



COLAB SAN LUIS OBISPO COUNTY



WEEK OF AUGUST 3-9, 2014



THE COALITION OF LABOR,
AGRICULTURE, AND BUSINESS

COLAB
San Luis Obispo County

**SOUTH COUNTY
MIXER 2014**



**LOCK AND LOAD
FOR FALL.**

KEEPING YOU INFORMED.

Thursday, August 14, 2014

5:30-7:30 p.m.

**Arroyo Grande Hall
707 Huasna Rd.**

**(At the intersection of Hwy 227,
E. Branch St. and Huasna Rd.)**

**Appetizers and Beverages
will be served.**

Guest Speaker

**Supervisor
Debbie Arnold**



Join us and hear Fifth District Supervisor Debbie Arnold's front line insights about her efforts to stop the Board of Supervisors majority's reenergized assault on business and private property. A key element of this plan is to prohibit development of single family freestanding homes with a yard, garage, and privacy. A companion policy is to force all development into the core of Nipomo, Oceano Templeton, and San Miguel. Other Current initiatives include manipulation of the housing market; imposing centralized one size fits all control over neighborhood and agricultural water resources, more consolidated power for Board Chairman Gibson, more fees at the Planning Department and APCD, and more job killing permitting delays and costs.

RSVPs appreciated by Monday, August 11th.

Email: colabslo@gmail.com or call (805) 548-0340

NO BOARD MEETING TUESDAY AUGUST 5, 2014

DRAFT SLOCOG SUSTAINABLE COMMUNITIES STACK-AND-PACK PLAN READY

No Board of Supervisors Meeting Scheduled for July 29, 2014

No Board meeting had been scheduled.

No Board of Supervisors Meeting Scheduled for August 5, 2014

There is no Board of Supervisors meeting scheduled for August 5, 2014. Trouble will resume on Tuesday, August 12, 2014.

San Luis Obispo Council of Governments (SLOCOG) Meeting of Wednesday, August 6, 2014 (8:30 AM)

Item B-3: Sustainable Communities Strategy (SCS).

MEETING DATE: August 6, 2014

ITEM: B-3

SUBJECT: Draft 2014 Regional Transportation Plan –Sustainable Communities Strategy Framework; Administrative Draft Public Transportation Chapter; Schedule

The SCS is a major tool to implement the SB 375 requirement to reduce private commuting in cars and light trucks. To achieve this goal, cities and counties must adopt targets through their council of governments for reduced commuting, which in turn is predicated on concentrating new residential development in existing urban or urbanizable areas. For San Luis Obispo County, this means the 7 incorporated cities and the target areas of Nipomo, Oceano, Templeton, and San Miguel in the unincorporated area.

The write-up is extensive and detailed, and demonstrates that SLOCOG may be prepared to submit meekly to State power and interference as manifested in AB 32 and SB375. The ability of the SLOCOG, the County, and the 7 cities to acquire Federal and State transportation funds will be dependent on having a State approved Regional Transportation Plan (RTP). Approval of this plan is in part contingent on having an approved SCS component included in the RTP. The SCS must be approved by the California Air Resources Board. The overall strategy is outlined in the chart below: (We're not sure what the inset means.)

Adopted SCS Strategies	(i.e. focus on 'balanced' & 'complete' communities' needs)
<ul style="list-style-type: none"> ● Provide a Variety of Transportation Options ● Improve Accessibility: Bring People Closer to Products & Services ● Encourage Mixed Land Uses ● Encourage more Compact Building Design ● Strengthen and Direct Development Towards Existing Communities ● Encourage Preservation of Farmland ● Prioritize funding to Improve Connectivity & Target Development Areas ● Encourage Preservation of Open Space and Critical Environmental Areas 	

The metrics of the SCS are clear and the stack-and-pack policy is demonstrated in the chart below:

The Sustainable Communities Strategy (See Attachment 1) is required to demonstrate a per capita 8% reduction in greenhouse gas [GHG] generation). Within the context of member agency general plans staff has assigned future growth centered on increased levels of multifamily development, along with increased employment focused within urbanized areas in the county, between three basic scenarios.

<u>Residential Development</u> (Including mixed use units)	<u>Job Growth</u> Focused in urbanized areas	<u>Ratios</u>	<u>Preliminary Estimated GHG Reductions</u>
Scenario 1 - 25% multifamily	Scenario 1 - 85%	Existing - 22 / 82	● 2020 Scenario: -8.4%
Scenario 2 - 35% multifamily	Scenario 2 - 90%	Scenario 1 - 25 / 85	● 2035 Scenario 1: -7.9%
Scenario 3 - 45% multifamily	Scenario 3 - 95%	Scenario 2 - 35 / 90	● 2035 Scenario 2: -10.9%
		Scenario 3 - 45 / 95	● 2035 Scenario 3: -11.1%

The SLOCOG Board will be considering which of the 3 scenarios it will direct staff to incorporate in the SCS.

<u>Regional Land Use Model</u>
<p>The following provides brief descriptions of each proposed scenario.</p> <hr/> <p>2035 Scenario 1 <u>New Housing: 25% Multi-Family; New Employment: 85% in Cities and Unincorporated Urban Areas</u></p> <p>Scenario 1 assumes a future development pattern that is meant to approximate the current housing mix and spatial distribution of existing employment.</p> <p>Currently:</p> <ul style="list-style-type: none"> ● 22 percent of the total housing stock is multi-family; and, ● 85 percent of all jobs are located in the urbanized areas. <p>The remaining housing stock is allocated in the following way:</p> <ul style="list-style-type: none"> ○ SF Attached (11%), ○ SF Detached (60%) and ○ Rural Residential (less than 5%) <p>Added housing and job growth in this scenario primarily occurs on vacant land outside the existing development footprint. This scenario assumes limited reinvestment in existing commercial corridors, but some infill development. Additionally, this scenario also assumes reduced development in the unincorporated area when compared to historical trends.</p>

Note that Rural Residential is set at less than 5% between now and 2035.

2035 Scenario 2

New Housing: 35% Multi-Family; New Employment: 90% in Cities and Unincorporated Urban Areas

Scenario 2 assumes a future development pattern that is meant to be more compact than existing housing stock and assume a more compact distribution of future employment. 2035 Scenario 2 allocates

- 35 percent of all new housing as multi-family and
- 90 percent of all new jobs in the urbanized areas.

The remaining housing stock is allocated in the following way:

- SF Attached (12%),
- SF Detached (51%) and
- Rural Residential (less than 3%).

This scenario also assumes some reinvestment in existing commercial corridors; additionally, this scenario assumes much reduced development in the unincorporated area when compared to historical trends.

2035 Scenario 3

New Housing: 45% Multi-Family; New Employment: 95% in Cities and Unincorporated Urban Areas

Scenario 3 assumes a future development pattern where new housing and new employment is more compact than current conditions, as well as the distribution outlined in Scenario 2. 2035 Scenario 3 allocates:

- 45 percent of all new housing as multi-family and
- 95 percent of all new jobs in the urbanized areas.

The remaining housing stock is allocated in the following way:

- SF Attached (15%),
- SF Detached (39%) and
- Rural Residential (less than 3%).

This scenario assumes a slower absorption rate of new housing in a number of proposed land use projects. This scenario also assumes considerable reinvestment in existing commercial corridors; additionally, this scenario assumes much reduced development in the unincorporated area when compared to historical trends.

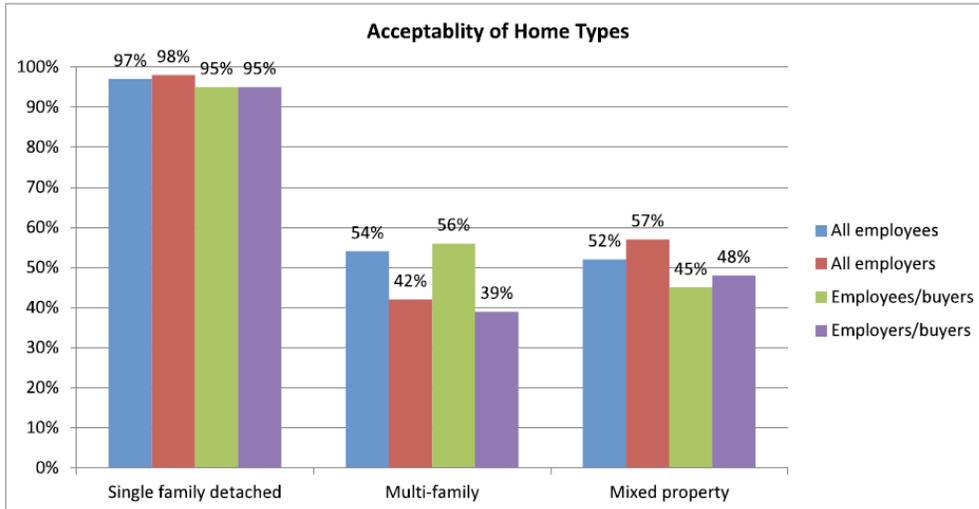
Note that in scenarios 2 and 3 rural residential is restricted to 3% between now and 2035. Detached (single-family freestanding homes) would decrease to 51% and 39% respectively.

Some issues and questions:

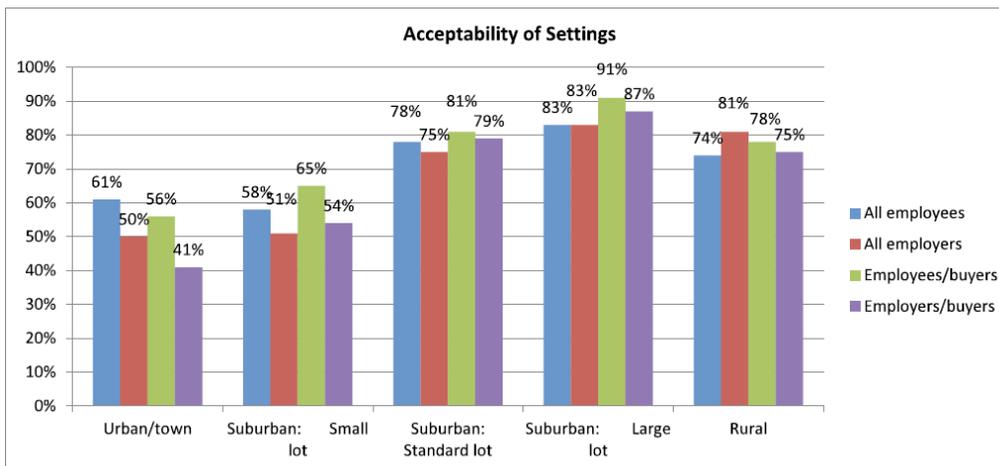
1. The county's total base greenhouse gas emissions were calculated at 2,370,885 (of which 1,322,578 are from transportation) metric tons per year¹. Scenario 3, the most severe and restrictive, would only reduce 11% or 145,483 (from transportation) transportation. This whole program is so insignificant that it is meaningless. Remember, about 60% of this is generated on State highways, where much of the traffic is simply passing through and over which SLO County officials have no control. Why then are our local elected officials considering severe restrictions on housing, transportation, and our standard of living in the name of this trivial savings? By way of perspective, the California Air Resources Board 2012 GHG inventory indicates that we generate 458 million metric tons statewide. The savings proposed here is 3/100ths of the total.

¹ San Luis Obispo 2005 Countywide Greenhouse Gas Inventory: PMC consultants,

2. The County’s non-profit business-run economic development arm, the Economic Vitality Corporation (EVC), just presented its key data to the Board of Supervisors on July 15, 2014. The data shows that both employers and employees overwhelmingly prefer single-family freestanding homes with a yard, multi-car garage, and privacy to any other form of living.



Not only do our citizens prefer the single-family freestanding home, but also overwhelmingly prefer suburban and rural settings. Will the SLOCOG elected officials ignore this and slap their constituents in the face with a policy that promises to restrict both single-family and the rural/suburban lifestyle in the name of global warming and “smart growth”?



The full SLOCOG report can be accessed at the link:

https://library.slocog.org/PDFS/AGENCY_MTGS_AGENDAS/SLOCOGBoard/2014/August%202014/B-3%20Draft%202014%20RTP%20-%20SCS%20Framework_Admin%20Draft%20Public%20Transportation%20Chapter%20and%20OSchedule.pdf