to the urban area and providing and protecting a riparian wildlife corridor.*
- *The Moros have been incorporated into a permanent agriculture/open space/view shed protective district, eliminating speculative development of this scenic resource.*

## A.8. Infrastructure

- *Our street system (on the grid) has been completed and paved, except where other uses have been designated in the Traffic and Circulation Plan.*
  - *Logical street connections exist between neighborhoods to encourage efficient circulation and reduce the distance of vehicular travel in the community.*
  - *Street cross-sections are minimal and sufficient to provide a reasonable flow of traffic and emergency vehicles.*
  - *Major and minor roadways have been planted with street trees (5-gallon can size) of species and characteristics consistent with the scale of the roadway (height limitations?)*
  - *Streets in commercial areas have landscaping, trees, social areas, curbs, gutters, street lighting and sidewalks, and utilities are underground. Streets in residential areas do not unless a majority of the residents of the neighborhoods request these improvements.*
  - *Where street improvements have been scheduled, opportunities have been coordinated to complete other improvements during the same construction process, i.e., undergrounding utilities.*
  - *Circulation systems by means other than automobile have been encouraged and are in place.*
  - *Newly developed and newly paved streets are minimum width with bike lanes included and parking on one side of street (where this is consistent with the Traffic Circulation Study recommendations). Street tree planting is a requirement.*
  - *Minimum street widths and good street design maximize traffic safety throughout the community.*
  - *Los Osos Valley Road from the bridge at Los Osos Creek to Foothill Boulevard remains at current level (1995) of improvement; from South Bay Boulevard to 9th Street has a landscaped median with street trees, and turning lanes. West of 9th Street to Pecho Road (or the intersection with the South Bay Boulevard Extension), it is a two-lane road with center turning lane; from that point south, it is two-lane.*
    - *The pedestrian crosswalk at Sunset Avenue is provided with a flashing light for pedestrian activation.*
    - *No new traffic signals have been installed and those at 9th and 10th Streets and South Bay Boulevard are sequenced to reduce traffic speeds to 25 mph.*
  - *Utilities have been placed underground.*

- *A **communitywide wastewater and drainage system** is in place.*
- *The automobile (perhaps electric) will be around a long time. **Auto use must still be accommodated** in the plan.*
- *Parking in business districts is mitigated by **shared parking facilities and on-street availability** is included in calculated requirements.*
- *A **transit system** is established, permitting residents to access public transit within 1500 feet of their residences. A local transit loop connects with a regional transit terminal which provides frequent, fast and convenient connection to the major employment centers served by our residents.*
- ***Entrances to the community** are well-defined, designed, and planted, with appropriate signage and/or elements of community identity.*

## A.9. Community Facilities and Services

- *Another **elementary school and a high school** and related recreation areas and park facilities have been built in Los Osos. A partnership between schools and parks allows maximization of recreational benefits for schools and residents and shared development and maintenance costs.*
- *The **library** has doubled in size, with hours convenient to the residents.*
- *Residents have the ability to **subscribe and be charged for waste collection and recycling on an as-used basis**, rather than a flat rate basis. Reward self-sorting and waste reduction.*
- *A program has been developed to work with the suppliers of products to enable buying in bulk and reducing packaging costs and the waste material generated from packaging and wrapping articles multiple times. **Reduce waste material at the source.***
- *A **recreation district** has been formed for the purchase of providing community recreation facilities and park land purchases and development (through CSA #9?).*
- ***Public/private/community partnerships** have been established to create and maintain parkways, mini-parks, street-end parks, and recreational and social opportunities for people of all ages.*
- ***Our recreation facilities include:***
  - ***Neighborhood and community parks**, consistent with the population size and needs. Some of these parks are established in conjunction with the school district and on land already owned by the county. A minimum of 70 acres of community and neighborhood parks is required to bring the community up to established standards now on a population basis of 15,000.*
  - ***A cinema***
  - ***Recreation facilities for teen-agers and younger residents.***  
*A community swimming pool.*
  - ***A community center**, central to the community, where anyone can drop in for ping-pong; to play cards or other games; have conversations, with soft chairs, plants,*

*soft lights and reading material; a crafts shop; and inside and outside recreation for the children. Include a snack bar open long hours. Wings for senior citizens, family activities, teenagers, but with a common center shared by all.*

- *A **small performing arts area** (amphitheater).*
- *A **green-waste recycling/composting center** has been established with the proceeds, if any going to fund youth and senior activities. Include a worm farm.*
- *A **community tree lot or tree bank** is established, run by volunteers, making trees inexpensive or free to residents. Species are indigenous and culturally adapted, according to the tree master plan of the community.*
- *Neighborhoods have developed **volunteer groups to water and maintain their public plant materials.***
- ***Awards** are given to the neighborhood(s) making the most improvements.*

## **A.10. Business/Commercial Facilities**

- *Our **business and commercial** areas encourage pedestrian activities and include:*
  - *An additional "full-service" **supermarket.***
  - *A **farmers market** with local produce and products with both permanent and day stalls are held at times when local residents are in the community.*
  - *User-friendly businesses that are open during hours convenient to local residents.*
  - *Business areas exist in which **pedestrians, rather than cars, rule the streets**; walk-streets exist in the commercial and residential areas.*
  - ***Landscaped pedestrian spaces throughout.***
  - *The present commercial center (**Von's complex**) has been expanded and redesigned to provide pedestrian spaces and additional shopping which encourage pedestrian rather than automobile movement within the complex and provide pedestrian scaled spaces and activities to encourage shopping and business. It is no longer a typical automobile-oriented strip-commercial center. Incentives were provided to the owner to accomplish this.*
  - *All **commercial, retail, office, service commercial, and multi-residential zoning** has been re-evaluated to permit flexibility, mixed use, and planned development with emphasis on providing accelerated processing and other **incentives for design which exceed minimum standards.***
  - ***Shared, landscaped automobile parking** integral with the businesses with pedestrian-oriented and scaled spaces connecting the businesses and parking areas.*
  - ***More outside dining**, reasonably screened from our prevailing winds.*
  - ***Buildings that present a good facade** to roadways (instead of parking lots).*
  - ***Zoning flexibility** that enables expansion of businesses (to retain them in the local economy) and that places incentive on good design.*
  - *We have actively pursued and attracted **user- and environmentally-friendly businesses** that value the amenities of our community and provide jobs for our residents.*
  - *A **multi-media center** which can be linked to the world through Internet and World Wide Web.*
  - ***Media links** to Cal Poly, Cuesta and other networks to permit in-home occupation and business development without commuting.*
  - *Environmentally-oriented **retreats/conference centers** for professionals and/or tourists have been developed in conjunction with Cuesta College/Cal Poly.*

- We have developed a **small, user-friendly government center**.
- We have developed a community-sized **medical center** for the residents.

### A.11. Tourist-Oriented Facilities

- We have provided for **tourist-oriented facilities**, including:
  - One or more 18-hole **golf courses** strategically located (as part of the greenbelt) to use land which is not primary agricultural land; which use treated waste water effluent for irrigation; and provide, through irrigation practices, return of the effluent to the water system.
  - **Tourist-oriented recreation** focused on the Bay (kayaking, canoeing, sailing) and our scenic environment (hiking, biking, equestrian paths; picnicking; arts and crafts).
  - **Trail systems** have been provided which link Montaña de Oro, the Estuary, the Moros and Los Padres National Forest adjacent to riparian corridors and scenic reserves.

### A.12. Conclusions

*During all of this activity, we have remained a community which upholds our community values and scale, who have taken control of our own destiny, who have shunned gated communities and encouraged neighborhood and community continuity and, best of all, made our Los Osos community uniquely ours, not a replica of some other vision or model.*

*We live in one of the most beautiful places in the world. We have our own values and sense of place. Let's enhance those and maximize our involvement with them, not try to copy someone else's lifestyle, environment, or reasons for protecting and preserving them.*

*The name of this beautiful place is **Los Osos**, not "South Bay".*

*Approved by the Los Osos Community Advisory Council June 22, 1995.*

### A.13. Vision Team

*Henry Hammer  
Warren Hamrick  
Gary Karner, co-chair  
Pandora Nash-Karner  
June Shep*

*Maryellen Simkins  
Lesa Smith, co-chair  
Al Switzer*



# Appendix B: Design Concepts

---

## B.1. About Concept Plans

The plans in the following Figures B-1 and B-2 are conceptual in nature. They are intended to illustrate certain design principles that are described in this plan. Each design concept shows one way, but not the only way, to achieve desired design principles. Specific improvements depicted in these plans are not required in connection with individual development proposals, except as may be required by the planning area standards in Chapter 7 of this plan.

The design and location of improvements illustrated in the concept plans are not exact, and are not to be construed as engineered plans. More detailed design work, including engineering studies, would be required before the improvements shown in these concept plans could actually be built. As a result, changes to the concept plans might be needed.

## B.2. Sweet Springs Connection Design Concept

*Please see Figure B-1*

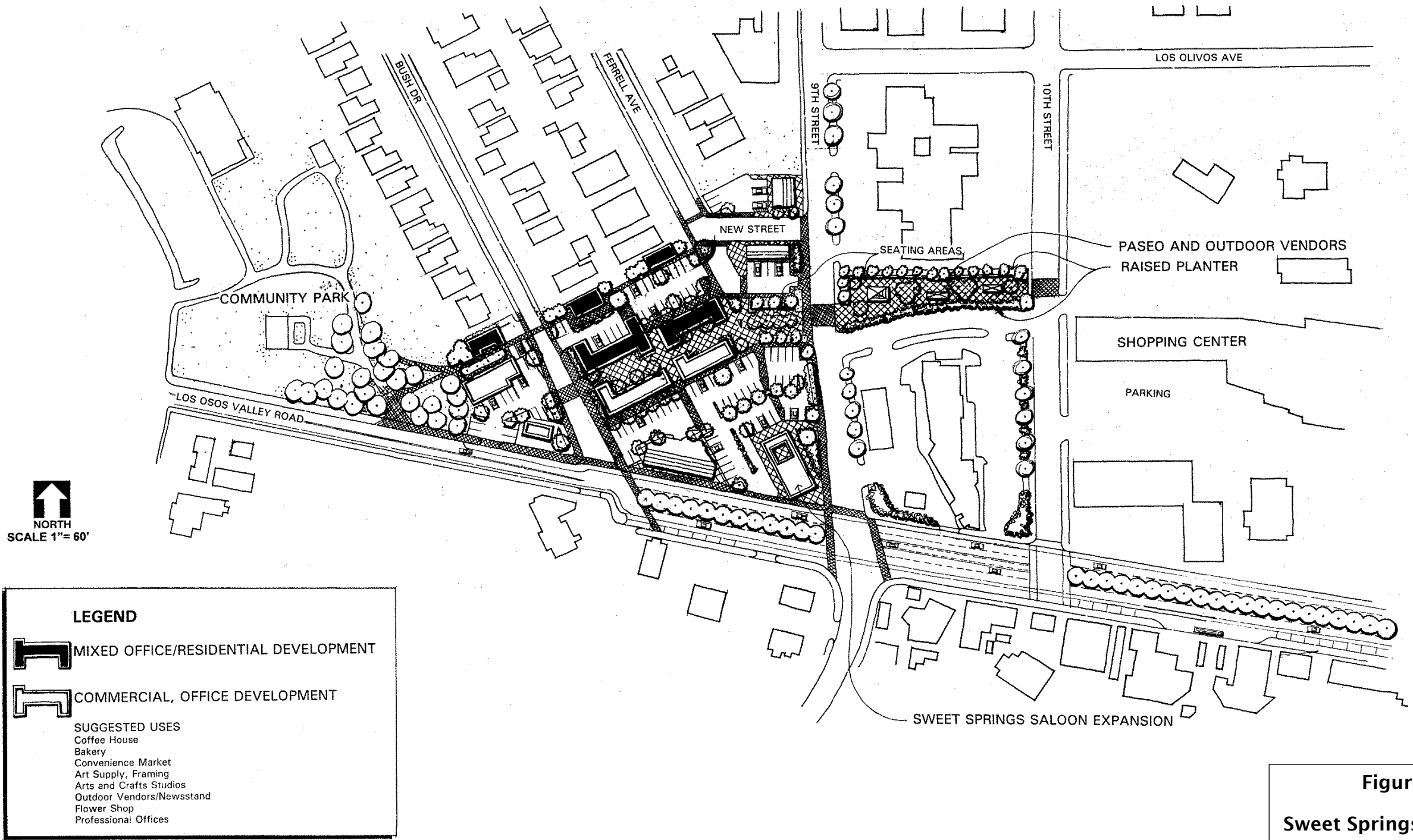
## B.3. Baywood Commercial Area Design Concept

*Please see Figure B-2*



*This page left intentionally blank.*

**LOS OSOS**  
SWEET SPRINGS CONNECTION DESIGN CONCEPT

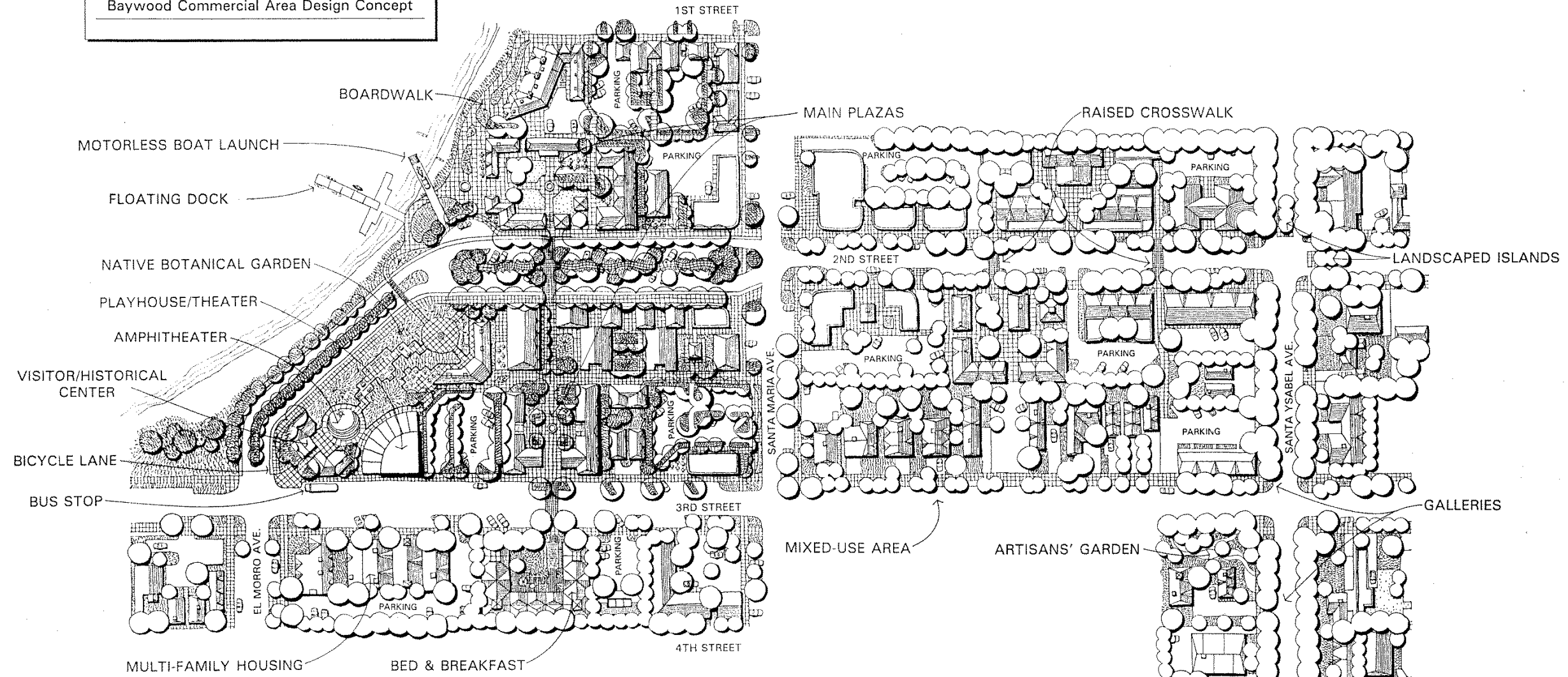


**Figure B-1**  
Sweet Springs Connection  
Design Concept

*This page left intentionally blank.*

# LOS OSOS

Baywood Commercial Area Design Concept



SUGGESTED USES	
<p><b>VISITOR-SERVING AREA</b></p> <ul style="list-style-type: none"> <li>Visitor/Historical Center</li> <li>Amphitheater</li> <li>Playhouse/Theater</li> <li>Arts and Crafts Galleries</li> <li>Restaurants (with outdoor seating)</li> <li>Coffee Houses</li> <li>Bed and Breakfasts</li> <li>Recreation rental (kayak, canoe, bicycle)</li> <li>Nature Store</li> <li>Book Store</li> <li>Camera Store/Film Developing</li> <li>Arts &amp; Crafts Shows</li> <li>Sidewalk Sales</li> </ul>	<p><b>NEIGHBORHOOD-SERVING AREA</b></p> <ul style="list-style-type: none"> <li>Grocery Store</li> <li>Bakery</li> <li>Laundromat</li> <li>Dry Cleaner</li> <li>Beauty Salon</li> <li>Barbershop</li> <li>Video Rental</li> <li>Flower Shop</li> <li>Day Care</li> <li>Professional, Other Offices</li> <li>Residential Mixed Use (3rd St., Santa Ysabel-3rd to 4th)</li> <li>Arts and Crafts Studios</li> <li>Art Instruction Studios</li> <li>Art Supply, Framing</li> </ul>



Scale: 1" = 60'

**Figure B-2**  
**Baywood Commercial Area Design Concept**

*This page left intentionally blank.*

## Appendix C: Population and Economy

---

This appendix profiles Los Osos population and socioeconomic characteristics and describes past trends, present conditions, and future projections. The following population and demographic profile has been prepared using information obtained from U.S. Census data, including the American Communities Survey, the California Department of Finance, and the San Luis Obispo Council of Governments (SLOCOG).

When communities undertake a long-range planning program such as a Community Plan, a critical part is projecting future growth. Data is assembled describing the existing population and base economy, a land use plan is selected, and absorption forecasts are made. The Community Plan is then designed to accommodate anticipated growth resulting from the land use plan. Infrastructure, economic and business expansion, and community programs are based on the anticipated growth in this Community Plan and reflect the Los Osos Community Advisory Council's Vision Statement for Los Osos.



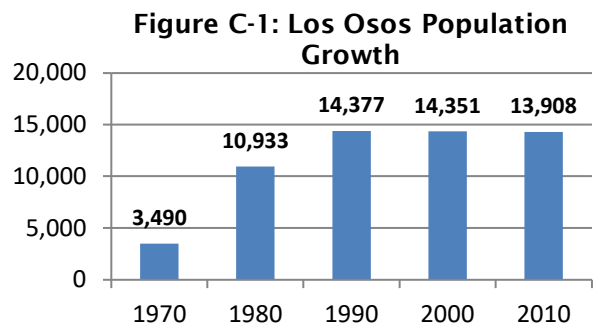
## C.1 Population and Housing

### C.1.1 Population Growth

As shown in Table C-1, the growth rate of the community of Los Osos had been among the highest in the county until the 1980s. Since that time, growth has slowed, largely because of building limitations due to a prohibition of waste discharge from individual septic systems in much of the community. Population in Los Osos increased from 3,490 to 10,933 persons or 213 percent between 1970 and 1980. By 1990, the population of Los Osos was 14,377, an increase of about 31 percent from 1980. The population has changed little since 1990, showing a slight decline between 2000 and 2010. Whereas, during the same 20-year period, the population for the county as a whole increased by nearly 40 percent. The lack of population growth in the community has been significantly influenced by limitations on new construction (please refer to Appendix D – Status of Public Facilities).

	1970-1980	1980-1990	1990-2000	2000-2010
Los Osos	213.3%	31.5%	-0.2%	-3.1%
County	47.1%	74.5%	13.6%	9.3%

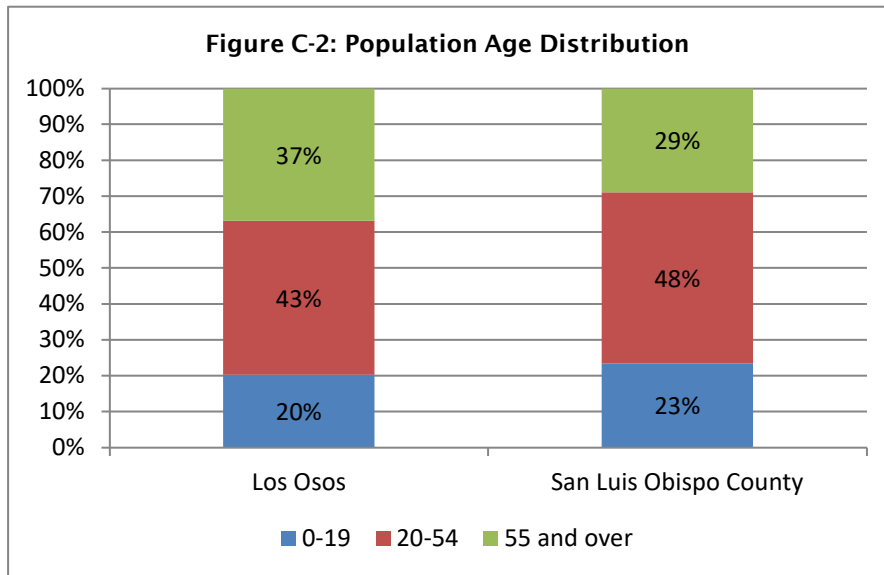
Sources: 2010 U.S. Census of Population and Housing, California State Department of Finance, SLO County



*Note: The Los Osos Census Designated Place in 2010 is configured differently than the Los Osos URL. However, these differences do not significantly affect the comparisons shown in Table C-1 and Figure C-1.*

### C.1.2 Age Distribution

Compared to the county as a whole, Los Osos has a smaller proportion of children and teenagers as well as residents age 20-54. According to the 2010 Census, 20 percent of Los Osos residents are 20 and under, compared to 23 percent in the county as a whole, while 43 percent of Los Osos residents are ages 20-54, compared to 48 percent in the county as a whole. Conversely, Los Osos has a larger proportion of senior citizens than the county as a whole. In Los Osos, 37 percent of residents are 55 and over, compared to 29 percent in the county as a whole (see Figure C-2 and Table C-2). This difference in age distribution could indicate that families with school-aged children are moving out of the community and being replaced by households of retired persons, which also indicates the desirability of this area for retirement.



Certain populations, such as senior citizens and youth, require special services and have specific needs. Knowing a community’s age distribution can aid the community in providing the right services and addressing social needs for various age groups.

**Table C-2: 2010 Population Age Distribution**

Age Range	Los Osos	County
0-19	2,818	63,044
20-54	5,967	128,455
55 and over	5,123	78,138
Total	13,908	269,637

*Source: Based on 2010 U.S. Census of Population and Housing*

**C.1.3 Household Size**

Household sizes in Los Osos are smaller than those in the county as a whole. In Los Osos, there is an average of 2.2 persons per occupied dwelling unit. This compares to a county average of 2.48 persons per occupied dwelling unit.

**C.1.4 Population Projections**

The following table contains population projections for Los Osos over the 20-year time-frame of this plan, as well as buildout. Buildout is the theoretical, likely maximum population that could result under this plan. If population growth continues beyond 2035 at the pace projected for the years between 2015 and 2035, then buildout could occur in 2044. It is important to note that actual population growth will have variations from these projections due to many factors, including statewide and regional trends, legislative policy, potential limitations on new development, and market demand.



<b>Table C-3: Population Projections</b>			
Year	Total Population	Percent Increase from 2010	Annual Growth Rate
2010	13,908	--	--
2015	13,988	0.58%	0.11%
2035	18,607	33.7%	1.35%
Buildout	18,750	34.8%	--

Note: Percent Increase and Annual Growth Rate are measured from the previous year in the first column of the table

The Los Osos Community Advisory Council has recommended establishing an annual growth limitation for residential development within the Los Osos Urban Reserve Line. The purpose of such a limitation is twofold: to allow public services to keep pace with a moderate rate of new development and to reduce possible stresses on the economy caused by a "boom-and-bust" cycle that may occur with uncontrolled growth. A program to accomplish the recommended growth limitation is described in Section 2.5.2, Public Services and Facilities Policies (see Programs PS-1.1 and PS-2.1).

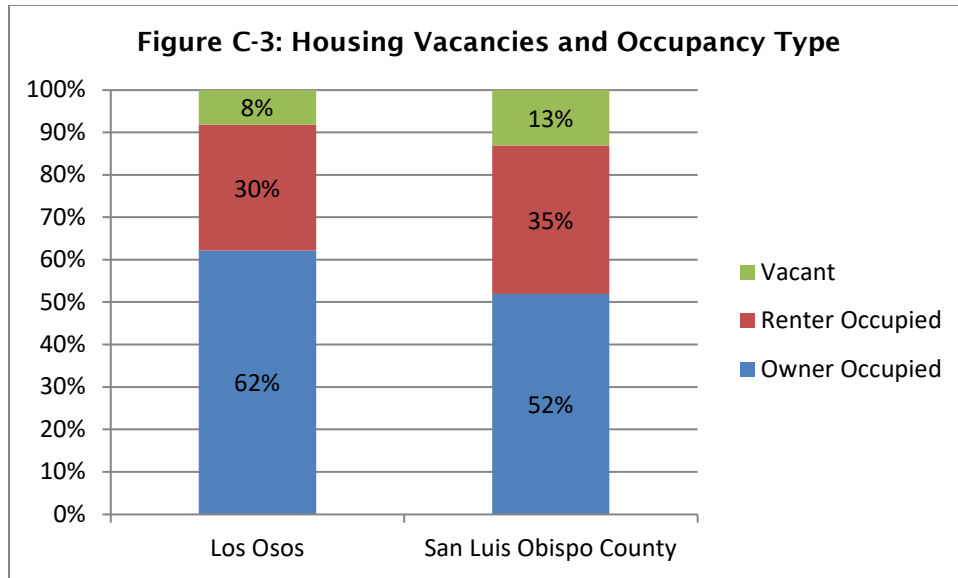
#### **C.1.5 Housing Vacancies and Occupancy Type**

In 2010, the vacancy rate in Los Osos was eight percent compared to 13 percent for the county as a whole, as shown in Figure C-3. Vacancy rates are determined for the month of April; therefore, actual vacancy rates may vary throughout the year. Seasonal, recreational or occasional use occupancies can affect the availability of housing for permanent residents. In 2010, eight percent of all dwellings in the county as a whole were vacant due to occasional use compared to four percent in Los Osos.

About 62 percent of the units in Los Osos are owner-occupied, as compared to 52 percent countywide. Higher owner-occupancy percentages can be attributed to housing costs, the percentage of dwellings that are not detached single-family dwellings<sup>1</sup> (that tend to have a higher percentage of renters), and the transitory nature of the population in a community. In Los Osos, the number of owner-occupied dwellings declined from 4,116 in 2000 to 4,034 in 2010.

---

<sup>1</sup> Other units include multi-family structures, mobile homes and single units attached to other structures



Note: Percentages are based on total number of housing units.  
 Source: 2010 U.S. Census of Population and Housing

## C.2 Economy

Los Osos has long been considered highly attractive to residents because of the mild climate, the slow pace of the "rural-like" setting and surrounding natural areas. There are many tourist attractions in and around the community; however, in 2014 there were a limited number of visitor-serving businesses in town. In 2020, the commercial sector was under-developed compared to nearby incorporated cities. Consequently, residents and visitors are spending much of their money outside of the community. Los Osos has businesses that provide retail and service uses to local residents, but it lacks major employers, large-scale manufacturing and industrial uses (the employment of residents by industry is shown in Table C-4). The major employment industries for the Los Osos labor force reflect those for the county as a whole with educational services, health care and social services heading the list. Other key industries include retail trade, professional groups, and recreational services.

<b>Table C-4: Employment by Industry (including Armed Forces)</b>				
<b>Industry</b>	<b>Los Osos</b>		<b>San Luis Obispo County</b>	
Agriculture, forestry, fishing and hunting, and mining	112	1.5%	4,272	3.5%
Construction	560	7.6%	8,286	6.7%
Manufacturing	564	7.6%	7,808	6.3%
Wholesale trade	146	2.0%	2,724	2.2%
Retail trade	666	9.1%	15,759	12.8%
Transportation and warehousing, and utilities	307	4.2%	5,337	4.3%
Information	172	2.3%	2,727	2.2%
Finance and insurance, and real estate and rental and leasing	284	3.9%	6,269	5.0%
Professional, scientific, and management, and administrative and waste management services	695	9.5%	13,737	11.1%
Educational services, and health care and social assistance	1,931	26.4%	27,842	22.6%
Arts, entertainment, and recreation, and accommodation and food services	711	9.7%	13,835	11.2%
Other services, except public administration	535	7.3%	6,377	5.2%
Public administration	618	8.4%	7,642	6.2%
Armed forces	21	0.3%	776	0.6%
<b>Total</b>	<b>7,322</b>	<b>100%</b>	<b>123,391</b>	<b>100%</b>

Source: 2012 American Community Survey

In 2012, according to the American Community Survey, 92.5 percent of the labor force in Los Osos was employed compared to 91.4 percent for the county as a whole (see Table C-5). However, the community's economy is fueled primarily by income from jobs located in other communities. The city of Morro Bay provides some employment for local residents (and contributes significantly to the area's economy). A large percentage of local workers find employment in the San Luis Obispo area. Because of this, Los Osos is often referred to as a "bedroom community," with roughly three out of every four workers working outside of the community (see Table C-6). Therefore, it is important for the Los Osos Community Plan to provide opportunities for people to live and work in Los Osos.

<b>Table C-5: 2012 Labor Force</b>				
	<b>Los Osos</b>		<b>SLO County</b>	
<b>Employment Status</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
<b>In Labor Force</b>	7,917	62.3%	135,033	59.8%
Employed	7,322	92.5%	123,391	91.4%
Unemployed	595	7.5%	11,642	8.6%
<b>Not in Labor Force</b>	4,791	37.7%	90,662	40.2%
<b>Population over 16</b>	<b>12,708</b>	<b>100.0%</b>	<b>225,695</b>	<b>100.0%</b>

Source: 2012 American Community Survey

<b>Table C-6: Place of Work – Los Osos and County Labor Force</b>				
<b>Place of Work</b>	<b>Los Osos</b>		<b>SLO County</b>	
Within Community of Residence	1,945	26.6%	46,643	37.8%
Outside Community of Residence	5,377	73.4%	76,748	62.2%
<b>Total</b>	<b>7,322</b>	<b>100%</b>	<b>123,391</b>	<b>100%</b>

Source: 2012 American Community Survey

### C.2.1 Income

As shown in Table C-7, the estimated median household income in Los Osos in 2012 was about \$57,683 as compared to \$59,628 in the county as a whole. In Los Osos, the percentage of lower income groups (below \$35,000) is on par with the county as a whole. Middle income groups (between \$35,000 and \$99,999) show higher percentages in Los Osos than countywide and the percentage of higher income groups (\$100,000 and greater) is somewhat lower than the county as a whole.

<b>Table C-7: Household Income</b>				
	<b>Los Osos</b>		<b>SLO County</b>	
<b>Income</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Less than \$10,000	304	4.8%	5,969	5.9%
\$10,000 to \$14,999	333	5.2%	5,219	5.1%
\$15,000 to \$24,999	573	9.0%	9,442	9.3%
\$25,000 to \$34,999	577	9.1%	9,777	9.6%
\$35,000 to \$49,999	1,014	15.9%	13,167	12.9%
\$50,000 to \$74,999	1,164	18.3%	17,831	17.5%
\$75,000 to \$99,999	989	15.5%	13,655	13.4%
\$100,000 to \$149,999	927	14.6%	15,773	15.5%
\$150,000 to \$199,000	288	4.5%	6,198	6.1%
\$200,000 or more	194	3.0%	4,677	4.6%
Median Household Income (dollars)	\$57,683	X	\$59,628	X
<b>Total</b>	<b>6,363</b>	<b>100.0%</b>	<b>101,708</b>	<b>100.0%</b>

Source: 2012 American Community Survey

### C.2.2 Home Values

The housing market in the county has seen generally increasing values, despite a substantial decline in values after about 2006. In 2012, according to the American Community Survey, the median home value of owner-occupied homes in Los Osos was \$387,100, while the median home value in the county as a whole in 2012 was about \$449,300 (see Table C-8).

<b>Table C-8: House Value - Owner Occupied</b>				
	<b>Los Osos</b>		<b>SLO County</b>	
<b>Value</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Less than \$50,000	120	2.8	2,005	3.3%
\$50,000 to \$99,999	183	4.3	1,806	3.0%
\$100,000 to \$149,999	99	2.3	1,423	2.3%
\$150,000 to \$199,999	200	4.7	2,003	3.3%
\$200,000 to \$299,999	448	10.5	6,894	11.4%
\$300,000 to \$499,999	2,066	48.6	20,864	34.4%

\$500,000 to \$999,999	1,015	23.9	21,563	35.5%
\$1,000,000 or more	123	2.9	4,170	6.9%
Median House Value (dollars)	\$387,100	X	\$449,300	X
<b>Total</b>	<b>4,254</b>	<b>100.0%</b>	<b>60,728</b>	<b>100.0%</b>

Source: 2012 American Community Survey

### C.2.3 Future Opportunities

Los Osos has many attributes that are conducive to economic development. The community is located in a beautiful natural setting with a mild, coastal climate and offers a high quality of life.

In addition to its natural assets, Los Osos offers several other advantages for businesses looking to locate in the area. For example, the potential work force is attractive to business, as the general level of education of residents in Los Osos is higher than that for residents of the county as a whole (2012 American Community Survey). Businesses should also find the lower housing prices in Los Osos compared to the cities of Morro Bay and San Luis Obispo a definite advantage. These advantages, together with the area's high-quality environment, are becoming increasingly more important considerations for businesses. With continuing advances in telecommunications, many businesses and industries no longer need to locate in traditional locations near major transportation facilities and markets, and instead are freer to locate in areas that offer qualities like those found in the community of Los Osos.

There are opportunities to improve the local economy in Los Osos. For example, job opportunities can be provided by encouraging environmentally-friendly businesses such as "clean," high-technology industries, perhaps in a business park. Additional flexibility in zoning regulations can help retain existing businesses and encourage new businesses by allowing a wider variety of uses in commercial areas. In addition, policies and standards to encourage active, pedestrian-oriented commercial areas with mixed-use development can help support commercial and general activity by making commercial areas attractive and functional for shopping, dining, and public gathering.

The local economy could benefit from expanding recreation and tourist-oriented uses, taking advantage of the area's natural assets and existing tourist presence. Additional lodging, "eco-tourism," and recreational services are possibilities.

With development of more employment-generating uses, retail commercial and tourist-oriented development, Los Osos can move towards its vision of a more self-sufficient, environmentally oriented community that offers economic opportunities and maintains a high quality of life.

*This page left intentionally blank.*

# Appendix D: Status of Public Facilities

---

## D.1 Introduction

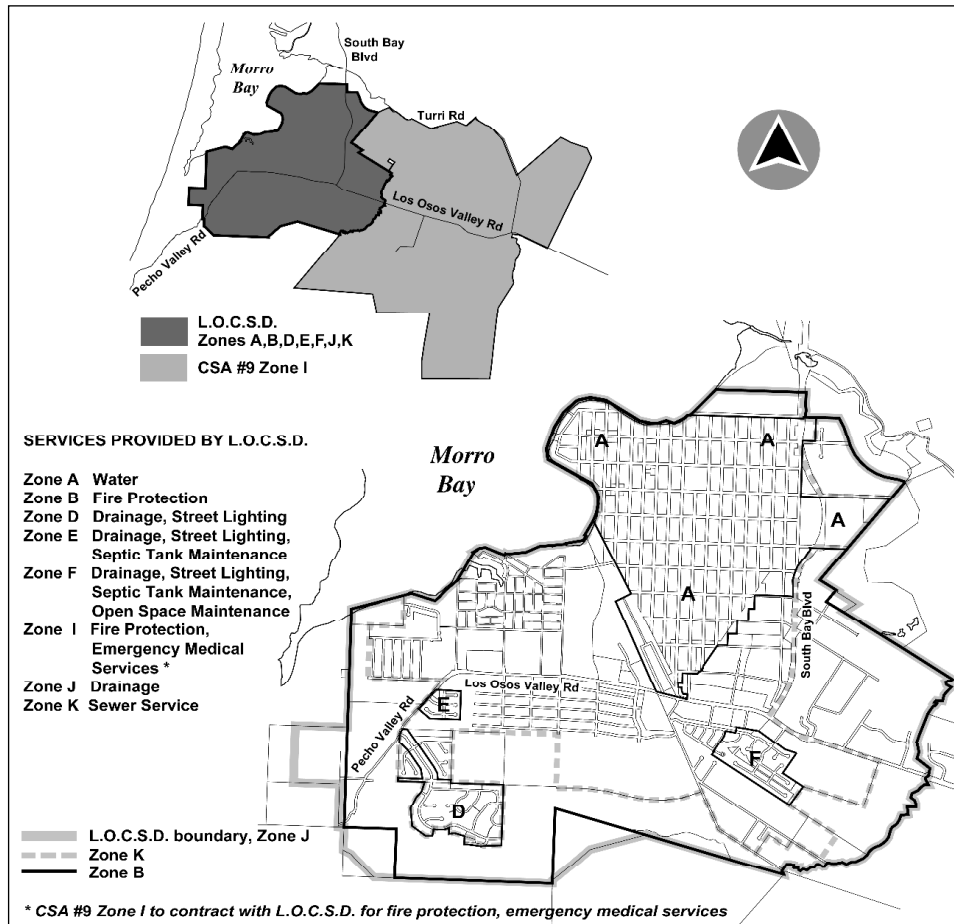
To monitor the relationship between resources and demand levels, the county has developed the Resource Management System (RMS). The RMS monitors water supply, sewage disposal, schools, roads, air quality and parks, using three "levels of severity" to inform decision makers of current and potential deficiencies.

The status of resources monitored by the Resource Management System (RMS) is frequently updated as new information becomes available. Detailed resource information is included in the most recent edition of the Biennial Resource Summary Report. RMS procedures are fully discussed in Framework for Planning, Coastal Zone, Chapter 3.

Services in Los Osos are provided primarily through the Los Osos Community Services District (LOCSD). Within the boundaries of the LOCSD, some services are provided to the entire district and others to smaller specific zones of benefit. The LOCSD zones of benefit are shown in Figure D-1, below. Water service is also provided by Golden State Water Company and S & T Mutual Water Company in areas of the community not served by LOCSD. Some properties in the URL are served by private, individual wells. Irrigated agriculture just outside the URL also use private wells that use the groundwater basin as their source. Service areas for water supply are shown in Figure D-2.



**Figure D-1: Services Provided by Los Osos CSD**

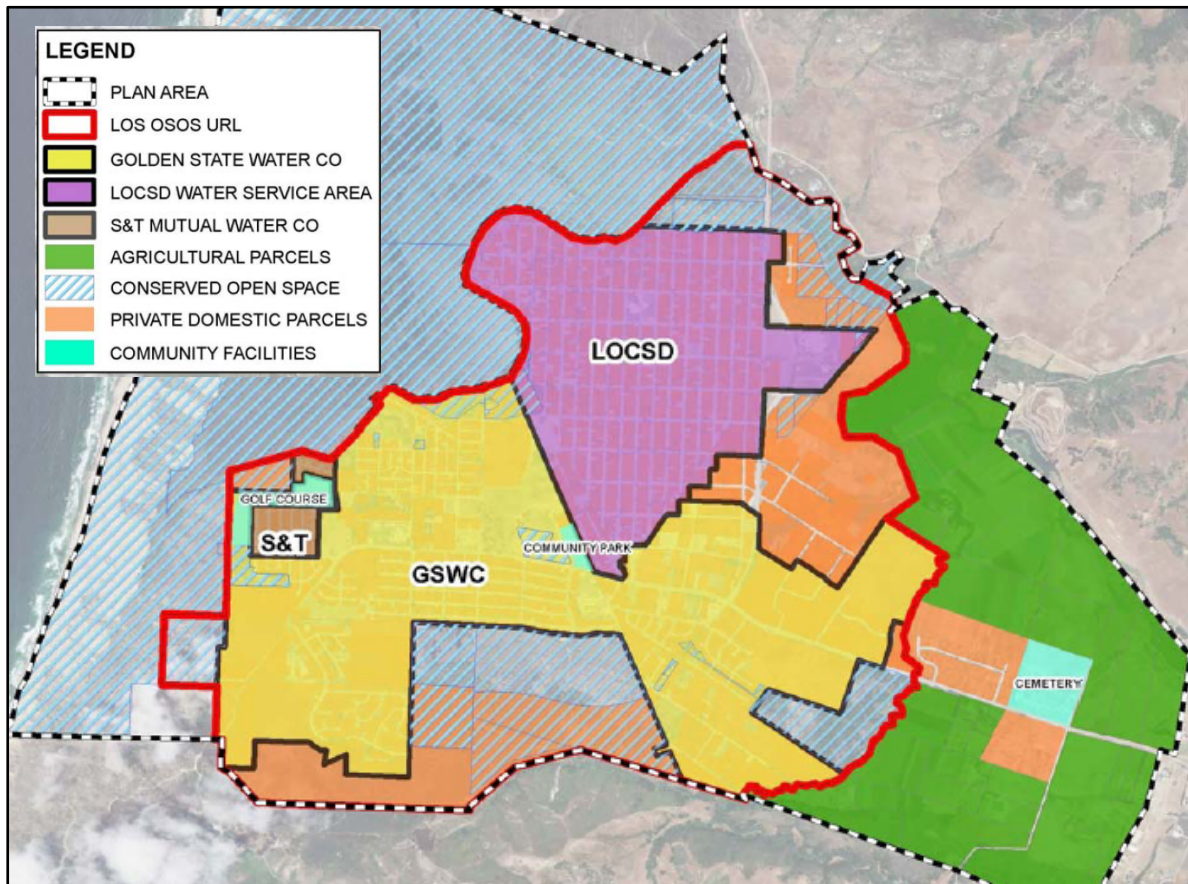


## D.2 Water Supply

### D.2.1. Background

The sole water source in the Los Osos area is groundwater from the Los Osos Groundwater Basin. The groundwater is withdrawn from the basin by private wells, for agricultural irrigation, and for municipal use by three principal water purveyors. The service districts for these municipal purveyors are shown in Figure D-2.

Figure D-2: Los Osos Water Purveyors



The basin is made up of several aquifer layers underlying Los Osos and the surrounding area. The upper and lower aquifers are the main sources of municipal and domestic water supplies. Due to water quality degradation of the upper aquifer from septic systems (nitrates), the water purveyors have been pumping from the lower aquifer. Groundwater extractions have exceeded the sustainable yield of the lower aquifer in the western area; this has resulted in seawater intrusion.

#### D.2.2. Basin Plan

The Los Osos Groundwater Basin is under adjudication in the case of *Los Osos Community Services District v Golden State Water Company, et al.* The 2015 Updated Basin Plan for the Los Osos Groundwater Basin (“Basin Plan”) was prepared by the three water purveyors, along with the County, as a part of the settlement of groundwater rights litigation, which was approved by the San Luis Obispo Superior Court in October 2015.

The Basin Plan calls for reduced pumping in the lower aquifer, a decrease in overall basin water demand, and an increase in water supplies in the upper aquifer and lower aquifer (in the central and eastern portions). In order to access these new water supplies, the water purveyors (with financial backing of the water consumers) will need to construct new infrastructure, for example, new groundwater production wells and distribution pipelines.

The Basin Plan analyzes the impacts of implementing various combinations of programs through use of a groundwater model for the multiple aquifers and recommended programs

for immediate implementation to increase the sustainable basin yield to accommodate the existing demand and halt and reverse seawater intrusion over time. The Basin Plan also identifies possible combinations of programs to be implemented to accommodate buildout demand. The annual monitoring reports prepared for the Basin Management Committee provide updates on the program implementation status and program modifications made through the Plan's adaptive management provision.

Table D-1 summarizes the eleven programs analyzed in the Basin Plan. The Plan includes an adaptive management provision that allows the Basin Management Committee charged with implementing the Basin Plan programs to modify the programs and develop new programs.

To support the community's existing population and possibly allow for marginal population growth, the Basin Plan recommends the following programs for immediate implementation under all future scenarios:

- **M** Groundwater Monitoring
- **E** Urban Water Efficiency
- **U** Urban Water Reuse
- **A** Infrastructure Program A (Shift to Upper Aquifer)
- **C** Infrastructure Program C (Shift to Central Area)
- **P** Wellhead Protection

The Basin Plan recommends a combination of the following programs for potential implementation to accommodate buildout water demand in Los Osos:

- **B** Infrastructure Program B (Nitrate Removal Facility)
- **D** Infrastructure Program D (Shift to Central and Eastern Areas)
- **G** Agricultural Water Reinvestment

The Basin Plan also analyzes the following programs but does not recommend them for implementation, based on the cost and water management principles identified in the Plan:

- **S** Supplemental Water
- **I** Imported Water

**Table D-1: Strategies for Managing the Los Osos Groundwater Basin**

Basin Plan Program and Purpose	Provides Data	Reduces Basin Water Demand	Shifts Pumping from Lower to Upper Aquifer	Shifts Lower Aquifer Pumping away from Western Area	Increases Perennial Yield	Promotes Water Quality	<i>Basin Plan Reference</i>
<b>RECOMMENDED PROGRAMS FOR IMMEDIATE IMPLEMENTATION</b>							
<b>M</b> Groundwater Monitoring To collect and organize data to improve access, reporting, and data access efficiency	Y						Chap 7
<b>E</b> Urban Water Use Efficiency To increase efficiency in urban water use, thus ensuring that a sufficient amount of water remains in the basin to stabilize the freshwater-seawater interface.		Y					Chap 8
<b>U</b> Urban Water Reinvestment To maximize use of basin resources by reinvesting used urban water in the hydrologic cycle.		Y			Y		Sec 9.2.7
<b>A</b> Infrastructure Program A To increase groundwater production to the upper aquifer without construction of nitrate removal facilities.			Y		Y		Sec 10.2
<b>C</b> Infrastructure Program C To allow the purveyors to shift lower aquifer groundwater production from the Western Area to the Central Area.				Y	Y		Sec 10.4
<b>P</b> Wellhead Protection To prevent drinking water source contamination.						Y	Chap 13

**Table D-1: Strategies for Managing the Los Osos Groundwater Basin**

Basin Plan Program and Purpose	Provides Data	Reduces Basin Water Demand	Shifts Pumping from Lower to Upper Aquifer	Shifts Lower Aquifer Pumping away from Western Area	Increases Perennial Yield	Promotes Water Quality	<i>Basin Plan Reference</i>
<b>ADDITIONAL PROGRAMS THAT COULD BE IMPLEMENTED TO ACCOMMODATE BUILDOUT DEMAND</b>							
<b>G</b>	<b>Agricultural Water Reinvestment</b> To maximize use of basin resources by reinvesting used urban water for agricultural purposes.	Y			Y		Sec 9.4
<b>B</b>	<b>Infrastructure Program B</b> To maximize use of the upper aquifer through construction of additional wells and a community nitrate removal facility.		Y		Y	Y	Sec 10.3
<b>D</b>	<b>Infrastructure Program D</b> To increase groundwater production in the Eastern Area.			Y	Y		Sec 10.5
<b>S</b>	<b>Supplemental Water</b> To increase the supply of potable groundwater through brackish water desalination.	Y				Y	Chap 11
<b>I</b>	<b>Imported Water</b> To import water to Los Osos from a non-basin source.	Y					Chap 12

The Basin Plan contains detailed discussions of these programs. The annual monitoring reports prepared for the Basin Management Committee provide updates on the program implementation status and program modifications made through the Plan's adaptive management provision. The goal and status of each program are summarized below, based on information from the 2016 - 2019 annual monitoring reports.

1. **Groundwater Monitoring [M].** The groundwater monitoring program is administered by the Los Osos Basin Management Committee. The program standardizes monitoring and reporting procedures for the community's three purveyors. The program allows continued monitoring of the two main problems facing the basin: nitrate contamination in the upper aquifer and seawater intrusion into the lower aquifer. The annual monitoring reports prepared for the program allow the Basin Management Committee to track the effectiveness of the implemented programs and make adjustments per the adaptive management provision.
2. **Urban Water Efficiency [E].** Under the water efficiency program, the County and purveyors have implemented regulations and rebate programs to promote efficient water use in Los Osos. The measures in this program are largely based on the California Urban Water Conservation Council's Best Management Practices. The measures are intended to reduce residential water demand, reduce commercial and institutional water demand, educate the public, and apply restrictions to new development. The County required existing uses to retrofit plumbing fixtures before connecting to the Los Osos Water Reclamation Facility ("LOWRF"), which became operational in 2016. As of April 2020, only 44 properties remained to be retrofitted and connected to the sewer. The Basin Plan seeks to reduce Los Osos's urban water demand to 1,450 acre-feet per year (AFY) for the current population and to 2,100 AFY for the community's buildout population. More efficient urban water use allows purveyors and well users to decrease the amount of groundwater extracted from the Basin to stabilize the freshwater-seawater interface.
3. **Water Reinvestment Programs [U & G].** The Water Reinvestment Program is part of the Los Osos Wastewater Project and it involves returning all water collected and treated by the wastewater project to the basin. This would be accomplished by direct percolation or reuse. The program is further divided into urban water [U] and agricultural irrigation [G]. In 2017, the urban water [U] portion came online and 452 AFY of recycled water from the LOWRF was reinvested to the Broderson (445 AFY) and Bayridge Estates (7 AFY) leach fields. The average wastewater flows were 200 AFY less than the anticipated volume of 780 AFY. In 2018, 505 AFY of recycled water was reinvested to the Broderson (486 AFY) and Bayridge Estates (20 AFY) leach fields. In 2019, 516 AFY of recycled water was reinvested to the Broderson (431 AFY) and Bayridge Estates (14 AFY) leach fields and 71 AFY to the Sea Pines Golf Course. The mounding at the leach fields is being monitored and is projected to take years to form; however, preliminary signs of a small mound were detected hydraulically downgradient of the Broderson leach field beginning in June 2017. As part of Basin Plan adaptive management, as of 2019, the Basin Management Committee had approved a contract for a Creek Discharge Program for recycled water from the LOWRF and approved funding for an urban storm water recovery project.
4. **Infrastructure Programs [A, B, C, & D].** The Basin Plan includes four infrastructure improvement programs that would be implemented and funded by the water purveyors. These programs are focused on two strategies: a) allow groundwater pumping to shift from the lower aquifer to the upper aquifer and b) shift lower aquifer production away from the Western Area, where seawater intrusion is most pronounced.

Program A has been funded and is being fully implemented. This program focuses on actions that can be taken to increase upper aquifer production as much as possible without necessitating a community nitrate removal facility. As of June 2020, one Upper Aquifer well on 8th Street remains to be complete, although it is fully funded and the design is complete.

Program B would entail construction of a community nitrate removal system in order to maximize use of the upper aquifer. As of June 2020, this program has not been initiated.

Program C includes a set of infrastructure projects that would allow the purveyors to shift lower aquifer production from the Western Area to the Central Area. As of June 2020, the first expansion well at Los Olivos was completed, and two additional expansion wells remain to be completed. The third expansion well may be deferred per the adaptive management process, based on the groundwater-pumping capacity of the second well.

Program D includes construction of additional wells in the Eastern Area of the lower aquifer. As of June 2020, this program has been deferred through adaptive management.

5. **Wellhead Protection [P].** The Wellhead Protection Program is designed to protect water quality by managing activities within a delineated source area or protection zone around drinking water wells.
6. **Other Programs [S & I].** The Basin Plan addresses two other programs that are not included in its recommendations based on cost-effectiveness and water management principles identified in the Plan. The Supplemental Water Program [S] would entail construction of a desalination facility to render brackish groundwater drinkable. The Imported Water Program [I] would import water from an outside source (e.g. State Water or Nacimiento Water) for urban use in Los Osos.

### **D.2.3. Projected Supply**

Sustainable yield of a groundwater basin can be defined as the maximum quantity of water that can be annually withdrawn from a groundwater basin over a long period of time (during which water supply conditions approximate average conditions) without developing an overdraft condition. The Basin Plan estimates the sustainable yield for a “No Programs” scenario as 2,450 acre-feet per year (AFY). The programs recommended for immediate implementation are modeled to increase sustainable basin yield to 3,000 AFY. Depending upon which additional programs are implemented to accommodate buildout demand, the Basin Plan estimates the sustainable yield to rise as high as 3,500 AFY.. Basin Plan programs that would increase sustainable yield include the infrastructure programs (A, B, C, and D) and the reinvestment programs (U and G).

### **D.2.4. Historical Demand**

The Basin Plan estimates historical groundwater production across the Basin for the various water users within the Basin from 1970 to 2013, including municipal purveyors, private domestic users, community facilities (County Park, Memorial Park, etc.), and agricultural users (outside the LOCP area). The Basin Plan includes a population outside of the LOCP area and estimates the existing population at 14,600. Groundwater extractions have exceeded been below the sustainable yield

of 2,450 760 AFY every year since 19792016. Table D-2 summarizes the estimated historical groundwater production between 2006 and 2018 per the January 2015 Basin Plan and the Los Osos Basin Plan Groundwater Monitoring Program 2019 Annual Monitoring Report.

<b>Table D-2: Total Estimated Historical Groundwater Production (2006-2018)</b>					
<b>Year</b>	<b>Purveyors</b>	<b>Domestic</b>	<b>Community</b>	<b>Agricultural</b>	<b>Total</b>
2006	2,000	200	150	750	3,100
2007	2,030	200	150	750	3,130
2008	1,910	200	140	750	3,000
2009	1,850	200	140	750	2,940
2010	1,620	200	140	750	2,710
2011	1,570	200	140	750	2,660
2012	1,520	200	140	750	2,610
2013	1,470	200	140	750	2,560
2014	1,240	220	140	800	2,400
2015	1,010	220	140	800	2,170
2016	1,000	220	140	800	2,160
2017	1,050	220	130	670	2,070
2018	1,020	220	120	670	2,030

Source: 2019 Annual Monitoring Report

#### D.2.5. Comparing Projected Supply and Demand

The Los Osos community relies on implementation of the Basin Plan programs to have enough of a sustainable water supply to meet the projected buildout demand. The Basin Management Committee implementing the Basin Plan relies on ongoing monitoring to assess the effectiveness of the Basin Plan programs and accuracy of the Basin Plan assumptions to inform adaptive management efforts. The annual monitoring reports prepared for the Basin Management Committee establish five metrics for monitoring the basin and the effectiveness of the implemented Basin Plan programs:

- Basin Yield Metric
  - Definition: annual groundwater production / annual sustainable yield \* 100
  - Target Value: 80 or less
- Basin Development Metric
  - Definition: current estimated sustainable yield / 3,500 AFY \* 100
  - Target Value: none
- Water Level Metric
  - Definition: average Spring groundwater elevation (feet above mean sea level) in Lower Aquifer monitoring wells
  - Target Value: 8 feet or more
- Chloride Metric
  - Definition: average concentration of chlorides in key Lower Aquifer wells
  - Target Value: 100 mg/L or lower
- Nitrate Metric
  - Definition: average concentration of nitrate in First Water key wells
  - Target Value: 10 mg/L or lower

**Water-Related Standards for New Development.** The water-related standards in Section 7.3 are based on the Basin Plan and account for the Basin Management Committee’s ongoing monitoring and adaptive management.



- Standards B1 and B2 require commitment from the water purveyor for service of new developments and determination of water capacity and service availability for all land divisions.
- Standard D1 prohibits new development until the Board of Supervisors adopts a resolution certifying successful completion and implementation of the Basin Plan programs recommended for immediate implementation, as amended or adjusted through adaptive management.
- Standard D2 requires a growth rate to be established for new dwelling units in the Los Osos Urban Area consistent with the available sustainable water supply based on the best available data, including the most recent annual monitoring reports prepared for the Basin Management Committee.
- Standard D2 also requires the annual growth rate to be revised on an annual basis and updated as needed to reflect changes in Basin Plan program effectiveness, modifications to the programs per the Basin Plan's adaptive management provision, implementation of new Basin Plan programs, changes in water usage patterns, and updates in basin modeling.
- The growth rate is to be codified in the Growth Management Ordinance (Title 26). Residential units exempt from the Growth Management Ordinance are exempt from Standards D1 and D2 (e.g., affordable housing and accessory dwelling units).

**Marginal Increase in Demand & Projected Supply with Basin Plan Programs Recommended for Immediate Implementation (M+E+U+AC+P).** The Basin Plan estimates that completion of the programs recommended for immediate implementation while maintaining the existing population scenario (estimated as 2,230 AFY demand in the Basin Plan) would result in a basin yield metric of 74, water level metric of 10, and chloride metric of 65, which would meet the target goals for these metrics. The Basin Plan assumes that the difference between water demand for the existing population scenario and 80% of the estimated sustainable basin yield may be used for marginal population growth and the corresponding marginal increase in water demand. The Basin Plan estimates that 80% of sustainable basin yield with the programs recommended for immediate implementation completed is 2,400 AFY.

Major development in the Los Osos community has generally been stalled due to the Regional Water Quality Control Board's cease and desist order for septic system discharges within the Prohibition Zone and a condition of the Coastal Development Permit for the wastewater treatment plant that restricts service to undeveloped parcels until the Los Osos Community Plan and Habitat Conservation Plan for Los Osos are adopted. Of the programs recommended for immediate implementation in the Basin Plan that target demand reduction, the Urban Water Use Efficiency Program (Program "E") and the Urban Water Reinvestment Program (Program "U") are essentially complete as of June 2020. The efficiency program has been more successful at reducing demand than anticipated, and agricultural demand has slightly decreased since 2015 (670 AFY instead of 750 AFY). Therefore, the existing demand as of 2020 is less than the estimated demand for the existing population scenario in the Basin Plan.

The 2019 estimated demand for the Basin Plan Area is 1,900 AFY, which is 330 AFY less than the 2,230 AFY estimated demand for the existing population scenario with Programs "U" and "E" complete and 500 AFY less than the 2,400 AFY, 80% of the estimated sustainable yield with Programs M+E+U+AC+P complete. The 500 AFY margin could allow for an increase in existing demand without implementation of additional Basin Plan programs, but the margin is estimated based on Basin Plan assumptions about the basin and program effectiveness that need to be verified with ongoing monitoring.

**Buildout Demand and Supply.** The Los Osos Community Plan proposes a total buildout population of 18,000, representing an increase of 4,094 people, or approximately 30%

increase over the existing population. This can be compared to the Basin Plan buildout population scenario of 19,850, with 97% of the population estimated to be within the URL (approximately 19,255). The Basin Plan reviewed the land use categories in the area as designated by the Estero Area Plan (EAP). In general, when compared to the EAP, the proposed Los Osos Community Plan envisions substantial decreases in land designated for residential and non-residential development, and corresponding increases in land designated for Open Space. The Basin Plan noted that existing residential usage represents almost 75 percent of all urban water use in Los Osos, which is generally made up of residential, commercial and institutional uses. The Basin Plan estimated that distribution of urban water uses would remain roughly the same. However, monitoring of community growth and water usage, and adjusting assumptions and projections for supply and demand of the groundwater basin, is strongly recommended throughout the Basin Plan. Standard D2 in Section 7.3 is consistent with this recommendation.

The Basin Plan estimates that implementing Program B would increase sustainable basin yield by 350 AFY to 3,350 AFY and implementing Program D would increase sustainable basin yield by 150 AFY to 3,500 AFY. The Basin Plan estimates water demand for future buildout of the Basin Plan Area to be 2,880 AFY with Programs “E” and “U” complete, 2,400 AFY with the agricultural reinvestment program [G] and 2,130 AFY with supplemental water for the Basin Plan Area [S], although the Plan does not recommend supplemental water. The Basin Plan recommends that total annual groundwater extraction not exceed 80% of the estimated sustainable annual basin yield to account for uncertainties in the projected basin yield and demand over time, such as reduced basin yield due to climate change or an increase in agricultural water demand. 80% of 3,350 AFY is 2,680 AFY, which is enough to meet the 2,400 AFY estimated buildout demand for the Basin Plan Area with Programs “E”, “U”, and “G” complete. The estimated buildout water demand for the Los Osos Community Plan is less than the buildout demand for the Estero Area Plan (EAP) that was assessed in the Basin Plan, as described above, which adds an additional safety margin. The Basin Plan estimates values for the water level and chloride metrics as well as the basin yield metric for different program combinations based on the projected buildout demand. These values are shown in Table D-3 below. Implementing Programs “B” and “G” are estimated to meet the target goal for all three basin metrics. The Basin Management Committee will need to consider monitoring results as well as these estimates as they practice adaptive management.

**Table D-3: Basin Plan Program Combinations for Buildout**

Combination of Basin Plan Programs	New Program(s) to be Completed	Estimated Buildout Demand (AFY) <sup>1</sup>	Estimated Sustainable Basin Yield (AFY)	Projected Basin Metrics		
				Basin Yield <sup>2</sup>	Water Level (feet above msl <sup>3</sup> ) <sup>2</sup>	Chloride (mg/L) <sup>2</sup>
M+E+U+AC+P	-	2,880	3,000	96	NE	NE
M+E+U+ABC+P	B	2,880	3,350	86	NE	NE
<b>M+E+UG+ABC+P</b>	<b>B + G</b>	<b>2,380</b>	<b>3,350</b>	<b>72</b>	<b>9</b>	<b>70</b>
M+E+U+ABCD+P	B + D	2,880	3,500	82	8	85
M+E+UG+ABCD+P	B + D + G	2,380	3,500	68	10	60
Target Basin Metric:				<80	8+	<100

Notes

- (1) Estimated buildout demand for the Basin Plan Area, based on the Estero Area Plan. The buildout demand for the Los Osos Community Plan is less than the Estero Area Plan.
  - (2) Source: Basin Plan, Table 46 *Most Likely Program Combinations*
  - (3) msl = mean sea level
- NE = Not evaluated in the Basin Plan.

The Basin Management Committee may choose which combination of programs to implement, with modifications and potential additions through adaptive management based on monitoring results. The growth rate for new residential development shall be adjusted accordingly, per the requirements of Standard D2 in Section 7.3, so residential growth shall depend on Basin Plan program implementation and adaptive management.

A 2013 study funded by the US EPA's Climate Ready Water Utilities Project determined that reduced precipitation would have the most significant effect on basin yield, compared to increased temperature and sea-level rise. The sea-level rise projections that CHG considered correspond with the 5% probability scenario appropriate for medium risk adverse decisions per the 2018 California Ocean Protection Council (OPC) Sea-Level Rise Guidance. The study projected the basin yield may reduce to 2,325 AFY by 2050 due to climate change with basin infrastructure improvements in place. The planning horizon for the Los Osos Community Plan is 2040. If the programs needed to achieve buildout as identified in the Basin Plan are implemented by 2040, the climate change study estimates that keeping groundwater extraction within 80% of the estimated basin yield is enough buffer for the potential reduction in yield due to climate change.

**Figure D-3: Comparison of Sustainable Yield and Demand**

## **D.3 Sewage Disposal**

The Los Osos Water Recycling Facility (LOWRF) community sewer/recycled water system became operational in 2016. This facility allowed the community to move off of individual septic systems in the majority of the urban area, reducing the nitrate loading on the basin, and also providing tertiary-treated effluent to offset basin uses and recharge the basin, which is projected to push back the seawater intrusion front over time. Nearly 100% of the community within the sewer service area are now connected to the community wastewater system. As of April 2020, only 44 properties within the sewer service area remained to be connected to the sewer. The LOWRF was designed to treat up to 1.2 million gallons per day (MGD). Flows to the LOWRF in 2019 averaged about 480,000 gallons per day, with daily peaks of up to 540,000 gallons per day, 45% of design capacity. The LOWRF is anticipated to be able to accommodate buildout within its service area.

Outside of the sewer service area, the community relies on individual septic systems for sewage disposal. The County of San Luis Obispo Department of Planning & Building's Onsite Wastewater Treatment Systems Local Agency Management Program (LAMP) establishes standards for new septic systems that may be permitted by the County. The LAMP is anticipated to be adopted by the Board of Supervisors in 2020 after review by the Regional Water Quality Control Board (RWQCB). The RWQCB retains permitting authority for the Bayview Heights and Martin Tracts at this time. The LAMP designates the Cabrillo Heights area as a severe nitrogen loading impact area subject to specific design criteria.

## **D.4 Schools**

### **D.4.1. Current Capacity and Enrollment Trends**

Los Osos is in the San Luis Coastal Unified School District. Residents attend two elementary schools (one elementary school has closed) and Los Osos Middle School, all located within the community, and Morro Bay High School. Typically, about 70 percent of students at the middle school and high school come from Los Osos. Elementary school enrollment has generally declined during the 1993-2014 period, and is currently about 72 percent of the capacity of the two remaining elementary schools. Los Osos Middle School enrollment was about 94 percent of capacity in the 2013-2014 school year, while Morro Bay High School's enrollment was slightly under capacity.

#### **D.4.2. Projected Enrollment**

The projections used in this plan for Los Osos are based on a simplified version of current student generation rates and assume that those rates will remain constant in the future. At buildout under this plan, assuming a residential occupancy rate of 100 percent, about 176 elementary students, 37 middle school students and 70 high school students would be added, as shown in Table D-4. With those numbers of additional students, the current capacities of the elementary school, middle school and the high school would not be exceeded (not including enrollment changes in the middle and high schools generated from outside of Los Osos).

<b>Table D-4: Capacity and Enrollment, Schools Serving Los Osos</b>			
<b>School</b>	<b>Capacity</b>	<b>Enrollment 2013/2014</b>	<b>Projected Additional Enrollment from Los Osos @ Buildout</b>
2 Elementary Schools (total)	1220	687	+176
Los Osos Middle School	650	560	+37
Morro Bay High School	1000	825	+70

## **D.5 Parks**

Los Osos has only one community park, the 6.2-acre Los Osos Community Park. In addition, Los Osos residents have convenient access to Montana de Oro State Park, El Chorro Regional Park, and other "special" recreation facilities, including Sweet Springs Nature Preserve, Elfin Forest Natural Area, Morro Bay State Park and Golf Course, and Los Osos Oaks State Reserve. Public school facilities augment the community's recreation facilities.

The County's Parks and Recreation Element indicate that a reasonable goal for the amount of parkland needed is a minimum of three acres of parkland per 1,000 people. Using this guideline, new parkland is needed for the current population of Los Osos.. In particular, Los Osos needs more opportunities for "active" recreation, such as ball fields, children's play equipment, recreation programs, etc.

The County should work with the community to develop sufficient parkland (neighborhood and community parks and recreation facilities) to accommodate the needs of existing and future populations. Proposed programs to provide more parks for Los Osos are discussed in Chapter 2, Community Plan Policies.

## **D.6 Fire Protection**

Fire protection and emergency medical services are provided by Cal Fire/County Fire through an agreement with the Los Osos Community Services District (LOCSD). Fire and emergency medical services are provided well beyond the Urban Reserve Line.

For most calls within Los Osos, Cal Fire response times vary from four to seven minutes. The response times are within the performance standards as outlined in the Cal Fire/San Luis Obispo County Strategic Plan.

## **D.7 Police Protection**

Los Osos relies on the County Sheriff and the California Highway Patrol for police services. The Sheriff's coast station is located in Los Osos. The Highway Patrol office is located near the California Boulevard-Highway 101 interchange in San Luis Obispo. Response times for the Sheriff's office vary, based on allocated personnel, existing resources, time and day of week and prioritized calls for law enforcement services. In 2014, the average response time for Los Osos was about 16.6 minutes, according to the County Sheriff's Office.

## D.8 Libraries

The Los Osos Library is located at 2075 Palisades Avenue. Measures of service for public libraries have typically been expressed as the number of books or the amount of library floor space per capita. A 1962 study, still regarded as valid by library administrators, contains a guide for estimating the need for library services, based on a survey of libraries from across the country (see Table D-5 below).

Table D-5: Formulas for Library Facilities by Community Size		
Community Size	Book Stock (Volumes per capita)	Total Square Feet per Capita
Under 10,000	3.5 to 5	0.7 to 0.8
10,000 to 35,000	2.75 to 3	0.6 to 0.65

*Source:* Adapted from Practical Administration of Public Libraries, Wheeler & Goldhov, 1962

Table D-6 summarizes the adequacy of the existing library in Los Osos based on the above guidelines, and indicates facility needs at build-out. It is clear that the existing facility is seriously inadequate. A new 7,000 square-foot library building is planned in Los Osos.

Table D-6: Recommended Library Facilities, Los Osos						
	Building Square Feet		Book Stock (# of Volumes)		Recommended at Buildout	
	2014 Actual	2014 Desirable	2014 Actual	2014 Desirable	Building Square Feet	Book Stock
Los Osos	3976	8700-9400	38345	38500-42000	11250-12188	51563-56250

Increasing use of computers will provide greatly expanded opportunities for people to gain access to digitized information. Libraries can improve their level of service by providing patrons with links to the information network, in addition to increasing the amount of shelf space for book storage.

## D.9 Human Services

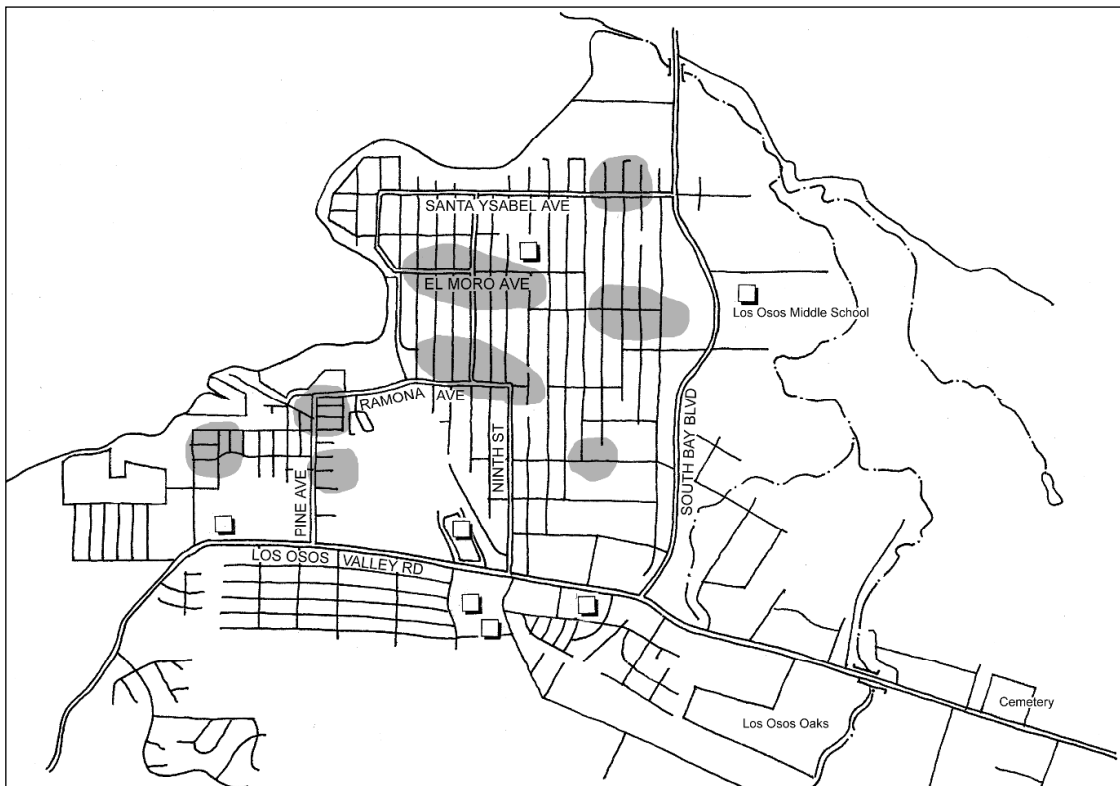
All government offices providing counseling, mental health, welfare, family planning and other human services are located in the City of San Luis Obispo.

## D.10 Drainage

Several street intersections and other locations in Los Osos experience localized flooding. Areas where flooding frequently occurs are shown in Figure D-4. Other drainage concerns are runoff of sediment and pollutants into Morro Bay, which is causing adverse effects on the estuary and wetlands.

Drainage issues have been studied in the Preliminary Engineering Evaluation, Los Osos/Baywood Park Community Drainage Project, County Service Area No. 9J, completed in April 1998. The study attributes drainage problems to a combination of rising groundwater levels, the existence of natural sumps, the paving of open space and subsequent reduction of the area available for storm water infiltration, and disruption of natural surface drainage patterns by urban development. Recommended solutions include the construction of storm drains and retention basins. An assessment district for drainage purposes was approved by Los Osos voters in 1998 to maintain existing drainage facilities.

**Figure D-4: Areas of Localized Flooding**



# Appendix E: Trees

---

## E.1 Preservation, Maintenance and Growth of the Tree population

The current tree population of Los Osos is decreasing drastically due to recent drought conditions, disease, decommissioning of septic systems and neglect. With the loss of trees, it is also a loss of part of the community's character. Large populations of Monterey Cypress, Monterey Pine, Italian Stone Pine, Coast Live Oak and Eucalyptus have declined. Being an asset to the community, trees conserve energy, clean the air, sequester carbon, provide storm water management, beautify the community, provide shade and improve the environmental, economic and quality of life in Los Osos. Therefore, understanding trees are a valuable resource to our community, it is essential that every effort be made to protect, maintain and expand our urban forest both on public and private lands. The County of San Luis Obispo will work with the community and local agencies to increase and support tree planting and preservation goals.

## E.2 Benefits of Trees

### E.2.1 Economic benefits

The urban forest contributes to the well-being of the residents of Los Osos in many ways. Trees add value to adjacent homes and business. Research shows that businesses on tree-scaped streets show 20% higher income streams. Realtor based estimates of street tree versus non-street tree comparable streets relate a \$15-25,000 increase in home and business value. This in turn adds to the tax base and operations budgets of the County.

### E.2.2 Environmental benefits

Trees contribute to improving our air quality, water quality, and providing wildlife habitat. Trees leaf and branch structure absorb the first 30% of most precipitation, allowing evaporation back into the atmosphere. This moisture never hits the ground. Another 30% of precipitation is absorbed back into the ground and taken in and held onto by the root structure, then absorbed and transpired back to the air. Trees provide rain, sun, heat and wind protection shielding wildlife, humans and structures. Tree coverage offers shade from direct sunlight, shelter from the rain and lowering the air temperatures by 5-15 degrees. Trees and shrubs improve air quality by absorbing carbon dioxide and other pollutants, removing dust and sand particulates, and releasing oxygen. Carbon dioxide is absorbed for the photosynthetic process, but other emissions such as nitrogen oxides, carbon monoxide, and volatile organic compounds are reduced significantly from the proximity to trees. The leaves and shrubs filter the air from moving dust and sand particles. Urban street trees provide a canopy, for birds to enjoy, a root structure and setting important for insect and bacterial life below the surface; at grade for pets and people to enjoy, all of which connects the urban human to the natural environment.



### **E.2.3 Human benefits**

Trees provide oxygen for humans. They release oxygen when they use energy from sunlight to make glucose from carbon dioxide and water. One large tree provides a day's supply of oxygen for up to four people. It is an indisputable fact that humans need trees to breathe and survive.

### **E.2.4 Social benefits**

Trees seem to make life more pleasant in a couple of ways. They convert the streets, parking, and buildings into a more aesthetically pleasing environment. The paved roads, parking lots and structures that create cities are a grey visual and harsh environment without the trees and shrubs to soften and relieve the eyesore. Trees are an integral part of traffic calming measures. Trees also improve health, emotion, and wellbeing for all ages. Studies have shown that trees can reduce stress, and that views of trees can speed the recovery of surgical patients. The advantage of trees expands past their physical benefits, by creating a more calming, visually pleasing environment for all to gain from.

## **E.3 Areas for Consideration for Tree Corridors**

- South Bay Boulevard from Los Osos Valley Road to Santa Ysabel
- Los Osos Valley Road from South Bay Boulevard to Pecho Valley Road at Rodman Drive
- El Moro Street from 3<sup>rd</sup> Street to Santa Ysabel
- Santa Ysabel from South Bay to Pasadena
- Intersection of South Bay Boulevard and Santa Ysabel
- The intersection of South Bay Boulevard and Los Osos Valley Road
- Santa Ysabel route from 7<sup>th</sup> to Ramona Avenue to 9<sup>th</sup> Street to Los Osos Valley Road
- 10<sup>th</sup> Street from Santa Ynez to Los Osos Valley Road

# Appendix F: Circulation Appendix

---

## F.1. Existing Deficiencies

The following circulation deficiencies exist:

- A. **Los Osos Valley Road between 9th Street and Pine Avenue.** Existing capacity and pedestrian deficiencies exist along this segment of Los Osos Valley Road. This is a critical pedestrian gap to tie the westerly residential neighborhoods to the central business district.
- B. **Ramona Avenue.** Roadway alignments and intersections at 4th and 9th Streets are no longer efficient for the traffic volume.
- C. **Doris Avenue between Rosina Drive and South Court.** The unimproved segment of this road prevents a direct motor vehicle connection between the residential area of Cuesta-by-the-Sea and Monarch Grove Elementary School.
- D. **Pine Avenue.** Pine Avenue is a residential collector. Pedestrian use of the roadway shoulder is restrictive due to parked vehicles, utilities, fences, and other obstacles. These same constraints coupled with the narrow 40-foot right-of-way suggest road widening improvements for Class II bike lanes and/or sidewalks may require right-of-way from adjacent properties,

Other deficiencies and perceived problems have been identified by the community, but they cannot be measured against an engineering standard. Instead, they are based on people's perceptions, which affect how people make their transportation choices. Those deficiencies may also need to be addressed, and include the following:

- E. **Los Osos Valley Road, Los Osos Creek to 9th Street.** Traffic moves too fast, the street is too wide for pedestrians to cross safely, and the wide street disrupts the character of the community. Medians are proposed to reduce the overall width of the street for traffic speed reduction and traffic access management. The one block with medians on Los Osos Valley Road west of South Bay Boulevard has been shown to reduce travel speeds.
- F. **Traffic Speed.** Traffic routinely exceeds posted speed limits on many streets, such as Santa Ysabel Avenue, South Bay Boulevard, Los Osos Valley Road, Bayview Heights Drive, and Rodman Drive. The best solution may be a greater emphasis on enforcement of traffic speed laws. The County has engaged the community in an effort to produce traffic calming measures on Santa Ysabel Avenue, including median islands and raised cross walks.
- G. **Unpaved roads.** Many unpaved roads cause inefficient traffic patterns create excessive dust and discourage pedestrian and bicycle travel.

- H. **Pedestrian and Bicycle Facilities.** Pedestrian and bicycle travel are discouraged by many factors, but the primary one is a lack of an adequate and convenient system of pedestrian and bicycle facilities that connect residential areas, schools and commercial areas. Class I bikeways should be developed, or Class II bikeways need to be located on streets with minimal traffic in order to encourage bicycle use by school-age children, commuters, shoppers, senior citizens, and others. Refer to the *County's Bikeway Plan* for additional information.
- I. **Regional Transit Service.** Ridership on buses is low for many reasons. They include infrequent service and other service deficiencies, poor access to bus stops, lack of sheltered bus stops, a poorly located park-and-ride lot, and a lack of incentives to use transit. Since over 75 percent of workers living in Los Osos commute to jobs in other communities, providing a high level of transit service is an important need.

## F.2. Proposed Improvements

Examples of specific measures to correct or improve the preceding deficiencies are described in Section 5.3, Circulation Improvements.

### A. Arterials

Arterial roads carry traffic between principal arterial roads and between population centers or they may just carry large volumes of traffic within an urban or rural area. They are not intended to provide primary access to residences and are best used for controlled access to areas of retail and service commercial uses, industrial facilities and major community facilities.

#### 1. Los Osos Valley Road

Proposed improvements include the following. In addition, refer to the proposed improvements in the following section, Los Osos Valley Road Corridor Improvements:

- a. Construct center medians in the downtown corridor intended to slow traffic, encourage pedestrian activity, attract economic activity, and make the area more attractive.
- b. Widen Los Osos Valley Road between Doris Avenue and Palisades Avenue to provide a continuous center left turn lane.
- c. Implement traffic calming measures where feasible to slow traffic and encourage safe pedestrian travel within the central business district, such as bulb-outs, medians and raised crosswalks at intersections and mid-block locations.
- d. Construct a multi-use trail on the northerly side of Los Osos Valley Road between Palisades Avenue and Doris Avenue.

#### 2. Los Osos Valley Road Corridor Improvements

On July 24, 2007, the Board of Supervisors approved preparation of the Los Osos Valley Road Corridor Study. The study was developed to define a specific set of guidelines and serve as an overall master plan that will guide future circulation improvements within the Los Osos Valley Road right-of-way between the Los Osos Creek Bridge and Bush Drive. Community meetings were held with the Los Osos Advisory Council (LOCAC), its Visioning

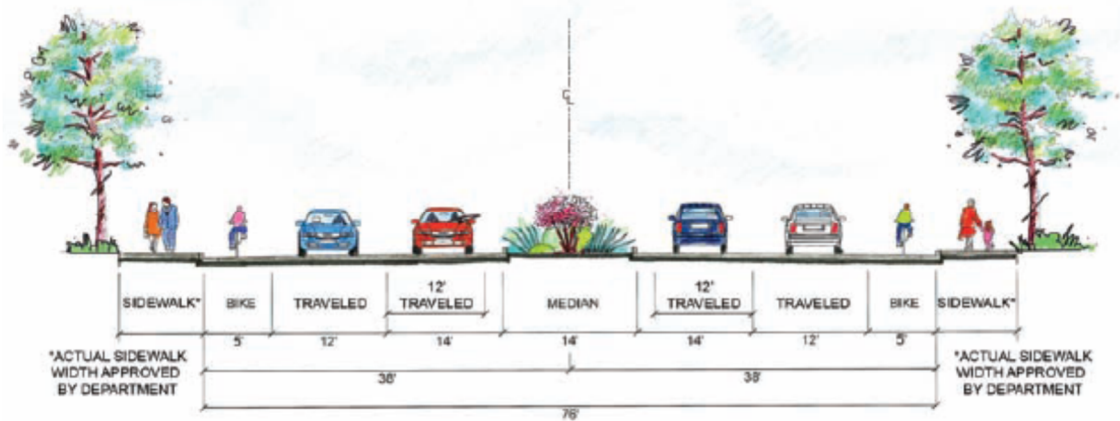
and Transportation Circulation Committees, the general public, the consultant and County Public Works. These meetings resulted in release of the community-sponsored Draft Los Osos Valley Road Corridor Study in November of 2008.

The study's recommendations are included here. They seek to strike a balance between traffic flow maximization for passers-through and the safety and convenience of pedestrians, cyclists and local traffic, for which Los Osos Valley Road is a community center.

**a. Los Osos Valley Road between Bush Drive and Sunset Drive**

The Los Osos Valley Road Corridor Study concludes that unobstructed automobile movements and safe pedestrian crossings are issues that need to be addressed. In the central business district, the study recommends a raised median to prevent unobstructed turning movements and control the turning movements at the intersections.

**Figure F-1: Conceptual Los Osos Valley Road Section with Median**



A raised median provides three main functions: 1) restrict the unobstructed movements and control the turning movements, 2) provide traffic calming by narrowing the roadway, causing traffic to slow down, and 3) provide an opportunity for plantings and other hardscape improvements, enhancing the streetscape and the visual character of Los Osos Valley Road.

**Figure F-2: Conceptual Los Osos Valley Road Improvements – Bush Drive to Sunset Drive**



- i. **Los Osos Valley Road at Bush Drive.** A right turn deceleration lane is proposed for westbound Los Osos Valley Road traffic to northbound Bush Drive. This would allow traffic headed for Bush Drive to make a smooth transition, which would help reduce rear-end collisions.

**Figure F-3: Los Osos Valley Road at Bush Drive**



A raised and planted median along the center line of Los Osos Valley Road is proposed for traffic control. It would not allow southbound Bush Drive traffic to proceed eastbound on Los Osos Valley Road. It would also not allow eastbound Los Osos Valley Road traffic to turn left onto Bush Drive. This is proposed to reduce turning movement options and confusion caused by the severe angle of the Bush Drive intersection with Los Osos Valley Road. In effect, Bush Drive at Los Osos Valley Road becomes a “right-in/right-out only” intersection.

- ii. **Los Osos Valley Road at Bayview Heights Drive.** The corridor study recommends that the improvements to the Los Osos Valley Road intersection with Bayview Heights Drive be performed within the current curb/pavement/radii system. The study also recommends that the intersection remain signalized, though the array of traffic signals and their

programming should be upgraded to include pedestrian crossing signals and queuing.

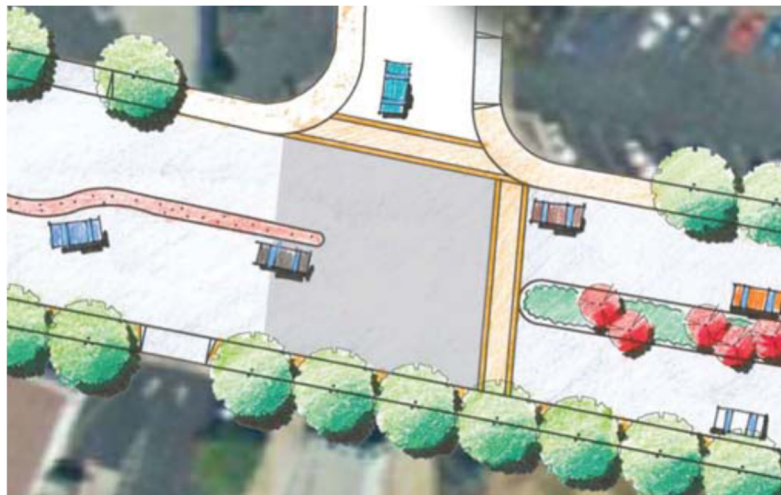
**Figure F-4: Los Osos Valley Road at Bayview Heights Drive**



The signal would also be synchronized with the other traffic signals along Los Osos Valley Road for traffic flow timing and enhanced peak hour movement. Additionally, pedestrian striping (or special pavers) across the intersection is included to better define the pedestrian areas. There is insufficient right-of-way (ROW) width to allow plantings in the raised median nearest the intersection.

- iii. **Los Osos Valley Road at 10th Street.** Improvements to the Los Osos Valley Road intersection with 10th Street should be made within the current curb/pavement/radii system. The intersection is also proposed to remain signalized - though the array of traffic signals and their programming will be upgraded to include pedestrian crossing signals and queuing. The signal would also be synchronized with the other traffic signals along Los Osos Valley Road for traffic flow timing and enhanced peak hour movement.

**Figure F-5: Los Osos Valley Road at 10th Street**

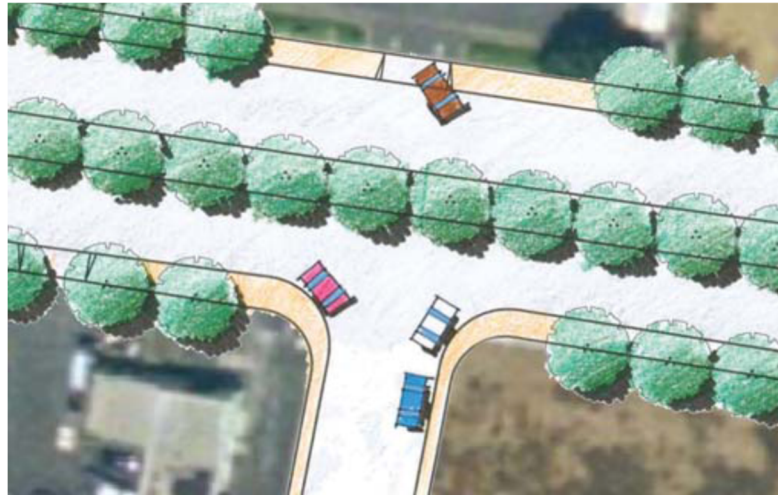


Additionally, pedestrian striping (or special pavers) across the intersection is included to better define the pedestrian areas. However, in order to reduce potential conflicts and assist traffic flow, pedestrian crossings are confined to the northern and eastern sides of the intersection. There is sufficient right-of-way (ROW) width to allow plantings in the raised median east of 10th Street.

Additional plantings are proposed along the south side of the intersection to visually and physically reinforce that 10th Street does not proceed south through the intersection with Los Osos Valley Road.

- iv. **Los Osos Valley Road at Sunset Drive.** Two options were investigated at the Los Osos Valley Road intersection with Sunset Drive. Option 1 downgrades the status of the intersection by installation of a raised and planted median that eliminates direct north/south movement and left turns from Sunset to Los Osos Valley Road and left turns from Los Osos Valley Road to Sunset. Option 2 recommends formalizing the existing intersection with improvements that retain the current array of traffic movement options. However, this option also enhances the physical plant with pedestrian striping (or special pavers) across the intersection to better define the pedestrian areas and adds a pedestrian-initiated cross walk signal.

**Figure F-6: Los Osos Valley Road at Sunset Drive – Option 1**



**Figure F-7: Los Osos Valley Road at Sunset Drive – Option 2**



A traffic signal is not included under either option, but a set of “STOP” signs is recommended in both options to control traffic onto Los Osos Valley Road. Los Osos Valley Road traffic would not be subject to a “STOP” sign under any option.

**b. Los Osos Valley Road between Sunset Drive and South Bay Boulevard**

**Figure F-8: Los Osos Valley Road Improvements –  
Sunset Drive to South Bay Boulevard**



- i. **Los Osos Valley Road at Fairchild Way.** In order to provide pedestrians and cyclists with another formalized way to cross Los Osos Valley Road, the Corridor Study recommends that a new traffic signal be provided at the intersection of Los Osos Valley Road and Fairchild Way. The intersection would be incorporated into the programming with the other traffic signals along the Los Osos Valley Road corridor to address pedestrian crossing signals and queuing.



**Figure F-9: Los Osos Valley Road at Fairchild Way**



The signal would also be synchronized with the other traffic signals along Los Osos Valley Road for traffic flow timing and enhanced peak hour movement. The Corridor Study recommends adding pedestrian striping (or special pavers) across the intersection to better define the pedestrian areas.

- ii. **Los Osos Valley Road at South Bay Boulevard.** The Corridor Study recommends an upgraded traffic signal at this intersection that would be incorporated into the programming with the other traffic signals to address pedestrian crossing signals and queuing. The signal would also be synchronized with the other traffic signals along Los Osos Valley Road for traffic flow timing and enhanced peak hour movement. This intersection should include a gateway feature for the entrance to town. The gateway may include special landscaping, monument signs or other features.

**Figure F-10: Los Osos Valley Road at South Bay Boulevard**

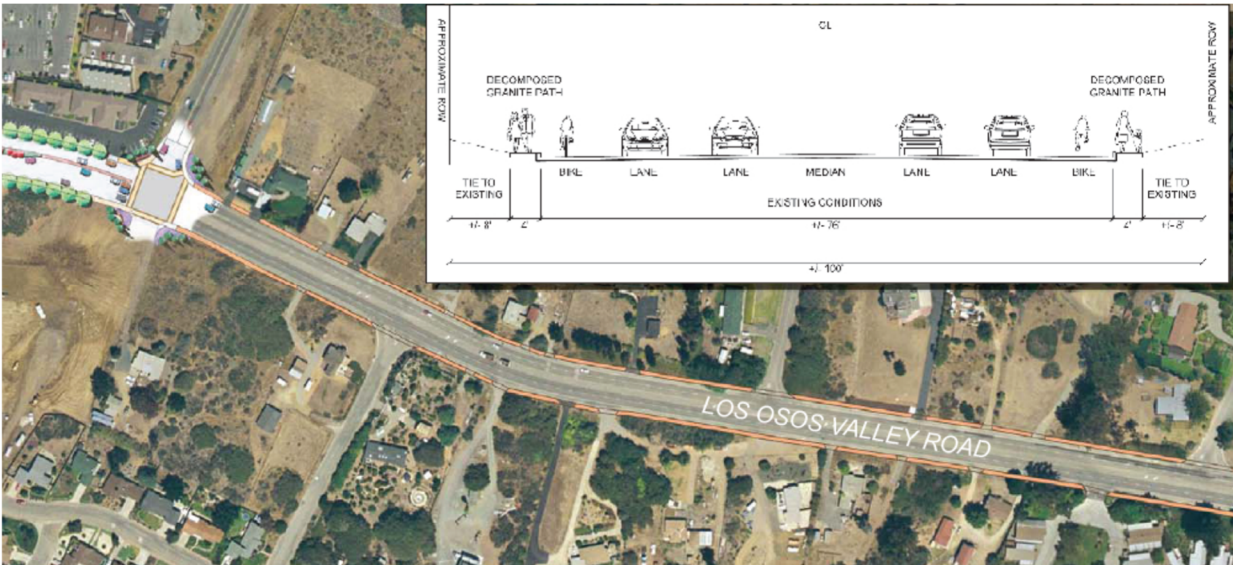


The Corridor Study recommends pedestrian striping (or special pavers) across the intersection to better define the pedestrian areas on all sides of the intersection except the east side. In addition, sidewalks should tie into the proposed trail heading southeast down Los Osos Valley Road.

c. **Los Osos Valley Road between South Bay Boulevard and Los Osos Creek Bridge**

The Los Osos Valley Road section below illustrates conceptual improvements to include the addition of a four-foot-wide pedestrian trail adjacent to the existing curb. The trail provides a safe means of travel for recreation, as well as a connection to the central business district for the residences to the south.

**Figure F-11: Los Osos Valley Road Section between South Bay Boulevard and Los Osos Creek**



3. **Los Osos Valley Road Corridor Study Guidelines for Amenities, Central Business District**

The following are some examples of general approaches to streetscape design within the central business district. These guidelines are crafted with an acknowledgement of contemporary xeriscaping/low-water-demand approaches to streetscape design. An encroachment permit must be issued by the County Public Works Department prior to constructing streetscape amenities within the public road right-of-way. The permit provisions will ensure that amenities are safely located, constructed in accordance with prevailing standards, and maintained. Typically, maintenance responsibilities will rest with the adjoining property owner. Alternatively, property owners may establish a Business Improvement District, Landscaping and Lighting District or request the Community Services District to assume ongoing maintenance and operation.

a. **Parking**

On-street parking is not recommended on Los Osos Valley Road within the central business district. On-site parking, if located between a building and a street, shall be screened from public rights-of-way by vegetation, a decorative wall or combination thereof with a height of a 30 - inches above the bumper stop and/or curb of the surface parking lot adjacent to the right-of-way. Parking lots shall be separated from sidewalks, streets, or alleys by a landscaped open area of at least five (5) feet between the parking area and the edge of the right-of-way.

#### **b. Street Furnishings**

Streetscape furniture should be consistent throughout the corridor to provide continuity, display a regional theme, reduce the need for maintenance, and reduce the need to retain an exotic street furnishing inventory. Furnishings should be set back a minimum of 2.5 feet from the face of the curb to avoid damage from vehicles. All metal parts that are not otherwise finished to sustain outdoor exposure should be painted with a glossy, rather than a matte finish.

#### **c. Sitting Walls**

Sitting walls built into the streetscape are recommended to maximize seating choices for pedestrians and attract pedestrians to linger and socialize in certain areas. In every instance, sitting areas (benches and sitting walls) should receive partial-to-full shade. Sitting areas should be located with a practical approach that minimizes proximity to noise, wind, and dust. On the positive side sitting areas should take advantage of proximity to locally popular gathering places (restaurants, transit stops, and school routes) and be oriented to enjoy works of art or significant views and vistas. Sitting areas should be open enough to promote security.

#### **d. Benches**

Benches are to have backs and arm rests (every 4 feet) for comfort. Color and style shall complement and be coordinated with the building and paving materials. Benches should be made of metal or a combination of metal, wood, recycled hybrid plastics, or similar. Metal should be painted in lighter tones to reduce heat gain during sunny days. It is recommended that benches be common “catalogue” items and not be custom-designed and built for this corridor. In this way, they can be replaced with ease and at a minimum expense in the event they are damaged.

#### **e. Trash Receptacles**

Trash receptacles should be provided within the corridor at locations where pedestrians pause or linger, for example, at transit stops and intersections. Receptacles should be simple, subdued, and easy to maintain and replace. It is recommended that receptacles be common “catalogue” items and not be custom-designed. Their colors should tend toward the darker shades of the color palette. As much as possible, receptacles should recede into the background. They should be built with stone, precast concrete or metal and have removable liners and lids.

#### **f. Pathways**

All streets along the Los Osos Valley Road Corridor will have sidewalks in accordance with County public improvement standards. The recommended materials for pathways and areas outside the public right-of-way are brick, concrete pavers and concrete. “Stamped” and “colored” concrete is not recommended. Asphalt is prohibited unless it is a designated bikeway.

#### **g. Perpendicular Streets**

Perpendicular streets connecting to or crossing Los Osos Valley Road should have full sidewalk, curb, gutter, lighting, sign and pathway improvements similar or complementary to the guidelines that apply to Los Osos Valley Road.

#### **h. Bike Racks**

Bicycle racks should be provided within the corridor to encourage alternative transportation choices. Bicycle racks should be painted or treated metal. The design, quantity, and locations of bicycle racks will be reviewed and approved by the County. The color should complement the proposed improvements.

#### **i. Tree Grates**

The use of tree grates along Los Osos Valley Road should be reserved for plazas and areas along the streets within the corridor. Tree roots, especially on young trees, need protection in areas where pedestrian traffic is heavy. Without such protection, the soil becomes compacted and the trees may die from suffocation. Tree grates are only recommended where sidewalk dimensions or pedestrian movement prohibit the use of tree planting beds. If tree grates are used, the maximum size units should be installed to provide additional root space for the trees. For narrow sidewalks where tree grates are needed, 4-foot by 8-foot or 5-foot by 10-foot grates are preferred. Under no circumstances should a grate smaller than 4-by-8 feet or 6-by-6 feet be used. The tree grates should be cast iron “pedestrian-friendly” tree grates which have smaller openings to minimize tripping hazards. Large tree pits without grates are the preferred planting environment.

#### **j. In-Ground Planters**

In-ground planters are preferred over tree grates within the corridor. A planting bed facilitates a “greener” streetscape/creek-scape environment and allows for improved water absorption. This approach also lessens the risk of compaction and provides additional room for root growth. Pedestrians can be discouraged from walking through the planters by elevating them slightly with a coping edge or curb edge and ground covers are used, seasonal bulbs can be interspersed to provide color with a minimum amount of maintenance. In-ground planters should only be used in areas where a walkway width of at least eight feet from building face can be maintained. If planting beds are used on narrower walks, pedestrians will feel confined and may disregard the planter edges by walking through them. In these situations, it is better to use tree grates.

#### **k. Container Planters**

Year-round container plantings may be used in the corridor to add color and create seasonal interest. Seasonal containers should be used extensively near building entrances and in key pedestrian zones.

#### **l. Landscaped Medians**

Landscaped medians will utilize hardscape treatments unless the Community Services District or other local entity enters into a maintenance agreement with the County to ensure frequent and ongoing irrigation, maintenance and replanting obligations.

#### **m. Street Lighting**

All lighting is to be the minimum necessary to provide safer intersections, sidewalks, bike lanes and roadways. Lighting may be used for other purposes in special circumstances, for example, low wattage accent lighting of trees, lighting of designated public art, and temporary seasonal “holiday” lighting for no more than 60

days per calendar year. In every instance, the overall consideration for dark sky ambience and energy conservation is to take precedence over excessive lighting.

All lighting is to be shielded downward and minimize spillage outside of the target subject of the lighting program. Low voltage and/or “green” lighting systems should be installed when they suit the lighting program intent. Where possible, accent lighting should be low profile and hidden from general public view during non-operational hours.

Pedestrian-level lighting should be installed along roadways within the Central Business District. Private property owners are encouraged to continue pedestrian lighting as needed to illuminate pathways between public rights-of-way and buildings.

Light standards that are generally visible should be aesthetically pleasing during daylight hours and use a design based upon traditional, established and familiar public light standard designs. Lighting is not to use “fad” and “trendy” designs that are not derivative of the local culture and architecture. Lighting is also not to use designs that are ultra-contemporary and obvious products of their time that do not age gracefully. However, “Cobra-head” street lights or similar ubiquitous light standards are also not to be used.

#### 4. **South Bay Boulevard.**

Improve its intersection with Los Osos Valley Road with a future southbound dual left turn lane under future traffic conditions.

- a. Plan for a future intersection with the Ramona Avenue extension.
- b. Plan for a future multi-use trail on the easterly side.

### **B. Collectors**

Collector roads enable traffic to move to and from local roads, arterial roads and activity centers. They are the principal roads of residential areas and carry relatively high volumes of traffic. Residential driveway access should be limited according to traffic volumes, parcel sizes and sight distances.

1. **Ramona Avenue.** Complete Ramona Avenue between 10th Street and South Bay Boulevard after realignment of the Ramona Avenue at 4th Street intersection. The street will then serve as an east-west collector serving much of the area north of Los Osos Valley Road.
2. **Ravenna Avenue.** Extend between Los Osos Valley Road and Ramona Avenue as development occurs in the vicinity. This will provide a much needed north-south link between Los Osos Valley Road and the Baywood Park area.
3. **Skyline Drive.** Complete Skyline Drive between Doris and Pine Avenues, and then extend the street eastward to Palisades Avenue. Ultimately, extend the street from Palisades Avenue eastward to Nipomo Avenue at 7th Street when development occurs in that area. This east-west connection will provide access and circulation in the Morro Palisades area, and will provide connections between that area, Cuesta-by-the-Sea, and the El Moro area. The extension east of Palisades Avenue will require right-of-way acquisition.

4. **Doris Avenue.** Complete Doris Avenue from Rosina Avenue to South Court. This will provide needed motor vehicle access from Cuesta-by-the-Sea to Monarch Grove Elementary School.
5. **Fairchild Way.** Signalize its intersection with Los Osos Valley Road and extend the street northerly to Nipomo Avenue.

### **C. Local Roads**

Local roads are used primarily for access to adjacent properties. The Los Osos Circulation Study recommends improvement of various local roads to complete the established grid street system, especially in the El Moro area.

1. Extend Van Buerden Drive westerly to limit or preclude future access of these properties to Los Osos Valley Road.

*This page left intentionally blank.*

# Appendix H: Definitions and Acronyms

---

## H.1 Definitions

**Accessory use.** See “Use, accessory.”

**Basin Plan.** The *Basin Plan for the Los Osos Groundwater Basin* produced in association with the Interlocutory Stipulated Judgment. The purpose of the Basin Plan is to create a management structure to halt seawater intrusion into the basin, and to provide sustainable water supplies for existing and future residential, commercial, institution, and agricultural development within Los Osos. To take effect, the Basin Plan must be agreed to by the water purveyors and approved by the Superior Court.

**Basin yield metric.** A statistic that compares the total amount of groundwater production in a given year with the maximum sustainable yield under then-current conditions, as determined by the model in the Basin Plan.

**Buildout or build-out.** The likely maximum population or number of dwelling units within a community or area based on the current General Plan.

**Central business district (CBD).** An area of concentrated retail trade identified by the Land Use Element for each urban area. The Los Osos Central Business District includes both sides of Los Osos Valley Road between South Bay Boulevard and Bush Drive. The CBD extends northward to include Los Olivos Avenue and both sides of Santa Ynez Avenue between 9<sup>th</sup> Street and Fairchild Way.

**Coastal Development Permit (CDP).** A permit required under the Coastal Act for development within the Coastal Zone. The County of San Luis Obispo typically issues CDPs concurrently with a land use permit.

**Coastal Zone.** The portions of the California Coastal Zone within San Luis Obispo County, as established by the California Coastal Act of 1976. Lands in the Coastal Zone are identified on the official maps (Part III) of the Land Use Element as being within the Local Coastal Plan (LCP) Combining Designation.

**Coastal Zone Land Use Ordinance (CZLUO).** Title 23 of the San Luis Obispo County Code. This title contains ordinance language pertaining to land use within the Coastal Zone. The CZLUO is also considered to be the Implementation Plan for the County’s Local Coastal Program.

**Combining designation.** Areas identified in the Land Use Element for which special design and permit requirements are established through Planning Area Standards (Chapter 7 of this Plan) or through Chapter 23.07 of the Coastal Zone Land Use Ordinance.

**Conservation and Open Space Element.** An element of the County’s General Plan that identifies goals, policies, and implementing actions pertaining to the conservation of natural resources in San Luis Obispo County.

**Development.** Development is defined as set forth in Section 30106 of the Coastal Act. This definition is as follows:



“On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of a gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity or use of water, or of access thereto; construction, reconstruction, demolition, or alteration of size of any structure, including any facility of any private, public or municipal utility; and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z’Berg-Nejedly Forest Protection Act of 1973 (commencing with Section 4511). As used in this section, “structure” includes, but is not limited to, any building road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.”

**Development Plan.** A discretionary land use permit designed to enable public review of significant land use proposals to ensure proper integration into the community. Development Plans are generally required of uses which, because of their type or intensity, may only be appropriate on particular sites or if they are designed or laid out in a particular manner. Development Plans are processed pursuant to Section 23.02.034 of the Coastal Zone Land Use Ordinance.

**Drive-through service.** A service associated with a principal commercial land use which allows some or all of the business to be conducted by means of drive-through facilities. Such uses may include, but are not limited to drive-in restaurants, fast food establishments with drive-through take-out windows, photofinishing services, and bank services. Drive-in theatres and service stations are not included in the definition of “drive through service.”

**Dwelling, multi-family.** A land development project involving simultaneous or sequential construction of more than one dwelling unit, and such units are not detached single-family dwellings on individual lots of records.

**Dwelling, single-family.** A detached residence constructed on a separate legal lot of record.

**EnergyWise Plan.** A plan developed to implement several policies in the Conservation and Open Space Element of the General Plan. The EnergyWise Plan seeks to reduce local greenhouse gas emissions, consistent with state regulations.

**Environmentally Sensitive Habitat Area (ESHA).** A type of Sensitive Resource Area where plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and development. ESHA may be mapped by the Land Use Element using the Sensitive Resource Area (SRA) combining designation. Unmapped ESHA may also be present on a development site. The County is required to determine the presence of unmapped ESHA prior to accepting a development application.

**Estero Area Plan.** One of four Coastal Zone area plans that comprise Part II of the Land Use Element. The Estero Area Plan provides regional goals and policies for the coastal portion of the County extending from Cayucos to Los Osos. The Estero Area Plan also includes planning area standards for rural lands outside of the Los Osos Urban Reserve Line.

**Framework for Planning, Coastal Zone.** Part I of the Land Use Element. The Coastal Zone Framework is a document containing general policies and procedures that apply to the unincorporated area of the Coastal Zone, defining how the land use plan is used together with the Coastal Zone Land Use Ordinance and other adopted plans.

- General Plan.** The San Luis Obispo County General Plan, including all elements thereof and all amendments thereto, as adopted by the Board of Supervisors pursuant to Sections 65300 et seq. of the Government Code.
- Goal.** A statement in the General Plan that describes the vision for the future of an area. Goals are expanded on and implemented by policies, programs, and standards found in the General Plan, area plans, community plans, and specific plans.
- Greenbelt.** A concept pioneered by Ebenezer Howard, who envisioned “an agricultural country belt” around a “garden city” to prevent urban areas from spreading into each other. Greenbelts can serve multiple functions: preventing urban sprawl, protecting rural character, preserving agricultural lands, conserving habitat, and maintaining scenic quality.
- Growth Management Ordinance.** Title 26 of the San Luis Obispo County Code. This title creates an allocation system for building permits in order to manage growth in the unincorporated county.
- Guidelines, design.** An advisory statement in a General Plan that provides direction on how to implement the goals and policies of that plan.
- Height, building.** The vertical distance from the average level of the highest and lowest point of that portion of the lot or building site covered by the building to the topmost point of the structure, excluding chimneys or vents. See Figure 11-1 in the Coastal Zone Land Use Ordinance.
- Infill development.** Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.
- Interlocutory Stipulated Judgment (ISJ).** A judgment filed on August 5, 2008 in San Luis Obispo County Superior Court in the case of *Los Osos Community Services District v. Golden State Water Company et al*, wherein the water purveyors overlying the Los Osos Groundwater Basin agree to implement a Basin Management Plan.
- Land division.** A subdivision, such as a Tract Map or Parcel Map. Lot line adjustments are not considered land divisions.
- Land use category.** Any of the districts defined by Chapter 7, Part I of the LUE (Coastal Zone Framework for Planning), which are applied to unincorporated portions of San Luis Obispo County for the purpose of identifying areas of land suitable for particular land uses.
- Land Use Element (LUE).** The Land Use Element (LUE) of the San Luis Obispo County General Plan adopted under Section 65302 of the California Government Code. The LUE is segmented into several documents including the following: Coastal Zone Framework for Planning, Coastal Plan Policies, and Area and Community Plans.
- Land use permit.** A permit that grants the applicant the authority to establish a use of land. A land use permit serves as the local government equivalent of a Coastal Development Permit, in accordance with the Coastal Act. Land Use Permits include the following: Plot Plan, Minor Use Permit, Development Plan, and Variance.
- Local Coastal Program (LCP).** A document certified by the California Coastal Commission, specifying the policies and procedures for permitting development in the Coastal Zone. The County’s Local Coastal Program includes the portions of the Land Use Element that cover the Coastal Zone and the Coastal Zone Land Use Ordinance.

**Minor Use Permit.** A discretionary land use permit used to enable public review of significant land use proposals and uses which may only be appropriate on particular sites or if they are designed or laid out in a particular manner, but where such projects are not of sufficient magnitude to warrant Planning Commission review. Minor Use Permits are also intended to satisfy the noticing and public hearing requirements established by the California Coastal Act for appealable land use permits. Minor Use Permits are processed pursuant to Section 23.02.033 of the Coastal Zone Land Use Ordinance.

**National Pollutant Discharge Elimination System (NPDES).** A permitting program under the Federal Clean Water Act, which is overseen locally by the Central Coast Regional Water Quality Control Board. NPDES permits are required for point-source discharges from wastewater plants and industrial facilities. NPDES permits are also required for stormwater discharges from municipal facilities, construction sites, and industrial sources.

**No Future Development Scenario (NFDS).** A scenario which assumes that no substantial new development would occur in the community of Los Osos beyond baseline conditions (i.e. Year 2014). NFDS assumes the population and land use mix in the community would remain unchanged in the future.

**Planning Area Standards.** Development criteria established by the Land Use Element for specific areas, adopted as part of the Coastal Zone Land Use Ordinance by Section 23.01.022. Planning Area Standards affecting Los Osos are contained in Chapter 7 of this document. Regional Planning Area Standards for the Estero Planning Area are found in Chapter 7 of the Estero Area Plan.

**Policy.** A statement in the General Plan that expands on and implements the goals in the plan. Policies are, in turn, implemented by programs and standards.

**Principal use.** See “Use, principal.”

**Program.** Recommended, non-mandatory actions found in the General Plan to achieve specific objectives. Programs are implemented by the County, another public agency, or by local community organizations.

**Recreation, active.** Active recreation tends to involve facilities and usually larger groups of people. Some examples include items such as community centers, skate parks, tennis courts, sports facilities, and swimming pools.

**Recreation, passive.** Non-intensive recreational activities, such as riding and hiking trails and nature study, that require no more than limited structural improvements such as steps, fences, and signs.

**Residential accessory structures.** A structure, the use of which is incidental to that of a principal residence on the same lot. Examples include a garage, guesthouse, and workshop.

**Residential density.** The measure of the ratio of population to the area of land occupied by that population, which may be expressed as dwelling units per acre, families per acre, persons per acre, or conversely as acres per dwelling unit or square feet per dwelling unit.

**Resource Management System (RMS).** A system established in Chapter 3 of the Coastal Zone Framework for Planning which estimates capacity levels for essential resources needed to support growth and development. Resources considered in the RMS include water supply, sewage disposal, schools, roads, highway interchanges, air quality, and parks.

**Senior citizen housing.** Residential development that is either (a) specifically designed to meet the physical and social needs of a person aged 62 and over, or (b) 35 or more dwellings that are specifically designed to meet the physical and social needs of persons aged 55 and over. Senior citizen housing includes accommodations for independent living and/or assisted living.

**Setback.** An open area on a lot between a building or structure and a property line or other site feature specified in the Coastal Zone Land Use Ordinance or Planning Area Standards. Setback areas shall remain unoccupied and unobstructed from the ground upwards.

**Setback, corner side.** A setback measured between a side line of a lot fronting a street and the nearest line of a building, extending between the required front and rear setbacks.

**Setback, front.** A setback across the front of a lot between the side property lines, and measured from the street line to the nearest line of the building. The front of the lot is the most narrow dimension of the lot parallel to a street and adjacent to that street.

**Setback, rear.** A setback measured between the rear line of the lot and the nearest line of the building, extending across the full width of the lot.

**Setback, side.** A setback measured between the side line of the lot and the nearest line of the building, extending between the required front and rear setbacks.

**Setback, riparian.** A setback measured from the upland edge of riparian vegetation.

**Setback, wetland.** A setback measured from the upland extent of a wetland area.

**Small-Scale Neighborhood.** Areas that are primarily used by local residents, but also have a secondary use by the general public to access the scenic shoreline. Baywood Peninsula is identified in the Local Coastal Program as a small-scale neighborhood.

**Special Community.** Communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses. (Reference: Coastal Act, Section 30253)

**Sustainable yield.** A term used in the Basin Plan that is considered interchangeable with the term “perennial yield.” Perennial yield has been defined by the California Department of Water Resources as “the maximum quantity of water than can be annually withdrawn from a groundwater basin over a long period of time (during which water supply conditions approximate average conditions) without developing an overdraft condition.”

**Table O.** The chart of allowable uses contained in the Coastal Zone Framework for Planning.

**Title 23.** See “Coastal Zone Land Use Ordinance (CZLUO).”

**Title 26.** See “Growth Management Ordinance.”

**Total Maximum Daily Load (TMDL).** A regulatory term used in the Federal Clean Water Act to describe the maximum amount of a pollutant that a water body can receive while still meeting water quality standards.

**Urban Reserve Line (URL).** The boundary around a community that separates urban land uses from the adjacent rural area, defining land that is planned for urban growth within the next 20 years.

**Urban Services Line (USL).** A line within an Urban Reserve Line encompassing areas where urban services are now provided, or where such services are expected to be extended in the next 5 to 10 years. In the Coastal Zone, the Urban Services Line is the urban-rural boundary.

**Use, accessory.** A use that is customarily a part of a principal use. An accessory use must be clearly secondary and incidental to the principal use and does not change the character of the principal use.

**Use, principal.** The primary purpose for which a building, structure, or lot is designed, arranged, or intended, or for which they may be used, occupied, or maintained under the Coastal Zone Land Use Ordinance.

## H.2 Acronyms

ADA	Americans with Disabilities Act
AS	Archaeologically Sensitive, a combining designation.
BID	Business Improvement District
CAZ	Coastal Appealable Zone
CBD	Central Business District, a combining designation.
CCA	California Coastal Act
CCC	California Coastal Commission
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
COJ	Coastal Original Jurisdiction
COSE	Conservation and Open Space Element
CR	Commercial Retail, a land use category.
CS	Commercial Service, a land use category.
CZLUO	Coastal Zone Land Use Ordinance
ESA	Endangered Species Act
ESHA	Environmentally Sensitive Habitat Area
FH	Flood Hazard, a combining designation.
GIS	Geographic Information System
GSA	General Services Agency
GSA	Geologic Study Area, a combining designation.
GSWC	Golden State Water Company
H	Historic Site, a combining designation.
HCP	Habitat Conservation Plan
ISJ	Interlocutory Stipulated Judgment
LCP	Local Coastal Program; also a combining designation for areas within the Coastal Zone.
LOCAC	Los Osos Community Advisory Council
LOCP	Los Osos Community Plan
LOCSD	Los Osos Community Services District
LOVR	Los Osos Valley Road
LUE	Land Use Element
MBNEP	Morro Bay National Estuary Program
MWC	Mutual Water Company
NFDS	No Future Development Scenario
NPDES	National Pollutant Discharge Elimination System
OP or O/P	Office and Professional, a land use category.
OS	Open Space, a land use category.
PAS	Planning Area Standard
PF	Public Facilities, a land use category.
REC	Recreation, a land use category.
RMF	Residential Multi-Family, a land use category.
RMS	Resource Management System
RR	Residential Rural, a land use category.
RS	Residential Suburban, a land use category.
RSF	Residential Single Family, a land use category.
RWQCB	Regional Water Quality Control Board
SLCUSD	San Luis Coastal Unified School District
SLOCOG	San Luis Obispo Council of Governments
SRA	Sensitive Resource Area, a combining designation.
TDM	Transportation Demand Management
TMDL	Total Maximum Daily Load
URL	Urban Reserve Line

**USFWS**.....US Fish and Wildlife Service  
**USL** .....Urban Services Line

# **Appendix G: Funding Sources and Financing Mechanisms**

---

Capital Improvement Cost by Improvement Type



Appendix Table G-1  
Capital Improvement Costs by Improvement Type

Category	Near-Term (Now through 2025)	Long-Term (2026 through Buildout)	Existing Deficiencies? (Y/N)	Total Cost [1]	Funding Mechanism(s)
<b>Public Facilities</b>					
<u>Parks</u>					
New parkland	X	X	Y	\$10,530,059	◆ Public Facilities Impact Fee (parks component) ◆ Quimby in-lieu fees
New park improvements	X	X	Y	\$6,065,702	◆ Public Facilities Impact Fee (parks component) ◆ Quimby in-lieu fees ◆ State grants ◆ Parcel tax
Parks, Subtotal				\$16,595,761	
<u>Library</u>					
	X		Y	\$6,800,000	◆ Impact fee revenue ◆ Friends of the Library
<b>Public Facilities, Subtotal</b>				<b>\$23,395,761</b>	
<b>Utility Infrastructure</b>					
<u>Water</u>					
LOCSD CIP List	X	X	Y	\$3,347,724	◆ CSD water rates and connection fees
LOBP Infrastructure Program B	X	X	Y	\$12,820,000	◆ CSD water rates and connection fees
<u>Stormwater</u>					
Roadside infiltrator	X	X	Y		
Retention basins	X	X	Y		
Swales	X	X	Y		
Stormwater, Subtotal [2]				TBD	◆ CFD Special Tax ◆ New Development Impact Fee (Countywide with Subareas)
<b>Utility Infrastructure, Subtotal</b>				<b>\$16,167,724</b>	
<b>Circulation</b>					
<u>Roads &amp; Bikeways</u>					
<u>Roads</u>					
Arterial Roads		X	Y		
Collector Roads		X	Y		
Local Roads		X	Y		
Roads, Subtotal				\$23,300,396	◆ Road improvement fees ◆ Federal, state, regional
Bicycle Lanes & Paths		X	Y	\$6,691,348	◆ Federal, state, regional
Roads & Bikeways, Subtotal				\$29,991,744	
<u>Trails [3]</u>	X	X	Y	TBD	◆ Public Facilities Impact Fee (update parks)
<u>Coastal Access Improvements</u>					
Mitchell Drive/Doris Avenue [4]	X		N/A	TBD	◆ Federal, state, regional grants (e.g., Prop. 68)
Bay Street, 7th Street, and Pecho Road [5]	X		N/A	TBD	◆ Federal, state, regional grants (e.g., Prop. 68)
<b>Circulation, Subtotal</b>				<b>\$29,991,744</b>	
<b>Total</b>				<b>\$69,555,229</b>	

[1] Costs inflated to 2020 values using April 2020 data from the California Construction Cost Index (2016 - 2020).

[2] Estimated cost to design and install a roadside infiltrator is \$100,000. Basins, swales, and other types of infrastructure estimated at \$50,000 to \$100,000 per project, depending on project scale.

[3] Multi-use trail improvements, which include a paved surface for bicyclists as well as a native soil surface, are estimated to cost \$2.5 million per mile, depending on site constraints.

[4] A recently completed project in Cayucos that made comparable improvements (concrete pathway, overlook, bike rack, bench, garbage/recycling cans, bollards, and signage) cost \$75,000.

[5] A recently completed project in Cayucos that made more extensive improvements than desired at these sites cost \$75,000.

Sources: Los Osos Community Plan (2015); Los Osos Community Plan EIR (2019); DTA Development Impact Fee Justification Study, County of San Luis Obispo (2019); County of San Luis Obispo Infrastructure and Facilities Capital Improvement Program 5 Year Plan (FY 2020-21 through FY 2024-25); LOCSD Water Capital Improvement Projects Listing (2020); Los Osos Basin Plan (2015); Los Osos Circulation Study (2018); County of San Luis Obispo; Economic & Planning Systems, Inc.

## G-2 Funding Sources and Financing Mechanisms



## CSD Utility Connection Fees Calculations

**Appendix Table G-2**  
**CSD Utility Connection Fees Calculations**

Land Use Category	New Development (through 2040)	CSD Utility Connection Fees	
		Water	
		Fee Level (per Unit or per 5/8" meter)	Amount
<b>Residential (units)</b>			
Single Family	1,045	\$2,485	\$2,596,825
Multifamily	799	\$1,938	<u>\$1,548,462</u>
<b>Subtotal, Residential</b>	<b>1,844</b>		<b>\$4,145,287</b>
<b>Commercial (sq.ft.) [1]</b>			
Office	49,536	\$2,584	\$128,001
Retail	228,900	\$2,584	\$591,478
Commercial			
Service	49,574	\$2,584	\$128,099
Industrial	-	\$2,584	-
<b>Subtotal, Commercial</b>	<b>328,010</b>		<b>\$847,578</b>
<b>Total, Los Osos</b>			<b>\$4,992,865</b>

[1] One 1" meter is assumed to be needed for every 1,000 sq.ft. of new development. Actual meter size and number of meters will be determined at the time of development.

Sources: Los Osos CSD; Economic & Planning Systems, Inc.

Appendix Table G-3

County Public Facilities Fees Calculation

Land Use Category	New Development (through 2040)	Public Facility Fees													
		Government		Administration		Sheriff		Park [1]		Library		Fire		Total	
		Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount
<b>Residential (units)</b>															
Single Family	1,045	\$1,038	\$1,084,982	\$139	\$145,255	\$693	\$724,248	\$2,492	\$2,604,004	\$696	\$726,954	\$2,025	\$2,116,041	\$7,083	\$7,401,484
Multifamily	799	\$723	\$577,365	\$97	\$77,503	\$482	\$385,406	\$1,752	\$1,399,456	\$499	\$398,805	\$1,409	\$1,126,039	\$4,962	\$3,964,574
<b>Subtotal, Residential</b>	<b>1,844</b>		<b>\$1,662,347</b>		<b>\$222,758</b>		<b>\$1,109,653</b>		<b>\$4,003,461</b>		<b>\$1,125,759</b>		<b>\$3,242,080</b>		<b>\$11,366,058</b>
<b>Commercial (sq.ft.)</b>															
Office	49,536	\$812	\$40,228	\$62	\$3,071	\$542	\$26,853	-	-	\$157	\$7,780	\$1,584	\$78,457	\$3,157	\$156,389
Retail	228,900	\$366	\$83,812	\$28	\$6,409	\$244	\$55,945	-	-	\$71	\$16,211	\$714	\$163,457	\$1,423	\$325,835
Commercial Service	49,574	\$261	\$12,949	\$20	\$991	\$174	\$8,644	-	-	\$51	\$2,504	\$509	\$25,255	\$1,016	\$50,344
Industrial	-	\$261	-	\$20	-	\$174	-	-	-	\$51	-	\$509	-	\$1,016	-
<b>Subtotal, Commercial</b>	<b>328,010</b>		<b>\$136,989</b>		<b>\$10,472</b>		<b>\$91,442</b>		<b>\$0</b>		<b>\$26,495</b>		<b>\$267,170</b>		<b>\$532,568</b>
<b>Total, Los Osos</b>			<b>\$1,799,336</b>		<b>\$233,230</b>		<b>\$1,201,095</b>		<b>\$4,003,461</b>		<b>\$1,152,254</b>		<b>\$3,509,250</b>		<b>\$11,898,626</b>

[1] Park fees are composed of Land and Development. Those lots which paid a Quimby Fee are exempt from the land portion.

Sources: San Luis Obispo County, Planning and Building Department Public Facility Fees Schedule, FY 2019/20; Economic & Planning Systems, Inc.



**Appendix Table G-4  
County Road Improvement Fees Calculation**

<b>Land Use Category</b>	<b>New Development (through 2040)</b>	<b>Road Improvement Fee</b>	<b>Amount</b>
<b>Residential (units)</b>			
Single Family	1,045	\$4,106 per unit	\$4,290,770
Multifamily	799	\$4,106 per unit	\$3,280,694
<b>Subtotal, Residential</b>	<b>1,844</b>		<b>\$7,571,464</b>
<b>Commercial (sq.ft.)</b>			
Office	49,536	\$3,112 per 1,000 sq.ft.	\$154,156
Retail	228,900	\$2,023 per 1,000 sq.ft.	\$463,065
Commercial Service	49,574	\$3,112 per 1,000 sq.ft.	\$154,274
Industrial	-	\$3,112 per 1,000 sq.ft.	-
<b>Subtotal, Commercial</b>	<b>328,010</b>		<b>\$771,495</b>
<b>Total, Los Osos</b>			<b>\$8,342,959</b>

Sources: San Luis Obispo County Road Improvement Fee Schedule, Adjusted 12/17/2019; Economic & Planning Systems, Inc.



The following is a description of potential funding sources, including an indication of revenue potential where possible.

## **Land and/or Property-Secured Funding and Financing Mechanisms**

### **General Obligation Bonds**

A general obligation (GO) bond is a type of municipal bond that is secured by a state or local government's pledge to use legally available resources, most typically including property tax revenues, to repay bond holders. As a special district, the Los Osos CSD could issue a GO Bond if approved by voters. General obligation bonds are restricted to defined capital improvements. Credit rating agencies often consider a general obligation pledge to have very strong credit quality and frequently assign them investment grade ratings. In California, jurisdictions must secure a two-thirds voter approval to issue general obligation bonds.

#### ***Establishment***

Creation of general obligation bonds requires two-thirds voter approval if the issuance is for non-educational purposes.

#### ***Cost Burden***

The incidence of burden of general obligation bonds is upon all property owners in the issuing jurisdiction proportional to the value of their property. It is this very broad base of funding that provides excellent security for general obligation bonds, thus typically garnering the lowest interest rate of any municipal debt instrument.

#### ***Economic Considerations***

General obligation bonds allow public entities to finance at a low fixed rate over the useful life of the asset. However, general obligation bonds are limited to capital improvement expenditures and also are limited in their use to the precise purposes outlined in the authorizing ballot measure. General obligation bonds are commonly restricted to particular capital uses (e.g., street improvements, drainage improvements, parks and recreation).

### **Mello-Roos CFD Special Tax and Bonds**

*(authorized by Section 53311 et. seq. of the Government Code)*

The Mello-Roos Community Facilities Act of 1982 enables the formation of Community Facilities Districts (CFDs) by local agencies, with two-thirds voter approval (or landowner approval in certain cases), for the purpose of imposing special taxes on property owners. Special tax revenue can be used to fund capital or operations and maintenance expenses, or they may be used to secure a bond issuance and pay the debt service. As taxes increase to 50 percent or more of the basic 1 percent, there is a risk of adverse impacts on land and home prices which would offset any financing benefit associated with the additional special taxes. The actual amount of the special tax would be refined in implementation through the preparation of a Rate and Method of Apportionment (RMA). There are currently two Mello-Roos CFDs levying special taxes for services being administered by the cities of Atascadero and Paso Robles.

## **G-9 Funding Sources and Financing Mechanisms**



### ***Establishment***

With CFDs, a two-thirds voter approval is needed in areas that have more than 12 residents (landowners can approve special taxes in areas with 12 or fewer residents). Because of the two-thirds voter approval requirement, establishing a CFD in an infill setting can be challenging; however, there may be some types of improvements required in the Community, such as storm water and drainage improvements, that benefit all property owners, and for which property owners would vote to establish the District.

### ***Cost Burden***

Property owners pay special taxes. By adding to the cost of ownership, the tax may affect the price a buyer is willing to pay for a home or commercial property, in which case the cost incidence is shared with the builder, land developer, or landowner. Experience suggests that less than 100 percent of the financing burden is recognized by buyers.

### ***Economic Considerations***

Land-secured financing provides a well-established method of securing relatively low-cost tax exempt, long-term, fixed rate, fully-assumable debt financing. However, there can be challenges associated with establishing measurable and specific benefits to particular properties. In addition, land-secured financing adds financing costs (e.g., cost of issuance and program administration). Further, the financing capacity of a district may be limited in early phases of development and it may be necessary to rely on other sources of infrastructure funding during initial years. Finally, while land-secured financing has been widely used in greenfield development where landowner approval is the norm, achieving a two-thirds voter approval in infill areas typically can be a barrier to use of the tool.

## **Communitywide Parcel Tax**

Parcel taxes can be imposed with voter approval to fund municipal services and infrastructure. In practice, they typically are used to provide a broad-based source of funding for jurisdiction-wide-serving services. Due to the voter approval requirements and similar to general obligation bonds, jurisdiction-wide parcel taxes or special taxes typically are only successful if they fund highly-desirable public services and improvements, such as improved public safety services. Parcel taxes differ from general obligation bonds in that they can be used for maintenance and operations and they are not levied “ad valorem” (i.e., they typically have a flat or escalating rate structure applied to particular classes of properties).

### ***Establishment***

Parcel taxes, if used for general purposes including infrastructure investments, can be imposed with majority voter approval. If used for special purposes, parcel taxes will require two-thirds voter approval. They may be used for funding ongoing services or pledged to debt service.

### ***Cost Burden***

The incidence of burden of parcel taxes (and special taxes) falls upon property owners. Typically such taxes are a “flat rate” charged per parcel, sometimes with use-related variation and exemptions.

## **G-10 Funding Sources and Financing Mechanisms**

### ***Economic Considerations***

Parcel taxes (and special taxes) create an opportunity for voters to decide to pay for municipal services or facilities that they deem important. With a broad funding base and strict allocation rules, the taxpayers can assure that funding will be used as intended. However, parcel taxes (and special taxes) are limited to the purposes for which they were approved. They also are commonly subject to a “sunset” date, and must be re-authorized periodically to maintain funding.

### **Business Improvement District**

*Parking and Business Improvement Area Law of 1989 (Sts. & High. Code, Sec. 36500 et seq.) and Property and Business Improvement District Law of 1994 (Sts. & High. Code, Sec. 36600 et seq.)*

A Business Improvement District is a public/private sector partnership that performs a variety of services to improve the image of a jurisdiction and to promote individual business districts. BIDs carry out economic development services by working to attract, retain and expand businesses. Allowed improvements include streets/parking, parks, trash receptacles, street lighting, decorations, and security facilities and equipment. Services may include marketing, economic development, security, sanitation, and promotion of tourism. A BID is typically operated by a non-profit entity.

### ***Establishment***

A BID can be established with majority approval of affected businesses (if under the Parking and Business Improvement Area Law of 1989); otherwise, establishment is subject to Prop. 218 requirements to establish benefit, or to require 2/3 approval. An Engineer's Report is required.

### ***Cost Burden***

The annual assessments are paid by businesses within the District. Normally these will be assessed annually on County property tax bills.

### ***Economic Considerations***

Business Improvement District assessments must be directly proportional to the estimated benefit being received by the businesses upon which they are levied. A BID may assess property according to zones of benefit, in relation to the benefit being received by businesses within each zone. No assessments under this law can be levied on residential properties or on land zoned for agricultural use.

### **Enhanced Infrastructure Financing Districts**

*(authorized by the Infrastructure Financing District Act, Government Code §53395, et seq.; expanded by SB 628.)*

The County or individual communities could consider establishing an Infrastructure Financing District (IFD), or an Enhanced Infrastructure Financing District (EIFD) as permitted under SB 628.1 EIFDs are forms of Tax Increment Financing (TIF) that currently are available to local public entities

---

1 In September 2014, Governor Brown signed SB 628, a bill that expands the authority of Infrastructure Financing Districts.

## **G-11 Funding Sources and Financing Mechanisms**

in California. Local agencies may establish an EIFD for a given project or geographic area in order to capture incremental increases in property tax revenue from increased assessed value (due to new development and generalized appreciation). In the absence of the EIFD, this revenue would accrue to the County's General Fund (or other property-taxing entity revenue fund). EIFD funds can be used for project-related infrastructure, including roads and utilities, as well as parks and housing. EIFDs cannot be used to finance operations and maintenance expenses. Unlike prior TIF/Redevelopment law in California, EIFDs require separate approval from all participating jurisdictions (e.g., Board of Supervisors, CSDs).

Senate Bill 628 established the EIFD as a similar, but more flexible version of Infrastructure Financing Districts (IFDs), where the scope of eligible projects is more expansive. In 2019, Assembly Bill 116 eliminated the voting requirement to issue bonds but does require three public hearings on the topic of the District's financing plan.

While any tax increment, no matter how small, will generate revenue that can be reinvested in infrastructure, it is important that in most cases the local property tax available is very limited. The Community of Los Osos would be permitted to retain the County's portion of property tax revenue (approximately 23 percent of the basic 1 percent property tax generated<sup>2</sup>). Moreover, the use of local property tax to support infrastructure financing has fiscal implications for California jurisdictions in that dedicating tax revenue to infrastructure limits funding for new public services costs associated with development.

**Table G-6a** provides an illustrative example of the level of tax increment that could be generated in Los Osos and the associated bonding capacity. The estimate is calculated using just the County's increment.

---

<sup>2</sup> San Luis Obispo County Property Tax Estimates and Delinquencies, FY 2019/20. County General Fund allocation is 23.12315 percent, post-ERAF shift.

**Table G-6a Illustrative EIFD Calculation**

<b>Item</b>	<b>Amount</b>
<b>Estimated Assessed Value (AV) in Los Osos [1]</b>	\$2,220,274,186
<b>Proposition 13 Basic 1% Property Tax Rate</b>	\$22,202,742
<b>General Fund Property Tax Allocation [2]</b> <i>County Allocation</i>	23.12%
<b>Annual EIFD Tax Increment Projection in Year 1</b> @ 4% Avg. annual increase in AV (County Only)	\$205,359
<b>Annual EIFD Tax Increment Projection in Year 5</b> @ 4% Avg. annual increase in AV (County Only)	\$1,112,290
<b>Estimated Net TI Bond Proceeds [3]</b> @ 4% Avg. annual increase in AV (County Only)	\$12,037,433

[1] Assessed Value of land and improvements in Los Osos as of FY 2019/20.

[2] Allocations to the County may vary by TRA.

[3] Using Year 5 tax increment revenue, bond proceeds estimate assumes a 5% interest rate, 30 year term, 1.25 debt coverage factor, and issuance cost equal to 12% of gross bond proceeds.

In its fifth year, an EIFD could generate more than \$1 million per year of revenue. This Financing Plan does not assume EIFD use due to the need in the County for property tax revenue to pay for ongoing services and the opportunity cost of diverting incremental revenue.

***Establishment***

The establishment of an EIFD requires approval by every local taxing entity that will contribute its property tax increment. In 2019, Assembly Bill 116 eliminated the voting requirement to issue bonds but does require three public hearings on the topic of the District’s financing plan.

***Cost Burden***

The incidence of burden of an infrastructure financing district is local taxing jurisdiction that foregoes property tax revenue for services and dedicates these funds to infrastructure or other eligible investments.

***Economic Considerations***

EIFDs redirect property taxes otherwise accruing to the General Fund. The value created by the project is captured and invested in the District. However, only specific types of public investments of community-wide significance may be financed through an EIFDs. EIFDs cannot be used to finance operations and maintenance expenses.

**G-13 Funding Sources and Financing Mechanisms**

# Development-Based Financing Mechanisms

## Development Impact Fees

*(authorized by Section 66000 et. seq. of the Government Code)*

A development impact fee is an ordinance-based, one-time charge on new development designed to cover a “proportional-share” of the total capital cost of necessary public infrastructure and facilities. The creation and collection of impact fees are allowed under AB-1600 as codified in California Government Code Section 66000, known as the Mitigation Fee Act. This law allows a levy of one-time fees to be charged on new development to cover the cost of constructing the infrastructure needed to serve the demands created by the new development.

To the extent that required improvements are needed to address both “existing deficiencies” as well as the projected impacts from growth, only the portion of costs attributable to new development can be included in the fee. Consequently, impact fees commonly are only one of many sources used to finance needed infrastructure improvements. Fees can be charged on a jurisdiction-wide basis or for a particular sub-area of the jurisdiction (such as a specific plan area).

### ***Establishment***

Development impact fees can be imposed through adoption of a local enabling ordinance supported by a technical analysis showing the “nexus” between the fee and the infrastructure demands generated by new development. Fees may be charged for a particular improvement (e.g., the County’s Road Improvement Fees) or include multiple infrastructure improvement categories in a comprehensive program (e.g., the County’s Public Facilities Fees). Impact fee programs must be reviewed annually and updated periodically to assure adequate funding and proper allocation of fee revenues to the infrastructure for which the fees are collected.

### ***Cost Burden***

The burden incidence of development impact fees is upon the project developers and builders who pay the fees. Fees are a cost of development and are “internalized” into project costs in the same manner as all other development- and construction-related costs. There is no direct effect of fees on development pricing, because the markets set pricing independent of costs. However, when costs are too high for the market to bear, development may be deterred until such time as prices justify costs. All costs will influence land value, so it is often the case that landowners bear a portion of the cost of fees through lower land values (prices paid by developers or builders). So long as total development costs fall within a reasonable level, potential negative effects on development feasibility effects are manageable.

### ***Economic Considerations***

There are a number of specific economic considerations of development impact fees including:

- The effects of fees on the financial feasibility of new development and potential to deter otherwise desirable development (due to excessive costs); and
- The competitiveness effects of higher development costs (compared to neighboring jurisdictions) leading to dislocation of desired development.

A benefit of impact fees is that they provide a comprehensive and programmatic framework for identifying and allocating infrastructure costs to new development based on a demonstrated

## **G-14 Funding Sources and Financing Mechanisms**

nexus between the new development and infrastructure need. In addition, there is no discretion on the part of developers subject to the fees nor is voter approval required.

The County already has two fee programs in place as described below and could consider others if warranted. For example, a stormwater infrastructure development impact fee could help fund drainage improvements; the Road Improvement Fee program could be expanded to include multimodal and transit improvements; and/or the parks component of the Public Facilities Fee Program could be expanded to include trails:

- **County Public Facility Fees**  
*(authorized under Title 18 of SLO County Code)*

New private development in unincorporated San Luis Obispo County is charged a public facility impact fee that is used to fund government, sheriff, park and recreation, library, and fire facilities. County Public Facility Fees may be used anywhere in the County as long as funds are spent on projects that are identified as part of the fee program; they are not required to be used in the community from which they are generated. The fees were last updated and adopted in November 2019.

- **Road Improvement Fees (or Transportation Impact Fees)**  
*(authorized by Title 13 of SLO County Code, 13.01.020)*

Several communities in San Luis Obispo County, including Los Osos, charge road improvement fees to new residential and commercial development to fund improvements that mitigate the future effects of new development. Currently, the fee is assessed per Peak Hour Trip, and it varies by community (and sometimes within a community) and by land use type (e.g., residential, retail and other). Los Osos is in Subarea A of the North Coast Fee Area.

The funds collected are used to fund capital road improvement projects as identified in each community's Circulation Study and in the impact fee update report. Revenues collected from the Los Osos Improvement Fee Program must be spent on projects identified as part of the fee program in the Community from which they are collected. Though the funds may not be used for standard annual road maintenance, major rehabilitation may be an appropriate use of road improvement fees in the future.<sup>3</sup>

### **Parkland (Quimby) Fees**

*(authorized by the Subdivision Map Act and Title 21 of SLO County Code)*

In addition to the parks component of the Public Facility Fees, park and recreation improvements are funded through the Quimby Act requirements (for parkland acquisition) through the

---

<sup>3</sup> California Gov't Code Sec. 66001(g) states: "A fee... may include the costs attributable to the increased demand for public facilities reasonably related to the development project to (1) refurbish existing facilities to maintain the existing level of service..." The code includes streets as a public facility.

To qualify as an appropriate use of impact fees, the improvement(s) would need to be included in a fee program update and the action would need to be consistent with the County's road improvement fee ordinance. The County's ordinance does not appear to specifically exclude major road reconstruction projects, although revisions to the ordinance to include such projects would provide another layer of policy and legislative support.

### **G-15 Funding Sources and Financing Mechanisms**

subdivision process. Within the County's Public Facility fee program, park impact fees are based on both land acquisition and development costs at an established service standard of three acres per 1,000 residents. New development that pays a Quimby Fee is exempt from the land portion of the park impact fee.

### ***Establishment***

A Quimby in-lieu fee is a fee that may be paid in lieu of dedicating parkland as part of a residential subdivision. In-lieu fee programs must be updated periodically to make sure the fee is based on current land values.

### ***Cost Burden***

As with development impact fees, the burden incidence of Quimby in-lieu fees is upon the project developers and builders who pay the fees.

### ***Economic Considerations***

The economic considerations of Quimby in-lieu fees are similar to those of development impact fees. A benefit of Quimby in-lieu fees is that the revenue can be used to acquire parkland and/or improve the parkland. In addition, there is no discretion on the part of developers subject to the fees nor is voter approval required.

### **Utility Fees and Connection Charges**

*(authorized by Section 66013 et. seq. of the Government Code)*

Utility connection charges from new development can fund utility infrastructure improvements. Revenue bonds may be issued and secured by a utility rate charge base and may be used for expansion to serve future development. The Los Osos CSD charges water connection fees for new development according to the schedule shown below on **Table G-6b**. Connection fee revenues are to be used for water-related capital improvements that benefit new development.

**Table G-6b Los Osos Community Services District Water Utility Impact Fee Schedule**

<b>Land Use Category and/or Meter Size</b>	<b>Water</b>
<b>Residential</b>	
Single Family	\$2,485 per unit
Multifamily	\$1,938 per unit
Mobile Home	\$1,292 per unit
<b>Nonresidential Meter Size</b>	
1" or less	\$2,584 each
1 1/2"	\$8,605 each
2"	\$13,773 each
3"	\$30,155 each
4"	\$51,680 each
6"	\$107,675 each

Source: Los Osos CSD, 2011 schedule.

**Developer Dedications, Contributions, and Exactions**

Developers are often asked to contribute to the funding of infrastructure through project-specific improvements, whether as part of individual project approval or as part of a broader set of area-wide design guidelines or other regulatory requirements. Typical examples might include improvements to the sidewalks in front of the new development and the planting of street trees consistent with the County’s or community’s direction. Developer contributions can be formalized through Development Agreements (DA). When applicable, Development Agreements can ensure timely funding of infrastructure development.

***Dedication Requirements***

Under the Subdivision Map Act, developers may be required to dedicate land or make cash payments for public facilities and infrastructure improvements required or affected by their project. Dedications are typically made for road and utility rights-of-way fronting individual properties, parkland, and land for other public facilities directly required by their projects (e.g., payments for a traffic signal).

***Development Agreements***

A development agreement (DA) is a legally binding agreement between a local government and developer authorized by State statute (Government Code Section 65864 et seq.). A DA is a means for a developer to secure a development entitlement for a particular development project for an agreed upon period (often long-term approvals) in exchange for special considerations by the city (or county), generally including infrastructure improvements, amenities, or other community benefits that cannot be obtained through the normal conditions applicable to the project. DAs are entirely discretionary on the part of local government (there is no nexus requirement) and

**G-17 Funding Sources and Financing Mechanisms**



must be individually adopted by local ordinance. Development agreements vary widely and cities often establish their own policies and procedures for considering development agreements.

### ***Project-Specific Conditions and Exactions***

Before the advent of ordinance-based development impact fees, it was common for infrastructure to be funded by the developer through project-specific exactions imposed by the local jurisdiction, including direct payments for or construction of infrastructure required as a condition of subdivision or project approval. While development impact fees have reduced the use of exactions, exactions remain an important part of development-based infrastructure financing as there are often infrastructure requirements of a new project that are not included in the applicable fee programs. Determination of the need for such additional infrastructure is based on “rough proportionality” (i.e., nexus) with the development itself and is often derived from CEQA-based mitigation measures.

## **Grants**

Grants provide external funding from regional, state, and federal sources. Many grants require local matches. Apart from local match requirements, there are significant staff costs associated with grant funding, including staff time during the application process and during the project. Grant funding is often limited to capital improvements with maintenance responsibilities falling to the local jurisdiction, or perhaps the CSD.

### **Regional, State, Federal Transportation Funding**

Transportation authorities may fund portions of certain regional-serving transportation facilities and improvements through the administration of state and regional funding sources. In San Luis Obispo County, the San Luis Obispo Council of Governments (SLOCOG) administers myriad funding sources for circulation-related improvements. A current description of available funding sources is made available by the San Luis Obispo Council of Governments.<sup>4</sup> Among the funding sources that may be the most appropriate for the circulation improvements needed in Los Osos, the following stand out:

- **Federal Surface Transportation Block Grant Program (STBGP)/State Highway Account (SHA).** Typical projects funded in this program include: roadways, bridges, transit capital, bike, and pedestrian projects. As part of the State Highway Account, the Safe Routes to School program is a grant program administered by SLOCOG and could be used to fund sidewalk improvements. The Program is designed to encourage more children to walk or ride bikes to school by reducing the barriers to doing so, such as a lack of infrastructure or unsafe infrastructure. Through the passage of AB 57, the Program was extended indefinitely with funding provided from the State Highway Account.
- **Federal Congestion Mitigation and Air Quality (CMAQ), as amended by the FAST Act.** In San Luis Obispo County, these funds have been used for: rideshare, vanpools, and new buses; intersection, roundabout and channelization projects; and bike and pedestrian improvements. In Los Osos, bike and pedestrian projects may be competitive for the funding. No match is required.
- **State Active Transportation Program (ATP).** The ATP was created to encourage walking and biking. Increasing the use of active transportation as a mode of travel can have several benefits, such as: improving health and relieving congestion. ATP is used to build more bike paths, crosswalks, and sidewalks.
- **State/Regional Transportation Improvement Program (STIP/RTIP).** The STIP is the State’s ongoing 5-year program of projects to enhance and expand highways, but can also fund local

---

<sup>4</sup> San Luis Obispo Council of Governments Funding & Programming:  
<https://www.slocog.org/programs/funding-programming>

road improvements and certain transit projects. Related is the RTIP; RTIP funds are the region's primary source of funding highway improvements. Allowable uses also include capital improvement projects including local roads, public transit (including buses), intercity rail, pedestrian and bike facilities, grade separations, transportation system management, transportation demand management, sound walls, intermodal facilities and safety. In Los Osos, for example, Los Osos Valley Road is a regional-serving road, and as such, statewide transportation funding may be available to fund these improvements.

#### **Regional, State, Federal Parks and Recreation Funding**

- **Proposition 68.** In 2018, California voters approved a \$4 billion Parks and Water Bond Act (Proposition 68) to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Grants specifically related to projects along the California coast that are designed to increase the availability of and access to beaches, parks and trails for the public are administered through the California Coastal Conservancy. The coastal access improvements identified for Los Osos may be appropriate candidates for funding.

#### **Regional, State, Federal Utility Funding**

- **Community Development Block Grants.** CDBG funds are provided as grants to fund housing activities, public works, community facilities, and public service projects serving lower-income people, either through the "Community Development" or "Economic Development" programs. Through the "Community Development" component, public improvements such as water and wastewater systems may be funded. In Los Osos, CDBG grants may be appropriate for communitywide water and wastewater projects, as well as low-income housing lateral connections.

#### **Regional, State, Federal Community Facilities Funding**

- **USDA Rural Community Development Initiative Grants.** This program provides funding to help non-profit housing and community development organizations support housing, community facilities, and community and economic development projects in rural areas. Low-income communities with fewer than 50,000 residents may be eligible. Grants range from \$50,000 to \$250,000, and a local match is required.

## **Other Funding or Financing Sources**

### **General Fund and CIP Funding**

#### **County General Fund Contributions to Capital Improvement Programs**

The County's Capital Projects budget includes funding from the Capital Fund and other reserves, grants, departmental funding, bond financing and the General Fund.<sup>5</sup> Policies governing the development and selection of capital improvement projects are set forth in the Budget Policies and Goals approved by the Board of Supervisors each year.

One of the most important things to do to implement the Los Osos Community Plan is to advocate for inclusion of the identified public facilities and infrastructure needs in the County's Capital Improvement Program. Inclusion in the CIP is a signal to SLOCOG and other regional and state entities that the improvement is a community priority.

#### **Sales or Transient Occupancy Tax Increase**

With two-thirds voter approval, the County could adopt countywide special tax increases, such as a sales tax increase to fund infrastructure and facility improvements, or a transient occupancy tax increase to fund placemaking and beautification projects, for example. Depending on the level of tax increase, significant revenues can be generated, though there is often industry and community resistance to such increases. The current sales tax rate (in the Community of Los Osos) is 7.25 percent, and the current transient occupancy tax rate is 9.0 percent.

#### ***Establishment***

Creation of new general or special revenues and any related issuance of bonds supported by such revenues are limited by State constitutional requirements and statutes that require voter approval of greater than 50 percent for general taxes and two-thirds approval for special taxes (i.e., those earmarked for particular uses).

#### ***Cost Burden***

The incidence of burden falls to those paying the taxes or rates. For example, sales taxes are paid by residents, businesses, employees, and visitors, while transient occupancy taxes are paid by visitors. The rationale for this payer burden is that these residents, businesses, employees, and visitors will benefit from the investments made in infrastructure and development.

#### ***Economic Considerations***

Use of various general fund sources to support infrastructure investments including repair and replacement of existing infrastructure, as well infrastructure that serves new development, requires little additional administrative effort and is typically secure given the broad range of revenue sources pledged to the financing. However, the use of existing General Fund revenue is limited by current demands to support ongoing operations.

## **Financing Mechanisms**

### **Statewide Community Infrastructure Program**

---

<sup>5</sup> The Capital Fund is dedicated to funding improvements identified in the capital improvement program and typically includes allocations of one-time and/or periodic funds. The General Fund usually relies on ongoing revenue sources to fund ongoing operations, but may allocate some of these general revenues to the Capital Fund.

### **G-20 Funding Sources and Financing Mechanisms**

The Statewide Community Infrastructure Program (SCIP) is a program of the California Statewide Communities Development Authority that makes use of a local government's ability to create land secured financing districts. Because the obligations are "pooled" they typically can gain a comparatively lower interest rate, and issuance costs, particularly if the issue is small, will be reduced.

The Authority is a joint powers authority sponsored by the League of California Cities and the California State Association of Counties (CSAC). Membership in the Authority is open to every California city and county. SCIP financing is available for development projects situated within cities or counties (local agencies) which have elected to become SCIP participants. Eligibility to become a local agency requires only (a) membership in the League of Cities or CSAC, as the case may be, (b) membership in the Authority, and (c) adoption of a resolution making the election (the "SCIP Resolution").

Participation in SCIP entails the submission of an application by the property owner of the project for which development entitlements either have been obtained or are being obtained from a Local Agency. For Projects determined to be qualified, SCIP provides non-recourse financing of either (a) eligible development impact fees payable to the Local Agency (the "Fees") or (b) eligible public capital improvements (the "Improvements") or both. Under certain circumstances, to be determined on a case by case basis, development impact fees payable to local agencies other than the Local Agency can also be used as repayment for upfront SCIP funding.

Applicants benefit from SCIP because it allows them to obtain low-cost, long-term financing of fees and improvements, which can otherwise entail substantial cash outlays. The Local Agencies benefit from SCIP because it encourages developers to pay fees sooner and in larger blocks than they otherwise would. The availability of low-cost, long-term financing also softens the burden of rising Fee amounts and Improvement costs, benefiting both the Applicants and the Local Agencies.

Revenues to pay debt service on the Bonds are derived by the Authority in one of two ways: 1) through the levy of special assessments on the parcels which comprise the participating Projects by establishing one or more assessment districts pursuant to the Municipal Improvement Act of 1913; or 2) through the levy of special taxes on the Project parcels by establishing a CFD pursuant to the Mello-Roos Community Facilities Act of 1982.

### **California Infrastructure and Economic Development Bank (I-Bank)<sup>6</sup>**

*(authorized by Section 63000 et. seq. of the Government Code)*

The California I-Bank is State-run financing authority that operates the Infrastructure State Revolving Fund (ISRF) Program. This ISRF Program is a statewide program that provides low-cost loans up to \$10 million per project to local municipal governments for a wide variety of public infrastructure that provide local economic development benefits, such as:

- City streets
- County highways
- Drainage, water supply and flood control
- Educational facilities
- Environmental mitigation measures
- Parks and recreational facilities
- Port facilities
- Power and communications
- Public transit

---

<sup>6</sup> More information can be found at <http://www.ibank.ca.gov>.

## **G-21 Funding Sources and Financing Mechanisms**

- Sewage collection and treatment
- Solid waste collection and disposal
- Water treatment and distribution
- Defense conversion
- Public safety facilities
- State highways
- Military infrastructure

An application is required for these loans, and loans require a stable and reliable source of repayment. If approved, loan repayment could be funded through a special tax if approved by voters. The Los Osos CSD, for example, could be eligible for I-Bank funding for infrastructure projects that benefit CSD customers; in this circumstance, the loan payments could be funded through CSD rate revenues.

## Sources of Funds by Type of Improvement

In the following section, the potential funding sources described above are aligned with specific improvements. Additional detail is provided below.

### Utility Infrastructure

Utility infrastructure improvements include water supply, water distribution, wastewater, stormwater, and solid waste improvements.

- **State Water Project.** The State Water tax rate is the result of a water supplement agreement between the SLO County Flood Control District and the California State Department of Water Resources (DWR), entered into in 1963, and is charged to every parcel within the County of San Luis Obispo. The revenue generated by this tax rate is used solely to make the contractual payments required by the DWR agreement, which is currently set to expire in 2035.
- **Water Rates and Connection Fees.** The CSD charges water connection fees for new development which can be used to fund water utility improvements identified in the supporting fee program nexus documentation. CSD Utility Connection Fees are estimated to total nearly \$5 million during the development horizon of this PFFP. In addition, the CSD charges water rates which can be used to underwrite revenue bonds. CSD projects are not included in the County's CIP.
- **Community Facilities District.** A special tax to fund stormwater and drainage improvements could be considered. In the past, and for larger drainage projects in the County, assessment districts have been established, and the revenues have been used to leverage Federal FEMA funds and State Proposition 1E Funds.
- **Parcel Tax.** The existing parcel tax to fund wastewater improvements may need to be extended if there are still unfunded wastewater improvements needed in the Community.
- **Development Impact Fees.** A countywide development impact fee program focused on utility infrastructure, particularly stormwater and drainage improvements, could be established, though this would need to be evaluated in the context of the existing development impact fees to ensure a reasonable cost burden.

### Transportation

Transportation, or circulation, improvements include road improvements, sidewalks, streetscapes, bicycle lanes and paths, and coastal access improvements.

- **Project Development Standards.** Those improvements that relate directly to the new development (e.g., sidewalks and some streetscape improvements) currently are funded by the developer as part of the new development.

## G-22 Funding Sources and Financing Mechanisms

- **Capital Improvement Plan.** Those projects specifically identified in the Capital Improvement Plan, can be funded through the County’s Capital Projects. There are three transportation improvements planned for Los Osos identified in the CIP:
  - South Bay Boulevard Bridge Replacement
  - El Moro Avenue Pedestrian Enhancements
- **Road Improvement Fees.** Road improvement fees are collected in Los Osos to fund improvements that mitigate the effects of new development and new growth. Road Improvement Fees cannot be used for routine maintenance, although periodic and comprehensive rehabilitation or reconstruction projects may be an appropriate use of these fees.<sup>7</sup> The revenue must be invested in the area from which it was collected and on projects identified in the Community’s circulation study and included in the fee program nexus study.
- **Transportation Grants.** Regional roadway improvements may be more competitive for grant funding than local roadway improvements. There are several grants that are appropriate for bike and pedestrian improvements. In some cases, sidewalk costs potentially could be funded through grants administered through SLOCOG, such as the Safe Routes to School program, which is designed to encourage more children to walk or ride bikes to school by reducing the barriers to doing so, such as a lack of infrastructure or unsafe infrastructure.
- **Parks and Recreation Grants.** Coastal access is an important part of life in Los Osos. State grant programs funded through the Parks and Water Bond Act of 2018 (Proposition 68) is administered through the Coastal Conservancy. The County has been successful at securing these grants in the past, and the coastal access improvement at Mitchell Drive/Doris Avenue and Bay Street/7th Street/Pecho Road in Los Osos could be appropriate candidates.

## Public Facilities

Public facilities improvements include public parks and open space, trails, schools, libraries, community/civic facilities, public service facilities, and public safety buildings.

- **Development Impact Fees.** The County has already established Public Facility Development Impact Fees for Government, Administration, Sheriff, Parks, Library, and Fire. The fees collected cannot exceed new development’s fair share allocation, and therefore, are not available to fund improvements that are required due to existing deficiencies. Based on development potential through 2040, Public Facility Development Impact Fees could total approximately \$11.9 million. With an identified need of at least \$23.4 million, public facility improvements will require the identification of additional funding sources.

With respect to the park and recreation component of the Public Facility Development Impact Fee Program, it could be appropriate to update the fee program and to broaden its scope to include trails, in addition to parkland and park improvements.

According to the County’s Infrastructure and Facilities Capital Improvement Plan, Board policy states that library projects are expected to be funded with 50 percent of the cost coming from the community in which the library improvements are proposed. The Library expansion project in Los Osos is included in the current CIP with planned public expenditures of \$6.8 million. Funding is expected from the library component of the Public Facility Fee revenue.<sup>8</sup> The remainder of the funding needed is expected to come from the Los Osos Friends of the Library organization.

---

<sup>7</sup> California Gov’t Code Sec. 66001(g) states: “A fee... may include the costs attributable to the increased demand for public facilities reasonably related to the development project to (1) refurbish existing facilities to maintain the existing level of service...” The code includes streets as a public facility.

<sup>8</sup> County of San Luis Obispo, Infrastructure and Facilities Capital Improvement Plan, FY2020-21 – FY2024-25, Appendix 3.

## G-23 Funding Sources and Financing Mechanisms

- **Quimby Fees.** Quimby in-lieu fees can be used for the purchase of new parklands and/or the construction of new parks-related facilities or rehabilitation/restoration of existing park lands and facilities. Current fees are \$705 per multifamily unit and \$926 per single family unit. Quimby in lieu fees apply only to residential subdivisions.
- **Grants.** Other non-project funding may include grants, which may be available to fund a wide spectrum of public facilities, from trail improvements to transit-related improvements.

### **Facility Operations and Maintenance**

While facility operations and maintenance costs are not specifically estimated in the Community Plan, each of the identified improvements will have annual maintenance costs associated with them. There are few funding sources available to fund maintenance activities; most funding sources are intended to fund the one-time construction of the improvements or facilities. As such, maintenance costs associated with the types of improvements identified in this report typically will be funded through County or CSD General Fund expenditures and utility rates and charges.

# Appendix A: Los Osos Community Advisory Council – Vision for Los Osos

---

## A.1. Vision Statement for Los Osos

*Approved June 22, 1995 and amended January 2020*

[If the Vision Statement is updated by LOCAC, it will be included in the Public Hearing draft Community Plan.]

*All land use policies and plans should be based on sustainable development that meets the needs of current population and visitors without endangering the ability of future population to meet its needs or drawing upon the water of others to sustain community livelihood.*

## A.2. Morro Bay Estuary

- *Morro Bay is clean and functioning, protected through local interest, with State and National Estuary status, harboring and nurturing wildlife.*
- *The watershed is managed to minimize siltation and pollution from pesticides, herbicides and fertilizers.*
  - *Chorro and Los Osos Creeks run to the Bay free of pollution and again nurture steelhead and other species of flora and fauna, and maintain fresh-water flow to support the estuary.*
  - *Fossil fuel transportation and delivery is minimized and managed to prevent potential spills in Morro Bay and Estero Bay.*
  - *Analysis has been completed and appropriate actions have been taken to restore the tidal current flow throughout the bay for the purposes of promoting self-cleansing, deepening the back bay areas, supporting wildlife and providing recreational opportunities. Possible actions to be considered include dredging, restoring the north entrance to the bay, and increased stream flow into the bay.*
  - *No hunting is permitted on the bay.*
- *There are no fossil fuel drilling platforms off our coast.*

## A.3. Water

- *Our water is carefully managed on a holistic basis to provide a clean, sustainable resource for the community. Included in this management plan are:*
  - *Aquifer maintenance, management and recharge, preventing over-drafting of the aquifer and salt-water intrusion into the water supply.*
  - *A septic system maintenance district.*
  - *Management of water extraction and delivery systems.*



- *Waste water management, cleansing and restoration to the lower aquifer or upper aquifer with pumping from upper aquifer for domestic use.*
  - *Graywater reclamation, management and recycling.*
  - *Conservation of water is an integral part of the management plan.*
  - *Runoff and storm drainage (in excess of that required to sustain the Estuary fresh-water flows) are managed, where possible, through the use of **retention/percolation basins** which are an integral part of the landscape and used for recreation purposes.*
  - *Current **percolation "pits"** in the community have been redesigned to provide for landscaping or recreational uses, and are maintained.*
  - *Agricultural and landscape management practices to reduce water usage and pollution from fertilizers, herbicides and pesticides.*
- *Our **waste water treatment facility(s)** is based on a natural biological process rather than mechanical system approach to the highest extent possible. These facilities have become a visual and recreational asset to the community, including development of water supply for agricultural or irrigation purposes, and habitat for wildlife.*

#### **A.4. Air**

- *Our **air** is kept clean by reducing or eliminating pollution from sources within and outside of our community.*
- *Since automotive emissions are a primary source of air pollution, planning decisions and land use practices **minimize automobile trip miles** generated.*

#### **A.5. Soils**

- *The productive **agricultural soils** of the watershed are maintained and protected for agricultural purposes. Those soils which are primarily supportive of grazing are managed to minimize siltation and pollution of the riparian habitats in the watershed.*

#### **A.6. Planning and Zoning**

- *A **small-town, rural atmosphere** has been maintained.*
- ***Self-governance** has been achieved.*
- *The community of Los Osos, within the Urban Reserve Line, has been designated as a "**town.**" The "town's" influence (through recommendations) extends to the boundaries of the Los Osos Creek watershed.*
- *A **planning commission** for the town is responsible for planning recommendations, decisions and project evaluation.*
- ***Development proposals** are **analyzed** by visual analysis, planning assessment, excellence of design, from the community's viewpoint and from within the community.*

- *Development standards are performance-based.*
- *Development provides **incentives for solar heating, solar hot water heating and gray water recycling for irrigation.***
- *Well-designed, energy-efficient structures are encouraged.*
- *Site planning guidelines are established for non-residential development in the community.*
- *We have in place a **General Plan** that contains a high level of **graphic and visual** content, supported by written content to clearly define intent and enforcement of the plan. This plan is easily understood and interpreted by a lay person.*
- *Planning documents are clarified to **strengthen directives** ("shall", rather than "should").*
- *Part of the charm of Los Osos is the **eclectic nature of the various neighborhoods**. With infill of existing neighborhoods, this is not a problem. In new development, multiple builders are encouraged, and newer neighborhoods provide variety and are not mass-produced, "cookie-cutter" designs.*
- *New subdivisions generally do not employ perimeter walls and fences unless justified, and are not "gated," implying exclusivity or isolation from adjacent neighborhoods and the community. They provide through auto, bicycle, equestrian and pedestrian traffic where desirable in accordance with the Traffic and Circulation Plan for the community.*
- *Neighborhoods have instituted "**neighborhoods-helping-neighbors**" programs, including exchange of labor, bartering, community vegetable gardens sharing excess garden produce, exchange child care and baby-sitting, health care help, helping the elderly with fix-up tasks, and neighborhood watch - looking out for each other.*
- *Incentives have been initiated to encourage **walking and bike riding**.*
- *The **focus of development** is on infill and mixed use.*
  - *Residential and businesses co-exist as mixed uses.*
  - *Multi-family and affordable housing exists and is encouraged.*
  - *Mixed-use incentives make development of affordable housing feasible for developers and acceptable to the community.*
  - *In-law units, bed and breakfast, and second small rental units are allowed in residential neighborhoods on lots of adequate size.*
- *Improvement of the "**jobs/housing balance**" has not changed the small-town and rural character.*
- *One or more **senior residential care facilities** offering independent living, assisted living and convalescent care have become an integral part of the community.*
- ***Land uses shall be performance-based and shall include:***
  - *Passive recreation/ground water recharge.*
  - *Commercial retail/residential.*
  - *Office and professional/residential.*
  - *A category emphasizing research and development.*

- *Industrial is redefined with performance standards.*
- *Wholesale.*
- *The current **Urban Reserve Line** remains in place.*
- *Current **zoning east of the Urban Reserve Line** to the boundaries of the watershed has been clearly defined, promotes agriculture and agriculturally-related land uses in the Los Osos Valley, and discourages speculative purchase and development for other uses.*
- *Agricultural owners have been provided with **incentives** to maintain land in productive **agricultural use**. These incentives include a transfer of development rights program, tax incentives, or other programs which permit property taxation assessed on an agricultural basis as "highest and best use."*
- *Incentives are offered to property owners willing to grant **easements for bike routes** to San Luis Obispo.*
- *There is **no commercial development east of South Bay Boulevard**.*
- *All **vertical accesses** to the Bay are designated recreation/open space for the public benefit and are developed as mini-parks.*
- ***Permit processing** in the urban area of Los Osos has been streamlined and provides incentives for excellence in design and planning through reduced processing time and fees. Plans which fall within the stated planning and design criteria are expedited for immediate processing and approval within 10 days.*
- ***Impact fees** are fairly assessed to new development.*
- *Infill of **existing subdivided lots** within the Urban Reserve Line has **priority** over any further subdivision of the lands, subject to review of excellence in planning and design and community benefit.*
- *There is **no increase of density** on land **outside the Urban Reserve Line**.*
- *There is no further development of land which is **30% slope** or steeper.*
- *Any **development** must protect the watershed; control runoff; reduce water diversions and limit the number of trees and natural vegetation removed in order to be permitted. Serious penalties apply to unapproved vegetation removal.*
- *No buildings have been permitted within federally-designated **flood plains**; however, recreational uses have been permitted.*

## **A.7. Growth**

- *A maximum **rate of growth** based on the population of the community of Los Osos within the Urban Reserve Line has been established, consistent with the resources available, services and infrastructure provided, and with maintaining our sense of place.*
  - *Note: **The population at maximum buildout of currently zoned land within the Urban Reserve Line** of the Los Osos community has been established*

by County Planning to be approximately 28,000 people. This figure may be adjusted depending upon finally-determined land use designations.

- *Greenbelts* have been implemented, providing a clearly defined "green edge" to the urban area and providing and protecting a riparian wildlife corridor.
- The *Moros* have been incorporated into a permanent agriculture/open space/view shed protective district, eliminating speculative development of this scenic resource.

## A.8. Infrastructure

- Our **street system** (on the grid) has been completed and paved, except where other uses have been designated in the Traffic and Circulation Plan.
  - **Logical street connections exist between neighborhoods** to encourage efficient circulation and reduce the distance of vehicular travel in the community.
  - **Street cross-sections are minimal** and sufficient to provide a reasonable flow of traffic and emergency vehicles.
  - Major and minor roadways have been planted with **street trees** (5-gallon can size) of species and characteristics consistent with the scale of the roadway (height limitations?)
  - Streets in **commercial areas** have landscaping, trees, social areas, curbs, gutters, street lighting and sidewalks, and utilities are underground. Streets in **residential areas** do not unless a majority of the residents of the neighborhoods request these improvements.
  - Where street improvements have been scheduled, opportunities have been **coordinated** to complete **other improvements** during the same construction process, i.e., undergrounding utilities.
  - **Circulation systems** by means **other than automobile** have been encouraged and are in place.
  - Newly developed and newly paved streets are **minimum width** with bike lanes included and parking on one side of street (where this is consistent with the Traffic Circulation Study recommendations). **Street tree planting** is a requirement.
  - Minimum street widths and good street design **maximize traffic safety** throughout the community.
  - **Los Osos Valley Road** from the bridge at Los Osos Creek to Foothill Boulevard remains at current level (1995) of improvement; from South Bay Boulevard to 9th Street has a landscaped median with street trees, and turning lanes. West of 9th Street to Pecho Road (or the intersection with the South Bay Boulevard Extension), it is a two-lane road with center turning lane; from that point south, it is two-lane.
    - The pedestrian **crosswalk at Sunset Avenue** is provided with a flashing light for pedestrian activation.
    - **No new traffic signals** have been installed and those at 9th and 10th Streets and South Bay Boulevard are sequenced to reduce traffic speeds to 25 mph.
  - **Utilities** have been placed underground.

- *A **communitywide wastewater and drainage system** is in place.*
- *The automobile (perhaps electric) will be around a long time. **Auto use must still be accommodated** in the plan.*
- *Parking in business districts is mitigated by **shared parking facilities and on-street availability** is included in calculated requirements.*
- *A **transit system** is established, permitting residents to access public transit within 1500 feet of their residences. A local transit loop connects with a regional transit terminal which provides frequent, fast and convenient connection to the major employment centers served by our residents.*
- ***Entrances to the community** are well-defined, designed, and planted, with appropriate signage and/or elements of community identity.*

## A.9. Community Facilities and Services

- *Another **elementary school** and a **high school** and related recreation areas and park facilities have been built in Los Osos. A partnership between schools and parks allows maximization of recreational benefits for schools and residents and shared development and maintenance costs.*
- *The **library** has doubled in size, with hours convenient to the residents.*
- *Residents have the ability to **subscribe and be charged for waste collection and recycling on an as-used basis**, rather than a flat rate basis. Reward self-sorting and waste reduction.*
- *A program has been developed to work with the suppliers of products to enable buying in bulk and reducing packaging costs and the waste material generated from packaging and wrapping articles multiple times. **Reduce waste material at the source.***
- *A **recreation district** has been formed for the purchase of providing community recreation facilities and park land purchases and development (through CSA #9?).*
- ***Public/private/community partnerships** have been established to create and maintain parkways, mini-parks, street-end parks, and recreational and social opportunities for people of all ages.*
- *Our **recreation facilities** include:*
  - *Neighborhood and community **parks**, consistent with the population size and needs. Some of these parks are established in conjunction with the school district and on land already owned by the county. A minimum of 70 acres of community and neighborhood parks is required to bring the community up to established standards now on a population basis of 15,000.*
  - *A **cinema***
  - ***Recreation facilities for teen-agers and younger residents.**  
A community **swimming pool**.*
  - *A **community center**, central to the community, where anyone can drop in for ping-pong; to play cards or other games; have conversations, with soft chairs, plants,*

*soft lights and reading material; a crafts shop; and inside and outside recreation for the children. Include a snack bar open long hours. Wings for senior citizens, family activities, teenagers, but with a common center shared by all.*

- *A **small performing arts area** (amphitheater).*
- *A **green-waste recycling/composting center** has been established with the proceeds, if any going to fund youth and senior activities. Include a worm farm.*
- *A **community tree lot or tree bank** is established, run by volunteers, making trees inexpensive or free to residents. Species are indigenous and culturally adapted, according to the tree master plan of the community.*
- *Neighborhoods have developed **volunteer groups to water and maintain their public plant materials.***
- ***Awards** are given to the neighborhood(s) making the most improvements.*

## **A.10. Business/Commercial Facilities**

- *Our **business and commercial** areas encourage pedestrian activities and include:*
  - *An additional "full-service" **supermarket.***
  - *A **farmers market** with local produce and products with both permanent and day stalls are held at times when local residents are in the community.*
  - *User-friendly businesses that are open during hours convenient to local residents.*
  - *Business areas exist in which **pedestrians, rather than cars, rule the streets**; walk-streets exist in the commercial and residential areas.*
  - ***Landscaped pedestrian spaces throughout.***
  - *The present commercial center (**Von's complex**) has been expanded and redesigned to provide pedestrian spaces and additional shopping which encourage pedestrian rather than automobile movement within the complex and provide pedestrian scaled spaces and activities to encourage shopping and business. It is no longer a typical automobile-oriented strip-commercial center. Incentives were provided to the owner to accomplish this.*
  - *All **commercial, retail, office, service commercial, and multi-residential zoning** has been re-evaluated to permit flexibility, mixed use, and planned development with emphasis on providing accelerated processing and other **incentives for design which exceed minimum standards.***
  - ***Shared, landscaped automobile parking** integral with the businesses with pedestrian-oriented and scaled spaces connecting the businesses and parking areas.*
  - ***More outside dining**, reasonably screened from our prevailing winds.*
  - ***Buildings that present a good facade** to roadways (instead of parking lots).*
  - ***Zoning flexibility** that enables expansion of businesses (to retain them in the local economy) and that places incentive on good design.*
  - *We have actively pursued and attracted **user- and environmentally-friendly businesses** that value the amenities of our community and provide jobs for our residents.*
  - *A **multi-media center** which can be linked to the world through Internet and World Wide Web.*
  - ***Media links** to Cal Poly, Cuesta and other networks to permit in-home occupation and business development without commuting.*
  - *Environmentally-oriented **retreats/conference centers** for professionals and/or tourists have been developed in conjunction with Cuesta College/Cal Poly.*

- We have developed a **small, user-friendly government center**.
- We have developed a community-sized **medical center** for the residents.

### A.11. Tourist-Oriented Facilities

- We have provided for **tourist-oriented facilities**, including:
  - One or more 18-hole **golf courses** strategically located (as part of the greenbelt) to use land which is not primary agricultural land; which use treated waste water effluent for irrigation; and provide, through irrigation practices, return of the effluent to the water system.
  - **Tourist-oriented recreation** focused on the Bay (kayaking, canoeing, sailing) and our scenic environment (hiking, biking, equestrian paths; picnicking; arts and crafts).
  - **Trail systems** have been provided which link Montaña de Oro, the Estuary, the Moros and Los Padres National Forest adjacent to riparian corridors and scenic reserves.

### A.12. Conclusions

*During all of this activity, we have remained a community which upholds our community values and scale, who have taken control of our own destiny, who have shunned gated communities and encouraged neighborhood and community continuity and, best of all, made our Los Osos community uniquely ours, not a replica of some other vision or model.*

*We live in one of the most beautiful places in the world. We have our own values and sense of place. Let's enhance those and maximize our involvement with them, not try to copy someone else's lifestyle, environment, or reasons for protecting and preserving them.*

*The name of this beautiful place is **Los Osos**, not "South Bay".*

*Approved by the Los Osos Community Advisory Council June 22, 1995.*

### A.13. Vision Team

*Henry Hammer  
Warren Hamrick  
Gary Karner, co-chair  
Pandora Nash-Karner  
June Shep*

*Maryellen Simkins  
Lesla Smith, co-chair  
Al Switzer*





# Appendix B: Design Concepts

---

## B.1. About Concept Plans

The plans in the following Figures B-1 and B-2 are conceptual in nature. They are intended to illustrate certain design principles that are described in this plan. Each design concept shows one way, but not the only way, to achieve desired design principles. Specific improvements depicted in these plans are not required in connection with individual development proposals, except as may be required by the planning area standards in Chapter 7 of this plan.

The design and location of improvements illustrated in the concept plans are not exact, and are not to be construed as engineered plans. More detailed design work, including engineering studies, would be required before the improvements shown in these concept plans could actually be built. As a result, changes to the concept plans might be needed.

## B.2. Sweet Springs Connection Design Concept

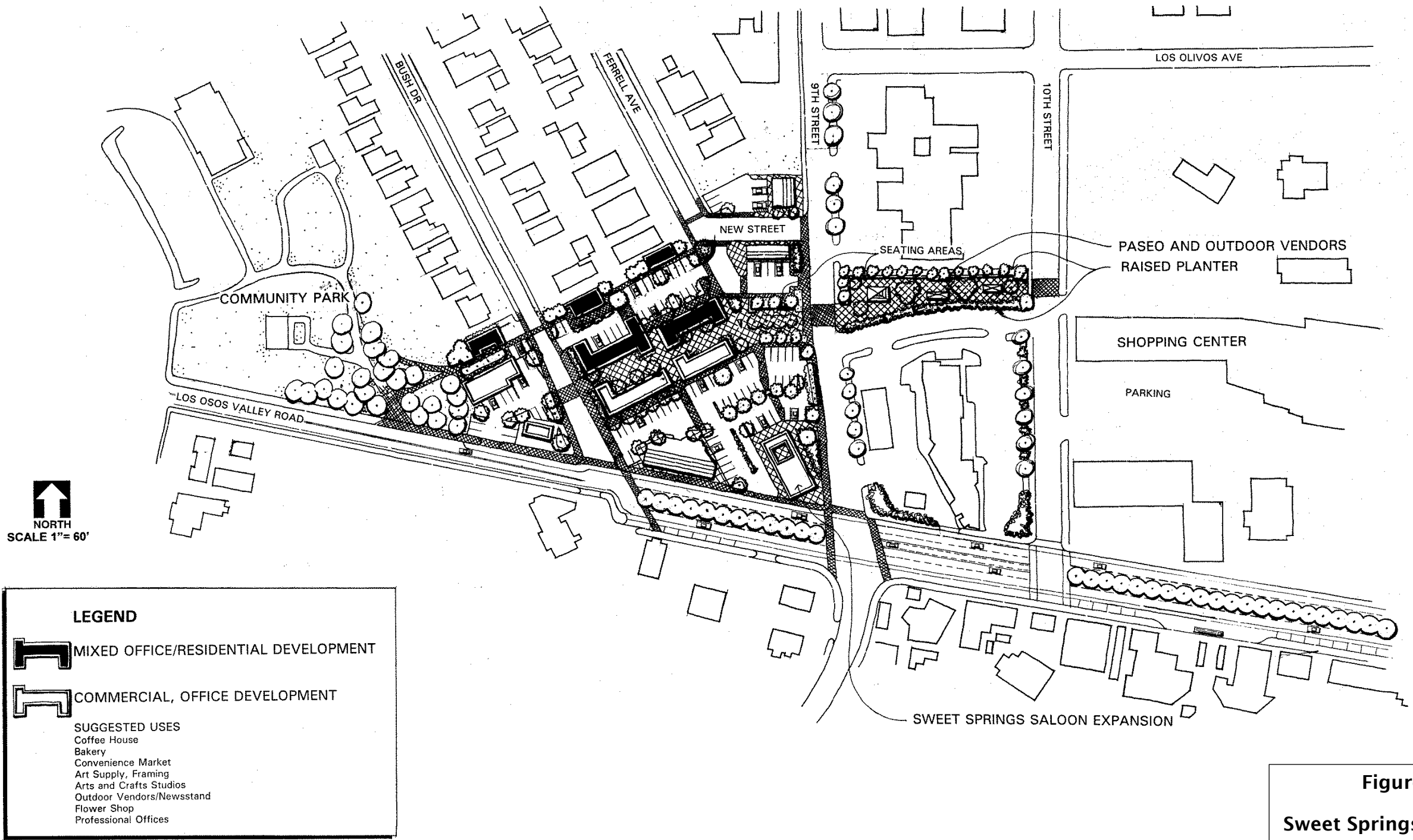
*Please see Figure B-1*

## B.3. Baywood Commercial Area Design Concept

*Please see Figure B-2*

*This page left intentionally blank.*

**LOS OSOS**  
SWEET SPRINGS CONNECTION DESIGN CONCEPT



**NORTH**  
SCALE 1" = 60'

**LEGEND**

**MIXED OFFICE/RESIDENTIAL DEVELOPMENT**

**COMMERCIAL, OFFICE DEVELOPMENT**

**SUGGESTED USES**

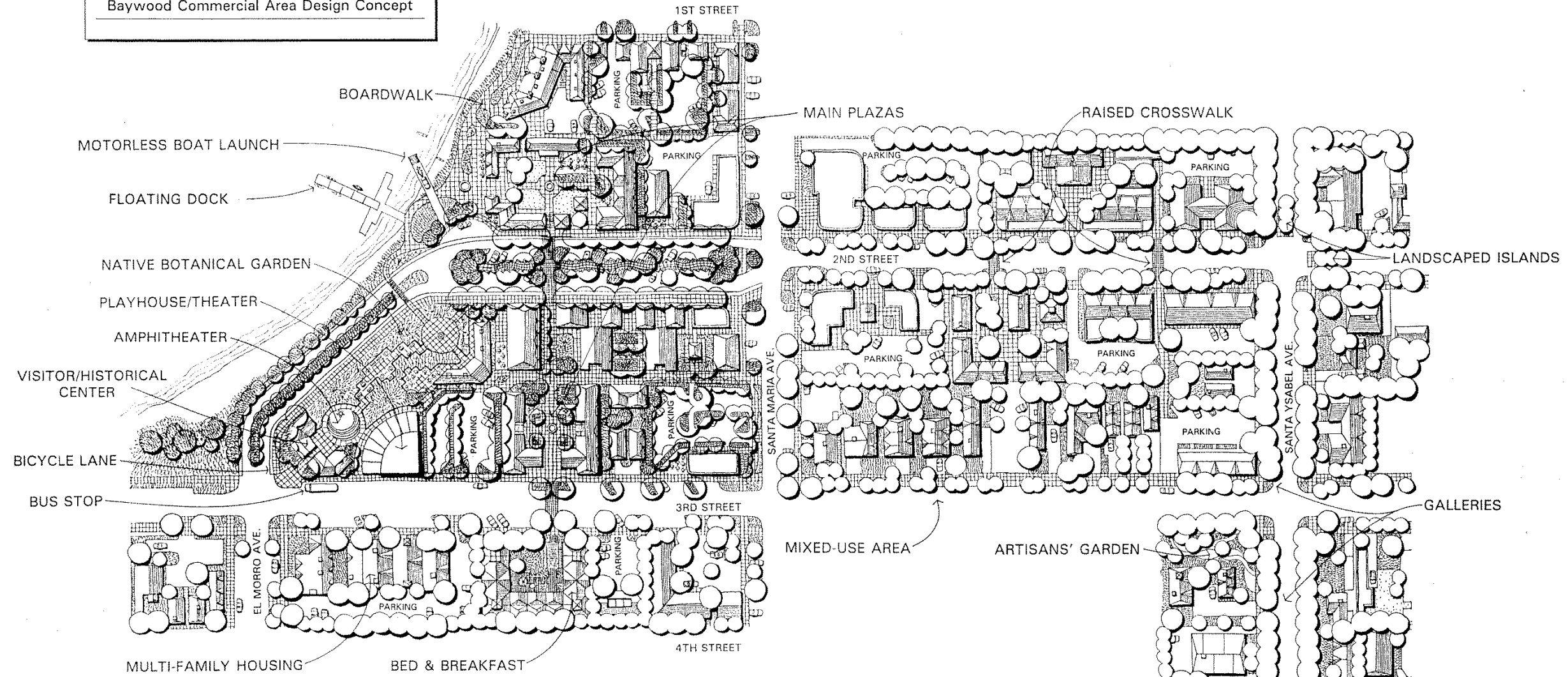
- Coffee House
- Bakery
- Convenience Market
- Art Supply, Framing
- Arts and Crafts Studios
- Outdoor Vendors/Newsstand
- Flower Shop
- Professional Offices

**Figure B-1**  
**Sweet Springs Connection**  
**Design Concept**

*This page left intentionally blank.*

# LOS OSOS

Baywood Commercial Area Design Concept



SUGGESTED USES	
 <b>VISITOR-SERVING AREA</b>	 <b>NEIGHBORHOOD-SERVING AREA</b>
Visitor/Historical Center Amphitheater Playhouse/Theater Arts and Crafts Galleries Restaurants (with outdoor seating) Coffee Houses Bed and Breakfasts Recreation rental (kayak, canoe, bicycle) Nature Store Book Store Camera Store/Film Developing Arts & Crafts Shows Sidewalk Sales	Grocery Store Bakery Laundromat Dry Cleaner Beauty Salon Barbershop Video Rental Flower Shop Day Care Professional, Other Offices Residential Mixed Use (3rd St., Santa Ysabel-3rd to 4th) Arts and Crafts Studios Art Instruction Studios Art Supply, Framing



Scale: 1" = 60'

**Figure B-2**  
**Baywood Commercial Area Design Concept**

*This page left intentionally blank.*

## Appendix C: Population and Economy

---

This appendix profiles Los Osos population and socioeconomic characteristics and describes past trends, present conditions, and future projections. The following population and demographic profile has been prepared using information obtained from U.S. Census data, including the American Communities Survey, the California Department of Finance, and the San Luis Obispo Council of Governments (SLOCOG).

When communities undertake a long-range planning program such as a Community Plan, a critical part is projecting future growth. Data is assembled describing the existing population and base economy, a land use plan is selected, and absorption forecasts are made. The Community Plan is then designed to accommodate anticipated growth resulting from the land use plan. Infrastructure, economic and business expansion, and community programs are based on the anticipated growth in this Community Plan and reflect the Los Osos Community Advisory Council's Vision Statement for Los Osos.



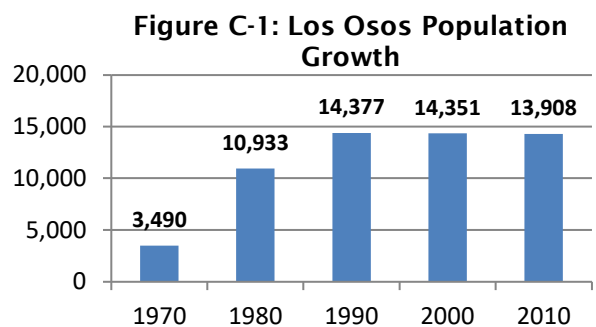
## C.1 Population and Housing

### C.1.1 Population Growth

As shown in Table C-1, the growth rate of the community of Los Osos had been among the highest in the county until the 1980s. Since that time, growth has slowed, largely because of building limitations due to a prohibition of waste discharge from individual septic systems in much of the community. Population in Los Osos increased from 3,490 to 10,933 persons or 213 percent between 1970 and 1980. By 1990, the population of Los Osos was 14,377, an increase of about 31 percent from 1980. The population has changed little since 1990, showing a slight decline between 2000 and 2010. Whereas, during the same 20-year period, the population for the county as a whole increased by nearly 40 percent. The lack of population growth in the community has been significantly influenced by limitations on new construction (please refer to Appendix D – Status of Public Facilities).

	1970-1980	1980-1990	1990-2000	2000-2010
Los Osos	213.3%	31.5%	-0.2%	-3.1%
County	47.1%	74.5%	13.6%	9.3%

Sources: 2010 U.S. Census of Population and Housing, California State Department of Finance, SLO County

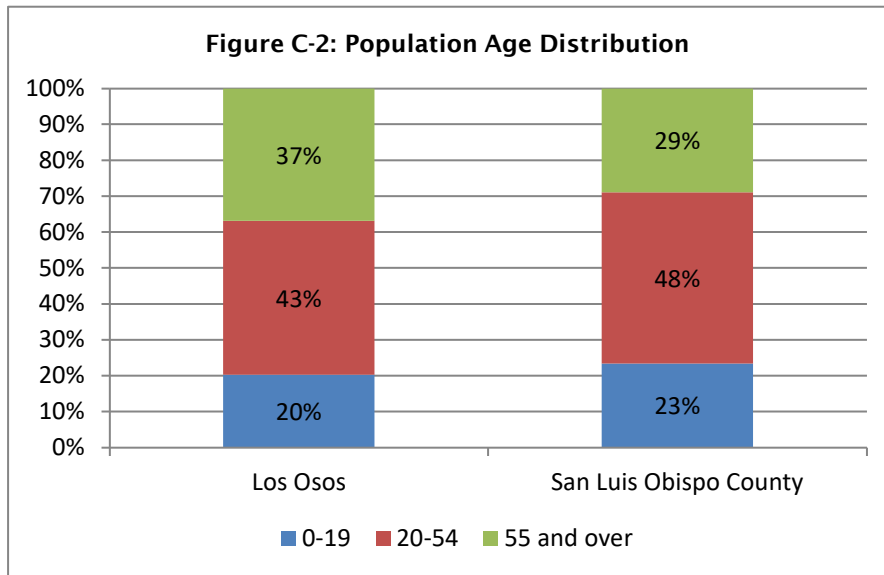


*Note: The Los Osos Census Designated Place in 2010 is configured differently than the Los Osos URL. However, these differences do not significantly affect the comparisons shown in Table C-1 and Figure C-1.*

### C.1.2 Age Distribution

Compared to the county as a whole, Los Osos has a smaller proportion of children and teenagers as well as residents age 20-54. According to the 2010 Census, 20 percent of Los Osos residents are 20 and under, compared to 23 percent in the county as a whole, while 43 percent of Los Osos residents are ages 20-54, compared to 48 percent in the county as a whole. Conversely, Los Osos has a larger proportion of senior citizens than the county as a whole. In Los Osos, 37 percent of residents are 55 and over, compared to 29 percent in the county as a whole (see Figure C-2 and Table C-2). This difference in age distribution could indicate that families with school-aged children are moving out of the community and being replaced by households of retired persons, which also indicates the desirability of this area for retirement.





Certain populations, such as senior citizens and youth, require special services and have specific needs. Knowing a community’s age distribution can aid the community in providing the right services and addressing social needs for various age groups.

**Table C-2: 2010 Population Age Distribution**

Age Range	Los Osos	County
0-19	2,818	63,044
20-54	5,967	128,455
55 and over	5,123	78,138
Total	13,908	269,637

*Source: Based on 2010 U.S. Census of Population and Housing*

**C.1.3 Household Size**

Household sizes in Los Osos are smaller than those in the county as a whole. In Los Osos, there is an average of 2.2 persons per occupied dwelling unit. This compares to a county average of 2.48 persons per occupied dwelling unit.

**C.1.4 Population Projections**

The following table contains population projections for Los Osos over the 20-year time-frame of this plan, as well as buildout. Buildout is the theoretical, likely maximum population that could result under this plan. If population growth continues beyond 2035 at the pace projected for the years between 2015 and 2035, then buildout could occur in 2044. It is important to note that actual population growth will have variations from these projections due to many factors, including statewide and regional trends, legislative policy, potential limitations on new development, and market demand.

<b>Table C-3: Population Projections</b>			
Year	Total Population	Percent Increase from 2010	Annual Growth Rate
2010	13,908	--	--
2015	13,988	0.58%	0.11%
2035	18,607	33.7%	1.35%
Buildout	18,750	34.8%	--

Note: Percent Increase and Annual Growth Rate are measured from the previous year in the first column of the table

The Los Osos Community Advisory Council has recommended establishing an annual growth limitation for residential development within the Los Osos Urban Reserve Line. The purpose of such a limitation is twofold: to allow public services to keep pace with a moderate rate of new development and to reduce possible stresses on the economy caused by a "boom-and-bust" cycle that may occur with uncontrolled growth. A program to accomplish the recommended growth limitation is described in Section 2.5.2, Public Services and Facilities Policies (see Programs PS-1.1 and PS-2.1).

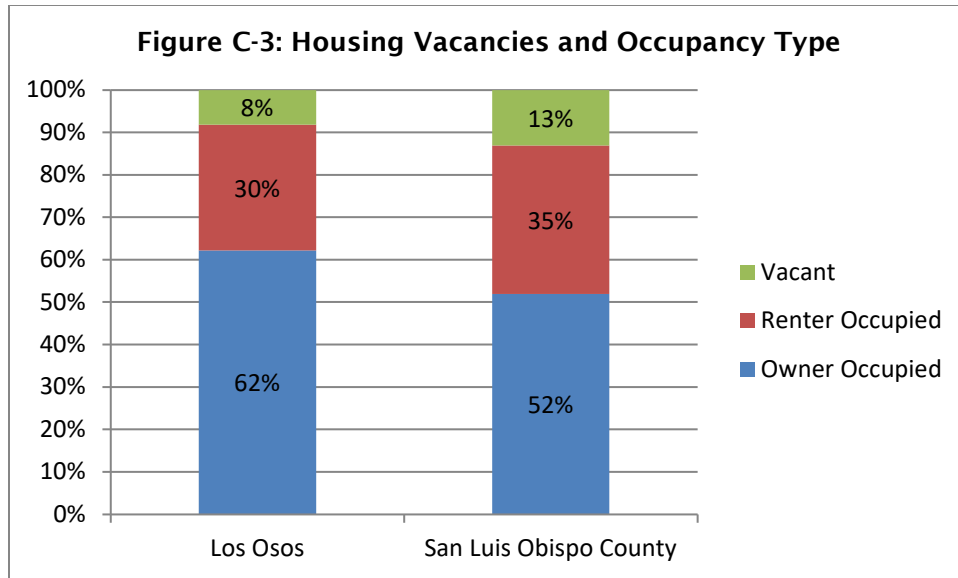
#### **C.1.5 Housing Vacancies and Occupancy Type**

In 2010, the vacancy rate in Los Osos was eight percent compared to 13 percent for the county as a whole, as shown in Figure C-3. Vacancy rates are determined for the month of April; therefore, actual vacancy rates may vary throughout the year. Seasonal, recreational or occasional use occupancies can affect the availability of housing for permanent residents. In 2010, eight percent of all dwellings in the county as a whole were vacant due to occasional use compared to four percent in Los Osos.

About 62 percent of the units in Los Osos are owner-occupied, as compared to 52 percent countywide. Higher owner-occupancy percentages can be attributed to housing costs, the percentage of dwellings that are not detached single-family dwellings<sup>1</sup> (that tend to have a higher percentage of renters), and the transitory nature of the population in a community. In Los Osos, the number of owner-occupied dwellings declined from 4,116 in 2000 to 4,034 in 2010.

---

<sup>1</sup> Other units include multi-family structures, mobile homes and single units attached to other structures



Note: Percentages are based on total number of housing units.  
 Source: 2010 U.S. Census of Population and Housing

## C.2 Economy

Los Osos has long been considered highly attractive to residents because of the mild climate, the slow pace of the "rural-like" setting and surrounding natural areas. There are many tourist attractions in and around the community; however, in 2014 there were a limited number of visitor-serving businesses in town. In 2020, the commercial sector was under-developed compared to nearby incorporated cities. Consequently, residents and visitors are spending much of their money outside of the community. Los Osos has businesses that provide retail and service uses to local residents, but it lacks major employers, large-scale manufacturing and industrial uses (the employment of residents by industry is shown in Table C-4). The major employment industries for the Los Osos labor force reflect those for the county as a whole with educational services, health care and social services heading the list. Other key industries include retail trade, professional groups, and recreational services.

<b>Table C-4: Employment by Industry (including Armed Forces)</b>				
<b>Industry</b>	<b>Los Osos</b>		<b>San Luis Obispo County</b>	
Agriculture, forestry, fishing and hunting, and mining	112	1.5%	4,272	3.5%
Construction	560	7.6%	8,286	6.7%
Manufacturing	564	7.6%	7,808	6.3%
Wholesale trade	146	2.0%	2,724	2.2%
Retail trade	666	9.1%	15,759	12.8%
Transportation and warehousing, and utilities	307	4.2%	5,337	4.3%
Information	172	2.3%	2,727	2.2%
Finance and insurance, and real estate and rental and leasing	284	3.9%	6,269	5.0%
Professional, scientific, and management, and administrative and waste management services	695	9.5%	13,737	11.1%
Educational services, and health care and social assistance	1,931	26.4%	27,842	22.6%
Arts, entertainment, and recreation, and accommodation and food services	711	9.7%	13,835	11.2%
Other services, except public administration	535	7.3%	6,377	5.2%
Public administration	618	8.4%	7,642	6.2%
Armed forces	21	0.3%	776	0.6%
<b>Total</b>	<b>7,322</b>	<b>100%</b>	<b>123,391</b>	<b>100%</b>

Source: 2012 American Community Survey

In 2012, according to the American Community Survey, 92.5 percent of the labor force in Los Osos was employed compared to 91.4 percent for the county as a whole (see Table C-5). However, the community's economy is fueled primarily by income from jobs located in other communities. The city of Morro Bay provides some employment for local residents (and contributes significantly to the area's economy). A large percentage of local workers find employment in the San Luis Obispo area. Because of this, Los Osos is often referred to as a "bedroom community," with roughly three out of every four workers working outside of the community (see Table C-6). Therefore, it is important for the Los Osos Community Plan to provide opportunities for people to live and work in Los Osos.

<b>Table C-5: 2012 Labor Force</b>				
	<b>Los Osos</b>		<b>SLO County</b>	
<b>Employment Status</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
<b>In Labor Force</b>	7,917	62.3%	135,033	59.8%
Employed	7,322	92.5%	123,391	91.4%
Unemployed	595	7.5%	11,642	8.6%
<b>Not in Labor Force</b>	4,791	37.7%	90,662	40.2%
<b>Population over 16</b>	<b>12,708</b>	<b>100.0%</b>	<b>225,695</b>	<b>100.0%</b>

Source: 2012 American Community Survey

<b>Table C-6: Place of Work – Los Osos and County Labor Force</b>				
<b>Place of Work</b>	<b>Los Osos</b>		<b>SLO County</b>	
Within Community of Residence	1,945	26.6%	46,643	37.8%
Outside Community of Residence	5,377	73.4%	76,748	62.2%
<b>Total</b>	<b>7,322</b>	<b>100%</b>	<b>123,391</b>	<b>100%</b>

Source: 2012 American Community Survey

### C.2.1 Income

As shown in Table C-7, the estimated median household income in Los Osos in 2012 was about \$57,683 as compared to \$59,628 in the county as a whole. In Los Osos, the percentage of lower income groups (below \$35,000) is on par with the county as a whole. Middle income groups (between \$35,000 and \$99,999) show higher percentages in Los Osos than countywide and the percentage of higher income groups (\$100,000 and greater) is somewhat lower than the county as a whole.

<b>Table C-7: Household Income</b>				
	<b>Los Osos</b>		<b>SLO County</b>	
<b>Income</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Less than \$10,000	304	4.8%	5,969	5.9%
\$10,000 to \$14,999	333	5.2%	5,219	5.1%
\$15,000 to \$24,999	573	9.0%	9,442	9.3%
\$25,000 to \$34,999	577	9.1%	9,777	9.6%
\$35,000 to \$49,999	1,014	15.9%	13,167	12.9%
\$50,000 to \$74,999	1,164	18.3%	17,831	17.5%
\$75,000 to \$99,999	989	15.5%	13,655	13.4%
\$100,000 to \$149,999	927	14.6%	15,773	15.5%
\$150,000 to \$199,000	288	4.5%	6,198	6.1%
\$200,000 or more	194	3.0%	4,677	4.6%
Median Household Income (dollars)	\$57,683	X	\$59,628	X
<b>Total</b>	<b>6,363</b>	<b>100.0%</b>	<b>101,708</b>	<b>100.0%</b>

Source: 2012 American Community Survey

### C.2.2 Home Values

The housing market in the county has seen generally increasing values, despite a substantial decline in values after about 2006. In 2012, according to the American Community Survey, the median home value of owner-occupied homes in Los Osos was \$387,100, while the median home value in the county as a whole in 2012 was about \$449,300 (see Table C-8).

<b>Table C-8: House Value - Owner Occupied</b>				
	<b>Los Osos</b>		<b>SLO County</b>	
<b>Value</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Less than \$50,000	120	2.8	2,005	3.3%
\$50,000 to \$99,999	183	4.3	1,806	3.0%
\$100,000 to \$149,999	99	2.3	1,423	2.3%
\$150,000 to \$199,999	200	4.7	2,003	3.3%
\$200,000 to \$299,999	448	10.5	6,894	11.4%
\$300,000 to \$499,999	2,066	48.6	20,864	34.4%

\$500,000 to \$999,999	1,015	23.9	21,563	35.5%
\$1,000,000 or more	123	2.9	4,170	6.9%
Median House Value (dollars)	\$387,100	X	\$449,300	X
<b>Total</b>	<b>4,254</b>	<b>100.0%</b>	<b>60,728</b>	<b>100.0%</b>

Source: 2012 American Community Survey

### C.2.3 Future Opportunities

Los Osos has many attributes that are conducive to economic development. The community is located in a beautiful natural setting with a mild, coastal climate and offers a high quality of life.

In addition to its natural assets, Los Osos offers several other advantages for businesses looking to locate in the area. For example, the potential work force is attractive to business, as the general level of education of residents in Los Osos is higher than that for residents of the county as a whole (2012 American Community Survey). Businesses should also find the lower housing prices in Los Osos compared to the cities of Morro Bay and San Luis Obispo a definite advantage. These advantages, together with the area's high-quality environment, are becoming increasingly more important considerations for businesses. With continuing advances in telecommunications, many businesses and industries no longer need to locate in traditional locations near major transportation facilities and markets, and instead are freer to locate in areas that offer qualities like those found in the community of Los Osos.

There are opportunities to improve the local economy in Los Osos. For example, job opportunities can be provided by encouraging environmentally-friendly businesses such as "clean," high-technology industries, perhaps in a business park. Additional flexibility in zoning regulations can help retain existing businesses and encourage new businesses by allowing a wider variety of uses in commercial areas. In addition, policies and standards to encourage active, pedestrian-oriented commercial areas with mixed-use development can help support commercial and general activity by making commercial areas attractive and functional for shopping, dining, and public gathering.

The local economy could benefit from expanding recreation and tourist-oriented uses, taking advantage of the area's natural assets and existing tourist presence. Additional lodging, "eco-tourism," and recreational services are possibilities.

With development of more employment-generating uses, retail commercial and tourist-oriented development, Los Osos can move towards its vision of a more self-sufficient, environmentally oriented community that offers economic opportunities and maintains a high quality of life.

*This page left intentionally blank.*



# Appendix D: Status of Public Facilities

---

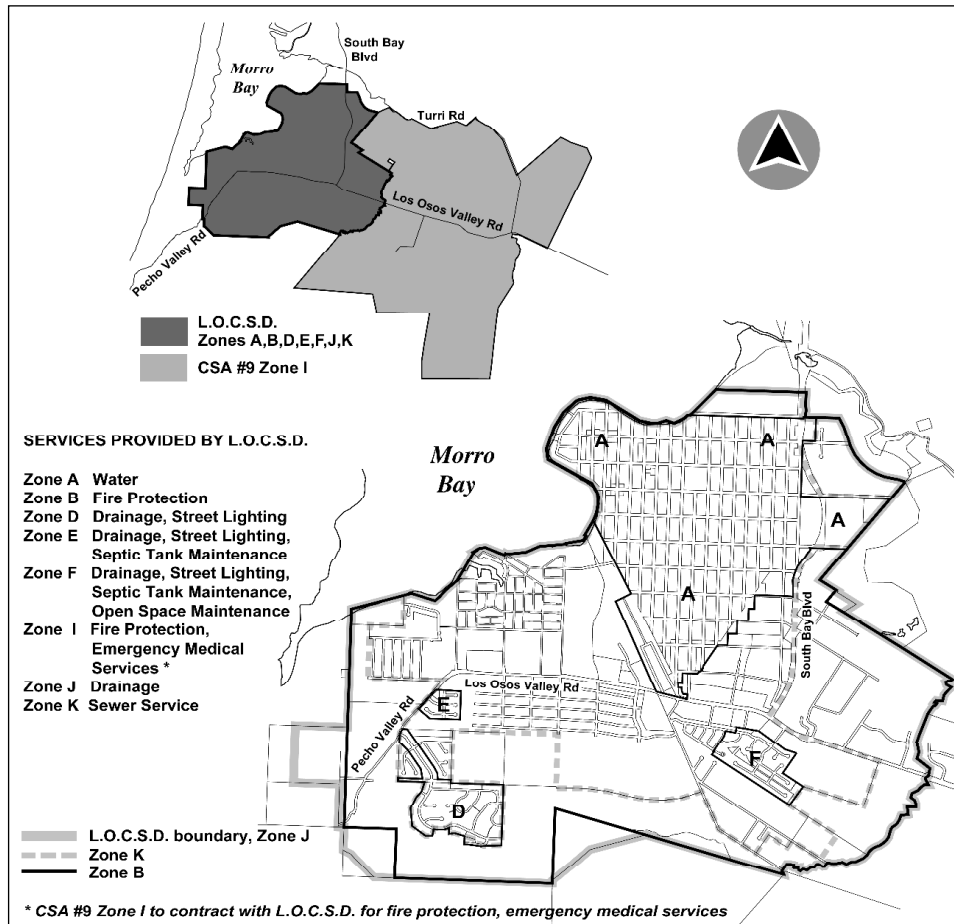
## D.1 Introduction

To monitor the relationship between resources and demand levels, the county has developed the Resource Management System (RMS). The RMS monitors water supply, sewage disposal, schools, roads, air quality and parks, using three "levels of severity" to inform decision makers of current and potential deficiencies.

The status of resources monitored by the Resource Management System (RMS) is frequently updated as new information becomes available. Detailed resource information is included in the most recent edition of the Biennial Resource Summary Report. RMS procedures are fully discussed in Framework for Planning, Coastal Zone, Chapter 3.

Services in Los Osos are provided primarily through the Los Osos Community Services District (LOCSD). Within the boundaries of the LOCSD, some services are provided to the entire district and others to smaller specific zones of benefit. The LOCSD zones of benefit are shown in Figure D-1, below. Water service is also provided by Golden State Water Company and S & T Mutual Water Company in areas of the community not served by LOCSD. Some properties in the URL are served by private, individual wells. Irrigated agriculture just outside the URL also use private wells that use the groundwater basin as their source. Service areas for water supply are shown in Figure D-2.

**Figure D-1: Services Provided by Los Osos CSD**

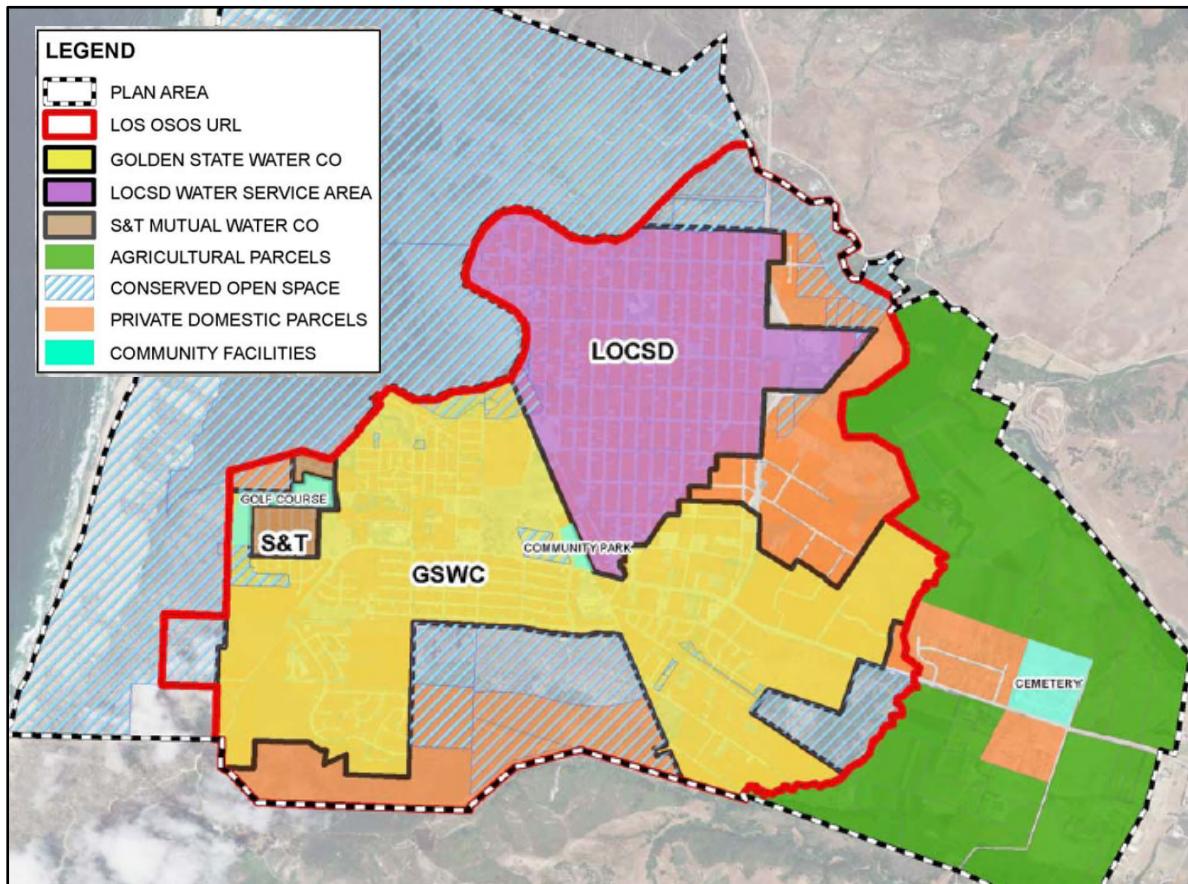


## D.2 Water Supply

### D.2.1. Background

The sole water source in the Los Osos area is groundwater from the Los Osos Groundwater Basin. The groundwater is withdrawn from the basin by private wells, for agricultural irrigation, and for municipal use by three principal water purveyors. The service districts for these municipal purveyors are shown in Figure D-2.

Figure D-2: Los Osos Water Purveyors



The basin is made up of several aquifer layers underlying Los Osos and the surrounding area. The upper and lower aquifers are the main sources of municipal and domestic water supplies. Due to water quality degradation of the upper aquifer from septic systems (nitrates), the water purveyors have been pumping from the lower aquifer. Groundwater extractions have exceeded the sustainable yield of the lower aquifer in the western area; this has resulted in seawater intrusion.

#### D.2.2. Basin Plan

The Los Osos Groundwater Basin is under adjudication in the case of *Los Osos Community Services District v Golden State Water Company, et al.* The 2015 Updated Basin Plan for the Los Osos Groundwater Basin (“Basin Plan”) was prepared by the three water purveyors, along with the County, as a part of the settlement of groundwater rights litigation, which was approved by the San Luis Obispo Superior Court in October 2015.

The Basin Plan calls for reduced pumping in the lower aquifer, a decrease in overall basin water demand, and an increase in water supplies in the upper aquifer and lower aquifer (in the central and eastern portions). In order to access these new water supplies, the water purveyors (with financial backing of the water consumers) will need to construct new infrastructure, for example, new groundwater production wells and distribution pipelines.

The Basin Plan analyzes the impacts of implementing various combinations of programs through use of a groundwater model for the multiple aquifers and recommended programs

for immediate implementation to increase the sustainable basin yield to accommodate the existing demand and halt and reverse seawater intrusion over time. The Basin Plan also identifies possible combinations of programs to be implemented to accommodate buildout demand. The annual monitoring reports prepared for the Basin Management Committee provide updates on the program implementation status and program modifications made through the Plan's adaptive management provision.

Table D-1 summarizes the eleven programs analyzed in the Basin Plan. The Plan includes an adaptive management provision that allows the Basin Management Committee charged with implementing the Basin Plan programs to modify the programs and develop new programs.

To support the community's existing population and possibly allow for marginal population growth, the Basin Plan recommends the following programs for immediate implementation under all future scenarios:

- **M** Groundwater Monitoring
- **E** Urban Water Efficiency
- **U** Urban Water Reuse
- **A** Infrastructure Program A (Shift to Upper Aquifer)
- **C** Infrastructure Program C (Shift to Central Area)
- **P** Wellhead Protection

The Basin Plan recommends a combination of the following programs for potential implementation to accommodate buildout water demand in Los Osos:

- **B** Infrastructure Program B (Nitrate Removal Facility)
- **D** Infrastructure Program D (Shift to Central and Eastern Areas)
- **G** Agricultural Water Reinvestment

The Basin Plan also analyzes the following programs but does not recommend them for implementation, based on the cost and water management principles identified in the Plan:

- **S** Supplemental Water
- **I** Imported Water

**Table D-1: Strategies for Managing the Los Osos Groundwater Basin**

Basin Plan Program and Purpose	Provides Data	Reduces Basin Water Demand	Shifts Pumping from Lower to Upper Aquifer	Shifts Lower Aquifer Pumping away from Western Area	Increases Perennial Yield	Promotes Water Quality	<i>Basin Plan Reference</i>
<b>RECOMMENDED PROGRAMS FOR IMMEDIATE IMPLEMENTATION</b>							
<b>M</b>	<b>Groundwater Monitoring</b> To collect and organize data to improve access, reporting, and data access efficiency	Y					Chap 7
<b>E</b>	<b>Urban Water Use Efficiency</b> To increase efficiency in urban water use, thus ensuring that a sufficient amount of water remains in the basin to stabilize the freshwater-seawater interface.		Y				Chap 8
<b>U</b>	<b>Urban Water Reinvestment</b> To maximize use of basin resources by reinvesting used urban water in the hydrologic cycle.		Y		Y		Sec 9.2.7
<b>A</b>	<b>Infrastructure Program A</b> To increase groundwater production to the upper aquifer without construction of nitrate removal facilities.		Y		Y		Sec 10.2
<b>C</b>	<b>Infrastructure Program C</b> To allow the purveyors to shift lower aquifer groundwater production from the Western Area to the Central Area.			Y	Y		Sec 10.4
<b>P</b>	<b>Wellhead Protection</b> To prevent drinking water source contamination.					Y	Chap 13

**Table D-1: Strategies for Managing the Los Osos Groundwater Basin**

Basin Plan Program and Purpose	Provides Data	Reduces Basin Water Demand	Shifts Pumping from Lower to Upper Aquifer	Shifts Lower Aquifer Pumping away from Western Area	Increases Perennial Yield	Promotes Water Quality	<i>Basin Plan Reference</i>
<b>ADDITIONAL PROGRAMS THAT COULD BE IMPLEMENTED TO ACCOMMODATE BUILDOUT DEMAND</b>							
<b>G</b>	<b>Agricultural Water Reinvestment</b> To maximize use of basin resources by reinvesting used urban water for agricultural purposes.	Y			Y		Sec 9.4
<b>B</b>	<b>Infrastructure Program B</b> To maximize use of the upper aquifer through construction of additional wells and a community nitrate removal facility.		Y		Y	Y	Sec 10.3
<b>D</b>	<b>Infrastructure Program D</b> To increase groundwater production in the Eastern Area.			Y	Y		Sec 10.5
<b>S</b>	<b>Supplemental Water</b> To increase the supply of potable groundwater through brackish water desalination.	Y				Y	Chap 11
<b>I</b>	<b>Imported Water</b> To import water to Los Osos from a non-basin source.	Y					Chap 12

The Basin Plan contains detailed discussions of these programs. The annual monitoring reports prepared for the Basin Management Committee provide updates on the program implementation status and program modifications made through the Plan's adaptive management provision. The goal and status of each program are summarized below, based on information from the 2016 - 2019 annual monitoring reports.

1. **Groundwater Monitoring [M].** The groundwater monitoring program is administered by the Los Osos Basin Management Committee. The program standardizes monitoring and reporting procedures for the community's three purveyors. The program allows continued monitoring of the two main problems facing the basin: nitrate contamination in the upper aquifer and seawater intrusion into the lower aquifer. The annual monitoring reports prepared for the program allow the Basin Management Committee to track the effectiveness of the implemented programs and make adjustments per the adaptive management provision.
2. **Urban Water Efficiency [E].** Under the water efficiency program, the County and purveyors have implemented regulations and rebate programs to promote efficient water use in Los Osos. The measures in this program are largely based on the California Urban Water Conservation Council's Best Management Practices. The measures are intended to reduce residential water demand, reduce commercial and institutional water demand, educate the public, and apply restrictions to new development. The County required existing uses to retrofit plumbing fixtures before connecting to the Los Osos Water Reclamation Facility ("LOWRF"), which became operational in 2016. As of April 2020, only 44 properties remained to be retrofitted and connected to the sewer. The Basin Plan seeks to reduce Los Osos's urban water demand to 1,450 acre-feet per year (AFY) for the current population and to 2,100 AFY for the community's buildout population. More efficient urban water use allows purveyors and well users to decrease the amount of groundwater extracted from the Basin to stabilize the freshwater-seawater interface.
3. **Water Reinvestment Programs [U & G].** The Water Reinvestment Program is part of the Los Osos Wastewater Project and it involves returning all water collected and treated by the wastewater project to the basin. This would be accomplished by direct percolation or reuse. The program is further divided into urban water [U] and agricultural irrigation [G]. In 2017, the urban water [U] portion came online and 452 AFY of recycled water from the LOWRF was reinvested to the Broderson (445 AFY) and Bayridge Estates (7 AFY) leach fields. The average wastewater flows were 200 AFY less than the anticipated volume of 780 AFY. In 2018, 505 AFY of recycled water was reinvested to the Broderson (486 AFY) and Bayridge Estates (20 AFY) leach fields. In 2019, 516 AFY of recycled water was reinvested to the Broderson (431 AFY) and Bayridge Estates (14 AFY) leach fields and 71 AFY to the Sea Pines Golf Course. The mounding at the leach fields is being monitored and is projected to take years to form; however, preliminary signs of a small mound were detected hydraulically downgradient of the Broderson leach field beginning in June 2017. As part of Basin Plan adaptive management, as of 2019, the Basin Management Committee had approved a contract for a Creek Discharge Program for recycled water from the LOWRF and approved funding for an urban storm water recovery project.
4. **Infrastructure Programs [A, B, C, & D].** The Basin Plan includes four infrastructure improvement programs that would be implemented and funded by the water purveyors. These programs are focused on two strategies: a) allow groundwater pumping to shift from the lower aquifer to the upper aquifer and b) shift lower aquifer production away from the Western Area, where seawater intrusion is most pronounced.

Program A has been funded and is being fully implemented. This program focuses on actions that can be taken to increase upper aquifer production as much as possible without necessitating a community nitrate removal facility. As of June 2020, one Upper Aquifer well on 8th Street remains to be complete, although it is fully funded and the design is complete.

Program B would entail construction of a community nitrate removal system in order to maximize use of the upper aquifer. As of June 2020, this program has not been initiated.

Program C includes a set of infrastructure projects that would allow the purveyors to shift lower aquifer production from the Western Area to the Central Area. As of June 2020, the first expansion well at Los Olivos was completed, and two additional expansion wells remain to be completed. The third expansion well may be deferred per the adaptive management process, based on the groundwater-pumping capacity of the second well.

Program D includes construction of additional wells in the Eastern Area of the lower aquifer. As of June 2020, this program has been deferred through adaptive management.

5. **Wellhead Protection [P].** The Wellhead Protection Program is designed to protect water quality by managing activities within a delineated source area or protection zone around drinking water wells.
6. **Other Programs [S & I].** The Basin Plan addresses two other programs that are not included in its recommendations based on cost-effectiveness and water management principles identified in the Plan. The Supplemental Water Program [S] would entail construction of a desalination facility to render brackish groundwater drinkable. The Imported Water Program [I] would import water from an outside source (e.g. State Water or Nacimiento Water) for urban use in Los Osos.

### **D.2.3. Projected Supply**

Sustainable yield of a groundwater basin can be defined as the maximum quantity of water that can be annually withdrawn from a groundwater basin over a long period of time (during which water supply conditions approximate average conditions) without developing an overdraft condition. The Basin Plan estimates the sustainable yield for a “No Programs” scenario as 2,450 acre-feet per year (AFY). The programs recommended for immediate implementation are modeled to increase sustainable basin yield to 3,000 AFY. Depending upon which additional programs are implemented to accommodate buildout demand, the Basin Plan estimates the sustainable yield to rise as high as 3,500 AFY.. Basin Plan programs that would increase sustainable yield include the infrastructure programs (A, B, C, and D) and the reinvestment programs (U and G).

### **D.2.4. Historical Demand**

The Basin Plan estimates historical groundwater production across the Basin for the various water users within the Basin from 1970 to 2013, including municipal purveyors, private domestic users, community facilities (County Park, Memorial Park, etc.), and agricultural users (outside the LOCP area). The Basin Plan includes a population outside of the LOCP area and estimates the existing population at 14,600. Groundwater extractions have exceeded been below the sustainable yield



of 2,450 760 AFY every year since 19792016. Table D-2 summarizes the estimated historical groundwater production between 2006 and 2018 per the January 2015 Basin Plan and the Los Osos Basin Plan Groundwater Monitoring Program 2019 Annual Monitoring Report.

<b>Table D-2: Total Estimated Historical Groundwater Production (2006-2018)</b>					
<b>Year</b>	<b>Purveyors</b>	<b>Domestic</b>	<b>Community</b>	<b>Agricultural</b>	<b>Total</b>
2006	2,000	200	150	750	3,100
2007	2,030	200	150	750	3,130
2008	1,910	200	140	750	3,000
2009	1,850	200	140	750	2,940
2010	1,620	200	140	750	2,710
2011	1,570	200	140	750	2,660
2012	1,520	200	140	750	2,610
2013	1,470	200	140	750	2,560
2014	1,240	220	140	800	2,400
2015	1,010	220	140	800	2,170
2016	1,000	220	140	800	2,160
2017	1,050	220	130	670	2,070
2018	1,020	220	120	670	2,030

Source: 2019 Annual Monitoring Report

#### D.2.5. Comparing Projected Supply and Demand

The Los Osos community relies on implementation of the Basin Plan programs to have enough of a sustainable water supply to meet the projected buildout demand. The Basin Management Committee implementing the Basin Plan relies on ongoing monitoring to assess the effectiveness of the Basin Plan programs and accuracy of the Basin Plan assumptions to inform adaptive management efforts. The annual monitoring reports prepared for the Basin Management Committee establish five metrics for monitoring the basin and the effectiveness of the implemented Basin Plan programs:

- Basin Yield Metric
  - Definition: annual groundwater production / annual sustainable yield \* 100
  - Target Value: 80 or less
- Basin Development Metric
  - Definition: current estimated sustainable yield / 3,500 AFY \* 100
  - Target Value: none
- Water Level Metric
  - Definition: average Spring groundwater elevation (feet above mean sea level) in Lower Aquifer monitoring wells
  - Target Value: 8 feet or more
- Chloride Metric
  - Definition: average concentration of chlorides in key Lower Aquifer wells
  - Target Value: 100 mg/L or lower
- Nitrate Metric
  - Definition: average concentration of nitrate in First Water key wells
  - Target Value: 10 mg/L or lower

**Water-Related Standards for New Development.** The water-related standards in Section 7.3 are based on the Basin Plan and account for the Basin Management Committee’s ongoing monitoring and adaptive management.

- Standards B1 and B2 require commitment from the water purveyor for service of new developments and determination of water capacity and service availability for all land divisions.
- Standard D1 prohibits new development until the Board of Supervisors adopts a resolution certifying successful completion and implementation of the Basin Plan programs recommended for immediate implementation, as amended or adjusted through adaptive management.
- Standard D2 requires a growth rate to be established for new dwelling units in the Los Osos Urban Area consistent with the available sustainable water supply based on the best available data, including the most recent annual monitoring reports prepared for the Basin Management Committee.
- Standard D2 also requires the annual growth rate to be revised on an annual basis and updated as needed to reflect changes in Basin Plan program effectiveness, modifications to the programs per the Basin Plan's adaptive management provision, implementation of new Basin Plan programs, changes in water usage patterns, and updates in basin modeling.
- The growth rate is to be codified in the Growth Management Ordinance (Title 26). Residential units exempt from the Growth Management Ordinance are exempt from Standards D1 and D2 (e.g., affordable housing and accessory dwelling units).

**Marginal Increase in Demand & Projected Supply with Basin Plan Programs Recommended for Immediate Implementation (M+E+U+AC+P).** The Basin Plan estimates that completion of the programs recommended for immediate implementation while maintaining the existing population scenario (estimated as 2,230 AFY demand in the Basin Plan) would result in a basin yield metric of 74, water level metric of 10, and chloride metric of 65, which would meet the target goals for these metrics. The Basin Plan assumes that the difference between water demand for the existing population scenario and 80% of the estimated sustainable basin yield may be used for marginal population growth and the corresponding marginal increase in water demand. The Basin Plan estimates that 80% of sustainable basin yield with the programs recommended for immediate implementation completed is 2,400 AFY.

Major development in the Los Osos community has generally been stalled due to the Regional Water Quality Control Board's cease and desist order for septic system discharges within the Prohibition Zone and a condition of the Coastal Development Permit for the wastewater treatment plant that restricts service to undeveloped parcels until the Los Osos Community Plan and Habitat Conservation Plan for Los Osos are adopted. Of the programs recommended for immediate implementation in the Basin Plan that target demand reduction, the Urban Water Use Efficiency Program (Program "E") and the Urban Water Reinvestment Program (Program "U") are essentially complete as of June 2020. The efficiency program has been more successful at reducing demand than anticipated, and agricultural demand has slightly decreased since 2015 (670 AFY instead of 750 AFY). Therefore, the existing demand as of 2020 is less than the estimated demand for the existing population scenario in the Basin Plan.

The 2019 estimated demand for the Basin Plan Area is 1,900 AFY, which is 330 AFY less than the 2,230 AFY estimated demand for the existing population scenario with Programs "U" and "E" complete and 500 AFY less than the 2,400 AFY, 80% of the estimated sustainable yield with Programs M+E+U+AC+P complete. The 500 AFY margin could allow for an increase in existing demand without implementation of additional Basin Plan programs, but the margin is estimated based on Basin Plan assumptions about the basin and program effectiveness that need to be verified with ongoing monitoring.

**Buildout Demand and Supply.** The Los Osos Community Plan proposes a total buildout population of 18,000, representing an increase of 4,094 people, or approximately 30%

increase over the existing population. This can be compared to the Basin Plan buildout population scenario of 19,850, with 97% of the population estimated to be within the URL (approximately 19,255). The Basin Plan reviewed the land use categories in the area as designated by the Estero Area Plan (EAP). In general, when compared to the EAP, the proposed Los Osos Community Plan envisions substantial decreases in land designated for residential and non-residential development, and corresponding increases in land designated for Open Space. The Basin Plan noted that existing residential usage represents almost 75 percent of all urban water use in Los Osos, which is generally made up of residential, commercial and institutional uses. The Basin Plan estimated that distribution of urban water uses would remain roughly the same. However, monitoring of community growth and water usage, and adjusting assumptions and projections for supply and demand of the groundwater basin, is strongly recommended throughout the Basin Plan. Standard D2 in Section 7.3 is consistent with this recommendation.

The Basin Plan estimates that implementing Program B would increase sustainable basin yield by 350 AFY to 3,350 AFY and implementing Program D would increase sustainable basin yield by 150 AFY to 3,500 AFY. The Basin Plan estimates water demand for future buildout of the Basin Plan Area to be 2,880 AFY with Programs “E” and “U” complete, 2,400 AFY with the agricultural reinvestment program [G] and 2,130 AFY with supplemental water for the Basin Plan Area [S], although the Plan does not recommend supplemental water. The Basin Plan recommends that total annual groundwater extraction not exceed 80% of the estimated sustainable annual basin yield to account for uncertainties in the projected basin yield and demand over time, such as reduced basin yield due to climate change or an increase in agricultural water demand. 80% of 3,350 AFY is 2,680 AFY, which is enough to meet the 2,400 AFY estimated buildout demand for the Basin Plan Area with Programs “E”, “U”, and “G” complete. The estimated buildout water demand for the Los Osos Community Plan is less than the buildout demand for the Estero Area Plan (EAP) that was assessed in the Basin Plan, as described above, which adds an additional safety margin. The Basin Plan estimates values for the water level and chloride metrics as well as the basin yield metric for different program combinations based on the projected buildout demand. These values are shown in Table D-3 below. Implementing Programs “B” and “G” are estimated to meet the target goal for all three basin metrics. The Basin Management Committee will need to consider monitoring results as well as these estimates as they practice adaptive management.

**Table D-3: Basin Plan Program Combinations for Buildout**

Combination of Basin Plan Programs	New Program(s) to be Completed	Estimated Buildout Demand (AFY) <sup>1</sup>	Estimated Sustainable Basin Yield (AFY)	Projected Basin Metrics		
				Basin Yield <sup>2</sup>	Water Level (feet above msl <sup>3</sup> ) <sup>2</sup>	Chloride (mg/L) <sup>2</sup>
M+E+U+AC+P	-	2,880	3,000	96	NE	NE
M+E+U+ABC+P	B	2,880	3,350	86	NE	NE
<b>M+E+UG+ABC+P</b>	<b>B + G</b>	<b>2,380</b>	<b>3,350</b>	<b>72</b>	<b>9</b>	<b>70</b>
M+E+U+ABCD+P	B + D	2,880	3,500	82	8	85
M+E+UG+ABCD+P	B + D + G	2,380	3,500	68	10	60
Target Basin Metric:				<80	8+	<100

Notes

- (1) Estimated buildout demand for the Basin Plan Area, based on the Estero Area Plan. The buildout demand for the Los Osos Community Plan is less than the Estero Area Plan.
  - (2) Source: Basin Plan, Table 46 *Most Likely Program Combinations*
  - (3) msl = mean sea level
- NE = Not evaluated in the Basin Plan.

The Basin Management Committee may choose which combination of programs to implement, with modifications and potential additions through adaptive management based on monitoring results. The growth rate for new residential development shall be adjusted accordingly, per the requirements of Standard D2 in Section 7.3, so residential growth shall depend on Basin Plan program implementation and adaptive management.

A 2013 study funded by the US EPA's Climate Ready Water Utilities Project determined that reduced precipitation would have the most significant effect on basin yield, compared to increased temperature and sea-level rise. The sea-level rise projections that CHG considered correspond with the 5% probability scenario appropriate for medium risk adverse decisions per the 2018 California Ocean Protection Council (OPC) Sea-Level Rise Guidance. The study projected the basin yield may reduce to 2,325 AFY by 2050 due to climate change with basin infrastructure improvements in place. The planning horizon for the Los Osos Community Plan is 2040. If the programs needed to achieve buildout as identified in the Basin Plan are implemented by 2040, the climate change study estimates that keeping groundwater extraction within 80% of the estimated basin yield is enough buffer for the potential reduction in yield due to climate change.

**Figure D-3: Comparison of Sustainable Yield and Demand**

## **D.3 Sewage Disposal**

The Los Osos Water Recycling Facility (LOWRF) community sewer/recycled water system became operational in 2016. This facility allowed the community to move off of individual septic systems in the majority of the urban area, reducing the nitrate loading on the basin, and also providing tertiary-treated effluent to offset basin uses and recharge the basin, which is projected to push back the seawater intrusion front over time. Nearly 100% of the community within the sewer service area are now connected to the community wastewater system. As of April 2020, only 44 properties within the sewer service area remained to be connected to the sewer. The LOWRF was designed to treat up to 1.2 million gallons per day (MGD). Flows to the LOWRF in 2019 averaged about 480,000 gallons per day, with daily peaks of up to 540,000 gallons per day, 45% of design capacity. The LOWRF is anticipated to be able to accommodate buildout within its service area.

Outside of the sewer service area, the community relies on individual septic systems for sewage disposal. The County of San Luis Obispo Department of Planning & Building's Onsite Wastewater Treatment Systems Local Agency Management Program (LAMP) establishes standards for new septic systems that may be permitted by the County. The LAMP is anticipated to be adopted by the Board of Supervisors in 2020 after review by the Regional Water Quality Control Board (RWQCB). The RWQCB retains permitting authority for the Bayview Heights and Martin Tracts at this time. The LAMP designates the Cabrillo Heights area as a severe nitrogen loading impact area subject to specific design criteria.

## **D.4 Schools**

### **D.4.1. Current Capacity and Enrollment Trends**

Los Osos is in the San Luis Coastal Unified School District. Residents attend two elementary schools (one elementary school has closed) and Los Osos Middle School, all located within the community, and Morro Bay High School. Typically, about 70 percent of students at the middle school and high school come from Los Osos. Elementary school enrollment has generally declined during the 1993-2014 period, and is currently about 72 percent of the capacity of the two remaining elementary schools. Los Osos Middle School enrollment was about 94 percent of capacity in the 2013-2014 school year, while Morro Bay High School's enrollment was slightly under capacity.

#### **D.4.2. Projected Enrollment**

The projections used in this plan for Los Osos are based on a simplified version of current student generation rates and assume that those rates will remain constant in the future. At buildout under this plan, assuming a residential occupancy rate of 100 percent, about 176 elementary students, 37 middle school students and 70 high school students would be added, as shown in Table D-4. With those numbers of additional students, the current capacities of the elementary school, middle school and the high school would not be exceeded (not including enrollment changes in the middle and high schools generated from outside of Los Osos).

<b>Table D-4: Capacity and Enrollment, Schools Serving Los Osos</b>			
<b>School</b>	<b>Capacity</b>	<b>Enrollment 2013/2014</b>	<b>Projected Additional Enrollment from Los Osos @ Buildout</b>
2 Elementary Schools (total)	1220	687	+176
Los Osos Middle School	650	560	+37
Morro Bay High School	1000	825	+70

## **D.5 Parks**

Los Osos has only one community park, the 6.2-acre Los Osos Community Park. In addition, Los Osos residents have convenient access to Montana de Oro State Park, El Chorro Regional Park, and other "special" recreation facilities, including Sweet Springs Nature Preserve, Elfin Forest Natural Area, Morro Bay State Park and Golf Course, and Los Osos Oaks State Reserve. Public school facilities augment the community's recreation facilities.

The County's Parks and Recreation Element indicate that a reasonable goal for the amount of parkland needed is a minimum of three acres of parkland per 1,000 people. Using this guideline, new parkland is needed for the current population of Los Osos.. In particular, Los Osos needs more opportunities for "active" recreation, such as ball fields, children's play equipment, recreation programs, etc.

The County should work with the community to develop sufficient parkland (neighborhood and community parks and recreation facilities) to accommodate the needs of existing and future populations. Proposed programs to provide more parks for Los Osos are discussed in Chapter 2, Community Plan Policies.

## **D.6 Fire Protection**

Fire protection and emergency medical services are provided by Cal Fire/County Fire through an agreement with the Los Osos Community Services District (LOCSD). Fire and emergency medical services are provided well beyond the Urban Reserve Line.

For most calls within Los Osos, Cal Fire response times vary from four to seven minutes. The response times are within the performance standards as outlined in the Cal Fire/San Luis Obispo County Strategic Plan.

## **D.7 Police Protection**

Los Osos relies on the County Sheriff and the California Highway Patrol for police services. The Sheriff's coast station is located in Los Osos. The Highway Patrol office is located near the California Boulevard-Highway 101 interchange in San Luis Obispo. Response times for the Sheriff's office vary, based on allocated personnel, existing resources, time and day of week and prioritized calls for law enforcement services. In 2014, the average response time for Los Osos was about 16.6 minutes, according to the County Sheriff's Office.

## D.8 Libraries

The Los Osos Library is located at 2075 Palisades Avenue. Measures of service for public libraries have typically been expressed as the number of books or the amount of library floor space per capita. A 1962 study, still regarded as valid by library administrators, contains a guide for estimating the need for library services, based on a survey of libraries from across the country (see Table D-5 below).

Table D-5: Formulas for Library Facilities by Community Size		
Community Size	Book Stock (Volumes per capita)	Total Square Feet per Capita
Under 10,000	3.5 to 5	0.7 to 0.8
10,000 to 35,000	2.75 to 3	0.6 to 0.65

*Source:* Adapted from Practical Administration of Public Libraries, Wheeler & Goldhov, 1962

Table D-6 summarizes the adequacy of the existing library in Los Osos based on the above guidelines, and indicates facility needs at build-out. It is clear that the existing facility is seriously inadequate. A new 7,000 square-foot library building is planned in Los Osos.

Table D-6: Recommended Library Facilities, Los Osos						
	Building Square Feet		Book Stock (# of Volumes)		Recommended at Buildout	
	2014 Actual	2014 Desirable	2014 Actual	2014 Desirable	Building Square Feet	Book Stock
Los Osos	3976	8700-9400	38345	38500-42000	11250-12188	51563-56250

Increasing use of computers will provide greatly expanded opportunities for people to gain access to digitized information. Libraries can improve their level of service by providing patrons with links to the information network, in addition to increasing the amount of shelf space for book storage.

## D.9 Human Services

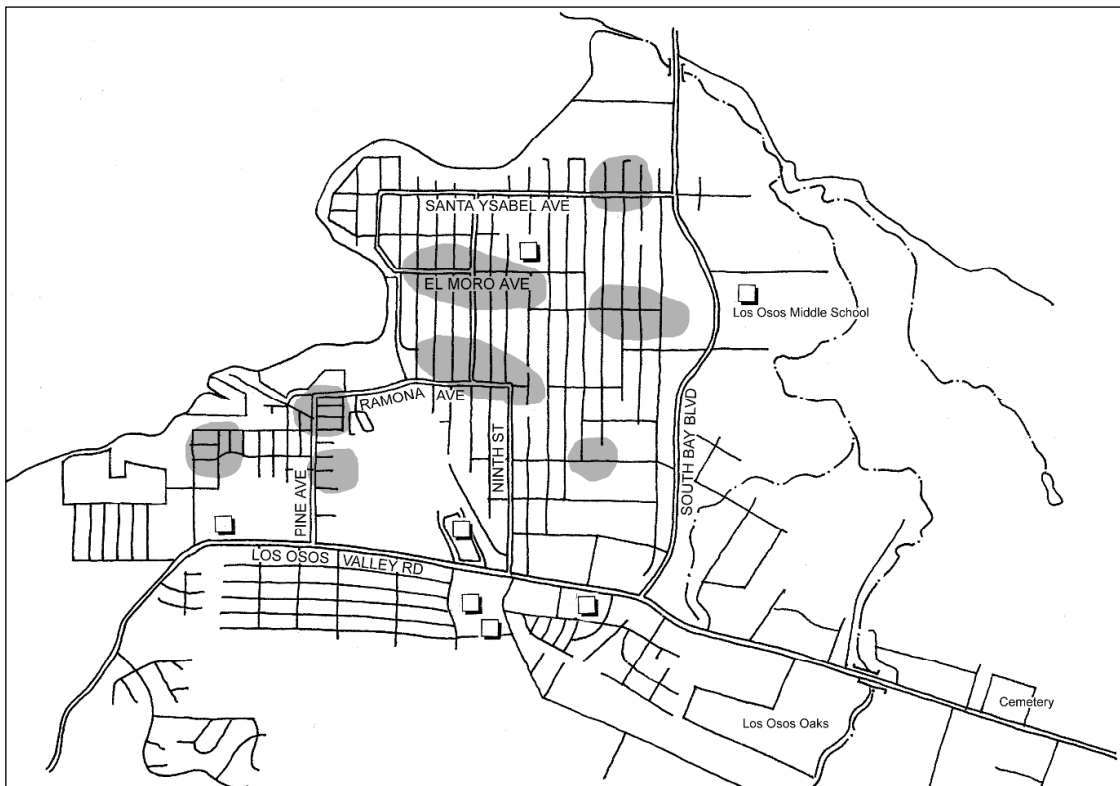
All government offices providing counseling, mental health, welfare, family planning and other human services are located in the City of San Luis Obispo.

## D.10 Drainage

Several street intersections and other locations in Los Osos experience localized flooding. Areas where flooding frequently occurs are shown in Figure D-4. Other drainage concerns are runoff of sediment and pollutants into Morro Bay, which is causing adverse effects on the estuary and wetlands.

Drainage issues have been studied in the Preliminary Engineering Evaluation, Los Osos/Baywood Park Community Drainage Project, County Service Area No. 9J, completed in April 1998. The study attributes drainage problems to a combination of rising groundwater levels, the existence of natural sumps, the paving of open space and subsequent reduction of the area available for storm water infiltration, and disruption of natural surface drainage patterns by urban development. Recommended solutions include the construction of storm drains and retention basins. An assessment district for drainage purposes was approved by Los Osos voters in 1998 to maintain existing drainage facilities.

**Figure D-4: Areas of Localized Flooding**





# Appendix E: Trees

---

## E.1 Preservation, Maintenance and Growth of the Tree population

The current tree population of Los Osos is decreasing drastically due to recent drought conditions, disease, decommissioning of septic systems and neglect. With the loss of trees, it is also a loss of part of the community's character. Large populations of Monterey Cypress, Monterey Pine, Italian Stone Pine, Coast Live Oak and Eucalyptus have declined. Being an asset to the community, trees conserve energy, clean the air, sequester carbon, provide storm water management, beautify the community, provide shade and improve the environmental, economic and quality of life in Los Osos. Therefore, understanding trees are a valuable resource to our community, it is essential that every effort be made to protect, maintain and expand our urban forest both on public and private lands. The County of San Luis Obispo will work with the community and local agencies to increase and support tree planting and preservation goals.

## E.2 Benefits of Trees

### E.2.1 Economic benefits

The urban forest contributes to the well-being of the residents of Los Osos in many ways. Trees add value to adjacent homes and business. Research shows that businesses on tree-scaped streets show 20% higher income streams. Realtor based estimates of street tree versus non-street tree comparable streets relate a \$15-25,000 increase in home and business value. This in turn adds to the tax base and operations budgets of the County.

### E.2.2 Environmental benefits

Trees contribute to improving our air quality, water quality, and providing wildlife habitat. Trees leaf and branch structure absorb the first 30% of most precipitation, allowing evaporation back into the atmosphere. This moisture never hits the ground. Another 30% of precipitation is absorbed back into the ground and taken in and held onto by the root structure, then absorbed and transpired back to the air. Trees provide rain, sun, heat and wind protection shielding wildlife, humans and structures. Tree coverage offers shade from direct sunlight, shelter from the rain and lowering the air temperatures by 5-15 degrees. Trees and shrubs improve air quality by absorbing carbon dioxide and other pollutants, removing dust and sand particulates, and releasing oxygen. Carbon dioxide is absorbed for the photosynthetic process, but other emissions such as nitrogen oxides, carbon monoxide, and volatile organic compounds are reduced significantly from the proximity to trees. The leaves and shrubs filter the air from moving dust and sand particles. Urban street trees provide a canopy, for birds to enjoy, a root structure and setting important for insect and bacterial life below the surface; at grade for pets and people to enjoy, all of which connects the urban human to the natural environment.

### **E.2.3 Human benefits**

Trees provide oxygen for humans. They release oxygen when they use energy from sunlight to make glucose from carbon dioxide and water. One large tree provides a day's supply of oxygen for up to four people. It is an indisputable fact that humans need trees to breathe and survive.

### **E.2.4 Social benefits**

Trees seem to make life more pleasant in a couple of ways. They convert the streets, parking, and buildings into a more aesthetically pleasing environment. The paved roads, parking lots and structures that create cities are a grey visual and harsh environment without the trees and shrubs to soften and relieve the eyesore. Trees are an integral part of traffic calming measures. Trees also improve health, emotion, and wellbeing for all ages. Studies have shown that trees can reduce stress, and that views of trees can speed the recovery of surgical patients. The advantage of trees expands past their physical benefits, by creating a more calming, visually pleasing environment for all to gain from.

## **E.3 Areas for Consideration for Tree Corridors**

- South Bay Boulevard from Los Osos Valley Road to Santa Ysabel
- Los Osos Valley Road from South Bay Boulevard to Pecho Valley Road at Rodman Drive
- El Moro Street from 3<sup>rd</sup> Street to Santa Ysabel
- Santa Ysabel from South Bay to Pasadena
- Intersection of South Bay Boulevard and Santa Ysabel
- The intersection of South Bay Boulevard and Los Osos Valley Road
- Santa Ysabel route from 7<sup>th</sup> to Ramona Avenue to 9<sup>th</sup> Street to Los Osos Valley Road
- 10<sup>th</sup> Street from Santa Ynez to Los Osos Valley Road

# Appendix F: Circulation Appendix

---

## F.1. Existing Deficiencies

The following circulation deficiencies exist:

- A. **Los Osos Valley Road between 9th Street and Pine Avenue.** Existing capacity and pedestrian deficiencies exist along this segment of Los Osos Valley Road. This is a critical pedestrian gap to tie the westerly residential neighborhoods to the central business district.
- B. **Ramona Avenue.** Roadway alignments and intersections at 4th and 9th Streets are no longer efficient for the traffic volume.
- C. **Doris Avenue between Rosina Drive and South Court.** The unimproved segment of this road prevents a direct motor vehicle connection between the residential area of Cuesta-by-the-Sea and Monarch Grove Elementary School.
- D. **Pine Avenue.** Pine Avenue is a residential collector. Pedestrian use of the roadway shoulder is restrictive due to parked vehicles, utilities, fences, and other obstacles. These same constraints coupled with the narrow 40-foot right-of-way suggest road widening improvements for Class II bike lanes and/or sidewalks may require right-of-way from adjacent properties,

Other deficiencies and perceived problems have been identified by the community, but they cannot be measured against an engineering standard. Instead, they are based on people's perceptions, which affect how people make their transportation choices. Those deficiencies may also need to be addressed, and include the following:

- E. **Los Osos Valley Road, Los Osos Creek to 9th Street.** Traffic moves too fast, the street is too wide for pedestrians to cross safely, and the wide street disrupts the character of the community. Medians are proposed to reduce the overall width of the street for traffic speed reduction and traffic access management. The one block with medians on Los Osos Valley Road west of South Bay Boulevard has been shown to reduce travel speeds.
- F. **Traffic Speed.** Traffic routinely exceeds posted speed limits on many streets, such as Santa Ysabel Avenue, South Bay Boulevard, Los Osos Valley Road, Bayview Heights Drive, and Rodman Drive. The best solution may be a greater emphasis on enforcement of traffic speed laws. The County has engaged the community in an effort to produce traffic calming measures on Santa Ysabel Avenue, including median islands and raised cross walks.
- G. **Unpaved roads.** Many unpaved roads cause inefficient traffic patterns create excessive dust and discourage pedestrian and bicycle travel.

- H. **Pedestrian and Bicycle Facilities.** Pedestrian and bicycle travel are discouraged by many factors, but the primary one is a lack of an adequate and convenient system of pedestrian and bicycle facilities that connect residential areas, schools and commercial areas. Class I bikeways should be developed, or Class II bikeways need to be located on streets with minimal traffic in order to encourage bicycle use by school-age children, commuters, shoppers, senior citizens, and others. Refer to the *County's Bikeway Plan* for additional information.
- I. **Regional Transit Service.** Ridership on buses is low for many reasons. They include infrequent service and other service deficiencies, poor access to bus stops, lack of sheltered bus stops, a poorly located park-and-ride lot, and a lack of incentives to use transit. Since over 75 percent of workers living in Los Osos commute to jobs in other communities, providing a high level of transit service is an important need.

## F.2. Proposed Improvements

Examples of specific measures to correct or improve the preceding deficiencies are described in Section 5.3, Circulation Improvements.

### A. Arterials

Arterial roads carry traffic between principal arterial roads and between population centers or they may just carry large volumes of traffic within an urban or rural area. They are not intended to provide primary access to residences and are best used for controlled access to areas of retail and service commercial uses, industrial facilities and major community facilities.

#### 1. Los Osos Valley Road

Proposed improvements include the following. In addition, refer to the proposed improvements in the following section, Los Osos Valley Road Corridor Improvements:

- a. Construct center medians in the downtown corridor intended to slow traffic, encourage pedestrian activity, attract economic activity, and make the area more attractive.
- b. Widen Los Osos Valley Road between Doris Avenue and Palisades Avenue to provide a continuous center left turn lane.
- c. Implement traffic calming measures where feasible to slow traffic and encourage safe pedestrian travel within the central business district, such as bulb-outs, medians and raised crosswalks at intersections and mid-block locations.
- d. Construct a multi-use trail on the northerly side of Los Osos Valley Road between Palisades Avenue and Doris Avenue.

#### 2. Los Osos Valley Road Corridor Improvements

On July 24, 2007, the Board of Supervisors approved preparation of the Los Osos Valley Road Corridor Study. The study was developed to define a specific set of guidelines and serve as an overall master plan that will guide future circulation improvements within the Los Osos Valley Road right-of-way between the Los Osos Creek Bridge and Bush Drive. Community meetings were held with the Los Osos Advisory Council (LOCAC), its Visioning

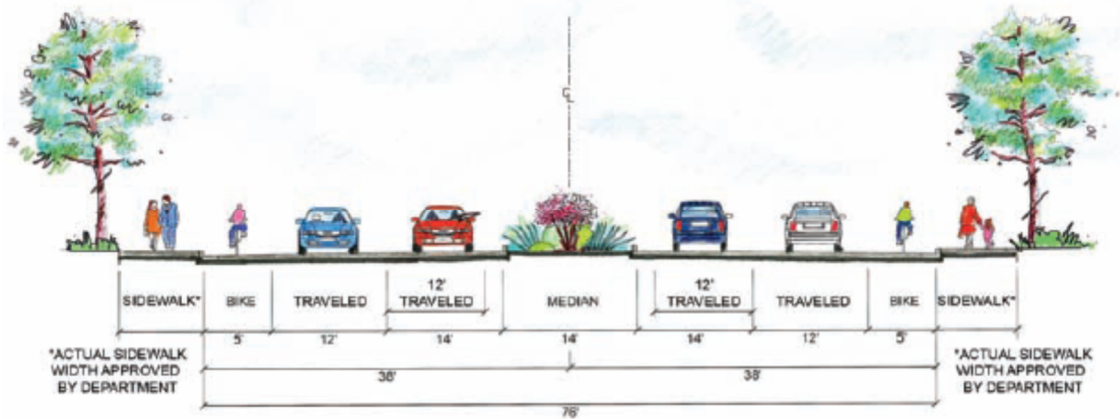
and Transportation Circulation Committees, the general public, the consultant and County Public Works. These meetings resulted in release of the community-sponsored Draft Los Osos Valley Road Corridor Study in November of 2008.

The study's recommendations are included here. They seek to strike a balance between traffic flow maximization for passers-through and the safety and convenience of pedestrians, cyclists and local traffic, for which Los Osos Valley Road is a community center.

**a. Los Osos Valley Road between Bush Drive and Sunset Drive**

The Los Osos Valley Road Corridor Study concludes that unobstructed automobile movements and safe pedestrian crossings are issues that need to be addressed. In the central business district, the study recommends a raised median to prevent unobstructed turning movements and control the turning movements at the intersections.

**Figure F-1: Conceptual Los Osos Valley Road Section with Median**



A raised median provides three main functions: 1) restrict the unobstructed movements and control the turning movements, 2) provide traffic calming by narrowing the roadway, causing traffic to slow down, and 3) provide an opportunity for plantings and other hardscape improvements, enhancing the streetscape and the visual character of Los Osos Valley Road.

**Figure F-2: Conceptual Los Osos Valley Road Improvements – Bush Drive to Sunset Drive**



- i. **Los Osos Valley Road at Bush Drive.** A right turn deceleration lane is proposed for westbound Los Osos Valley Road traffic to northbound Bush Drive. This would allow traffic headed for Bush Drive to make a smooth transition, which would help reduce rear-end collisions.

**Figure F-3: Los Osos Valley Road at Bush Drive**



A raised and planted median along the center line of Los Osos Valley Road is proposed for traffic control. It would not allow southbound Bush Drive traffic to proceed eastbound on Los Osos Valley Road. It would also not allow eastbound Los Osos Valley Road traffic to turn left onto Bush Drive. This is proposed to reduce turning movement options and confusion caused by the severe angle of the Bush Drive intersection with Los Osos Valley Road. In effect, Bush Drive at Los Osos Valley Road becomes a “right-in/right-out only” intersection.

- ii. **Los Osos Valley Road at Bayview Heights Drive.** The corridor study recommends that the improvements to the Los Osos Valley Road intersection with Bayview Heights Drive be performed within the current curb/pavement/radii system. The study also recommends that the intersection remain signalized, though the array of traffic signals and their

programming should be upgraded to include pedestrian crossing signals and queuing.

**Figure F-4: Los Osos Valley Road at Bayview Heights Drive**



The signal would also be synchronized with the other traffic signals along Los Osos Valley Road for traffic flow timing and enhanced peak hour movement. Additionally, pedestrian striping (or special pavers) across the intersection is included to better define the pedestrian areas. There is insufficient right-of-way (ROW) width to allow plantings in the raised median nearest the intersection.

- iii. **Los Osos Valley Road at 10th Street.** Improvements to the Los Osos Valley Road intersection with 10th Street should be made within the current curb/pavement/radii system. The intersection is also proposed to remain signalized - though the array of traffic signals and their programming will be upgraded to include pedestrian crossing signals and queuing. The signal would also be synchronized with the other traffic signals along Los Osos Valley Road for traffic flow timing and enhanced peak hour movement.

**Figure F-5: Los Osos Valley Road at 10th Street**



Additionally, pedestrian striping (or special pavers) across the intersection is included to better define the pedestrian areas. However, in order to reduce potential conflicts and assist traffic flow, pedestrian crossings are confined to the northern and eastern sides of the intersection. There is sufficient right-of-way (ROW) width to allow plantings in the raised median east of 10th Street.

Additional plantings are proposed along the south side of the intersection to visually and physically reinforce that 10th Street does not proceed south through the intersection with Los Osos Valley Road.

- iv. **Los Osos Valley Road at Sunset Drive.** Two options were investigated at the Los Osos Valley Road intersection with Sunset Drive. Option 1 downgrades the status of the intersection by installation of a raised and planted median that eliminates direct north/south movement and left turns from Sunset to Los Osos Valley Road and left turns from Los Osos Valley Road to Sunset. Option 2 recommends formalizing the existing intersection with improvements that retain the current array of traffic movement options. However, this option also enhances the physical plant with pedestrian striping (or special pavers) across the intersection to better define the pedestrian areas and adds a pedestrian-initiated cross walk signal.

**Figure F-6: Los Osos Valley Road at Sunset Drive – Option 1**





**Figure F-7: Los Osos Valley Road at Sunset Drive – Option 2**



A traffic signal is not included under either option, but a set of “STOP” signs is recommended in both options to control traffic onto Los Osos Valley Road. Los Osos Valley Road traffic would not be subject to a “STOP” sign under any option.

**b. Los Osos Valley Road between Sunset Drive and South Bay Boulevard**

**Figure F-8: Los Osos Valley Road Improvements –  
Sunset Drive to South Bay Boulevard**



- i. **Los Osos Valley Road at Fairchild Way.** In order to provide pedestrians and cyclists with another formalized way to cross Los Osos Valley Road, the Corridor Study recommends that a new traffic signal be provided at the intersection of Los Osos Valley Road and Fairchild Way. The intersection would be incorporated into the programming with the other traffic signals along the Los Osos Valley Road corridor to address pedestrian crossing signals and queuing.

**Figure F-9: Los Osos Valley Road at Fairchild Way**



The signal would also be synchronized with the other traffic signals along Los Osos Valley Road for traffic flow timing and enhanced peak hour movement. The Corridor Study recommends adding pedestrian striping (or special pavers) across the intersection to better define the pedestrian areas.

- ii. **Los Osos Valley Road at South Bay Boulevard.** The Corridor Study recommends an upgraded traffic signal at this intersection that would be incorporated into the programming with the other traffic signals to address pedestrian crossing signals and queuing. The signal would also be synchronized with the other traffic signals along Los Osos Valley Road for traffic flow timing and enhanced peak hour movement. This intersection should include a gateway feature for the entrance to town. The gateway may include special landscaping, monument signs or other features.

**Figure F-10: Los Osos Valley Road at South Bay Boulevard**

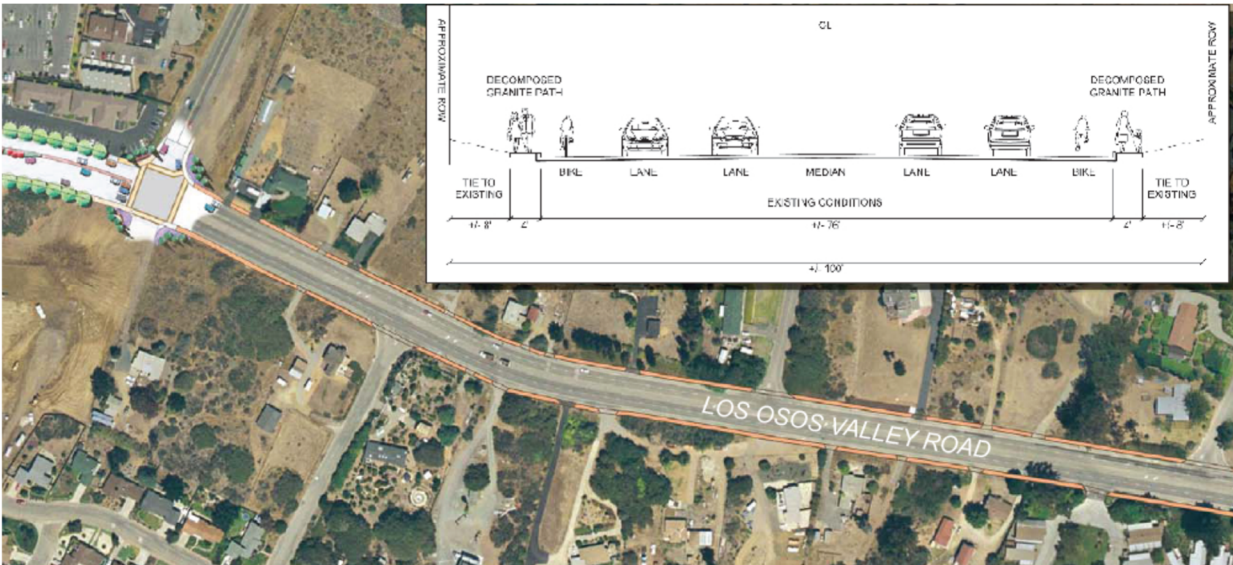


The Corridor Study recommends pedestrian striping (or special pavers) across the intersection to better define the pedestrian areas on all sides of the intersection except the east side. In addition, sidewalks should tie into the proposed trail heading southeast down Los Osos Valley Road.

c. **Los Osos Valley Road between South Bay Boulevard and Los Osos Creek Bridge**

The Los Osos Valley Road section below illustrates conceptual improvements to include the addition of a four-foot-wide pedestrian trail adjacent to the existing curb. The trail provides a safe means of travel for recreation, as well as a connection to the central business district for the residences to the south.

**Figure F-11: Los Osos Valley Road Section between South Bay Boulevard and Los Osos Creek**



3. **Los Osos Valley Road Corridor Study Guidelines for Amenities, Central Business District**

The following are some examples of general approaches to streetscape design within the central business district. These guidelines are crafted with an acknowledgement of contemporary xeriscaping/low-water-demand approaches to streetscape design. An encroachment permit must be issued by the County Public Works Department prior to constructing streetscape amenities within the public road right-of-way. The permit provisions will ensure that amenities are safely located, constructed in accordance with prevailing standards, and maintained. Typically, maintenance responsibilities will rest with the adjoining property owner. Alternatively, property owners may establish a Business Improvement District, Landscaping and Lighting District or request the Community Services District to assume ongoing maintenance and operation.

a. **Parking**

On-street parking is not recommended on Los Osos Valley Road within the central business district. On-site parking, if located between a building and a street, shall be screened from public rights-of-way by vegetation, a decorative wall or combination thereof with a height of a 30 - inches above the bumper stop and/or curb of the surface parking lot adjacent to the right-of-way. Parking lots shall be separated from sidewalks, streets, or alleys by a landscaped open area of at least five (5) feet between the parking area and the edge of the right-of-way.

#### **b. Street Furnishings**

Streetscape furniture should be consistent throughout the corridor to provide continuity, display a regional theme, reduce the need for maintenance, and reduce the need to retain an exotic street furnishing inventory. Furnishings should be set back a minimum of 2.5 feet from the face of the curb to avoid damage from vehicles. All metal parts that are not otherwise finished to sustain outdoor exposure should be painted with a glossy, rather than a matte finish.

#### **c. Sitting Walls**

Sitting walls built into the streetscape are recommended to maximize seating choices for pedestrians and attract pedestrians to linger and socialize in certain areas. In every instance, sitting areas (benches and sitting walls) should receive partial-to-full shade. Sitting areas should be located with a practical approach that minimizes proximity to noise, wind, and dust. On the positive side sitting areas should take advantage of proximity to locally popular gathering places (restaurants, transit stops, and school routes) and be oriented to enjoy works of art or significant views and vistas. Sitting areas should be open enough to promote security.

#### **d. Benches**

Benches are to have backs and arm rests (every 4 feet) for comfort. Color and style shall complement and be coordinated with the building and paving materials. Benches should be made of metal or a combination of metal, wood, recycled hybrid plastics, or similar. Metal should be painted in lighter tones to reduce heat gain during sunny days. It is recommended that benches be common “catalogue” items and not be custom-designed and built for this corridor. In this way, they can be replaced with ease and at a minimum expense in the event they are damaged.

#### **e. Trash Receptacles**

Trash receptacles should be provided within the corridor at locations where pedestrians pause or linger, for example, at transit stops and intersections. Receptacles should be simple, subdued, and easy to maintain and replace. It is recommended that receptacles be common “catalogue” items and not be custom-designed. Their colors should tend toward the darker shades of the color palette. As much as possible, receptacles should recede into the background. They should be built with stone, precast concrete or metal and have removable liners and lids.

#### **f. Pathways**

All streets along the Los Osos Valley Road Corridor will have sidewalks in accordance with County public improvement standards. The recommended materials for pathways and areas outside the public right-of-way are brick, concrete pavers and concrete. “Stamped” and “colored” concrete is not recommended. Asphalt is prohibited unless it is a designated bikeway.

#### **g. Perpendicular Streets**

Perpendicular streets connecting to or crossing Los Osos Valley Road should have full sidewalk, curb, gutter, lighting, sign and pathway improvements similar or complementary to the guidelines that apply to Los Osos Valley Road.

#### **h. Bike Racks**

Bicycle racks should be provided within the corridor to encourage alternative transportation choices. Bicycle racks should be painted or treated metal. The design, quantity, and locations of bicycle racks will be reviewed and approved by the County. The color should complement the proposed improvements.

#### **i. Tree Grates**

The use of tree grates along Los Osos Valley Road should be reserved for plazas and areas along the streets within the corridor. Tree roots, especially on young trees, need protection in areas where pedestrian traffic is heavy. Without such protection, the soil becomes compacted and the trees may die from suffocation. Tree grates are only recommended where sidewalk dimensions or pedestrian movement prohibit the use of tree planting beds. If tree grates are used, the maximum size units should be installed to provide additional root space for the trees. For narrow sidewalks where tree grates are needed, 4-foot by 8-foot or 5-foot by 10-foot grates are preferred. Under no circumstances should a grate smaller than 4-by-8 feet or 6-by-6 feet be used. The tree grates should be cast iron “pedestrian-friendly” tree grates which have smaller openings to minimize tripping hazards. Large tree pits without grates are the preferred planting environment.

#### **j. In-Ground Planters**

In-ground planters are preferred over tree grates within the corridor. A planting bed facilitates a “greener” streetscape/creek-scape environment and allows for improved water absorption. This approach also lessens the risk of compaction and provides additional room for root growth. Pedestrians can be discouraged from walking through the planters by elevating them slightly with a coping edge or curb edge and ground covers are used, seasonal bulbs can be interspersed to provide color with a minimum amount of maintenance. In-ground planters should only be used in areas where a walkway width of at least eight feet from building face can be maintained. If planting beds are used on narrower walks, pedestrians will feel confined and may disregard the planter edges by walking through them. In these situations, it is better to use tree grates.

#### **k. Container Planters**

Year-round container plantings may be used in the corridor to add color and create seasonal interest. Seasonal containers should be used extensively near building entrances and in key pedestrian zones.

#### **l. Landscaped Medians**

Landscaped medians will utilize hardscape treatments unless the Community Services District or other local entity enters into a maintenance agreement with the County to ensure frequent and ongoing irrigation, maintenance and replanting obligations.

#### **m. Street Lighting**

All lighting is to be the minimum necessary to provide safer intersections, sidewalks, bike lanes and roadways. Lighting may be used for other purposes in special circumstances, for example, low wattage accent lighting of trees, lighting of designated public art, and temporary seasonal “holiday” lighting for no more than 60

days per calendar year. In every instance, the overall consideration for dark sky ambience and energy conservation is to take precedence over excessive lighting.

All lighting is to be shielded downward and minimize spillage outside of the target subject of the lighting program. Low voltage and/or “green” lighting systems should be installed when they suit the lighting program intent. Where possible, accent lighting should be low profile and hidden from general public view during non-operational hours.

Pedestrian-level lighting should be installed along roadways within the Central Business District. Private property owners are encouraged to continue pedestrian lighting as needed to illuminate pathways between public rights-of-way and buildings.

Light standards that are generally visible should be aesthetically pleasing during daylight hours and use a design based upon traditional, established and familiar public light standard designs. Lighting is not to use “fad” and “trendy” designs that are not derivative of the local culture and architecture. Lighting is also not to use designs that are ultra-contemporary and obvious products of their time that do not age gracefully. However, “Cobra-head” street lights or similar ubiquitous light standards are also not to be used.

#### 4. **South Bay Boulevard.**

Improve its intersection with Los Osos Valley Road with a future southbound dual left turn lane under future traffic conditions.

- a. Plan for a future intersection with the Ramona Avenue extension.
- b. Plan for a future multi-use trail on the easterly side.

### **B. Collectors**

Collector roads enable traffic to move to and from local roads, arterial roads and activity centers. They are the principal roads of residential areas and carry relatively high volumes of traffic. Residential driveway access should be limited according to traffic volumes, parcel sizes and sight distances.

1. **Ramona Avenue.** Complete Ramona Avenue between 10th Street and South Bay Boulevard after realignment of the Ramona Avenue at 4th Street intersection. The street will then serve as an east-west collector serving much of the area north of Los Osos Valley Road.
2. **Ravenna Avenue.** Extend between Los Osos Valley Road and Ramona Avenue as development occurs in the vicinity. This will provide a much needed north-south link between Los Osos Valley Road and the Baywood Park area.
3. **Skyline Drive.** Complete Skyline Drive between Doris and Pine Avenues, and then extend the street eastward to Palisades Avenue. Ultimately, extend the street from Palisades Avenue eastward to Nipomo Avenue at 7th Street when development occurs in that area. This east-west connection will provide access and circulation in the Morro Palisades area, and will provide connections between that area, Cuesta-by-the-Sea, and the El Moro area. The extension east of Palisades Avenue will require right-of-way acquisition.

4. **Doris Avenue.** Complete Doris Avenue from Rosina Avenue to South Court. This will provide needed motor vehicle access from Cuesta-by-the-Sea to Monarch Grove Elementary School.
5. **Fairchild Way.** Signalize its intersection with Los Osos Valley Road and extend the street northerly to Nipomo Avenue.

### **C. Local Roads**

Local roads are used primarily for access to adjacent properties. The Los Osos Circulation Study recommends improvement of various local roads to complete the established grid street system, especially in the El Moro area.

1. Extend Van Buerden Drive westerly to limit or preclude future access of these properties to Los Osos Valley Road.

*This page left intentionally blank.*



# **Appendix G: Funding Sources and Financing Mechanisms**

---

Capital Improvement Cost by Improvement Type

**Appendix Table G-1  
Capital Improvement Costs by Improvement Type**

Category	Near-Term (Now through 2025)	Long-Term (2026 through Buildout)	Existing Deficiencies? (Y/N)	Total Cost [1]	Funding Mechanism(s)
<b>Public Facilities</b>					
<u>Parks</u>					
New parkland	X	X	Y	\$10,530,059	◆ Public Facilities Impact Fee (parks component) ◆ Quimby in-lieu fees
New park improvements	X	X	Y	\$6,065,702	◆ Public Facilities Impact Fee (parks component) ◆ Quimby in-lieu fees ◆ State grants ◆ Parcel tax
Parks, Subtotal				\$16,595,761	
<u>Library</u>					
	X		Y	\$6,800,000	◆ Impact fee revenue ◆ Friends of the Library
<b>Public Facilities, Subtotal</b>				<b>\$23,395,761</b>	
<b>Utility Infrastructure</b>					
<u>Water</u>					
LOCSD CIP List	X	X	Y	\$3,347,724	◆ CSD water rates and connection fees
LOBP Infrastructure Program B	X	X	Y	\$12,820,000	◆ CSD water rates and connection fees
<u>Stormwater</u>					
Roadside infiltrator	X	X	Y		
Retention basins	X	X	Y		
Swales	X	X	Y		
Stormwater, Subtotal [2]				TBD	◆ CFD Special Tax ◆ New Development Impact Fee (Countywide with Subareas)
<b>Utility Infrastructure, Subtotal</b>				<b>\$16,167,724</b>	
<b>Circulation</b>					
<u>Roads &amp; Bikeways</u>					
<u>Roads</u>					
Arterial Roads		X	Y		
Collector Roads		X	Y		
Local Roads		X	Y		
Roads, Subtotal				\$23,300,396	◆ Road improvement fees ◆ Federal, state, regional
Bicycle Lanes & Paths		X	Y	\$6,691,348	◆ Federal, state, regional
Roads & Bikeways, Subtotal				\$29,991,744	
<u>Trails [3]</u>	X	X	Y	TBD	◆ Public Facilities Impact Fee (update parks)
<u>Coastal Access Improvements</u>					
Mitchell Drive/Doris Avenue [4]	X		N/A	TBD	◆ Federal, state, regional grants (e.g., Prop. 68)
Bay Street, 7th Street, and Pecho Road [5]	X		N/A	TBD	◆ Federal, state, regional grants (e.g., Prop. 68)
<b>Circulation, Subtotal</b>				<b>\$29,991,744</b>	
<b>Total</b>				<b>\$69,555,229</b>	

[1] Costs inflated to 2020 values using April 2020 data from the California Construction Cost Index (2016 - 2020).

[2] Estimated cost to design and install a roadside infiltrator is \$100,000. Basins, swales, and other types of infrastructure estimated at \$50,000 to \$100,000 per project, depending on project scale.

[3] Multi-use trail improvements, which include a paved surface for bicyclists as well as a native soil surface, are estimated to cost \$2.5 million per mile, depending on site constraints.

[4] A recently completed project in Cayucos that made comparable improvements (concrete pathway, overlook, bike rack, bench, garbage/recycling cans, bollards, and signage) cost \$75,000.

[5] A recently completed project in Cayucos that made more extensive improvements than desired at these sites cost \$75,000.

Sources: Los Osos Community Plan (2015); Los Osos Community Plan EIR (2019); DTA Development Impact Fee Justification Study, County of San Luis Obispo (2019); County of San Luis Obispo Infrastructure and Facilities Capital Improvement Program 5 Year Plan (FY 2020-21 through FY 2024-25); LOCSD Water Capital Improvement Projects Listing (2020); Los Osos Basin Plan (2015); Los Osos Circulation Study (2018); County of San Luis Obispo; Economic & Planning Systems, Inc.

## G-2 Funding Sources and Financing Mechanisms



## CSD Utility Connection Fees Calculations

**Appendix Table G-2**  
**CSD Utility Connection Fees Calculations**

Land Use Category	New Development (through 2040)	CSD Utility Connection Fees	
		Water	
		Fee Level (per Unit or per 5/8" meter)	Amount
<b>Residential (units)</b>			
Single Family	1,045	\$2,485	\$2,596,825
Multifamily	799	\$1,938	<u>\$1,548,462</u>
<b>Subtotal, Residential</b>	<b>1,844</b>		<b>\$4,145,287</b>
<b>Commercial (sq.ft.) [1]</b>			
Office	49,536	\$2,584	\$128,001
Retail	228,900	\$2,584	\$591,478
Commercial			
Service	49,574	\$2,584	\$128,099
Industrial	-	\$2,584	-
<b>Subtotal, Commercial</b>	<b>328,010</b>		<b>\$847,578</b>
<b>Total, Los Osos</b>			<b>\$4,992,865</b>

[1] One 1" meter is assumed to be needed for every 1,000 sq.ft. of new development. Actual meter size and number of meters will be determined at the time of development.

Sources: Los Osos CSD; Economic & Planning Systems, Inc.

Appendix Table G-3

County Public Facilities Fees Calculation

Land Use Category	New Development (through 2040)	Public Facility Fees													
		Government		Administration		Sheriff		Park [1]		Library		Fire		Total	
		Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount	Fee Level (per Unit or per 1,000 Sq.Ft.)	Amount
<b>Residential (units)</b>															
Single Family	1,045	\$1,038	\$1,084,982	\$139	\$145,255	\$693	\$724,248	\$2,492	\$2,604,004	\$696	\$726,954	\$2,025	\$2,116,041	\$7,083	\$7,401,484
Multifamily	799	\$723	\$577,365	\$97	\$77,503	\$482	\$385,406	\$1,752	\$1,399,456	\$499	\$398,805	\$1,409	\$1,126,039	\$4,962	\$3,964,574
<b>Subtotal, Residential</b>	<b>1,844</b>		<b>\$1,662,347</b>		<b>\$222,758</b>		<b>\$1,109,653</b>		<b>\$4,003,461</b>		<b>\$1,125,759</b>		<b>\$3,242,080</b>		<b>\$11,366,058</b>
<b>Commercial (sq.ft.)</b>															
Office	49,536	\$812	\$40,228	\$62	\$3,071	\$542	\$26,853	-	-	\$157	\$7,780	\$1,584	\$78,457	\$3,157	\$156,389
Retail	228,900	\$366	\$83,812	\$28	\$6,409	\$244	\$55,945	-	-	\$71	\$16,211	\$714	\$163,457	\$1,423	\$325,835
Commercial Service	49,574	\$261	\$12,949	\$20	\$991	\$174	\$8,644	-	-	\$51	\$2,504	\$509	\$25,255	\$1,016	\$50,344
Industrial	-	\$261	-	\$20	-	\$174	-	-	-	\$51	-	\$509	-	\$1,016	-
<b>Subtotal, Commercial</b>	<b>328,010</b>		<b>\$136,989</b>		<b>\$10,472</b>		<b>\$91,442</b>		<b>\$0</b>		<b>\$26,495</b>		<b>\$267,170</b>		<b>\$532,568</b>
<b>Total, Los Osos</b>			<b>\$1,799,336</b>		<b>\$233,230</b>		<b>\$1,201,095</b>		<b>\$4,003,461</b>		<b>\$1,152,254</b>		<b>\$3,509,250</b>		<b>\$11,898,626</b>

[1] Park fees are composed of Land and Development. Those lots which paid a Quimby Fee are exempt from the land portion.

Sources: San Luis Obispo County, Planning and Building Department Public Facility Fees Schedule, FY 2019/20; Economic & Planning Systems, Inc.



**Appendix Table G-4  
County Road Improvement Fees Calculation**

<b>Land Use Category</b>	<b>New Development (through 2040)</b>	<b>Road Improvement Fee</b>	<b>Amount</b>
<b>Residential (units)</b>			
Single Family	1,045	\$4,106 per unit	\$4,290,770
Multifamily	799	\$4,106 per unit	\$3,280,694
<b>Subtotal, Residential</b>	<b>1,844</b>		<b>\$7,571,464</b>
<b>Commercial (sq.ft.)</b>			
Office	49,536	\$3,112 per 1,000 sq.ft.	\$154,156
Retail	228,900	\$2,023 per 1,000 sq.ft.	\$463,065
Commercial Service	49,574	\$3,112 per 1,000 sq.ft.	\$154,274
Industrial	-	\$3,112 per 1,000 sq.ft.	-
<b>Subtotal, Commercial</b>	<b>328,010</b>		<b>\$771,495</b>
<b>Total, Los Osos</b>			<b>\$8,342,959</b>

Sources: San Luis Obispo County Road Improvement Fee Schedule, Adjusted 12/17/2019; Economic & Planning Systems, Inc.





The following is a description of potential funding sources, including an indication of revenue potential where possible.

## **Land and/or Property-Secured Funding and Financing Mechanisms**

### **General Obligation Bonds**

A general obligation (GO) bond is a type of municipal bond that is secured by a state or local government's pledge to use legally available resources, most typically including property tax revenues, to repay bond holders. As a special district, the Los Osos CSD could issue a GO Bond if approved by voters. General obligation bonds are restricted to defined capital improvements. Credit rating agencies often consider a general obligation pledge to have very strong credit quality and frequently assign them investment grade ratings. In California, jurisdictions must secure a two-thirds voter approval to issue general obligation bonds.

#### ***Establishment***

Creation of general obligation bonds requires two-thirds voter approval if the issuance is for non-educational purposes.

#### ***Cost Burden***

The incidence of burden of general obligation bonds is upon all property owners in the issuing jurisdiction proportional to the value of their property. It is this very broad base of funding that provides excellent security for general obligation bonds, thus typically garnering the lowest interest rate of any municipal debt instrument.

#### ***Economic Considerations***

General obligation bonds allow public entities to finance at a low fixed rate over the useful life of the asset. However, general obligation bonds are limited to capital improvement expenditures and also are limited in their use to the precise purposes outlined in the authorizing ballot measure. General obligation bonds are commonly restricted to particular capital uses (e.g., street improvements, drainage improvements, parks and recreation).

### **Mello-Roos CFD Special Tax and Bonds**

*(authorized by Section 53311 et. seq. of the Government Code)*

The Mello-Roos Community Facilities Act of 1982 enables the formation of Community Facilities Districts (CFDs) by local agencies, with two-thirds voter approval (or landowner approval in certain cases), for the purpose of imposing special taxes on property owners. Special tax revenue can be used to fund capital or operations and maintenance expenses, or they may be used to secure a bond issuance and pay the debt service. As taxes increase to 50 percent or more of the basic 1 percent, there is a risk of adverse impacts on land and home prices which would offset any financing benefit associated with the additional special taxes. The actual amount of the special tax would be refined in implementation through the preparation of a Rate and Method of Apportionment (RMA). There are currently two Mello-Roos CFDs levying special taxes for services being administered by the cities of Atascadero and Paso Robles.

## **G-9 Funding Sources and Financing Mechanisms**

### ***Establishment***

With CFDs, a two-thirds voter approval is needed in areas that have more than 12 residents (landowners can approve special taxes in areas with 12 or fewer residents). Because of the two-thirds voter approval requirement, establishing a CFD in an infill setting can be challenging; however, there may be some types of improvements required in the Community, such as storm water and drainage improvements, that benefit all property owners, and for which property owners would vote to establish the District.

### ***Cost Burden***

Property owners pay special taxes. By adding to the cost of ownership, the tax may affect the price a buyer is willing to pay for a home or commercial property, in which case the cost incidence is shared with the builder, land developer, or landowner. Experience suggests that less than 100 percent of the financing burden is recognized by buyers.

### ***Economic Considerations***

Land-secured financing provides a well-established method of securing relatively low-cost tax exempt, long-term, fixed rate, fully-assumable debt financing. However, there can be challenges associated with establishing measurable and specific benefits to particular properties. In addition, land-secured financing adds financing costs (e.g., cost of issuance and program administration). Further, the financing capacity of a district may be limited in early phases of development and it may be necessary to rely on other sources of infrastructure funding during initial years. Finally, while land-secured financing has been widely used in greenfield development where landowner approval is the norm, achieving a two-thirds voter approval in infill areas typically can be a barrier to use of the tool.

### **Communitywide Parcel Tax**

Parcel taxes can be imposed with voter approval to fund municipal services and infrastructure. In practice, they typically are used to provide a broad-based source of funding for jurisdiction-wide-serving services. Due to the voter approval requirements and similar to general obligation bonds, jurisdiction-wide parcel taxes or special taxes typically are only successful if they fund highly-desirable public services and improvements, such as improved public safety services. Parcel taxes differ from general obligation bonds in that they can be used for maintenance and operations and they are not levied “ad valorem” (i.e., they typically have a flat or escalating rate structure applied to particular classes of properties).

### ***Establishment***

Parcel taxes, if used for general purposes including infrastructure investments, can be imposed with majority voter approval. If used for special purposes, parcel taxes will require two-thirds voter approval. They may be used for funding ongoing services or pledged to debt service.

### ***Cost Burden***

The incidence of burden of parcel taxes (and special taxes) falls upon property owners. Typically such taxes are a “flat rate” charged per parcel, sometimes with use-related variation and exemptions.

## **G-10 Funding Sources and Financing Mechanisms**

### ***Economic Considerations***

Parcel taxes (and special taxes) create an opportunity for voters to decide to pay for municipal services or facilities that they deem important. With a broad funding base and strict allocation rules, the taxpayers can assure that funding will be used as intended. However, parcel taxes (and special taxes) are limited to the purposes for which they were approved. They also are commonly subject to a “sunset” date, and must be re-authorized periodically to maintain funding.

### **Business Improvement District**

*Parking and Business Improvement Area Law of 1989 (Sts. & High. Code, Sec. 36500 et seq.) and Property and Business Improvement District Law of 1994 (Sts. & High. Code, Sec. 36600 et seq.)*

A Business Improvement District is a public/private sector partnership that performs a variety of services to improve the image of a jurisdiction and to promote individual business districts. BIDs carry out economic development services by working to attract, retain and expand businesses. Allowed improvements include streets/parking, parks, trash receptacles, street lighting, decorations, and security facilities and equipment. Services may include marketing, economic development, security, sanitation, and promotion of tourism. A BID is typically operated by a non-profit entity.

### ***Establishment***

A BID can be established with majority approval of affected businesses (if under the Parking and Business Improvement Area Law of 1989); otherwise, establishment is subject to Prop. 218 requirements to establish benefit, or to require 2/3 approval. An Engineer's Report is required.

### ***Cost Burden***

The annual assessments are paid by businesses within the District. Normally these will be assessed annually on County property tax bills.

### ***Economic Considerations***

Business Improvement District assessments must be directly proportional to the estimated benefit being received by the businesses upon which they are levied. A BID may assess property according to zones of benefit, in relation to the benefit being received by businesses within each zone. No assessments under this law can be levied on residential properties or on land zoned for agricultural use.

### **Enhanced Infrastructure Financing Districts**

*(authorized by the Infrastructure Financing District Act, Government Code §53395, et seq.; expanded by SB 628.)*

The County or individual communities could consider establishing an Infrastructure Financing District (IFD), or an Enhanced Infrastructure Financing District (EIFD) as permitted under SB 628.1 EIFDs are forms of Tax Increment Financing (TIF) that currently are available to local public entities

---

1 In September 2014, Governor Brown signed SB 628, a bill that expands the authority of Infrastructure Financing Districts.

## **G-11 Funding Sources and Financing Mechanisms**

in California. Local agencies may establish an EIFD for a given project or geographic area in order to capture incremental increases in property tax revenue from increased assessed value (due to new development and generalized appreciation). In the absence of the EIFD, this revenue would accrue to the County's General Fund (or other property-taxing entity revenue fund). EIFD funds can be used for project-related infrastructure, including roads and utilities, as well as parks and housing. EIFDs cannot be used to finance operations and maintenance expenses. Unlike prior TIF/Redevelopment law in California, EIFDs require separate approval from all participating jurisdictions (e.g., Board of Supervisors, CSDs).

Senate Bill 628 established the EIFD as a similar, but more flexible version of Infrastructure Financing Districts (IFDs), where the scope of eligible projects is more expansive. In 2019, Assembly Bill 116 eliminated the voting requirement to issue bonds but does require three public hearings on the topic of the District's financing plan.

While any tax increment, no matter how small, will generate revenue that can be reinvested in infrastructure, it is important that in most cases the local property tax available is very limited. The Community of Los Osos would be permitted to retain the County's portion of property tax revenue (approximately 23 percent of the basic 1 percent property tax generated<sup>2</sup>). Moreover, the use of local property tax to support infrastructure financing has fiscal implications for California jurisdictions in that dedicating tax revenue to infrastructure limits funding for new public services costs associated with development.

**Table G-6a** provides an illustrative example of the level of tax increment that could be generated in Los Osos and the associated bonding capacity. The estimate is calculated using just the County's increment.

---

<sup>2</sup> San Luis Obispo County Property Tax Estimates and Delinquencies, FY 2019/20. County General Fund allocation is 23.12315 percent, post-ERAF shift.

**Table G-6a Illustrative EIFD Calculation**

<b>Item</b>	<b>Amount</b>
<b>Estimated Assessed Value (AV) in Los Osos [1]</b>	\$2,220,274,186
<b>Proposition 13 Basic 1% Property Tax Rate</b>	\$22,202,742
<b>General Fund Property Tax Allocation [2]</b> <i>County Allocation</i>	23.12%
<b>Annual EIFD Tax Increment Projection in Year 1</b> @ 4% Avg. annual increase in AV (County Only)	\$205,359
<b>Annual EIFD Tax Increment Projection in Year 5</b> @ 4% Avg. annual increase in AV (County Only)	\$1,112,290
<b>Estimated Net TI Bond Proceeds [3]</b> @ 4% Avg. annual increase in AV (County Only)	\$12,037,433

[1] Assessed Value of land and improvements in Los Osos as of FY 2019/20.

[2] Allocations to the County may vary by TRA.

[3] Using Year 5 tax increment revenue, bond proceeds estimate assumes a 5% interest rate, 30 year term, 1.25 debt coverage factor, and issuance cost equal to 12% of gross bond proceeds.

In its fifth year, an EIFD could generate more than \$1 million per year of revenue. This Financing Plan does not assume EIFD use due to the need in the County for property tax revenue to pay for ongoing services and the opportunity cost of diverting incremental revenue.

***Establishment***

The establishment of an EIFD requires approval by every local taxing entity that will contribute its property tax increment. In 2019, Assembly Bill 116 eliminated the voting requirement to issue bonds but does require three public hearings on the topic of the District’s financing plan.

***Cost Burden***

The incidence of burden of an infrastructure financing district is local taxing jurisdiction that foregoes property tax revenue for services and dedicates these funds to infrastructure or other eligible investments.

***Economic Considerations***

EIFDs redirect property taxes otherwise accruing to the General Fund. The value created by the project is captured and invested in the District. However, only specific types of public investments of community-wide significance may be financed through an EIFDs. EIFDs cannot be used to finance operations and maintenance expenses.

**G-13 Funding Sources and Financing Mechanisms**

# Development-Based Financing Mechanisms

## Development Impact Fees

*(authorized by Section 66000 et. seq. of the Government Code)*

A development impact fee is an ordinance-based, one-time charge on new development designed to cover a “proportional-share” of the total capital cost of necessary public infrastructure and facilities. The creation and collection of impact fees are allowed under AB-1600 as codified in California Government Code Section 66000, known as the Mitigation Fee Act. This law allows a levy of one-time fees to be charged on new development to cover the cost of constructing the infrastructure needed to serve the demands created by the new development.

To the extent that required improvements are needed to address both “existing deficiencies” as well as the projected impacts from growth, only the portion of costs attributable to new development can be included in the fee. Consequently, impact fees commonly are only one of many sources used to finance needed infrastructure improvements. Fees can be charged on a jurisdiction-wide basis or for a particular sub-area of the jurisdiction (such as a specific plan area).

### ***Establishment***

Development impact fees can be imposed through adoption of a local enabling ordinance supported by a technical analysis showing the “nexus” between the fee and the infrastructure demands generated by new development. Fees may be charged for a particular improvement (e.g., the County’s Road Improvement Fees) or include multiple infrastructure improvement categories in a comprehensive program (e.g., the County’s Public Facilities Fees). Impact fee programs must be reviewed annually and updated periodically to assure adequate funding and proper allocation of fee revenues to the infrastructure for which the fees are collected.

### ***Cost Burden***

The burden incidence of development impact fees is upon the project developers and builders who pay the fees. Fees are a cost of development and are “internalized” into project costs in the same manner as all other development- and construction-related costs. There is no direct effect of fees on development pricing, because the markets set pricing independent of costs. However, when costs are too high for the market to bear, development may be deterred until such time as prices justify costs. All costs will influence land value, so it is often the case that landowners bear a portion of the cost of fees through lower land values (prices paid by developers or builders). So long as total development costs fall within a reasonable level, potential negative effects on development feasibility effects are manageable.

### ***Economic Considerations***

There are a number of specific economic considerations of development impact fees including:

- The effects of fees on the financial feasibility of new development and potential to deter otherwise desirable development (due to excessive costs); and
- The competitiveness effects of higher development costs (compared to neighboring jurisdictions) leading to dislocation of desired development.

A benefit of impact fees is that they provide a comprehensive and programmatic framework for identifying and allocating infrastructure costs to new development based on a demonstrated

## **G-14 Funding Sources and Financing Mechanisms**

nexus between the new development and infrastructure need. In addition, there is no discretion on the part of developers subject to the fees nor is voter approval required.

The County already has two fee programs in place as described below and could consider others if warranted. For example, a stormwater infrastructure development impact fee could help fund drainage improvements; the Road Improvement Fee program could be expanded to include multimodal and transit improvements; and/or the parks component of the Public Facilities Fee Program could be expanded to include trails:

- **County Public Facility Fees**  
*(authorized under Title 18 of SLO County Code)*

New private development in unincorporated San Luis Obispo County is charged a public facility impact fee that is used to fund government, sheriff, park and recreation, library, and fire facilities. County Public Facility Fees may be used anywhere in the County as long as funds are spent on projects that are identified as part of the fee program; they are not required to be used in the community from which they are generated. The fees were last updated and adopted in November 2019.

- **Road Improvement Fees (or Transportation Impact Fees)**  
*(authorized by Title 13 of SLO County Code, 13.01.020)*

Several communities in San Luis Obispo County, including Los Osos, charge road improvement fees to new residential and commercial development to fund improvements that mitigate the future effects of new development. Currently, the fee is assessed per Peak Hour Trip, and it varies by community (and sometimes within a community) and by land use type (e.g., residential, retail and other). Los Osos is in Subarea A of the North Coast Fee Area.

The funds collected are used to fund capital road improvement projects as identified in each community's Circulation Study and in the impact fee update report. Revenues collected from the Los Osos Improvement Fee Program must be spent on projects identified as part of the fee program in the Community from which they are collected. Though the funds may not be used for standard annual road maintenance, major rehabilitation may be an appropriate use of road improvement fees in the future.<sup>3</sup>

### **Parkland (Quimby) Fees**

*(authorized by the Subdivision Map Act and Title 21 of SLO County Code)*

In addition to the parks component of the Public Facility Fees, park and recreation improvements are funded through the Quimby Act requirements (for parkland acquisition) through the

---

<sup>3</sup> California Gov't Code Sec. 66001(g) states: "A fee... may include the costs attributable to the increased demand for public facilities reasonably related to the development project to (1) refurbish existing facilities to maintain the existing level of service..." The code includes streets as a public facility.

To qualify as an appropriate use of impact fees, the improvement(s) would need to be included in a fee program update and the action would need to be consistent with the County's road improvement fee ordinance. The County's ordinance does not appear to specifically exclude major road reconstruction projects, although revisions to the ordinance to include such projects would provide another layer of policy and legislative support.

### **G-15 Funding Sources and Financing Mechanisms**

subdivision process. Within the County's Public Facility fee program, park impact fees are based on both land acquisition and development costs at an established service standard of three acres per 1,000 residents. New development that pays a Quimby Fee is exempt from the land portion of the park impact fee.

### ***Establishment***

A Quimby in-lieu fee is a fee that may be paid in lieu of dedicating parkland as part of a residential subdivision. In-lieu fee programs must be updated periodically to make sure the fee is based on current land values.

### ***Cost Burden***

As with development impact fees, the burden incidence of Quimby in-lieu fees is upon the project developers and builders who pay the fees.

### ***Economic Considerations***

The economic considerations of Quimby in-lieu fees are similar to those of development impact fees. A benefit of Quimby in-lieu fees is that the revenue can be used to acquire parkland and/or improve the parkland. In addition, there is no discretion on the part of developers subject to the fees nor is voter approval required.

### **Utility Fees and Connection Charges**

*(authorized by Section 66013 et. seq. of the Government Code)*

Utility connection charges from new development can fund utility infrastructure improvements. Revenue bonds may be issued and secured by a utility rate charge base and may be used for expansion to serve future development. The Los Osos CSD charges water connection fees for new development according to the schedule shown below on **Table G-6b**. Connection fee revenues are to be used for water-related capital improvements that benefit new development.



**Table G-6b Los Osos Community Services District Water Utility Impact Fee Schedule**

<b>Land Use Category and/or Meter Size</b>	<b>Water</b>
<b>Residential</b>	
Single Family	\$2,485 per unit
Multifamily	\$1,938 per unit
Mobile Home	\$1,292 per unit
<b>Nonresidential Meter Size</b>	
1" or less	\$2,584 each
1 1/2"	\$8,605 each
2"	\$13,773 each
3"	\$30,155 each
4"	\$51,680 each
6"	\$107,675 each

Source: Los Osos CSD, 2011 schedule.

**Developer Dedications, Contributions, and Exactions**

Developers are often asked to contribute to the funding of infrastructure through project-specific improvements, whether as part of individual project approval or as part of a broader set of area-wide design guidelines or other regulatory requirements. Typical examples might include improvements to the sidewalks in front of the new development and the planting of street trees consistent with the County’s or community’s direction. Developer contributions can be formalized through Development Agreements (DA). When applicable, Development Agreements can ensure timely funding of infrastructure development.

***Dedication Requirements***

Under the Subdivision Map Act, developers may be required to dedicate land or make cash payments for public facilities and infrastructure improvements required or affected by their project. Dedications are typically made for road and utility rights-of-way fronting individual properties, parkland, and land for other public facilities directly required by their projects (e.g., payments for a traffic signal).

***Development Agreements***

A development agreement (DA) is a legally binding agreement between a local government and developer authorized by State statute (Government Code Section 65864 et seq.). A DA is a means for a developer to secure a development entitlement for a particular development project for an agreed upon period (often long-term approvals) in exchange for special considerations by the city (or county), generally including infrastructure improvements, amenities, or other community benefits that cannot be obtained through the normal conditions applicable to the project. DAs are entirely discretionary on the part of local government (there is no nexus requirement) and

**G-17 Funding Sources and Financing Mechanisms**

must be individually adopted by local ordinance. Development agreements vary widely and cities often establish their own policies and procedures for considering development agreements.

### ***Project-Specific Conditions and Exactions***

Before the advent of ordinance-based development impact fees, it was common for infrastructure to be funded by the developer through project-specific exactions imposed by the local jurisdiction, including direct payments for or construction of infrastructure required as a condition of subdivision or project approval. While development impact fees have reduced the use of exactions, exactions remain an important part of development-based infrastructure financing as there are often infrastructure requirements of a new project that are not included in the applicable fee programs. Determination of the need for such additional infrastructure is based on “rough proportionality” (i.e., nexus) with the development itself and is often derived from CEQA-based mitigation measures.

## **Grants**

Grants provide external funding from regional, state, and federal sources. Many grants require local matches. Apart from local match requirements, there are significant staff costs associated with grant funding, including staff time during the application process and during the project. Grant funding is often limited to capital improvements with maintenance responsibilities falling to the local jurisdiction, or perhaps the CSD.

### **Regional, State, Federal Transportation Funding**

Transportation authorities may fund portions of certain regional-serving transportation facilities and improvements through the administration of state and regional funding sources. In San Luis Obispo County, the San Luis Obispo Council of Governments (SLOCOG) administers myriad funding sources for circulation-related improvements. A current description of available funding sources is made available by the San Luis Obispo Council of Governments.<sup>4</sup> Among the funding sources that may be the most appropriate for the circulation improvements needed in Los Osos, the following stand out:

- **Federal Surface Transportation Block Grant Program (STBGP)/State Highway Account (SHA).** Typical projects funded in this program include: roadways, bridges, transit capital, bike, and pedestrian projects. As part of the State Highway Account, the Safe Routes to School program is a grant program administered by SLOCOG and could be used to fund sidewalk improvements. The Program is designed to encourage more children to walk or ride bikes to school by reducing the barriers to doing so, such as a lack of infrastructure or unsafe infrastructure. Through the passage of AB 57, the Program was extended indefinitely with funding provided from the State Highway Account.
- **Federal Congestion Mitigation and Air Quality (CMAQ), as amended by the FAST Act.** In San Luis Obispo County, these funds have been used for: rideshare, vanpools, and new buses; intersection, roundabout and channelization projects; and bike and pedestrian improvements. In Los Osos, bike and pedestrian projects may be competitive for the funding. No match is required.
- **State Active Transportation Program (ATP).** The ATP was created to encourage walking and biking. Increasing the use of active transportation as a mode of travel can have several benefits, such as: improving health and relieving congestion. ATP is used to build more bike paths, crosswalks, and sidewalks.
- **State/Regional Transportation Improvement Program (STIP/RTIP).** The STIP is the State’s ongoing 5-year program of projects to enhance and expand highways, but can also fund local

---

<sup>4</sup> San Luis Obispo Council of Governments Funding & Programming:  
<https://www.slocog.org/programs/funding-programming>

road improvements and certain transit projects. Related is the RTIP; RTIP funds are the region's primary source of funding highway improvements. Allowable uses also include capital improvement projects including local roads, public transit (including buses), intercity rail, pedestrian and bike facilities, grade separations, transportation system management, transportation demand management, sound walls, intermodal facilities and safety. In Los Osos, for example, Los Osos Valley Road is a regional-serving road, and as such, statewide transportation funding may be available to fund these improvements.

#### **Regional, State, Federal Parks and Recreation Funding**

- **Proposition 68.** In 2018, California voters approved a \$4 billion Parks and Water Bond Act (Proposition 68) to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Grants specifically related to projects along the California coast that are designed to increase the availability of and access to beaches, parks and trails for the public are administered through the California Coastal Conservancy. The coastal access improvements identified for Los Osos may be appropriate candidates for funding.

#### **Regional, State, Federal Utility Funding**

- **Community Development Block Grants.** CDBG funds are provided as grants to fund housing activities, public works, community facilities, and public service projects serving lower-income people, either through the "Community Development" or "Economic Development" programs. Through the "Community Development" component, public improvements such as water and wastewater systems may be funded. In Los Osos, CDBG grants may be appropriate for communitywide water and wastewater projects, as well as low-income housing lateral connections.

#### **Regional, State, Federal Community Facilities Funding**

- **USDA Rural Community Development Initiative Grants.** This program provides funding to help non-profit housing and community development organizations support housing, community facilities, and community and economic development projects in rural areas. Low-income communities with fewer than 50,000 residents may be eligible. Grants range from \$50,000 to \$250,000, and a local match is required.

## **Other Funding or Financing Sources**

### **General Fund and CIP Funding**

#### **County General Fund Contributions to Capital Improvement Programs**

The County's Capital Projects budget includes funding from the Capital Fund and other reserves, grants, departmental funding, bond financing and the General Fund.<sup>5</sup> Policies governing the development and selection of capital improvement projects are set forth in the Budget Policies and Goals approved by the Board of Supervisors each year.

One of the most important things to do to implement the Los Osos Community Plan is to advocate for inclusion of the identified public facilities and infrastructure needs in the County's Capital Improvement Program. Inclusion in the CIP is a signal to SLOCOG and other regional and state entities that the improvement is a community priority.

#### **Sales or Transient Occupancy Tax Increase**

With two-thirds voter approval, the County could adopt countywide special tax increases, such as a sales tax increase to fund infrastructure and facility improvements, or a transient occupancy tax increase to fund placemaking and beautification projects, for example. Depending on the level of tax increase, significant revenues can be generated, though there is often industry and community resistance to such increases. The current sales tax rate (in the Community of Los Osos) is 7.25 percent, and the current transient occupancy tax rate is 9.0 percent.

#### ***Establishment***

Creation of new general or special revenues and any related issuance of bonds supported by such revenues are limited by State constitutional requirements and statutes that require voter approval of greater than 50 percent for general taxes and two-thirds approval for special taxes (i.e., those earmarked for particular uses).

#### ***Cost Burden***

The incidence of burden falls to those paying the taxes or rates. For example, sales taxes are paid by residents, businesses, employees, and visitors, while transient occupancy taxes are paid by visitors. The rationale for this payer burden is that these residents, businesses, employees, and visitors will benefit from the investments made in infrastructure and development.

#### ***Economic Considerations***

Use of various general fund sources to support infrastructure investments including repair and replacement of existing infrastructure, as well infrastructure that serves new development, requires little additional administrative effort and is typically secure given the broad range of revenue sources pledged to the financing. However, the use of existing General Fund revenue is limited by current demands to support ongoing operations.

## **Financing Mechanisms**

### **Statewide Community Infrastructure Program**

---

<sup>5</sup> The Capital Fund is dedicated to funding improvements identified in the capital improvement program and typically includes allocations of one-time and/or periodic funds. The General Fund usually relies on ongoing revenue sources to fund ongoing operations, but may allocate some of these general revenues to the Capital Fund.

### **G-20 Funding Sources and Financing Mechanisms**

The Statewide Community Infrastructure Program (SCIP) is a program of the California Statewide Communities Development Authority that makes use of a local government's ability to create land secured financing districts. Because the obligations are "pooled" they typically can gain a comparatively lower interest rate, and issuance costs, particularly if the issue is small, will be reduced.

The Authority is a joint powers authority sponsored by the League of California Cities and the California State Association of Counties (CSAC). Membership in the Authority is open to every California city and county. SCIP financing is available for development projects situated within cities or counties (local agencies) which have elected to become SCIP participants. Eligibility to become a local agency requires only (a) membership in the League of Cities or CSAC, as the case may be, (b) membership in the Authority, and (c) adoption of a resolution making the election (the "SCIP Resolution").

Participation in SCIP entails the submission of an application by the property owner of the project for which development entitlements either have been obtained or are being obtained from a Local Agency. For Projects determined to be qualified, SCIP provides non-recourse financing of either (a) eligible development impact fees payable to the Local Agency (the "Fees") or (b) eligible public capital improvements (the "Improvements") or both. Under certain circumstances, to be determined on a case by case basis, development impact fees payable to local agencies other than the Local Agency can also be used as repayment for upfront SCIP funding.

Applicants benefit from SCIP because it allows them to obtain low-cost, long-term financing of fees and improvements, which can otherwise entail substantial cash outlays. The Local Agencies benefit from SCIP because it encourages developers to pay fees sooner and in larger blocks than they otherwise would. The availability of low-cost, long-term financing also softens the burden of rising Fee amounts and Improvement costs, benefiting both the Applicants and the Local Agencies.

Revenues to pay debt service on the Bonds are derived by the Authority in one of two ways: 1) through the levy of special assessments on the parcels which comprise the participating Projects by establishing one or more assessment districts pursuant to the Municipal Improvement Act of 1913; or 2) through the levy of special taxes on the Project parcels by establishing a CFD pursuant to the Mello-Roos Community Facilities Act of 1982.

### **California Infrastructure and Economic Development Bank (I-Bank)<sup>6</sup>**

*(authorized by Section 63000 et. seq. of the Government Code)*

The California I-Bank is State-run financing authority that operates the Infrastructure State Revolving Fund (ISRF) Program. This ISRF Program is a statewide program that provides low-cost loans up to \$10 million per project to local municipal governments for a wide variety of public infrastructure that provide local economic development benefits, such as:

- City streets
- County highways
- Drainage, water supply and flood control
- Educational facilities
- Environmental mitigation measures
- Parks and recreational facilities
- Port facilities
- Power and communications
- Public transit

---

<sup>6</sup> More information can be found at <http://www.ibank.ca.gov>.

## **G-21 Funding Sources and Financing Mechanisms**

- Sewage collection and treatment
- Solid waste collection and disposal
- Water treatment and distribution
- Defense conversion
- Public safety facilities
- State highways
- Military infrastructure

An application is required for these loans, and loans require a stable and reliable source of repayment. If approved, loan repayment could be funded through a special tax if approved by voters. The Los Osos CSD, for example, could be eligible for I-Bank funding for infrastructure projects that benefit CSD customers; in this circumstance, the loan payments could be funded through CSD rate revenues.

## Sources of Funds by Type of Improvement

In the following section, the potential funding sources described above are aligned with specific improvements. Additional detail is provided below.

### Utility Infrastructure

Utility infrastructure improvements include water supply, water distribution, wastewater, stormwater, and solid waste improvements.

- **State Water Project.** The State Water tax rate is the result of a water supplement agreement between the SLO County Flood Control District and the California State Department of Water Resources (DWR), entered into in 1963, and is charged to every parcel within the County of San Luis Obispo. The revenue generated by this tax rate is used solely to make the contractual payments required by the DWR agreement, which is currently set to expire in 2035.
- **Water Rates and Connection Fees.** The CSD charges water connection fees for new development which can be used to fund water utility improvements identified in the supporting fee program nexus documentation. CSD Utility Connection Fees are estimated to total nearly \$5 million during the development horizon of this PFFP. In addition, the CSD charges water rates which can be used to underwrite revenue bonds. CSD projects are not included in the County's CIP.
- **Community Facilities District.** A special tax to fund stormwater and drainage improvements could be considered. In the past, and for larger drainage projects in the County, assessment districts have been established, and the revenues have been used to leverage Federal FEMA funds and State Proposition 1E Funds.
- **Parcel Tax.** The existing parcel tax to fund wastewater improvements may need to be extended if there are still unfunded wastewater improvements needed in the Community.
- **Development Impact Fees.** A countywide development impact fee program focused on utility infrastructure, particularly stormwater and drainage improvements, could be established, though this would need to be evaluated in the context of the existing development impact fees to ensure a reasonable cost burden.

### Transportation

Transportation, or circulation, improvements include road improvements, sidewalks, streetscapes, bicycle lanes and paths, and coastal access improvements.

- **Project Development Standards.** Those improvements that relate directly to the new development (e.g., sidewalks and some streetscape improvements) currently are funded by the developer as part of the new development.

## G-22 Funding Sources and Financing Mechanisms

- **Capital Improvement Plan.** Those projects specifically identified in the Capital Improvement Plan, can be funded through the County’s Capital Projects. There are three transportation improvements planned for Los Osos identified in the CIP:
  - South Bay Boulevard Bridge Replacement
  - El Moro Avenue Pedestrian Enhancements
- **Road Improvement Fees.** Road improvement fees are collected in Los Osos to fund improvements that mitigate the effects of new development and new growth. Road Improvement Fees cannot be used for routine maintenance, although periodic and comprehensive rehabilitation or reconstruction projects may be an appropriate use of these fees.<sup>7</sup> The revenue must be invested in the area from which it was collected and on projects identified in the Community’s circulation study and included in the fee program nexus study.
- **Transportation Grants.** Regional roadway improvements may be more competitive for grant funding than local roadway improvements. There are several grants that are appropriate for bike and pedestrian improvements. In some cases, sidewalk costs potentially could be funded through grants administered through SLOCOG, such as the Safe Routes to School program, which is designed to encourage more children to walk or ride bikes to school by reducing the barriers to doing so, such as a lack of infrastructure or unsafe infrastructure.
- **Parks and Recreation Grants.** Coastal access is an important part of life in Los Osos. State grant programs funded through the Parks and Water Bond Act of 2018 (Proposition 68) is administered through the Coastal Conservancy. The County has been successful at securing these grants in the past, and the coastal access improvement at Mitchell Drive/Doris Avenue and Bay Street/7th Street/Pecho Road in Los Osos could be appropriate candidates.

## Public Facilities

Public facilities improvements include public parks and open space, trails, schools, libraries, community/civic facilities, public service facilities, and public safety buildings.

- **Development Impact Fees.** The County has already established Public Facility Development Impact Fees for Government, Administration, Sheriff, Parks, Library, and Fire. The fees collected cannot exceed new development’s fair share allocation, and therefore, are not available to fund improvements that are required due to existing deficiencies. Based on development potential through 2040, Public Facility Development Impact Fees could total approximately \$11.9 million. With an identified need of at least \$23.4 million, public facility improvements will require the identification of additional funding sources.

With respect to the park and recreation component of the Public Facility Development Impact Fee Program, it could be appropriate to update the fee program and to broaden its scope to include trails, in addition to parkland and park improvements.

According to the County’s Infrastructure and Facilities Capital Improvement Plan, Board policy states that library projects are expected to be funded with 50 percent of the cost coming from the community in which the library improvements are proposed. The Library expansion project in Los Osos is included in the current CIP with planned public expenditures of \$6.8 million. Funding is expected from the library component of the Public Facility Fee revenue.<sup>8</sup> The remainder of the funding needed is expected to come from the Los Osos Friends of the Library organization.

---

<sup>7</sup> California Gov’t Code Sec. 66001(g) states: “A fee... may include the costs attributable to the increased demand for public facilities reasonably related to the development project to (1) refurbish existing facilities to maintain the existing level of service...” The code includes streets as a public facility.

<sup>8</sup> County of San Luis Obispo, Infrastructure and Facilities Capital Improvement Plan, FY2020-21 – FY2024-25, Appendix 3.

## G-23 Funding Sources and Financing Mechanisms

- **Quimby Fees.** Quimby in-lieu fees can be used for the purchase of new parklands and/or the construction of new parks-related facilities or rehabilitation/restoration of existing park lands and facilities. Current fees are \$705 per multifamily unit and \$926 per single family unit. Quimby in lieu fees apply only to residential subdivisions.
- **Grants.** Other non-project funding may include grants, which may be available to fund a wide spectrum of public facilities, from trail improvements to transit-related improvements.

### **Facility Operations and Maintenance**

While facility operations and maintenance costs are not specifically estimated in the Community Plan, each of the identified improvements will have annual maintenance costs associated with them. There are few funding sources available to fund maintenance activities; most funding sources are intended to fund the one-time construction of the improvements or facilities. As such, maintenance costs associated with the types of improvements identified in this report typically will be funded through County or CSD General Fund expenditures and utility rates and charges.



# Appendix H: Definitions and Acronyms

---

## H.1 Definitions

**Accessory use.** See “Use, accessory.”

**Basin Plan.** The *Basin Plan for the Los Osos Groundwater Basin* produced in association with the Interlocutory Stipulated Judgment. The purpose of the Basin Plan is to create a management structure to halt seawater intrusion into the basin, and to provide sustainable water supplies for existing and future residential, commercial, institution, and agricultural development within Los Osos. To take effect, the Basin Plan must be agreed to by the water purveyors and approved by the Superior Court.

**Basin yield metric.** A statistic that compares the total amount of groundwater production in a given year with the maximum sustainable yield under then-current conditions, as determined by the model in the Basin Plan.

**Buildout or build-out.** The likely maximum population or number of dwelling units within a community or area based on the current General Plan.

**Central business district (CBD).** An area of concentrated retail trade identified by the Land Use Element for each urban area. The Los Osos Central Business District includes both sides of Los Osos Valley Road between South Bay Boulevard and Bush Drive. The CBD extends northward to include Los Olivos Avenue and both sides of Santa Ynez Avenue between 9<sup>th</sup> Street and Fairchild Way.

**Coastal Development Permit (CDP).** A permit required under the Coastal Act for development within the Coastal Zone. The County of San Luis Obispo typically issues CDPs concurrently with a land use permit.

**Coastal Zone.** The portions of the California Coastal Zone within San Luis Obispo County, as established by the California Coastal Act of 1976. Lands in the Coastal Zone are identified on the official maps (Part III) of the Land Use Element as being within the Local Coastal Plan (LCP) Combining Designation.

**Coastal Zone Land Use Ordinance (CZLUO).** Title 23 of the San Luis Obispo County Code. This title contains ordinance language pertaining to land use within the Coastal Zone. The CZLUO is also considered to be the Implementation Plan for the County’s Local Coastal Program.

**Combining designation.** Areas identified in the Land Use Element for which special design and permit requirements are established through Planning Area Standards (Chapter 7 of this Plan) or through Chapter 23.07 of the Coastal Zone Land Use Ordinance.

**Conservation and Open Space Element.** An element of the County’s General Plan that identifies goals, policies, and implementing actions pertaining to the conservation of natural resources in San Luis Obispo County.

**Development.** Development is defined as set forth in Section 30106 of the Coastal Act. This definition is as follows:

“On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of a gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity or use of water, or of access thereto; construction, reconstruction, demolition, or alteration of size of any structure, including any facility of any private, public or municipal utility; and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z’Berg-Nejedly Forest Protection Act of 1973 (commencing with Section 4511). As used in this section, “structure” includes, but is not limited to, any building road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.”

**Development Plan.** A discretionary land use permit designed to enable public review of significant land use proposals to ensure proper integration into the community. Development Plans are generally required of uses which, because of their type or intensity, may only be appropriate on particular sites or if they are designed or laid out in a particular manner. Development Plans are processed pursuant to Section 23.02.034 of the Coastal Zone Land Use Ordinance.

**Drive-through service.** A service associated with a principal commercial land use which allows some or all of the business to be conducted by means of drive-through facilities. Such uses may include, but are not limited to drive-in restaurants, fast food establishments with drive-through take-out windows, photofinishing services, and bank services. Drive-in theatres and service stations are not included in the definition of “drive through service.”

**Dwelling, multi-family.** A land development project involving simultaneous or sequential construction of more than one dwelling unit, and such units are not detached single-family dwellings on individual lots of records.

**Dwelling, single-family.** A detached residence constructed on a separate legal lot of record.

**EnergyWise Plan.** A plan developed to implement several policies in the Conservation and Open Space Element of the General Plan. The EnergyWise Plan seeks to reduce local greenhouse gas emissions, consistent with state regulations.

**Environmentally Sensitive Habitat Area (ESHA).** A type of Sensitive Resource Area where plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and development. ESHA may be mapped by the Land Use Element using the Sensitive Resource Area (SRA) combining designation. Unmapped ESHA may also be present on a development site. The County is required to determine the presence of unmapped ESHA prior to accepting a development application.

**Estero Area Plan.** One of four Coastal Zone area plans that comprise Part II of the Land Use Element. The Estero Area Plan provides regional goals and policies for the coastal portion of the County extending from Cayucos to Los Osos. The Estero Area Plan also includes planning area standards for rural lands outside of the Los Osos Urban Reserve Line.

**Framework for Planning, Coastal Zone.** Part I of the Land Use Element. The Coastal Zone Framework is a document containing general policies and procedures that apply to the unincorporated area of the Coastal Zone, defining how the land use plan is used together with the Coastal Zone Land Use Ordinance and other adopted plans.

- General Plan.** The San Luis Obispo County General Plan, including all elements thereof and all amendments thereto, as adopted by the Board of Supervisors pursuant to Sections 65300 et seq. of the Government Code.
- Goal.** A statement in the General Plan that describes the vision for the future of an area. Goals are expanded on and implemented by policies, programs, and standards found in the General Plan, area plans, community plans, and specific plans.
- Greenbelt.** A concept pioneered by Ebenezer Howard, who envisioned “an agricultural country belt” around a “garden city” to prevent urban areas from spreading into each other. Greenbelts can serve multiple functions: preventing urban sprawl, protecting rural character, preserving agricultural lands, conserving habitat, and maintaining scenic quality.
- Growth Management Ordinance.** Title 26 of the San Luis Obispo County Code. This title creates an allocation system for building permits in order to manage growth in the unincorporated county.
- Guidelines, design.** An advisory statement in a General Plan that provides direction on how to implement the goals and policies of that plan.
- Height, building.** The vertical distance from the average level of the highest and lowest point of that portion of the lot or building site covered by the building to the topmost point of the structure, excluding chimneys or vents. See Figure 11-1 in the Coastal Zone Land Use Ordinance.
- Infill development.** Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.
- Interlocutory Stipulated Judgment (ISJ).** A judgment filed on August 5, 2008 in San Luis Obispo County Superior Court in the case of *Los Osos Community Services District v. Golden State Water Company et al*, wherein the water purveyors overlying the Los Osos Groundwater Basin agree to implement a Basin Management Plan.
- Land division.** A subdivision, such as a Tract Map or Parcel Map. Lot line adjustments are not considered land divisions.
- Land use category.** Any of the districts defined by Chapter 7, Part I of the LUE (Coastal Zone Framework for Planning), which are applied to unincorporated portions of San Luis Obispo County for the purpose of identifying areas of land suitable for particular land uses.
- Land Use Element (LUE).** The Land Use Element (LUE) of the San Luis Obispo County General Plan adopted under Section 65302 of the California Government Code. The LUE is segmented into several documents including the following: Coastal Zone Framework for Planning, Coastal Plan Policies, and Area and Community Plans.
- Land use permit.** A permit that grants the applicant the authority to establish a use of land. A land use permit serves as the local government equivalent of a Coastal Development Permit, in accordance with the Coastal Act. Land Use Permits include the following: Plot Plan, Minor Use Permit, Development Plan, and Variance.
- Local Coastal Program (LCP).** A document certified by the California Coastal Commission, specifying the policies and procedures for permitting development in the Coastal Zone. The County’s Local Coastal Program includes the portions of the Land Use Element that cover the Coastal Zone and the Coastal Zone Land Use Ordinance.

**Minor Use Permit.** A discretionary land use permit used to enable public review of significant land use proposals and uses which may only be appropriate on particular sites or if they are designed or laid out in a particular manner, but where such projects are not of sufficient magnitude to warrant Planning Commission review. Minor Use Permits are also intended to satisfy the noticing and public hearing requirements established by the California Coastal Act for appealable land use permits. Minor Use Permits are processed pursuant to Section 23.02.033 of the Coastal Zone Land Use Ordinance.

**National Pollutant Discharge Elimination System (NPDES).** A permitting program under the Federal Clean Water Act, which is overseen locally by the Central Coast Regional Water Quality Control Board. NPDES permits are required for point-source discharges from wastewater plants and industrial facilities. NPDES permits are also required for stormwater discharges from municipal facilities, construction sites, and industrial sources.

**No Future Development Scenario (NFDS).** A scenario which assumes that no substantial new development would occur in the community of Los Osos beyond baseline conditions (i.e. Year 2014). NFDS assumes the population and land use mix in the community would remain unchanged in the future.

**Planning Area Standards.** Development criteria established by the Land Use Element for specific areas, adopted as part of the Coastal Zone Land Use Ordinance by Section 23.01.022. Planning Area Standards affecting Los Osos are contained in Chapter 7 of this document. Regional Planning Area Standards for the Estero Planning Area are found in Chapter 7 of the Estero Area Plan.

**Policy.** A statement in the General Plan that expands on and implements the goals in the plan. Policies are, in turn, implemented by programs and standards.

**Principal use.** See “Use, principal.”

**Program.** Recommended, non-mandatory actions found in the General Plan to achieve specific objectives. Programs are implemented by the County, another public agency, or by local community organizations.

**Recreation, active.** Active recreation tends to involve facilities and usually larger groups of people. Some examples include items such as community centers, skate parks, tennis courts, sports facilities, and swimming pools.

**Recreation, passive.** Non-intensive recreational activities, such as riding and hiking trails and nature study, that require no more than limited structural improvements such as steps, fences, and signs.

**Residential accessory structures.** A structure, the use of which is incidental to that of a principal residence on the same lot. Examples include a garage, guesthouse, and workshop.

**Residential density.** The measure of the ratio of population to the area of land occupied by that population, which may be expressed as dwelling units per acre, families per acre, persons per acre, or conversely as acres per dwelling unit or square feet per dwelling unit.

**Resource Management System (RMS).** A system established in Chapter 3 of the Coastal Zone Framework for Planning which estimates capacity levels for essential resources needed to support growth and development. Resources considered in the RMS include water supply, sewage disposal, schools, roads, highway interchanges, air quality, and parks.

**Senior citizen housing.** Residential development that is either (a) specifically designed to meet the physical and social needs of a person aged 62 and over, or (b) 35 or more dwellings that are specifically designed to meet the physical and social needs of persons aged 55 and over. Senior citizen housing includes accommodations for independent living and/or assisted living.

**Setback.** An open area on a lot between a building or structure and a property line or other site feature specified in the Coastal Zone Land Use Ordinance or Planning Area Standards. Setback areas shall remain unoccupied and unobstructed from the ground upwards.

**Setback, corner side.** A setback measured between a side line of a lot fronting a street and the nearest line of a building, extending between the required front and rear setbacks.

**Setback, front.** A setback across the front of a lot between the side property lines, and measured from the street line to the nearest line of the building. The front of the lot is the most narrow dimension of the lot parallel to a street and adjacent to that street.

**Setback, rear.** A setback measured between the rear line of the lot and the nearest line of the building, extending across the full width of the lot.

**Setback, side.** A setback measured between the side line of the lot and the nearest line of the building, extending between the required front and rear setbacks.

**Setback, riparian.** A setback measured from the upland edge of riparian vegetation.

**Setback, wetland.** A setback measured from the upland extent of a wetland area.

**Small-Scale Neighborhood.** Areas that are primarily used by local residents, but also have a secondary use by the general public to access the scenic shoreline. Baywood Peninsula is identified in the Local Coastal Program as a small-scale neighborhood.

**Special Community.** Communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses. (Reference: Coastal Act, Section 30253)

**Sustainable yield.** A term used in the Basin Plan that is considered interchangeable with the term “perennial yield.” Perennial yield has been defined by the California Department of Water Resources as “the maximum quantity of water than can be annually withdrawn from a groundwater basin over a long period of time (during which water supply conditions approximate average conditions) without developing an overdraft condition.”

**Table O.** The chart of allowable uses contained in the Coastal Zone Framework for Planning.

**Title 23.** See “Coastal Zone Land Use Ordinance (CZLUO).”

**Title 26.** See “Growth Management Ordinance.”

**Total Maximum Daily Load (TMDL).** A regulatory term used in the Federal Clean Water Act to describe the maximum amount of a pollutant that a water body can receive while still meeting water quality standards.

**Urban Reserve Line (URL).** The boundary around a community that separates urban land uses from the adjacent rural area, defining land that is planned for urban growth within the next 20 years.

**Urban Services Line (USL).** A line within an Urban Reserve Line encompassing areas where urban services are now provided, or where such services are expected to be extended in the next 5 to 10 years. In the Coastal Zone, the Urban Services Line is the urban-rural boundary.

**Use, accessory.** A use that is customarily a part of a principal use. An accessory use must be clearly secondary and incidental to the principal use and does not change the character of the principal use.

**Use, principal.** The primary purpose for which a building, structure, or lot is designed, arranged, or intended, or for which they may be used, occupied, or maintained under the Coastal Zone Land Use Ordinance.

## H.2 Acronyms

ADA	Americans with Disabilities Act
AS	Archaeologically Sensitive, a combining designation.
BID	Business Improvement District
CAZ	Coastal Appealable Zone
CBD	Central Business District, a combining designation.
CCA	California Coastal Act
CCC	California Coastal Commission
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
COJ	Coastal Original Jurisdiction
COSE	Conservation and Open Space Element
CR	Commercial Retail, a land use category.
CS	Commercial Service, a land use category.
CZLUO	Coastal Zone Land Use Ordinance
ESA	Endangered Species Act
ESHA	Environmentally Sensitive Habitat Area
FH	Flood Hazard, a combining designation.
GIS	Geographic Information System
GSA	General Services Agency
GSA	Geologic Study Area, a combining designation.
GSWC	Golden State Water Company
H	Historic Site, a combining designation.
HCP	Habitat Conservation Plan
ISJ	Interlocutory Stipulated Judgment
LCP	Local Coastal Program; also a combining designation for areas within the Coastal Zone.
LOCAC	Los Osos Community Advisory Council
LOCP	Los Osos Community Plan
LOCSD	Los Osos Community Services District
LOVR	Los Osos Valley Road
LUE	Land Use Element
MBNEP	Morro Bay National Estuary Program
MWC	Mutual Water Company
NFDS	No Future Development Scenario
NPDES	National Pollutant Discharge Elimination System
OP or O/P	Office and Professional, a land use category.
OS	Open Space, a land use category.
PAS	Planning Area Standard
PF	Public Facilities, a land use category.
REC	Recreation, a land use category.
RMF	Residential Multi-Family, a land use category.
RMS	Resource Management System
RR	Residential Rural, a land use category.
RS	Residential Suburban, a land use category.
RSF	Residential Single Family, a land use category.
RWQCB	Regional Water Quality Control Board
SLCUSD	San Luis Coastal Unified School District
SLOCOG	San Luis Obispo Council of Governments
SRA	Sensitive Resource Area, a combining designation.
TDM	Transportation Demand Management
TMDL	Total Maximum Daily Load
URL	Urban Reserve Line

**USFWS**.....US Fish and Wildlife Service  
**USL** .....Urban Services Line