City of Pismo Beach

General Plan & Local Coastal Program







~~July 2006~~
~~September 2013~~
April 2014

Adopted November 1992
Certified by Coastal Commission May 1993
Incorporating amendments through R-2014-029

CITY OF PISMO BEACH

General Plan

and

Local Coastal Plan

Adopted November 24, 1992

Coastal Commission Modifications Adopted May 18, 1993

With multiple amendments through ~~July 1, 2006~~ September 27, 2013

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TABLE OF CONTENTS

Page

INTRODUCTION 1
The General Plan/Local Coastal Plan 1
General Plan Format 1
Regional Setting 1
Characteristics of the City 2
Focus of the General Plan Update 2

CIRCULATION ELEMENT (C) C-1
Background C-2
Principles C-8
Policies C-9

CONSERVATION/OPEN SPACE ELEMENT (CO) CO-1
Introduction CO-2
Principles CO-4
Air Quality CO-5
Archaeological Resource CO-7
Butterfly Habitat CO-8
Coastal Foothills CO-9
Pacific Ocean, Beach, Coastal Cliff CO-16
Pismo Beach/Price Canyon CO-19
Pismo Marsh CO-23
Soils & Drainage CO-25

DESIGN ELEMENT (D) D-1
Background D-1
Principles D-2
Policies D-2
Building and Site Design Criteria D-3
Colors D-5
Historic Buildings D-6
Landscaping D-6
Lighting D-9
Scenic Highways D-9
Signs D-12
Streets D-13
Utilities D-13
View Corridors D-14

FACILITIES ELEMENT (F) F-1
Introduction F-2
Principles F-3
Policies F-3
City Administrative Service – City Hall F-4
Fire Services F-5
Library Services F-6
Police Services F-7
Schools F-8
Solid Waste F-9
Wastewater Services F-10
Water Services F-11

GROWTH MANAGEMENT ELEMENT (GM) GM-1
Background GM-2
Principles GM-3
Policies GM-4

HOUSING ELEMENT (H) - Superseded
(2007-2014 Housing Element adopted by City Council April 20, 2010)
~~Background ..... H-2~~
~~Principles ..... H-4~~
~~Policies ..... H-4~~
~~Overall Policies ..... H-4~~
~~Retention of Existing Housing ..... H-6~~
~~Provision of New Housing ..... H-8~~
~~Annexation ..... H-9~~

LAND USE ELEMENT (LU) LU-1
Background LU-2
Principles LU-5
Policies LU-6
Neighborhood Planning Areas LU-12
A. Sunset Palisades/Ontario Ridge LU-14
B. South Palisades LU-17
C. North Spyglass LU-20
D. Spyglass LU-22
E. St. Andrews Tract LU-24
F. Spindrift LU-26
G. Terrace Avenue LU-28
H. Shell Beach LU-30
I. Dinosaur Caves LU-33
J. Motel District LU-36
K. Downtown core LU-38
L. Pismo Creek LU-43
M. Pismo Marsh LU-46
N. Oak Park Heights LU-49
1. Toucan Terrace LU-51
2. Pismo Oaks LU-53
3. Pacific Estate LU-55
4. Los Robles Del Mar LU-57
O. Industrial LU-60
P. Pismo Heights LU-62
Q. Freeway Foothills LU-65
R. Price Canyon Area LU-69

NOISE ELEMENT (N) N-1
Background N-2
Principles N-2
Policies N-2

PARKS & RECREATION ELEMENT (PR) PR-1
Introduction PR-2
Principles PR-7
Policies PR-7
Park and Recreation Standards and Plans PR-7
Implementation Policies PR-8
Specific Sites and Facilities PR12
Access Component PR-15

SAFETY ELEMENT (S) S-1
Background S-2
Principles S-3
Policies S-3
Bluff Erosion/Instability S-4
Flood Hazards S-6
Geologic Seismic Hazards S-7
Wildfire Protection S-9
Emergency Preparedness Plan S-10

Resolution of Adoption

TECHNICAL APPENDIX (separate document)

A – Bibliography
B – Clean Air Plan – Land Use and Circulation Management Strategies
C – Clean Air Plan, December 1991
D – Cultural Resources
E – Economic Study
F – Environmental Issues
G – General Plan Environmental Impact Report
H – Hazards
I – Housing Element – Background Report
J – Natural Resources
K – Noise, Technical Reference Document
L – Parks Inventory, 1991
M – Pismo Beach, Area of Interest, Background Report
N – Safety
O – Sphere of Influence
P – Status Report on City Water Needs
Q – Circulation Element Update, 4/91
R – Circulation Element Update, 1/92
S – Traffic and Circulation Study, 7/91
T – Traffic and Circulation Study, 3/92
U – Wastewater Treatment Plant
V – Bluff Erosion Study
W – South County Traffic Model
X – ATE, March 4, 1992 letter

LIST OF TABLES

Page

INTRODUCTION 1

CIRCULATION ELEMENT
Intersection Level of Service Definition C-4
P.M. Peak Hour Intersection Levels of Service (LOS) C-6
Functional Characteristics of Streets C-11
Improvements or Comparable Improvements Needed to Handle Year 2010 Traffic C-13

CONSERVATION/OPEN SPACE ELEMENT
Comparison of Pismo Beach Open Space to Open Space Categories CO-3

DESIGN ELEMENT
Minimum and Maximum Two-Way Traffic Driveway Widths D-3
CALTRANS U.S. 101 Freeway Signs D-13

FACILITIES ELEMENT
Pismo Beach Water Sources F-11

HOUSING ELEMENT - Superseded (2007-2014 Housing Element adopted by City Council April 20, 2010)
~~Units added to Pismo Beach Housing Stock 1984-1990 ..... H-3~~
~~State Estimated Fair Share Housing Need in Pismo Beach by Income Level. ..... H-4~~

LAND USE ELEMENT
Existing Land Use 1990 ..... LU-4
Build Out Land Use Projection LU-5
Housing Categories and Density LU-7

NOISE ELEMENT
Noise Contour Data N-3
Land Use Compatibility Guidelines for Development N-4
Maximum Allowable Noise Exposure-Stationary Noise Sources N-4
Maximum Allowable Noise Exposure-Transportation Noise Sources N-8

PARKS AND RECREATION ELEMENT
Parks and Open Space PR-3
Park Land Standards PR-11
Pismo Creek/Price Canyon Regional Park and Open Space Features PR-13
Physical and Visual Ocean Access PR-16

SAFETY ELEMENT
Acceptable Risk Criteria S-8
Distribution of Responsibility for Evaluation of Seismic/Geologic Hazards S-8
Taxonomy of Critical Facilities S-11

LIST OF FIGURES

Page

Circulation Element
Average Daily Traffic Volumes C-3
Critical Intersection C-7
Street Classifications C-10
Bikeway Plan C-15

Conservation/Open Space Element
Regional Open Space/Park CO-10
Price Canyon Study Area CO-22

Design Element
City Entrance Sign Locations D-13
Focal Point Site D-14
Views and Street Layouts D-15
Special Design Concerns D-17

Growth Management Element
Pismo Beach Extended Planning Area GM-5
Urban Expansion/Sphere of Influence Area GM-7
Area of Interest GM-9

Housing Element
% Units Costing Less Than $100,000 ..... H-2

Land Use Element
Percent Build-out in Pismo Beach in 1990 ..... LU-3
Land Use Map LU-10
Neighborhood Planning Areas LU-12
A – Ontario Ridge/Sunset Palisades LU-15
B – South Palisades LU-16
C – North Spyglass LU-20
D – Spyglass LU-22
E – St. Andrews Tract LU-24
F – Spindrift LU-26
G – Terrace Avenue LU-28
H – Shell Beach LU-30
I – Dinosaur Caves LU-33
I – Dinosaur Caves Open Space LU-33
J – Motel District LU-36
K – Downtown Core LU-39
L – Pismo Creek LU-43
M – Pismo Marsh LU-46
N1 – Toucan Terrace LU-51
N2 – Pismo Oaks LU-53
N3 – Pacific Estates LU-55
N4 – Los Robles Del Mar LU-57
O – Industrial LU-60
P – Pismo Heights LU-62
Q – Freeway Foothills LU-65
R – Price Canyon Area LU-69

Noise Element
Existing Noise Contours N-5
Future Noise Contours N-7

Parks, Recreation & Access Element
Parks and Open Space System PR-5
Path System PR-9
Access Component PR-17

Includes amendments: Adopted through 2013
R 97-65: Dinosaur Caves policies
R 98-71: Dinosaur Caves policies
R 00-24: Housing policies
R 02-31: Drive-through facilities all'd outside coastal zone
R 03-50: Downtown district RS eliminated, others modified
R 04-10: Los Robles del Mar housing and park policies
R 04-52: Building on slopes in Pismo Heights, Density clarification, driveway widths, hillside colors

Pismo Beach General Plan/Local Coastal Plan

INTRODUCTION

The General Plan/Local Coastal Plan

The Pismo Beach General Plan/Local Coastal Program is the City's constitution for physical development and change within the existing and future city limits. The Plan is a legal mandate that governs both private and public actions.

The general plan is atop the hierarchy of local government law regulating land use. Subordinate to the general plan are specific plans, ordinances and zoning laws. Zoning laws must conform to the adopted general plan.

State law requires every California City to adopt a General Plan that contains seven mandatory topics called "Elements", (Circulation, Conservation, Housing, Land Use, Noise, Open Space and Safety). Cities may also adopt other topics, which carry the same weight as mandatory elements. This Pismo Beach plan adds Design, Facilities, Growth Management and Parks, Recreation and access. All topics carry equal weight and are designed to be consistent with each other.

A large portion of Pismo Beach lies within the Coastal Zone. The Coastal Act of 1976 requires the city to have a Local Coastal Plan certified by the State Coastal Commission. This plan is a combined document meeting both the state General Plan requirements and Coastal Plan requirements. Certain sections and policies that are not a part of the Coastal Plan are identified by the following distinguishing graphic:

_____

General Plan Format

The Plan is divided into ten topics (chapters) that are arranged alphabetically. The pages, figures and tables of each topic are numbered to correspond to that specific topic.

Brief background material is provided for each topic. Readers wishing more detailed background are directed to the technical appendix. Each topic includes one or more principles. The plan's twenty-three principles set the desired directions for the city.

The principles are followed by a series of policies that establish more explicit directives for both public and private actions aimed at preserving and creating a desirable Pismo Beach.

Regional Setting

Pismo Beach is one of seven incorporated cities located within San Luis Obispo County. The county is frequently divided into four general sub-regions: The North Coast, the Northeast County, the South County and Central San Luis Obispo.

The South County includes the incorporated cities of Pismo Beach, Grover City, Arroyo Grande and the unincorporated communities of Avila Beach, Oceano and Nipomo. The area known as "Five Cities" is part of the South County and includes the incorporated cities of Arroyo Grande, Grover City, Pismo Beach and Shell Beach (which is actually part of Pismo Beach) and the unincorporated community of Oceano. The City of Pismo Beach lies within the San Luis Bay Planning Area of the San Luis Obispo County General Plan.

Characteristics of the City

Pismo Beach has been a popular tourist destination since the 1880's when John Price moved his hotel from the Arroyo Grande/Avila Road--where it had been a failure, down to the beach--where it thrived. Price laid out the town site of E1 Pismo around his hotel, and with the coming of the Southern Pacific Railroad in 1895, and later the coastal routing of State Highway 2 (now U.S. 101) in 1912; vacationers had easy access to the new town and the broad sandy beaches of central California.

Today, a hundred years later, tourism is still the dominant economic activity in Pismo Beach. The town is relatively small--7669 residents according to the 1990 U.S. Census--but visitors swell the local population on the average by a third, and on summer holidays by two to three times. The railroad no longer stops at Pismo Beach, but the U.S. 101 Freeway now forms the spine of the city, bringing travelers along this route to their only contact with the ocean edge for some three hundred miles between San Francisco and Santa Barbara County.

Communities that are popular vacation spots often tend to be popular retirement areas as well. A comparison of age statistics in the San Luis Obispo region shows that Pismo Beach is no exception. According to the 1990 census, the median age for the county was 30-34 years, for Pismo Beach, 40-44 years.

Pismo Beach stretches along the Pacific shoreline for some seven miles. Most of the city lies within the California Coastal Zone, although recent development in the southeastern sector now extends into the foothills beyond the zone boundary. The northwestern half of the city is confined on the northeast by steep hillsides that rises to 1000 feet in some areas and form a magnificent open space backdrop to the land and beaches below. The State of California controls about a mile of sandy beach within the city limits, as well as many of the public beach areas that stretch to the south for some 20 miles. Mobile home parks, RV parks, and camping areas extend along these beaches. North of the downtown, the shore is lined with steep riffs to 100 feet above the water edge. Much of this area is developed with large hotels and restaurants. The remainder of the city is residential neighborhoods: smaller beach oriented cottages and apartments in Shell Beach and the downtown; larger, newer homes and condos east of the freeway and in the extreme northwest sector.

The original El Pismo town site that John Price laid out in 1886 is still the downtown section of the city. A new pier was built in 1984 replacing one that had been built in the 1920's. The earlier pier had replaced the old wharf built on Price's land back in 1881. The downtown is showing its age. In 1989 the American Institute of Architects studied the downtown area under the Regional Urban Design Assistance Team program. The development directions that the R/UDAT suggested have been explored in studies for the Downtown Specific Plan, and relevant items are included in this update of the General Plan. Pismo Beach has experienced considerable growth in

Focus of the General Plan Update

This 1992 update of the General Plan replaces a plan that was adopted by the City Council more than a decade ago. The new plan comes at a critical period for Pismo Beach. Major decisions must be made regarding the amount, location and timing of growth; the support for housing for all income levels; open space acquisition and preservation; the development and allocation of water resources; the revitalization of the down- town and other older areas; the timing and sizing of roads into areas presently beyond the city's jurisdictional boundaries; and the expansion of city services over the next twenty years into a sphere of influence. These issues are all addressed in the plan. A few key features include:

Circulation

Expansion of U.S. 101 to 6 lanes.
Expansion of Price Canyon Road to 4 lanes.
Construction of a new Inland cross-city route from Oak Park Boulevard to Price Canyon Road.
Connection of James Way to Bello Street
Connection of Five Cities Drive to Price Street.

Conservation and Open Space:

The creation of a public open space corridor along Price Canyon Road.
The protection of private open space on the ocean-facing slopes of the foothills northwest of the Pismo Heights area.
Extension of lateral bluff-top parks and ocean access ways.

Design:
Adoption of 42 design guidelines to foster a more attractive Pismo Beach.

Facilities:
A program to assure public facilities (such as roads, sewer and water supply) are in place concurrent with need.

Growth:
The addition of 975 acres to the city's sphere of influence or urban expansion area.
The continuation of policies to control the city's rate of residential growth in accordance with the availability of services.
Land-use policies that allow up to 2,695 new dwellings, over 648,000 sq. ft. of additional commercial uses and 1,208 new motel rooms to be developed within the next 20 year period.

Housing:
A variety of policies aimed at retaining and developing a mix of low and moderate-income housing.

Land Use:
A detailed land use plan that provides guidelines - neighborhood by neighborhood for 18 sub-areas of the city.

Noise:
Noise standards to preserve a livable community.

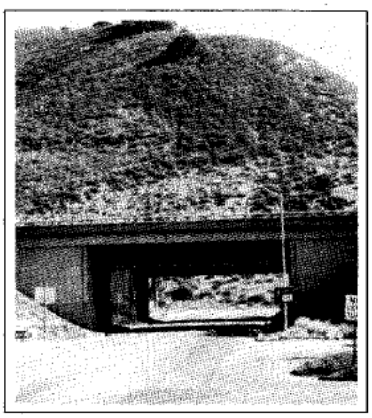
Parks & Recreation:
A series of policies to expand on Pismo Beach attractiveness by completion of the ocean front parks, access ways and trails.
Policies to require the creation of new neighborhood and community parks in the growing residential areas northeast of U.S. Highway 101.

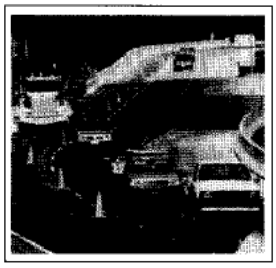
Safety:
Recognition that protection of life and property from hazards posed by flooding, earthquakes, bluff erosion, slope instability and woodland fires, is a key community goal.

Pismo Beach faces many problems relating to growth and development that must be solved on a regional, and in some cases, statewide basis. The challenge to find solutions to these problems, however, does not and should not preclude planning for the kind of future the city wishes to achieve.

The General Plan has a twenty-year horizon. Undoubtedly, as with all plans, changes and amendments will be needed along the way. Nevertheless, the plan as now updated presents a vision of the future for Pismo Beach that is at once ambitious and yet, with dedicated civic leadership and community support, both practical and attainable.

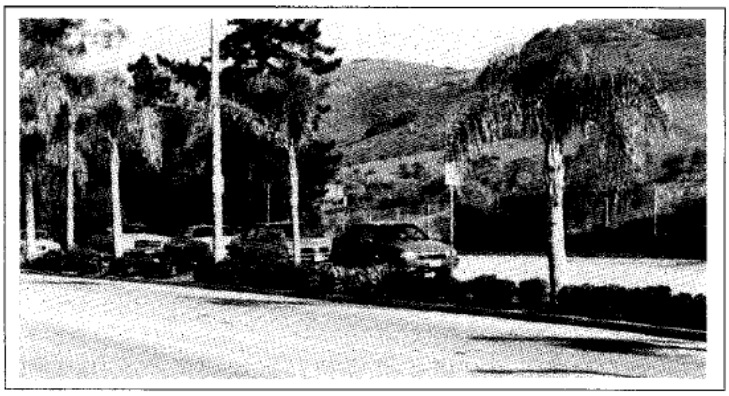
Circulation Element











Circulation Element



Background

The Circulation Element is one of the mandatory general plan elements required by state planning law. Additionally, policies on access and transportation are required by the California Coastal Act. In order to project long-term traffic conditions, a detailed traffic study was conducted by Associated Transportation Engineers and is included in a technical appendix to the General Plan.

Pismo Beach is an elongated highway oriented community. Average daily traffic volumes (ADT's) for a peak summer month in 1990 are shown in Figure C-1. The Figure also shows projected traffic in the year 2010, assuming a full build out of land use within the 1990 existing city limits and the proposed urban expansion area.

Regional Facilities

The city sits astride the four lanes U.S. Highway 101 freeway corridor. In 1990 this corridor carried an ADT of 50,000 - 66,000 vehicles. Volumes are increasing 4.2 percent per year. Freeway volume increases are both locally and regionally generated. However, even without local growth, the freeway volumes will exceed the existing four-lane capacity within the 20-year (year 2010) planning period. CALTRANS has plans to widen the freeway to 6 lanes but this widening has not yet been programmed into the state budget.

Two other regionally significant roads are Price Canyon Road and State Route 1. The two-lane Price Canyon Road provides regional access to the area via its connection to State Route 227 and the City of San Luis Obispo. The current ADT of 6,200 is increasing 6.8 percent per year, which is higher than expected from local and regional growth. The long-term projection of 20,760 ADT would require a four-lane facility (see Figure C-l).

The two-lane State Route 1 (Dolliver Street) has a 1990 ADT of 14,900 entering Pismo Beach from the south. The traffic is increasing 5.2 percent annually and is projected to increase to 28,900, which would require a four-lane facility. However, a four lane Dolliver Street would have negative economic and policy impacts on downtown and is not recommended.

In addition to the capacity problems on these three major highways, there is also a problem with how the three streets intersect as well as projected problems with the freeway off- ramps in the downtown area. These three streets and certain freeway ramps will need to be improved to avoid long-term congestion. Additionally, there is a problem in the inability to get directly from one end of the city to the other without using the freeway. The only crossing of the railroad is the freeway.

Intersection Levels of Service

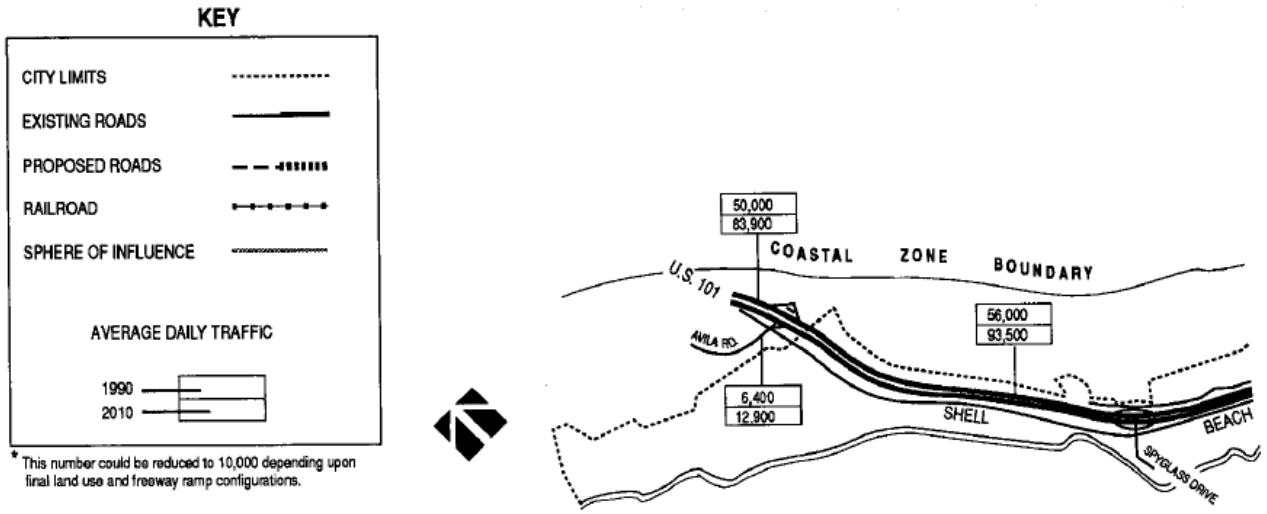
Because traffic flow on urban arterials is most severely restricted at intersections, a comprehensive analysis of Pismo Beach traffic flow must examine the operating conditions of critical intersections during peak flow periods. In rating an intersection's ability to accommodate peak hour traffic volumes, "Levels of Service" (LOS) A through F are used, with A indicating little or no congestion and F indicating severe congestion. These service levels are defined in Table C-1.

Figure C-2 shows the location of the critical intersections in the Pismo Beach area and Table C-2 lists each intersection, the type of traffic control in 1990, the 1990 level of service and the year 2010 level of service provided the various traffic improvements recommended in the plan are completed. The 2010 level of service assumes the annexation and builds out of the sphere of influence area. In 1990, the three

Oak Park Boulevard intersections indicate a LOS of D (intersection numbers 33, 34, and 35). The two Fourth Street intersections indicate a LOS of E-F (intersection numbers 29 and 30). All other intersections are C or better.

Average Daily Traffic Volumes **Figure C-1**
(Peak Summer Month)

PISMO BEACH GENERAL PLAN



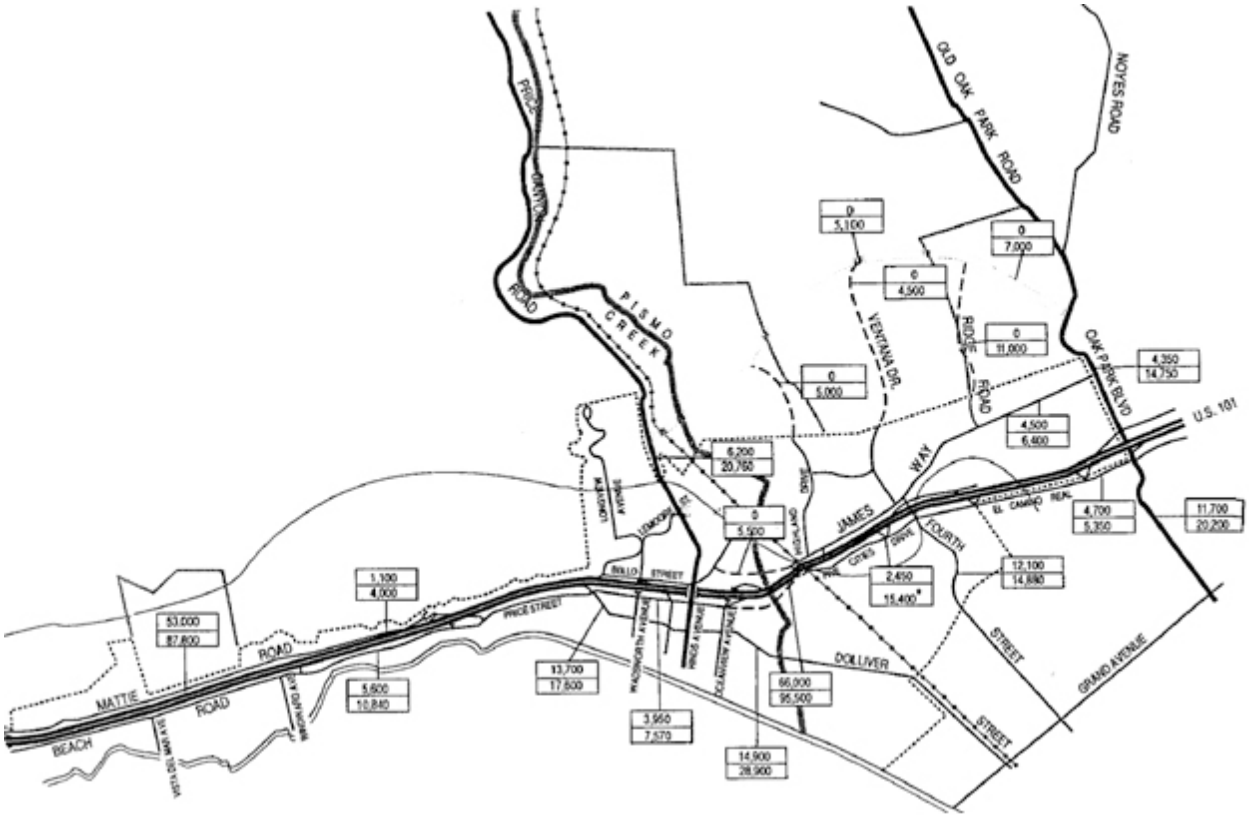


Table C-1
Intersection Level of Service Definitions

A	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phase(s) is experienced.
D	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

Truck Routes

The purpose of designating truck routes in the Circulation Element is to assure that the geometric cross section and structural section of the designated roads are adequate to service heavy and large vehicles. In addition, truck traffic impacts adjacent land use, especially when trucks carry hazardous materials, or when truck routes are adjacent to residential areas. While trucks may utilize any public street for delivery of goods or services, the designation of truck routes (and prohibition of trucks from certain streets) is desirable to limit their unwanted intrusion into certain areas.

In the City of Pismo Beach, the U.S. 101 Freeway and State Highway One (Dolliver and a portion of Price Street) were the only designated routes as of 1992 for transport of hazardous materials. Designated truck routes included these two roads plus the remainder of Price Street, Five Cities Drive, Fourth Street and Price Canyon Road/Hinds Avenue from Dolliver Street easterly.

Bikeways

The primary bike route in the area is the Class II Pacific Coast Bike Route, which follows Shell Beach Road, Price Street and Dolliver Street for a distance of 7 miles. There are 25 miles of Class I~ bikeways including Mattie Road and James Way.

Railroads

The Southern Pacific Railroad travels through the southern portion of the city. Passenger service is provided under contract to AMTRAK with a depot in San Luis Obispo and with north and south passenger trains daily. There is no freight depot within the area; however, arrangements can be made for carload operations at a privately owned spur in Pismo Beach.

Transit

The cities of Pismo Beach, Arroyo Grande and Grover City have entered into a joint powers agreement with the county to form the South County Area Transit (SCAT). The operable system is a fixed-route bus system that provides intercommunity transit service.

The Greyhound Bus Company provides several trips each day to San Luis Obispo. The South County Area Transit system is scheduled to provide connection to the Greyhound system. This system provides the intercommunity transit system for the entire South County area.

As part of the transit service system, the SLO Rapid Transit Authority offers a vanpool for the handicapped. The van is equipped with a wheelchair lift and operates on a dial-a-ride basis. The "Runabout" service is available to anyone in the county and operates on a 24-hour advance notice basis. Another transit service available in the Pismo Beach area is a ride sharing program. This is a self-initiative system with commuter contact via a ride sharing office affiliated with CALTRANS. Taxi services also are available:

Airports

The nearest airport facility is Oceano County Airport, located 2-1/2 miles to the south on State Route 1. This airport offers no commercial air carriers. It is a general aviation airport, used mainly by local residents and recreational flyers.

The nearest airport that offers commercial passenger service is San Luis Obispo County Airport located 8 miles north of Pismo Beach on State Route 227. Service is provided by United, American and Delta Airlines. The residents of Pismo Beach and the surrounding area will continue to depend on this airport for commercial passenger services.

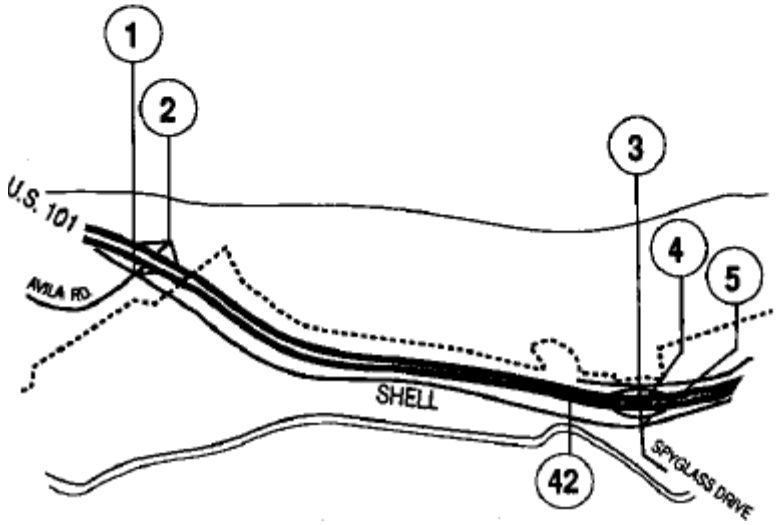
Table C-2
P.M. Peak Hour Intersection Levels of Service (LOS)

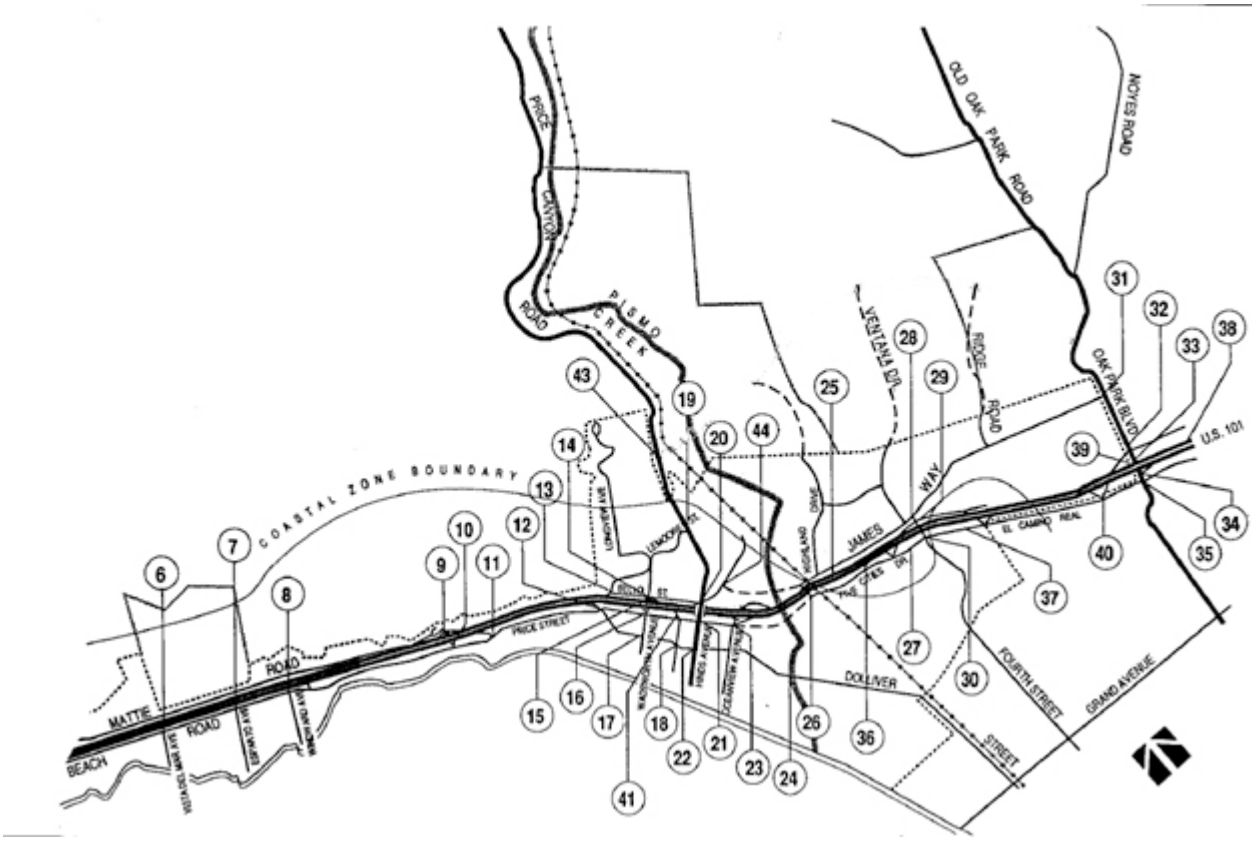
Map No.	Intersection Name	1990 Control Type	1990 LOS	2010** LOS
1.	Avila Beach Dr./Monte Rd./US 101 NB Off-Ramp	2 Way Stop	A	A
2.	Avila Beach Dr./Palisades Rd./US 101 SB Off-Ramp	2 Way Stop	B	B
3.	Spyglass Dr./US 101 NB Ramps	2 Way Stop	A	B
4.	Spyglass Dr./US 101 SB Ramps	1 Way Stop	B	B
5.	Spyglass Dr./Shell Beach Rd.	All Way Stop	A	C
6.	Shell Beach Rd./Vista Del Mar Ave.	All Way Stop	A	B
7.	Shell Beach Rd./Esparto Ave.	All Way Stop	A	B
8.	Shell Beach Rd./Windward Ave.	All Way Stop	A	C
9.	Mattie Rd./US 101 NB Ramps	2 Way Stop	A	A
10.	Shell Beach Rd./Mattie Rd.	Signal	A	B
11.	Shell Beach Rd./Price St./US 101 SB Off-Ramp	1 Way Stop	C	A
12.	Price St./Dolliver St./US 101 SB Off-Ramp	All Way Stop	A	A
13.	Bello St./Bay St./US 101 NB On-Ramp	1 Way Stop	A	A
14.	Bello St./Wadsworth Ave.	All Way Stop	A	A
15.	Wadsworth Ave./US 101 NB Of-Ramp	1 Way Stop	A	C
16.	Wadsworth Ave./Price St.	2 Way Stop	A	A
17.	Wadsworth Ave./Dolliver St.	2 Way Stop	B	A
18.	Pomeroy Ave./Dolliver St.	Signal	A	A
19.	Price Canyon Rd./Lemoore St.	1 Way Stop	A	A
20.	Price Canyon Rd./Bello St.	2 Way Stop	A	B
21.	Hinds Ave./Price St.	Signal	B	C
22.	Hinds Ave./Dolliver St.	Signal	A	A
23.	Ocean View Ave./Price St./US 101 Ramps	1 Way Stop	B	C
24.	Dolliver St./Pismo Beach Mobile Home Park	Signal	A	A
25.	Five Cities Dr./US 101 NB On-Ramp	1 Way Stop	B	-
26.	Five Cities Dr./US 101 SB Ramps	2 Way Stop	A	-
27.	Five Cities Dr./US 101 SB Off-Ramp	Signal	A	-
28.	Fourth St./James Way	All Way Stop	A	B
29.	Fourth St./US 101 NB Ramps	All Way Stop	E-F	A
30.	Fourth St./Five Cities Dr.	All Way Stop	E-F	A
31.	Oak Park Blvd./James Way	Signal	A	A
32.	Oak Park Blvd./West Branch St.	All Way Stop	C	-
33.	Oak Park Blvd./US 101 NB Off-Ramps	All Way Stop	D	-
34.	Oak Park Blvd./US 101 SB Ramps	All Way Stop	D	-
35.	Oak Park Blvd./El Camino Real	All Way Stop	D	B
36.	Five Cities Dr./US 101 SB Ramps	-	-	C
37.	Five Cities Dr./US 101 SB Ramps (4^{th} St.)	-	-	B
38.	Camino Mercado-US 101 NB Ramps/West Branch St.	-	-	B
39.	Oak Park Blvd./West Branch St.-US 101 NB On-Ramp	-	-	A
40.	Camino Real/US 101 SB Ramps	-	-	B
41.	Price St./US 101 SB Off Ramp	-	-	C
42.	Shell Beach Rd./US 101 SB Off-Ramp	-	-	A
43.	James Way/Bello St.	-	-	A

* Intersection no longer exists under future street network - Intersection does not exist in 1990 ** With needed mitigation

Figure C-2
Critical Intersections

PISMO BEACH
GENERAL PLAN





Principle

P-1 ***Balanced Transportation***

The quality of life and economic vitality of Pismo Beach is dependent upon a sate and efficiently operating circulation system providing for pedestrians, bicycles, trucks, automobiles and public transportation. Specific aspects of this system include:

a. ***Visitor Traffic***

Because Pismo Beach is a visitor-oriented community, good access is essential. This includes highways, air and rail service. It is imperative that good access via U.S. 101 be maintained.

b. ***Local Traffic***

Local streets should be designed to operate at Level C or better during peak hours. A lower standard may be used for the downtown area.

c. ***Pedestrian and Bicycle***

Pedestrian walkways and bicycle paths are important elements of the circulation system and shall receive at least the same emphasis and attention in future planning as facilities designed for the automobile.

d. ***Visitor Parking and Traffic***

Some street parking and traffic for regional daily visitors is accepted within the known constraints that the demand for beach parking may often exceed the supply when the

weather and beach conditions are attractive. Within this context, however, the volume and regularity of parking and traffic intrusions in the residential areas should be minimized where practical.

e. Transportation Design

The City will strive for safety, environmental sensitivity and energy efficiency in all transportation designs and improvements. The circulation system should be comprehensible, complete and capable. Comprehensible means the users can understand the intent or function of the various streets in the system and find their way in the city. Complete means that the total journey is considered and accommodated on a variety of different streets, each designed to serve a particular function. Capable means each individual component of the total system is capable of carrying, safely and economically, the traffic expected to use the facility.

Policies

C-1 Street Classification Plan and Design Standards

Streets shall be classified and designed as shown in Figure C-3. Functional characteristics of each classification are described in Table C-3. Cross sections define the general right-of-way width and configuration for each street and highway. The cross sections designated under this section will normally be required. Specific plan or special (alternative) section streets may also be adopted deviating from these standards. Wherever such alternative cross section configurations are used, each will be so designed as to create an orderly transition from one to the next. Each alternative cross section must further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form. Where streets are to be constructed by developers, the city shall not permit installation of less than a full street section. See related policies:

Design Element	D-35	Curb Radius
Design Element	D-40	Street Layouts
Land Use Element	LU-N-8	New Reliever Road
Land Use Element	LU-N-15	Future Annexation Areas
Land Use Element	LU-N-21	Specific Plan Requirement (Paragraph C)

C-2 Freeway U.S. 101--6 lanes

CALTRANS shall be encouraged to expand U.S. 101 to 6 lanes as early as possible but not later than the year 2000. New lanes shall be added within the existing median whenever possible. All construction shall implement the scenic highway designation of the freeway. See related policies:

Design Element	D-13	Freeway Landscaping
Design Element	D-20	Special Landscape Feature
Design Element	D-23	U.S. 101 Freeway
Design Element	D-34	CALTRANS Freeway Signs

C-3 Price Canyon Road-4 lanes

The County of San Luis Obispo and the City of Pismo Beach shall undertake a design study of the Price Canyon corridor. Such study shall establish the right-of-way line for a future four-lane Price Canyon Road and shall implement the scenic highway designation of this road. Where feasible, the road shall include a variable width median to emphasize a rural, open space design element and a Class II bicycle lane. Related polities:

Conservation Element	CO-22	Price Canyon Open Space and Study Area
Design Element	D-24	Price Canyon Road

C-4 State Route 227

CALTRANS in cooperation with San Luis Obispo County and the City of Arroyo Grande shall be encouraged to upgrade State Route 227 to a high standard so that this road can adequately perform its function within the state system. The San Luis Obispo County Plan sets forth improvements for this road as follows:

"This route should be reconstructed to modern standards between Arroyo Grande and the town of Edna (located in the San Luis Obispo Planning Area to the north). Improvements should consist of two lanes of improved alignment and should occur within the existing right-of-way wherever possible. As a long-term proposal, Highway 227 should also be extended southerly

of its present junction with the Branch Street shopping area in Arroyo Grande. The extension should then continue southwesterly to an interchange at U.S, Highway 101 in the vicinity of the present Traffic Way interchange, then continue west of the freeway to eventually connect into Valley Road."

Street Classifications

Figure C-3

Street Design Standards

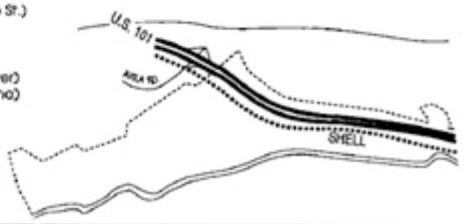
KEY	Street Classifications	ROW	Curb to Curb Width	Median Width	# of Through Lanes	Streets In This Classification
═══	Freeways	200'+	Varies	Varies	4-6	U.S. 101
———	Major Arterial	102'		12'	4	Oak Park Boulevard Price Canyon Road
—·—·—	Secondary Arterials	66-84'	56-64'	-	4	Five Cities Drive (Freeway ramps south of railroad to Fourth St.) Fourth Street Route 1(South of Pismo Creek) Price Street (Dolliver to Oceanview)
·····	Minor Arterials	60'-72'	40'-52'	-	2	Bello Street (portions) Dolliver Street Five Cities Dr. (Oceanview Ave. to freeway ramps south of railroad) Hinds Avenue James Way New Inland Arterial Price Street north of Dolliver Shell Beach Road
———	Collector Streets	60'	40'	-	2	Cypress Street (Pomeroy to Hinds) El Camino Real Highland Drive Longview Avenue Main Street (Dolliver to Price St.) Mattie Road Oceanview Ave. (Dolliver to Price St.) Pomeroy Avenue Ridge Road Ventana Drive Wadsworth Avenue (East of Dolliver) Whitecap (Highland Dr. to Ventana)
———	Industrial/ Commercial Collector	64'	44'	-	2	
———	Local Street	56'*	36'*	-	2	

*May be smaller under special circumstances (see Table C-3)

SPHERE OF INFLUENCE ———

CITY LIMITS ·····

RAILROAD -•-•-•-



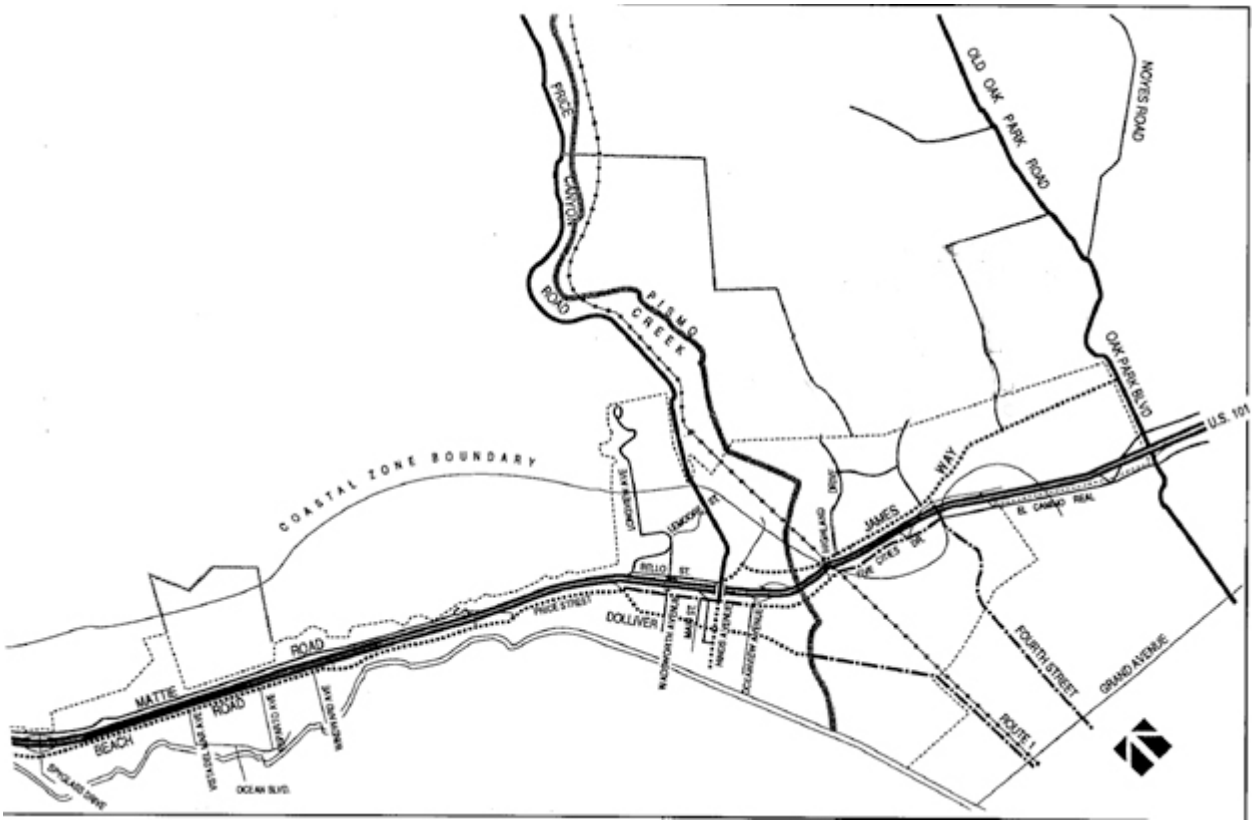


Table C-3
Functional Characteristics of Streets

Freeways – 200' + ROW
Freeways are the largest circulation elements on the Circulation Plan. These major regional circulation routes carry traffic to other regional areas and connect Pismo Beach to a national circulation network. The freeway system has limited access only at designated locations, thus allowing traffic to flow uninterrupted over greater distances.

Major Arterial – 102' ROW
These arterials carry the heaviest local traffic through the planning area. Access should be limited on these routes to permit efficient, high volume traffic circulation. These routes may have raised medians, and accommodate up to 6 lanes. Turn channelization will also be provided. Access to adjacent property may be limited to a greater extent than as in Secondary Arterials.

Secondary Arterial – 84' ROW
Secondary arterials represent the smallest of 4 lane arterial highway classifications. Generally they provide routes for through traffic across the city/county. Left or giht turn channelization may be provided
Arterial – 60' to 72' ROW

Minor Arterial – 60' to 72' ROW
Minor Arterials are two-land facilities which, due to their location and termini, function as arterial routes. They generally serve built-up areas which do not generate four-lane traffic volumes, but have appreciable amounts of through traffic. They may have a continuous left-turn lane and/or additional turn lanes at intersections.

Industrial/Commercial Collector –64' ROW
Industrial commercial collectors are designed for industrial and commercial traffic and land use. Their width accommodates both moving and parked trucks within the roadway. This classification is the minimum width considered adequate for industrial streets, and is the preferred width for commercial streets.

Collector Street – 60' ROW
Collector streets connect local streets to secondary arterial streets. Several neighborhoods may be accessed by a collector street. This classification is the minimum width considered adequate for commercial streets. Widening may be required at intersections to provide for turn channelization and/or transit bus stops.

Local Street –56' ROW
These local streets are the smallest in the hierarchy of roadway classifications. Local streets are designed to serve individuals subdivisions and neighborhoods within residential areas. They are inappropriate for use in nonresidential land use areas, due to their lack of adequate width of parking and travel lanes, especially for trucks. Standards may be reduced below the 56' ROW when specified and approved in Specific Plans or when existing conditions warrant.

C-5 State Highway One
CALTRANS should be encouraged to improve State Highway One to secondary arterial standards from south of Pismo Creek, through Grover City and Oceano, to the intersection of Valley Road.

C-6 Freeway Frontage Roads
New frontage roads parallel to U.S. 101 are proposed as follows:
Bello Street to James Way on the east side of U.S. 101 (minor arterial).
Price Street to Five Cities Drive on the west side of U.S. 101 (minor arterial). The new frontage roads shall include bridges that span the full width of the Pismo Creek channel. Refer to related policy:

Land Use Element	LU-M-2	Frontage Road

C-7 Downtown Pismo Beach--Street Connectors
CALTRANS, in cooperation with the City of Pismo Beach, shall be requested to participate in a detailed design study of the U.S. 101 freeway ramps, frontage roads and intersections relating to downtown. Amongst other items, this study shall analyze the following alternatives:

a. Review of all freeways on and off ramps within or near downtown, including right-of-way requirements for new ramps.
b. Widening of Price Canyon Road along its present alignment into the city and over the freeway to Price Street.
c. The use of both Dolliver Street and Price Street to carry traffic through downtown.

Table C-4
Planned circulation Improvements needed to Handle Year 2010 Traffic*

Improvement Category	Location of Improvement	Description
New Roads		
Street Extensions	James Way	From Highland Dr. to Bello Street
	Five Cities Drive	2-lane extension across Pismo Creek to Price St.
Add Travel Lanes	U.S. 101 Freeway	Widen to 6 lanes
	Price Canyon Road	Widen to 4 lanes
	Dolliver Street/Ocean View Ave. South to City Limits	Widen to 4 lanes
Interchange Improvements	**Hwy. 101 at Oak Park Blvd.**	Widen overcrossing and reconfigure ramps
	Hwy. 101 at 4th Street/Five Cities Dr.	Widen overcrossing and reconfigure ramps
	Hwy. 101 at Hinds Ave.	Relocate/reconstruct SB off-ramp
	Hwy. 101 at Dolliver St./Price St.	Improve geometrics and signalization

*These improvements are illustrative. Detailed studies to be conducted at time of need may modify these recommendations.

C-8 Highway System Plan and Traffic Improvements

a. Improvements to Maintain Service Standards

The planned future street and highway network, shown in Figure C-3, reflects numerous projects to create additional capacity and to improve traffic flow. The most significant of these projects are listed in Table C-4. The projects contained in this plan create the additional capacity that is needed to accommodate the increased traffic volumes that will be generated by the growth allowed in the land-use element. Implementation of these improvements will achieve the level of service standards of this plan.

b. Categories of Improvement Projects

The categories of projects include new roads, extensions of existing streets, creation of additional travel lanes on some roads, interchange reconfiguration/reconstruction, improvement of street and intersection geometrics, and signalization.

c. Local Measures to Finance Traffic Improvements

1. The city shall establish and maintain traffic impact fees applicable to new development to aid in financing the costs of the planned off-site circulation improvements.

2. Approvals of new development shall be conditioned upon the developer constructing improvements of street frontages adjacent to the project and/or new public streets to be located within the project area.

3. Approvals of new large-scale commercial or residential projects may require the developer to prepare and implement a transportation/parking management plan.

4. New or amended specific plans approved by the city shall include within their circulation elements the measures that will be employed to finance and implement the planned circulation system and off-site traffic improvement projects.

5. The city shall participate in countywide efforts to establish regional traffic impact fees and other measures to implement those highway improvement projects that provide regional or statewide benefits. Any such regional fees should equitably reflect the proportionate share that development within the City contributes to the total need for the improvement projects.

d. Flexibility in the Timing of Improvements

The timing of the various street and highway improvements identified in Table C-4 will be contingent upon the actual locations and amounts of future growth, actual traffic conditions experienced at the various locations within the city, as well as the availability of outside funding to supplement local revenues set aside for these purposes.

C-9 Truck Routes

a. Hazardous Materials

The truck routes for hazardous materials shall be limited to U.S. 101. The City shall request CALTRANS to remove Route 1 as a designated hazardous materials route.

b. Other Truck Routes

Designated truck routes shall be:
Price Canyon Road
State Route 1
U.S. 101

C-10 Bikeways Plan

Bikeways Plan Bikeways shall be located and classified as shown in Figure C-4. To the extent possible, bikeways shall tie into state routes and routes of adjoining communities. Permitted land uses adjacent to bicycle routes are shown on Figure LU-2, land use map. Population density and settlement patterns adjacent to the bikeways are identified in the Land Use Element. Bicyclists may utilize other methods of transportation as identified in the other Circulation Element policies. Public review and comment on the City's bikeway plan occurred throughout the General Plan update process, in which a minimum of 4 public hearings were held.

C-11 Bikeways Encouraged

Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency and the County of San Luis Obispo regional transportation plan.

The City Shall install bicycle storage facilities in public areas such as the beach and in parks and in other public facilities to encourage bicycle use. Bicycle storage facilities shall be considered as a required condition of approval for new development applications for proposed commercial hotel and major residential projects. Bike lanes shall be located near restrooms, drinking water, public telephones and air for bicycle tires.

In the renovation and/or new construction of City Hall, the City shall consider the installation of lockers, showers and secure bicycle storage facilities.

Bikeway Plan

Figure C-4

PISMO BEACH GENERAL PLAN

Class I
Bikeways that provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
Class I bikeways in Pismo Beach shall be:

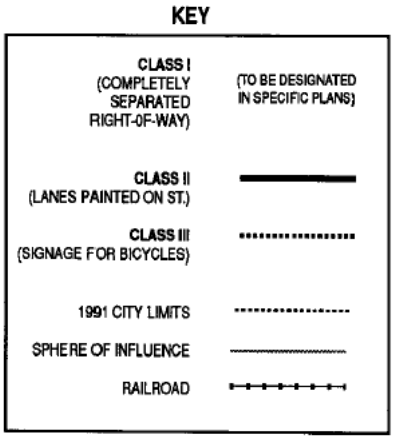
Price Canyon corridor
(as part of the park/open space)
Portions of the ocean frontage
(to be determined in specific plans)

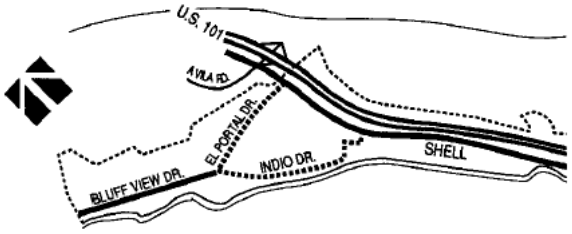
Class II
Bikeways that provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Class II bikeways in Pismo Beach shall be:

Bluff View Drive (Ontario Ridge)
Dolliver Street
Five Cities Drive
Fourth Street
James Way
Mattie Road
New Inland Arterial
Oak Park Boulevard
Price Canyon Road
Shell Beach Road

Class III
Bikeways that provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists. Class III bikeways in Pismo Beach shall be:

Cypress Street
El Portal Drive
Fiorin Street
Indio Drive
Main Street
Ocean Boulevard
Placentia Avenue
Price Street
Vista Del Mar Avenue
Windward Avenue







C-12 Pedestrian Circulation

Sidewalks shall be required for all new developments in residential and commercial areas. Normally the sidewalk shall be located so that a landscape strip or trees are located between the sidewalk and the vehicle travel way. Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscape, street furniture and pedestrian scaled lighting. All new sidewalk area shall be designed to accommodate the handicapped. The City and CALTRANS shall study the feasibility of adding a pedestrian crossing of US 101 between the Spyglass and Mattie Road interchanges. Also, the City shall install (or cause to be installed) sidewalks or footpaths along all collector or arterial streets that connect with commercial centers, public gathering areas and schools. See also policies:

Conservation Element	CO-4	Trip Reduction
Design Element	D-2	Building and Site Design Criteria
Design Element	D-3	Subdivision Design Criteria
Design Element	D-9	Street Tree Locations
Land Use Element	LU-I-3	Sidewalks
Parks & Recreation Element	PR-5	Path System

C-13 Parking

Parking for both residents and visitors shall be provided as part of new development. Additional designated parking spaces for beach access may be required as a condition of approval of new hotel or other commercial development adjacent to the oceanfront. In-lieu fees for commercial uses shall be encouraged rather than on-site parking in the central commercial area. In- lieu fees may also be considered for residential uses in order to encourage ground floor, street facing residential dwellings. Parking shall be provided within the vicinity of the coastline for recreational uses. However, within the downtown area, day use parking for the beach shall primarily be located at the north or south end of downtown rather than at the pier.

In order to assure that development projects will not adversely affect the availability of existing parking for shoreline access, an adequate quantity of on-site parking spaces to serve the full needs of the development shall be required, except as noted above for the down- town area. Exact parking standards shall be established by City ordinance, but minimum parking ratios for new developments shall not be less than:

- Hotels, motels: 1 space per unit (corrected 02/06/14)
- Multi -unit residential: 1.5 spaces per unit
- Single-family residential: 2 spaces per unit
- Commercial: 1 space per 300 sq. ft. of gross floor area
- Restaurants: 1 space per 100 sq. ft. of dining area

New development projects located within one-quarter mile of the beach or bluff edge shall be evaluated to assess their impact on the availability of parking for public access to the coast. If a project would result in a reduction of shoreline access parking, the project may be required to provide additional parking spaces to accommodate public access. See also policies:

Design Element	D-2	Building and Site Design Criteria
Design Element	D-10	Parking Lots
Design Element	D-15	Front Yards

C-14 Comprehensive Transit Services

The City shall support the availability of transit service as a means to reduce automobile congestion, to pro- vide transportation for those who have no other form of transportation, as a means to reduce air pollution, and as a service to visitors. Such support should include, but not be limited to, South County Area Transit (SCAT), Greyhound bus service, van pools, shuttle bus systems, dial-a-ride and cab services.

C-15 Multimodal Transfer Areas

The City will work with CALTRANS, CCAT, the San Luis Obispo Council of Governments (SLOCOG), and the commuting public to develop a multimodal transfer area that will incorporate auto parking areas, bike parking, bus, transit, pedestrian bike paths, and park and ride pick-up points for carpooling.

C-16 Van Pools/Ride Share

The City shall encourage and support vanpools and ride sharing. A special program should be developed in cooperation with the visitor industry to encourage vanpools and ride sharing for hotel and related workers. Appropriate locations shall be designated for ride share parking lots.

C-17 Inter City Rail Service

The existing Southern Pacific Railroad tracks through Pismo Beach shall be considered as an asset for potential long-term usage. Such usage might include, but not be limited to providing regional commuter rail to San Luis Obispo.

C-18 Downtown Traffic

To discourage traffic in the downtown area and reduce the need for additional parking facilities, the City shall work with the hotel/motel industry to 1) provide free (or very low rent) bicycles for guests, and 2) to develop a trolley system for summer months, weekends, and special events.

C-19 Express Bus or Transit Service

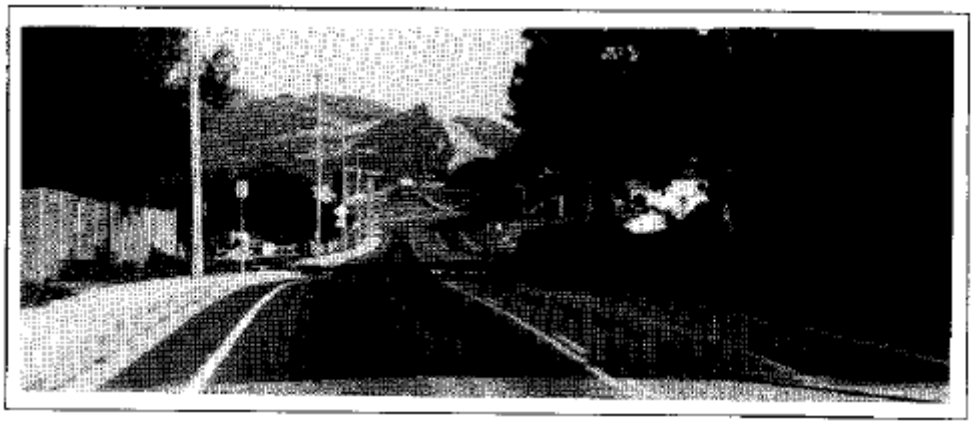
The City will work with appropriate transportation agencies and major employers to establish express bus or transit service to San Luis Obispo and Northern Santa Barbara County.

C-20 Subdivision Planning

As an element of the subdivision and specific planning process, the City will require pedestrian and bicycle pathways that provide "short-cut" links through the development and that connect to commercial areas, bus stops, schools, parks and collector and arterial roads. Where possible, pathways of one development should connect with those of adjacent developments.

C-21 Airports

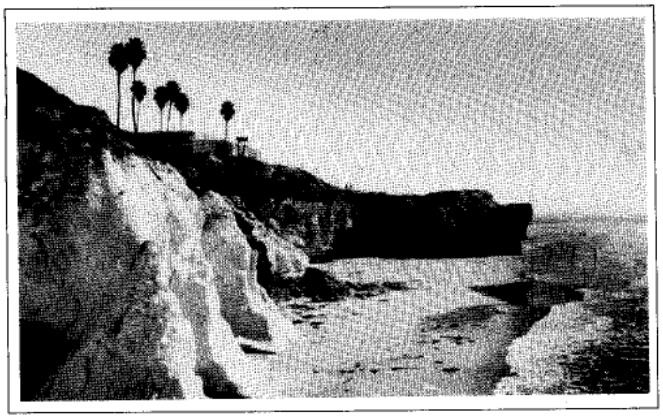
The City supports the continued availability of the Oceano County Airport for general aviation services and the San Luis Obispo County Airport for commercial passenger service.



Conservation & Open Space Element









Conservation and Open Space Element

Introduction

California Planning Law requires the general plan to include both a conservation Element and an Open Space Element. Because these elements are so interrelated, they have been combined for the Pismo Beach General Plan. Several issues that are mandatory under state law are not applicable to the city including forests and harbors.

Natural Resources

The conservation issues focus on the natural resources of Pismo Beach including air, water, biology, archeology and physical geography. The intent of policies is to guide the management of these resources to enhance the quality of life of residents and visitors and to prevent waste, haphazard exploitation, destruction, or neglect. Because the supply of natural resources is limited, the importance of conservation planning cannot be underestimated. The residents and visitors to Pismo Beach depend heavily on natural resources, whether they be water, dean air, the scenic and recreational qualities of the community, or gas or electricity for cooking. Responsibility for conservation of natural resources lies not only with the City Council, Planning Commission and other governmental bodies, but depends on the wise use of natural resources by every resident and visitor.

Pismo Beach is located in a special environmental setting on a narrow marine terrace bordered by the beach and ocean on one side and the hills on the other. It is the only community in central California where Highway 101, the ocean, and the community converge in close proximity. The major physical factors and resources affecting the community's development include soil and landforms, such as the sandy beaches, coastal bluffs and surrounding hills, the surface and ground- water resources, climate, air quality, unique biological habitats and the Pacific Ocean. These resources make up the special essence of Pismo Beach's environment. They are highly inter-related and must be viewed in context with one another when considering development within the city. These unique inter-related resources are what make Pismo Beach *Pismo Beach.*

Open Space

Open space is one of man's most important nonrenewable resources; a premium space that, once destroyed, can only be recovered by expending tremendous energy and cost. Pismo Beach relies heavily on its scenic, natural setting to maintain its economic life stream of vacationers and tourists, not to mention retirees and families who desire to live in Pismo Beach because of its amenities. Table CO-1 compares Pismo Beach's open spaces to six open space categories.

Biotic Habitants

Although open space lands are traditionally viewed as unimproved, and park and recreation land as improved, in reality the distinction often is blurred and lands serve dual functions. This has what may be called a value multiplying effect. For example, not only does the beachfront have recreational and economic values, but also cultural, scenic and biological values.

The natural resource conservation areas discussed in the Conservation Element host a large number of diverse plant and animal species--from tide pool organisms to shore birds and terrestrial mammals. A listing of these animals and the associated plants of the various habitats are contained in the Technical Appendix to the General Plan.

Protection of animal species is dependent on protection of habitat. The Element discusses the most important habitat areas and states policies for their protection.

Table CO-1

Comparison of Pismo Beach Open Space to Open Space Categories

Open Space Categories	Archeological Sites	Butterfly Habitat	Coastal Foothills	Pacific Ocean, Beach & Coastal Cliffs	Pismo Creek/Price Canyon	Pismo Marsh	Soils & Drainage	Parks
Natural and historical resources plant and animal life, habitats for fish and wildlife species, rivers and estuaries, coastal beaches, watershed lands, archaeological resources.	●	●	●	●	●	●	●	●
Resource management agricultural lands, air quality, areas for recharge of ground-water basins and major mineral deposits.	●			●	●	●	●	●
Recreation active and passive park and recreation areas of scenic or historic value. (See Parks and Recreation Element.)		●	●	●	●	●	●	●
Public health, safety and protection earthquake fault zones, un-stable soils, flood plains and fire risks. (See Safety Element.)			●	●	●	●	●	●
Guidance and control of urban growth urban reserve land, green belts.				●	●	●		●
Psychological function the psychological sense of mountains, cliffs and the sea that are at the core of Pismo Beach's identity and existence.	●	●	●	●	●	●	●	●

Principles

The Conservation and Open Space Element is based on a few key principles. These principles impact the entire General Plan and are also the basis for 30 conservation and open space policies that are considered essential to the quality of life of Pismo Beach. Topics are discussed in the following eight categories. (Water is discussed in the Public Facilities and Services Element.)

- **Air Quality**
- **Archaeology**
- **Butterfly Habitat**
- **Coastal Foothills**
- **Pacific Ocean, Tidal Zone, Coastal Cliff**
- **Pismo Creek/Price Canyon**
- **Pismo Marsh (Ecological Preserve)**
- **Soils and Drainage**

P-2 Natural Resources--Key Foundation of the City

Pismo Beach is the ocean, beaches, hills, weather and related ecosystems. Conservation and protection of these resources shall be the key focus of the General Plan. The unique geographical character of Pismo Beach is recognized as the foundation for all other aspects of the community. These physiographic characteristics enhance the quality of life of residents and visitors and shall not be wasted, destroyed, or neglected. They are generally nonrenewable and provide many of the scenic, historic, economic, recreation, open space and ecological values for the community.

P-3 Resources and Open Space Belong to Everyone

Pismo Beach is an integral part of the larger California coastal community, linked by shared resources that are prized by the state, national and even international community. Congenial and cooperative use of these resources by both residents and visitors is recognized. Solutions for co- operative use shall always be based on retaining the area's fragile charm and resources.

P-4 Clean Air--A Must

Pismo Beach shall cooperate with the San Luis Obispo Air Pollution Control District and all regional jurisdictions to meet or better both federal and state clean air standards. Clean air is not a negotiable feature of the community.

P-5 Guaranteed Water Supply

The well-being of Pismo Beach is dependent on a reliable source of clean water which shall be available, expanded, and protected at all times.

P-6 The Big Three

The three primary resources and open space for Pismo Beach are:

- ✓ **The Ocean--A Resource For Everyone**

  The ocean, coastal cliffs, and shoreline resources are vital to Pismo Beach for their wildlife habitat, recreational use, open space, scenic value and the city's overall economy. These natural assets will be protected and made available to all.

- ✓ **The Foothills**

If is recognized that the freeway foothills northwest of Pismo Heights are both a visual and open space asset to the community as well as a sensitive environmental resource. The city shall pre- serve the area's native flora and fauna and pre- serve the foothills as an undeveloped visual back- drop for the city.

- ✓ **Pismo Creek / Price Canyon--A Public Resource**
  Pismo Creek/Price Canyon and environs are a key natural resource/open space area and the major inland entrance to the city. It shall be managed as a public resource for the community.

Air Quality **(See Principle P-4)**

Background

Overwhelmingly, the citizens of Pismo Beach have stated that one of the greatest assets of the community has been dean air and a pleasant climate. Traditionally, Pismo Beach and other communities in San Luis Obispo County have used dean air as an attraction for visitors and new residents. Unfortunately, a side effect of increased population and tourism has been increased traffic and commuting, and the consequent degradation of regional air quality.

The state Air Resources Board has designated San Luis Obispo County a nonattainment area under the standards of the California Clean Air Act of 1988. Nonattainment occurs in the levels of ozone and respirable particulate matter. The standard for sulphur dioxide was achieved in 1990 by a narrow margin; however the region must make considerable effort if this standard is to be maintained. From 1988 - 1992, the City of Pismo Beach, along with other cities and the county, worked with the Air Pollution Control District (APCD) to develop a revised Air Quality and Attainment Plan, referred to as the "Clean Air Plan".

Pismo Beach is in an air quality basin known as the Coastal Plateau. This plateau is five to ten miles wide and varies in elevation from sea level to about five hundred feet. Primary factors affecting air quality are the quantity, type and location of pollutant emissions, topographic features, and the prevailing meteorological conditions. The weather in Pismo Beach is characterized by inversions (a high warm air mass trapping a cooler air mass adjacent to the land and preventing vertical movement of the air). Frequently, these inversions severely limit the dispersion of pollutants from population centers on the coastal plain.

Stationary sources of pollutants in the region are con- trolled through the permit processes and monitoring of the APCD. In the Pismo Beach area, major stationary sources include the Avila tank farm, UNOCAL and the oil wells in Price Canyon. Smaller sources include gas stations and dry cleaning establishments. The APCD monitors vapor recovery equipment and processes at these sources.

However, 50% of the ozone pollution in the region is caused by automobiles. Vehicle miles traveled (VMT) has almost doubled in relation to population growth over the last ten years, evidencing a major increase in the amount and distance of commuting. APCD reports that 30% of the VMT are commuter miles. Additionally, increases in respirable particulate matter are also caused by automobiles (on paved as well as unpaved roads) and by dust from construction, demolition, and grading activities. The maintenance of air quality also is addressed in the Coastal Act of 1976. Policies relating to air quality are contained in section 30253.3 of the Coastal Act, which states that new developments shall:

...be consistent with requirements imposed by an air pollution control district or the state air resources control board as to each particular development.
Also, section 30253.4 states that new development shall:

...minimize energy consumption and vehicle miles traveled.

The objective of the APCD Clean Air Plan is to bring ozone to levels better than the state standards, and to maintain them at those standards by December of 1997. At a minimum, this will require a 40% reduction in emission of reactive organic gases (ROG) and oxides of nitrogen (NOx), the primary precursors to ozone formation. In order to achieve and maintain these standards over the long term, Pismo Beach, along with other jurisdictions must adopt and implement a land use planning strategy that will reduce air pollution. Additionally, the City must work with citizens, developers, businesses and regional agencies to effectuate transportation management programs to reduce reliance on automobile travel.

To a considerable extent, the following policies will over-lap and complement concerns raised in the Circulation, Land Use, and Housing Elements of the General Plan.

Policies

CO-1 Siting of Multifamily Projects

In order to provide easy pedestrian access to commercial areas, the City shall encourage the location of multifamily projects in dose proximity to transit routes and to commercial centers. Mixed-use development shall be encouraged in most commercial zones. The land use map shall also consider neighborhood commercial development in reasonable proximity to residential areas.

CO-2 Jobs/Housing Balance

A mismatch of jobs to affordable housing in the existing city limits, as well as in developments that may occur in annexation areas could cause unnecessary commuting and consequently excessive energy consumption and air pollution. The City shall require the prevention or mitigation of these conditions as an element of environmental review. Mitigation may include inclusionary affordable housing and worker housing as called for in the Housing Element. Transportation management measures such as vanpools or carpools, subsidized transit passes, or other incentives to reduce automobile travel may be required. See:

Conservation Element	CO-4	Trip Reduction
Housing Element	H-16	Downtown Redev. Area
Housing Element	H-18	Service Indus. Emp. Housing
Housing Element	H-15	Inclusion of Afford. Housing Within Existing City Limits
Housing Element	H-23	Affordable Housing Dev. in Annexed Properties

CO-3 Grading, Construction, Demolition

The City shall require contractors to strictly adhere to APCD guidelines regarding dust and combustion emissions from construction and grading. Specifically, the City will ensure that the grading site is frequently watered, and that netting is used until new vegetation is established. Additionally, the City will require that dirt be transported in trucks with liners and covers over the loads. Construction work may

be halted when excessive winds create air pollution problems. Related General Plan Principles and Policies include:

Circulation Element	P-1	Balanced Transportation
Circulation Element	C-12	Bikeway Encouraged
Circulation Element	C-13	Pedestrian Circulation
Circulation Element	C-16	Multimodal Transfer Areas
Circulation Element	C-19	Downtown Traffic
Circulation Element	C-20	Express or Transit Service
Circulation Element	C-21	Subdivision Planning

CO-4 Trip Reduction

In order to reduce pollution, the city shall emphasize various procedures to reduce the number of vehicle trips in the community. Techniques shall include, but not be limited to, transportation management measures such as vanpools, carpools, and subsidized transit passes; jobs/housing balance (Policy CO-2); bikeways and facilities (Policies C-12, C-13, and C-22); pedestrian facilities (Policy C-14); and transit improvements (Policies C-19, C-21).

Archaeological Resources

Background

Archaeological sites resulting from thousands of years of human settlement along the coast are among the most fragile of resources. Protection of these resources is established in the California Environmental Quality Act (CEQA), the California Public Resources Code, and the California Health and Safety Code.

The Central Coast area, including Pismo Beach, was the home of the Chumash people at the time of early explorations and settlements by Europeans. Evidence of the culture and occupations by the Chumash may be found at numerous sites in the vicinity of Pismo Beach. Most of the city's archaeological data comes from studies conducted as part of the CEQA process. Additionally, a general map showing the status of archaeology within the city has been prepared and is used in the processing of development proposals.

Policies

CO-5 Protect Archaeological Resources

Archaeological and paleontological resources are declared to be important to be conserved. The City shall have available a map that identifies the possible location of archeological resources.

As part of the CEQA process for all new development projects, all known or potential archaeological resources shall be fully investigated by a qualified archaeologist recognized by the state Historic Preservation Office. Appropriate protections shall be determined as part of the review process including:

a. Locations within the city known to have a high probability of occurrence of archeological sites shall be zoned in the Archeological Resources overlay district.

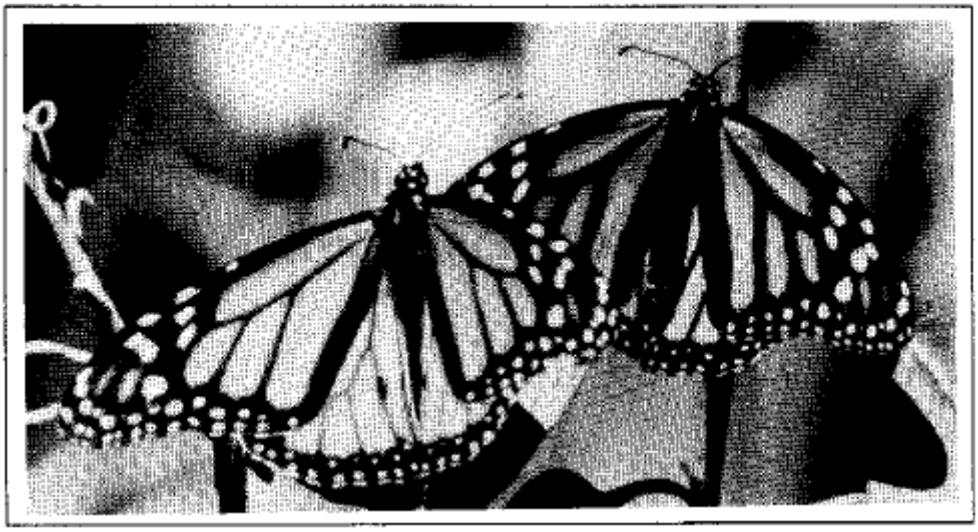
b. Sites of statewide or national significance shall be nominated for inclusion in the Registry of California Historic Landmarks or National Historic Landmark Program.

c. Specific recommendations prepared by the archaeologist shall be incorporated into project approval including: avoidance of portions of sites containing resources, minimizing the impacts of the development on the archaeological resources, preserving a full archaeological record, and/or partial site dedication, and providing a native American monitor onsite to observe excavations in locations where there is a possibility of discovery of human remains.

CO-6 Construction Suspension

Should archaeological or paleontological resources be disclosed during any construction activity, all activity that could damage or destroy the resources shall be suspended until a qualified archaeologist has examined the site. Construction shall not resume until mitigation measures have been developed and carried out to address the impacts of the project on these resources. See policies:

Land Use Element	LU-B-7	Special Environmental Conditions
Land Use Element	LU-C-4	Special Environmental Conditions
Land Use Element	LU-F-5	Archaeology Reconnaissance
Land Use Element	LU-J-6	Archaeology
Land Use Element	LU-M-2	Route 101 (Paragraph g)
Land Use Element	LU-N-6	Archaeology
Land Use Element	LU-P-2	Lucia Mar School Archaeology



Butterfly Habitat

Background

At Meadow Creek, on the south side of the city within the state park North Beach campground, is a circular grove of eucalyptus trees, which is a habitat for the monarch butterfly. Each year massive numbers of these beautiful butterflies come here to make their winter homes.

The time the butterfly's duster in Pismo Beach is the most sensitive part of the monarch's life cycle. The specialized monarch butterfly habitat is of important scientific and educational interest and an open space resource for residents and visitors alike.

Policies

CO-7 Preserve Monarch Butterfly Habitat

The City shall cooperate with the state Department of Parks and Recreation to preserve and enhance the butterfly habitat. Specific actions shall include but not be limited to:

a. If any tree is removed or lost due to disease or threat to life or property, it shall be replaced with appropriate species. Refer to policy:

Design Element D-12 Special Tree Preservation

b. Development within the park adjacent to the butterfly habitat shall have a minimum setback of 50 feet.

c. The City shall pursue, with Grover City and the Southern Pacific Railroad, mutual regulations to preserve the groves on the east side of Dolliver Street that supplement and support the habitat.

d. The City should request the state Department of Parks and Recreation to place appropriate signing and develop adequate visitor parking for the Monarch Butterfly Reserve.



Coastal Foothills **(See Principle P-6)**

Background

The city has three major coastal foothill areas, the Oak Park Heights area, the Northwestern Freeway Foothills and Price Canyon Foothills. Future annexations will also occur in the foothills area. These areas provide a significant visual and open space backdrop to the city and four major wildlife habitats. The majority of the habitat is heavily grazed open lands, followed by oak woodlands, riparian, and chaparral.

The Oak Park area drains into the sensitive Pismo Marsh habitat. Due to residential development and grazing, only islands of native chaparral vegetation remain. The eastern portion of this area, which drains into the marsh, contains open land, oak woodlands and riparian area and forms a complex habitat that is particularly sensitive to certain disturbances.

The Freeway Foothills, which is the predominant land- form in the northwestern portion of the community adjacent to the U.S. 101, is a significant visual asset. The hills are generally grassland with pockets of oak woodlands and coastal scrub. Barrancas or finger canyons, which line the surface of the hills, add visual texture as well as valuable habitat to the foothills.

The Price Canyon foothills drain into Pismo Creek and form the major inland entry to the city. The habitat consists of open grazing land, oak woodlands and riparian areas surrounding the creek.

Terrestrial wildlife in the various foothill habitat areas include a variety of rodents, such as ground squirrels, mice and gophers, foxes, weasels, opossum, deer, and occasionally mountain lions. Bird species include meadowlarks, finches, sparrows, turkey vultures, and predators such as owls, hawks, and falcons. Wildlife populations are generally more numerous in the steeper canyon areas, which retain moisture and provide protective cover. No rare or endangered species are known to occur in the various foothill habitats.

Topography strongly affects the use of land and natural features. It influences the formation of soil types and the possibility for soil erosion. It guides the location of plant and animal communities, and directs the location and rate of surface water run-off. Moreover, slopes have been a controlling influence in the shaping of Pismo Beach as a city. Steep slopes have traditionally constrained urban development, and city policies have prohibited development on slopes over 30% in all areas except Pismo Heights. Disturbance of the hillsides and natural drainage patterns, and removal of vegetation can result in slope instability, landslides, and increased erosion. Siltation caused by slope disturbance may lower downstream water quality.

Policies

Related policies include:

Land Use Element	LU-N-10	Open Space
Land Use Element	LU-A-2	Upper slopes and Hillsides
Land Use Element	LU-A-8	Open Space
Land Use Element	LU-B-2	Open Space

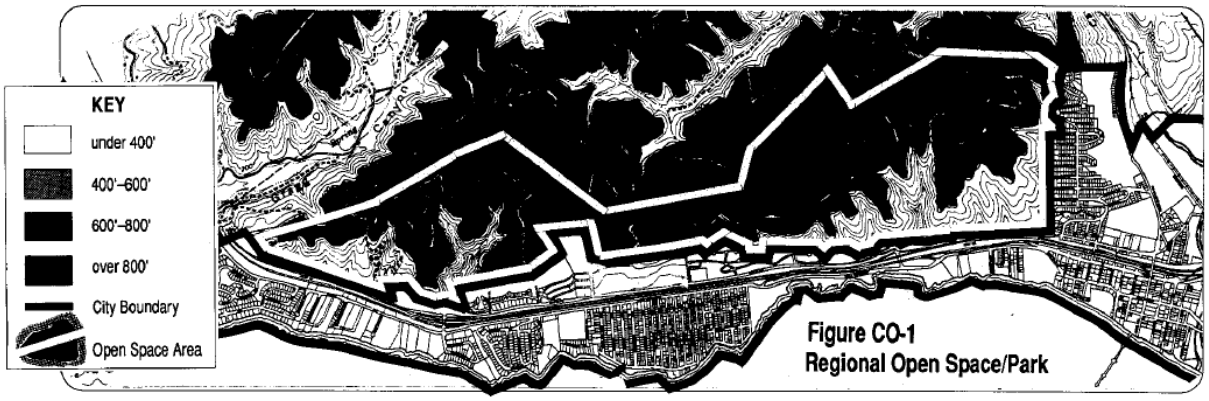


Figure CO-1
Regional Open Space/Park

CO-8 Regional Open Space

The City, in cooperation with San Luis Obispo County, the State of California, private foundations and private interests, shall work to create a coastal foothill open space area as conceptually shown in Figure CO-1. This open space area shall for all time preserve the ocean facing slopes overlooking U.S. 101 as an undeveloped natural area and as a scenic backdrop to the city of Pismo Beach and the Shell Beach area. (See Parks and Recreation Element PR-13, Pismo Creek/Price Canyon Regional Park and Open Space.)

To accomplish this purpose the city shall:

a. Support retention of the existing restrictive low development intensity land use and resource policies of the county as they apply to these lands.

b. Request that any development reviewed by the County be requested to locate building sites outside the designated open space area.

c. Encourage and support efforts to acquire the area as permanent open space including:
   - County park funds
   - Creation of open space district
   - Developer financial contributions
   - Developer land dedications
   - Private donations and loans
   - State and federal park funds

See related General Plan policies:

Growth Management	GM-8	Annexations
Parks, Rec & Access	PR-13	Pismo Creek/Price Canyon Regional Park
Land Use Element	LU-N-20	Pismo Creek Price Canyon Adobe

CO-9 Land Above 200 Foot Contour

All the land above the 200 ft. contour line, in the ocean facing slopes of the coastal foothills northwest of Pismo

Heights facing U.S. 101 shall be designated as permanent open space (Policy CO-8). Development standards for parcels, which extend above the 200 ft. contours, are as follows:

a. The maximum permitted number of dwelling units shall be calculated on the basis of the amount of land up to the 250 ft. contour but shall exclude any such lands with on an existing natural slope greater than 30%.

b. No building pads or structures shall be permitted above the 200 ft. contour. Until such time that properties in this area request annexation to Pismo Beach, the City shall request the County of San Luis Obispo to maintain the open areas of the ocean-facing slopes as described herein.

c. A scenic or open space easement prohibiting any development above the 200-foot contour shall be required to be dedicated to the City as a condition of approval of any development below the 200 foot contour.

CO-10 Slopes Over 30%--Permanent Open Space

No buildings or grading shall be permitted on existing natural slopes over 30%. The areas over 30% shall be retained as permanent public or private open space. Building and grading on existing legal lots of record in the Pismo Heights Planning Area that exceed the 30% slope limitation may be approved provided that requrests for development are accompanied by engineered plans ensuring structural stability over the life of the residence and the development can be accommodated in accordance with the resource and hazard protection standards of the certified LCP (including but not limited to the Safety (S-10 – S-15), Conservation (CO-11 – CO-14, CO-31), and Land Use (LU-P-1 – LU-P-10) elements/policies of the General Plan/Local Coastal Plan and the Hazard Protection and View Consideration Overlay Standards of the Zoning Ordinance (Sections 17.078 and 17.096). Grading shall be limited to the minimum amount necessary to construct the least environmentally damaging alternative for building sites with a slope in excess of 30%. Development shall be directed to the least-steep portions of the site, taking into account other resource constraints.

Best Management Practices (BMPs) shall be incorporated into the project design in the following progression:

- Site Design BMPs (any project design feature that reduces the generation of pollutants or reduces the alteration of the natural drainage features, such as minimizing impervious surfaces or minimizing grading);

- Source Control BMPs (practices that prevent release of pollutants into areas where they may be carried by runoff, such as covering work areas and trash receptacles, practicing good housekeeping, and minimizing use of irrigation and garden chemicals);

- Treatment Control BMPs (a system designed to remove pollutants from runoff including the use of gravity settling, filtration, biological uptake, media adsorption or any other physical, biological, or chemical process).

Site design and source control BMPs shall be included in all new developments. Where the development poses a threat to water quality due to its size, type of land use or proximity to coastal waters (or proximity to a creek, channel or storm drain system that leads to coastal waters) and the combination of site design and source control BMPs is not sufficient to protect water quality, treatment control BMPs shall be implemented.

Where post-construction treatment controls are required, the BMPs (or suites of BMPs) shall be designed to infiltrate and/or treat the amount of storm-water runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs. The term treatment includes physical, biological ponds and adsorption media. The actual type of treatment should be suited to the pollutants generated by the development.

This provision shall not be construed as a guaranteed right to development of the entire lot but rather the minimum necessary to provide a reasonable economic use of the site and to avoid a taking of property. No future subdivisions that result in additional lots whose only building sites would be on a greater than 30% in slope or

within environmentally sensitive habitat, ESHA buffer, riparian areas, finger canyons, or native chaparral vegetation shall be permitted.[1]

CO-11 Development Regulations--Slopes Under 30%

Development in all foothill areas with slope under 30% shall comply with the following:

a. **Erosion.** A drainage and erosion control plan shall be required prior to approval of discretionary permits. Erosion control methods shall be implemented and maintained during and after construction

b. **Landscaping.** After completion of construction and before occupancy of the structure, landscaping shall be installed per approved landscape plans. Landscape plans shall include the following:

- ✓ All cut and fill areas shall be revegetated predominantly with native species that require little water and blend with the natural landscape; and
- ✓ Landscaping and trees shall be planted to soften and partially obscure structures from the view shed below. Attention shall also be given to conserving the views from the development.
- ✓ Development approvals shall incorporate a landscape management plan, which shall include a monitoring program.

c. Sensitive Habitats. Development in the coastal foothills shall minimize removal of natural vegetation and shall preserve sensitive habitats. Development adjacent to areas considered to have environ- mentally sensitive habitat(s) shall be designed to minimize impacts that could degrade the habitat.

d. Grading. Development shall be designed to minimize grading and emphasize natural landforms. Techniques shall include contour grading, use of daylight cuts and fills, use of 3:1 and 4:1 slopes, and generally limiting cuts and fills to no more than 15 ft. in height.

e. Views. Development shall be planned to take advantage of views of the ocean and surrounding hills. Such views shall not only be from private properties but also from the public streets and open space systems.

CO-12 Finger Canyon Preservation

It is essential to protect the finger canyons and their specialized vegetation. No disturbance except footpaths, trails, seating, picnic areas, or approved road or utility construction shall be permitted in these areas. Any construction shall minimize grading and restore the barranca to its natural appearance.

CO-13 Oak Tree Protection

Native species of oak (e.g. Quercus agrifolia, Quercus lobata, Quercus chrysolepis) should be preserved within the City of Pismo Beach, both as an aesthetic resource benefiting the entire community and for their ecological value. The following polities

[1] Amendment approved 09/07/2004: City Council Resolution R 2004-052

shall apply to protection of oak trees when considering discretionary planning permits:

a. Applicability

The following requirements shall apply to all native oak species, except scrub oak (e.g. Quercus dumosa), measuring at least 6 inches in circumference at 4.5 ft. above natural grade.

b. Management Plan Required

All applications for development on parcels, which contain oak trees, which meet the criterion in "a." shall include a proposed vegetation management plan. A registered arborist or landscape architect that is experienced in oak tree preservation shall prepare this plan. The plan shall include the following:

1. A site plan showing the location of all existing trees by diameter, species and location, groves of oaks that will not be disturbed by the development may be shown by location only.
2. Identification of all existing trees that are proposed to be removed.
3. Identification of all existing trees that will have proposed grading or construction, which encroaches within the tree protection zone as, defined below.
4. Identification of the protective measures that will be undertaken to avoid or reduce adverse effects on existing trees during grading, construction and following completion of the development project.
5. A monitoring and reporting program to verify compliance with the management plan.

c. Removal of Trees

Oak trees may be removed only under these conditions:

1. A tree is diseased and a registered arborist or landscape architect experienced in oak tree preservation has evaluated its condition and determined that protective measures would no longer be effective in reversing the decline of the tree.
2. The location of a tree presents a clear hazard to the public safety.
3. The location of a tree creates a demonstrably severe hardship to logical or harmonious configuration of the development for which no alternative design solution is feasible. This provision shall pertain to individual trees and shall not be used as a basis to allow removal of a grove of oak trees. Any tree removed for this reason shall be replaced as specified in the City's tree protection ordinance and standards.

d. Construction Adjacent to Trees

1. A tree protection zone shall be established for each tree that may be affected by the proposed development. The extent of this zone shall be calculated as one foot of radius for each inch of trunk diameter (measured at 4.5 feet above natural grade).

2. Disturbance of the natural grade of the earth within the protection zone by grading, trenching, compacting or filling should be avoided. Such disturbances may be permitted only when necessary for logical or harmonious development and a registered arborist or landscape

architect determines that such activities will not adversely affect the health and survival of the tree.

3. Special measures such as fencing shall be required for tree protection during construction.

4. Landscape plans shall not include irrigated plantings within the tree protection zone.

e. Tree Protection Ordinance and Standards

To implement the details of this policy, the City shall prepare an oak tree protection ordinance and accompanying standards and guidelines for protection of oak trees.

Design Element	D-12	Special Tree Preservation
Land Use Element	LU-P-5	Development Guidelines (Paragraph e)
Land Use Element	LU-N-5	Oak Trees
Land Use Element	LU-Q-3	Minimize Impact on Foothills

CO-14 Riparian Habitat

Riparian habitat is the environment associated with lands adjacent to freshwater sources perennial and intermittent streams, estuaries, marshes, springs, seeps. The habitat is characterized by plant and animal communities that require high soil moisture in excess of that available from precipitation. Among the major plants associated with riparian habitat in the Pismo Beach area are sycamore, cottonwood, willow and occasionally oak. Large riparian areas occur along the banks of Pismo Creek, Meadow Creek, and Pismo Marsh, although smaller areas can be found in the planning area.

It is the policy of the City to preserve riparian habitat under the following conditions:

1. As part of discretionary planning permits, a biotic resources management plan shall be required.
2. The biotic resources management plan shall include standards for project development, which will avoid habitat disturbance.
3. The standards specified in the biotic resource management plan shall be utilized to determine the extent of development. The minimum standards that may be specified in the biotic plan for the preservation of habitat shall include:
    - Preservation of groupings of trees in which at least ten trees with a minimum six-inch diameter (measured four and one half feet above natural grade) will be preserved.
    - Plants may be removed from the habitat areas if diseased or if they present a hazard to public safety. A professional horticulturist or a certified landscape architect must certify such conditions. Plants removed for these reasons must be replaced with at least four minimum 15-gallon specimens of each species.
    - No significant disruption of riparian vegetation will be permitted. In addition, a minimum riparian buffer area shall be identified for each riparian habitat area at the time of development review. Except as specified in Policy CO-21 for Pismo Creek, in Policy CO-22A for Planning Area R and Policy CO-23 for Pismo Marsh, the minimum width of the buffer area shall be as identified by the biotic resources management plan and generally not less than 25 feet.

Except for in Planning Area R, development standards for the minor riparian habitat areas and their respective buffer areas shall be the same as provided in Policy CO-21 with respect to kinds and locations of allowable uses. Development standards for Planning Area R are set forth in Policy CO-22A.

Pacific Ocean, Beach and Coastal Cliffs **(See Principle P-6)**

Background

The Pacific Ocean is the most significant single natural resource and open space for Pismo Beach. It provides a number of unique opportunities. It is valued for its scenic beauty. The community's lineal physical form and related circulation pat- terns reflect the residents' strong desire to be as dose as possible to the water. Historically, the community's economic basis was the ocean, and today the cities major economic and employment source-visitor service- still depends on the ocean. The coast is also Pismo Beach's most vulnerable complex of natural resources due to the intensity and types of uses to which it is subjected. The city's shoreline can be divided into four tidal zones as described as follows.

1. Southern Beach Community

The beach from the southern city limits to approximately three miles north is predominantly under the ownership of the State of California, controlled by the state Department of Parks and Recreation and managed by Pismo Beach. The beach is used for both passive and active recreational and educational purposes.

At the southern end of the city are sand dues that are considered part of the coastal strand community, which is composed mainly of beach and primary dunes. Since the plant life must adapt to constantly shifting sand conditions created by the winds, plants that are low growing and often succulent are typical of the plant community. They have the ability to bind sand into small-stabilized hills, usually only a few feet high.

2. Northern Rocky Beach Areas

The rocky beach areas, cliffs and rocky points extend from northwest of the pier to the northern city limits. The cliffs northwest of the pier are fronted by sandy beach and are eroding from wave activity during storms, drainage from the cliff tops, and related development activities. Proceeding northerly from the Dinosaur Caves area to the Sunset Palisades area and including Shell Beach are marine terraces. These are actually old wave-cut platforms that have been uplifted. Beaches in this area have been formed by sand being deposited on top of the wave-cut platforms by the ocean currents. The more resistant rock that has withstood the effects of the waves also remains.

The Dinosaur Caves area and the surrounding islet contain roosting areas for the endangered brown pelican; seal haul-out areas, resident and migrating shorebird feeding areas, and significant habitat for marine organisms.

In the Shell Beach area, a sand, small rock and cobble beach occurs at the base of the cliffs. Offshore are rocks, islets, and reefs. This area contains abundant marine life and is an important habitat area.

These coastline characteristics occur up to the South Palisades area, where narrow intermittent sandy pocket beaches with flat offshore rock reefs occur. The rocky points and reefs along the Sunset Palisades area is a particularly valuable habitat for shorebirds, invertebrates and vertebrates. Potential conflicts exist between recreational use of the rocky beach area and the wildlife. Habitat preservation is of primary importance for the rocky islets and reefs in the Dinosaur Caves area, some of the coastline along Shell Beach, and the coastline in the Sunset Palisades area north of Florin Circle.

3. Intertidal Zone

The intertidal zone lies between the high tide and low tide lines. It is covered and uncovered by water twice each day. In the Pismo Beach area, the intertidal zone is characterized generally by semi sheltered coast and open bays where the force of the surf is somewhat dissipated before it can crush the more fragile life forms.

Within the boundaries of Pismo Beach, the State Lands Commission, which has jurisdiction over all matters concerning the area's wildlife populations, owns the intertidal zone most notably the populations of the Pismo clam. A variety of bird species also feed in the intertidal zone.

The intertidal zone in the southern half of Pismo Beach is a most valuable recreational resource area. During tow tides, it was in the past used intensively by clammers. Under the protection of the state Department of Parks, the Pismo dam has again begun to be found in the intertidal zone. Due to the return to this region of the sea otter, there is only a limited possibility that the clam beds will ever be re-established in the size that once existed.

At high tides, this zone is popular for surf fishing. At all times, the intertidal area is a popular spot for bird watching, pleasure walking, and jogging. It is characterized by a rockless substrate, fine sand, and an unusually hard surface caused by constant heavy tidal action. In the northern half of the city, the intertidal area is rocky near the shore. Its ground surface is characterized by rocks and pebbles.

Some conflict exists between utilization of the rocky intertidal zone for recreational uses, and preservation of the natural resources. Currently, it appears that the resources are not in jeopardy because the more sensitive intertidal areas are located where public access is limited.

4. Sub tidal Zone

The sub tidal zone lies between the mean-lower low tide line and the point at which the ocean reaches a depth of 100 feet. At present the subtidal land between the mean high tide line and the three-mile limit, which marks the boundary of federal waters, is under the jurisdiction of the State Lands Commission.

The sub tidal zone within the area of Pismo State Beach is characterized by a sand or mud bottom and is relatively level. The sea otter is an inhabitant of this area. This once endangered animal has recovered under federal, state and local protection.

In the northern half of the city, the sub tidal area is rocky near the shore. In this location are kelp beds, which are recognized for their prime habitat value. Although the sub tidal zone is beyond city jurisdiction from a legal standpoint, the city nevertheless has an indirect responsibility for activities that affect the natural resources of the area.

Among the mammals identified offshore in the sub tidal area are the endangered gray whale, the humpback whale, sperm whale, Pacific right whale, fin whale, North Pacific pilot whale, dali porpoise and Pacific white sided dolphins.

If the federal government leases offshore land on the outer continental shelf, the potential exists for conflict between the resource values of the sub tidal zone and exploratory or permanent oil drilling operations. Tidal and current action in the vicinity of Pismo Beach would rapidly carry spilled crude oil towards the shore, thus jeopardizing both recruitment clam stocks and inhabitants of the lower intertidal levels. Accidental tanker spills from an offshore tanker terminal sited in this area could also have similar adverse impacts. An additional potential impact of oil spills from offshore activity would be the degradation, at least temporarily, of the recreational value of the higher sub tidal zones.

Policies

CO-15 Ocean Shore-Principal Open Space Resource

The ocean shore is, and shall continue to be, the principle open space feature of Pismo Beach. Ocean front land shall be used for open space, recreation and related uses where feasible and where such uses do not deteriorate the natural resource.

CO-16 Drilling, Filling, Dredging, Diking

The drilling, filling, diking or dredging of open coastal waters shall be prohibited, except as may be specifically permitted as part of beach restoration, pier maintenance, utility pipes and cables, or wetlands restoration.

CO-17 Man-made Changes

Shoreline structures, including piers, breakwaters, channel dredges, pipelines, outfalls and similar structures shall be sited to avoid significant rocky points and intertidal and sub tidal areas. The design and construction of revetment devices and other shoreline structures shall be prepared by qualified engineers in accordance with city standards which will avoid or minimize disturbance of sensitive coastal ecological resources. See Policies S-3 and S-6 in the Safety Element regarding standards for shoreline protection structures.

CO-18 Beach Access

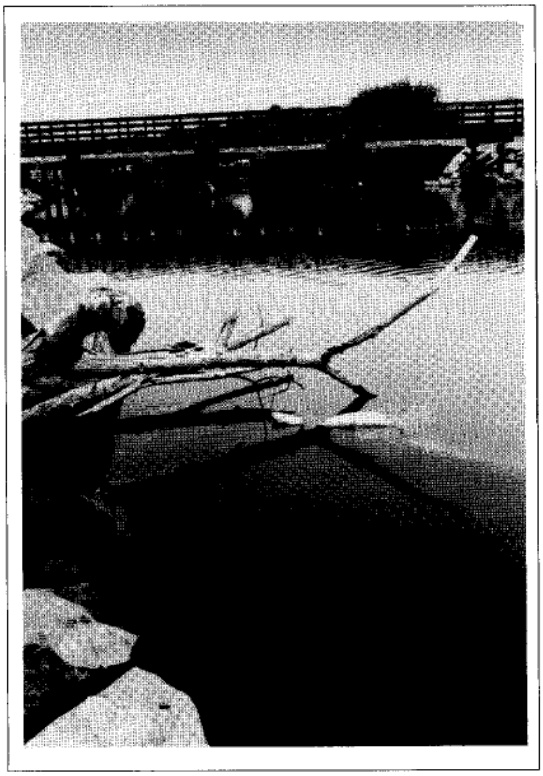
Due to public safety and habitat protection considerations, the construction of vertical access ways to the ocean along the rocky coast area shall be limited to those areas with sandy beaches. Prior to any approval for new access to the shoreline, the request shall first be evaluated in terms of protection of sensitive shoreline resources and safety. (See Park and Recreation Element, Access Component.)

CO-19 Oil

Offshore drilling or other activities, which may endanger the ecological resources of the coast, shall be prohibited within the city boundaries, which extend outward into the ocean for three miles. These activities shall also be discouraged in nearby offshore areas beyond the city's boundaries.

CO-20 Clam Beds

The clam bed preserves within the City of Pismo Beach shall be protected.



Pismo Creek / Price Canyon

(See Principle P-6)

Background

Pismo Creek, an intermittent stream 5.5 miles in length, originates near the Community of Edna in the San Luis Valley. The creek flows southerly via Price Canyon, bisects the city and empties into the ocean south of the downtown area. The actual creek bed, which is dry most of the year, is approximately 5 feet deep and 10 to 12 feet wide. The bottom is gravel and sand-silt with some boulders in the slow moving portions of the stream. At high tide, salt water flows into Pismo Creek for nearly a half mile upstream. During low tide, a sand bar separates the mouth of the creek from the ocean, creating a small lagoon.

Fish surveys in the 1970s determined that the creek contains species found in both marine and fresh water habitats. Species included rainbow trout, speckled dace, prickly scuplin, threespined stickleback, and brown bullhead. The tidewater goby, starry flounder, jacksmelt, and white surfperch were found to inhabit the estuary at the mouth of the creek. Other than resident and migratory waterfowl, little wildlife inhabits the creek side area south of Highway 101, due to its developed character. North of the highway, various terrestrial and bird species may be found, including deer, raccoons, opossums, rodents, reptiles and amphibians.

At Price Canyon, the streambed is well shaded by sycamores, oaks, willows, nettles and poison hemlock. Steep hillsides of chaparral and oak woodland slope down to the lush vegetation growing along the edges of the creek. Some of the vegetation has been cut back in the area of the city's sew- age treatment plant. The creek's south bank, from west of the railroad and U.S. Highway 101 crossing to the mouth of the creek, has been graded. Pismo Creek provides habitat for two federally listed species, steelhead trout and the California

red-legged frog. The existing creek, riparian, and estuary areas provide valuable habitat for both protected and unprotected species. In order to accommodate the trout, a fish ladder has been constructed south of the concrete railroad bridge crossing.

Although the city owns small pockets of the creek and adjoining land, most of the creek and Price Canyon is under private ownership and therefore is subject to development pressure. Within the city limits, the creek's alignment has been altered by railroad and freeway construction. Over a period of time nature has also changed the creek's alignment. Impacts to the creek have been loss of habitat, pollution and siltation. Additionally, what was once solid ground has been eroded. Property may be subject to inundation during severe storms. The result has been additional berming, flood control improvements, and some channeling of the creek.

Price Canyon lies between the 101 Freeway and Highway 227, a distance of 4.5 miles. The valley varies in width between 200 - 2000 ft. It is edged on both sides by hills rising to 500 - 600 ft. in elevation. Within the city limits the southern part of the valley is developed with the PG&E facility and housing. The northern portion is undeveloped. Outside the city limits the entire valley is undeveloped except for an extensive oil well facility near the intersection of Price Canyon Road with Highway 227.

Policies

CO-21 Pismo Creek Protection

Pismo Creek shall be retained in its natural state and protected from significant alterations. The following measures shall be employed to accomplish this intent:

a. **Streamside Protection Zone**--There shall be a minimum streamside protection zone to conserve the environmentally sensitive habitats of the creek. This buffer zone shall be measured from the outer edge of the riparian vegetation or, where there is no riparian vegetation, from the top of the creek bank. The minimum width of the buffer shall be as follows:

West Bank 100 feet/Cypress northward to City limits
25 feet/Cypress to the ocean
East Bank 100 feet/U.S. 101 northward to City limits
50 feet/U.S. 101 to Dolliver Street
25 feet/Dolliver to the ocean

A lesser buffer may be permitted if: 1) the minimum widths set forth above would render a parcel inaccessible or unusable for the purpose designated in the land-use plan; or 2) there is a showing by an applicant through the resource assessment study identified in item "h" that a lesser buffer will not result in loss of, or adverse effects on, streamside vegetation or the biotic quality of the stream. Alternative mitigations shall be required where lesser buffers are authorized. No new construction or vegetation removal, except for normal maintenance, shall be allowed in the buffer zone with the exception of public roadways or bridges identified in the Circulation Element, paths, trails, fences, flood control structures, and other similar structures deemed not to adversely affect the creek.

b. **Open Space--**The sandpit and channel where Pismo Creek enters the ocean and those portions of parcels located within the creek channel shall remain as open space and no structures or fill shall be permitted thereon.

c. **Conservation Dedication**--Any new development shall be required to dedicate as a condition of any discretionary approval, an easement for the protection of the streamside area consisting of 25 feet or more from the top of the creek bank. In addition, new development shall provide access amenities adjacent to the creek for the city to use as a greenbelt and/or recreation corridor.

d. **Structures in the Stream Corridor**--No structures shall be located within the stream corridor except: dams; structures necessary for flood control purposes; bridges, when supports can be located outside of critical habitat; a public pathway and pipelines, when no alternative route is feasible.

e. **Limitations on Development**--All development, including dredging, filling and grading, within the stream corridor shall be limited to activities necessary for flood control purposes, bridge construction, water supply projects, or lying of pipelines, when no alternative route is feasible. When such activities require removal of riparian plant species, revegetation with local native plants shall be required. Minor clearing of vegetation shall be permitted for hiking and equestrian trails, bike trails, view points, etc.

f. **Minimize Impacts** All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.

g. **Channeling**--No concrete channeling or other major creek alteration shall be permitted, unless no viable alternative exists.

h. **Resource Protection Plan**-A Resource Assessment and Protection Plan shall be required and approved concurrent with city action on projects located on parcels which have a portion within the streamside protection zone. The plan shall include appropriate measures to protect the creeks biological and visual aspects.



CO-22 Price Canyon Open Space and Study Area

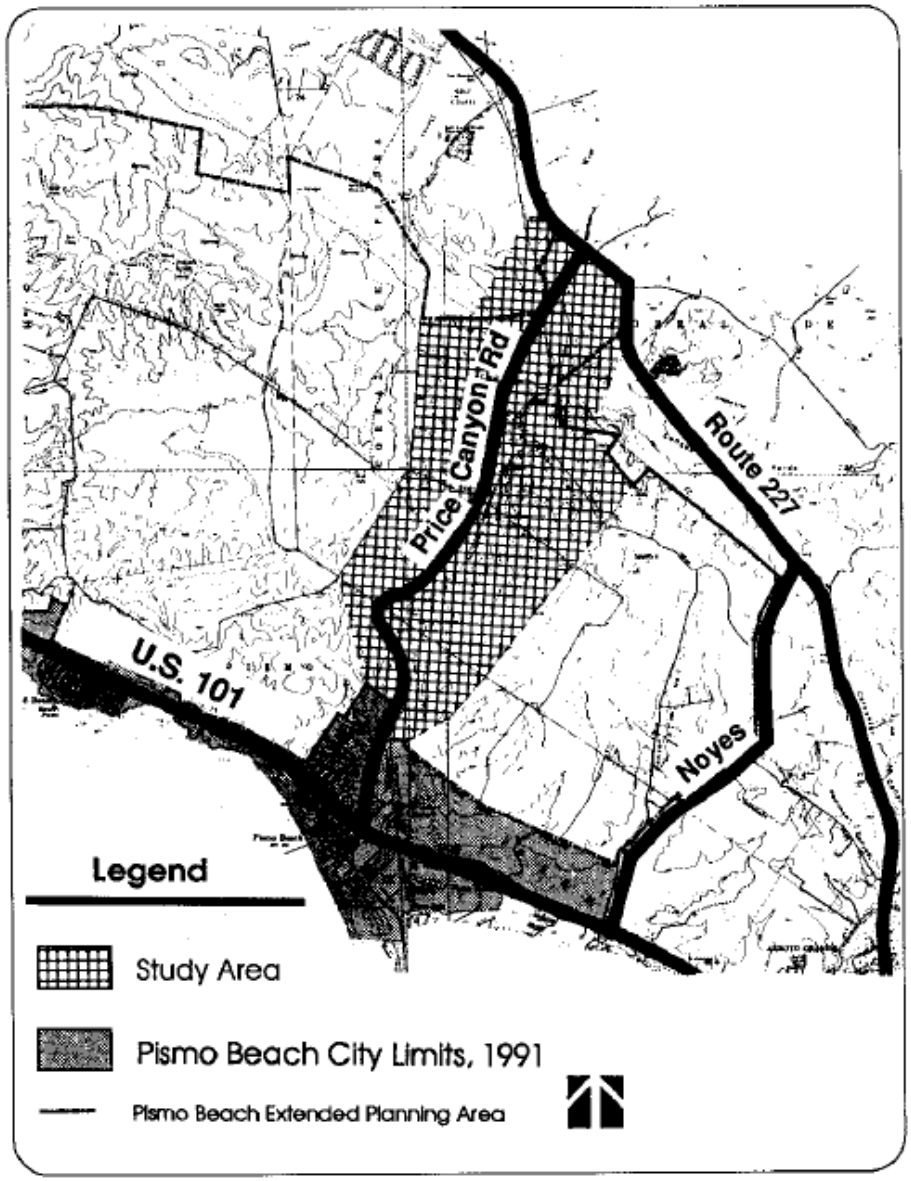
Any development in Price Canyon and the surrounding hills shall emphasize the open space aspects of the Price Canyon corridor. Preferred views from Price Canyon Road shall be of open space rather than development.

Pismo Beach, in cooperation with San Luis Obispo County and affected property owners, shall prepare a visual and open space study for the Price Canyon corridor as

illustrated in Figure CO-2. This plan shall focus on retaining the corridor as a scenic entrance to Pismo Beach and an open space corridor separating Pismo Beach from the Route 227 corridor. See related policies:

Circulation Element	C-3	Price Canyon Road
Conservation Element	CO-8	regional Open Space/Park
Design Element	D-12	Special Tree Preservation
Land Use	LU-R	Sections 1 through 10

Figure CO-2
Price Canyon Study Area



CO-22A Special standards applied to lands designated as Watershed and Resource Management

Based on the City's priority to preserve watershed and water resources, riparian areas, and scenic and natural resources, the following standards shall apply to lands designated as Watershed and Resource Management. These standards shall apply to the biotic resources management plan required by Policy CO-14 for protection of riparian habitat.

a. Setbacks from waterways.
All structures and development including but not limited to residences, patios and porches, garages, storage areas and structures, motor vehicle, mobile home and recreational vehicle parking areas, roads and driveways, studios and workshops, public and private recreational facilities, paved areas including equestrian, walking and biking trails, walls, barns and fences shall be located at least one hundred fifty (150) feet or more from the boundary of any wetland and/or from the top of all stream banks.

b. Restrictions on structures in a Stream Corridor.
No structures shall be located within a stream corridor except dams, structures necessary for flood control purposes, bridges when supports can be located outside of critical habitat, unpaved pathways, and pipelines. These exceptions apply only when it is demonstrated that no alternative is possible.

c. Restrictions on activities in stream corridors.
All development, including dredging, filling and grading, within a stream corridor shall be limited to activities necessary for flood control purposes, bridge construction, water supply projects, improvement of fish or wildlife habitat, or laying of pipelines, when no alternative route is available or possible. When such activities require removal of riparian plant species, revegetation with local native plants shall be required.

d. Prohibition against barriers to fish passage.
Development and structures allowed in a stream corridor under b. and c. above shall not obstruct fish passage or create a fish barrier.

e. Setbacks from sensitive habitat areas.
Except under the circumstances listed in b. and c. above, all structures and development as list in b. above, and all subdivision, removal of natural vegetation, and grading are prohibited within sensitive habitats and shall be located at least one hundred (100) feet from the outside boundary of any and all sensitive habitat areas including but not limited to riparian habitat areas. For the purposes of the Watershed and Resource Management land use designation, sensitive habitat means any riparian area and any other area in which plant or animal life are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

f. Location of wetlands, waterways and sensitive habitats.
All plans and maps including but not limited to development plans, building plans, grading plans, and subdivision and vesting tentative maps must show the precise location of all wetlands, all waterways and all sensitive habitats on the parcel and the required setbacks in those areas.

Pismo Marsh

Background

Pismo Marsh, also known as Pismo Lake Ecological Preserve, is primarily a fresh water marsh with associated riparian habitat. However, an unusual area of salt marsh vegetation exists in the southwest portion of the preserve. The elevation of the preserve ranges from near sea level to approximately 32 feet. The 54acre marsh is entirely within the Pismo Beach city limits and is presently under the ownership and management of the California Department of Fish and Game. The preserve's management does not presently allow any interpretive, educational or passive recreational access to the marsh. Since the preserve is completely surrounded by privately owned land within both Pismo Beach and Grover City limits, the state has no authority over adjacent land uses.

The marsh's configuration has changed over the years. Its original water source, Pismo Creek, no longer feeds it. Meadow Creek, with a drainage basin of over 3800 acres, is now the primary source of water. Although the marsh is not entirely natural, it is an extremely valuable resource. The diverse plant communities provide excellent habitat for a wide range of wildlife species. The California Department of Fish and Game has estimated that as many as 59 species of birds, 24 species of mammals and four species of reptiles and amphibians may be found in the relatively undisturbed lake habitats. Therefore, it plays an extremely important role as habitat for a wide variety of wildlife. It also provides a vital link in the Pacific Flyway used by numerous species of migratory birds.

Development has occurred nearby and contiguous to the marsh resulting in direct impacts to the marsh. Increased runoff, erosion, sedimentation and disturbance to the habitat areas have occurred. The most damaging to the preserve is increased sedimentation. This decreases open water areas and circulation necessary to support marsh vegetation and migratory birds. Pesticides and other toxic substances, nutrient- laden agricultural runoff, and urban wastewater could also constitute problems in maintaining water quality and wildlife habitat. Commercial and residential developments adjacent to the marsh have turned their backs to it rather than recognize it as an important visual and open space asset.

Policies

CO-23 Marsh Protection Program (Buffer Zone)

Pismo Marsh shall be retained in its natural state and protected from significant alteration. The City shall encourage the development of a resource protection program for Pismo Marsh in coordination with the state Department of Fish and Game and Grover City. As a protection mechanism, the City shall require a 100-foot buffer between the environmentally sensitive areas and new development. All buffers shall be measured from the landward most edge of the riparian vegetation or where there is no riparian vegetation, from the top of the marsh bank. Within the buffer, no structures, diking, filling, or dredging shall be permitted below the 45' contour, except structures required for flood control or the protection of public health and safety. Lesser buffers may be permitted if the minimum marsh buffer standards set forth above cannot be achieved because the small size or irregular shape of the existing parcels proposed to be developed would render such parcels inaccessible or unusable for the purposes for which they are designated in the City's certified Local Coastal Plan. Reductions in the proposed minimum marsh buffer standards shall be

based upon the criteria for establishing buffer areas contained in "Statewide Interpretive Guidelines for Wetland and Other Wet Environmentally Sensitive Habitat Areas" adopted by the State Coastal Commission on February 4, 1981. These criteria include:

1. Susceptibility of the parcel to erosion;

2. Use of natural topographic features to locate development;

3. Use of existing cultural features to locate buffer zones;

4. Lot configuration and location of existing development; and

5. Type and scale of development proposed. Any reduction in the minimum buffer width shall include alternative mitigations (such as planting of appropriate vegetation or design modifications) to alleviate potential impacts stemming from the reduced buffer width (such as increased noise, light or sedimentation) to protect adjacent riparian vegetation and creek channels. Development al- lowed in the buffer areas shall be limited to access paths, fences necessary to protect habitat areas, and similar uses which have either beneficial effects on wildlife or no significant adverse effects. No principal structures (whether attached or detached) shall be permitted.

CO-24 Visual and Interpretive Access

The unique ecological system of Pismo Marsh needs to be made available to the community as a whole. Since protection of the habitat is the primary concern of the Department of Fish and Game, physical access to the preserve has generally been prohibited by the state. Therefore it is essential to make the marsh available visually. Private developments adjacent to the marsh shall use it as a key visual and open space feature of the development. Pedestrian spaces shall be oriented to the marsh and view corridors to the marsh provided. Additionally the state Department of Fish and Game, in cooperation with Pismo Beach and Grover City, shall be encouraged to develop the potential of Pismo Marsh as an educational and passive recreational resource.

CO-25 Development Adjacent to the Marsh Buffer

New development adjacent to the marsh, but above the 45 ft. contour, shall be limited to compatible uses that will not result in adverse impacts such as additional sediment, runoff, and other disturbances.

CO-26 Watershed Protection

Runoff from any new development projects within the Meadow Creek watershed, which drains to the marsh, shall be evaluated with a hydrology report to determine if its runoff exceeds the existing volume rate of flow or suspended solids content. Existing rates should not be exceeded unless restoration plans are developed. The utilization of permeable ground materials to the greatest extent possible is encouraged as one method of limiting increased runoff. Erosion control measures, such as distillation basins and energy dissipaters, shall be incorporated within any grading plan as necessary.

CO-27 Department of Fish and Game

The City shall consult with the California Department of Fish and Game with regards to projects design and mitigation measures when a private development could potentially affect the marsh. See related polities:

Land Use Element	LU-M-2	Route 101 Frontage
Land Use Element	LU-N-2	Pismo Marsh

Soils and Drainage

Background

Pismo Beach's development patterns have been strongly influenced by its physical geography.

Soil, the combination of weathered minerals and decaying organic material, covers the earth in a thin layer. Soil is affected by both natural and human actions. Urban development often increases soil loss through removal of protective vegetation. Paved surfaces can create excessive runoff. Structures can cause the surface and subsurface materials to become compacted, thereby reducing permeability of the soil and decreasing its saturation potential.

There are no prime soils or agricultural production within the current city limits. Within the proposed sphere of influence there are two small areas of class II soils totaling 25 acres.

The runoff of surface water and the land's drainage pat- tern, also play important roles in soil erosion and in supporting various plant and animal communities. The principal water features in Pismo Beach, Pismo Creek, Pismo Marsh, and the Pacific Ocean have all been discussed within this chapter. Secondary features include the valleys of the coastal foothills and their intermittent streambeds.

Policies

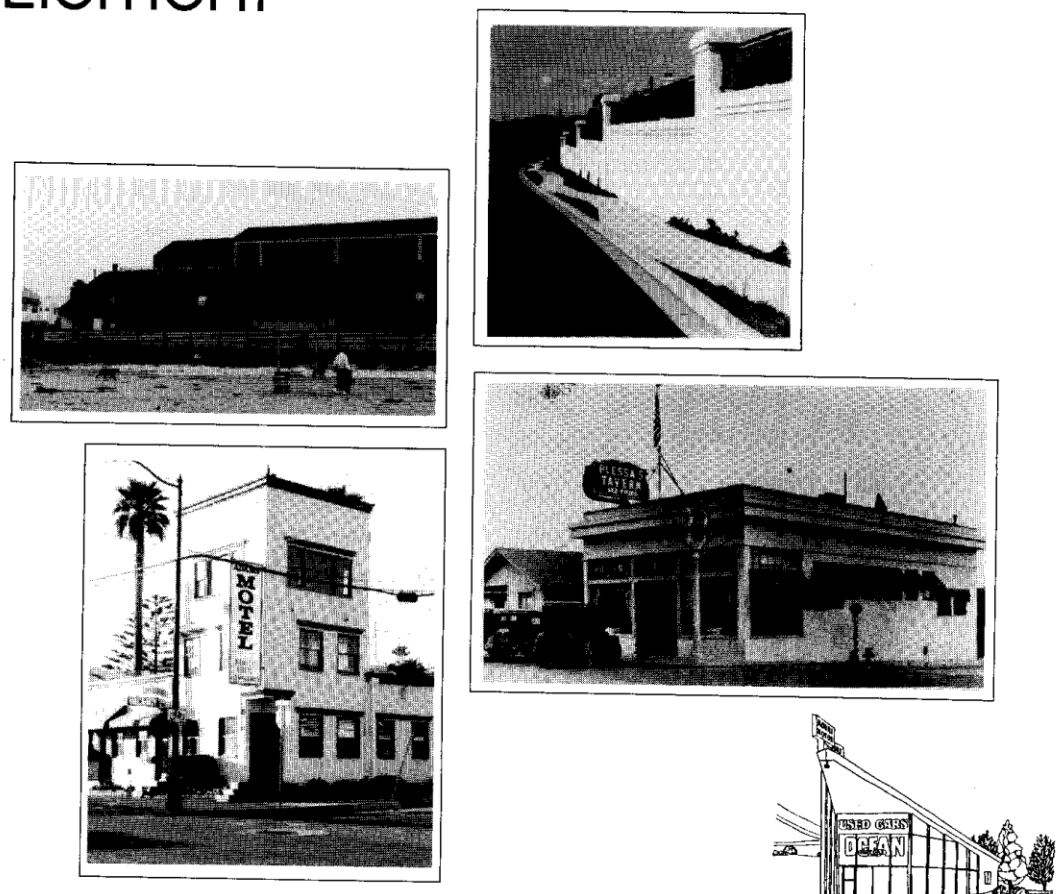
CO-28 Natural Drainage Channels

Drainage channels shall remain in a natural open space state with minimal or no use of concrete channels. Dredging, filling and grading within stream corridors shall be limited to activities necessary for flood control purposes, bridge construction, water supply projects, or laying of pipelines when no alternative route is feasible. Revegetation and restoration of the natural setting shall be required.
Alteration of existing drainage patterns shall be prohibited unless special studies prove that the proposed alteration will not cause any adverse impacts down- stream or to other aspects of the environment. Prior to approval of any new development, a detailed analysis of surface water runoff patterns shall be undertaken to determine storm drain needs and identify mitigations for any with possible adverse environmental impacts. No runoff that will negatively affect the Pismo Marsh shall be permitted.

CO-29 Mining

Mineral resources of commercial value are not known to exist within the city. Mining and removal of materials (sand, gravel, and other minerals) for commercial use shall be prohibited.

Design Element



Design Element

Amended:
CC Resolution 2004-052
CC Resolution 2011-072

Background

The Design Element is an optional general plan topic under the state planning law. In addition to analyzing broad community wide design features, the Element also is important for state Scenic Highways and for protection of scenic and visual qualities of the city as required by the Coastal Act of 1976.

In a recently published guide to the nation's most attractive and "livable" non urban counties, San Luis Obispo County and the quality of its small town life is rated at the top of the list.' Such a rating may not come as a surprise to longtime county residents or to the newcomers who have recently retreated to the area from the congestion of California's large cities. It is, however, an indication of the national importance placed on the scenic, small-town qualities of California's Central Coast.

For both residents and visitors, the aesthetic encounter with the landscape of the Central Coast is presented along the corridors of the principal roadways, and is complemented by the sense of scale and "fit" of the townscapes within this rural environment. In the Pismo Beach area, the two scenic corridors that interact both with the town and the natural backdrop of open space are U.S. 101 and Price Canyon Road.

U.S. 101 sweeps westward from the inland valleys of the coast range and reveals to the freeway traveler a splendid, if brief, view of the coastline a view the roadway has with-held from the traveler for many miles, the only ocean view between the Golden Gate Bridge and Gaviota, a distance of 310 miles.

This highway is commonly known as "El Camino Real". It is one of the major scenic highways in the United States; the scenic qualities are among the best in the world. The highway dominates the City of Pismo Beach, and it is precisely the spectacular qualities of the U.S. 101 corridor along the central spine of the community that gives the city a special identity and defines its sense of place. The scenic views provided are the Pacific Ocean and shoreline on one side, the Santa Lucia Range (Pismo Hills) on the other, plus the corridor view of the highway itself. It is estimated that 55,000 cars per day traveled this route in 1990.

Price Canyon Road winds through an opening in the Santa Lucia Mountains and presents the city of Pismo Beach and the ocean as its final destination. It is a scenic entrance to the city and is one of the best examples of a rural scenic road in the county.

The sensitive management of the Pismo Beach landscape is the focus of the Design Element: the preservation of the steep mountain backdrop that forms the abrupt east wall of the U.S. 101 corridor; the rural transition along Price Canyon from the more developed San Luis Obispo valley area to the town and the coast; the openness of the view lines and the framing of those views; the attention to the details of the built environment, and, of course, the ocean.

The Design Element sets policies for the city under the following topics:

Building and Site Design
Colors
Historic Buildings
Landscaping
Lighting
Scenic Highways
Signs
Special Design Studies
Streets
Utilities
View Corridors

Principles

P-7 Visual Quality is Important

The visual quality of the city's environment shall be preserved and enhanced for the aesthetic enjoyment of both residents and visitors and the economic well being of the community. Development of neighborhoods, streets and individual properties should be pleasing to the eye, rich in variety, and harmonious with existing development. The feeling of being near the sea should be emphasized even when it is not visible. Designs reflective of a traditional California seaside community should be encouraged.

Policies

Building and Site Design Policies

D-1 Creative Site Planning

In order to allow for creative site planning, the city Zoning Ordinance may allow modification of all dimensional requirements except for density and size of parking spaces. Minimum access standards for emergency vehicles shall be maintained at all times. Within particular specific plan areas, all dimensional requirements may be modified. Specific criteria and findings shall be developed for when these modifications would be permitted. See related policy:

Land Use Element LU-H-4 Residential Guidelines

D-2 Building and Site Design Criteria

a. Small Scale

New development should be designed to reflect the small-scale image of the city rather than create large monolithic buildings. Apartment, condominium and hotel buildings should preferably be contained in several smaller massed buildings rather than one large building. Building mass and building surfaces such as roofs and exterior walls shall be highly articulated to maintain a rich visual texture and an intimate building scale. Maximum height, setback, and site coverage standards to achieve the desired small-scale character will be regulated by City ordinance. Except where specified otherwise by this Plan or further limited by the implementing ordinance, the maximum height standard for new buildings shall not be more than 25 feet above existing natural grade in Neighborhood Planning Areas A through J, and Q; and not more than 35 feet above existing natural grade in the remaining portions of the Coastal Zone.

b. Entrances

To residential buildings, to individual dwelling units within the building, and to commercial structures should be readily identifiable from the street, parking area, or semipublic areas and designed to be of a pedestrian scale.

c. Views

Views to the ocean, creeks, marsh, and surrounding hills should be preserved and enhanced whenever possible. The feeling of being near the sea should be emphasized, even when it is not visible.

d. All Facades

Architectural features shall be consistent throughout a development, even when a portion of the development is hidden from public view.

e. Walls

Project perimeter walls should complement surrounding architecture and neighborhood environment and should avoid monotony by utilizing elements of horizontal and vertical articulation.

f. Driveway Widths

Driveway widths shall be kept narrow in order to retain a pedestrian street scale. Minimum and maximum driveway widths shall be as set forth in the Zoning Ordinance[1].

See also:

Circulation Element	C-14	Parking[1]

g. Support Structures

The city shall establish guidelines for architectural review of the appearance of support structures allowable for homes jutting over steep slopes.

D-3 Subdivision Design Criteria

a. Pedestrian Paths

Pedestrian paths that connect to the public pedestrian systems shall be required in all developments and dearly delineated with signage compatible with surrounding development.

[1] Amendment finally approved (accepting Coastal Commission modifications) by the City Council 9/7/04: City Council Resolution R 2004-052

b. Views Through the Site

Projects should be designed to preserve some of the significant views enjoyed by residents of nearby properties, which could be blocked by the project. Especially on larger sites, clustering the buildings or creating new public viewpoints can preserve portions of these views.

c. One Story/Two Story

In subdivisions care should be exercised in how one story and two story houses are related. For example, developers should not build single story houses on every other lot to be later in-filled with two story houses.

d. New Residential Tracts

In new residential tracts, developers should be encouraged to sell a scattering of lots to individual builders to provide more variety in the development. The City may require such conditions as part
of a Specific Plan or a tentative map approval.

e. Hillside Subdivisions and Related Roads

Subdivisions in hillside areas shall be designed subject to the following criteria:

- ✓ compatibility with the natural terrain
- ✓ minimizing highly visible road cuts
- ✓ preservation of existing natural features, such as trees, native vegetation, ridgelines, and drainage courses
- ✓ minimizing grading and alterations of natural landforms

See related policies:

Circulation Element	C-13	Pedestrian Circulation
Land Use Element	LU-5	Commercial Land Use
Land Use Element	LU-I-2	Hotel Site Development Conditions
Land Use Element	LU-N-1	Architectural Review
Land Use Element	LU-N-12	Commercial Site (James Way and Oak Park Boulevard)
Land Use Element	LU-P-5	Development Guidelines
Land Use Element	LU-Q	Freeway Foothills
Land Use Element	LU-R	Price Canyon Area

D-4 Multifamily Residential Design Criteria

The city shall develop specific design guidelines for multifamily residential projects. The objective of such guidelines is to ensure that the residential streetscape is animated by the presence of dwellings and pedestrian activity, and does not become a lifeless procession of blank walls, parking lots, parking garages, drive- ways and garage doors. The goal is a pedestrian friendly environment that diminishes the impact of the automobile.

Criteria and direction for these guidelines shall be as follows:

a. Unit's Relation to Street

Generally the street frontage should consist of residential units with windows, doors, balconies and porches facing and in reasonably dose proximity to the street, both in terms of height (i.e., units at street level, rather than raised) and in distance from the street (minimum set back). This type of orientation reinforces the traditional beach, active street environment and also increases street safety with "eyes" on the street. Whenever possible street level frontage should consist of residential units rather than parking lots or parking structures.

b. Architectural Elements

Architectural elements such as porches, bay windows, balconies, entrances and windows all signal human habitation and are essential ingredients in creating street-level interest and human scale and shall be required in new developments on all stories.

c. Building Articulation

Building surfaces shall be articulated by creating changes in plane or height or shape to break down the bulk and scale of larger building masses and create a respectful transition between the existing neighborhood context and the new structure. Offsets should be meaningful in relation to the size of the building and shall normally not be less than 2 feet. Street facades limited to two stories shall be required where such a limit reinforces the existing neighborhood character. Upper stories, when allowed, should be set back from the front facade of the lower story.

d. Utilities

Utilities such as gas meters, electrical meters and panels, fire control panels, telephone, CATV panels, and similar devices shall normally be screened from conspicuous public view in a manner, which does not conflict with city and safety regulations. Mechanical equipment, tanks, ducts, elevator enclosures, cooling towers, or mechanical ventilators shall be contained within an enclosed pent- house or other portion of a building having walls and roofs with construction and appearance similar to the main building.

e. Trash Areas

Trash areas shall normally be screened from public view on all sides by a six-foot solid wall or fence and shall normally not be located in the front yard. A chain link fence with slats does not qualify as a solid fence. Trash areas shall be surrounded by complementary landscaping. See related policies:

Land Use Element	LU-H-4	Residential Guidelines
Land Use Element	LU-N-1	Architectural Review

Colors Policies

D-5 Utilities and Fences

Utility structures such as water tanks and poles and safety fences such as chain link shall be painted dark earth tone colors with a light reflective value of less than 40% in order to blend into the landscape. White, blue, green and similar colors often chosen shall not be used. The City shall request the oil company in Avila to paint the large oil storage tanks a more appropriate color. Related policies:

Land Use Element	LU-G-6	School Landscape and Fence
Land Use Element	LU-M-7	Water Treatment Plant
Land Use Element	LU-P-7	Water Tanks

D-6 Hillside Development

Development on the hillsides should be visually subordinated to the hills. Colors used on buildings and structures shall be dark natural colors with a light reflective value of less than 40%, except where lighter colors are determined to be appropriate by the review authority. Light colors such as white, cream and blue shall not normally be allowed nor shall the lighter or more brilliant colors of red fired clay tile, brightly colored glazed tile or reflective metal be used for roofs. Development shall also be screened to the extent possible from freeway views through the use of trees and landscaping. See related policy:[1]

Land Use Element	LU-Q-3	Minimize Impact on Foothills

Historic Buildings Policies

D-7 Buildings of Historic, Architectural or Cultural Interest

Buildings of historic, architectural or cultural interest add to the ambiance of the city and should be honored, restored, preserved and emphasized. Such structures are generally found in downtown and Shell Beach and include commercial buildings, older motels and cottages and residential structures. (See related Principle and policy:

Land Use Element	Principle-16	Historic Ambiance
Park and Recreation	PR-21	John Michael Price

D-8 Survey of Buildings

The City shall undertake a survey of buildings of historic, architectural or cultural interest and adopt appropriate programs for recognition and preservation of such structures as local landmarks.

Landscaping Policies

D-9 Street Trees

The City shall review and amend, as appropriate, its comprehensive street tree-planting program. Whenever feasible, street trees shall be located adjacent to the curb with the sidewalk between the trees and the buildings. This provides a pedestrian scale to the street and creates a psychologically safe and pleasant walking area. Specific areas in the city that need street trees include:

Land Use Element	LU-L-5	Trees
Land Use Element	LU-N-11	Pacific Coast Plaza Shopping Center
Land Use Element	LU-N-16	Trees

Street trees shall generally be required every 35-50 ft. per street side. Trees shall be relatively mature, 24-inch box minimum. See policies:

Circulation Element	C-13	Pedestrian Circulation

D-10 Parking Lots and Large Asphalt Areas

Parking lots and large asphalt areas such as gas stations shall be extensively landscaped with trees in order to remove the harsh visual impact and create a more friendly pedestrian oriented scale. The City shall develop incentives to encourage the owners of large pre-existing parking lots and asphalt areas to install extensive landscaping. Such incentives could include design advice or assistance, certificate or awards, public recognition, or assistance from various nonprofit organizations. Examples include:

Circulation Element	C-14	Parking
Land Use Element	LU-G-6	School Landscape and Fences
Land Use Element	LU-L-5	Trees
Land Use Element	LU-M-2	Route 101 Frontage
Land Use Element	LU-N-11	Pacific Coast Plaza Shopping Center
Land Use Element	LU-O-4	PG&E Lands

D-11 Large Buildings

Large public and private buildings and structures shall be heavily landscaped with trees and shrubs to break up the massive scale and create a more friendly pedestrian-oriented environment. Examples include:

Land Use Element	LU-G-6	School Landscape and Fences
Land Use Element	LU-M-7	City Water Treatment Plant
Land Use Element	LU-P-7	Water Tanks

D-12 Special Tree Preservation

A number of special and important trees or tree groupings exist within Pismo Beach and these trees should be preserved. Examples include:

a. Oak Trees

Land Use Element	LU-N-5	Oak Trees

b. Monterey Pines and Monterey Cypress

Land Use Element	LU-F-7	Tree Preservation

c. Eucalyptus Trees

Conservation Element	CO-7	Butterfly Habitat

d. Monkey Trees

Land Use Element		275 San Luis Street

e. Sycamores

Conservation Element	CO-22	Price Canyon

D-13 Freeway Landscaping

The 101 Freeway cut and fill banks and median strips should be landscaped. The city shall develop jointly with CALTRANS a landscaping design and implementation program for these areas. Problem areas include:

Land Use Element	LU-A	Sunset Palisades
Land Use Element	LU-C	North Spyglass
Land Use Element	LU-F	Terrace Avenue

See also:

Circulation Element	C-2	Freeway U.S. 101

D-14 Public Facilities

Public facilities and utilities should be attractively landscaped. Specific examples include:

Land Use Element	LU-M-7	City Water Treatment Plant

D-15 Front Yards and Street Rights of Way

Street rights-of-way outside the curb line and front yards shall not be paved except for driveways or parking spaces officially approved by the City. The City shall not approve parallel parking that is outside the normal area needed for travel ways and related street parking. Examples include:

Circulation Element	C-14	Parking
Land Use Element	LU-H-7	Street and Front Yard Paving
Land Use Element	LU-J-8	Street and Front Yard Paving

D-16 Tree Maintenance

A Landscaping Program for each new subdivision and commercial development shall be required. The program shall include the maintenance of mature trees and conditions for their removal. The City shall require adherence to good landscaping practice; that is, consider compatibility with soils, climatic conditions, topography, existing developments, appearance and maintenance as well as resistance to disease, shape, life span, availability and height in relation to scenic obstruction.

D-17 Native and Drought Tolerant Landscaping

Native and drought tolerant landscaping with drip irrigation shall be required within all new and rehabilitated development requiring discretionary approval in conformance to city water conservation policies.

D-18 View Corridor Protection

Trees should be planted in locations that frame but do not block important view corridors, such as views to the ocean. Trees shall be shown on landscaping plans and for new developments subject to city review and approval. In view corridors and on bluff-top lots, tree species should be limited to low-growing canopies that will not impair views from nearby properties. (See related Policy D-39, 40 & 41 under View Corridors.)

D-19 Special Landscape Areas

A number of areas in the city lend themselves to special street tree treatment or themes. These include:

a. Oak Park Boulevard
Oak Park Boulevard is the dividing line between Pismo Beach and Arroyo Grande and also serves as the southern entry to the city. A distinctive row of trees should be planted on the Pismo Beach side of the boulevard to announce the start of Pismo Beach and serve as a ceremonial entry point. Trees should be tall, and 35 ft. on center. For the most dramatic effects the trees should be tall and narrow. Possible species to be studied include Monterey cypress and Canary Island pine.

b. Shell Beach Road Shell Beach Road connects many of the city's neighborhoods and is an important visual spine. The heavy use of Monterey cypress trees has already created a distinctive corridor. Care should be taken in the street tree program to not block views of the ocean.

c. Downtown
Streets within downtown should have a carefully planned street tree program. Particular attention should be given to Price Street, Dolliver Street and Pomeroy Street.

D-20 Special Landscape Features

Special landscape features shall be preserved including but not limited to:

a. The large rock in the 101 Freeway center divide.

Circulation Element	C-2	U.S. 101 Freeway

b. Rock formations in the Judkins School and Boosinger Park areas.

c. Dinosaur Caves.

Parks, Rec & Access	PR-20	Boosinger Park

D-21 City Entryways
A landscape plan shall be developed for all city entryways as shown in figure D-I, Entrance Sign Locations.

Lighting Policies

D-22 Pedestrian Scale Street Lights
Pedestrian-scaled streetlights shall be used throughout the community in new developments except for safety lighting used for intersection lighting. The City shall also consider a program of

assessment districts to retrofit existing neighborhoods with pedestrian scaled streetlights. Examples include:

Land Use Element	LU-H-6	Street Lights (Shell Beach)

Scenic Highways Policies

D-23 U.S. 101 Freeway

The U.S. 101 Freeway, also known as E1 Camino Real, is hereby designated as a Pismo Beach scenic highway. The portion of this highway within Pismo Beach provides travelers with the only ocean view between the Golden Gate Bridge (San Francisco) and Gaviota, a distance of over 300 miles. The scenic views include the City and ocean on one side and the Pismo Foothills on the other. To implement this policy the City shall:

a. Request CALTRANS to designate the U.S. 101 Freeway as a state Scenic Highway.

b. Request San Luis Obispo County to designate the U.S. 101 Freeway as a County Scenic Highway.

c. Require design review of all projects within 200 feet of the edge of the CALTRANS right-of-way for their visual qualities as seen from the road.

d. Require that new commercial signs, sound walls and other new developments be modified in height, size, location or design so that existing "blue water' ocean views from U.S. Highway 101 will not be blocked, reduced or degraded; the same policy shall also apply with respect to existing open views from U.S. Highway 101 to the scenic upper slopes, generally above the 200 ft. contour, which provide the visual backdrop for the City. Exceptions will be allowed only for 1) residential or visitor serving commercial structures where no other use of the property is feasible, and 2) signs, utility structures and public buildings where there is no feasible alternative and all appropriate mitigation measure are applied to minimize adverse visual impacts.

e. Review proposals for new landscaping within or along the highway right-of-way to insure that these ocean and hillside views will not be blocked by the proposed plantings.

f. Require that new structures shall not be placed on ridgelines or slope breaks where they would profile against the sky, as seen from U.S. Highway 101; and that cut slopes, fill slopes, paving and structural development on hillsides in excess of 30% slope will not be allowed in public views from the highway.

Other General Plan policies intended to help implement the scenic highway designation include:

Circulation Element	C-2	U.S. 101 Freeway
Conservation Element	CO-8	Regional Open Space/Park
Conservation Element	CO-9	Land Above 200 ft. Contour
Land Use Element	LU-A-2	Upper Slopes and Hillsides
Land Use Element	LU-A-4	Hillside Development Regulation
Land Use Element	LU-A-7	Height of Structures
Land Use Element	LU-A-8	Open Space
Land Use Element	LU-B-2	Open Space
Land Use Element	LU-B-5	Visual Access
Land Use Element	LU-C-3	Views
Land Use Element	LU-C-5	Public Parking
Land Use Element	LU-D-4	Design Guidelines
Land Use Element	LU-I-3	Sidewalks
Land Use Element	LU-J-4	Development Conditions
Land Use Element	LU-M-2	Route 101 Frontage

Land Use Element	LU-Q-3	Minimize Impact on Foothills

D-24 Price Canyon Road

Price Canyon Road for a distance of 4.7 miles from the intersections with Highway 227 to U.S. 101 is hereby designated as a Pismo Beach scenic highway. Price Canyon Road is a scenic entryway to Pismo Beach from the interior of San Luis Obispo County. Scenic views consist of steeply sloped hillsides with oak woodland and streamside riparian vegetation. Its character is derived from the undeveloped rural nature of the canyon that it traverses. To implement this policy the City shall:

a. Request San Luis Obispo County to designate Price Canyon Road as a County Scenic Highway.

b. Conduct a special design study of this corridor (see Conservation Element CO-22, Price Canyon Open Space & Study Area)

c. Require design review for development on all properties abutting the road right-of-way. See related policies:

Circulation Element	C-3	Price Canyon Road
Conservation Element	CO-22	Price Canyon Open Space
Land Use Element	LU-O-2	Pismo Creek Linear Park
Land Use Element	LU-O-4	PG&E Lands
Land Use Element	LU-P-3	County Property
Land Use Element	LU-P-5	Development Guidelines
Land Use Element	LU-P-8	Price Canyon Road
Land Use Element	LU-P-9	Private Open Space
Land Use Element	LU-R-9	Access

D-25 State Highway 1/Dolliver Street

State Highway 1/Dolliver is hereby designated as a Pismo Beach Scenic Highway. State Highway 1 is a scenic entryway to Pismo Beach from the south accessing the butterfly habitat, the State North Beach Campground and numerous private campgrounds and RV Parks. Its character is derived from the large eucalyptus trees and recreation environment. The street becomes urban as it enters downtown but retains a visitor's destination and recreation impression. To implement this policy the City shall:

a. Request CALTRANS to designate State Highway 1/Dolliver Street as a State Scenic Highway.

b. Request San Luis Obispo County to designate State Highway 1/Dolliver Street as a County Scenic Highway.

c. Conduct a special design study of this corridor.

d. Require design review for development on all properties abutting the road right-of-way.

D-26 Shell Beach Road

Shell Beach Road is hereby designated as a Pismo Beach Scenic Highway. Shell Beach Road is the scenic road that ties together much of Pismo Beach. Its character is derived from the views of the ocean on one side and the foothills on the other. To implement this policy the City shall:

a. Conduct a special design study of this corridor.

b. Require design review for development on all properties abutting the road right-of-way.

D-27 Ocean Boulevard

Ocean Boulevard is hereby designated as a Pismo Beach Scenic Highway. Ocean Boulevard is one of the few streets along the coast that closely parallels the top of the ocean bluffs. Its character is derived from the dramatic views and dose proximity of the street to the ocean and coastal bluffs. To implement this policy the City shall:

a. Conduct a special design study of this corridor.

b. Require design review for development on all properties abutting the road right-of-way.

D-28 Visual Quality

Any new development along city-designated scenic highways should meet the following criteria:

a. Development should not significantly obscure, detract from nor diminish the scenic quality of the highway. In those areas where design review is required, or the protection of public views as seen from U.S. Highway 101 is an issue or concern, the City shah require by ordinance a site specific visual analysis. Such analysis shall utilize story poles, photo montages, or other techniques as deemed appropriate in order to determine expected visual impacts, prior to approval of new development; documentation shall be retained for evaluation of permit conformance.

b. Development in the foothills area shall seek to maximize scenic values, paying special attention to minimizing erosion hazards. Holding of designated buildable areas in open space shall be en- couraged through bonuses and transfer densities.

c. The City shall adopt a comprehensive grading ordinance to reflect the scenic highway necessities.

d. The existing city setback and height regulations are necessary for the protection and enhancement of scenic vistas. Planned residential zones should be utilized to encourage view sensitive site planning.

e. The City shall encourage the County to retain the Ontario Hills and freeway hillsides as open space or grazing land.

f. Industrial facilities should be screened from view of scenic highways.

g. The view of the bluffs over the Dinosaur Caves area shall be carefully protected.

h. Existing ordinances shall be updated to reflect scenic highway polities. Special attention shall be given to the following:
* limiting of cut and fill
* tree preservation and planting
* bank seeding and planting
* low density or open space use of steep land
* cluster development and/or planned development
* setback from water or bluff edges
* landscaping of objectionable views
* easement dedication
* screening
* road design
* right-of-way requirement

* underground utilities
* reservation of sites for park, schools, open space, or other appropriate public uses consistent with the policies of the general plan
* height and bulk of proposed development

Signs Policies

D-29 Pole Signs

Pole signs shall only be permitted for businesses directly catering to freeway traffic. Signs shall be no higher than necessary for visibility. Monument signs shall be encouraged. A visual impact analysis of any proposed pole sign shall be required to determine appropriate height for freeway visibility.

D-30 Historic Signs

Signs that have a tie to Pismo Beach's Classic California ambiance, or those that are designed to reflect this ambiance shall be allowed as exceptions to other standards in the sign code. These signs include:

a. Palmist
b. El Pismo Inn
c. Chele's
d. Goose
e. Brad's (fish)
f. Clam Digger
g. Pismo Seaport Village
h. Shell Beach Inn
i. Spyglass Center

D-31 Off-Premise Signs/Billboards

Billboards shall be prohibited within the city limits. The City shall recommend to the County Board of Supervisors that billboards in the San Luis Bay Planning area adjacent to the City of Pismo Beach be amortized and removed. The City shall specifically request that the County take action to remove the Howard Johnson's billboard on Highway 101 at the north end of city.

D-32 Sign Lighting

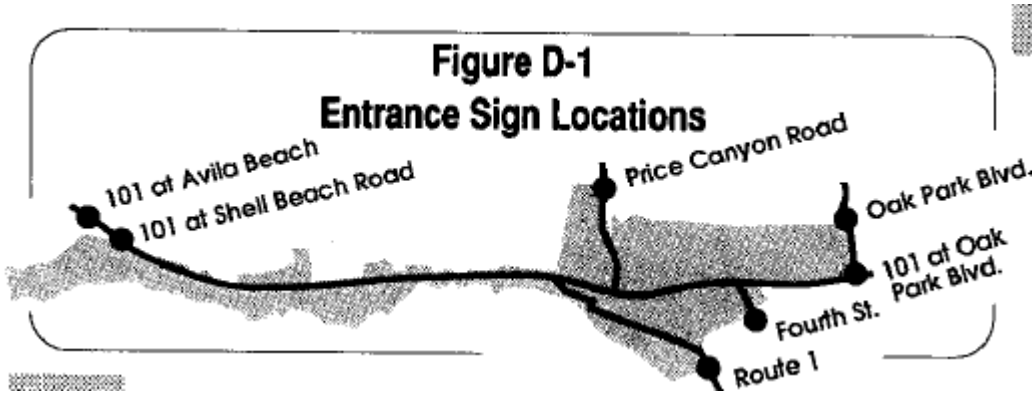
The use of neon for downtown and Shell Beach commercial signs shall be encouraged. Internally illuminated, "pan-type" signs shall be discouraged. When pan-type signs are used the lettering should be illuminated rather than the background to the lettering.

Land Use Element	LU-J4	Street and Front Yard Paving

D-33 City Entrance Signs

Attractive uniform "Welcome to Pismo Beach" signs should be placed at all major entrances to the city as shown on Figure D-1. See also:

Land Use Element	LU-M-5	City Entrance



D-34 CALTRANS Freeway Signs

Since CALTRANS freeway signs set the travelers image of Pismo Beach, they should reflect the actual community. The City should request CALTRANS to change the three signs described in Table D-2. See also:

Circulation Element C-2 U.S. 101 Freeway

Table D-2
CALTRANS U.S. 101 Freeway Signs

Location	Existing Sign	Proposed Sign
Southbound at Avila Road	Pismo Beach 5 Miles	Pismo Beach Next Exits
Northbound at Oak Park Blvd.	Grover City- Oak Park Road	Oak Park Blvd.
North Bound at Oak Park Blvd.	Pismo Beach 3 Miles	Pismo Beach Next Exits

Streets Policy

C-35 Curb Radius

Curb radius shall be established by city street standards and specific local conditions. The goal shall be to reduce curb radius as much as possible to shorten the pedestrian route across the street and lessen the auto- mobile dimensions of the intersection. See also Land Use Policy:

Circulation Element C-1 Street Classification Plan
Land Use Element LU-H-7 Street and Front Yard Paving

Utilities Policies

D-36 Undergrounding Required

The long-term goal shall be to place all overhead utilities underground. Under-grounding of utilities shall be required in all new subdivisions as well as for individual lot development when possible.

D-37 Underground Priorities

Priorities for under-grounding utilities shall be:

lst: Price Street (LU-J-7)
2nd: Shell Beach Road (LU-D-4)
3rd: Downtown

4th: Other street-side overhead utilities.
Examples include:

Land Use Element	LU-J-7	Wilmar, Harbor View and Franklin Street

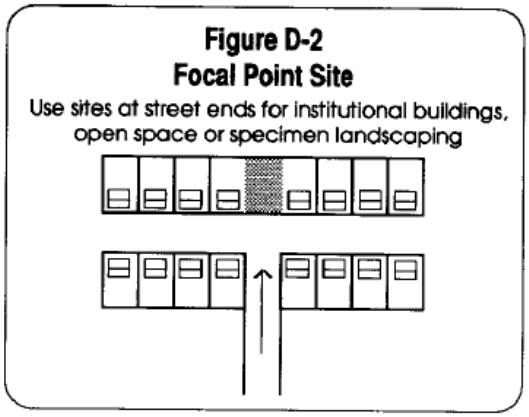
5th: Back property line overhead utilities

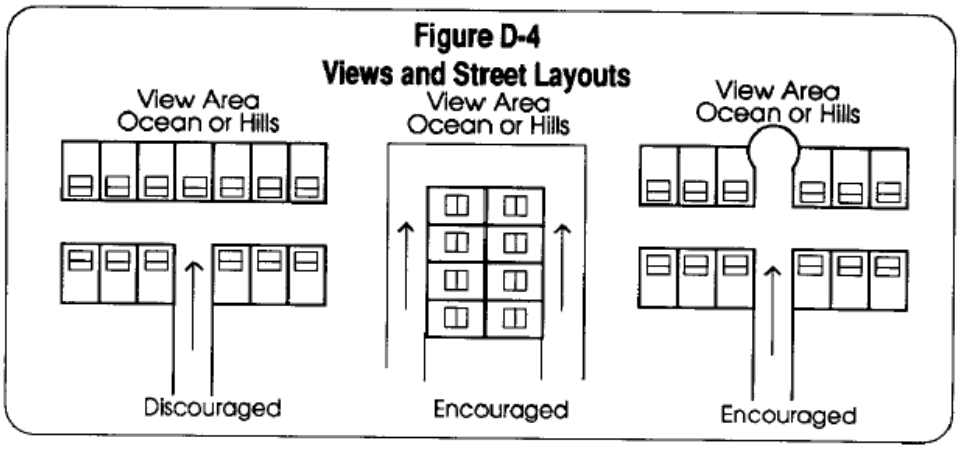
View Corridors Policies

D-38 Side Yard View Corridors

Where side yards provide a view from the street to the ocean or a view to attractive hills and valleys, the side yards should be maintained as open visual access corridors the width of the required side yard setback. These areas shall be open to the sky and free from all visual obstructions including trees and shrubs (except for a see through gate or fence) from the front property line to the rear property line. Design review shall be required to implement this recommendation. Existing structures are exempted from this policy. Examples include:

Design Element	D-18	View Corridor Protection
Land Use Element	LU-A-9	Side Yard Views
Land Use Element	LU-D-3	Side Yard Views
Land Use Element	LU-E-5	Side Yard Views
Land Use Element	LU-G-4	Side Yard Views





D-39 Focal Point Sites

Properties at the end of streets, “T" intersections and street bends often present unusual design opportunities and visual impacts on the communities due to their unique locations (see Figure D-

2). Design review shall be required for all such parcels, many of which are mapped on Figure D-3.

Specific sites amongst others to be considered include:

Land Use Element	LU-D-4	Design Guidelines
Land Use Element	LU-N-17	3.4 Acre Parcel, Site "2"
Land Use Element	LU-N-18	Commercial Site-James Way and Fourth St.

See also:

Land Use Element	LU-B-5	Visual Access
Land Use Element	LU-C-3	Views
Design Element	D-18	View Corridor Protection

D-40 Street Layouts

New streets shall be laid out so as to emphasize views. In many cases this means streets should be perpendicular to the view as shown in Figure D-4. For example, streets perpendicular to the ocean should be open at the end toward the ocean and not blocked with landscaping or buildings. Examples include:

Design Element	D-18	View Corridor Protection
Land Use Element	LU-B-4	Road System
Land Use Element	LU-K-2	Specific Plan

D-41 Special Design Concerns

Figure D-3 maps areas of the city where special concern for urban design is necessary. These sites and features shall be included in the Zoning Ordinance, Architectural Review Overlay Zone. Categories of concern include:

a. Focal Point Sites (See Policy D-39)
These sites are generally at ends of streets or where Streets curve.

b. Special Design Considerations
These sites are similar to focal point sites but tend to be linear in nature.

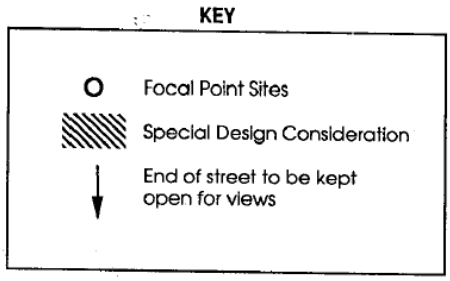
c. Street Ends
New buildings or structures on parcels at these street ends shall be sited so as to not block views, or to minimize view impairment when no feasible siting alternative exists.

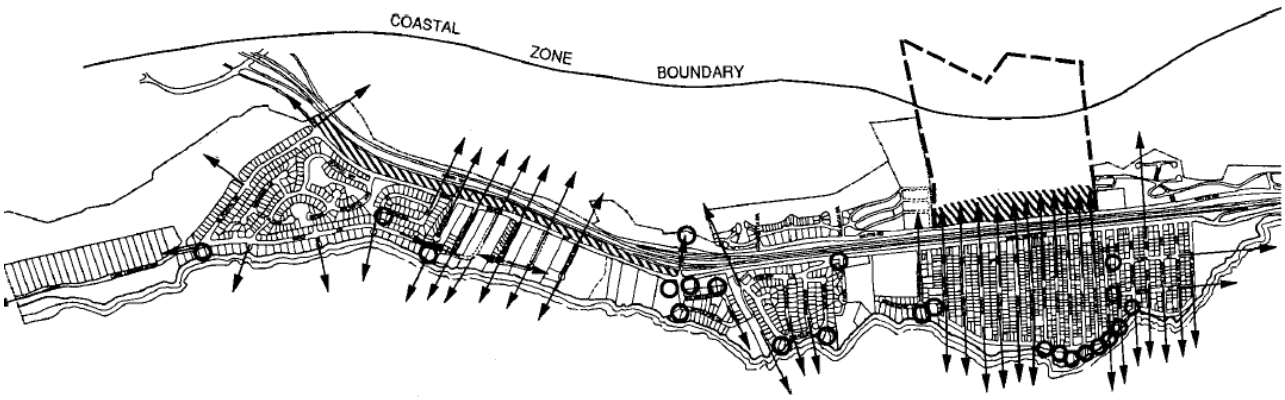
D-42 Scenic Views Adjacent to the City

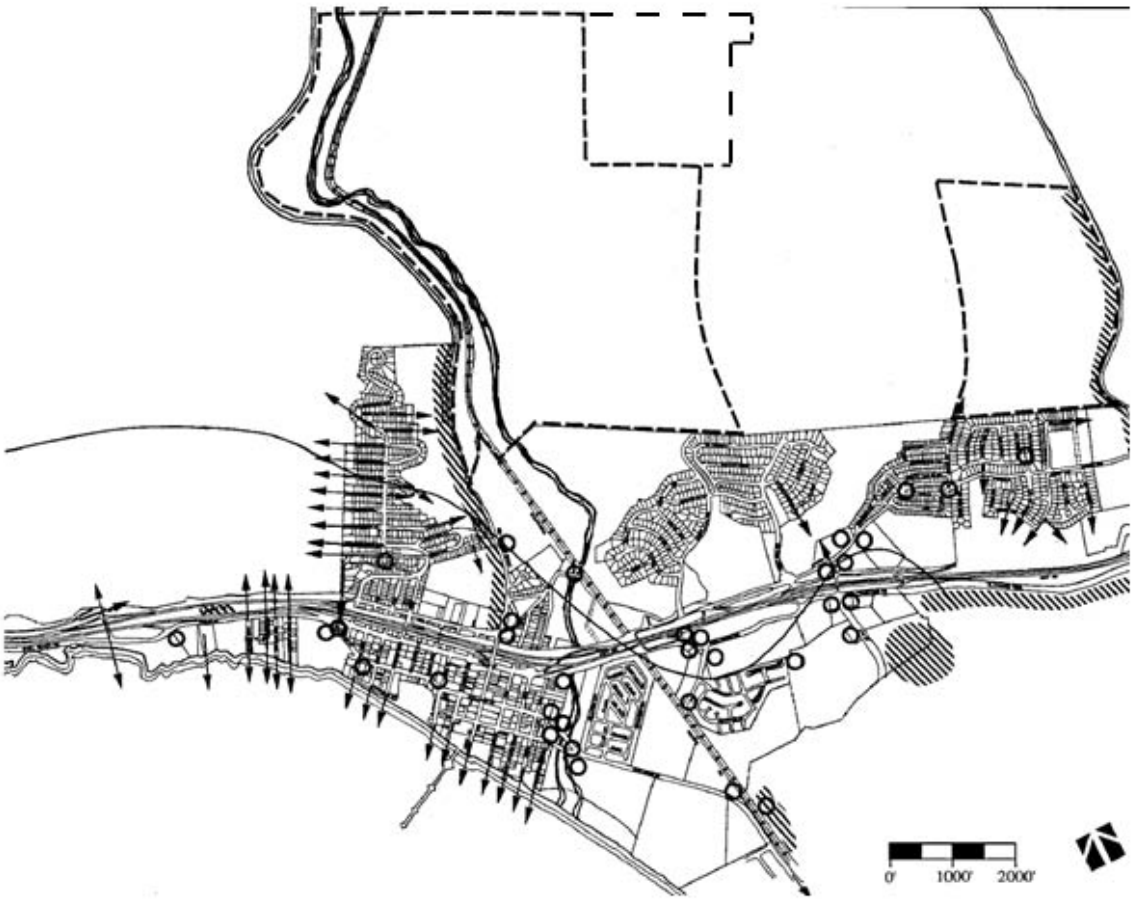
The City shall encourage the County to retain the Ontario Hill and the hillsides adjacent to Highway 101 and Price Canyon Road as open space or grazing land and prohibit development on slopes over 30%.

Special Design Concerns Figure D-3

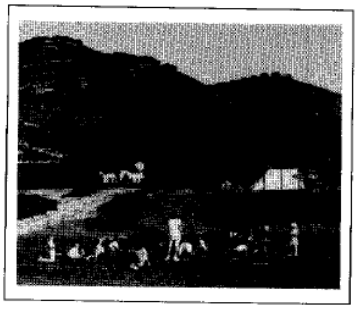
PISMO BEACH GENERAL PLAN

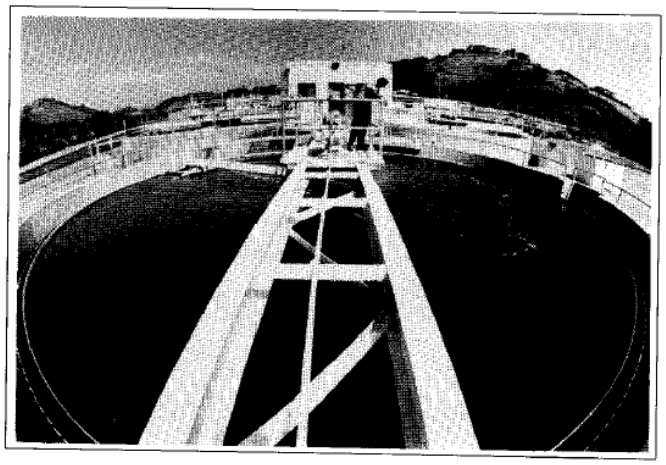





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Facilities and Services Element









Facilities and Services Element



Introduction

The manner in which public facilities and services are provided in California jurisdictions, as well as the manner in which these are funded, has changed considerably in the past few years. Both population growth and technological changes have required a more regional approach to the planning and provision of some facilities and services that were once the exclusive concern of municipalities. At the same time, fiscal constraints and legislative actions have shifted funding methods from a reliance on the general obligations of taxpayers to greater emphasis on individual development to "pay its own way." The Facilities and Services Element is a guideline to indicate future needs as the city continues to develop; funding to meet these needs will come from a variety of sources that must be considered in the capital improvement planning process and the annual budget process. The Element is linked to the Growth Management Element, which correlates facility and service needs with projected population and visitor growth and the annexation of areas in the sphere of influence.

The need for public facilities and services of the dry are greatly affected by the intermittent presence of a transient population. The city's Vertex Cost Allocation Study estimates an average dally tourist population in the city at 3,265 (2 persons per hotel unit, 56% occupancy rate). However, this is only an average. The occupancy rate can be as high as 90% during summer months. Day visitors can bring total population in the city to 20,000 - 30,000 people during summer weekends and special events. Given the highly fluctuating nature of the visitor population, both the design of facilities as well as the level of staffing must be flexible in order to respond to the variations in demand.

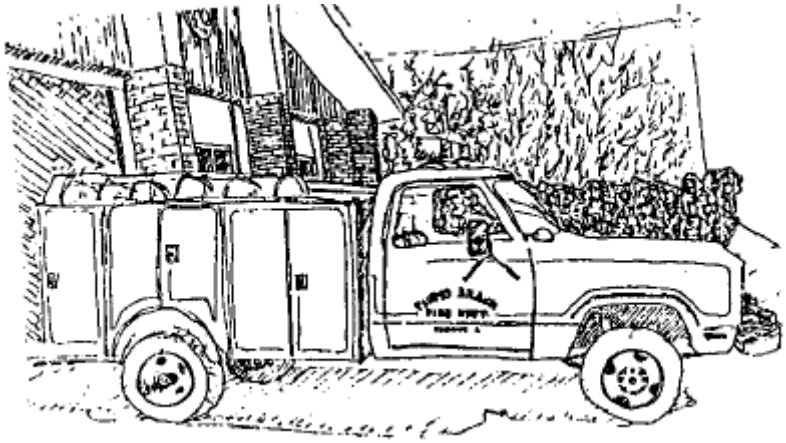
During the summer of 1988, the City of Pismo Beach established a strategic planning process to identify issues resulting from growth of both the resident population and the tourist industry. This strategic planning process entails an ongoing review of departmental needs and achievements, and a goal-setting process for each of the various city services. Strategic planning workshops provide a forum for discussion with the City Council and the public in which staffing and capital facility requirements can be evaluated in terms of available and proposed funding sources. The strategic planning process has become the context for setting the five-year Capital Improvement Program and the annual budget expenditures. The Facilities and Services Element of the General Plan provides a long-term policy framework within which incremental facility, equipment, staffing and service needs can be structured.

Along with the initiation of the strategic planning process, the city also completed studies of the direct and indirect ser- vice costs of the various city departments. As a result, certain city departments have revised, and in some cases initiated, user fees for more efficient cost recovery for services. A study of impact fees to meet the service needs created by new development is to be completed in 1992. The impact study will bring the city into conformance with recent state legislation (AB 1600), which requires the city to demonstrate the connection between an impact fee and the cost of facilities that will serve new development.

In the following discussion, not all services and facilities are under the direct control of the municipal government; however, the policy commitments of the city greatly affect the ability of other

agencies to provide appropriate levels of ser- vice to Pismo Beach residents and visitors. Circulation and recreational facilities are not included in this element since they are discussed in the Circulation Element and the Parks, Recreation and Coastal Access Element. Topics are arranged alphabetically and each section contains background and policies. Topics are:

City Administrative Services - City Hall
Fire Services
Library Services
Police Services
Schools
Solid Waste
Wastewater Services
Water Services



Principles

P-8 Facilities Concurrent With Need

The City shall ensure that public facilities are available to adequately serve all new and existing development concurrently with new construction. For existing facilities requiring upgrading and/or replacement, the City shall plan for adequate funding of these improvements to preclude interruptions or deterioration of service that may imperil the health and welfare of the residents and visitors to Pismo Beach.

General Policies

F-1 Equity of User Fee Structures

The City shall emphasize a balance of revenues to costs for user fee programs that fund the maintenance of facilities and the provision of services, while considering the equity between ability to pay in relation to benefits received.

F-2 Impact Fees Required

The City shall establish impact fee programs to the extent that a nexus can be demonstrated between the cost of providing a facility or service and the needs created by new development.

F-3 Cost Recovery

The City shall review annual updates of the Vertex cost recovery studies to determine appropriate user fee levels for city facilities and services, including pro-ration of city-wide overhead costs where feasible. Overhead pro-rations, including those for special assessment districts, will be used to reimburse General Fund expenditures.

F-4 Capital Improvement Planning

In order to effectively plan and budget for needed facilities and the upgrade of service deficiencies, the City shall update the five-year Capital Improvement Plan annually.

F-5 Public Facility Locations

Public utilities and public works facilities, which are not dependent on the ocean, shall be located away from the oceanfront. These facilities should be screened from public view and shall be designed in a manner that is compatible with the surrounding landforms.

City Administrative Services--City Hall

Background

Perhaps the most "visible" public facility in Pismo Beach is the city hall--the focus of contact between the residents of the city and the local government.

The city hall was built as a school in the 1920's and was purchased from the school district for use by the city when the building was condemned for use as a school after the November, 1952 earthquake. The building houses the city administrative offices, council chambers, the Finance, City Clerk, Community Development (including Planning, Building, Recreation and Redevelopment), Public Works, Fire and Police Departments. The main fire station is on adjoining property.

The building is constructed of un-reinforced masonry and is potentially hazardous in the event of another earthquake. In addition to the danger to people in and around the building from structural failure, of particular concern is the potential disruption of the city's emergency communication system, housed in the police dispatch center, and the telemetry connections, which operate the water and sewer systems.

State law (SB 547) requires that by 1993 the city hall should both be strengthened and brought up to code, or it should be demolished.

In addition to the safety problems of city hall, the building is too small to adequately accommodate the existing and anticipated space needs of the various departments. At the present time several alternatives for building safety and expanding space needs are being considered:

- Renovation of the existing structure to bring it up to code.
- Renovation of all or a portion of the structure and the addition of new office space.
- Demolition of the structure and construction of a new city hall either on the same site or elsewhere in the city.

A citizen's review committee has analyzed these alternatives and evaluated future space needs and building costs. The committee's recommendation is to build an entirely new city hall on the present site; the existing fire station would remain. The proposed structure would contain about 28,500 square feet.

In conformance with the notice issued under the Pismo Beach Municipal Code, final decision on retrofitting or new construction of the city hall must be made by 1992. A variety of financing alternatives are possible such as: a possible state grant of up to $750,000 from Prop. 122 funds, which have been appropriated for retrofitting public buildings or new construction if retrofitting is not feasible; the sale of certificates of participation; and impact fees.

Policies

F-6 State Funding

The City shall make application to the state for grant funds set aside through Proposition 122 for retrofitting, or if appropriate, new construction of the city hall.

F-7 Impact Fees

The City shall consider the establishment of an impact fee to reimburse the city for the benefit of city hall to new development.

Fire Services

Background

The Pismo Beach Fire Department is a combination full-time and paid call (volunteer) system. The authorized staffing of 37 includes 7 full time and 30 part time positions. The part time positions are limited to less than 1000 hours per year.

The department provides a wide range of programs, which include fire suppression, emergency medical services, training disaster preparedness, fire prevention, weed abatement, cliff and ocean rescue, and hazardous materials response. In addition, the fire department runs a seasonal lifeguard program from May through September.

All fire department personnel have been trained as emergency medical technicians. In addition, the department operates a semi-automatic defibrillation program, which requires specialized training. About two thirds of the emergency requests the department receives annually are for emergency medical services.

As of 1992 department personnel are not authorized to transport victims. This service is provided by Five Cities Ambulance, which transports patients to either Arroyo Grande Community Hospital or hospitals in San Luis Obispo depending on the nature of the injury or illness. In 1992 the City was considering a paramedic program, which would include transport of victims.

The department maintains two fire stations: station one is located next to city hall and station two is located on Shell Beach Road next to Seacliff Drive. A third site has been identified to service the continuing development in the Oak Park area. This site is located at the junction of Ventana Drive and James Way. Station construction is programmed in the Capital Improvement Plan for 1993-94. However, the site will be reevaluated prior to construction to insure long-term use.

The existing personnel are adequate to service the existing city areas at the current service level. However, funding mechanisms will need to be established in annexation areas to provide funding for the personnel and equipment to maintain the new and existing fire stations that will service these areas.

Policies

F-8 Fire Prevention

To prevent loss of life and property damage, the City will maintain fire prevention inspections and public education programs.

F-9 Water for Fire Suppression and Emergency Reserve

The City will require all new development to provide water for fire protection by gravity flow with sufficient storage to meet I.S.O. requirements. The City will maintain a minimum two-day water supply in the city reservoir system for fire suppression and other emergency needs.

F-10 Response Time

The City should maintain personnel, equipment and facilities to achieve a minimum four-minute response time 95 percent of the time on medical emergencies. The City should also maintain same for a minimum acceptable response time of five minutes 95 percent of the time for all other emergency service calls to all areas of the city.

F-11 Paramedic Program

In order to meet the anticipated increase in demand for emergency medical services, the City shall consider the development of a paramedic program.

F-12 New Developments/Impact Fees

The City shall require all new development proposed in the city and annexing properties to pay fees for additional equipment and fixed facilities as needed to service the new development. In annexation areas the city will consider the need for additional fire stations, equipment and manpower. The City may also require the formation of fire protection districts to fund fire suppression and emergency medical services. Water facilities for fire suppression shall be in and serviceable prior to flammable construction.

F-13 Employee Housing/Housing Subsidy

In order to insure adequate paid-call personnel, the City will consider providing employee housing or a subsidy to those interested in service to the fire department. (See Housing Element Policy H-8, Equity Sharing.)

F-14 Fuel Clearance

All structures shall have fuel cleared for a minimum of 30 feet in moderate to high hazard areas as may be specified by the Fire Department. Additional setbacks from property lines may be required in relation to severity of wild-land fire hazards.

Library Services

Background

The City of Pismo Beach does not provide library services to city residents. This service is provided by the San Luis Obispo City-County Library system, which presently maintains a small neighborhood library (700 sq. ft., 4500 volumes) in the Shell Beach area. More extensive services are provided Pismo Beach residents at the South County Regional Library, located in Arroyo Grande, approximately five miles from Pismo Beach. The main library of the system is in the City of San Luis Obispo, and provides a bookmobile and other out- reach services as well as a larger collection and more extensive reference resources than are available at the South County branch.

The San Luis Obispo City-County Library has completed a study of long-range facility needs. Among the recommended actions regarding the most efficient provision of services to the county as a whole are certain recommendations that would affect the residents of Pismo Beach. The study proposes an enlargement of the South County Regional Library from its present size of 12,000 sq. ft. to 20,000 sq. ft. by 1994. Concomitant with this proposal for expansion of the regional facility is a recommendation to close the Shell Beach neighborhood library. However, no actual decision on this closure has been made. Pismo Beach residents would be served only by the expanded South County facility, the bookmobile service, and the main library in the City of San Luis Obispo.

Since the provision of library services is not a function of the government of Pismo Beach, derisions regarding the growth of the system are not issues to be covered directly in the city's General Plan. However, the funding of the proposed system expansion may affect development within the city as well as on properties being considered for annexation. Of the many forms of funding the improvements (state bond monies, federal grants, a local capital improvement bond issue, a special sales tax levy) development impact fees are one form under consideration.

Policies

F-15 Shell Beach Library

The City shall encourage the San Luis Obispo City-County Library to continue operation of the Shell Beach neighborhood library.

F-16 Library Impact Fees

The City shall assist the Library in the development of an impact fee program as the Library determines necessary to help meet the service needs arising from new development.

Police Services

Background

The demand for police services in Pismo Beach is determined not only by the needs of the resident population, but by the exceptional circumstances created by the presence of a large fluctuating transient population. This transient population consists of both overnight visitors residing in the hotels, motels and recreational facilities within the city limits and adjacent city and county areas, and day visitors attending special events and the city's beaches and other recreational areas. Visitors staying the night in Pismo Beach can increase the resident population by some 7000 people. Special events, which occur on more than 30 weekends during the year, contribute additional day visitors to the city's service population. Several of the largest events, which occur during the summer-swell the total city service population to 20,000-30,000 people. Given the high demand for police services created by this large population, police staffing needs in Pismo Beach exceed the levels expected for a less tourist-oriented community with an equivalent resident population.

Historically, the flexibility of response needed to meet the demands of a fluctuating tourist population has been achieved in three ways: full utilization of paid reserves, overtime for full-time employees, and prioritizing the urgency of conflicting demands for assistance. The department has a three level service spectrum: Level I services are emergencies as well as current investigative cases; Level II services are the general maintenance of order; Level III services are community based educational programs or responses to non-threatening situations such as parking violations, residential lock-outs, etc. The department must meet increased demands for service during heavy visitor periods by reducing the services provided in Levels II and Ill of the service spectrum. This manner of meeting intermittent increased demand for service decreases the level of service available to full-time residents for non-emergency needs.

The importance of maintaining an adequate level of police service, as with all municipal services, must be considered as new development and population growth occurs. However, requirements for additional personnel and equipment are rightfully the functions of the capital improvement planning programs and the annual city operating budget rather than the general planning process. Nevertheless, the provision of a new police facility capable of providing adequate space and fixed equipment to meet increased service demand over the long range is indeed an important aspect of the General Plan.

The ability of the department to effectively meet service demands is becoming increasingly difficult given the inadequacy of the existing police facility. The potential for communication shut down could occur in the event of earthquake or other disaster. As noted under the City Hall section of this Element, the City Council must determine in 1992, the manner in which the space needs of the police department will be met.

Policies

F-17 Staffing Requirements

The City shall maintain a level of police staffing that will permit the department to give adequate attention to calls for service, to patrol and prevention, and to administrative requirements. New patrol units may need to be established in future annexation areas.

F-18 Emergency Response

The City shall attempt to maintain a police response time to emergency situations (Level I), of no more than (5) minutes.

F-19 Capital Improvement Planning

The City shall include necessary depreciation and replacement of all police vehicles and equipment in the capital improvement planning process.

F-20 Public Information

The City shall maintain public information and school educational programs in crime prevention and drug education, and shall assist residents and businesses in developing neighborhood and commercial protection programs.

F-21 New Developments/Impact Fees

The City shall require all new development proposed in the city and annexing properties to pay fees for additional equipment and fixed facilities as needed to service the new development. This may include the purchase and installation of radio repeater systems.

F-22 New Facility

The City shall replace the existing, inadequate police facility with a new central facility that will provide protection for the department's emergency operations, as well as adequate space to meet anticipated staff needs over the life of the General Plan.

Schools

Background

Pismo Beach school students in grades K-12 are served by two school districts: San Luis Obispo Coastal Unified School District and Lucia Mar Unified School District.

San Luis Obispo Coastal Unified School District

Pismo Beach students living north of Spyglass Drive attend Bellview Santa Fe Elementary School, located on San Luis Bay Drive. This is a small rural school with a current enrollment of 66. The school site can be expanded as needed with portable classrooms, and the district does not anticipate the need for a new school. Junior high school students attend Laguna Junior High in the City of San Luis Obispo, and the San Luis Obispo High School serves high school students from this area. Currently the district does not foresee the need for a new junior high or high school.

Lucia Mar Unified School District

Most of the Pismo Beach K-12 students are served by the Lucia Mar School District, which includes the surrounding communities of Nipomo, Oceano, Grover City, Arroyo Grande as well as Pismo Beach. District enrollment is expected to almost double in the next ten years, and over half of the enrollment growth is projected to occur in the Nipomo area.

At present, the district maintains two schools in Pismo Beach: Shell Beach Elementary and Francis Judkins Junior High. With the completion of Mesa Elementary in September 1990, the enrollment of Shell Beach Elementary was reduced from 650 students to 300. The new elementary is located on Halcyon Road, adjacent to Arroyo Grande, and will draw students from the southern section of Pismo Beach. The district projects a need for a new elementary school to be built in the Nipomo area in approximately five years; another elementary school will be needed in the Oak Park area, either in the city of Pismo Beach or adjacent[1]

Francis Judkins Junior High School is projected to be at capacity in the next three years. A new middle school is planned for the Nipomo area to be built during 1993-94. A bond issue to fund construction of the middle school will appear on the ballot. This new school in Nipomo will free up capacity in the Francis Judkins School by drawing away students from other communities who presently attend school in Pismo Beach.

High school students who reside in Pismo Beach within the Lucia Mar District attend Arroyo Grande High School. The district does not anticipate constructing a high school in Pismo Beach in the foreseeable future. Arroyo Grande High School is expected to reach capacity in 1997, and a new high school will be needed in the Nipomo area by 2005. The new high school will reduce enrollment at Arroyo

[1] School capacity is a somewhat flexible concept. State standards consider amount of playground area; Lucia Mar standards are 30 students per classroom. School capacities can be extended through the use of portable classrooms as well as class scheduling. Decisions regarding the need for new schools are based on long- range enrollment trends rather than immediate capacities.

Grande High School; Pismo Beach students will continue to attend Arroyo Grande after the new school is built.

The district has completed a study of projected enrollment through the year 2000. Rather than use a standardized projection of students per dwelling unit by size of unit, the district was divided into zones with student yield projected by unit type for each zone. This method allows the district to more accurately assess the student yield and anticipate construction and site needs in the review of environmental impact reports.

Policies

F-23 School Capacities

The City shall assist the SLO Coastal Unified and the Lucia Mar Unified School Districts in determining the development impact on school capacities prior to development approval.

F-24 Site Identification

The City shall assist the school districts in identifying school sites as necessary in the preparation of environ- mental impact reports and in consideration of areas proposed for annexation into the city. See:

Parks and Recreation	PR-8	Joint School/Park Site
Land Use Element	LU-G-6	School Landscape and Fences

F-25 School Impact Fees

The city shall work with school districts to require appropriate school impact fees.

Solid Waste

Background

The City of Pismo Beach contracts with the South County Sanitary Services for weekly waste pickup from residences and businesses. Waste is transported to the Cold Canyon landfill on State Route 227. The closest state-licensed toxic waste disposal site is in Casmalia, near Lompoc in Santa Barbara County. The 1986 San Luis Obispo County Solid Waste Management Plan indicates that the Cold Canyon site will reach capacity by 1995. Thereafter, either the existing site will be expanded, or a new site must be developed.

The recent passage of AB 939 mandates that waste produced in California jurisdictions be reduced by 50%. The City has negotiated with a private recycling contractor to provide curbside pick-up of recyclables-glass, aluminum, newspaper-to meet the requirements of AB 939.

Planning for the disposal of solid waste is a function of the County and Area Coordinating Council in conjunction with the Solid Waste Management Advisory Committee. The current (1986) management plan is already outdated; the closure of one landfill site earlier than anticipated by the plan has impacted other county sites. The County is selecting a consultant to prepare a new plan; final recommendations are expected in 1993.

Policies

F-26 Solid Waste Planning

The City shall assist the County of San Luis Obispo in developing a long- range solid waste disposal plan.

F-27 Siting of Landfills and Transfer Stations

In order to preserve the unique setting between the sea and the undeveloped coastal hills and the availability of essential resources including clean water and clean air in the City's "sphere of influence" and "area of interest" upon which Pirmo Beach's residents, visitors, and tourist economy depend, the City shall request that landfill and transfer sites not be located within these land areas. Landfills and transfer sites should be located more distant from urban expansion, as appropriate.

F-28 Recycling

The City shall maintain a curbside recycle program to minimize impacts on regional solid waste disposal sites.

Wastewater Services

Background

The wastewater disposal system in Pismo Beach is composed of the collection system, the treatment plant, located adjacent to Pismo Creek, and the ocean outfall, operated jointly with the San Luis Obispo County Sanitation District and located near Oceano. Certain deficiencies exist in the collection system; however, these are continuously being corrected as old sewer lines are replaced and lift equipment upgraded. Planning for the improvement of the collection system is ongoing in the city's Capital Improvement Plan. The 1991 capacity of the treatment plant is 1.3 mgd. The 16" force main carrying treated effluent from the treatment plant to the ocean outfall in Oceano has a capacity of 3.5 mgd; the outfall itself has a capacity of 8.5 mgd.

Average daily flow has remained fairly constant with the 1991 average flow at 1.05 mgd. However, the demand for wastewater treatment and its volume of flow is variable in the course of the day, with instantaneous peaks at certain hours. Additionally, depending on wet weather conditions and/or high visitor demand, flows can range from .8 mgd to a high in excess of 2.00 mgd. Plant operations are sufficiently flexible to accommodate occasional high demand.

The treatment plant operates under a joint State of California/National Environmental Protection Agency order that stipulates standards for the quality of the effluent. These standards are currently being met. The plant has been operated since 1976 by a private company contracting with the city; however, in 1990, the City Council determined to return the operation to the control of the city staff.

The treatment plant has an expansion capacity of 1.4 mgd with modification to the aerated grit removal tank and aeration tanks. There is sufficient space at the existing plant site to accommodate expansion to 2.0 mgd. For a build-out of the 1991 city limits, a flow of 1.4 mgd is projected. At a three percent growth rate, 1991 plant capacity of 1.3 mgd would be reached in 1998. These figures are based on the yield of single-family dwellings. Yield from other uses cannot be determined until specific plans are pre- pared. Impacts from commercial development should be monitored. However, with a site expansion capacity to 2 mgd, the existing plant site should be adequate through the life of the plan.

User fees fund general maintenance and the correction of deficiencies in the existing system; system expansion to accommodate growth is funded by impact fees on new development. State law (AB 1600) states that impact fees can- not be used for operations and maintenance, and further requires that the city demonstrate dear connection between impact fees and the cost of the needed expansion.

Policies

F-29 Treatment Plant Expansion

The City shall plan for treatment plant expansion when average dally flow reaches 75% of current capacity; expansion shall be completed before the plant reaches 90% of current capacity. When 90% capacity is reached, approval of developments requiring additional waste-water treatment capacity shall be limited to essential public services, public recreation, commercial recreation, and visitor- serving land uses. No development shall be approved which would individually or cumulatively exceed the capacity of the wastewater treatment system.

F-30 Recycled Wastewater
The City shall develop a process for the use of tertiary treated effluent from the treatment plant as irrigation for landscaping, recreational facilities, and aquifer recharge.

F-31 Treatment Plant Screening
The City shall plant a screen of tall trees to screen the treatment plant from the view of the U.S. 101 corridor.

F-32 Master Plan Update
The City shall update the 1982 PRC Toups water/sewer master plan within the next two years; thereafter a new or updated master plan shall be prepared every ten years.

F-33 Emergency Generators
The City shall install emergency generators at all lift stations to protect the public health in the event of system failure.

F-34 Long Term Sludge Disposal
The City shall coordinate with the Central Coast Regional Water Quality Control Board and local jurisdictions to develop a long-term sludge disposal plan.

F-35 Annexations
The City shall evaluate the cost effectiveness of extending connections to the existing treatment plant to serve properties considered for annexation. In some cases, annexing properties may be most effectively served by independent tertiary treatment plants that will allow reclamation for landscaping and recharge use.

Water Services
Refer to Principle P-5

Background
One of the long-term and primary constraints for Pismo Beach is the availability and quality of water. The city depends on 3 sources for potable water as shown in Table F-1.

Table F-1
Pismo Beach Water Sources and Use Levels
(amount used in acre feet/year)

Water Source	1989	1990	1991	Entitlement/Basin Capacity
Lake Lopez (reservoir)	1673	919	900	886+ annual surplus
Arroyo Grande Water Basin	433	582	608	700
Meadow Creek Water Basin (wells 9 & 10)	412	494	305	undetermined as of 1992
TOTAL	**2058**	**1995**	**1813**	

Pismo Beach is allowed to extract 700 ac. ft./yr, of water from the Arroyo Grande water basin by gentlemen's agreement between the various agencies.

The city is entitled to 886 acre-feet of water per year (ac.ft./yr.) from Lake Lopez. In the past, the city has purchased surplus water from the reservoir and should continue to do so since it is the least expensive water source. However, since there is no assurance that the surplus water from Lake Lopez will be available in drought conditions or continue to be avail- able to meet the city's demand for water, Lopez surplus water should not be relied on for growth.

Pismo Beach has recently drilled two new wells in the Meadow Creek water basin. The long-term yield and reliability of these wells is undetermined at this time. In 1989 these wells yielded 412 ac.ft, and maximum production at current water levels would be 620 ac.ft, per year. The long-term yield from these wells may be much lower based on a substantial lowering of the water table in the summer of 1989. A conservative scenario estimates the yield at 300 ac.ft./yr.

In 1989, the demand for water in the city was 2058 acre-feet. The city's legal entitlement from Lake Lopez (without surplus water) and the available water from the existing well fields are inadequate, if the city is to reserve 5% of the available water for emergency uses.

In November 1989, the Public Works Director concluded that the city had over-committed the firm available water supplies of the city. This situation had come about through underestimates of water usage for certain commercial developments; underestimates of the amount of irrigation water used by residential developments on large lots; reliance on an expected yield of 700 acre feet per year from the Meadow Creek wells that is unproven; and lack of a peaking source to meet summer demand. This over-commitment precipitated an in- terim urgency ordinance by the City Council requiring stringent conservation measures. In effect, the ordinance restricts the issuance of building permits only to those applicants who can demonstrate that their projects will decrease current demand on the existing water supply at a ratio of 1.5:1. This is accomplished through retrofitting of existing development with water conserving fixtures. Exceptions are permitted only to projects supported by proven and assignable water from sources other than those of the city.

User fees fund the operations and maintenance of the water system. Expansion of the water system to service new growth is funded by connection and development fees.

Clearly, to service proposed development that has already received water commitments, as well as future growth, the city must both find additional water supplies and continue to impose strict conservation requirements. A new peaking well was completed in the Arroyo Grande basin in 1991. In 1991-92, funding is proposed for the development of a new water source to service the continuing Oak Park development.

Future water sources are a matter of the cost per acre-foot to the city, the quality of water produced, and the reliability of deliveries. At the present time, the most cost-effective and proven quality of water is from the State Water Project. The City has requested an annual allocation of 2000 acre-feet per year from this proposed source. However, assuming distribution into San Luis Obispo County is approved, it will take several years to bring the water on line. Other local sources are proposed for consideration, although the yield and quality of these are not yet established: sustained pumping of the Meadow Creek wells #9 and #10 to determine long term yield; runoff from Pismo Creek; and wastewater reclamation for irrigation purposes. Desalinization, while technically feasible, is so expensive (up to ten times the cost of the proposed state water) that it does not at present appear a reasonable option for the city. However, the City should monitor future cost effective advances in desalinization technology to evaluate alternative development costs, as additional water sources may be needed. Annexations of areas in the sphere of influence shall require a proven source of water before development can be approved. This will require two to three years of sustained pumping and quality analysis to verify the yield.

Policies

F-36 Water Management Program

The City shall prepare and annually review a comprehensive water management program that shall include, but not be limited to:

1. **Groundwater Depletion Analysis** - Since the city relies on groundwater for a significant portion of its potable water, the depletion of the groundwater basin by over-drafting the supply shall be avoided at all times.

2. **Additional Water Sources**--The City should pursue a variety of alternative additional water sources that will be sufficient to support the General Plan. New development should be allowed only as additional long-term proven water sources become available.

   When total annual water use reaches 90% of projected available supplies (based on known safe yield levels determined by the Groundwater Depletion Analysis, plus available entitlements from Lake Lopez and the State Water Project), approval of developments requiring increasing water supplies shall be limited to essential public services, public recreation, commercial recreation, and visitor- serving land uses. No development shall have building permits issued which would individually or cumulatively exceed the capacity of the City's water supply systems. Projects that are dependent on the availability of water supplies from the State Water Project shall be paced in accordance with the projected connection schedule, and shall not be approved until a firm delivery date has been established and construction on the delivery line(s) commenced. Interim individual water wells will not be permitted where depletion of the City's existing groundwater resources could result.
3. **State Water Project**-The City reaffirms its interest in participating in the State Water Project. Participation in the project shall be evaluated against costs of alternative sources such as surface water from Pismo Creek, additional groundwater sources, water reclamation and desalination.
4. **Water Conservation Program**-The consumption of water should be minimized by the adoption of a water conservation ordinance that will set mandatory standards to reduce the consumption of potable water as well as include incentives for water conservation such as a tiered water rate program.

F-37 Water Reserves

The City shall maintain water reserves at 5% over aver- age daily demand at all times and maintain a summer peaking supply of 130% over average weekly demand.

F-38 Storage Capacity

The City shall require a minimum storage capacity in conformance with San Luis Obispo County standards for fire and other emergency needs prior to approval of development projects.

F-39 Water Conservation--New Development

The City shall require water-conserving features in all new development (i.e. low-flow fixtures, drought-tolerant landscaping, automatic timing for irrigation, etc.).

F-40 Annexation Areas

The City shall require all areas considered for annexation to demonstrate sustained new long term water sources sufficient to provide for planned development prior to approval of annexations. The demonstration of the sustained new long term water source shall required two to three years of sustained new production and quality analyses from the source.

F-41 Alternate Water Sources

The City shall investigate alternative water sources, including desalinization, to increase existing supply, and shall continue to support the expansion of the State Water Project into San Luis Obispo County.

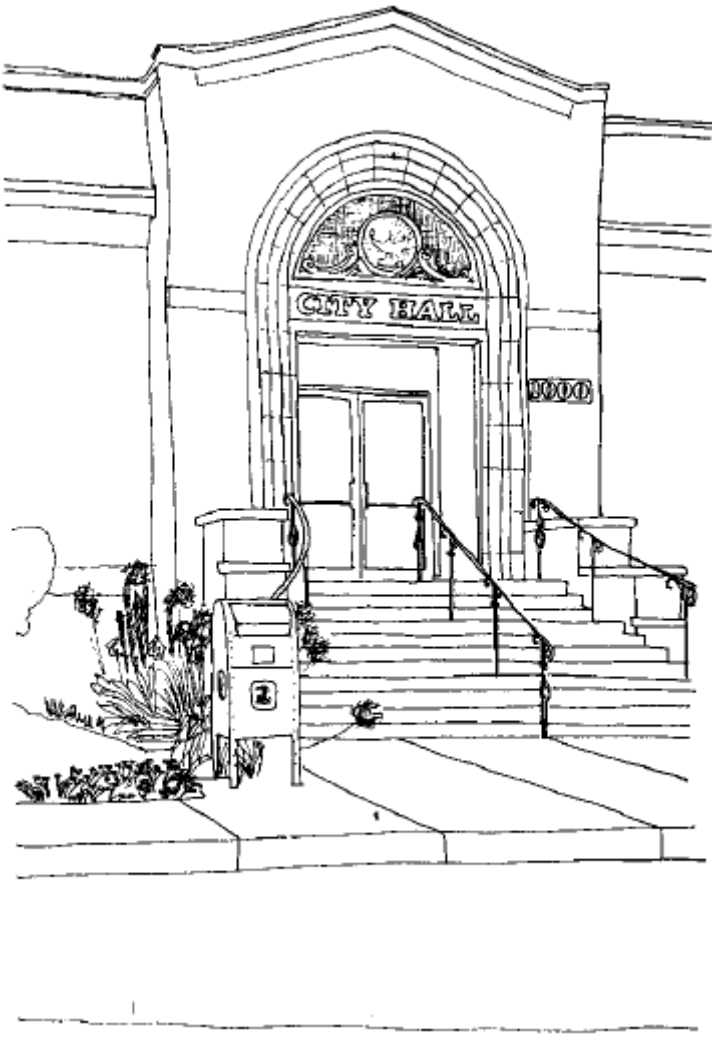
F-42 Residential Water Rates (Tiered Water Rates)

The City shall develop water rates based on a reasonable standard of usage per household. In order to achieve equity in rates and water conservation, the city shall utilize a tiered water rate system, wherein higher use tiers will be priced on a higher per unit basis.

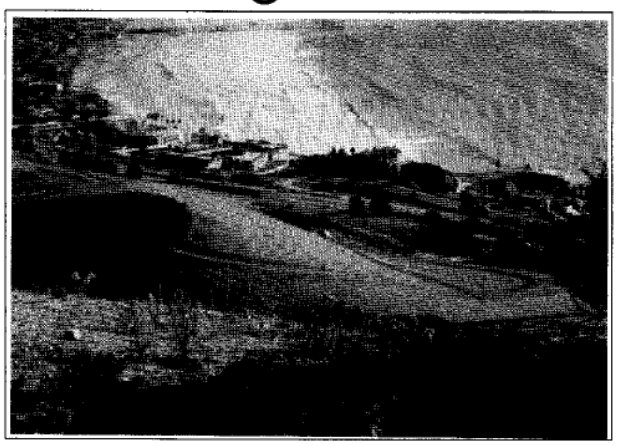
F-43 Mandatory Water Conservation

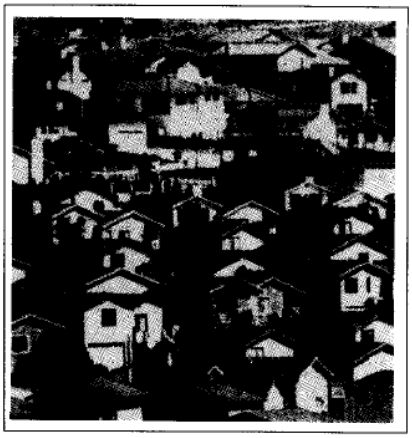
Although additional water sources may ultimately become available as well as alleviation of the present drought conditions, the City shall continue to impose the mandatory Water Conservation

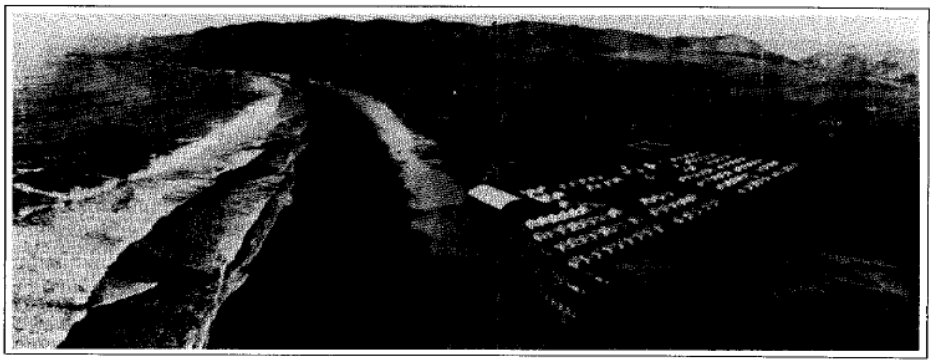
Ordinance at a minimum under "Normal Water Supply Conditions" as defined in Chapter 13.06 of the Municipal Code. See Land Use Policy LU-M-7, City Water Treatment Plant.

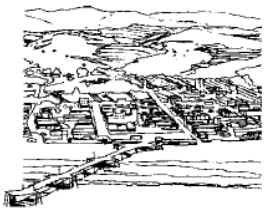


Growth Management Element









Growth Management Element

Background

William Reilly's comments concerning citizens' views on growth (see cover page) were made almost two decades ago, but his message still voices the concerns of many citizens and their local governments today. This is especially true in California, where voters across the state have unleashed a plethora of growth control initiatives at the ballot box over the last few years. Generally these initiatives are angry reactions to changes that have already occurred. The challenge to local government, however, is to develop a proactive plan for the long range needs of the city - one that will assure that the very qualities that attract growth are not destroyed for existing and future residents.

Growth management must be a part of a larger effort to shape the community for the future - to assure not only the preservation of natural, scenic and cultural resources, but to assure as well that the less economically advantaged are not forced to bear the economic burden of growth management policy. It is in this larger context that all the policies of the Pismo Beach General Plan have been prepared as a collective set of growth management guidelines for the development of an environmentally sound and economically balanced city. The purposes of the Growth Management Element are to:

1. Establish the 20 year and ultimate boundaries for the physical growth and development of the community.
2. Provide policies for future annexations of additional lands into the city.
3. To manage the amount and timing of growth in accordance with the ability to maintain acceptable levels of service and quality of life for existing and new residents.

Growth History

Growth concerns have been an element of planning in Pismo Beach for some time. Although the city's growth rate between 1970 and 1980 had averaged 3% on an annual basis, by 1980 a dramatic increase in development applications was beginning to occur. The city determined that the 1980 General Plan should maintain an annual growth rate not to exceed the 3% of previous years. This was to be accomplished by limiting the issuance of building permits to no more than a 3% annual increase. However certain exceptions were permitted to the 3% rule and consequently by 1988, the city determined that growth had actually been occurring at over 4% annually and that the impacts of this growth were having deleterious effects on certain city facilities and services. In 1989, the City Council convened a citizen advisory committee to study and propose solutions to planning and growth problems in the city. The advisory committee identified fourteen critical issues, ranging from problems with sewer inadequacies and traffic congestion to the need for a new city hall. The City Council unanimously adopted an urgency ordinance which provided "Prohibitions and limitations upon the acceptance and processing of certain development applications pending full City review of current city ordinances and regulations which could be in conflict with the city's review of the General Plan/LCP and zoning regulations.' This ordinance is in effect until January 1,1993.

Also in 1989, the Public Works Director informed the City Council that city water resources had been over-committed to already approved development applications. Hence a fifteenth "critical issue" was added to the previous list, and the Council amended the Municipal Code, adding chapter 13.06 instituting mandatory water conservation measures. The Council further determined that even though an applicant was eligible to receive a building permit under the growth management priority listings, the permit would be issued only when the applicant could demonstrate that a project would either conserve water at a savings ratio of 1.5:1, or that it would be served by a proven new water source.

Sphere of Influence Area

The Cortese/Knox Local Government Reorganization Act of 1985 sets forth the rules and regulations under which Pismo Beach may expand its adopted city limits. The legislative intention of this law is to encourage orderly growth and development, which is considered essential to the social, fiscal, and economic well being of the state. It recognizes that the logical formation of local agency boundaries is an important factor in promoting orderly development. Within the legislation, the Local Agency Formation

Commission (LAFCo) is given the sole and exclusive authority for the annexation of additional territory to a city.

Before LAFCo may approve a territorial annexation, it must develop and adopt the "sphere of influence" for the local agency. A sphere of influence is described as a plan for the probable ultimate physical boundaries and service area of a local agency.

The San Luis Obispo County LAFCo adopted the Pismo Beach Sphere of Influence in 1983. This area was coterminous with the existing city limits except for Ontario Ridge and 2400 feet of freeway frontage along Mattie Road. The Sphere was amended in 1987, to add the Los Robles del Mar property on Oak Park Boulevard.

Extended Planning Area

California planning law requires the city to adopt a general plan within its city limits and also for any land outside its boundaries that in its judgment bears relation to it's planning. This is a means by which the city can communicate its concerns for the future of lands under the jurisdiction of the County or neighboring cities. One way to do this is through the designation of an "extended planning area" which may extend beyond the city limits and the sphere of influence area.



Principles

P-9 Quality of Life

The focus of the Pismo Beach General Plan shall be to provide a high quality of life for Pismo Beach citizens and visitors. Quality of life factors shall include:

- **Environmental**
  Air Quality (see Conservation Element)
  Noise (see Noise Element)
  Open Space Preservation (see Conservation and Park & Recreation Elements)
  Sensitive Land and Water Protection (see Conservation Element)
  Visual Quality (see Design Element)
  Water Quality (see Facility Element)
- **Safety**
  Emergency Services (see Facility Element)
  Fire Services (see Facility Element)
  Flooding (see Safety Element)
  Land Slides (see Conservation and Open Space Element)
  Police Services (see Facility Element)
  Seismic Safety (see Safety Element)
- **Services**

Financing (see Growth Management and Facility Elements)
Fire Services (see Facility Element)
Government (see Facility Element)
Libraries (see Facility Element)
Parks & Recreation (see Park & Recreation Element)
Phasing of Development (see Growth Management Element)
Police Services (see Facility Element)
Schools (see Facility Element)
Waste Management (see Facility Element)

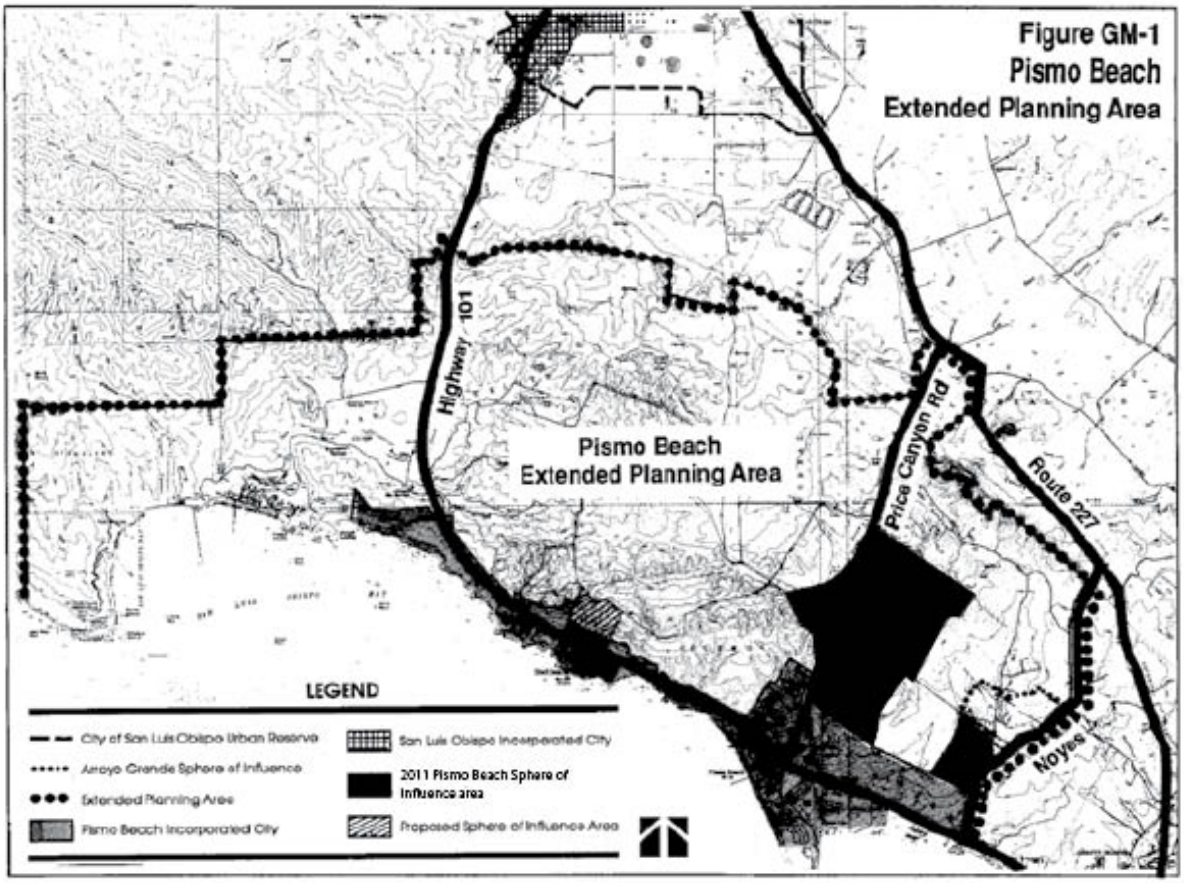
- **Transportation**
  Airports (see Circulation Element)
  Bicycle Routes and Facilities (see Circulation and Conservation Elements)
  Highways (see Circulation and Design Elements)
  Railroad (see Circulation Element)
  Sidewalks (see Circulation and Design Elements)

P-10 Urbanized Areas Should Be In Cities

Urbanized areas should be located within cities in order to provide citizens with urban levels of ser- vice and to focus on local issues with local controls. Areas located outside of cities should be developed only with agriculture, rural or resource uses.

P-11 Pro-Active Planning

To the extent that areas surrounding Pismo Beach will be urbanized in the future, the city shall take a pro-active, rather than reactive, role to planning these areas. In the pro-active mode, the city shall establish the goals it wishes to achieve for each area, include the area in the cities expanded planning area and sphere of influence area, and program annexations in a systematic way in concert with overall city policy.



Policies

GM-1 Residential Growth Rate

The city's residential growth rate shall be managed to assure that the amount of new development annually is commensurate with the availability of public services and infrastructure and will not result in a deterioration of the quality of service to existing or new residents.

a. The issuance of building permits for new residential units shall not exceed 3% per year, based on the number of units estimated by the California Department of Finance to exist within the city as of January 1 of the preceding year.

b. A Growth Management Status Report shall be prepared by the city staff and provided to the City Council at least every three years, commencing in 1995. The report shall include the number of residential permits issued and the status of services and infrastructure.

GM-2 Financing

All new development within Pismo Beach shall be required to pay its proportionate share for existing or proposed public facilities. (See Facility Policy F-2)

GM-3 Pismo Beach Extended Planning Area

Pismo Beach's Extended Planning Area shall include the approximately 18,500 acres within the boundary shown on Figure GM-1. This boundary defines an area wherein future changes are likely to have an impact on the city. It is the city's policy to review all proposals affecting this area and to communicate the city's position on these matters to the applicable derision-making body. More specifically:

a. San Luis Obispo County shall be requested to refer all planning studies and applications for development permits located in this area to the City of Pismo Beach prior to taking any action.

b. The City shall request San Luis Obispo County to retain all lands within the extended area in land use policy categories requiring a minimum of 20 to 320 acres per parcel.

To implement this policy, the County should take the following actions:

Oak Park Road Area. The existing Residential Suburban (RS) category allowing 1 du/1 to 5 acres should be changed to Residential Rural allowing 1 du/5 to 20 acres until such time as this area is annexed to Arroyo Grande or Pismo Beach.

Squire Canyon. The San Luis Bay Area Plan of the County General Plan allows 1 dwelling unit per 3 acres for this area. It should be changed to require 5 to 20 acres per dwelling unit.

Avila Beach. The urban land use categories within Avila Beach shall be recognized as pre-existing categories but should not be expanded to additional land area.

Other Areas. All other areas in Pismo Beach's Extended Planning Area should be retained in their land use categories existing in 1992.

c. Pismo Beach shall work to achieve mutually beneficial goals with the County, other cities in the South County area and various interested agencies in addressing area-wide or regional issues of concern, such as traffic, water supply, transit, waste management, air quality, and others.

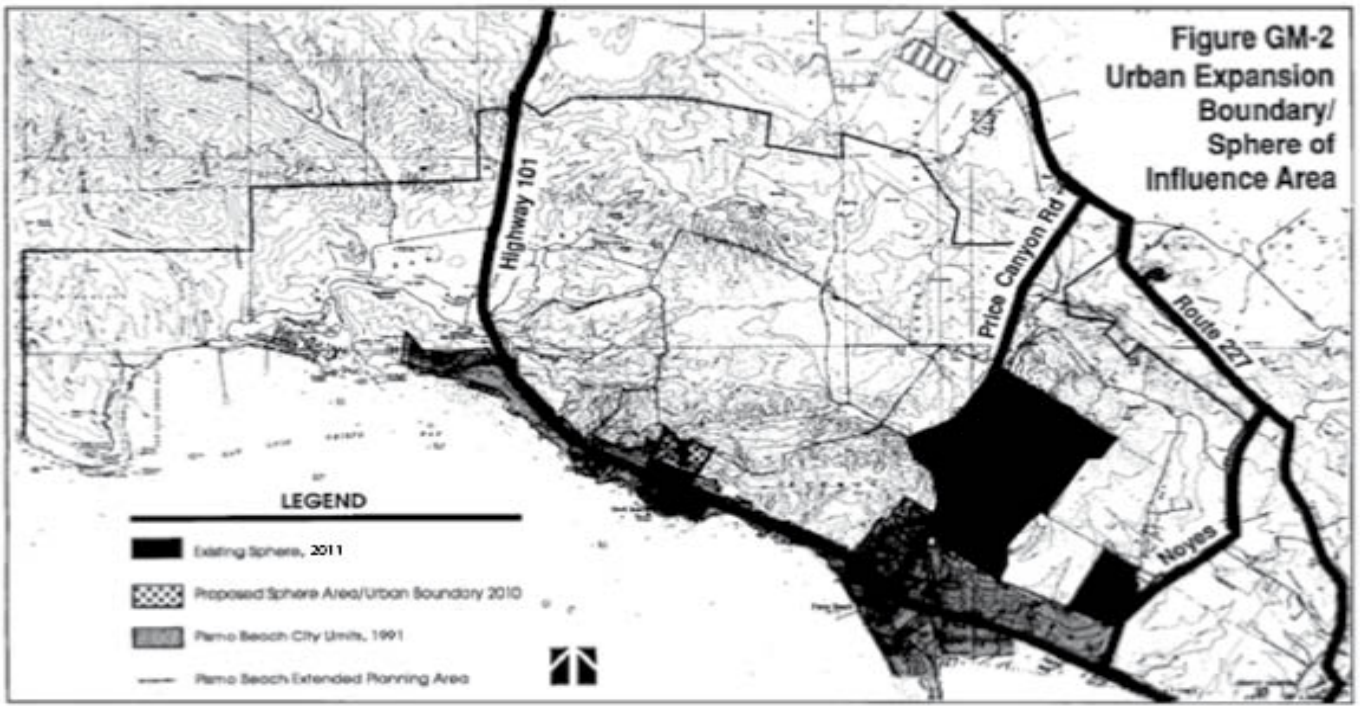
GM-4 Future Urban Development in the Sphere

The Land Use Element shall contain policies, which define the future types of land uses and development that will be permitted on lands within the urban expansion boundary, and the standards for density and building intensity.

GM-5 Area Of Interest/Future Additions to the SOI

The "Area of Interest" shown on Figure GM-3 shall define those land areas that are outside the initial SOI or urban expansion area, but which may be appropriate to be included in the SOI in the future.

a. The City shall comprehensively evaluate the boundaries of the SOI at least every five years, but more often if appropriate. Such evaluations shall address, among other factors, whether the supply of land is adequate to accommodate projected housing needs allocated by the SLOCOG.



b. The initial comprehensive evaluation of SOI boundaries shall be undertaken no later than 1995.

c. Any owner of property located within the Area of Interest may request the City to consider an amendment of the SOI boundary to add their lands to the SOL Any such proposal shall also identify the requested land use designations and any other necessary or appropriate amendments to the various elements of the General Plan.

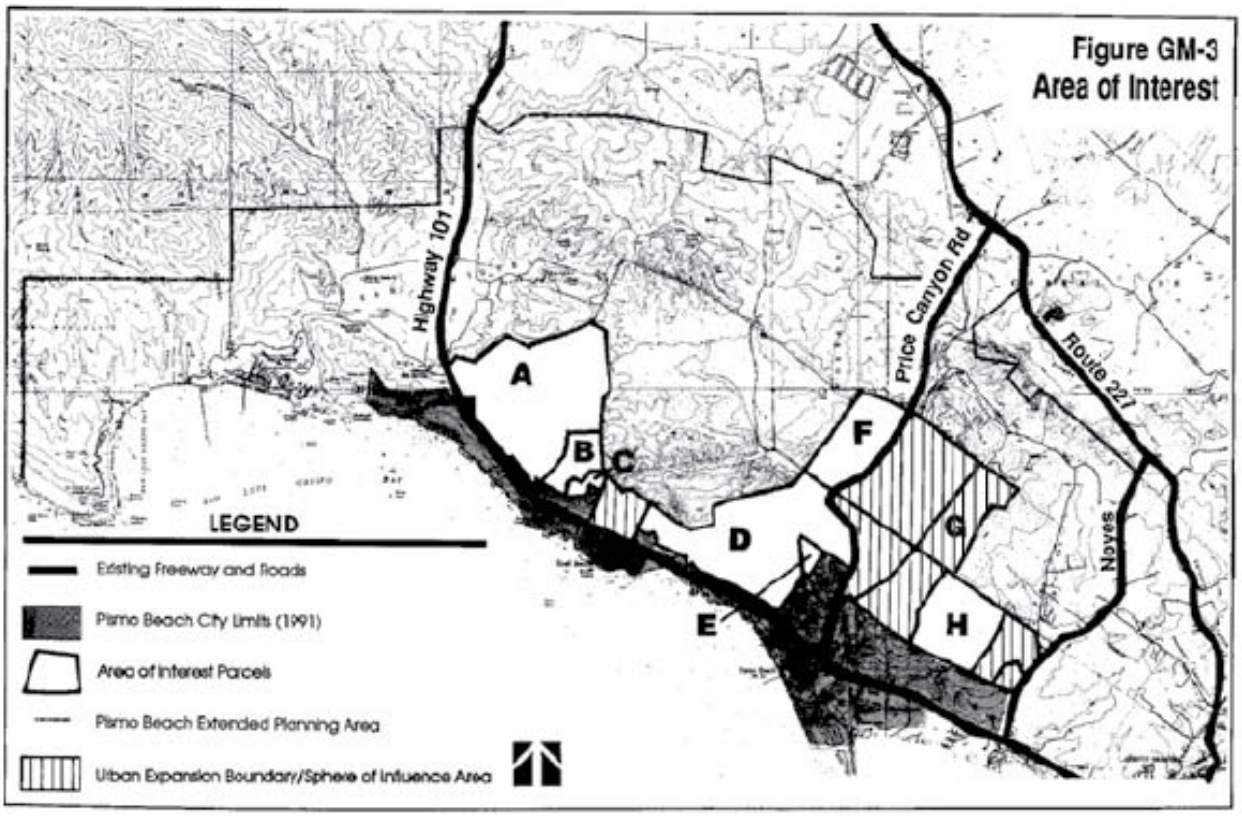
d. In considering such requests, and at each periodic comprehensive evaluation, the City Council shall determine whether the public interest would be served by designating additional lands to be provided municipal services and developed with urban uses.

e. An amendment of the SOI to include additional lands shall be subject to environmental review pursuant to CEQA.

f. A proposal to amend the SOI to include additional lands may be considered concurrently with an annexation request. Such requests for concurrent processing shall be subject to the provisions of Policy GM-8.

g. Requests to amend the SOI boundary and to initiate a specific plan study had been submitted to the City by the owner of property "A" prior to the date of adoption of this plan. Although it was premature to include these lands within the SOI at the time of adoption of this plan, it is the intent of the City to consider these requests beginning in 1993.

h. At the time of adoption of this plan, the city was considering potential sites for a new City Hall. Among the alternatives being considered was a portion of property "D." If this site is ultimately selected, it is the intent of the City to consider a request to amend the SOI and annex this area at the time that derision is made.



GM-6 Annexations

All annexations of land into the City of Pismo Beach shall comply with the following requirements and criteria:

a. Annexation Study and Procedures

The City, or experts under contract to the City, shall prepare a detailed annexation study addressing ail of the items identified herein. The costs of preparing the annexation study, including city administrative costs, shall be borne by the property owner(s) requesting the City to consider the annexation.

1. A Comprehensive Study of Fiscal Impacts to the City.
   A comprehensive and detailed analysis of the fiscal impacts of the annexation shall be prepared, addressing the full range of revenues and expenditures. One-time capital costs of facilities as well as recurring operating costs and revenues shall be evaluated.
2. Study of Fiscal Effects on Other Governmental Entities/Tax Agreements
   The effects of the annexation upon other taxing entities should be analyzed. Proposed tax-sharing agreements will be prepared.
3. General Plan Amendment
   An accompanying amendment of the Land-Use Element, and other elements if necessary, shall be prepared for review and adoption, which states detailed City policies for the following:
   a. The distribution, location and extent of the proposed uses of the land within the annexation territory, including open space;
   b. Standards for density and building intensity;
   c. Parks, Open Space, and conservation of natural resources;
   d. The proposed distribution, location, phasing and extent of major components of traffic circulation, wastewater collection and treatment,

water sources, drainage, schools, and other public services and facilities appropriate to serve development within the annexation territory; and

e. Phasing of future development, indicating how development will be accommodated within the City's 3% annual growth limit, and standards and criteria by which development will proceed.

4. Analysis of the City's Capacity to Provide Facilities and Services
The study shall assess the ability of the City to provide the various municipal facilities and services that will be necessary to accommodate the proposed annexation and planned development therein. These should include: wastewater collection and treatment; storm-water management; water supply and distribution; streets and circulation; fire protection; police services; parks; and others as appropriate.

5. Pre-zoning Ordinance
A detailed pre-zoning ordinance shall be prepared for review and adoption which addresses the following:
   1. Zoning district designations for the territory
   2. Any special zoning district regulations and standards
   3. Applicable overlay zones
   4. Any special development standards
   5. Any special design criteria for future development

b. Environmental Document

An environmental document shall be prepared by the City or by an expert under contract to the City. Normally, an Environmental Impact Report will be required.

c. Specific Plan May Be Required

The City Council shall determine: 1) whether a Specific Plan shall be required to be prepared; and 2) if required, the Council shall decide if the specific plan will be prepared and considered at the same time as the annexation request or following completion of the annexation.

d. Policy Criteria for Approvals of Annexations

The following policy criteria, shall be employed by the City in, reviewing and taking action on annexation requests:

1. Positive or Neutral Fiscal Impact to the City
2. Compliance with existing General Plan Polities
3. Compliance with Growth Management Policy
4. Capacity of City to Provide Services and Infrastructure to Accommodate Proposed Development
5. Availability of Services/Infrastructure Concurrent with Need

e. City request to LAFCo

Following City Council approvals of the annexation study, general plan amendment, pre-zoning ordinance, and the related environmental document, the City shall transmit the annexation request to LAFCo for its consideration and decision.

GM-7 Golf Course Development and Annexation (Parcel 4)

As of the date of adoption of this plan, the City of Pismo Beach was conducting a study of the feasibility of developing a public 18 to 27 hole golf course and other recreational facilities on parcel "4." If it is deter- mined that these facilities are feasible and the City elects to proceed, the preparation of a "master plan" and a related EIR for the development of this property should be undertaken. The master plan and pre-zoning shall be completed prior to requesting LAFCo final action on annexation of the property

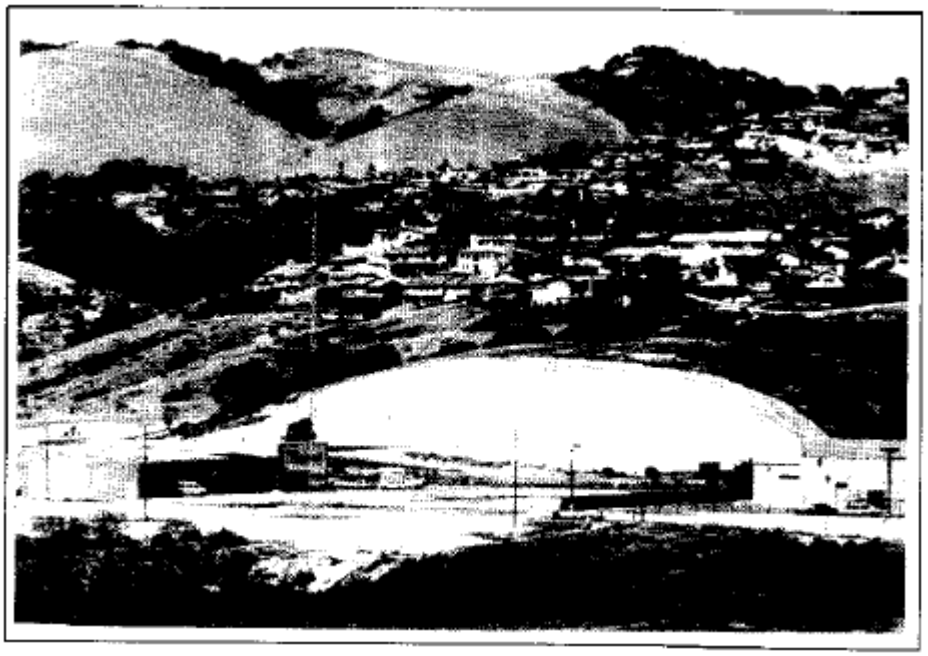
public streets rights-of-way. Phase II shall include the preparation of the Specific Plan policy document, which will address the following:

1. The locations and extent of various land uses.
2. The specific locations of the areas to be dedicated as a public golf course and other facilities.
3. The general location and design standards for public and private roadways.
4. The general locations and standards for public infrastructure such as sewerage, drainage, water, and other essential facilities.
5. Standards and criteria by which development will proceed, including any phasing of development and infrastructure construction.
6. Standards for the protection of environmental and cultural resources, including the Price House and Adobe.
7. An implementation program, including regulations, public works projects, and financing measures.

c. A detailed environmental impact report on the Specific Plan shall be prepared for the City concur- rent with the preparation of the Specific Plan. Upon certification of the EIR and adoption of an amendment of the Land-Use Element and Land- Use Plan Maps, adoption of the Specific Plan and pre-zoning of the property, the City shall request LAFCo final action on a request for annexation of the property into the City of Pismo Beach.

Related General Plan policies include:

Facilities Element	F-2	Impact Fees Required
Facilities Element	F-11	Paramedic Program
Facilities Element	F-21	New Developments/Impact Fees
Facilities Element	F-35	Annexations
Facilities Element	F-40	Annexation Areas



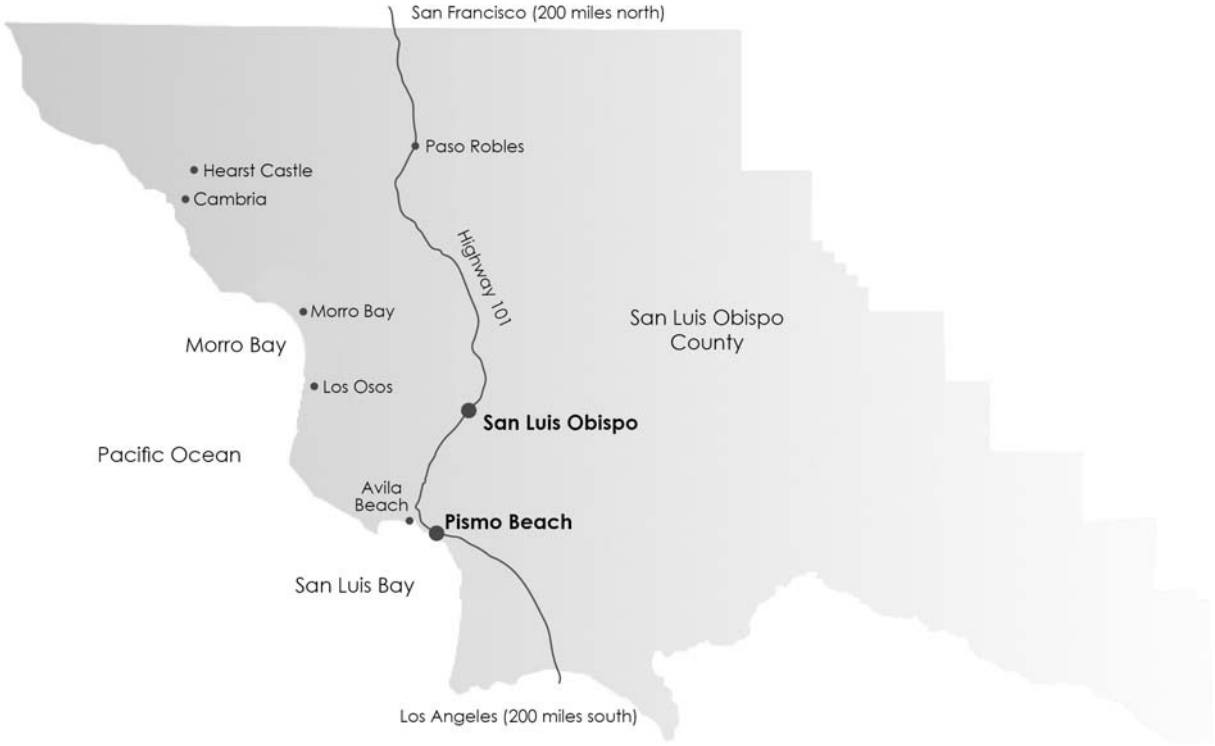
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City of Pismo Beach

2007 – 2014 Housing Element

Adopted by the Pismo Beach City Council
April 20, 2010



City of Pismo Beach | 760 Mattie Road | Pismo Beach, CA 93449

lisa wise consulting, inc.
983 Osos Street
San Luis Obispo, CA 93401

Table of Contents

Chapter 1 Introduction **1-1**

Community Context 1-1
Organization of the Housing Element 1-3
Relationship to General Plan Elements 1-4
Public Participation 1-5

Chapter 2 Community Profile **2-1**

Demographic Characteristics 2-1
- Population Growth 2-1
- Age Characteristics 2-2
- Race and Ethnicity 2-3
- Housing Type 2-3

Economic Characteristics 2-4
- Business and Economy 2-4
- Occupations 2-5
- Household Income 2-5

Housing Characteristics 2-6
- Housing Type 2-6
- Tenure and Vacancy 2-7
- Housing Conditions 2-8
- Housing Costs 2-9
- Housing Affordability 2-11
- Housing Problems 2-12
- Extremely Low Income Households 2-14
- Housing Units At-Risk 2-14

Special Housing Needs 2-14
- Senior Households 2-15
- Large and Female-Headed Households 2-16
- Persons with Disabilities 2-16
- Homeless Persons 2-17
- Farmworkers 2-18

Chapter 3 Housing Constraints 3-1

Market Constraints 3-1
- Land and Construction Costs 3-1
- Availability of Financing 3-2

Government Constraints 3-2
- Land Use Controls 3-3
- Provisions for a Variety of Housing 3-3
- Residential Development Standards 3-7
- Development Fees 3-12
- Building Codes and Site Improvements 3-14
- Local Processing and Permit Procedures 3-15
- Housing for People with Disabilities 3-18
- Energy Conservation 3-22

Chapter 4 Housing Resources 4-1

Regional Housing Needs Allocation 4-1
- 2000-2006 Regional Housing Needs Allocation 4-2
- 2007-2014 Regional Housing Needs Allocation 4-3

Sites Inventory and Analysis 4-4
- Vacant Land Inventory 4-4
- Secondary Unit Potential 4-6
- Pending Projects and Opportunity Sites 4-6

Infrastructure and Environmental Constraints 4-12
- Infrastructure Analysis 4-12
- Environmental Issues 4-13

Financial and Administrative Resources 4-15
- Financing Resources 4-15
- Administrative Resources 4-16

Chapter 5 Review of the Previous Housing Element 5-1

Chapter 6 Goals, Policies, and Programs 6-1

Appendices

A Public Comment
B Housing Conditions Survey Map
C Vacant Land Map
D Vacant Land Inventory
E 100 and 500 Year Flood Plain Map
F Detailed List of State Program Funding Sources
G Opportunity Sites

List of Figures

Figure 1 City of Pismo Beach Regional Location Map 1-2
Figure 2 R-2 Rezone Parcels 4-8

List of Charts

Chart 2-1 Trends in Population Growth 2-1
Chart 2-2 Trends in Population Age 2-2
Chart 2-3 Change in Population Age 2-2
Chart 2-4 Trends in Race and Ethnicity 2-3
Chart 2-5 Trends in Households 2-3
Chart 2-6 Industry Profile 2-4
Chart 2-7 Trends in Occupations 2-5
Chart 2-8 Household Income Characteristics 2-5
Chart 2-9 Trends in Household Type 2-6
Chart 2-10 Trends in Housing Tenure 2-7
Chart 2-11 Vacant Units by Type 2-7
Chart 2-12 Housing Age Characteristics 2-8
Chart 2-13 Housing Conditions Survey Results 2-9
Chart 2-14 Median Home Prices 2-10
Chart 2-15 Market Rental Rates by Unit Type 2-10
Chart 2-16 Household Income Limits by Household Size 2-11
Chart 2-17 Housing Affordability 2-12
Chart 2-18 Housing Overpayment in Pismo Beach 2-13
Chart 2-19 Overcrowded Households 2-13
Chart 2-20 Housing Problems for All Households 2-14
Chart 2-21 Special Needs Populations 2-15
Chart 2-22 Senior Households 2-15
Chart 2-23 Senior Households by Income Group 2-16
Chart 2-24 Persons with Disabilities by Type 2-17
Chart 2-25 Employment Status of Persons with Disabilities 2-17
Chart 3-1 Disposition of Home Loans 3-2
Chart 3-2 Residential Land Use Controls within Pismo Beach 3-3

Chart 3-3 Residential Uses Permitted in the Coastal Zones 3-6
Chart 3-4 Residential Uses Permitted Outside Coastal Zone 3-6
Chart 3-5 Residential Development Standards 3-8
Chart 3-6 Residential Standards in Commercial Zones 3-9
Chart 3-7 Parking Standards 3-10
Chart 3-8 Planning and Development Fees 3-13
Chart 3-9 Development Fees for New Housing 3-14
Chart 3-10 Proportion of Fee in Overall Development Cost for a Typical Residential Development 3-14
Chart 3-11 Permit Processing Procedures 3-16
Chart 3-12 Timelines for Permit Procedures 3-16
Chart 3-13 Constraints on Housing for Persons with Disabilities 3-20
Chart 3-14 Strategies to Address Energy Conservation and Global Climate Change 3-25
Chart 4-1 Regional Housing Needs Allocation 2000-2006 4-3
Chart 4-2 Regional Housing Needs Allocation 2007-2014 4-4
Chart 4-3 Pismo Beach: Vacant Land Sites Summary 4-5
Chart 4-4 Additional Residential Sites 4-10
Chart 4-5 Residential Units Built After Demolition 2001-2008 4-11
Chart 4-6 State Program Funding Sources 4-15
Chart 5-1 Regional Housing Needs Allocation 1991-1999 5-1
Chart 5-2 Evaluation of Accomplishments under the 1992 Housing Element 5-5
Chart 6-1 Quantified Objectives for the 2007-2014 Housing Element 6-3

Chapter 1
Introduction



The 2007-2014 Housing Element addresses the City of Pismo Beach's plans to meet its housing needs, particularly the availability, affordability, and adequacy of housing supply. The Housing Element defines strategies and programs that will serve all socioeconomic groups. To these ends, the Housing Element accomplishes six objectives:

1) Identifies adequate sites for a range of housing options;
2) Provides guidance for developing adequate and affordable housing;
3) Addresses constraints to meeting the City's housing needs;
4) Defines approaches to conserve and improve housing conditions;
5) Promotes housing opportunities for all persons; and
6) Preserves and enhances Pismo Beach's natural environment.

The following discusses the context for housing policy in the City of Pismo Beach (City), the organization of the Housing Element, relationship to other elements of the General Plan, and the public participation process employed in the preparation and adoption of the Housing Element.

A. Community Context

The City is a coastal community of approximately 8,600 persons located in San Luis Obispo County, midway between San Francisco and Los Angeles. The City was founded in 1891 and incorporated in 1946. Pismo Beach is well known for its natural beauty and spectacular ocean views, tourism, and small-town character. See **Figure 1**.

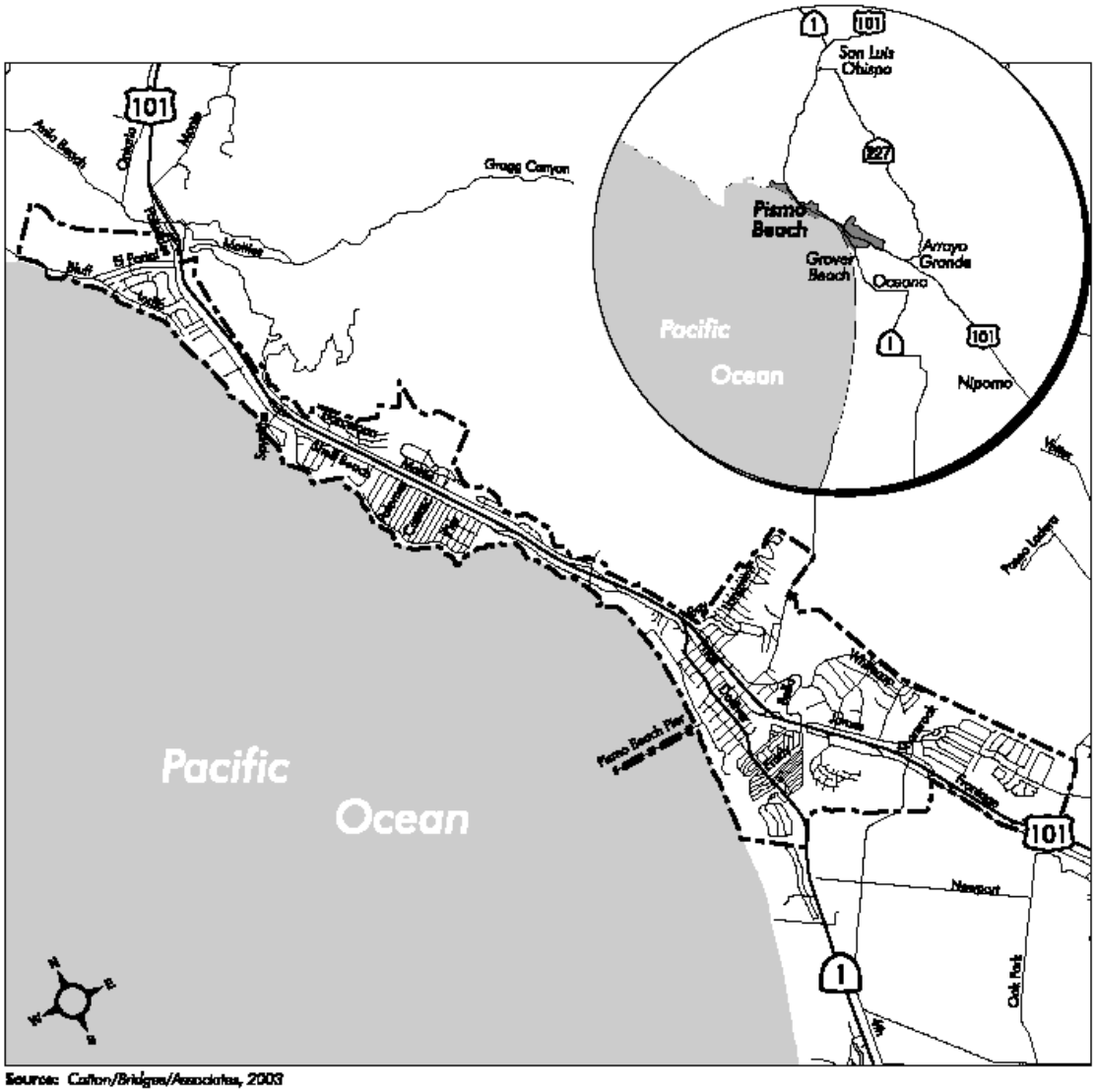


Figure 1

City of Pismo Beach

Regional Location Map

LEGEND

City Limits

0 .5 1 2 Miles

Since City adoption of the last Housing Element in 1992, the City has undergone significant changes. The City experienced a building boom during the remainder of the 1990s and early 2000s. Many new hotels were constructed, improving the City's tourism industry and employment base. Housing supply also increased with the construction of many new single-family homes. From 2003 through 2006, the median sales price for a single-family home nearly doubled. At the peak of the housing boom in 2006, the median home price was almost $900,000 and affordable only to above moderate income households. Over the last couple of years, the rate of construction and housing prices has dropped. Although the price of housing has not dropped as significantly in Pismo Beach as in other parts of California, prices decreased about nine percent from 2007 to 2008. The median sales price for a single-family home in Pismo Beach at the end of 2008 was $784,000 down from $857,500 in 2007.

The City has also witnessed the significant conversion of housing to vacation homes, whereby seasonal homes have increased to nearly 20 percent of the entire housing stock. At the same, the number of new apartment projects has been limited.

For the current planning period of the Housing Element (2007-2014), the City faces many challenges: balancing employment and housing opportunities; matching the supply and demand for housing; enhancing the affordability of housing for all segments of the population; ensure that adequate water and public services; and conserving natural resources that distinguish Pismo Beach. The 2007-2014 Housing Element sets forth a strategy to address these issues and provide guidance for local government decision-making.

B. Organization of the Housing Element

The Housing Element update is a seven-year plan for the period from January 1, 2007, to June 30, 2014. The Housing Element consists of the following major components:

1) Introduction to the Housing Element, including the planning context in Pismo Beach, General Plan consistency, and the public participation process (Chapter 1).
2) An analysis of the City's population and housing characteristics and trends, including special housing needs (Chapter 2).
3) Review of potential governmental, market, and environmental constraints which impact the City's ability to address its housing needs (Chapter 3).

4) An evaluation of land and financial resources available to address Pismo Beach's housing goals (Chapter 4).

5) An evaluation of the previous 1992 Housing Element, its effectiveness, progress in implementation, and appropriateness of goals, objectives and policies (Chapter 5).

6) Housing goals, policies and programs to address the City's identified housing needs (Chapter 6).

The Housing Element is meant to address the City's housing needs. One of the main goals of the Housing Element is to increase affordability of housing in an equitable manner. This is often referred to as "affordable housing". However, the City recognizes that the high cost of housing in Pismo Beach makes it difficult for the local workforce to afford housing. In fact, teachers or nurses supporting a family could fall into the lower income categories. Therefore, in order to better describe the housing needs, "affordable housing" and "workforce housing" are used interchangeably in the document.

C. Relationship to General Plan Elements

California Government Code requires that all of the elements of a general plan be consistent, so that no conflicts exist. The most important aspect of consistency among general plan elements is that policies and implementation measures in the General Plan elements support one another to achieve the goals and vision of the General Plan.

The Pismo Beach General Plan contains ten elements – seven mandatory elements and three non-mandatory elements. The General Plan was last updated in 1993. The 2007-2014 Housing Element policies and programs are consistent with and build upon the policies and programs set forth in the other nine elements of the General Plan. For example, residential development capacities established in the Land Use Element are incorporated and consistent with the Housing Element; and environmental constraints in the Housing Element are consistent with the Conservation/Open Space Element and the Facilities Element.

Consistency between the Housing Element and the updated General Plan will be evaluated as the process unfolds. Whenever an element of the General Plan is amended, the City considers the impacts of the amendment on the other elements to ensure consistency is maintained.

D. Public Participation

Government Code states that "the local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort." To that end, the City held stakeholder interviews over a three-day period and several meetings with the Planning Commission and City Council to provide opportunities for residents and interested parties to discuss constraints to affordable housing production, to recommend housing strategies, and to comment on the Draft Pismo Beach Housing Element. These meetings and interviews are discussed in more detail below.

Notification for the meetings was published in the local newspaper in advance of the public hearing. In addition, a display ad was published in the San Luis Obispo Tribune on Friday, March 20, 2009. This hearing notice included the three public meeting dates in April and May 2009. Videos of the meetings are also available on the City's website.

The City also received several emails and letters regarding the Housing Element update. These comments have been taken into account in the preparation of the Housing Element, and are included as Appendix A.

Copies of the draft 2007-2014 Housing Element have been provided to the local school districts and the Chamber of Commerce. The Public Hearing Draft Housing Element is also available on the City's website (www.pismobeach.org).

1. Stakeholder Interviews

On March 25th, 26th, and 31st twelve stakeholder interviews were conducted. These provided an opportunity for key stakeholders to provide input on a one-on-one basis. The City invited the following parties:

- City Council Members
- Planning Commissioners
- Local developers
- Affordable housing providers
- Economic Opportunity Commission (EOC)
- Habitat for Humanity
- Homeowner's Associations

The following issues/topic areas were most important to those participating in the interviews:

- Affordable housing is important to the community

- The high cost of housing and land is a challenge in Pismo Beach
- Consider changes to the Zoning Ordinance to promote workforce housing
- Develop incentives for both non-profit and for-profit housing developers
- Identify appropriate properties for potential affordable housing
- Take advantage of infill properties and City-owned properties
- New construction should incorporate sustainable design features
- Capitalize on slow down in the economy

2. Public Meetings

The City held four public meetings to solicit input on the Housing Element.

Prior to completing the draft 2007-2014 Housing Element, the City conducted two meetings with the City Council on February 17, 2009, and April 7, 2009. These meetings were held to discuss State law requirements, local housing conditions, the Regional Housing Needs Allocation, and strategies to improve affordable and workforce housing in the City.

After the release of the Public Hearing Draft Housing Element, the City held one meeting with the Planning Commission on April 14, 2009, to discuss the draft document and proposed policies and programs. The Planning Commission is highly in favor of the City promoting affordable and workforce housing. The Commission had several insightful comments and recommendations that have been taken into account. These include:

- The importance of understanding the affordability categories and the types positions that fit into each category. For example, if a teacher or nurse is supporting a family, they may fall into the low-income category. Along this line, the Commission also recommended the use of the term "workforce" housing instead of affordable housing.
- Due to the high cost of housing in Pismo Beach, the Commission recommended that the City focus on rental housing rather than for-sale housing to meet the City's "fair share" of housing needs.
- To meet the needs of aging baby boomers, the Commission recommended promoting senior housing and suggested that the City use a recent senior project in Arroyo Grande as a possible model.
- Investigate creative ways to revise parking standards to reduce costs of construction and rents.

- The Commission also recommended that the City consider increasing the residential density in the C-1 Zone (residential uses are allowed in the C-1 Zone as part of a mixed-use project).
- In order to encourage more residential uses in the downtown area, the Commission recommended allowing another story in downtown projects, if a certain number or percentage of affordable units are included in the development.
- The Commission also discussed the implications of the Coastal Act on proposed changes to the Zoning Code and the difficulty in meeting State timelines for program implementation when Coastal Commission approval is required.

On May 19, 2009, a joint City Council and Planning Commission public meeting was held to discuss the Public Hearing Draft Housing Element and to provide additional comments prior to releasing the document to the California Department of Housing and Community Development for review. Most of the comments and recommendations made by the City Council and Planning Commission were related to the Housing Element's policies and programs. In general, the City Council and Planning Commission aimed to reinforce the City's commitment to:

- Encourage and incentivize workforce housing;
- Encourage and incentivize senior housing;
- Encourage and incentivize green building practices; and
- Promote public outreach, notification, and participation.

On December 1, 2009, the city Council held a public meeting to discuss comments received from the California Department of Housing and Community Development on the June 1, 2009 Housing Element draft. The Council concluded with directive to respond to HCD comments with revisions to the draft. Specifically the Council identified multiple properties for very and low and low income housing development and a commitment to necessary General Plan and Zoning code amendments to accommodate higher density development.

Chapter 2
Community Profile

Pismo Beach is located in San Luis Obispo County, bordered by the Pacific Ocean, Arroyo Grande, Grover Beach, Avila Beach, and San Luis Obispo county rural lands. Located along the beach and cliffs with spectacular ocean views, the City is a popular vacation destination. Pismo Beach resident population totaled 8,603 in 2008 and seasonal tourism reaches up to two million visitors annually.



A. Demographic Characteristics

Population, employment, and household characteristics all affect the supply of and demand for housing in Pismo Beach. These characteristics are analyzed in this section to provide the basis for developing a successful housing program tailored to the needs of this community.

1. Population Growth

Between 1990 and 2000, San Luis Obispo County experienced substantial population growth, averaging 11 percent in incorporated communities. As shown in **Chart 2-1**, the population growth in Pismo Beach reflected those trends, increasing 12 percent to 8,551 residents by 2000. In recent years, population growth in Pismo Beach has slowed dramatically, adding less than one percent (52 residents) since 2000.

Chart 2-1 Trends in Population Growth

	1990	2000		2008	
	Number	Number	Change	Number	Change
Pismo Beach	7,669	8,551	12%	8,603	<1%
Grover Beach	11,656	13,067	12%	13,213	1%
Arroyo Grande	14,378	15,851	10%	17,036	7%
San Luis Obispo County	217,162	246,681	14%	269,337	9%

Source: U.S. Census, 1990 and 2000 and DoF E.5 Report, 2008

2. Age Characteristics

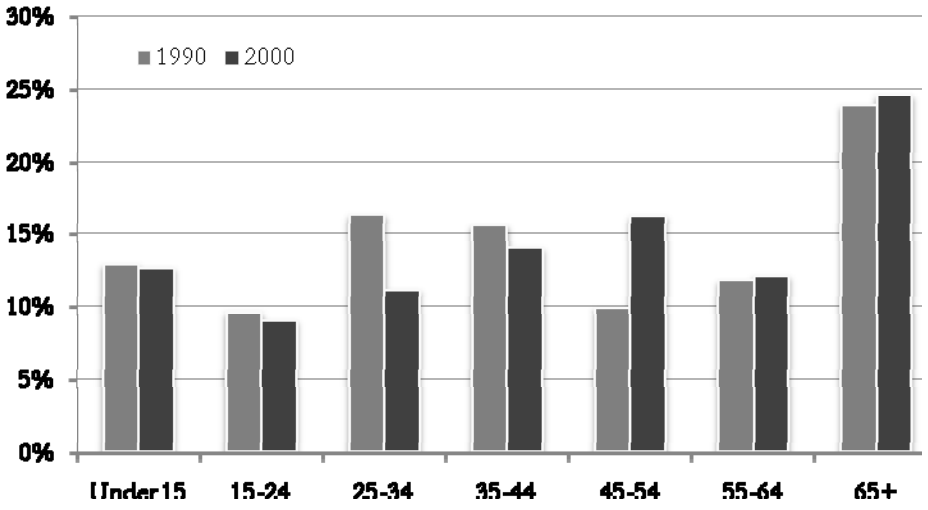
Pismo Beach residents have a median age of 47 years, nearly 10 years higher than the County median age. As shown in **Chart 2-2** and **Chart 2-3**, the number of residents in each age group below 44 remained stable or declined between 1990 and 2000, while population increased in age groups above 45 years. This reflects, in part, the high cost of housing in Pismo Beach, its large share of vacation homes, and affordability issues for most households, except higher-earning older households.

Chart 2-2 Trends in Population Age

Age Group	1990		2000		Percent Change
	Number of Persons	Percent of Total	Number of Persons	Percent of Total	
< 15	992	13%	1,086	13%	9%
15-24	738	10%	777	9%	5%
25-34	1,253	16%	958	11%	-24%
35-44	1,194	16%	1,201	14%	1%
45-54	757	10%	1,393	16%	84%
55-64	907	12%	1,038	12%	14%
65+	1,828	24%	2,098	25%	15%
Total	**7,669**	**100%**	**8,551**	**100%**	**12%**

Source: U.S. Census, 1990 and 2000

Chart 2-3 Change in Population Age



Source: U.S. Census, 1990 and 2000

3. Race and Ethnicity

As shown in **Chart 2-4**, in 2000, Whites comprised 91 percent of the population in Pismo Beach, compared to 85 percent in the County. Between 1990 and 2000, the White population declined as a share of all residents, coupled with slight increases in all other minority groups. The large increase in "other" is due in part to a new 2000 Census category that allows respondents to identify themselves as two or more races.

Chart 2-4 Trends in Race and Ethnicity

	1990		2000	
Race/Ethnicity	**Number**	**Percent**	**Number**	**Percent**
White	7,319	95.4%	7,811	91.3%
Black or African American	38	0.5%	51	0.6%
American Indian	43	0.6%	61	0.7%
Asian or Pacific Islander	152	2.0%	255	3.0%
Other/Two or More	117	1.5%	373	4.4%
Total	**7,669**	**100%**	**8,551**	**100%**
Hispanic (all races)	495	6.5%	589	6.9%

Source: U.S. Census, 1990 and 2000

4. Household Type

Household composition and size are often interrelated factors. As seen in **Chart 2-5**, in 2000, 55 percent of households in Pismo Beach are families, 35 percent are single persons, and 10 percent are other households. Between 1990 and 2000, the distribution of household types remained nearly the same, albeit a significant numerical increase in single persons and other families. Nonetheless, the small average household size of two persons indicates that few families have children.

Chart 2-5 Trends in Households

	1990		2000		Change in Hhlds
	Number	**Percent**	**Number**	**Percent**	
Avg. Household Size	**2.0**		**2.0**		
Householders < 35 yrs	186	8%	129	5%	-31%
Householders 35-65 yrs	971	40%	1,267	45%	30%
Householders 65+ yrs	1,244	52%	1,438	50%	16%
Household Types					
Family Households	2,100	56%	2,323	55%	11%
Married Couple	*1,775*	*47%*	*1,909*	*45%*	*8%*
Other Families	*325*	*9%*	*414*	*10%*	*27%*
Single Persons	1,273	34%	1,499	35%	18%
Other	368	10%	408	10%	11%
Total	**3,741**	**100%**	**4,230**	**100%**	**13%**

Source: U.S. Census, 1990 and 2000

B. Economic Characteristics

Economic characteristics play an important role in defining housing needs in Pismo Beach. Economic characteristics include the types of business, the occupations held by residents, and the associated income. These characteristics provide insight into the types of housing residents can afford and job-induced housing demand.



1. Business and Economy

Pismo Beach has a robust local economy built around the tourism and retail industries. The 2002 special Census reported 289 businesses in Pismo Beach, comprising of retailers (32 percent), accommodation and food services (27 percent), professional services (12 percent), and health care and social assistance (eight percent). *Note: As of March 2009, the 2002 Census is the most current data available on business types. State industry data is reported below.*

According to the State Employment Development Department (EDD) in 2003, the City's primary industries remain lodging, food service, and retail (**Chart 2-6**). These industries account for 44 percent of all businesses and 71 percent of all jobs in the City. The next largest employers are government, construction, and professional related positions. All other industries employ less than 100 people.

Chart 2-6 Industry Profile

Industry	Firms	Jobs
Lodging & Food Service	67	1,752
Retail	76	655
Government	4	222
Construction	31	126
Professional, Scientific and Technical Service	29	100
Health Care and Social Assistance	22	77
All others	95	440
Total	**324**	**3,372**

Source: EDD, 2003

The City's service-related and tourism-oriented industries create unique challenges for providing housing to low-income employees working in restaurants and hotels. The City's tourist marketing website classiccalifornia.com boasts 29 hotel and motels with 1,900 rooms, and 62 food and beverage establishments. As tourist-oriented businesses continue to grow, so too will the need for low-income employees and appropriate housing. City Program HE-12 suggests that the City consider using a portion of the transient occupancy tax to create a housing fund for the development and/or rehabilitation of rental housing affordable to service industry employees.

2. Occupations

Shown in **Chart 2-7**, the majority of residents in 2000 held managerial/professional jobs, a 71 percent increase in this category since 1990. Service-related occupations rose by seven percent, and all other occupation categories decreased. All occupations showed a four percent increase from 1990 to 2000.

Chart 2-7 Trends in Occupations

Occupations of Residents	1990		2000		Percent Change
	Persons	Percent	Persons	Percent	
Managerial/Professional	1,097	28.7%	1,877	47.3%	71%
Sales and Office	1,441	37.8%	947	23.9%	-34%
Services	612	16.0%	656	16.5%	7%
Construction, Production, Labor	540	14.2%	476	12.0%	-12%
Farming, Fishing, Forestry	126	3.3%	11	0.3%	-91%
Total	**3,816**	**100%**	**3,967**	**100%**	**4%**

Source: U.S. Census, 1990 and 2000

3. Household Income

Household income is an important indicator of the ability to afford housing. **Chart 2-8** indicates that the income distribution of Pismo Beach residents is roughly equivalent to the County, although the City's median household income ($46,396) was nine percent higher than the County in 2000. However, since the City's average household size is significantly smaller than that of the County, the average income of Pismo Beach residents is higher on a per-capita basis.

Chart 2-8 Household Income Characteristics

Income Groups	City of Pismo Beach		San Luis Obispo County	
	Households	Percent	Households	Percent
<$10,000	314	7.4%	8,382	9.0%
$10,000-$14,999	334	7.9%	6,115	6.6%
$15,000-$24,999	563	13.4%	11,515	12.4%
$25,000-$34,999	502	11.9%	11,970	12.9%
$35,000-$49,999	534	12.7%	15,133	16.3%
$50,000-$74,999	758	18.0%	18,718	20.2%
$75,000-$99,999	465	11.0%	9,735	10.5%
$100,000-$149,999	467	11.1%	7,258	7.8%
More than $150,000	279	6.6%	3,906	4.2%
Total	**4,216**	**100%**	**92,732**	**100%**

Source: U.S. Census, 2000

C. Housing Characteristics

This section addresses the housing characteristics in Pismo Beach. Housing factors evaluated include housing types: tenure and vacancy rates, age and condition, housing costs, and affordability.

1. Housing Type



According to the 2000 Census, Pismo Beach had 5,493 housing units, a 21 percent increase from 1990. From 1990 to 2000, housing increased 13 percent in the County. As shown in **Chart 2-9**, single-family attached and detached residences continue to comprise nearly two-thirds of all housing. Mobile homes and recreational vehicle parks comprise a sizable 20 percent of the housing stock. Multiple-family housing comprises the remaining 17 percent of housing units in Pismo Beach. City records indicate about 337 housing units have been constructed since 2000.

Chart 2-9 Trends in Housing Type

	1990		2000	
Housing Type	**Units**	**Percent**	**Units**	**Percent**
Single-Family Detached	2,323	51%	2,925	53%
Single-Family Attached	534	12%	576	10%
Multiple-Family 2-4 Units	454	10%	439	8%
Multiple-Family 5+ Units	419	9%	467	9%
Mobile Homes	748	16%	775	14%
Other (e.g., R.V Park)	70	2%	311	6%
Total Units	**4,548**	**100%**	**5,493**	**100%**

Source: U.S. Census, 1990 and 2000

2. Tenure and Vacancy

Housing tenure refers to the occupancy of a housing unit – whether the unit is owner-occupied or renter-occupied. Housing tenure is influenced by demographic factors (e.g., household income, composition, and age of the householder) as well as the cost of housing. **Chart 2-10** shows that between 1990 and 2000, the homeownership rate increased from 57 percent to 63 percent due, in part, to the significant increase in single-family residences.

Chart 2-10 Trends in Housing Tenure

	1990		2000	
Tenure	**Number**	**Percent**	**Number**	**Percent**
Occupied Units	3,741	82%	4,230	77%
Owner	*2,124*	*57%*	*2,652*	*63%*
Renter	*1,617*	*43%*	*1,578*	*37%*
Vacant Units	807	18%	1,266	23%
Total	**4,548**	**100%**	**5,496**	**100%**

Source: U.S. Census, 1990 and 2000

As a resort community, Pismo Beach also has a significant amount of housing set aside for non-year round occupancy. In 1990, Pismo Beach had 394 vacant homes (nine percent of total units) identified as seasonal, recreational or occasional use. As shown in **Chart 2-11**, by 2000, 1,041 homes (19 percent of total units) of the housing stock were occupied on a transient basis. This trend represents a shift in the utilization of housing from permanent to seasonal use.

Chart 2-11 Vacant Units by Type

	Number	**Percent**
For seasonal, recreational, or occasional use	1,041	18.9%
For rent	122	2.2%
Rented or sold, not occupied	48	0.9%
For sale only	31	0.6%
Other vacant	23	0.4%
For migrant workers	1	0.0%
Total Vacant Units	**1,266**	**23.0%**

Source: 2000 Census

Vacancies play an important role in Pismo Beach. A certain number of vacant units help moderate housing costs, increase options for prospective residents, and provides an incentive for unit upkeep and repair. Optimal vacancy rates range from 1.5 to 2.0 percent for ownership units and 5.0 to 6.0 percent for rental units. Pismo Beach's declining vacancy rates among for-sale units is partly responsible for soaring home prices. Rental vacancy rates, however, are still fairly high at 10 percent in 2000.

3. Housing Conditions

As illustrated in **Chart 2-12**, Pismo Beach has a significant stock of older homes: 50 percent of homes are over 30 years old and 31 percent are over 50 years old. A general rule is that structures older than 30 years begin showing signs of deterioration and require reinvestment. Unless maintained, homes older than 50 years may require major renovations to ensure that plumbing and electrical systems, roofing, and insulation are sound. Older homes also have a higher prevalence of lead-based paint hazards.

Chart 2-12 Housing Age Characteristics

Decade Built	Number	Percent
1990 - 1999	1,047	18%
1980 - 1989	1,639	28%
1970 - 1979	1,110	19%
1960 - 1969	579	10%
1950 - 1959	873	15%
1940 - 1949	301	5%
1939 or earlier	245	4%
Total	**5,794**	**100%**

Source: 2000 Census

Despite the age of housing stock, housing is generally well maintained in comparison to other communities. This may be due to the high household income levels and high housing values in the City. However, some exceptions apply. With the large number of homes occupied on a seasonal basis, some property maintenance may be postponed by the owners. Also, some absentee property owners purchased homes for later use intending to rebuild or renovate upon their retirement. However, the number of substandard units is negligible.

Two housing condition surveys were conducted in March 2009 (one for mobile homes, the other for all other units) to determine the number of units considered to be substandard in quality or in need of repair or replacement. City staff identified areas to survey. The survey was conducted through a windshield study that rated the physical condition of a unit in one of the following categories:

- Foundation,
- Roofing,
- Siding/Stucco,
- Windows, and;
- Electrical.

Units were evaluated by determining whether they were in need of minor, moderate, or substantial repair or if they were dilapidated and in need of

replacement (See **Chart 2-13**). Although most of the units were found to be in sound condition, four units were found to be in need of moderate repair and 40 units were found to be in need of minor repair (most of these were mobile homes that were considered to be in need of repair due to the age of their construction materials). No units were found to be in need of substantial repair or dilapidated.

Chapter 2-13 Housing Conditions Survey Results

Housing Type	Minor	Moderate	Substantial	Dilapidated	Total
Single	8	3	0	0	11
Mobile	30	1	0	0	31
Duplex	0	0	0	0	0
Multifamily	2	0	0	0	2
Total	**40**	**4**	**0**	**0**	**44**

Source: Lisa Wise Consulting, Inc., San Luis Obispo County EOC

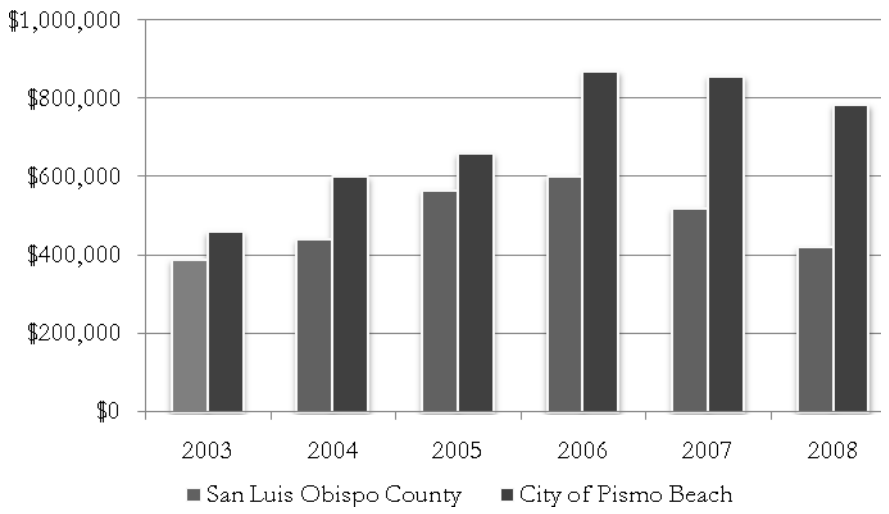
According to the survey results, the majority of housing in need of repair was located near Wadsworth, Longview, and Placentia Streets. A map showing the general locations of housing units found to need minor or moderate repair can be found in Appendix B.

4. Housing Costs

Pismo Beach's shorelines, recreational amenities, and proximity to job centers have contributed to high housing prices. According to the California Association of Realtors (CAR), from 2003 to 2006, the median price of homes in Pismo Beach nearly doubled. As shown in **Chart 2-14**, this price escalation well outpaced county home prices. Although home prices have not decreased at pace with national or county averages, from 2006 to 2008 home prices fell approximately 10 percent from their peak in 2006.

According to CAR, homes in Pismo Beach sold for a median price of $784,000 in 2008, well beyond the affordability of the majority of first-time home buyers and moderate income households. Early reports in 2009 indicate that home prices continue to decrease; however a 60 percent decrease would be required before a median priced home would be achievable for a moderate income household purchase.

Chart 2-14 Median Home Prices



Source: California Association of Realtors (CAR)

Mobile homes are the most affordable housing option in Pismo Beach. A survey of mobile home sales in 2009 showed that mobile home prices range from $72,500 to $387,950, with a median sales price of $155,900. Unlike previous years when mobile home prices were affordable to only above-moderate income households, mobile home prices in 2009 are affordable to all income levels. Additional costs associated with leasing the land add to total housing costs. Mobile Home residency in Pismo Beach is limited to seniors; there are no family mobile home parks in the City.

In contrast to home prices, rental prices are more affordable in Pismo Beach. This may be due to the high vacancy rates and the seasonal occupancy of many rental homes. **Chart 2-15** shows housing rental units posted on Craigslist in the Pismo Beach and Shell Beach area from February 24, 2009 to March 23, 2009. As the Chart indicates, there is a wide range of housing unit types and prices. In addition, several housing units, mostly multi-family, were listed as fully furnished.

Chart 2-15 Market Rental Rates by Unit Type

	Average	Median	Lowest	Highest
Studio	$778	$750	$650	$895
Apartment	$1,099	$1,040	$815	$1,500
Duplex/Triplex	$1,410	$1,500	$850	$1,650
Townhouse	$1,592	$1,400	$1,375	$2,000
Single Family	$1,913	$1,900	$1,250	$2,950
Condominium	$1,963	$1,975	$1,450	$2,500

Source: Craigslist, retrieved March 23, 2009

5. Housing Affordability

Even with the decline in housing prices in the last few years, average home prices in Pismo Beach are higher than those in surrounding communities. According to the National Association of Home Builders (NAHB), in the fourth quarter of 2008 the San Luis Obispo-Paso Robles metropolitan area ranked third in the nation as the least affordable metro area. Furthermore, Pismo Beach has the highest priced housing in the County.

To estimate and plan for the supply of affordable housing, the Department of Housing and Community Development (HCD) defines four income groups based on a percentage of the County Median Family Income (MFI). For 2009, the MFI for San Luis Obispo County was $70,800 for a family of four. The income groups are defined as follows:

- **Very Low Income** Households earn less than 50 percent of County MFI
- **Low Income** Households earn 50 to 80 percent of County MFI
- **Moderate Income** Households earn 80 to 120 percent of County MFI
- **Above-Moderate Income** earn 120+ percent of County MFI

Household income limits are adjusted by household size. **Chart 2-16** shows the 2009 income limits by household size for San Luis Obispo County.

Chart 2-16 Household Income Limits by Household Size

	Persons per Household				
Income Categories	**1**	**2**	**3**	**4**	**5**
Extremely Low-Income (<30% MFI)	$14,900	$17,000	$19,150	$21,250	$22,950
Very Low-Income (30% - 50% MFI)	$24,800	$28,300	$31,850	$35,400	$38,250
Low-Income (50% - 80% MFI)	$39,650	$45,300	$51,000	$56,650	$61,200
Median Income (MFI)	$49,550	$56,650	$63,700	$70,800	$76,450
Moderate-Income (80% - 120% MFI)	$59,450	$67,950	$76,450	$84,950	$91,750

Source: HCD, 2009

Housing affordability in Pismo Beach can be inferred by comparing the cost of renting or owning a home with the income levels of households of different sizes. **Chart 2-17** shows the annual income ranges for very low, low, and moderate-income households and the maximum affordable payment based on the standard of 30 percent of monthly household income going towards housing costs.

As illustrated in **Chart 2-17**, only above-moderate income households can afford a single-family home, a condominium, or even a mobile home. Moderate-income households can afford no more than $2,000 in rent each month, enough to afford a market rate rental unit. Lower income households cannot afford to rent market-rate units without potential overpayment or overcrowding.

Chart 2-17 Housing Affordability

Income Group	HCD Income Limits		Monthly Housing Costs		Maximum Affordable Price	
	Max Annual Income	Affordable Payment	Utilities	Taxes & Ins.	Own	Rental
Very Low						
One Person	$24,800	$620	$75	$116	$79,463	$545
Two Person	$28,300	$708	$100	$130	$88,577	$608
Three Person	$31,850	$796	$125	$143	$97,871	$671
Four Person	$35,400	$885	$150	$157	$107,167	$735
Low						
One Person	$39,650	$991	$75	$195	$133,594	$916
Two Person	$45,300	$1,133	$100	$220	$150,543	$1,033
Three Person	$51,000	$1,275	$125	$245	$167,676	$1,150
Four Person	$56,650	$1,416	$150	$270	$184,626	$1,266
Moderate						
One Person	$59,450	$1,486	$75	$301	$205,768	$1,411
Two Person	$67,950	$1,699	$100	$341	$233,107	$1,599
Three Person	$76,450	$1,911	$125	$381	$260,444	$1,786
Four Person	$84,950	$2,124	$150	$421	$287,783	$1,974

Notes:
Utility costs for renters assumed at $70 per month and increase $25 for each additional person.
Monthly affordable rent based on payments of no more than 30% of household income
Property taxes and insurance based on averages for the region
Calculation of affordable home sales prices based on a 10% down payment, annual 6% interest rate, 30-year mortgage, and monthly payment equaling 30% of gross income
Source: Lisa Wise Consulting, Inc.

6. Housing Problems

A continuing priority of communities is maintaining quality of life. A key measure of quality of life is the extent of "housing problems." According to the federal government, the term "housing problems" refers to overpayment and overcrowding. Housing overcrowding refers to a situation where there are more people than the number of rooms. Housing overpayment refers to spending more than 30 percent of income for housing costs. **Chart 2-18** shows the prevalence of housing overpayment in Pismo Beach by tenure and income category. As the chart shows, 87 percent of very low income renters

overpay for housing, compared to 52 percent of very low income home owners. 44 percent of all renters in the City overpay for housing, while 31 percent of all homeowners overpay.

Chart 2-18 Housing Overpayment in Pismo Beach

Households by Tenure	Renters			Owners		
	Total	Overpay	Percent	Total	Overpay	Percent
Very Low	475	415	87%	231	121	52%
Low	300	183	61%	254	109	43%
Moderate	218	45	21%	352	97	28%
Above-Moderate	489	6	1%	1,069	262	25%
Total	**1,482**	**649**	**44%**	**1,906**	**589**	**31%**

Source: U.S. Census, 2000

Escalating housing prices have edged out lower and moderate-income families who can no longer afford housing in the community. Residents may also choose to pay more for housing, leaving limited financial resources to pay for other necessities. According to the Census, between 1990 and 2000 the percentage of homeowners overpaying for housing remained stable at 31 percent. However, the number of renters overpaying for housing increased from 38 percent to 44 percent during the same time period.

The prevalence of housing overpayment is most severe for lower income households. Among renters, 87 percent of very low- and 61 percent of low-income households overpay for housing. Among homeowners, 52 percent of very low- and 43 percent of low-income households overpay for housing.

Overcrowding can occur when housing costs are so high relative to income that families double up or reside in smaller units, which tend to be more affordable, to devote income to other basic living needs. Overcrowding also tends to result in accelerated deterioration of homes, a shortage of off-street parking, increased strain on public infrastructure, and additional traffic congestion. However, as illustrated in **Chart 2-19**, only 72 households (less than two percent) lived in overcrowded conditions (all renters).

Chart 2-19 Overcrowded Households

Persons per Room	Households	Percent
1.00 or less	4,155	98.3%
1.01 to 1.50	24	0.6%
1.51 or more	48	1.1%
Total	**4,227**	**100%**

Source: U.S. Census, 2000

7. Extremely Low Income Households

Extremely low income households earn less than 30 percent of the County median household income. **Chart 2-20** indicates that there are 230 renter and 190 owner very low income households in the City. The RHNA for Pismo Beach estimates the need for 36 very low income housing units between 2007 and 2014, of which 50 percent should be for extremely low income households. Therefore, it is projected that an additional 18 extremely low income households will be added to the City.

Chart 2-20 Housing Problems for All Households

	Renter	Owner	Total
Household Income <=30% MFI	230	190	420
% with any housing problems	69.6	26.3	50
% Cost Burden >30%	69.6	26.3	50
% Cost Burden >50%	52.2	15.8	35.7
Household Income >30% to <=50% MFI	242	305	547
% with any housing problems	86.4	37.7	59.2
% Cost Burden >30%	86.4	37.7	59.2
Household Income >50 to <=80% MFI	303	370	673
% with any housing problems	67.3	40.5	52.6
% Cost Burden >30%	49.2	33.8	40.7

Source: CHAS 2000

8. At-Risk Units

The City has one affordable housing project owned by People's Self Help Housing, the Seahaven Apartments, which provides 12 units of affordable housing for lower income households. In October 1998, the project was rehabilitated with financing from State HCD Home and local CDBG funds. The affordability controls extend for thirty years, from 1998 through 2027. Thus, Seahaven Apartments is not at-risk of conversion during the planning period. Should the project become at-risk, the City will consider providing technical and financial assistance to continue the affordability controls on the project. There are no other units that are considered at-risk for conversion (see Program HE-26).

D. Special Housing Needs

Certain groups encounter difficulty finding affordable housing due to special circumstances. Special circumstances may be related to one's employment type and income, family characteristics, medical condition or disability, and/or household characteristics. **Chart 2-21** lists special needs populations data available in the Census. In addition to the information shown in the Chart, this section also addresses the homeless and farmworkers. The

housing needs for each group are evaluated and major programs available to address their housing and services needs are identified.

Chart 2-21 Special Needs Populations

Special Needs Group	1990		2000	
	Number	Percent	Number	Percent
Senior Households	1,244	33%	1,438	34%
Disabled Residents	949	12%	1,245	15%
Female Headed Households	1,077	29%	1,293	31%
Single-Parents	173	5%	222	5%
Large Households	118	3%	141	3%
Residents Employed in Farming	126	2%	24	<1%

Source: U.S. Census, 1990 and 2000

1. Senior Households

As illustrated in **Chart 2-22**, 1,506 Pismo Beach households (36 percent) were headed by seniors (persons age 65 years and older) in 2000. Seniors typically have special needs due to disabilities, health care needs, and fixed income. With respect to their housing status, 223 senior households rent homes and 1,283 senior households own their homes. An additional number of seniors live with family members or in a retirement home. Of the 2,081 Pismo Beach non-institutionalized seniors, 30 percent have a disability.

Chart 2-22 Senior Households

Householder by Age	Owner		Renter		Total	
	Number	Percent	Number	Percent	Number	Percent
Total 65 and over	1,283	48%	223	14%	1,506	36%
65 to 74 years	647	24%	96	6%	743	18%
75 to 84 years	471	18%	119	8%	590	14%
85 years and over	165	6%	8	1%	173	4%
Total 64 and under	1,369	52%	1,355	86%	2,724	64%
Total (all ages)	**2,652**	**100%**	**1,578**	**100%**	**4,230**	**100%**

Source: U.S. Census, 2000

Although many seniors own their homes, one-third of senior homeowners live in mobile home parks. The 2000 Census reports that mobile homes sold for a median price of $370,000 – $100,000 less than the median price of single-family residences. Maintaining and repairing a residence with a fixed retirement income can be problematic. Renters face many of the same housing affordability issues, except they are more susceptible to displacement due to changing rental costs. While only 17 percent of senior homeowners overpaid for housing, 53 percent of senior renters overpaid.

As illustrated in **Chart 2-23**, senior households by income group are on par with the general Pismo Beach population. Approximately half of all senior households earn very-low and low incomes, and the other half earning moderate and above-moderate incomes.

Chart 2-23 Senior Households by Income Group

	Renter	Owner	Total
Very Low	36%	29%	30%
Low	19%	19%	19%
Moderate and Above-moderate	45%	52%	51%

Source: CHAS 2000

2. Large and Female-Headed Households

State law identifies large families with children and female-headed households as having special needs due to their income challenges, child care expenses, and need for affordable housing. According to the 2000 Census, Pismo Beach is home to 1,293 female-headed households and 139 large households with five or more members. Fifty-five percent of the female-headed households are age 65 or less.

In 2000, 42 percent or 542 female-headed households rented; 751 owned. The median family income for female-headed households with children was $31,250, compared to $66,429 for married-couple families. In 2000, 17 percent of the City's female-headed families with dependent children lived in poverty. Of the 139 large households, 50 households (36 percent) were renter occupied.

3. Persons with Disabilities

Persons with disabilities have special housing needs because of employment and income challenges, need for accessible and appropriate housing, and higher health care costs. A disability is defined broadly by the Census Bureau as a physical, mental, or emotional condition that lasts over a long period of time and makes it difficult to live independently. The 2000 Census defines five non-work disabilities: sensory, physical, mental, self-care, and go-outside-home. **Chart 2-24** shows the number and percentage of persons with disabilities in the City.

Chart 2-24 Persons with Disabilities by Type		
Total disabilities for people 5 to 64 years	**1,025**	**47%**
Sensory disability	85	8%
Physical disability	262	26%
Mental disability	175	17%
Self-care disability	49	5%
Go-outside-home disability	121	12%
Employment disability	333	32%
Total disabilities for people 65 years and over	**1,140**	**53%**
Sensory disability	269	24%
Physical disability	417	37%
Mental disability	168	15%
Self-care disability	67	6%
Go-outside-home disability	219	19%
Total disabilities for all ages	**2,165**	**100%**

Source: U.S. Census, 2000

As shown in **Chart 2-25**, Pismo Beach has 1,245 non-institutionalized disabled residents, representing 15 percent of the population. 30 percent are employed with a disability, 20 percent are not employed with a disability, and half are seniors.

Chart 2-25 Employment Status of Persons with Disabilities		
	Number	**Percent**
Age 5-64, Employed Persons with a Disability	368	30%
Age 5-64, Not Employed Persons with a Disability	259	20%
Persons Age 65+ with a Disability	618	50%
Total Persons with a Disability	1,245	100%

Source: U.S. Census, 2000

Disabled persons have special needs in that many earn very low incomes, have higher health care costs, and are often dependant on supportive services. Living arrangement needs for disabled persons depend on the severity of the disability. Many persons live independently or with other family members. To maintain independent living, disabled persons may need special housing design features, income support, and in-home supportive services. Pismo Beach does not have residential care The Community Care Licensing Division of the State Department of Social Services indicates that 60 facilities are located countywide; however, none are located in Pismo Beach.

4. Homeless Persons

Homelessness is a pressing issue in San Luis Obispo County. In 2006, the County's Continuum of Care (CoC) documented 2,408 homeless persons of which 515 are chronically homeless. The homeless population in San Luis

Obispo County consists of both families and individuals. In 2006, the CoC documented 1,060 homeless persons in family households with children. Beyond the need for housing, they are likely to have other needs, such as support services. Pismo Beach is home to less than 25 homeless people.

As there is no homeless shelter in Pismo Beach, the Police Department refers homeless persons to the Maxine Lewis Memorial Shelter in San Luis Obispo, the only homeless shelter in the County. The Shelter provides 49 beds nightly year-round. An additional 15 to 30 beds are added through the Interfaith Coalition for the Homeless. The Shelter offers meals, showering facilities, message services, case management, information referral, and specialized health screenings. Case managers help clients stabilize their income or benefits to secure housing, and find appropriate resources to meet personal goals. In addition, case managers collaborate with numerous local agencies to address such client issues as mental health, drug and alcohol addiction, and family preservation.

5. Farmworkers

Farmworkers are defined as persons whose primary incomes are earned through permanent or seasonal agricultural labor. Permanent farmworkers work in the fields, processing plants, or support activities on a year-round basis. When workloads increase during harvest periods, the labor force is supplemented by seasonal or migrant labor. Farmworkers' housing needs arise from their limited income and unstable nature of their employment.

Although the County is located within a large agriculture region, the City is located within the urban boundary of coastal communities, which is not suitable for agricultural uses. Agricultural zones, however, surround the City, with wine grape production to the east and broccoli and strawberry production two miles south. As of the 2000 Census, only 13 residents in the City were working in the agricultural sector, all of whom were male.

According the San Luis Obispo County Department of Agriculture, agricultural revenue for the County reached $653 million in total sales in 2007, a $23 million (four percent) increase from $630 million in 2006. The sale of wine grapes accounted for the largest percentage of total sales with $141 million in revenue (22 percent). This is followed by the sale of Broccoli, which accounted for $77 million (12 percent) in total revenue.

Chapter 3
Housing Constraints



Government policies and regulations impact the price and availability of housing and, in particular, the provision of affordable housing. Constraints include residential development standards, fees and taxes, and permitting procedures. Providing infrastructure and services also increases the cost of producing housing. One of the greatest constraints to affordable housing production is the chronic shortage of State and federal financial assistance.

This Chapter addresses potential nongovernmental and governmental constraints and focuses on mitigation options available to the City.

A. Market Constraints

Land costs, construction costs, and market financing are major variables in the cost of housing and hinder the production of new affordable housing. Although many constraints are driven by market conditions, jurisdictions have some leverage in instituting policies and programs to alleviate the constraints.

1. Land and Construction Costs

Land costs in Pismo Beach are relatively high due to the demand for housing, lack of vacant land, and proximity to the ocean. A review of realtor websites in March 2009 provided 11 vacant lots for sale within the City. Of that sample, those in single-family residential neighborhoods were selling for $23 to $115 per square foot. Beachfront lots were selling at much higher rates, starting at $287 per square foot. As a result, there will be an emphasis on higher priced housing to recuperate the cost of land and construction, unless land cost is mitigated with public assistance.

Another major cost associated with building a new house is building materials, which can make up 50 percent of the sales price. Construction costs per square foot for a good-quality wood frame single-family residential unit is roughly $110, while custom homes cost much more. Homes being built in Pismo Beach are typically high-end custom homes. Costs for wood frame, multi-family unit construction average about $95 per square foot.

2. Availability of Financing

The availability of financing affects the ability to purchase or improve homes. In Pismo Beach, 242 applications for conventional mortgage home loans were received in 2007, of which 60 percent were approved by lenders and accepted by applicants (see **Chart 3-1**). The remainder of applications were denied, withdrawn, closed due to incompleteness, or approved but not accepted by the applicants.

Chart 3-1 Disposition of Home Loans

	Home Purchase		Home Improvement	
Applicant Income	Total Apps.	Percent Originated	Total Apps.	Percent Originated
Total	242	60%	27	44%

Source: Home Mortgage Disclosure Act data, 2007

Reflecting the City's high housing costs, there were no applicants recorded for government assisted home purchase loans such as VA, FHA, and FSA/RHS, given the sales price limitations on these programs.

Most applications for home purchase loans were filed by upper income households, an expected result given the high price of housing in Pismo Beach. The approval rate was over sixty percent among upper income applicants, but lower for lower and moderate income households.

B. Governmental Constraints

Local policies and regulations impact the price and availability of housing and in particular, the provision of affordable housing. Land use controls, site improvement requirements, fees and exactions, permit processing procedures, and various other issues constrain the maintenance, development and improvement of housing. Currently the City does not have in place a standardized development concessions list established for affordable housing. Program H-19 provides further detail.

1. Land Use Controls

The Land Use Element of the Pismo Beach General Plan sets forth policies for residential development. These land use policies, coupled with zoning regulations, establish land allocation for different uses. Housing supply and costs are affected by the amount of land designated for residential use, the density at which residential development is permitted, and the standards that govern the character of development.

Development within Pismo Beach is governed by two zoning codes: the 1983 Zoning Code applies to areas within the Coastal Zone and the 1998 Zoning Code applies to property outside of the Coastal Zone. The 1983 Zoning Code covers approximately two-thirds of the community.

Chart 3-2 summarizes the General Plan land use designations and the zoning districts that either allow by right or conditionally permit residential development.

Chart 3-2 Residential Land Use Controls within Pismo Beach

General Plan Land Use Category	Coastal	Zoning District(s)	Maximum Density
Residential Low Density	Coastal	R-1	One unit per parcel
	Non-Coastal	RSL	One unit per parcel
Residential Medium Density	Coastal	R-2, R-3	22 units per net acre
	Non-Coastal	RS-M, RR-L	22 units per net acre
High Density	Coastal Non-Coastal	R-4, R-R RR-H	30 units per net acre
Mixed Use	Coastal Non-Coastal	C-1 CD-M, CD-V, CD-C	C-1 & CD-C use permit; CD-M and CD-V: 1 du. per 1,500 square feet of site area;
Planned Residential	Coastal	P-R	One unit per parcel, unless use permit specifies otherwise

Notes: RSL: Single-Family Low Density Residential, RSM: Single Family Medium Density Residential, RR: Resort Residential, CRS: Resort Commercial, CD: Downtown Commercial, CD--M: Mixed-Use and Resident Commercial, CD-C: Central Core District, CD-V: Visitor Services, CG: General Commercial, CS: Service Commercial
Source: 1983 and 1998. Pismo Beach Zoning Code and 1992 Land Use Element.

2. Provisions for a Variety of Housing

Pismo Beach provides for a wide range of housing types throughout the community. The following describes the major provisions in the Zoning Code allowing residential uses.

Conventional Housing

Single-family homes are permitted in all residential zones, except for the R-4, PR, and CD-M zones, where such housing is permitted conditionally.

Pursuant to State law, manufactured housing placed on a permanent foundation is considered a single-family dwelling and is permitted in all zoning districts that allow single-family housing subject to architectural review. Within the Coastal Zone, mobile home parks are permitted with the M-H zone. Outside of the Coastal Zone, mobile home parks are conditionally permitted in the RSL, RSM and RR zones.

Within the Coastal Zone, multi-family housing of less than four units is permitted in the R-3 and R-R zones, but conditionally permitted in the R-2, P-R and R-4 zone. Multi-family housing of four or more units is permitted in the R-3 and R-R zones and is conditionally permitted in the P-R and R-4 zones. Outside of the Coastal Zone, the Zoning Ordinance permits multiple family developments in the RR-L and RR-H zones. Multi-family development is conditionally permitted in the CD-M and CD-V zones.

Mixed-Use Development

Pismo Beach allows mixed use development within several areas of the City. As identified in the Pismo Beach Zoning Code, the intent of mixed-use development is to provide a continuous frontage of retail shops and commercial business establishments at the street level, while providing opportunities for downtown living on the second floor and/or to the rear of the lot. The development of mixed use provides new employment and housing opportunities for residents.

Within the Coastal Zone, apartments as secondary uses are conditionally permitted within the Retail Commercial (C-1) zone. Apartments are permitted on the second floor or rear of C-1 buildings in conjunction with a permitted business. Outside the Coastal Zone, the CD-C, CD-M, and CD-V zoning districts allow mixed-use development provided the entire ground floor street frontage is dedicated exclusively for commercial uses. Mixed-use development standards require the entire ground floor street frontages be nonresidential. However, within single-story structures, residential uses are permitted on the rear half of the lot, occupying less than 40 percent of the ground floor area.

Secondary Dwelling Units

Secondary units are defined within the Pismo Beach Zoning Code as dwelling units that are added to, attached or detached from a single-family dwelling unit on the same parcel. Secondary dwelling units provide quarters for independent living areas, sleeping, cooking, and sanitation facilities. Secondary units are permitted in R-1, R-2, R-3, R-R, and P-R Coastal Zones and outside the Coastal Zone within the RSL, RSM, and RR zones. The only exception is in Pismo Heights, where the City Council adopted required findings. Secondary units are permitted on lots/parcels where there is one

existing or planned residence. There is no minimum parcel size for lots that allow secondary units. Secondary dwelling units require no discretionary approval, with the exception of hillside developments. Secondary units proposed on a thirty percent or greater slope do require approval of a CUP by the Planning Commission. Parking requirements for secondary units are shown in **Chart 3-7**.

Housing for People with Disabilities

The Lanterman Development Disabilities Services Act declares that mentally and physically disabled persons are entitled to live in normal residential surroundings. A State-authorized, certified, or licensed family care home, foster home, or group home serving six or fewer disabled persons or dependent and neglected children on a 24-hour-a-day basis is considered a residential use that is permitted in all residential zones. No local agency can impose stricter zoning or building and safety standards or require variances on these homes than those required for homes in the same district.

The 1983 Zoning Code for the Coastal Zone conditionally permits family care facilities serving six or fewer residents in residential zones and conditionally permits larger facilities, called group care facilities, in the R-3 and R-R zones. Outside the Coastal Zone, the 1998 Zoning Code permits residential care facilities serving six or fewer persons by right in all residential zones and conditionally permits larger facilities in the same zones. Program HE-24 proposes amending the 1983 Zoning Code for the Coastal Zone to allow small residential care facilities in all residential zones.

Transitional Housing and Emergency Shelters

Temporary emergency shelter for the homeless is typically defined as a residential facility, lodging house, or dwelling where no rent is paid, which provides temporary accommodation to homeless persons and/or families. The 1998 Zoning Code permits emergency shelters by right within the RSM, CRS, CG, CS, CD-C, CD-M and CD-V zones. The City currently has over 2.27 acres of vacant CD-M commercial land that can accommodate the development of an emergency shelters. The Zoning Code is silent on the provision for transitional facilities. State legislation SB 2 requires that transitional housing and supportive housing be considered residential uses subject to the same restrictions that apply to the equivalent housing types in the same zone.

To ensure consistency with State law, Program HE-29 proposes to make transitional and supportive housing subject to the same requirements as residential uses.

Chart 3-3 and **Chart 3-4** summarize the housing types permitted in the community by zoning district. Each use is designated by a letter denoting whether the use is permitted by right (P) or conditionally permitted (CUP).

Chart 3-3 Residential Uses Permitted in the Coastal Zones

Types of Housing	Zoning District						
	R-1	R-2	R-3	R-4	R-R	P-R	M-H
Single Family	P	P	P	CUP	P	CUP	
Duplexes/Triplexes		P	P	CUP	P	CUP	
Multiple family		CUP	P	CUP	P	CUP	
Condominiums			CUP		CUP	CUP	
Mobile Home Parks							P
Mobile Home	P*			CUP	P		P
Secondary Units	P	P	P		P	P	
Family care facilities	CUP	CUP	CUP				
Boarding Homes			CUP		CUP		
Group care facilities			CUP		CUP		

Note: P=Permitted use, CUP=Conditional use permit
Source: City of Pismo Beach Zoning Code. 1983

Chart 3-4 Residential Uses Permitted Outside Coastal Zone

Types of Housing	Zoning District						
	RSL	RSM	RR (L/M)	CRS/CG/CS	CD-C	CD-M	CD-V
Single Family	P	P	P			CUP	
Condominiums		P	CUP				
Duplexes		P				P	CUP
Multiple family			P			CUP	CUP
Mobile Home Parks	CUP	CUP	CUP				
Mobile Home	P	P	P				
Emergency Shelters		CUP		P	P	P	P
Secondary Units	P	P	P				
Senior Housing		P	P				
Boarding Homes			CUP				
Mixed Use					CUP	CUP	CUP
Adult day care facilities	CUP	CUP	CUP				
Residential care (6 or fewer)	P	P	P			P	P
Residential care (7 or more)	CUP	CUP	CUP				

Note: P = Permitted use, CUP = Conditional permitted use
Source: City of Pismo Beach Zoning Code, 1998

3. Residential Development Standards

The City regulates the type, location, density, and scale of residential development primarily through the Zoning Code. Zoning regulations are designed to promote the health, safety, and general welfare of residents as well as implement the policies of the General Plan. The Zoning Code also serves to preserve the character and integrity of neighborhoods. **Charts 3-5** and **3-6** summarize residential development standards in Pismo Beach.

Chart 3-5 Residential Development Standards

Development Feature	Residential Land Use Designations			
	Low Density	**Medium Density**	**High Density**	**Planned Residential**
Coastal Zone	R-1	R-2, R-3	R-4, R-R	
Outside Coastal	RSL	RS-M, RR-L	RR-H	PR
Maximum Density	One per parcel	22 units per net acre	30 units per net acre	As specified
Minimum Lot area	5,000 sq.ft.	5,000 sq.ft.	R-R and RR-H: 5,000 sq.ft. R-4: 20,000	Determined by use permit*
Front Setback				
Parcels >4,000 sq. ft.	20% of depth of lot width	20 ft. for all structures RS-M: 20% of depth of lot, with min width requirement of 10 ft. RR-L: 15 ft. for all structures	15 ft. for all structures	As specified
Parcels <4,000 sq. ft.				As specified
Second Floor		As determined by review authority		
Front, bluff-top lot		15 ft.		N.A.
Slides		5 ft.		As specified
Street side		10 ft.		As specified
Rear				10% of average lot depth, with 5 ft. min and max of 10 ft.
Parcel depth>10ft.		10 ft.		
Parcel depth<70ft.		5 ft.		
Bluff-top	25 ft. from top of bluff for parcels subdivided before 1-23-81: as determined by geologic study for parcels subdivided after 1-23-81			As specified
FAR				As specified
Parcels <2,700 sq. ft.	0.86 max			As specified
Parcels >2.700sq. ft.	0.72 max			
Site Coverage	R-1: 55% RS-L: 50%	55% except for RS-M: 50%	55%	Not to exceed 40%*
Height**	R-1: 25 ft. RSL: 25 ft. from site grade	R-2: 25ft. R-3 & RR-L: 35 ft. RS-M: 25-35 ft. from site grade	35 ft.	Determined by use permit*

Note: Maximum number of dwelling units allowed per net buildable acre in a single-family subdivision or a multi-family project. The actual number of units allowed is determined through the subdivision or land use permit process, as applicable.
*Single-family detached homes must comply with R-1 regulations.
** Exceptions and further restrictions subject to Height Overlay District
Source: 1983 and 1998 Pismo Beach Zoning Code.

Chart 3-6 Residential Standards in Commercial Zones

Development Feature	Commercial Zones	
	CD-C	CD-M CD-V
Lot area	5,000 sq.ft. or as required by CUP	5,000 sq. ft.
Front Setback	10 ft. where side lotline abuts housing, none otherwise	15 ft.
Sides	None	5ft. min for residential
Rear	None	10 ft. min. for residential
Bluff-top	25 ft. from the top of the bluff for parcels subdivided before 1-23-81; as determined by geologic study for parcels subdivided after 1-23-81.	
FAR	2.0 max.	1.25 min. for residential
Site coverage	80%	55% for residential
Height	35 ft.	35 ft; 25 ft. for single-family

Source: 1998 Pismo Beach Zoning Code

Development standards are generally the same for proposed projects within or outside the Coastal Zone. Within the Coastal Zone, densities range from one to four units per acre in the low density zones to 30 units per acre in high density zones. Minimum lot sizes are 5,000 square feet except for 20,000 square feet in the R-4 zone. With the exception of the P-R district, maximum building coverage is 55 percent. No buildings can exceed 35 feet in height, with building height limited to 25 ft in the R-1 and R-2 zones. The General Plan specifies nine Height Limitation (HL) overlay districts to protect hillside, canyon and coastal views. With the exception of a 15-foot height limit in one sub-district and oceanfront sites, the height limit in most districts is 25 feet.

In the Coastal Zone, multi-family residential use is permitted by right in the R-R zone and is conditionally permitted in the R-4 zone while mixed use development is permitted in the Downtown Commercial Core. Outside the Coastal Zone, multi-family projects are permitted in the RR zone and 2nd story residential is conditionally permitted in two commercial districts.

The Planned Residential (PR) zone allows for flexibility in design and structures best suited to the site and to accommodate environmental constraints. Single- and multiple-family housing is permitted subject to a conditional use permit. Densities within the P-R zone are often set by the General Plan, typically no more than 8 units per acre. Any proposed development in the PR zone must comply with the applicable Specific Plan.

Finally, although the City's Zoning Code permits a wide range in housing types that facilitate different housing price levels, single-family homes are

allowed in multiple family zones. This provision could potentially constrain the City in encouraging the production of multiple family housing in higher density residential zones where necessary to meet City production goals. To address this potential constraint, Program HE-19 proposes to prohibit single-family housing from being built in the multiple family residential zones, unless the lot cannot physically accommodate more than one unit.

Parking Standards

The City's parking requirements are based upon unit type and size. Shown in **Chart 3-7**, parking requirements are typically two spaces per single-family residential unit. Multi-family residential units have a reduced requirement based on the size of unit, but generally average two spaces per unit after accounting for guest parking. Reductions in parking spaces are allowed for uses that serve tenants with low vehicle-ownership rates, such as senior housing, rooming homes, and convalescent homes. Program HE-4 proposes the adoption of an exceptions ordinance and greater flexibility in the Density Bonus program to allow for such flexibility. Additionally, Program HE-25 proposed to clarify parking standards for secondary units (referred to as both secondary dwelling units and secondary residential units in the City's Zoning Code).

Chart 3-7 Parking Standards

Residential Land Use	Parking Required
Single-family dwellings, duplexes	2 garage spaces; both within a garage on parcels larger than 2,700 sq.ft.; one within a garage on parcels less than 2,700 sq.ft. Carports not allowed for single-family dwellings.
Senior convalescent housing	1 space per 1.5 living units
Multi-family, condominiums, senior non-convalescent dwellings	Studio and 1-bedroom units of less than 600 sq.ft.- 1 space/unit; all other units require 2 spaces/unit Guest parking- 1 space per 4 units for projects 50 units or less; 1 space per 2 units for larger projects
Mobile home parks	2 spaces per unit, 1 covered; plus 1 space for each 4 units
Mobile homes outside of parks	2 spaces per unit, 1 covered
Secondary dwelling units1	1 space per unit
Secondary residential units1	1 in a garage or carport
Rooming and boarding Homes	One parking space per sleeping room, or one space per 100 sq.ft. of sleeping area

Notes: 1. 1998 Zoning Code lists secondary dwelling units and secondary residential units.
Source: 1983 and 1998 Pismo Beach Zoning Code.

Open Space

In highly dense residential environments, open space between housing units and buildings can provide a more pleasant setting and more livable environment. As a means to improve the quality of high density residential

complexes, multi-family projects must comply with open space requirements. In non-coastal zone areas, new residential projects are required to provide common outdoor space (not including required front or street side setbacks) of 400 square feet per unit. Private outdoor space in the form of patios, decks, fenced yards, and similar spaces shall also be provided at 75 square feet per bedroom. Requirements may be modified through either Site Plan and Architectural Review or the Conditional Use Permit approval. No analogous provision applies for residential projects in the coastal zone.

Adequacy of Density and Development Standards

Densities of 20 units per acre or more are preferable for affordable rental housing. Moreover, projects should also incorporate amenities such as open space, common areas and community space that are vital to livability and appeal.
A more critical factor than achievable densities in creating affordability is access to financing that can write-down (reduce the book value of an asset) the cost of the land and, if possible, any required off-site improvements. Depending on the desired affordability, it may be necessary to write land costs down to zero. Of equal importance is to ensure that the parcel is large enough to achieve a certain construction and management "critical mass." Small in-fill type development projects, while necessary and attractive, are difficult to develop, finance and manage over the long-term. Typically, projects should be at least 30 to 40 units.

The Zoning Code provides density and development standards to facilitate affordable housing. Multi-family projects can be built at 22 to 30 units per acre in medium and high density residential zones. An apartment project at 24 units per acre in the R-3 district and a 12-unit condominium project at 28.5 units per acre in the R-4 district were built within the last seven years. Both projects achieved maximum density while complying with current open space, height, and parking space requirements in the Zoning Code.

To achieve density increases the City implements the State's density bonus program (Government Code 65915) through Chapter 17.26 of their 1998 Zoning Code, updated in 2000. The requirements of Chapter 17.26 allow for a density increase of up to twenty-five percent over the maximum allowable residential density under the Zoning Code and General Plan. Density bonus requirements' were not established in the 1983 Zoning Ordinance; therefore no specific standards exist for projects within in the Coastal Zone.

Two recent legislative actions, SB 1818 and AB 2280, have recently been passed, that amended the State density bonus program. SB 1818 became effective in January 2005. Under SB 1818, applicants are eligible for a range of density bonuses up to 35 percent, based on the percentage of affordable

units in a development. Applicants are also eligible for an innovative new land donation density bonus. Jurisdictions are required to offer at least one to three incentives (reductions in parking, for example), based on the percentage of affordable units in a development. SB 1818 also limits parking requirements that may be imposed by the Zoning Code's parking standards.

AB 2280 became effective in September 2008. The bill institutes various changes to the density bonus law, most notably the bill amends the timing for density bonus requests, clarifies density bonus requirements for senior housing, and institutes a 10 percent across the board increase in the percentage of affordable units that must be included in a project to qualify for incentives.

The City's zoning requirements in both the Coastal Zone and inland areas have not been updated to be consistent with SB 1818 and AB 2280. Therefore, Program HE-4 proposes to bring the City into compliance with current State density bonus law.

Program HE-20 also proposes a housing incentive program to further encourage the development of affordable and higher density market rate housing. The Program considers the following provisions:

- Exceptions to regulations encouraging the use of current substandard lots;
- Lot consolidation provisions to allow the assemblage of parcels into larger sites to accommodate affordable housing; and
- Density bonus provisions and specification of modifications in development standards to facilitate maximum density.

4. Development Fees

The City charges various fees and assessments to cover the costs of processing permits and providing services. Impacts fees are also charged to cover the cost or providing municipal services or mitigating project impacts. These fees are summarized in **Chart 3-8**. The total amount of fees varies from project to project based on location (within or outside of Coastal Zone) and the cost of mitigating environmental impacts. The school district charges impact fees to pay for school construction projects; however these fees are controlled by the school district.

City records provided examples of fees charged on new housing projects. Two projects submitted between 2008 and 2009 were reviewed - a 2,000 square foot single family residential project and four-plex apartment building/office project. Fees ranged from approximately $30,800 to $35,700 per unit. Impact fees comprised the largest share. (See **Chart 3-9**.)

Note: The fees shown in Charts 3-8, 3-9, and 3-10 are effective as of May 29, 2009. However, all fees are subject to change.

Chart 3-8 Planning and Development Fees

Fee Category	Fee Amount
Planning Commission and City Council	**Single Family**
Coastal Development Permit	$3,785
Development Permit	$3,785
Conditional Use Permit	$2,800
Development Agreement	$10,000
Variance	$1,170
Tentative Parcel Map	$4,205
Tentative Tract Map	$4,205 + $380/per lot over 4 lots
Planned Development Permit; Minor (SFR's & Parcel Maps)	$2,565
Planned Development Permit; Major (Subdivisions)	$5,835
Condominium Conversion	$8,000 deposit[1]
Environmental Review	
Environmental Initial Study: Minor	$1,395
Environmental Initial Study: Major	Deposit determined by staff2
Administrative & Ministerial Actions	
Administrative Development Permit	$435
Administrative Coastal Development Permit	$460
Zoning Clearance	$170
Amendments	
Local Coastal Plan – Minor	$5,000[2]
Local Coastal Plan – Major	$10,000[2]
General Plan – Minor	$2,635
General Plan – Major	$10,000[2]

Impact		
	Single Family	**Multi-Family**
Police	$751	$589
Fire	$903	$707
Traffic	$1,432	$859
Park and Recreation Improvements	$2,592	$2,028
Wastewater	$3,253	$2,389
Water	$9,296	$7,275

Notes:
1. Total charged at hourly rates + additional outside costs.
2. Total based on hourly rates + outside costs.

Source: City of Pismo Beach Zoning Code. 1998

Chart 3-9 Development Fees for New Housing

Development Fee Category	Development Fees per Unit	
	Single Family 2,000 Sq.Ft.	3-plex Apartment/Office
Building fees	$8,369	$18,515
Planning fees	$6,724	$15,385
State Water Buy-In	$7,603	$30,309
Public Facility Fee	$1,600	$4,750
Impact Fees	$10,624	$52,433
Miscellaneous	$820	$1,840
Total	**$35,730/unit**	**$110,115 or $30,807/unit**

Source: City of Pismo Beach, 2009

Fees make up approximately four to 14 percent of a home purchase price (see **Chart 3-10**). Given the prices of housing in the City and fees in other jurisdiction, fees for residential development are not a significant factor in housing costs in the City.

Chart 3-10 Proportion of Fee in Overall Development Cost for a Typical Residential Development

Development Cost for a Typical Unit	Single Family	Multiple Family
Total estimated fees per unit	$35,730 per unit	$30,807/unit
Median sale price per unit	$600,000[1]	$228,000[1]
Estimated proportion of fee cost to overall development cost per unit	6%	13.5%

Note: 1. Source: http://www.city-data.com/city/Pismo-Beach-California.html. 2008.
Source: City of Pismo Beach. 2009.

Inclusionary requirements and fees also add to housing development costs. For residential projects of five or more units, the developer can either 1) pay an in-lieu fee equal to or greater than five percent of the building permit value; or 2) dedicate land or build affordable units of equal value to the fee. Commercial projects greater than 5,000 square feet must either 1) pay an in-lieu fee of at least two percent of the building permit value; or 2) build an affordable unit or dedicate land equivalent to the in-lieu fee. (Note: The projects in **Chart-10** were less than five units and did not incur an inclusionary in-lieu fee.)

5. Building Codes and Site Improvements

Building codes and site improvements can also increase the cost of developing housing, particularly affordable rental housing. The following examines the City's building codes and site improvement standards.

Building Codes and Enforcement

Pismo Beach implements the 2007 edition of the California Building Code and other model construction codes, with amendments adopted by the California Building Standards Commission. These model codes establish standards and require inspections at various stages of construction to ensure code compliance and minimum health and safety standards. Although these standards and the time required for inspections increase housing production costs and may impact the viability of rehabilitation of older properties, the codes are mandated for all jurisdictions in California. The City has not adopted local amendments to the model codes that increase housing costs. Building inspectors are responsible for ensuring that proposed projects meet State and local codes.

Site Improvements

The City requires on-site and off-site improvements for new housing projects. Many areas of Pismo Beach are highly developed and already have infrastructure in place to serve smaller infill residential projects. Thus, the on-site and off-site improvements are minimal. Larger developments, like the Los Robles annexation area, are governed by Specific Plans. Fees also pay for many types of improvements to serve residential properties.

For unimproved areas not governed by a Specific Plan, the General Plan and City standards direct on-site and off-site improvements. For instance, local streets typically have a 56-foot right-of-way and a 36-foot curb-to-curb width, but exceptions allow for smaller roadway widths as appropriate. Collectors have a 60-foot right of way with a curb-to-curb width of 40 feet. Sidewalks five feet in width are generally required on both sides of the street, as well as an additional five-foot wide easement for future street widening.

For small infill developments, the City does not usually require fire hydrants, streetlights and signals, but would require these amenities for larger Specific Plan areas. In subdivisions, street trees are required every 30 feet. Developers are also required to install water and sewer lines. For small infill projects, developers simply install the laterals from the street main to the actual home. These on- and off-site improvement standards are typical for most communities and do not pose unusual constraints for housing development.

6. Local Processing and Permit Procedures

As a coastal community with unique environmental and topographical constraints, the City of Pismo Beach requires different levels of review for housing projects depending on the type, size, and location. Project reviews ensure that the proposed project meets applicable City regulations, State

environmental laws, and applicable building standards. The City's development review and permitting processes for residential developments are described below and summarized in **Charts 3-11** and **3-12**.

Chart 3-11 displays the review authority required for various planning decisions and permits. Chart 3-12 displays the typical timelines for approvals and permits for the City of Pismo Beach. Residential projects of less than four units typically take two months from submittal of the application through completion of public hearings. Larger residential projects can take three to six months to complete.

Chart 3-11 Permit Processing Procedures

Type of Decision	Role of Review Authority		
	Director or City Staff	Planning Commission	City Council
Zoning Clearance	Decision	Appeal	Appeal
Site Plan and Architectural Review			
- Projects in RSL, RSM, and RR districts	Decision	Appeal	Appeal
- Development in other zoning districts	Recommend	Decision	Appeal
Conditional Use Permit	Recommend	Decision	Appeal

Notes: In the coastal zone, the site plan review is called a development of coastal development permit and applies in the same manner as the site plan and architectural review.
Source: 1998 Zoning Code

Chart 3-12 Timelines for Permit Procedures

Type of Approval, Permit, or Review	Typical Processing Time
Zoning Clearance	10 days
Site Plan and Architectural Review	10 days
Site Plan and Architectural Review, Planning Commission Approval	30 days after staff approval
Conditional Use Permit	2 months
Coastal Zone Development Permit	3 - 4 months
Environmental Review Process	1 - 2 months

Zoning Clearance

The 1998 Zoning Code requires zoning clearance for all developments. For conventional single-family homes on existing lots of record and multi-family projects, City staff will approve the project over-the-counter unless the development requires an exception or modification. The zone clearance process is intended to verify that proposed structures or land use complies with the permitted list of activities allowed in the zoning district and the development standards applicable to the type of use. This process is completed within 10 working days. The process is the same for proposed projects in the coastal zone and outside the coastal zone.

Site Plan and Architectural Review

Site Plan and Architectural Review is required for proposed new housing for site design, including location of structures, landscaping, ingress/egress, parking and loading, grading and architectural design. Planning staff determines whether the application complies with site planning standards. The standards are objective in nature with graphic illustrations and descriptions. The process takes only 10 days. The process is the same for sites in the coastal zone and outside the coastal zone.

Projects on slopes exceeding 15 percent, mixed use projects, or projects seeking discretionary land use decisions require Planning Commission approval. The Planning Commission can approve the application, with or without conditions, when the proposed project meets four criteria: 1) consistency with allowable uses in the Zoning District; 2) consistency with the General or Specific Plan; 3) compliance with CEQA requirements; and 4) compatibility with existing and anticipated land uses in the vicinity. This process is typically completed within 30 days after staff approval.

Conditional Use

As indicated earlier, certain residential uses require a conditional use permit. The Planning Commission is responsible for reviewing and approving the permit after a recommendation by City staff. The Commission may grant the permit when the proposed use is in accordance with the provisions of the General Plan and the Zoning Code and appropriate conditions are met. Conditional use permits are required for certain special needs housing (e.g., residential care facilities, condominiums and mixed-use projects) as well as multi-family units in certain zones. The CUP process typically takes two months.

Coastal Development Permit

Properties within the Coastal Zone encompass the majority of the City. The City has a Local Coastal Plan (LCP) that was approved by the Coastal Commission in 1993. Therefore, approval of development projects within the coastal zone can be performed locally. Proposals for residential developments within the Coastal Zone are subject to the coastal development permit noticing requirements. Applications for development within 300 feet of the ocean or the first through road require Planning Commission review. Development in the balance of the Coastal zone area may be approved by City staff. In each case there is a 30 day review period for application completeness, with action on the application to occur within 60 days for single family homes.

Environmental Review Process

State regulations require environmental review of discretionary project proposals (e.g., subdivision maps, specific plans, use permits, etc.). The timeframes associated with environmental review are regulated by CEQA. In compliance with the Permit Streamlining Act, City staff ensures that proposals are reviewed within the CEQA guidelines timeframes.

7. Housing for People with Disabilities

California law requires jurisdictions to analyze potential and actual constraints on housing for persons with disabilities, demonstrate efforts to remove impediments, and include programs to accommodate housing designed for disabled persons. Review of the Municipal Code, permitting procedures, development standards, and building codes revealed the following findings.

Land Uses and Housing

The City permits a wide variety of housing types in the community, including conventional single- and multi-family housing, mobile homes, emergency shelters, residential care facilities, and other types of housing. To comply with State law, this Housing Element proposes to amend the Zoning Code to permit, by right, residential care facilities serving six or fewer persons and transitional housing in residential zones in a manner consistent with State law.

Development Regulations

The City enforces Title 24 of the California Code of Regulations which addresses access and adaptability of buildings to accommodate persons with disabilities. The City also requires compliance with the 1988 amendments to the Fair Housing Act, which requires a minimum percentage of dwelling units in new housing projects to be fully accessible to the physically disabled. No additional accessibility or visitability standards above State and federal law are required. Housing occupied by people with disabilities is treated like any other residential use. No unique restrictions are in place, such as minimum distances, special conditions for disabled housing, noticing procedures, special use permits, or other regulations that could constrain the development, maintenance, or alteration of housing for disabled persons.

Process for Reasonable Accommodation

Accessibility improvements to existing structures, such as a ramp, are usually handled ministerially by City staff. Attached features such as a ramp may project 20 percent into the setback and 40 percent into interior street-side setback. The fee for this process averages less than $100.

Chart 3-13 reviews not only the 1983 Zoning Ordinance and 1998 Zoning Code, but also land use policies, permitting practices, and building codes to ensure compliance with State and federal fair housing laws for persons with disabilities. To further fair housing opportunity compliance, Program HE-30 proposes the development of a reasonable accommodation provision in the Zoning Code.

Chart 3-13 Constraints on Housing for Persons with Disabilities	
Overarching and General	
Does the City have a process for persons with disabilities to make requests for reasonable accommodation? Has the City made efforts to remove constraints on housing for persons with disabilities?	Accessibility improvements to existing structures are handled ministerially by City staff. The City does not have a specific reasonable accommodation ordinance. Program HE-30 is proposed to amend the Zoning Code for reasonable accommodation.
Does the City assist in meeting identified needs?	Yes, the City requires a minimum percentage of dwelling units in new housing projects to be fully accessible to the physically disabled.
Zoning and Land Use	
Has the City reviewed all its zoning laws, policies, and practices for compliance with fair housing law?	Yes, the City has reviewed the land use regulations and practices to ensure compliance with fair housing laws.
Are residential parking standards for persons with disabilities different from other paring standards? Does the City have a policy or program for the reduction of parking requirements for special needs housing if a proponent can demonstrate a reduced parking need?	Section 17.108.070 of the 1983 Zoning Code (Coastal) mandates specific requirements (number, size, performance standards) for handicapped parking and reduced parking for new elderly housing. Section 17.34.060 of the 1998 Zoning Code (Inland) mandates the provisions of disabled parking spaces in accordance with the Uniform Building Code Section 1129B.
Does the locality restrict the siting of group homes?	Family care facilities (group homes with six or fewer residents) are restricted with cup requirements then group care facilities (group homes with seven or more residents). Only outside the Coastal Zone are family care facilities permitted by right in all residential zones. Program HE-29 is proposed to bring the City into compliance with State law in the Coastal Zone.
What zones allow group homes other than those allowed by State law? Are group homes over six persons allowed?	In the Coastal Zone (1983 Code) family care facilities require a CUP in residential zones and a CUP for group care facilities in the R-3 and R-R zones (they are not permitted in other residential zones). Program HE-24 is proposed to bring the City into compliance with State law in the Coastal Zone. Outside the Coastal Zone (1998 Code) residential care facilities are permitted by right in all residential zones and a CUP is required for larger facilities in the same zones.
Does the City have occupancy standards in the zoning code that apply specifically to unrelated adults and not to families?	No

Chart 3-13 Constraints on Housing for Persons with Disabilities	
Zoning and Land Use, *continued*	
Does the land use element regulate the siting of special needs housing in relationship to one another?	No. There is no minimum distance required between two or more special needs housing.
Permits and Processing	
How does the City process a request to retrofit homes for accessibility?	Ministerially by City Staff.
Does the City allow group homes with six or fewer persons by right in single-family zones?	Yes, outside of the Coastal Zone (1998 Code). However, a CUP is required within the Coastal Zone (1983 Ordinance). Program HE-28 is proposed to bring the City into compliance with State law in the Coastal Zone.
Does the City have a set of particular conditions or use restrictions for group homes with greater than six persons?	Yes. Group homes with greater than six persons (referred to as group care facilities in the Municipal Code) are only permitted in the R-3 and R-R zones and require a CUP in the Coastal Zone. Outside of the Coastal Zone a CUP is required in all residential zones.
What kind of community input does the City allow for the approval of group homes?	When a residential care facility is proposed in permitted zones, no other planning approval is required other than to ensure that the development conforms to the standards of the applicable Zoning Code. However, the CUP process provides the public with an opportunity to review the project and express their concerns in a public hearing.
Does the City have particular conditions for group homes that will be providing services on site?	No, the City does not have special standards for group homes regarding location, design or operation.
Building Codes	
Has the locality adopted the Uniform Building Code?	Pismo Beach has adopted the 2007 California Building Code, which incorporated the 2006 International Building Code.
Has the City adopted any Universal Design1 element into the code?	The City's Building code does not include specific regulations that require incorporation of Universal Design. With the adoption of Program HE-31, the City will encourage the incorporation of Universal Design in new construction.
Does the City provide reasonable accommodation for persons with disabilities in the enforcement of building codes and the issuance of building permits?	Nothing beyond what is required by the 2007 CAZ Building Code. Program HE-30 proposes the development of reasonable accommodation provisions in the Zoning Code.

Note:

1. Universal design can address limited lifting or flexibility (with roll-in showers and grab bars), limited mobility (with push/pull lever faucets, wide wing hinges), and limited vision (by additional stairwell and task lighting).

Source: City of Pismo Beach. 2008.

8. Energy Conservation

Planning to maximize energy efficiency and the incorporation of energy conservation and green building features, contributes to reduced housing costs. Energy efficient design for sustainable communities reduces dependence on automobiles. Additionally, maximizing energy efficiency reduces greenhouse gas emissions. In response to recent legislation on global climate change, local governments are required to implement measures that cut greenhouse gas emissions attributable to land use decisions (see discussion on Global Climate Change below). The Housing Element programs can support energy efficiency that benefits the market and the environment by:

- Establishing a more compact urban core, bringing residents close to work and services, therefore reducing automobile trips and reducing emissions;
- Implementing passive solar construction techniques that require solar orientation, thermal massing, and other energy efficient design standards; and
- Encouraging the use of solar water heating and photovoltaics.

Executive Order S-E-05 initiated the first steps in establishing greenhouse gas emission reduction targets in California. This was followed by the California Global Warming Solutions Act (AB 32), which required the California Air Resources Board (CARB) to establish reduction measures.

There are several areas where programs for energy conservation in new and existing housing units are supported by the City:

- Through application of State residential building standards that establish energy performance criteria for new residential buildings (Title 24 of the California Administrative Code).
- Through appropriate land use policies and development standards that reduce energy consumption, such as promoting more compact, walkable neighborhoods, with housing close to jobs, community facilities and shopping; planning and zoning for mixed-use and higher density development; and permitting cluster units.
- Through encouraging the use of solar energy. The Planning Commission (Section 17.105.140, 1993 Code) has the authority to encourage and/or require projects to provide either passive or active solar systems for water heating and air conditioning where feasible.

Pacific Gas and Electric (PG&E) provides a variety of energy conservation services for residents and provides several other energy assistance programs

for lower income households. These programs include their Energy Watch Partnerships and the Charitable Contributions Program.

The Energy Watch Partnerships help residents lower their energy bills and promote cleaner energy production. Through this program, PG&E has extended the reach of effectiveness of energy efficiency programs, and provided information about demand responses programs, renewable energy and self-generations opportunities.

The Charitable Contributions Program gives millions of dollars each year to non-profit organizations to support environmental and energy sustainability. Projects include residential and community solar energy distribution projects, public education projects, and energy efficiency programs. The goal is to ensure that 75 percent of the funding assist underserved communities, which includes low income households, people with disabilities, and seniors.

PG&E also offers rebates for energy efficient home appliances and remodeling. Rebates are available for cooling and heating equipment, lighting, seasonal appliances and remodeling (cool roofs, insulation, water heaters). These opportunities are available to all income levels and housing types.

Active systems use mechanical equipment to collect and transport heat, such as a roof plate collector system used in solar water and space heaters.

Passive systems use certain types of building materials to absorb solar energy and can transmit that energy later, without mechanization.

Energy Consumption

Residential water heating and heating/cooling are major sources of energy consumption. With the application of energy efficient design and the use of solar power systems, home heating and cooling can be operated on a more efficient and sustainable level.

By encouraging solar energy technology for residential heating/cooling in both retrofits and new construction the City can play a major role in energy conservation. There are two distinct approaches to solar heating: active and passive. The best method to encourage use of solar systems for heating and cooling is to not restrict their use in the zoning and building ordinances and to require subdivision layouts that facilitate solar use.

Residential water heating can be made more energy efficient through the application of solar water heating technologies. Solar water heating uses the sun to heat water, which is then stored for later use, a conventional water heater is needed only as a back-up. By cutting the amount of natural gas needed to heat water by 50 to 75 percent per building, solar water heating

systems can lower energy bills and reduce green house gas emissions. The City has the opportunity to implement solar technologies with the help of recent legislation. The Solar Water Heating and Efficiency Act of 2007 (AB 1470) has created a $250 million, ten-year program to provide consumer rebates for solar water heating systems.

Global Climate Change

The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature and is known as the "greenhouse effect". Without these natural gases, the Earth's surface would be approximately 60 degrees Fahrenheit cooler. Emissions from human activities such as electricity production and automobiles have elevated the concentration of these gases in the atmosphere, this is referred to global warming or more recently termed - global climate change. Examples of greenhouse gases include carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. The increased consumption of fossil fuels (wood, coal, gasoline, etc.) has substantially increased atmospheric levels of greenhouse gases. New housing development contributes to greenhouse gas emissions, but careful site planning and design, and the selection of environmentally friendly building materials and equipment can significantly reduce these emissions.

There are significant areas where Pismo Beach can do more to encourage energy conservation in new and existing residential development to reduce the demand on energy. There are a variety of energy efficiency and greenhouse gas emission reduction strategies that can be integrated into land use decisions related to housing. **Chart 3-14** lists strategies to address energy conservation and global climate change, developed by the California Environmental Protection Agency's Climate Action Team.

Through these and other conservation measures, the City seeks to help minimize the percentage of household income required for energy costs as well as minimize the production of greenhouse gases. Programs have been included to incorporate newly adopted state energy efficiency standards and to encourage alternative energy efficient technologies.

Chart 3-14 Strategies to Address Energy Conservation and Global Climate Change

Climate Action Team Strategy	Project Design/ Mitigation to Comply with Strategy	Housing Element Strategy
Building Energy Efficiency Standards in Place and in Progress: Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings)	Residential development projects have the potential to achieve a greater reduction in combined space heating, cooling and water heating energy compared to the current Title 24 Standards.	Ensure all new development is in compliance with CEC energy efficiency requirements as they are updated.
Smart Land Use: Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.	Specific strategies include: Promoting jobs/housing proximity and transit oriented development Encouraging high density residential/commercial development along transit/rail corridor.	The City will encourage compact residential development.
Green Buildings Initiative: Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels.	Residential development projects could increase energy efficiency percentage beyond Title 24 requirements. In addition, the project could implement other green building design (i.e., natural daylighting and on-site renewable, electricity generation).	The City shall establish regulations promoting the development of environmentally sustainable buildings that meet and exceed the provisions outlined in Title 24: Energy Efficiency Standards for Residential and Nonresidential Buildings. The City shall consider incentives for buildings that exceed those in Title 24, such as expedited permit processing.

Chart 3-14 Strategies to Address Energy Conservation and Global Climate Change (cont'd)

Climate Action Team Strategy	Project Design/ Mitigation to Comply with Strategy	Housing Element Strategy
California Solar Initiative: Installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses; increased use of solar thermal systems to offset the increasing demand for natural gas; use of advanced metering in solar applications; and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	If feasible, the project could install photovoltaic cells or other solar options.	The City should access the incentives that will be made available and provide information to developers, to encourage the installation of solar roofs on new residential development.

Source: State of California, Environmental Protection Agency, Climate Action Team, 2007

Chapter 4
Housing Resources

Chapter 4 addresses the resources available for development, improvement, and preservation of housing in Pismo Beach. This includes:

- An evaluation of the City's Regional Housing Needs Allocation.
- A sites inventory and analysis, which is an inventory of land suitable for residential development.
- A summary of potential infrastructure and environmental constraints to residential development.
- An overview of financial and administrative means for developing and implementing City housing programs.

A. Regional Housing Needs Allocation

California law requires the Department of Housing and Community Development to project statewide housing needs and allocate the need to each region in the State. After consulting with the San Luis Obispo Council of Governments (SLOCOG), HCD provides the regional need to SLOCOG, which then distributes the Regional Housing Needs Allocation (RHNA) to San Luis Obispo County and the cities within the SLOCOG region. SLOCOG allocates housing production goals for the County and member cities based on their share of the region's population and employment growth.



The projected housing needs in the RHNA are categorized by income based on the standards of very low-, low-, moderate-, and above moderate-income households established by the U.S. Department of Housing and Urban Development (HUD) (California Health and Safety Code Section 50079.5).

The following sections describe the RHNA for the current 2007-2014 planning period and for the previous 2000-2006 planning period. Because the City did not adopt a Housing Element for the previous period, the City must identify adequate sites to meet the current and the previous RHNA.

Since adequate sites are not available to meet the RHNA for the previous planning period, the City has included Program HE-1 to rezone adequate sites by August 2010 (Government Code Section 65584.09). This date for compliance is established by the State.

The City has also included Program HE-2 to identify sites for the current RHNA that can be developed within the planning period. This requirement is in addition to the requirement to identify specific sites to accommodate the previous RHNA (2000-2006). The jurisdiction may not count capacity on the same sites for both planning periods.

The "adequate sites" programs (HE-1 and HE-2) must commit the City to accommodating 100 percent of the shortfall of sites necessary to accommodate the housing needs for very low- and low-income households for both planning periods. Further, the Programs must ensure the City's Zoning Code allows multifamily residential uses "by right". In addition, Chapter 724 requires that the adequate sites programs provide minimum densities of at least 20 units per site. Each site must accommodate at least 16 units. Moreover, when relying on program(s) to accommodate the regional share need for lower-income households, Chapter 724 requires that at least 50 percent of the low- and very low-income regional housing need be accommodated on sites designated exclusively for residential uses.

1. 2000 – 2006 Regional Housing Needs Allocation

Chart 4-1 illustrates the 2000-2006 RHNA (530 units) and the units permitted and/or constructed during that timeframe (955 units). All single-family units (852) are above moderate-income households. All multi-family units are considered moderate-income households. Nineteen secondary units were permitted between 2000 and 2006, of which 9 are considered low-income units and 10 are considered moderate-income units (see Section B.2 below for an analysis of secondary unit potential). After accounting for permit activity since 2000, the City has a remaining RHNA of 254 units.

Local governments can employ a variety of development strategies to meet their RHNA housing production goals, as provided in Government Code Section 65583(c)(1)). In addition to identifying vacant or underutilized land resources, local governments can address a portion of their adequate sites requirement through the provision of secondary units.

As **Chart 4-1** indicates, the City has a remaining unaccommodated 2000-2006 RHNA of 254 units of this 243 are very low and low-income units. These lower income units will be addressed by implementing Program HE-1 to rezone for higher density residential development. See discussion below under Pending Projects and Opportunity Sites for analysis of sites available to meet the remaining very low and low income RHNA.

Chart 4-1 Regional Housing Needs Allocation 2000 – 2006

	Very Low	Low	Moderate	Above Moderate	Total
2000 - 2006 RHNA	**150**	**102**	**105**	**173**	**530**
Units Constructed/Approved 2000-2006	0	9	94	852	955
2000 – 2006 Remaining RHNA	**150**	**93**	**11**	**0**	**254**

Source: City of Pismo Beach

2. 2007 – 2014 Regional Housing Needs Allocation

The City's RHNA for the 2007-2014 planning period (157 units) is shown in **Chart 4-2**. Since the planning period began on January 1, 2007, planning and building permits issued since then can count toward the City's current RHNA. As shown in **Chart 4-2**, 59 building permits (all above moderate-income) have been issued since January 1, 2007. In addition, two secondary units were permitted (considered to be affordable to low-income and moderate-income households). See Section 4.B.2 for an analysis of secondary unit potential and affordability.

The vacant land inventory (Section 4.B.1 below) identifies the potential for 373 units. While most of these are expected to accommodate above moderate-income households, the vacant land inventory identified 18 potential moderate-income units in the downtown core due to their typically smaller size. In addition, the vacant land inventory shows that 16 units can be accommodated in higher density zones (these have been allocated to seven very low-income housing units and nine low-income housing units).

A review of City planning permit records indicates that 4.2 secondary units are constructed, on average, every year (see Section 4.B.2 for an analysis of secondary unit potential). Using this historical average, it is assumed that 23 secondary units will be permitted between January 1, 2009, and June 30, 2014. Based on these historical trends, affordability thresholds, and current market rates, it was estimated that 11 low-income and 12 moderate-income secondary units will be constructed by 2014.

In addition to the above building potential, the Oak Park project was approved by the City Council on January 6, 2009. The site consists of approximately 10.6 acres of undeveloped commercial property located north of Highway 101 adjacent to the Pacific Coast (OSH) shopping center. The site is located in the General Commercial Zone of the Toucan Terrace Planning Area. The project includes approximately 57,000 square feet of mixed commercial space and 76,000 square feet of residential development. The residential component is 50 units in the following configuration: five single-family residences, five duplex units, eight live/work units, one 20-unit apartment building, one 12-unit condominium building, and one mixed use residential/commercial retail building. Of the 50 residential units, four will be deed restricted to meet the housing needs of very low-income (two units) and low-income households (two units).

After accounting for permit activity since January 2007, vacant land, and secondary units potential, the City has an unmet RHNA of 27 very-low income and 2 low-income units. The City has included Program HE-2 to identify sites for the current RHNA. The City has identified opportunity sites that could accommodate a total of 486 affordable units based on reasonable development scenarios presented in Section B.3 below.

Chart 4-2 Regional Housing Needs Allocation 2007 – 2014

	Very Low	Low	Moderate	Above Moderate	Total
2007 - 2014 RHNA	**36**	**25**	**30**	**66**	**157**
Building Permits	0	0	0	59	59
Secondary Units Permitted	0	1	1	0	2
110 Oak Park	2	2	29	17	50
Vacant Land Inventory	7	9	18	339	373
Secondary Unit Potential	0	11	12	0	23
2007 - 2014 Remaining RHNA	**27**	**2**	**0**	**0**	**29**

Source: SLOCOG 2008, City of Pismo Beach, 2009

B. Sites Inventory and Analysis

Local governments can employ a variety of development strategies to meet their RHNA housing production goals, as provided in Government Code Section 65583(c)(1)). In addition to identifying vacant or underutilized land resources, local governments can address a portion of their adequate sites requirement through the provision of secondary units. This section summarizes the vacant land inventory, secondary unit potential, and pending projects and opportunity sites.

1. Vacant Land Inventory

State law governing the preparation of housing elements emphasizes the importance of an adequate land supply by requiring that each housing element ". . . identify adequate sites… to facilitate and encourage the development of a variety of types of housing for all income levels . . ." (Government Code Section 65583(c)(1)). If an adequate supply of new housing is to be provided, enough land must be zoned to allow for the construction of a variety of housing at densities that will satisfy the objectives of the housing element. The land must also have access to appropriate public services, such as water, sewage, storm drainage, and roads.

The vacant land inventory (**Chart 4-3**) identifies the potential for 373 units. The City has over 59 acres of low-density vacant land located in the C-1, PR, R-1, R-2, R-4, and RSL Zones that can accommodate 357 residential units. While most of these sites are expected to accommodate above moderate-income households, the vacant land inventory identified 18 potential moderate-income units in the Downtown Core due to their typically smaller size (see Appendix D). The vacant land inventory also shows 0.67 acres of high-density land in the R-3 zone that can accommodate approximately 16 higher density units. These have been allocated to seven very low-income and nine low-income housing units (see **Chart 4-2**).

Maps showing the location of vacant land can be found in Appendix C and a detailed table of the vacant land inventory can be found in Appendix D.

Chart 4-3 Pismo Beach: Vacant Land Sites Summary

Zone	Number of Parcels	Acres	Build-Out
Low Density Vacant Parcels			
C-1	6	2.28	12
PR	26	44.91	281
R-1	22	4.39	28
R-2	2	0.26	5
R-4	5	1.51	8
RSL	23	5.87	23
Low Density Subtotal	**84**	**59.22**	**357**
High Density Vacant Parcels			
R-3	3	0.65	16
High Density Subtotal	**3**	**0.65**	**16**
Total Vacant Sites	**87**	**59.87**	**373**

Source: City of Pismo Beach 2009

Vacant land sites in **Chart 4-3** are located in zones allowing residential uses and are clear of environmental constraints that preclude development. Development potential was determined in concert with the City's knowledge of the sites. It was assumed that vacant single-family parcels could support one unit per parcel.

2. Secondary Unit Potential

Over the past five years, the City annually permitted 4.2 secondary units on average. Using this historical average, it is assumed that 23 secondary units will be permitted between January 1, 2009, and June 30, 2014. Based on the size of the units and rents in the City, the City estimates that half of these units (approximately 11) could be affordable to low-income households and half could be affordable to moderate-income households (approximately 12). See affordability limits in **Chart 2-17** and current market rates in **Chart 2-15**. According to the research, market rents range from about $800 to $2,000 for different size units. This range is affordable to low and moderate-income households.

The Pismo Beach secondary unit program encourages secondary units and provides flexibility in their development. The program is designed to assist homeowners in purchasing a home, provide security for people living alone, provide quarters for relatives, make more efficient use of infrastructure, increase the diversity of people living in neighborhoods, and provide an opportunity for low and moderate renters. As an incentive, secondary units may use the same utility connections as the primary residence. Secondary units are permitted in R-1, R-2, R-3, R-R, P-R, RSM, and RSL zones (secondary units are not permitted in the Pismo Heights District above the intersection of Longview and Stratford) on any lot size if they meet the following standards:

- The lot must meet the required number of parking spaces for the primary residence;
- One additional parking space is required for the secondary unit;
- Units must not be used for transient rental;
- The combined footprint of the primary and secondary units must not exceed the allowable lot coverage of the site;
- The secondary unit must not exceed the size of the primary residence;
- All secondary units must meet Title 24 requirements for conservation; and

- Secondary unit construction must meet all local, state, or federal regulations that apply to the property, including the general plan and coastal plan zoning ordinance.

3. Pending Projects and Opportunity Sites

The following is a description of current pending projects or sites that in the future could provide 486 housing unit opportunities. These sites exceed the total accommodated RHNA for the current and previous planning periods (272 total units).

Affordable Housing Project – Lot 72, Tract 2554

An affordable housing project is proposed on 0.75 acres of a 2.75-acre site located off of Highland Drive near Pismo Creek. The site has ocean views, is connected to downtown via a public bike path and is zoned Open Space with a low-density residential General Plan designation. The property would be rezoned and a General Plan amendment processed to allow exclusively high-density residential development at at least 20 units per acre. As proposed, the project is 21 units in seven two- and three-story apartment buildings with three units in each (15 three-bedroom units and six two bedroom units). Although affordability thresholds are to be determined, the project would be limited to very low- (4 units), low- (11 units), and moderate-income (6 units) units. The property owner has contacted the City and is willing to work with the City on an affordable housing project.

City-Owned Site on Ocean View Avenue

The City of Pismo Beach owns approximately .5 acre of useable land area adjacent to Pismo Creek that is accessed from Ocean View Avenue and is a part of a larger parcel that includes Pismo Creek, the Pismo Beach sewer treatment plant, and the Pismo Beach sports complex off of Frady Lane. Pismo Creek bisects the property to create an Ocean View Avenue frontage for a portion that is suitable for residential development. Because this portion of the property is partly located in the flood plain and is subject to a creek side buffer, 10 units will be developed. The developable portion of the site for housing is currently designated in the General Plan for High Density Residential. However, because the area is a part of a larger parcel that includes government facilities, the property is zoned for government uses. The City's Zoning Code conditionally permits housing in this zone, but it is limited to "publically subsidized low cost housing" which is 1) operated on a non-profit basis; 2) provides educational or health care services; or 3) provides recreational or visitor serving opportunities.

To provide greater opportunity for housing development, a Zoning Code amendment to change the zoning to allow exclusively residential development at a minimum of 20 units per acre will be processed for consistency with the General Plan high-density designation for that portion of the .5-acre property located on Ocean View Avenue. This will provide the potential for 10 dwelling units, a realistic number of units given the site's flood plain location and creek buffer constraints. The entire parcel will be subdivided to establish a separate parcel for that portion of the property located between Ocean View Avenue and Pismo Creek.

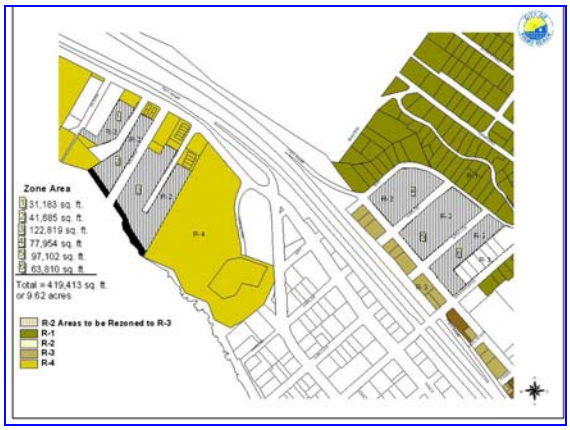
City owned parcel at 360 Park Avenue

The City owns a .65-acre parcel located adjacent to Pismo Creek. It has a General Plan high-density designation and Resort Residential zoning which will accommodate a 30 unit per acre density. Twenty affordable housing units could be developed at this location. Site amenities include convenient access to transportation and services downtown and pedestrian access to the Pismo Creek trail and a public park.

Parcels Zoned R-2 in Pismo Heights & Franklin/Wilmar/Harbor View area

Currently the areas (74 lots) noted in **Figure 2** below include a Resort Commercial/Medium Density (9-15 units per acre) General Plan designation and a Zoning Code R-2 (two and three family residential) designation. The City may process a General Plan and Zoning Code amendment for these areas to a high density allowing exclusively high-density residential at a minimum of 20 units per acre. This change would accommodate the addition of an additional 155 high-density dwelling units.

Figure 2 R-2 Rezone Parcels



PG&E property

The PG&E property consists of 25.27 acres, 22.4 acres of the parcel are located outside the coastal zone in the Commercial Service (CS) zoning district. Of the subject 22.4 acres, 2 acres are currently utilized, leaving a balance of 20.4 vacant acres available for development. The City will amend the CS zoning district to permit high-density residential development. Assuming half of the 20.4 acres property (10.2 acres) would develop as housing at 20 units per acre, it could result in the potential for 204 dwelling units. Water and sewer service is available to this area; and access to the site can be achieved at the end of Bello Street or Price Canyon Road. An amendment to General Plan policy LU-6 (identifying industrial land uses) would also be required to add housing as a potential permitted land use. The General Plan amendment will specify protection of sensitive habitats surrounding Pismo Creek and Pismo Marsh and require that industrial uses onsite comply with regulations and standards regarding air pollution, noise, waste disposal, vehicle access, and light and glare to ensure compatibility with residential uses.

2251 Shell Beach Road

The subject undeveloped one-acre site is currently identified in the City's General Plan as a Medium Density residential area with Planned Residential zoning. Currently 15 units could be developed on the site. The City may process General Plan (to High Density, 16-30 units per acre) and Zoning Code (to R-3, multi-family) amendments to increase the potential of the site from 15 units to 30 units (some portion of the property must be dedicated to right of way expansion.

1990 and 1996 Mattie Road in the Freeway Foothills Area

These undeveloped sites comprise 2.6 acres currently designated Low Density in the Mattie Road Specific Plan area with a maximum density of 8 units per acre. The sites are zoned Planned Residential, which provides for a variety of land use densities reflective of the General Plan and Specific Plan densities in place. With the current General Plan (1-8 units per acre) and Specific Plan (8 units per acre) permitted land use densities, approximately 21 units could be accommodated. The City may process General Plan and Specific Plan amendments in the area to allow exclusively high-density residential development at a minimum of 20 units per acre. At higher densities the sites could accommodate 52 dwelling units.

Los Robles Del Mar Planning Area

The Los Robles Del Mar Planning Area is outside the City, but is in the City's sphere of influence for future annexation. The property encompasses two parcels and may be able to accommodate future residential growth. Land Use element policy LU-N-23c encourages the specific plan and proposes a density bonus of up to 100 percent. The site is intended for future annexation, and with available water, could support approximately 312 units, of which 60 could be affordable. The description of this planning area is included for informational purposes and the City is not relying on sites in this area to meet the Regional Housing Needs Allocation.

Price Canyon Planning Area

The Price Canyon Planning Area is more than 3,000 acres and presents opportunities and associated challenges for future residential development. The planning area consists of the Mankins Ranch, the Oak Park Area, a PG&E parcel (a separate parcel from the one discussed above), the Arroyo Grande Oil Field, the Tiexiera and Guidetti parcels and the Wilde property. A projected 634 households, 1,586 residents, and 613 new jobs could be added to the City at buildout. Much of the planning area is currently in Williamson Act contracts. However, these contracts are anticipated to expire and will not constrain development. The project has run into annexation challenges due to lack of an adequate long-term water source. Much of the land is in the City's Sphere of Influence (SOI) or Area of Interest. The description of this planning area is included for informational purposes and the City is not relying on sites in this area to meet the Regional Housing Needs Allocation.

Chart 4-4 lists opportunity sites noted above that could eventually be suitable for higher density low and very low-income residential development. These sites total 82 parcels and about 32 acres.

Chart 4-4 Pending Projects and Opportunity sites for low and very low income housing units

Site	Existing Zone	Existing GP Land Use	No. of Parcels	Acres/ Units
Lot 72, tract 2554	Open Space	Open Space	1	.75 acre / 15 units
City owned Ocean view site	Government	Public Facilities	1	.5 acre / 10 units
PG&E property	Commercial Service	Industrial	1	20.4 acres outside the Coastal zone / 204 units (accounting for 10.2 acres, or half of the

Site	Existing Zone	Existing GP Land Use	No. of Parcels	Acres/ Units
				available subject site)
360 Park Avenue	RR	Mixed Use	1	.65 acre / 20 units
Lower Pismo Heights and Franklin/Wilmar/ Harbor View area	R-2	Medium Density Residential	74	5.16 acres / 155 units
2251 Shell Beach Road	P-R	Medium Density Residential	1	1 acre / 30 units
1990 and 1996 Mattie Road	P-R	Low Density Residential	2	2.6 acres / 52 units
Total			**82**	**20.86/ 486**

Demolitions

Higher density housing construction has occurred on underutilized sites. A review of building permits issued from 2001 through 2008 indicates that six older single-family dwellings were replaced with higher density units, including 15 multifamily units and 18 condominiums (see **Chart 4-5**). A significant number of older single-family residences were also demolished and replaced by newer and typically larger single-family residences.

Since 1982, it is estimated that 135 units have been demolished in the Coastal Zone and 90 replacement units have been constructed in the Coastal Zone. Approximately one-third of the demolished units or 45 units were low and moderate-income units.

Chart 4-5 Residential Units Built After Demolition, 2001-2008

Project Address	Zoning District	Existing Use demolished	Replacement Housing
2057 Shell Beach	R-3	1 SFR	Apartments (6 units)
140 Park	R-4	1 SFR	Condos (12 units)
251 Park	RR	1 SFR	Duplex (2 units)
436 Stimson	R-3	1 SFR	Condos (6 units)
361 Hinds	RR	1 SFR	Quadplex (4 units)
271 Wadsworth	R-3	1 SFR	Triplex (3 units)
Total		**6**	**33 units (18 condos and 15 multifamily)**

Source: City of Pismo Beach Building and Planning records

C. Infrastructure and Environmental Constraints

Pismo Beach has a variety of infrastructure and environmental constraints that need to be addressed to accommodate new residential development, such as the hillsides, flooding, water supply, sewer system, roads, and other infrastructure. This section discusses these potential constraints to future residential development within Pismo Beach.

1. Infrastructure Analysis

Infrastructure adds to the cost of new construction (e.g. major and local streets; water and sewer lines; and street lighting). In most cases, these improvements are dedicated to the City, which is then responsible for their maintenance. Water and sewer service capacity is discussed below. An analysis of other site improvements is conducted in section 3.B.5.

Water Service

The City receives 2,836 acre-feet of water per year (AFA), which includes 1,240 AFA from the State Water Project, 896 AFA from Lopez Reservoir, and 700 AFA from City wells #5 and #23. The City also has nine reservoirs that can provide storage for 5.21 million gallons. In 2008, the City's surface and well water production was 2,207.98 acre-feet, which is approximately 82 percent of capacity. The City has completed a Water System Master Plan which forecasts that demand can be met assuming contracts for water remain stable. Should a water shortage become imminent, the City will comply with State law requiring a priority permit allocation system for lower-income housing.

Wastewater

The City's wastewater disposal system is composed of the treatment plant adjacent to Pismo Creek and the ocean outfall near Oceano, which is operated jointly with the San Luis Obispo County Sanitation District. In July 2006, the Pismo Beach Wastewater Treatment Plant completed a $12 million upgrade and expansion project. The upgraded plant is now equipped with an advanced secondary treatment designed to accommodate and treat flows expected at full buildout of the City. The wastewater treatment facility has a design capacity of 1.9 million gallons per day (mgd), with a peak flow up to six mgd. The Plant operates at 27 percent capacity, which results in an average daily flow of 1.6 mgd. According to the General Plan EIR, average daily flow for residential use is 98 gallons per capita per day. Based on the average household size of 2.02 persons, the daily flow is 0.0002 mgd per

household. The average daily flow of the projected housing need (RHNA) is well within the capacity of the upgraded wastewater treatment system.

2. Environmental Issues

Environmental constraints to residential development typically relate to unsuitable soils, sensitive biological and coastal wildlife, topographic constraints, the potential for natural hazards, and the presence of hazardous wastes or other factors. This section analyzes the potential for natural and manmade hazards.

Topography

Pismo Beach's topography includes perpendicular bluffs, gently sloping marine terraces, and steep hillsides. Slopes exceeding 30 percent grade are generally retained as permanent public or private open space (one notable exception is the Pismo Heights Planning Area). In the Coastal Zone portion of Pismo Heights the maximum slope that can be graded is 20 percent. The City has adopted Hillside Regulations to preserve and protect hillside areas, situate projects with the least environmental and visual impacts, and preserve significant features of the natural landscape. The City Hillside Development Standards apply to slopes of 10 percent or greater or sites where access will cross such slopes. The Planning Commission must approve a Development Permit or Coastal Development Permit prior to issuance of a building permit, grading permit, or tentative map approval. Projects must also comply with erosion, landscaping, grading, habitat protection, and viewshed requirements.

Natural Hazards

Land areas subject to hazards associated with steep slope, slope stability and drainage issues are designated by a Hazardous Overlay and Protection Zone. Geologic reports for development within this zone may be required and reviewed by the appropriate decision-making body prior to approval. The City has bluff setback requirements for all types of development in order to retain structural integrity for a minimum of 100 years and to minimize the effects of erosion, geologic instability or destruction of the site. For development on single-family residential lots subdivided prior to 1981, the minimum setback is 25 feet from the top of the bluff. For all other development, a site specific, geological study is required.

Flooding hazards stem from Pismo Creek/Price Canyon, the Meadow Creek/Pismo Marsh drainage ways, and from the ocean. The flood plain maps in Appendix E show that substantial developed areas in the commercial core and Pismo Creek Planning Area could be subject to

flooding from a 100-year storm. The majority of the Meadow Creek flood plain, contained within the Pismo Beach Ecological Preserve, is protected from residential development. Following flooding in 1971, however, the U.S. Army Corp of Engineers improved the Pismo Creek Channel. New projects are subject to the requirements of the City's Flood Plain Overlay Zone and FEMA regulations.

Pismo Beach is located is a seismically active area however there are no known active faults underlying the City itself. The only fault known to occur in Pismo Beach is the San Miguelito Fault, which lies along the east bank of Pismo Creek. However, this fault is considered inactive. The greatest potential of seismic risk is associated with the San Andreas Fault located 40 miles to the east. The Nacimiento fault is a secondary source of strong ground shaking but would have a negligible effect on Pismo Beach. The potential for liquefaction, landslides, and tidal waves is present throughout the community if an earthquake was to occur. The City has adopted various building codes and development review procedures to reduce such hazards.

Coastal Foothills

As established in the General Plan Policy CO-9, all land above the 200 ft. contour line is designated as permanent open space. In this designation, the maximum permitted number of dwelling units is calculated on the basis of the amount of land up to the 250 foot contour but excludes lands on existing natural slopes greater than 30 percent. No building pads or structures are permitted above the 200-foot contour. A scenic or open space easement prohibiting development above the 200-foot contour is required to be dedicated to the City as a condition of approval of development below the 200-foot contour.

D. Financial and Administrative Resources

Developing affordable housing in a high-priced market, such as in Pismo Beach, requires access to local, State, and federal funding, as well as, organizations with the expertise to build and manage affordable housing. Pismo Beach has the following financial and administrative resources available for affordable housing development and conservation.

1. Financing Resources

State Funding Sources and Information

The Department of Housing and Community Development identifies and provides detailed information on grants and loans available for affordable

and workforce housing (see **Chart 4-6**). A brief description of each program and their web addresses is provided in Appendix F. Adoption and certification of a jurisdiction's housing element is required for many State funding sources.

Chart 4-6 State Program Funding Sources

- Affordable Housing Innovation Program
- Building Equity and Growth in Neighborhoods Program
- CalHome Program
- Emergency Housing and Assistance Program Capital Development
- Emergency Housing and Assistance Program Operating Facility Grants
- Enterprise Zone Program
- Federal Emergency Shelter Grant Program
- Governor's Homeless Initiative
- HOME Investment Partnerships Program
- Housing Assistance Program
- Joe Serna, Jr. Farmworker Housing Grant Program
- Multifamily Housing Program
- Office of Migrant Services
- Predevelopment Loan Program
- State CDBG Program Economic Development Allocation, Over the Counter Component
- State CDBG Program General, Native American, and Colonias Allocations
- Workforce Housing Reward Program

Redevelopment Housing Set-Aside

As required by State law, the Pismo Beach Redevelopment Agency (RDA) sets aside 20 percent of all tax increment revenue generated from redevelopment projects. The Agency's set-aside funds must be used for activities that increase, improve, or preserve the supply of affordable housing. Housing developed under this program must remain affordable to targeted income groups for at least 55 years for rentals and 45 years for ownership housing. The RDA Implementation Plan specifies that redevelopment set-aside funds will be used for land acquisition, gap financing, and other projects that support the production of affordable housing.

As of April 2009, the balance in the Low and Moderate Income Housing Fund was $1,881,000. A Home Improvement program for low to moderate income individuals was established with $800,000 of this funding and as discussed further, to date 80 homeowners have been assisted. Another $1,000,000 was utilized to purchase property for the development of 20 affordable housing units at 360 Park Avenue.

Inclusionary Housing Fee Funds

The City's inclusionary housing program offers the option of paying a fee in lieu of building affordable housing. Fees deposited into the account must be used in the acquisition, construction or rehabilitation of affordable housing. As of October 2009, the Fund has a balance of $1,855,000 Program HE-22 proposes to use these funds for land acquisition, construction of new housing, or the rehabilitation of existing housing. Program HE-22 also propose revision to the Inclusionary Ordinance to encourage more onsite affordable housing development.

2. Administrative Resources

Housing Authority of San Luis Obispo County

The Housing Authority of San Luis Obispo County was created to provide housing assistance for the County's lower-income residents. The Housing Authority administers the Section 8 rental assistance program and manages public housing developments. The Housing Authority also administers the Mortgage Credit Certificate Program, Security Deposit Program, and other programs. Currently, the County Housing Authority provides 30 Section 8 vouchers to very low-income households in Pismo Beach, and 13 persons are on the waiting list.

People's Self-Help Housing

People's Self-Help Housing (PSHH) is a diverse, nonprofit organization committed to furthering opportunities for decent, safe, affordable housing and support services in San Luis Obispo, Santa Barbara, and Ventura Counties. PSHH has two primary programs – Self Help Homeownership Program and a Rental Housing Development and Construction Services Program. Since its inception in the 1960s, PSHH has developed more than 1,000 homes and 1,200 rental units and assisted in the rehabilitation and repair of more than 3,000 housing units. PSHH currently owns and operates the only affordable project in Pismo Beach, Sea Haven Apartments, which has 12 low-income units. It was purchased in 1998 with assistance from the City CDBG funding.

PSHH also provides free seminars to residents on the Central Coast including those aimed at first time homebuyers and foreclosure prevention.

Community Action Partnership (CAP)

CAP (formerly known as the Economic Opportunity Commission, EOC) provides a wide variety of social services in San Luis Obispo County. Their divisions are Homeless Services, Head Start, Health Services, and Energy Conservation Services. CAP operates the Maxine Lewis Memorial Homeless Shelter and the Prado Day Center in San Luis Obispo. They also operate

Head Start and Migrant Head Start programs and two health centers in San Luis Obispo and Arroyo Grande. The Energy Conservation division provides weatherization and home repairs throughout the County. The City of Pismo contracts with CAP for their Home Improvement Program. This program was established in August 2008 and provides up to $20,000 in home repairs, alterations, and clean up for very-low and low-income homeowners. 80 households (56 very-low income and 24 low income) have been served to date. The repairs include structural repairs and modifications to improve safety and accessibility. The City allocated $800,000 of Redevelopment Funds for this program. About 90 percent of the funds have been spent so far and it is anticipated the program will be extended. Program HE-24 proposes enhancements to the Home Improvement Program.

Chapter 5
Review *of the* Previous Housing Element



As part of the Housing Element update, cities must review the progress and efficacy of existing housing goals, policies, and programs. The 1992 Housing Element considered conditions and constraints and set strategies to accommodate the City's share of the region's housing production goals. This Chapter summarizes the City's progress in achieving the housing goals established in the 1992 Housing Element. This was the last Housing Element adopted by the City, although the Department of Housing and Community Development did not certify it. The City did not adopt a Housing Element for the 2000 to 2006 housing allocation cycle.

Chart 5-1 shows the Regional Housing Needs Allocation for the 1992 Housing Element, which had a planning period between 1991 and 1999. The City does not have permit records available back to 1991. However, in 1998 People's Self Help Housing preserved 12 low-income units in the Seahaven project, which was purchased to prevent its conversion into condominiums.

Chart 5-1 Regional Housing Needs Allocation 1991-1999

	1991-1999
Very Low	58
Low	48
Moderate	89
Above Moderate	367
Total	**562**

Source: 1992 Pismo Beach Housing Element

Housing Opportunity

The 1992 Housing Element focused on expanding housing opportunities to low and moderate income persons and persons with special housing needs. To achieve this goal, the 1992 Housing Element contained a program to adopt an inclusionary housing ordinance. The inclusionary housing program was adopted in 2000 and applies to residential projects of 5 units or more and commercial projects of 5,000 square feet or greater.

For residential projects the following requirements apply:

- For every 10 residential units built, one affordable unit shall be built, or
- For any project with 5 or more residential units in-lieu fees shall be paid equal to 5% or more of the building permit's value, or
- For every 10 residential units built, one existing unit or piece of property equal to or greater than the in-lieu fee in value shall be dedicated for affordable housing, or
- A combination of the above methods subject to City Council approval.

- If the project involves subdivision of residential lots only the following is required:

    - Dedication of the number of lots equal to 10% of the total, or an equivalent land area, to the City for future development of low and moderate income housing, or
    - Pay in-lieu housing fees established by the City ordinance, or
    - A combination of the above methods subject to City Council approval.
    - Projects with more than 1 unit but less than 20 units shall be required to either provide affordable units at the same percentages as in the first bullet above, or pay in-lieu fees established by the City ordinance. If affordable units are developed they can be built on a different site, if allowed by the City.
    - The percentage of housing set aside shall apply to the entire development and be proportionally included in annual phasing.

For commercial projects the following requirements apply:

- For every 5,000 square feet of commercial area, one affordable unit shall be provided, or
- For a commercial building 5,000 square feet or greater, in-lieu fees shall be paid equal to or more than 2% of building permit value, or

- For every 5,000 square feet of commercial area, provide 1 used dwelling or real property equal to the value of, or more than, the applicable in-lieu fee, or
- A combination of the above methods subject to City Council approval.

Additional details regarding the existing Inclusionary Housing Ordinance can be found in Zoning Ordinance Section 17.26. Since its adoption, developers have consistently chosen the in-lieu fee option because of the high costs associated with affordable housing. Program HE-22 proposes to revise the inclusionary ordinance to increase the inclusionary fee to more closely reflect the actual cost of producing affordable housing, adopt additional financial and regulatory incentives to help offset costs for developers, and encourage or require more onsite development of affordable housing. One benefit of amending the inclusionary housing will be the construction of affordable housing throughout the community.

Methods for analyzing the in-lieu fee include a gap analysis, which would evaluate the difference or "gap" between what lower income households can afford and the construction and land costs for a given project(s). Another part of evaluating the ordinance would be to compare the Pismo Beach ordinance to the requirements of inclusionary housing ordinances in surrounding jurisdictions. Outreach to the development community will also be a part of the process of reviewing the ordinance. Input from the development community could provide valuable guidance about which inclusionary requirements are feasible and which incentives are the most effective given current market conditions.

In 1998, the City adopted a new Zoning Code[1], which is applicable to areas outside the City's Coastal Zone. The 1998 Zoning Code implemented City housing programs and expanded housing opportunities by: 1) permitting emergency shelters by right in commercial zones; 2) permitting residential care facilities serving 6 or fewer persons by right in all residential zones; and 3) conditionally permitting larger residential care facilities in all residential zones. The 1998 Zoning Code also permitted senior housing by right in all residential zones and permitted mixed-uses by right in commercial zones.

The City plans to update the Zoning Code to allow for transitional housing in accordance with SB 2 (see Program HE-29).

[1] The Coastal Commission did not certify the 1998 Code due to differences surrounding policies on bluff lots. Thus, the City currently operates under two Zoning Codes – the 1983 Zoning Code applies to the coastal zone and the 1998 Zoning Code applies outside the coastal zone.

Housing Sites

The feasibility of producing affordable housing is not only a function of housing demand and land values, but it is also dependent on appropriate zoning, development standards, water and sewer services, and other factors. While the City's Zoning Code has sufficient density and development standards to enable affordable housing, vacant or underutilized sites in higher density zones are limited. The City proposes Programs HE-1and HE-2 to accommodate the RHNA requirements and to diversify the housing stock.

Program HE-20 proposes a lot consolidation/merger and exceptions ordinance to allow the aggregation of smaller residential sites into larger sites to facilitate innovative and creative housing.

Housing Preservation

The 1992 Housing Element included four programs to preserve or replace affordable housing lost through demolition or conversion. These programs covered: 1) conversion of rental housing to condominiums; 2) conversion of rental mobile home spaces to ownership spaces; 3) demolition of rental housing within and outside the coastal zone; and 4) preservation of existing affordable housing in Pismo Beach. The City has implemented the Home Improvement Program with RDA Low and Moderate Income Housing Funds. The City continues to support housing preservation and these programs in the Housing Element update.

Chart 5-2 Evaluation of Accomplishments under the 1992 Housing Element

Program Name	Program Objective	Responsible Agency/Time Frame	Source of Funds	Accomplishment
HE-1 Range of Housing Types and Densities	The City shall maintain a range of density categories in the General Plan that permit the development of a variety of housing types, including single family homes, condominiums, rental apartments, mobile homes and manufactured housing	Community Development Department Rezonings consequent to the adoption of the Land Use Element initiated within six months of adoption; rezonings consequent to the approval of annexations upon adoption of specific plans	General Fund	The range of density categories has not changed since 1993, and a variety of housing has been built. The City will continue to encourage a range of housing types and densities.
HE-2 Density Bonus	The City will encourage and assist developers to utilize the bonus provisions of the state Government Code that allows an increase of 25% over the number of units permitted in the underlying zone in return for the construction of a percentage of the project for lower income housing.	Community Development, City Administrator, San Luis Obispo City Housing Authority Ongoing, ordinance preparation within twelve months of adoption of Housing Element	General Fund for ordinance revision; private and nonprofit development, City incentives; Community Development Block Grant (CDBG), California Home Ownership Assistance program, tax increment, mortgage revenue bonds, California Rental Housing Construction Program, various federal mortgage insurance programs for rental and ownership housing.	No developer has expressed interest in the 25% density bonus; however, the City would consider deviation from development standards and financial assistance, if requested. Program HE-4 is proposed to bring the City's Zoning Ordinance in compliance with State law (SB 1818).
HE-3 Density Bonus for Elderly Housing	The City will permit a density increase of up to 50% in medium and high density residential General Plan categories for the development of housing restricted to elderly households if at least 50% of the units are affordable to very low income senior households.	Community Development, City Administrator, San Luis Obispo Housing Authority Ongoing, ordinance preparation within twelve months of adoption of Housing Element	General Fund for ordinance and administration; Private and nonprofit development; Community Development Block Grant (CDBG), mortgage revenue bonds; tax increment; California Rental Housing Construction; federal Section 202 Construction;	No developer has expressed interest in the 50% density bonus; however, the City would consider deviation from development standards and financial assistance, if requested. Program HE-4 is proposed to bring the City's Zoning

Chart 5-2 Evaluation of Accomplishments under the 1992 Housing Element

Program Name	Program Objective	Responsible Agency/Time Frame	Source of Funds	Accomplishment
			Section 231 mortgage insurance for Elderly Housing; Section 8 and Section 8 Aftercare.	Ordinance in compliance with State law (SB 1818).
HE-4 Code Enforcement	The City shall investigate all complaints regarding substandard housing conditions and require code compliance of the property owner.	Building Department, City Administrator, State Franchise Tax Board Ongoing	General Fund	The City now employees a Code enforcement officer who continues to investigate all code enforcement complaints and requires code compliance from the property owners. This program is carried forward. The City also runs a very successful home improvement program. Program HE-24 is proposed to expand the home improvement program to rental properties.
HE-5 Contractual Agreement with San Luis Obispo City Housing Authority	The City shall modify its contract with the SLO Housing Authority, or other similar non-profit agency, to permit that agency to: 1) monitor resale controls and rental restrictions on BMR units; 2) determine income eligibility of applicants for housing programs; 3) issue tax exempt bonds and/or mortgage credit certificates for housing; 4) apply for state and federal funding to be used in the city; and lastly, 5) implement the Section 8 Rental program.	City Administrator Within three months of adoption of the Housing Element	General Fund	The City has continued its contract with the San Luis Obispo Housing Authority to authorize implementation of the Section 8 rental program. This program is carried forward in the 2007-2014 Housing Element update.
HE-6 Growth	Following adoption of this element, the City shall prepare and consider	Community Development Department, Building	General Fund	The economic climate since adopting the growth

Chart 5-2 Evaluation of Accomplishments under the 1992 Housing Element

Program Name	Program Objective	Responsible Agency/Time Frame	Source of Funds	Accomplishment
Management Priority	revisions to the growth management system to establish a priority class for low and moderate income housing units and the method for determining the number of permits or units to be reserved annually for this class.	Department, City Engineer Within one year following adoption of this element, the City shall prepare and consider revisions to the growth management system to establish a priority class for low and moderate-income housing units and the method for determining the number of permits or units to be reserved annually for this class.		management policy has not necessitated an amendment; all development has fallen under the growth management maximums permitted annually. Even though the growth management policy has not prohibited housing development, this program is included in the 2007-2014 Housing Element for ongoing monitoring and consideration.
HE-7 Simultaneous Construction of Affordable Housing	When a project is required to provide a percentage of affordable units, such housing shall be built simultaneously with the remainder of the project or assured by bond or other acceptable security. Projects that are built in a series of phases shall include the required percentage in each phase.	Community Development, Building Department, City Engineer Annual Allocations	General Fund	Ongoing. This has not occurred in recent years since developers have opted out of the inclusionary requirement by paying an in-lieu fee. This program is carried forward the 2007-2014 Housing Element update. See new Program HE-7.
HE-8 Equity Sharing Program	The City shall seek co-investors to provide an equity-sharing program to assist low and moderate-income people who work in Pismo Beach to purchase or rehabilitate housing within the city limits.	City Administrator, Redevelopment Agency, San Luis Obispo City Housing Authority Establish program within one year of adoption of Housing Element	Co-investors. Possible sources: pension funds, financial institutions, private developers, individuals, California Department of Housing and Community Development, insurance companies, City, Redevelopment Agency, non-profit corporations (e.g. People Self-Help Housing and Santa Barbara Community Housing)	The City has adopted a Redevelopment Plan, which includes this program. No interest shown to date. This program is carried forward the 2007-2014 Housing Element update. See new Program HE-9.

Chart 5-2 Evaluation of Accomplishments under the 1992 Housing Element

Program Name	Program Objective	Responsible Agency/Time Frame	Source of Funds	Accomplishment
HE-9 Commercial Impact Fee	The City shall require new commercial development and hotels to pay an impact fee to the city's Rental Housing Fund. These funds will be used to assist housing for low and very low income households	Building Department, City Administrator The Study and any implementing ordinance amendment should be prepared within one year following adoption of this element.	General Fund for ordinance preparation	Fee was established as part of the Inclusionary Ordinance. This program was completed and is not carried forward in the 2007-2014 Housing Element update.
HE-10 Conversion of Rental Housing	The City shall consider the effects on the rental housing market in reviewing requests for conversions of rental units to condominium ownerships. Provisions for conversions shall include the following requirements: 1) written notification to tenants of the intent to convert at least six months prior to approval of application; 2) first right of refusal to existing tenants to purchase the unit; 3) relocation assistance and reasonable moving expenses; and 4) payments to the Rental Housing Fund.	Community Development, Financial Management, Building Department, State Department of Real Estate Ongoing; review of existing conversion ordinances within six months of adoption of Housing Element	General Fund, state Homeowner Assistance Program, federal Section 234(c) Mortgage insurance for purchase of condo units	No condominium conversion applications were requested during the reporting period. This program is carried forward the 2007-2014 Housing Element update. See Program HE-10.
HE-11 Conversion of Rental Mobile Home Space to Ownership Spaces	Conversion of rental mobile home parks to ownership will be considered by the city when the applicant meets certain conditions, including priority to existing tenants, relocation assistance, and reasonable moving expenses.	Community Development Department, State department of real estate Ongoing; revision of existing ordinance within six months of Housing Element adoption	General Fund for ordinance revision; state Mobile Home Park Assistance Program; conventional financing, seller financing	There have been no requests to convert mobile home parks to ownership parks. This program is not included in the 2007-2014 Housing Element. The City will follow State law on mobile home park conversions.
HE-12 Demolition of	Reduce and monitor demolition of affordable workforce housing in the	Building Department, City Administrator, Community	General Fund	No demolition of rental housing outside the coastal zone has

Chart 5-2 Evaluation of Accomplishments under the 1992 Housing Element

Program Name	Program Objective	Responsible Agency/Time Frame	Source of Funds	Accomplishment
Rental Housing	Coastal Zone.	Development Ongoing; revision of demolition ordinance within one year of Housing Element adoption.		occurred during the recording period. The program will be carried forward with the 2007-2014 Housing element update, see Program HE-11.
HE-13 Demolition or Conversion of Rental Housing in Coastal Zone	The city may issue permits for the demolition or conversion of housing occupied by low to moderate income persons in the coastal zone when the applicant meets certain conditions, including relocation assistance and replacement of affordable units.	Building Department, City Administrator, Community Development Ongoing; review of demolition ordinance within one year of Housing Element adoption.	General Fund	No demolition of occupied (less than a year) housing units has occurred in the reporting period. This program is carried forward in the 2007-2014 Housing Element update. See Program HE-11.
HE-14 Older Motels and Cottages	The City may encourage the retention of older motels and cottage courts. Where economically feasible, these facilities may continue to provide moderately priced overnight accommodations to Pismo Beach visitors. Where these facilities have already converted to lower income rental, the City may assist owners to preserve and improve the structures through available rehabilitation assistance programs.	Community Development Department, Building Department Ongoing	Tax increment, state Emergency Shelter Program, federal mortgage insurance for SROs (currently being developed); CDBG; nonprofit corporations; California Housing Rehabilitation Program (CHRP), state and federal tax credits; retention of motels and cottages for visitor lodging may require Redevelopment Agency funds. Condo ownership of these facilities may be explored.	No inquires have been received; however there are lower income rental conversions that are feasible.
HE-15 Inclusion of Affordable Housing Within City Limits	The City shall require that all new residential development within the existing 1990 city limits provide a percentage of affordable housing.	Community Development, City Administrator, San Luis Obispo Housing Authority Ordinance within four months of Housing Element adoption	General fund for ordinance preparation; federal, state or locally issued mortgage revenue bonds; California Rental Housing Construction Program; California	Developers have bought out of the inclusionary requirement by paying the in-lieu fee. This program is carried forward in the 2007-2014 Housing

Chart 5-2 Evaluation of Accomplishments under the 1992 Housing Element

Program Name	Program Objective	Responsible Agency/Time Frame	Source of Funds	Accomplishment
			Homeowner Assistance Program; various mortgage insurance programs; private development	Element update. See Program HE-22. The ordinance will be reviewed and updated, as appropriate.
HE-16 Downtown Redevelopment Area	After extensive public review, the RDA and City may establish a redevelopment project area in the downtown.	Redevelopment Agency Initiate plan within one year of adoption of Housing Element	General fund for plan preparation development funds; tax increment; FHLB Community Reinvestment Fund; CDBG; Private and nonprofit development; mortgage revenue bonds; SB 99 bonds; California Rental Housing Assistance program; federal mortgage insurance programs	The City has not established a Downtown Redevelopment Project. This program is not included in the 2007-2014 Housing Element.
HE-17 Emergency Shelters	The Government Code requires that the Housing Element identify adequate sites to facilitate the development of emergency shelters for the homeless. The City shall revise the Zoning Ordinance to permit development of emergency shelters by right in commercial zones, and by conditional use permit in multi-family residential zones.	Community Development Department for Ordinance Revision Within six months of adoption of the Housing Element	General fund for ordinance preparation; nonprofit corporation; California Emergency Shelter program; McKinney Homeless Assistance Act	The City adopted a new zoning ordinance in 1998, which covers the areas in the City outside of the Coastal Zone. The updated zoning ordinance allows for emergency shelters. The City will continue to work with the Coastal Commission to obtain certification of the emergency shelter requirement in the 1983 Zoning Code.
HE-18 Service Industry Employee Housing Policy	The City shall consider using a portion of the transient occupancy tax to create a housing fund for the development and/or rehabilitation of rental housing affordable to service industry	City Administrator Initiate tax increase within one year of adoption of Housing Element	Tax increment; transient occupancy tax; Community Development Block Grant, nonprofit corporation, California Rental Assistance	This has not been done. This program is carried forward in the 2007-2014 Housing Element update. See Program

Chart 5-2 Evaluation of Accomplishments under the 1992 Housing Element

Program Name	Program Objective	Responsible Agency/Time Frame	Source of Funds	Accomplishment
	employees		Program, California Housing Rehabilitation Program	H-11.
HE-19 Public Lands	The City shall make available for affordable housing development any properties in its ownership that are not needed for other identified public purposes. Surplus land in the ownership of other public agencies will be reviewed for possible affordable housing prior to their disposal, and funds sought for purchase. Such lands acquired by the city will be offered for sale or lease to private or nonprofit organizations.	City Administrator Immediate for city owned sites; ongoing as public surplus lands become available	General fund; CDBG tax increment; California Predevelopment Loan Fund; federal Section 106(b) Nonprofit Sponsor Assistance	No accomplishments to date, however, the few surplus lands available under city ownership will remain for affordable housing development. This program is carried forward in the 2007-2014 Housing Element update. See Program HE-14.
HE-20 Housing Assistance Fund	The City shall investigate all possible sources of funds to develop a housing assistance fund. Such sources may include developer in lieu fees, redevelopment housing set-aside funds, condo conversion fees, state and federal grants, sale of surplus city-owned properties, real estate transfer taxes, mortgage recordation fees. These funds may be used for rental assistance, equity sharing, possible fee waivers, or other uses supportive of affordable housing.	Community Development Ordinance preparation within one month of Housing Element adoption	General Fund; tax increment; in-lieu fees, recordation fees	A fund has been established and holds more than $500,000. The 2007-2014 Housing Element contains a program to continue support for the fund and to pursue additional funding sources. See Program __.
HE-21 Housing in R-4 and RR Zones	Low and moderate income housing may be allowed in the Zoning Ordinance R-4 zones provided it is clearly a secondary use to a hotel or motel and is established to provide	Community Development Building The City will prepare a report describing potential incentive	General Fund for ordinance development; private tax increments; California Rental Housing Construction	There have been no applications for low and moderate income housing in the R-4 zone. No incentives to hotels have been considered; but no new hotels

Chart 5-2 Evaluation of Accomplishments under the 1992 Housing Element

Program Name	Program Objective	Responsible Agency/Time Frame	Source of Funds	Accomplishment
	housing for the hotel or motel employees. Hotels and motels in RR zones shall be encouraged to provide housing for employees. The City will consider incentives to encourage hotels and motels to provide employee housing.	measures for consideration within one year following the date of adoption of this Element		have been proposed since before 1993. This program is carried forward in the 2007-2014 Housing Element update. See Program HE-15.
HE-22 Toucan Terrace Housing Site	Consideration shall be given to acquiring land within the Toucan Terrace specific plan area and the city redevelopment area for low and moderate-income housing.	Redevelopment Agency Within one year of adoption of Housing Element	Tax increment; California Rental Housing Construction Program; federal mortgage insurance; private and nonprofit development; Community Reinvestment Act support	Four units for very-low income families and three units for moderate-income families were required by the City in an approved mixed-use project in this area in 2009. This program is not included in the 2007-2014 Housing Element.
HE-23 Affordable Housing Development in Annexed Properties	All housing projects of 20 or more units shall provide 10 percent affordable to moderate-income households plus an additional 5 percent of the units affordable to lower income households. Projects involving subdivision of residential lots only shall be required to: 1) dedicate a number of lots equal to 10 percent of the total, or an equivalent land area, to the City for future development of low and moderate income housing; or 2) pay in-lieu fees established by City Council.	Community Development; City Administrator; San Luis Obispo City Housing Authority On approval of annexation and development project	General fund for annexation ordinance; federal, state, or locally issued mortgage revenue bonds; California Rental Housing Construction Program; California Homeowner Assistance Program; various federal mortgage insurance programs for rental and ownership housing.	No annexations have occurred; however, those in process do include affordable housing consistent with this policy. The City will continue to enforce the provisions of the inclusionary housing program. The 2007-2014 Housing Element contains an inclusionary housing program. See Program HE-22.

Chapter 6
Goals, Policies, and Programs



The Chapter identifies housing goals, policies and programs for the City of Pismo Beach. Housing programs define the actions the City will use to enact policies and achieve housing goals. Proposed programs include providing adequate sites for a variety of housing types, density bonus incentives, minimum densities, inclusionary housing, redevelopment agency funding, maintaining the existing housing stock, housing for special needs groups, funding strategies, strategies for irregular parcels, fair housing, and energy conservation. In order to make adequate provisions for the housing needs of all economic segments, Pismo Beach has developed the following goals:

1) Identify sites with appropriate zoning and services to facilitate and encourage the development of a variety of alternative housing types for all income levels;

2) Assist in the development of adequate housing to meet the needs of lower income and moderate-income households;

3) Address and, where appropriate and legally permissible, remove governmental constraints to the maintenance, improvement, and development of housing for people of all income levels and needs;

4) Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action;

5) Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability; and

6) Preserve the unique environmental features of Pismo Beach and ensure that there is adequate water, wastewater treatment, roads, parks, and other necessary infrastructure for new housing development.

Additionally, the following policies have been developed to complement the goals above:

1) Provide a range of residential densities in the General Plan and Zoning Code that permit a variety of housing types, including single family homes, condominiums, rental apartments, mobile homes and manufactured housing;
2) Promote efficient land use patterns and encourage more intense development near services;
3) Encourage residential development of high architectural and physical quality that is compatible with neighboring land uses;
4) Maintain an inventory of sites suitable for housing to accommodate the City's share of regional housing needs;
5) Seek appropriate private, local, State, and federal funding to implement housing programs and construct housing units for very low-, low-, and moderate-income households;
6) Maintain and expand relationships with non-profit housing providers with the goal of providing more affordable housing;
7) Assume a leadership role in attaining the goals of the City's Housing Element and encourage public participation by all economic segments;
8) Provide incentives to developers (profit and non-profit) for affordable housing such as modified parking standards to minimize the cost of parking;
9) Consider programs to provide workforce housing in Pismo Beach particularly for those in the service industry;
10) Utilize redevelopment set-aside funds and other State and federal funds, to assist in creating affordable housing and rehabilitating unsound housing structures;
11) Promote smaller, rental units and a variety of housing types, such as courtyard housing, studios, and live/work units;
12) Promote the continued maintenance of existing mobile home parks;
13) Accommodate and promote the development of special housing needs, such as shelters for the homeless, transitional housing, housing for seniors, large families, female-headed households, and housing for persons with physical, developmental, or mental disabilities.
14) Provide a point of contact for referral of discrimination complaints; and
15) Promote energy conservation and ensure that all new development complies with State law regarding energy use and conservation.

Chart 6-1 summarizes the quantified objectives for the development, rehabilitation, and preservation of housing in the community over the planning period of 2007-2014. Programs to achieve these objectives are described in detail on the following pages.

Chart 6-1 Quantified Objectives for the 2007-2014 Housing Element

Housing Program	Quantified Objectives by Income Group					Totals
	Extremely Low Income	Very Low Income	Low Income	Moderate Income	Above-Moderate	
Housing Production						
HE-1	6	144	93	0	0	**243**
HE-2	2	25	2	0	0	**29**
HE-4	1	4	15	0	0	**20**
HE-9	0	5	5	0	0	**10**
HE-12	0	5	5	5	0	**15**
HE-15	0	5	10	0	0	**15**
HE-22	0	10	15	0	0	**25**
HE-23	3	7	15	0	0	**25**
HE-25	0	10	25	0	0	**35**
Total New Construction	**12**	**215**	**185**	**5**	**0**	**417**
Housing Rehabilitation						
HE-24	0	75	150	25	0	**239**

Source: Lisa Wise Consulting and City of Pismo Beach, 2009

HE-1. 2000-2006 Regional Housing Need

Under State law, the City must meet the unaccommodated need from the previous planning period (2000-2006). This requirement is in addition to the requirement to identify sites to accommodate the RHNA for the new planning period (2007-2014) (see Program HE-2). The jurisdiction may not count capacity on the same sites for both planning periods.

In order to meet the 2000-2006 RHNA, the City shall amend the General Plan and Zoning Ordinance, as necessary and shown on Chart 4-4, to accommodate 243 residential units "by right" at a minimum of 20 dwelling units per acre. The sites rezoned must be able to accommodate a minimum of 16 units per site. At least half (50 percent) of these sites shall be zoned for residential uses only. The applications can be subject to design review as long as the project does not trigger the CEQA review process.

Funding Source: General Fund
Responsibility: Community Development Department

Timeframe: August 2010
Objective: 243 units

HE-2. 2007-2014 Regional Housing Need

In order to meet State law requirements (Government Code Sections 65583(c)(1) (A) and 65583(c)(1) (B)) to address the 2007 – 2017 RHNA, the City shall amend the General Plan and the Zoning Ordinance, as necessary, and shown on Chart 4-4 to provide adequate sites for 29 very low and low-income units at a minimum of 20 dwelling units per acre "by right" on certain sites or in certain zones. The sites rezoned must be able to accommodate a minimum of 16 units per site. At least half (50 percent) of these sites shall be zoned for residential uses only. The applications can be subject to design review as long as the project does not trigger the CEQA review process.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: Within 2 years of adoption of Housing Element
Objective: 29 units

HE-3. Alternative Sites

Under limited circumstances, State law allows local governments to count existing units toward meeting their regional housing need. Under the alternative sites analysis, a local government may take credit for existing units that will be: 1) substantially rehabilitated, 2) converted from non-affordable to affordable (multifamily rental housing of 4 or more units), or 3) preserved at affordable housing costs to low or very low-income households. As new projects, code enforcement actions, and other opportunities arise, the City will investigate ways to meet their housing needs through rehabilitation and preservation of existing units.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: 2009-20014
Objective: n/a

HE-4. Density Bonus

The City will encourage and assist developers to utilize the density bonus provisions of the state Government Code that allows an increase in the number of units in the underlying zone in return for construction of lower income housing (extremely low, very low, and low-income units). The City will also amend the Zoning Ordinance (both the 1983 and 1998 Zoning Ordinances) to comply with changes in the State Density Bonus law

(Government Code Section 65915) and develop an outreach program to ensure its successful implementation.

Funding Source:	General Fund for administration
Responsibility:	Community Development, City Manager
Timeframe:	Revision of the Zoning Ordinance within three years of adoption of Housing Element; Implementation of density bonus for projects is ongoing.
Objective:	1 Extremely Low, 4 Very Low, and 15 Low-Income units

HE-5. Code Enforcement

As a means to ensure the quality of homes and neighborhoods, the City will continue to operate the code enforcement program on a complaint basis, whereby the Building Department investigates complaints and ensures that property owners comply with City codes. Pismo Beach's housing is maintained and generally in good condition. In addition, because of the high cost of land and significant escalations in housing prices over the past few years, property owners are rehabilitating older properties or demolishing units and rebuilding them.

Funding Source:	General Fund
Responsibility:	Building Division
Timeframe:	Ongoing
Objectives:	n/a

HE-6. Contractual Agreement for Rental Assistance Program

Pismo Beach shall continue to contract with the San Luis Obispo City Housing Authority or other agency, as appropriate, to authorize implementation of the Section 8 rental program.

Funding Source:	General Fund and Section 8
Responsibility:	City Manager
Timeframe:	Ongoing
Objective:	n/a

HE-7. Simultaneous Construction of Affordable Housing

When a project is required to provide a percentage of affordable units, such housing shall be built simultaneously or assured by bond or other acceptable security. Projects that are built in phases shall include the required percentage in each phase.

Funding Source: General Fund
Responsibility: Community Development Department, Engineering Division
Timeframe: Ongoing
Objective: n/a

HE-8. Public-Private Partnerships

The City will partner with the development community to facilitate higher density residential development to diversify the housing stock. Specifically, the City will:

- Contact potential affordable housing developers.
- Conduct a roundtable meeting to discuss constraints to affordable housing, workforce housing, and potential developer incentives.
- Maintain an inventory of adequate sites (see also Program HE-12).
- Identify funding opportunities and assist in preparing applications for funds.
- Work with housing sponsors to help with scores for readiness and neighborhood revitalization.
- Provide regulatory concessions and incentives, as necessary, to encourage and facilitate the construction of affordable housing (e.g. reduce parking, revise landscaping requirements, density bonuses, expedited permit process, fee waivers or deferrals, etc).
- Implement program by 2011 and annually as an ongoing process.

HE-9. Equity Sharing Program

The City shall seek co-investors to participate in an equity-sharing program to assist low and moderate-income individuals who work in Pismo Beach to purchase or rehabilitate housing. The equity sharing arrangement could be between the property owner, City, and developer.

Funding Source: Private funding sources (for homeowner), City Redevelopment Agency, non-profit corporations (e.g. People Self-Help Housing and Santa Barbara Community Housing), other grants and loans, as appropriate
Responsibility: City Administrator, Redevelopment Agency, Community Development Department
Timeframe: Ongoing
Objective: 10 units

HE-10. Conversion of Rental Housing

The City shall consider the effects on the rental housing market in reviewing requests for conversions of rental units to condominium ownerships. Provisions for conversions shall include the following requirements: 1) written notification to tenants of the intent to convert at least six months prior to approval of application; 2) first right of refusal to existing tenants to purchase the unit; 3) relocation assistance and reasonable moving expenses; and 4) payments to the Rental Housing Fund.

Funding Source: General Fund, State Homeowner Assistance Program, federal Section 234(c) Mortgage insurance for purchase of condo units
Responsibility: Community Development Department, Finance Department
Timeframe: Ongoing
Objective: n/a

HE-11. Demolition or Conversion of Rental Housing in Coastal Zone

The City may issue permits for the demolition or conversion of housing occupied by low to moderate income persons in the Coastal Zone when the applicant meets conditions, including relocation assistance and replacement of affordable units.

Funding Source: General Fund
Responsibility: Community Development Department, City Manager
Timeframe: Ongoing
Objective: n/a

HE-12. Service Industry Employee Housing Policy

The City shall consider establishing a housing trust fund or other funding mechanism for the development and/or rehabilitation of rental housing affordable to service industry employees.

Funding Source: Potential options include but are not limited to: Transient occupancy tax, inclusionary housing funds, or new funding sources generated by visitor lodging providers.
Responsibility: City Manager
Timeframe: Within three years of adoption of Housing Element
Objective: 15 units

HE-13. Senior Housing Incentives

As an incentive to providing senior housing, modifications to building lot coverage, lot size, parking requirements and setbacks will be permitted as provided for in Policy HE-17. . The City will also amend the Zoning code to provide specific standards and criteria for the modifications.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: 2009-20014
Objective: n/a

HE-14. Public and Industrial Lands

Public Lands: Properties that are not needed for other public purposes or may accommodate residential development as a secondary but permitted use will be available for affordable housing development (extremely low, very low, and low-income units). The City will process an amendment to General Plan policy LU-4 to include housing in the Public and Semi-Public land use category and as a permitted use in the corresponding Government zoning district.

Surplus land owned by other public agencies will also be reviewed for affordable housing prior to sale or transfer (e.g. school district sites). Such lands acquired by the City will be offered for sale or lease to private or nonprofit organizations.

Industrial lands: Properties that are not needed for industrial purposes or may accommodate residential development as a secondary but permitted use will be available for affordable housing development (extremely low, very low, and low-income units). The City will process an amendment to General Plan policy LU-6 to include high-density (16-30 units per acre) housing in the Industrial Land Use category; and as a permitted use in the corresponding Commercial Service zoning district outside the Coastal Zone.

Commercial land: Properties in Commercial areas will be available for affordable housing development (extremely low, very low, and low-income units) as a secondary use. General Plan policy LU-5b already identifies secondary dwelling units as permitted in the non-resort commercial areas. A 1983 Zoning Code amendment will be processed to identify affordable housing units as a permitted but secondary use in the 1983 Zoning Code.

As opportunities for implementation of this program arise, it will help achieve the quantified objectives in Programs HE-1 and HE-2.

Funding Source:	CDBG, tax increment funds, other sources, as appropriate
Responsibility:	City Manager
Timeframe:	Ongoing, as development opportunities in the public/semi public and industrial areas become available
Objective:	n/a

HE-15. Housing in R-4 and RR Zones (or other Visitor-serving Zones)

Low and moderate income housing may be allowed in the R-4 zones provided it is clearly a secondary use to a hotel or motel and is established to provide housing for the hotel or motel employees. Hotels and motels in RR zones shall be encouraged to provide housing for employees. The City will consider incentives to encourage hotels and motels in this effort.

Funding Source:	General Fund
Responsibility:	Community Development
Timeframe:	The City will prepare a report describing potential incentive measures within one year of adoption of this Element. Changes to the zoning ordinance would be made within three years of the adoption of the Housing Element
Objective:	15 units

HE-16. Workforce and affordable Housing Incentives

As an incentive to providing workforce and affordable housing in the downtown core, modifications to building lot coverage, lot size, parking requirements and setbacks will be permitted without a variance for residential or mixed-use projects with a finding that a certain percentage of units are affordable to lower or moderate-income households. In particular, the City will evaluate the multifamily parking requirements then review and revise multifamily parking requirements for one bedroom and studio units to ensure requirements do not unduly constrain housing development. The City will also amend the Zoning code to provide specific standards and criteria for the modifications as referenced in Policy HE-17.

Funding Source:	General Fund
Responsibility:	Community Development Department
Timeframe:	2012
Objective:	n/a

HE-17. Workforce and affordable Housing Entitlements

The City shall consider options, such as a planned unit development (PUD) or other type of permit, to encourage the development of workforce and affordable housing throughout the City. Incentives included in the permit to encourage workforce housing could include expedited permit processing or modifications to building lot coverage, lot size, parking requirements and setbacks.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: 2012
Objective: n/a

HE-18. Revision to C-1 Zone

The C-1 zone allows residential uses as part of a mixed-use project at one unit per 1,500 square feet of site area. The City will consider an amendment to the C-1 zone to increase the residential density in the C-1 zone.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: Within three years of the adoption of the Housing element
Objective: n/a

HE-19. Multi-Family Zone Densities

The Pismo Beach Zoning Code allows the construction of single-family residences in multiple family zones. This practice does not always result in the most efficient use of resources and may hamper the City's ability to achieve its regional housing needs goals. Thus, the Zoning Code should be amended to prohibit new single-family homes in medium and high-density residential areas, unless a lot is substandard in size and cannot accommodate more than one unit. The City will amend the Zoning Ordinance to include minimum densities in the R-2, R-3, RS-M, RR-L, R-4, RR, and RR-H districts to preserve the limited supply of multi-family zoned land for multifamily uses.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: Within three years of the adoption of the Housing Element
Objective: n/a

HE-20. Nonconforming Lots

Pismo Beach was subdivided many years before the formal adoption of a Zoning Code. Many lots within the community are substandard when current standards are applied. It is common to seek a variance to develop a parcel in certain areas. Moreover, a number of contiguous, often small and irregularly shaped, lots are "underutilized". The Zoning Code could be amended to facilitate and encourage the development of quality market rate and affordable housing on these lots. The City will develop an exception process for nonconforming lots that includes a flexible approval process and development standards. Lot consolidation regulations could also help to merge otherwise substandard and underutilized sites.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: Within three years of the adoption of the Housing Element
Objective: n/a

HE-21. Zoning Code Update

In 1998, the City updated the Zoning Code for the entire City. However, the Coastal Commission did not certify the 1998 Zoning Code due to policy differences on bluff lots and development. Thus, Pismo Beach currently operates under two Zoning Codes (1983 and 1998). The City's 1983 Zoning Code applies to the two-thirds of the community located within the Coastal Zone. The City will continue to work with the Coastal Commission on revisions to the 1998 Zoning Code in an attempt to obtain certification. Developing a consolidated code will assist developers and property owners to identify development requirements, as well as, provide a more streamlined approach to the approval process.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: Within four years of the adoption of the Housing Element
Objective: n/a

HE-22. Inclusionary Housing/In Lieu Fee

The City adopted an inclusionary housing program for residential projects over five units, commercial projects exceeding 5,000 square feet, and subdivision of 10 or more residential lots. Inclusionary in-lieu fees can be used for the acquisition, construction, or rehabilitation of housing affordable to very low, low, and moderate-income households.

The City shall amend the Inclusionary Ordinance to: 1) encourage the production of affordable housing on site by providing development

incentives to make onsite construction more feasible; 2) Evaluate the inclusionary fees and consider raising the in-lieu fee to better recover the cost of building affordable housing; 3) specify a minimum percentage of units affordable to low versus moderate income households; 4) promote smaller units; and 5) Provide City discretion to require on-site construction.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: Within three years of adoption of Housing Element
Objective: 25 units

HE-23. Redevelopment

The City shall work with non-profit and for-profit developers to identify specific affordable projects for the expenditure of Redevelopment set-aside funds. This will include projects with units affordable to extremely low, very low, and low-income households. Assistance may come in the form of land write-down, gap financing, or other means.

Funding Source: Redevelopment Housing Set-aside Funds
Responsibility: Community Development Department
Timeframe: Contact developers within 1 year and ongoing on an annual basis
Objective: 3 Extremely Low, 7 Very Low, and 15 Low-Income units

HE-24. Home Improvement Program

The City will continue to administer the Home Improvement Program established in 2008. The City contracts with EOC to provide improvements to homes of very low- and low-income homeowners. The City shall consider extending the program parameters to include moderate-income homeowners or property owners that rent workforce housing. Valuation of assets shall be considered as part of the qualification criteria in addition to income.

Funding Source: Redevelopment Housing Set-aside
Responsibility: Community Development Department
Timeframe: Consider modifications to the program within one year of Housing Element adoption; implementation of program is ongoing.
Objective: 250 units

Funding Source: Redevelopment Housing Set-aside
Responsibility: Community Development Department
Timeframe: Develop program within one year of adoption of the Housing Element; implementation is ongoing.
Objective: n/a

HE-25. Secondary Units

The City shall continue to encourage the development of secondary units as a tool to provide affordable housing in the community. The City shall revise the Secondary Unit Ordinance to clarify parking standards. The City will continue to publicize secondary units on the City website and in the City newsletter.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: Ordinance revisions within three years of adoption of Housing Element; implementation is ongoing
Objective: Average of 5 units annually

HE-26. Housing Preservation

The City will monitor the status of affordable projects, rental projects, and mobile homes in the City and, should the property owners indicate the desire to convert properties, consider providing technical and financial assistance, when possible, to ensure long-term affordability.

Funding Source: General Fund, Redevelopment Set Aside Funds
Responsibility: Community Development Department
Timeframe: Ongoing
Objective: n/a

HE-27. Fair Housing – Zoning Code Amendments

In compliance with State law, the City will amend the 1983 Zoning Code for the Coastal Zone to allow small residential care facilities serving six or fewer clients in all residential zones without a Conditional Use Permit.

Funding: General Fund
Responsibility: Community Development Department
Timeframe: Within three years of adoption of the Housing Element
Objective: n/a

HE-28. Fair Housing – Access to Mediation and Fair Housing Service

The City will coordinate with San Luis Obispo County to improve access to landlord and tenant mediation and fair housing services. The City will also develop a fair housing brochure or acquire one from a fair housing provider and distribute it at the City Hall, library, and post office.

Funding: General Fund
Responsibility: Community Development Department
Timeframe: Within one year of adoption of the Housing Element
Objective: n/a

HE-29. Transitional Housing

The City shall amend the Zoning Ordinance to comply with SB 2 and define transitional and supportive housing as permitted residential uses only subject to the same restrictions that apply to other residential uses of the same type in the same zone.

Funding: General Fund
Responsibility: Community Development Department
Timeframe: Within two years of adoption of the Housing Element
Objective: n/a

HE-30. Reasonable Accommodation

Pursuant to the Fair Housing Amendments Act of 1988 and the requirements of Chapter 671, Statues of 2001 (Senate Bill 520), the City will adopt a reasonable accommodation ordinance to provide people with disabilities reasonable accommodation in rules, policies, practices and procedures that may be necessary to ensure equal access to housing. The City will promote its reasonable accommodation procedures on its web site and with educational material at City Hall.

Funding: General Fund
Responsibility: Community Development Department
Timeframe: Within three years of adoption of the Housing Element
Objective: n/a

HE-31. Universal Design

Universal design is based on the precept that throughout life, all people experience changes in their abilities. The goal of universal design is to provide environments that are usable by all people, to the greatest extent possible, without the need for specialization in design and construction. The City shall work with homebuilders to encourage universal design in new construction and remodels.

Funding: General Fund
Responsibility: Community Development Department
Timeframe: Ongoing

Objective: n/a

HE-32. State Energy Efficiency Standards

Implement State requirements for energy conservation in new residential projects and encourage residential developers to employ additional energy conservation measures with respect to siting of buildings, landscaping, and solar orientation. To facilitate implementation, the City will make available, in the Community Development and Building departments, brochures from PG&E which detail energy conservation measures for existing buildings, as well as new construction.

Funding: General Fund
Responsibility: Community Development Department
Timeframe: Ongoing
Objective: n/a

HE-33. Green Building Standards

Support and encourage green building design standards in new construction and redevelopment to promote increased energy conservation. The City shall establish regulations promoting the development of environmentally sustainable buildings that meet and exceed the provisions outlined in Title 24: Energy Efficiency Standards for Residential and Nonresidential Buildings. The City shall consider incentives for buildings that exceed those in Title 24, such as expedited permit processing.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: Ongoing
Objective: n/a

HE-34. Green Building Working Group

The City shall participate in regional efforts to promote sustainable building techniques that minimize construction waste; build healthier indoor environments and reduce energy use while conserving natural resources; provide architects, engineers, contractors, developers and other building professionals with the proper tools to build sustainable projects; and support and help develop public policy which advocates for sustainable architectural, social and building practices.

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: 2009-20014
Objective: n/a

HE-35. Public Outreach and Education

The City shall establish outreach and education programs to increase public awareness of housing policies and issues as they arise. Such efforts may include mailed notices to the public, posts on the City's website, and printed educational materials, as appropriate. In addition, the City shall submit an annual report for progress in implementing the City's General Plan, including the Housing Element, to the Office of Planning and Research, as required by State law (§65,400).

Funding Source: General Fund
Responsibility: Community Development Department
Timeframe: Ongoing
Objective: n/a

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Appendix

Appendix A Public Comment

Appendix B Housing Conditions Survey Map

Appendix C Vacant Land Map

Appendix D Vacant Land Detailed Table

Appendix E Detailed List of State Program Funding Sources

Appendix F 100 and 500 Year Flood Plain Map

Appendix G Opportunity Sites

Appendix A: Public Comment

Habitat for Humanity® for San Luis Obispo County
Post Office Box 613
San Luis Obispo, CA 93406
2146 Parker Street #B1
(805) 782-0687 • info@hfhsloco.org • www.hfhsloco.org

March 30, 2009

Lisa Wise Consulting, Inc.
Lisa Wise
983 Osos Street
San Luis Obispo, CA. 93401

Lisa,
On behalf of Habitat for Humanity for San Luis Obispo County, I would like to thank you for solicitation our input on the Housing Element update for the City of Pismo Beach. To restate our preferences, they are as follows:

1. Maintain the Redevelopment Agency for the City of Pismo Beach as a funding opportunity for affordable housing;
2. Enable small lot Planned Unit Developments for infill projects;
3. List clear criteria/incentives for both non-profit and for-profit housing developers to apply to the City;
4. Expedite processing of low-income housing projects;
5. Identify appropriate properties for potential affordable housing.

We look forward to reviewing the draft later this year.

Sincerely,

Penny Rappa

Penny Rappa
Executive Director

LAW OFFICES OF
PAUL A. GEIHS
314 POMEROY AVENUE
POST OFFICE BOX 155
PISMO BEACH, CALIFORNIA 93448
TELEPHONE NO. (805) 773-4601
FAX NO. (805) 773-4651

April 2, 2009

RECEIVED
APR 1 2 2009
CITY OF PISMO BEACH
Community Development Department
Planning Division

HAND DELIVERED

Carolyn Johnson, Planning Manager
City of Pismo Beach
760 Mattie Road
Pismo Beach, California

Re: ***Pismo Beach Housing Element Update;***
Parcel Map No. P.B. 71-269

Dear Carolyn:

In follow-up to our recent telephone conference, be advised that I represent Edward A. Pollard, of 235 Terrace Avenue, Pismo Beach, California, one of the subdividers of the 20-parcel subdivision created by Parcel Map No. P.B. 71-269, which was approved by the City on February 25, 1972 and recorded on February 29, 1972, a copy of which is enclosed herewith for your reference.

In updating the Pismo Beach Housing Element, the City is requested to consider the following factors with regard to the 20 parcels described in Parcel Map No. P.B. 71-269:

1. The subdivider and the City never intended the subject parcels to be separate building sites at the time the subdivision was approved.

2. The subdivider proposed that the parcels in the subdivision be used only for plottage to existing adjacent lots, and the City approved the subdivision on this premise and condition.

3. Recent contacts with individuals who were the City officials that approved the subdivision support the fact that the parcels were approved only for plottage to existing adjacent lots.

4. An examination of Parcel Map P.B. 71-269 clearly evidences that none of the parcels in the subdivision were meant to be separate homesites, in that none of the parcels met City code requirements for separate building sites at the time of approval, nor do they at the present time, in that:

The lots fronting on Terrace Avenue and Vista Del Mar have enjoyed the benefits of larger homesites because, as intended, the much smaller adjacent, contiguous, substandard plottage parcels have not been separated from their existing lots. That is, each respective lot and parcel is, and always has been, owned by the same owner(s). To permit the building of stand-alone structures on these parcels, which were never designed to accommodate such structures, conflicts with the intent of the City's approval of Parcel Map No. P.B. 71-269, as well as the City's current code requirements.

Moreover, any stand-alone structures on the parcels would be out of character with the existing neighborhood, will contribute to congested traffic and parking conditions, will have an adverse effect upon the orderly development of the area and the City in regard to the general planning of the whole community, and will have an adverse effect upon the public health, safety, and general welfare of the neighborhood and the City at large, resulting in the diminished values of the owners' property.

In closing, we thank you for your anticipated courtesy, cooperation and assistance in incorporating the factors described herein into the updated Pismo Beach Housing Element.

Sincerely,

PAUL A. GEIHS

PAG:sgg

w/encls.

3

Appendix A: Public Comment, *continued*

235 Terrace Avenue
Pismo Beach, CA 93449

July 30, 1998

R. Dennis Delzeit, P.E.
Director of Public Services
City Engineer
City of Pismo Beach
760 Mattie Road
Pismo Beach, CA 93449

Dear Mr. Delzeit:

Enclosed is a copy of Parcel Map No. PB 71-269 which pertains to an irregular-shaped parcel of land lying between Terrace Avenue and Vista Del Mar in Shell Beach. I was one of the owners who subdivided this property (into 20 lots in 1972), and I am also one of the developers of Shoreline Terrace--the subdivision of 30 lots fronting on Terrace and Shoreline Drive.

My partner and I acquired this irregular-shaped parcel with the intent of dividing and plotting it to existing lots on Terrace Avenue and Vista Del Mar, thereby making these lots deeper. At the time the City was concerned as to what would be done with this land which had such an odd shape and access which limited its independent development. They were obviously pleased with our proposed use.

The City approved the map, clearly with the intent that these parcels were not separate building sites, i.e., no new building sites were created. Public access was not provided, utilities were not provided, they did not meet the Subdivision Map Act requirements for creating separate building sites. We included a 20'-wide driveway easement between certain lots for the purpose of providing access to the rear of these lots to allow access for RV's and boats, etc. This access is not a public road.

Recently, I have received calls from many of the owners of these parcels expressing concern that sometime in the future someone may attempt to sell off one or more of these parcels in an attempt to create a separate building site. I can assure you this was not our intent as subdividers and was not the intent of the Planning Commission or City Council at the time or approval of the subdivision.

Mr. Delzeit
Page 2
July 30, 1998

I would appreciate a determination or ruling be made as to whether any of these parcels can be considered separate building sites. I would be happy to provide any information I have, and would welcome a call to discuss this matter.

Thank you, and I will be looking forward to hearing from you.

Very truly yours,

Edward K. Pollard

Enc.
cc: John Brown

(773-1907)

City of Pismo Beach, Engineering Division
760 Mattie Road
Pismo Beach, CA 93449
(805) 773-4656 • Fax: (805) 773-4684

August 12, 1998

Mr. Edward Pollard
235 Terrace Ave.
Pismo Beach, CA 93445

Re: Potential new building sites in the area between Tracts along Vista del Mar Ave. and Terrace Ave.

Dear Mr. Pollard:

We are in receipt of your letter dated July 30, 1998. You have asked for a "determination or ruling" about the potential creation of additional building sites within the area that was previously divided by Parcel Map PB 71-269.

Staff tends to agree with the items and conclusions that you have summarized in your letter. At this point, we consider it highly doubtful that it would be possible for anyone to create a building site within this area. However, to make a determination of this issue would require significant staff time for research and, very likely, some legal guidance from the City Attorney's office. We are unable to commit the staff time necessary to pursue the question at this time. If it should become critical some time in the future, naturally we will do what is necessary.

Very truly yours,

Larry Versaw
Associate Engineer

LV:jb

cc: R. Dennis Delzeit, Director of Public Services/City Engineer

City of Pismo Beach, Public Services Department
760 Mattie Road
Pismo Beach, CA 93449
(805) 773-4656 • Fax: (805) 773-4684

November 6, 1999

Philip F. Sinco
Borton, Petrini & Conron, LLP
1114 Marsh Street
San Luis Obispo, CA 93401

Subject: James and Anne Regan
Lots 11, 13, 14 of Parcel Map No. 71-269
Regarding: a.)Your March 18, 1999 Letter
b.) My December 3, 1999 Letter

Dear Phil:

First, please accept my thanks to you and the Regans for being patient with the delayed response to your inquires in this matter. The workload has been extreme and I have secured the services of an outside professional engineer for assistance. I have reviewed his work and this letter provides my conclusions.

The subject parcel map, approved by the City in 1972, created small parcels behind existing lots which front on Vista Del Mar and on Terrace Avenue. It is still my opinion that the intention was to merge these parcels with the existing lots to create larger lots and provide a rear access alley to each of these lots. However, the process was flawed. Research indicates that some of the lots were sold to the owners fronting the two streets, but mergers never took place.

In answer to your letter, the three lots, 11, 13, and 14 exist as separate distinct lots. Theoretically, they are buildable, as along as a proposed project complies with any and all the applicable ordinances and regulations. Also, the sewer and access easements will provide constraints. Thanks again for your patience.

Sincerely,

R. Dennis Delzeit P.E.
Director of Public Services/City Engineer

cc: Mr and Mrs Regan, 250 Vista Del Mar
Mike Boyajian, Asst. City Attorney
Ned Rogoway, Acting Planning Director

235 Terrace Avenue
Pismo Beach, CA 93449

March 10, 2000

Randy Bloom
Community Development Director
City of Pismo Beach
Pismo Beach, CA 93449

Dear Mr. Bloom:

I wish to bring to your attention a matter which has become of great concern to property owners on Terrace Avenue and Vista Del Mar. This has to do with a proposal Mr. and Mrs. Jim Regan have been pursuing for some months.

Back in 1998 the Regans listed for sale two small parcels at the rear of their property at 250 Vista Del Mar (see sales flyer enclosed). The total Regan ownership is outlined in red on the enclosed map, and the two subject (rear) parcels which they are attempting to sell as a separate homesite are outlined in green. The Regans had requested the City's opinion as to whether these two rear parcels could be built on. They were given some information that was either incorrect or, at a minimum, very misleading. They were reportedly told that 1) these parcels were zoned R-2, which was incorrect, and 2) that the parcels were buildable and separate distinct lots, which was very misleading.

In speaking to a number of City personnel regarding this matter, and it is apparent that no one has fully researched nor understands the history and status of these parcels. Since I was one of the subdividers of these parcels, I wish to provide that history and other important information.

In 1972 and 1973 a partner of mine and I subdivided the 30-lot Shoreline Terrace (lots on Terrace Avenue and Shoreline Drive) and also the 20-parcel subdivision of parcels created by Parcel Map PB-71-269, which was approved by the City. The parcel map covered an irregular-shaped parcel of land lying between Terrace Avenue and Vista Del Mar which had very restricted access (see enclosed map). My partner and I acquired this irregular-shaped parcel for the purpose of dividing and plotting it to existing lots on Terrace Avenue and Vista Del Mar, thereby making these lots deeper. At that time the City was concerned about this interior parcel which had limited independent development due to its odd shape and restricted access. They were obviously pleased with our proposed use, and so stated when they approved the subdivision.

The City approved the map, clearly on the premise and intent that these parcels were not separate building sites, i.e. no new building sites were created. We did include a 20-foot wide private driveway easement between certain lots for the purpose of

Mr. Bloom -2- March 10, 2000

providing a secondary means of access to the rear of these lots to allow for RV's, boats, et cetera. This access is not, and never has been, a public road.

I can assure you that the purpose of our subdivision was not to create separate building sites, and if necessary I can prove that that was not the intent of the Planning Commission and City Council at the time of approval of the subdivision. To date, the City has not taken any action to change that status.

In 1998 the City responded to an inquiry by the Regans and stated that their two back lots were not buildable, and the Regans took the parcels off the market. At that point everyone thought the matter had been clarified and it was a dead issue. Recently, however, the Regans have been telling their neighbors that they have approval to build on these parcels and have been working on plans and surveying the property. I believe no such "approval" has been granted.

The Regans misconception of the matter is evidently a result of a letter they received from City Engineer, Dennis Delzeit (copy enclosed). In his letter Mr. Delzeit states that based on his investigation the three Regan parcels (Nos. 11, 13 and 14) are "separate distinct lots" and "theoretically they are buildable, as long as a proposed project complies with any and all applicable ordinances and regulations. Also the sewer access easements will provide constraints."

What Mr. Delzeit concluded is, in my opinion, not incorrect, but very misleading, and further clarification is necessary. The one thing the Regans are attempting to do is create a separate and new homesite, separately saleable. In my opinion, this condition has never existed and nothing has changed regardless of Mr. Delzeit's opinion.

I would like to relate some of the history of the subject properties as I know it. When we approached the City to subdivide Parcel Map PB-71-269, we clearly proposed that the parcels to be created were for plottage only to existing lots, and not to be separate building sites in themselves. As one can see even looking at the map today, the plottage added beneficial depth to our lots on Terrace Avenue, which were rather shallow (82± feet) and likewise benefited the lots on Vista Del Mar.

We proposed a secondary access easement between the parcels which provided rear access to our lots for purposes of RV and boat storage, et cetera. Twenty lots were proposed, none of which met City code for separate building sites. (Some of these parcels were only 10 feet wide.) Public access was not provided, utilities were not provided, they did not meet City code, nor did

Mr. Bloom -3- March 10, 2000

they meet the Subdivision Map Act requirements for creating separate building sites.

Prior to our filing the parcel map, Keith Wolf owned Lots 15 and 16 fronting on Vista Del Mar. Each of these lots consisted of a legal, separate, buildable parcel at the time, i.e. Mr. Wolf owned two separate legal building sites. The subsequent plottage of the subject rear parcels did not add the right to build a third separate home on Mr. Wolf's R-1 zoned properties. To do so would be clearly contrary to what the City approved the rear lots to be and contrary to the R-1 zone.

Mr. Wolf later died and his relative, Dick Martin, inherited the property. In 1998 Mr. Martin placed all of the property up for sale, and he questioned whether he had two or three legal building sites. I personally clarified this matter to him, but he had already contracted to sell only Lot 16 to Mr. and Mrs. George Glazer. The Glazers were desirous of acquiring the rear lot behind them, but ultimately could not come to an agreement, and Mr. Martin sold Lot 15 and the two rear parcels to the Regans. It should be recognized that the price Mr. Martin sold to the Regans was commensurate with a single residential homesite with the existing improvements thereon.

In August 1998 after the Regans placed the rear parcels on the market, I sent correspondence to both the Regans and to Mr. Delzeit explaining the status of the rear parcels (copies enclosed). You will note that in those letters I stated that in my opinion the rear parcels are developable but not as a separate homesite.

In order that we may put this matter to rest, I am requesting that the City review this matter, and once and for all rule on the status of parcels in Parcel Map PB-71-269, i.e. that they were never approved to be separate homesites but only for plottage to existing lots.

For your information and consideration I have enclosed a list of reasons as to why I believe the status of these rear parcels should remain as originally proposed and approved--that of plottage to existing lots. I am aware of still further information that could bear on this matter; however, I choose not to burden you with every detail. I am available to consult with you at any time if you wish. Please do not hesitate to call on me.

Very truly yours,

Edward R. Pollard

Encls.
773-1907

Appendix A: Public Comment, *continued*

City of Pismo Beach,
Community Development Department/ Planning Division
760 Mattie Road,
Pismo Beach, CA 93449
Tel: (805)773-4658 • Fax: (805) 773-4684

May 23, 2000

James and Anne Regan
250 Vista Del Mar
Pismo Beach, CA 93449

Subject: Lot Line adjustment
Lots 13 and 14 of Parcel Map No. 71-269

Planning Staff has reviewed your request for approval of a lot line adjustment to consolidate lots 13 and 14 of Parcel Map No. 71-269, for property located between Vista Del Mar and Terrace Avenue, and finds it can approve said request.

In reviewing your request staff finds that the parcels of land created by Parcel Map No. 71-269 have been problematic from their creation. The purpose of this map was to add additional depth and square footage to the existing lots that front on Vista Del Mar and Terrace Avenue. The above parcels were created but were never merged with these street frontage parcels. Staff finds that the above lots 13 and 14 can be merged and developed as secondary support to your primary parcel at 250 Vista Del Mar, but does not meet current city development standards as a stand alone primary parcel of land.

The above issue of how the parcels of land created by Parcel Map No. 71-269 can be developed have been in question for several years. It is staff's position that these parcels can be developed as support to their primary parcels that have public street frontage on Vista Del Mar and Terrace Avenue.

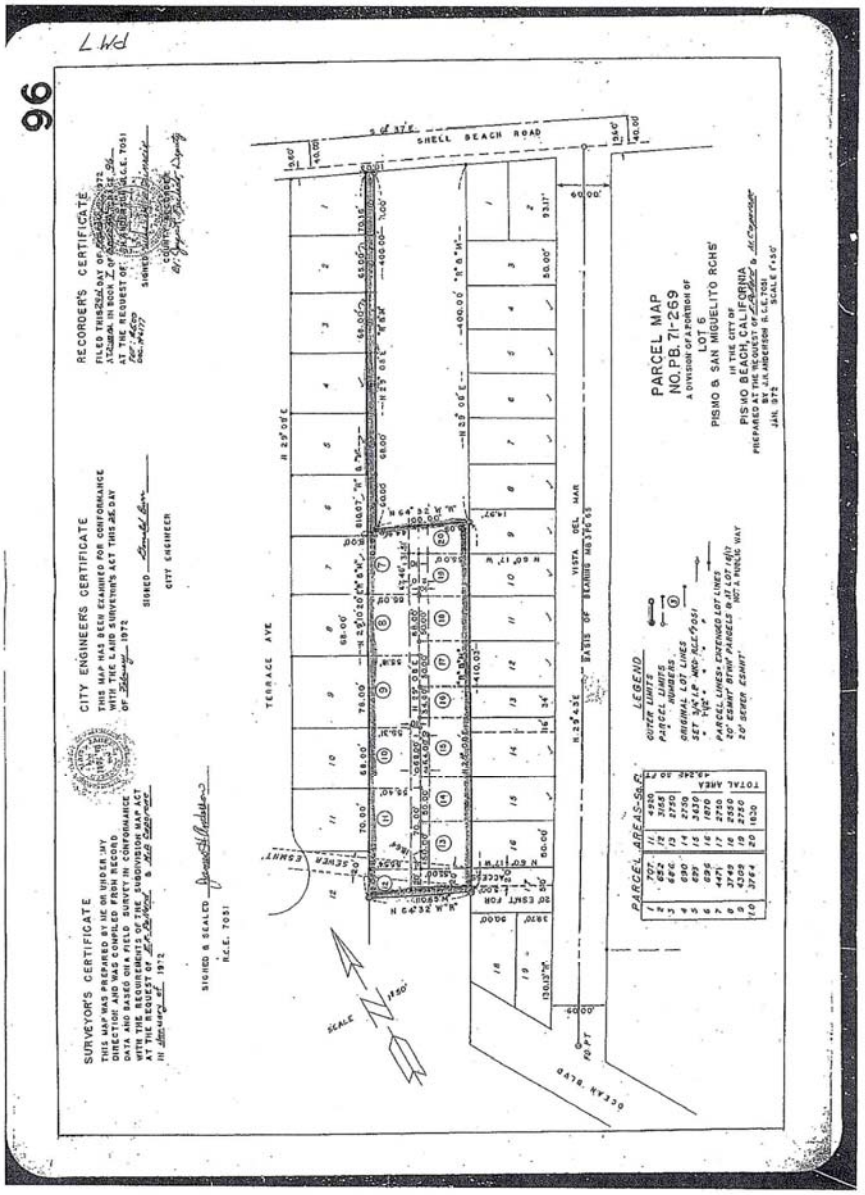
If you have any questions please call me at 773-7089.

Sincerely;

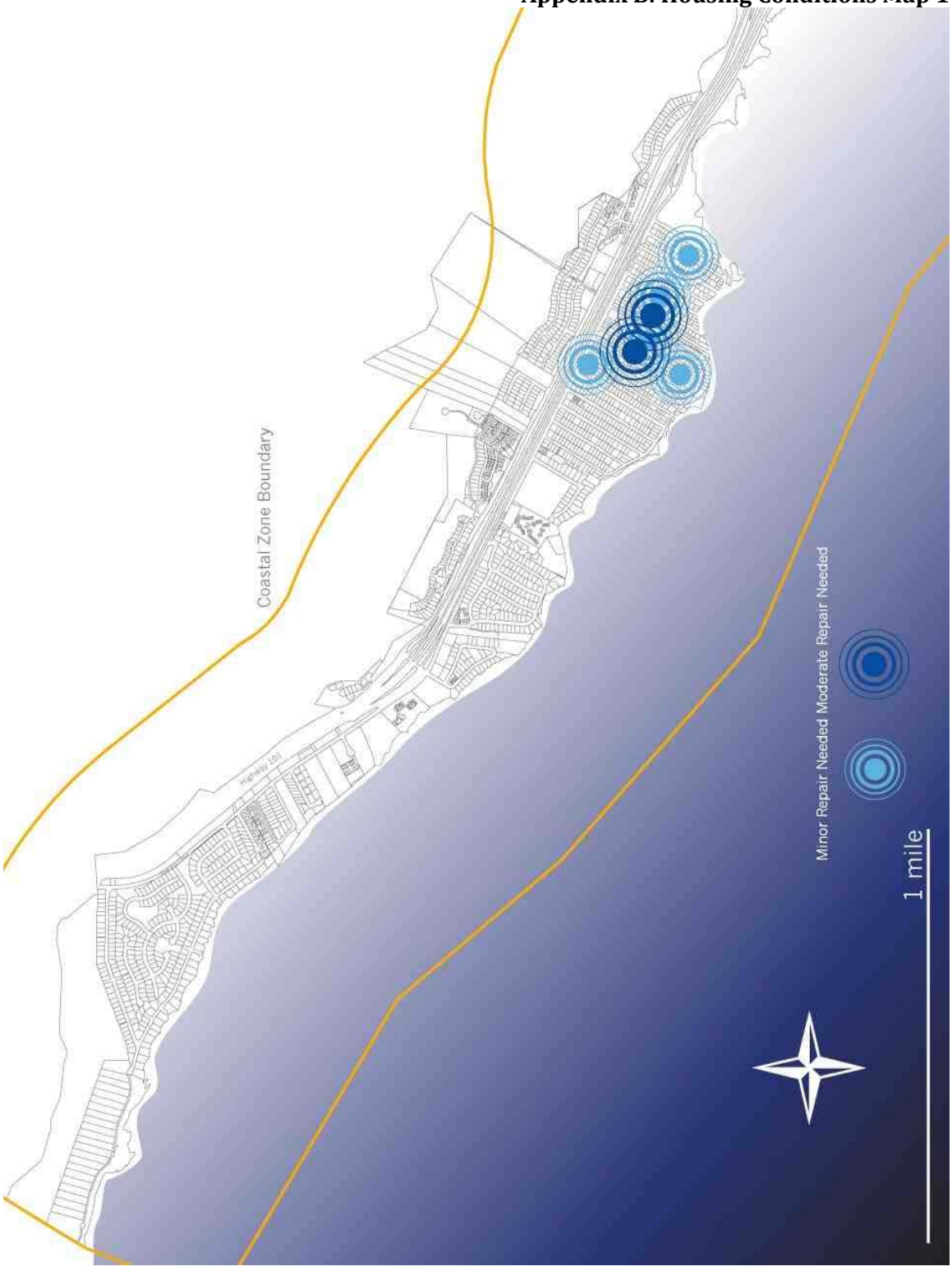
Randy Bloom,
Community Development Director

cc: Planning Commission
cc: property owners of Parcel Map 71-269

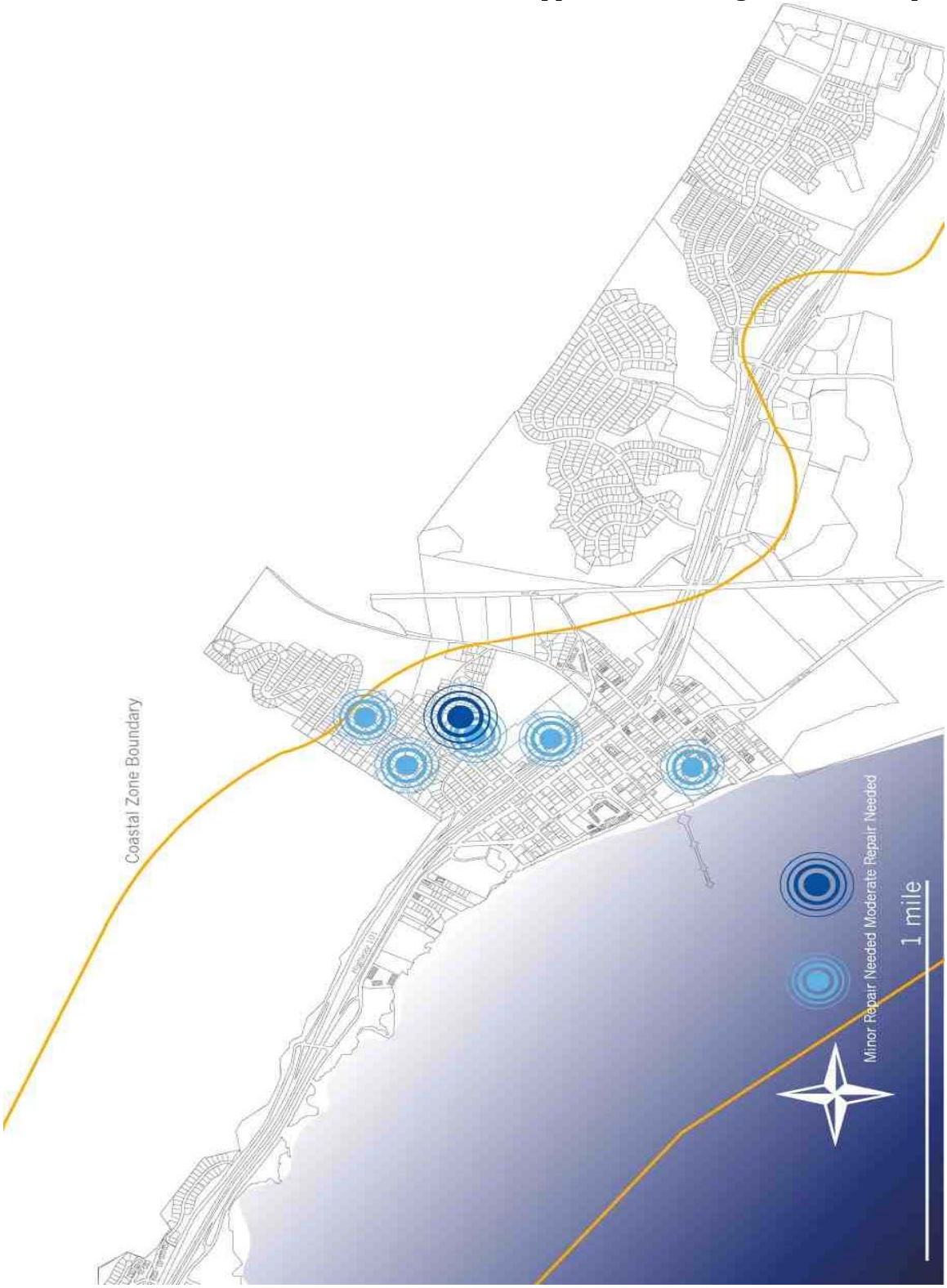
Appendix A: Public Comment, *continued*



Appendix B: Housing Conditions Map 1



Appendix B Housing Conditions Map 2



Appendix C: Vacant Land Inventory Map 1



Appendix C: Vacant Land Inventory Map 2



Appendix D: Vacant Land Inventory

APN Number	Address	Street Name	Zoning	Planning Area	Acres	Unit Capacity	Possible Units	Realistic Units	Comments
C-1									
005-121-048	101	MAIN	C-1	DOWNTOWN CORE	0.13	1	1.0	1.0	Single Family Lots Use Max Capacity
005-134-023	501	DOLLIVER	C-1	DOWNTOWN CORE	0.15	1	1.0	1.0	Single Family Lots Use Max Capacity
005-152-022	184	HINDS	C-1	DOWNTOWN CORE	0.04	1	1.0	1.0	Single Family Lots Use Max Capacity
005-152-028	555	CYPRESS	C-1	DOWNTOWN CORE	0.29	1	1.0	1.0	Single Family Lots Use Max Capacity
010-335-008	301	SHELL BEACH	C-1	SHELL BEACH	0.15	1	1.0	1.0	Single Family Lots Use Max Capacity
005-201-017	601	CYPRESS	C-1	DOWNTOWN CORE	1.52	7	1.0	7.0	7 Units approved as part of mixed-use project
					2.28		6.0	12.0	
PR									
010-045-063	2121	MATTIE	PR	FREEWAY FOOTHILLS	0.17	1	1.0	1.0	One Single Family Lots Use Max Capacity
010-045-071	1981	COSTA BRAVA	PR	FREEWAY FOOTHILLS	0.15	1	1.0	1.0	One Single Family Lots Use Max Capacity
010-082-001	1996	MATTIE	PR	FREEWAY FOOTHILLS	5.48	14	14.0	14.0	Not yet subdivided; Single Family Lots Use Max Capacity, 1.77 acres can be developed (15 units per acre)
010-082-006	1930	MATTIE	PR	FREEWAY FOOTHILLS	2.70	22	17.0	22.0	Not yet subdivided; Single Family Lots Use Max Capacity with 15 units per acre
010-045-007	Vacant property no address	COSTA DEL SOL	PR	FREEWAY FOOTHILLS	0.62	9	9.0	9.0	Not yet subdivided; Single family area, 15 units per acre
010-141-034	168	SEARIDGE	PR	SOUTH PALISADES	0.15	1	1.0	1.0	Single Family Lots Use Max Capacity
010-141-037	148	SEARIDGE	PR	SOUTH PALISADES	0.13	1	1.0	1.0	Single Family Lots Use Max Capacity
010-141-038	130	SEARIDGE	PR	SOUTH PALISADES	0.13	1	1.0	1.0	Single Family Lots Use Max Capacity
010-141-039	120	SEARIDGE	PR	SOUTH PALISADES	0.13	1	1.0	1.0	Single Family Lots Use Max Capacity

Appendix D: Vacant Land Inventory, *continued*

APN Number	Address	Street Name	Zoning	Planning Area	Acres	Unit Capacity	Possible Units	Realistic Units	Comments
010-142-020	121	SILVER SHOALS	PR	SOUTH PALISADES	0.24	1	1.0	1.0	Single Family Lots Use Max Capacity
010-152-003, 07	2900	SHELL BEACH	PR	SOUTH PALISADES	4.26	52	52.0	32.0	Combined 003 and 007 as same parcel: 31 unit application is pending.
010-152-009	2799	SHELL BEACH	PR	SOUTH PALISADES	2.06	28	22.0	22.0	Not yet subdivided; 8-15 units permitted per acre on this site
010-155-023	380	ENCANTO	PR	SUNSET PALISADES	0.13	1	1.0	1.0	Single Family Lots Use Max Capacity
010-562-001	186	BLUFF	PR	SUNSET PALISADES	2.96	1	1.0	1.0	Single Family Lots Use Max Capacity
010-562-007	138	BLUFF	PR	SUNSET PALISADES	1.05	1	1.0	1.0	Single Family Lots Use Max Capacity
010-562-008	130	BLUFF	PR	SUNSET PALISADES	1.01	1	1.0	1.0	Single Family Lots Use Max Capacity
010-562-012	98	BLUFF	PR	SUNSET PALISADES	1.25	1	1.0	1.0	Single Family Lots Use Max Capacity
010-562-014	82	BLUFF	PR	SUNSET PALISADES	1.15	1	1.0	1.0	Single Family Lots Use Max Capacity
010-221-043	129	PARK PLACE	PR	SPINDRIFT	2.88	32	32.0	32.0	Not yet subdivided, with ROW deduction, can provide 32 units per acre
010-531-052	2251	SHELL BEACH	PR	SPINDRIFT	1.01	12	12.0	12.0	Not yet subdivided; with ROW deduction, can provide 12 units per acre
010-531-051	2295	SHELL BEACH	PR	SPINDRIFT	1.00	15	15.0	12.0	Can provide 12 units
010-152-028	2770	SHELL BEACH	PR	SOUTH PALISADES	4.90	66	66.0	20.0	Not yet subdivided; given site constraintstCan provide 20 units (with ROW area deduction)
010-152-009	2799	SHELL BEACH	PR	SOUTH PALISADES	2.06	28	28.0	28.0	Not yet subdivided; Can provide 30 units(with ROW area deduction)
010-152-008	2801	SHELL BEACH	PR	SOUTH PALISADES	4.90	66	52.0	32.0	Not yet subdivided; Can provide 32 units: use max capacity (with ROW area deduction)
010-144-025	3000	SHELL BEACH	PR	SOUTH PALISADES	3.44	52	44.0	32.0	Not yet subdivided; Can provide 32 units
010-562-022	18	BLUFF	PR	SUNSET PALISADES	0.95	1	1.0	1.0	Single Family Lots Use Max Capacity
					44.91		377.0	281.0	

Appendix D: Vacant Land Inventory, *continued*

APN Number	Address	Street Name	Zoning	Planning Area	Acres	Unit Capacity	Possible Units	Realistic Units	Comments
R-1									
005-011-025	990	FRESNO	R-1	PISMO HEIGHTS	0.38	1	1.0	1.0	Single Family Lots Use Max Capacity
005-013-026	991	STRATFORD	R-1	PISMO HEIGHTS	0.33	1	1.0	1.0	Single Family Lots Use Max Capacity
005-022-007	655	LEMOORE	R-1	PISMO HEIGHTS	0.14	1	1.0	1.0	Single Family Lots Use Max Capacity
005-022-035	620	HANFORD	R-1	PISMO HEIGHTS	0.21	1	1.0	1.0	Single Family Lots Use Max Capacity
005-022-036	630	HANFORD	R-1	PISMO HEIGHTS	0.13	1	1.0	1.0	Single Family Lots Use Max Capacity
005-023-019	233	PORTERVILLE	R-1	PISMO HEIGHTS	0.14	1	1.0	1.0	Single Family Lots Use Max Capacity
005-026-003	222	PORTERVILLE	R-1	PISMO HEIGHTS	0.11	1	1.0	1.0	Single Family Lots Use Max Capacity
005-031-030	921	HANFORD	R-1	PISMO HEIGHTS	0.18	1	1.0	1.0	Single Family Lots Use Max Capacity
005-032-007	901	SHAFFER	R-1	PISMO HEIGHTS	0.15	1	1.0	1.0	Single Family Lots Use Max Capacity
005-032-021	681	BAY	R-1	PISMO HEIGHTS	0.09	1	1.0	1.0	Single Family Lots Use Max Capacity
005-032-047	991	SHAFFER	R-1	PISMO HEIGHTS	0.21	1	1.0	1.0	Single Family Lots Use Max Capacity
005-032-077	531	BAY	R-1	PISMO HEIGHTS	0.21	1	1.0	1.0	Single Family Lots Use Max Capacity
005-235-023	980	BAKERSFIELD	R-1	PISMO HEIGHTS	0.14	1	1.0	1.0	Single Family Lots Use Max Capacity
005-235-024	990	BAKERSFIELD	R-1	PISMO HEIGHTS	0.31	1	1.0	1.0	Single Family Lots Use Max Capacity
010-243-003	367	PALOMAR	R-1	SHELL BEACH	0.11	1	1.0	1.0	Single Family Lots Use Max Capacity
010-311-035	262	BOEKER	R-1	SHELL BEACH	0.06	1	1.0	1.0	Single Family Lots Use Max Capacity
010-311-036	240	BOEKER	R-1	SHELL BEACH	0.06	1	1.0	1.0	Single Family Lots Use Max Capacity
010-505-003	122	SEACLIFF	R-1	ST. ANDREWS	0.14	1	1.0	1.0	Single Family Lots Use Max Capacity
010-521-012	335	TERRACE	R-1	TERRACE AVE	0.27	1	1.0	1.0	Single Family Lots Use Max Capacity
010-231-028, 026,019,021, 034 and 035		VISTA DEL MAR FLAG LOTS	R-1	VISTA DEL MAR	0.30	6	6.0	6.0	6 flag lots
010-521-019	2151	SHORELINE	R-1	TERRACE AVE	0.20	1	1.0	1.0	Single Family Lots Use Max Capacity
010-521-049	135	TERRACE	R-1	TERRACE AVE	0.15	1	1.0	1.0	Single Family Lots Use Max Capacity
010-521-051	215	TERRACE	R-1	TERRACE AVE	0.16	1	1.0	1.0	Single Family Lots Use Max Capacity
					4.39		28.0	28.0	
R-2									
005-035-006	581	WADSWORTH	R-2	PISMO HEIGHTS	0.13	2	4.0	2.0	Sloping lot would preclude maximum use of site.

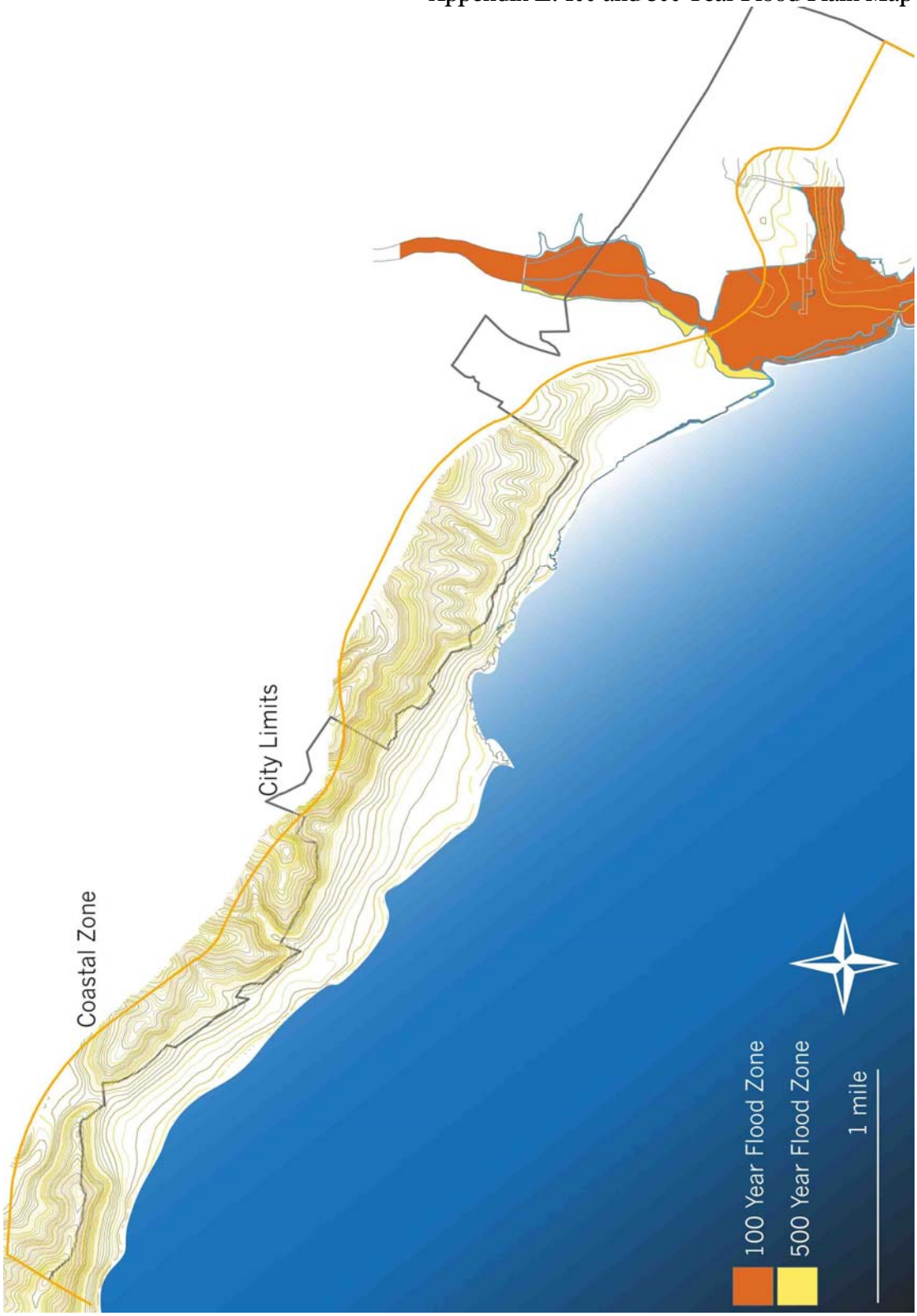
Appendix D: Vacant Land Inventory, *continued*

APN Number	Address	Street Name	Zoning	Planning Area	Acres	Unit Capacity	Possible Units	Realistic Units	Comments
005-036-025	600	WADSWORTH	R-2	PISMO HEIGHTS	0.13	3	3.0	3.0	Rezoning to R-3 would accommodate extra unit.
					0.26		7.0	5.0	
R-3									
005-086-049	483	OCEAN VIEW	R-3	PISMO HEIGHTS	0.29	30	8.8	7.0	Realistic Buildout at 80% of Max Density
010-511-026	119	HERMOSA	R-3	ST. ANDREWS	0.17	30	5.2	4.2	Realistic Buildout at 80% of Max Density
010-511-026	2526	COBURN	R-3	ST. ANDREWS	0.19	30	5.8	4.7	Realistic Buildout at 80% of Max Density
					0.65		19.8	15.9	
R-4									
005-053-001	1851	PRICE	R-4	MOTEL DISTRICT	0.36	6	2.1	1.7	Realistic Buildout at 80% of Max Density
005-163-30,31,32,28	124-132	ADDIE	R-4	DOWNTOWN CORE	0.45	4	4.0	4.0	Can yield 4 units
005-163-019	142	ADDIE	R-4	DOWNTOWN CORE	0.06	1	1.0	1.0	Small Lots Use Max Capacity
005-163-029	140	ADDIE	R-4	DOWNTOWN CORE	0.14	1	1.0	1.0	Small Lots Use Max Capacity
005-171-010	1040	PRICE	R-4	MOTEL DISTRICT	0.51	1	1.0	1.0	Small Lots Use Max Capacity
					1.52		9.1	8.7	
RSL									
005-211-002	1261	LONGVIEW	RSL	PISMO HEIGHTS	0.20	1	1.0	1.0	Single Family Lots Use Max Capacity
005-211-023	1111	LONGVIEW	RSL	PISMO HEIGHTS	0.12	1	1.0	1.0	Single Family Lots Use Max Capacity
005-213-001	1280	LONGVIEW	RSL	PISMO HEIGHTS	0.17	1	1.0	1.0	Single Family Lots Use Max Capacity
005-213-025	1250	LONGVIEW	RSL	PISMO HEIGHTS	0.29	1	1.0	1.0	Single Family Lots Use Max Capacity
005-221-017	971	LONGVIEW	RSL	PISMO HEIGHTS	0.21	1	1.0	1.0	Single Family Lots Use Max Capacity
005-221-018	981	LONGVIEW	RSL	PISMO HEIGHTS	0.23	1	1.0	1.0	Single Family Lots Use Max Capacity
005-221-036	950	TULARE	RSL	PISMO HEIGHTS	0.17	1	1.0	1.0	Single Family Lots Use Max Capacity
005-221-043	1025	LONGVIEW	RSL	PISMO HEIGHTS	0.23	1	1.0	1.0	Single Family Lots Use Max Capacity
005-221-044	980	TULARE	RSL	PISMO HEIGHTS	0.63	1	1.0	1.0	Single Family Lots Use Max Capacity
005-222-015	951	LONGVIEW	RSL	PISMO HEIGHTS	0.18	1	1.0	1.0	Single Family Lots Use Max Capacity

Appendix D: Vacant Land Inventory, *continued*

APN Number	Address	Street Name	Zoning	Planning Area	Acres	Unit Capacity	Possible Units	Realistic Units	Comments
005-223-007	841	MERCED	RSL	PISMO HEIGHTS	0.12	1	1.0	1.0	Single Family Lots Use Max Capacity
005-223-009	821	MERCED	RSL	PISMO HEIGHTS	0.11	1	1.0	1.0	Single Family Lots Use Max Capacity
005-223-013	781	MERCED	RSL	PISMO HEIGHTS	0.12	1	1.0	1.0	Single Family Lots Use Max Capacity
005-224-007	831	DELANO	RSL	PISMO HEIGHTS	0.13	1	1.0	1.0	Single Family Lots Use Max Capacity
005-233-019	980	TAFT	RSL	PISMO HEIGHTS	0.52	1	1.0	1.0	Single Family Lots Use Max Capacity
005-234-015	780	VISALIA	RSL	PISMO HEIGHTS	0.24	1	1.0	1.0	Single Family Lots Use Max Capacity
005-286-001	49	LA GARZA	RSL	PISMO OAKS	0.47	1	1.0	1.0	Single Family Lots Use Max Capacity
005-287-014	57	EL VIENTO	RSL	PISMO OAKS	0.23	1	1.0	1.0	Single Family Lots Use Max Capacity
005-288-043	106	LA FLORICITA	RSL	PISMO OAKS	0.74	1	1.0	1.0	Single Family Lots Use Max Capacity
005-381-038	270	REEF	RSL	PACIFIC ESTATE	0.20	1	1.0	1.0	Single Family Lots Use Max Capacity
005-381-039	260	REEF	RSL	PACIFIC ESTATE	0.20	1	1.0	1.0	Single Family Lots Use Max Capacity
005-401-007	231	RIDGE	RSL	TOUCAN TERRACE	0.16	1	1.0	1.0	Single Family Lots Use Max Capacity
005-401-034	832	DUGAN	RSL	TOUCAN TERRACE	0.20	1	1.0	1.0	Single Family Lots Use Max Capacity
					5.87		23.0	23.0	
Total Vacant Sites					**59.88**		**469.9**	**373.6**	

Appendix E: 100 and 500 Year Flood Plain Map



Appendix F: Detailed List of State Program Funding Sources

Affordable Housing Innovation Program: This program provides grants or loans to fund the development or preservation of workforce housing.

Building Equity and Growth in Neighborhoods Program: Provides grants and loans to first-time low and moderate-income buyers. www.hcd.ca.gov/fa/begin

CalHome Program: Provides grants and loans to very-low income homeowners.
www.hcd.ca.gov/fa/calhome

Emergency Housing and Assistance Program Capital Development: Provides deferred payment loans for capital development activities for: emergency shelters, transitional housing, and safe havens.
www.hcd.ca.gov/fa/ehap/ehapcd.html

Emergency Housing and Assistance Program Operating Facility Grants: Provides grants for: emergency shelters, transitional housing, and supportive services for homeless individuals and families.
www.hcd.ca.gov/fa/ehap/

Enterprise Zone Program: Provides incentives such as sales tax credits and operation deductions for business investment.
www.hcd.ca.gov/fa/cdbg/ez/#EZ

Federal Emergency Shelter Grant Program: Provides grants to fund emergency shelters and transitional housing for the homeless.
www.hud.gov/offices/cpd/homeless/programs/esg/

Governor's Homeless Initiative: Provides loans for the development of supportive housing for homeless residents who suffer from severe mental illness.
www.hcd.ca.gov/fa/ghi

HOME Investment Partnerships Program: Provides cities, counties, and nonprofit organizations with grants and low-interest loans to develop and preserve workforce housing.
www.hud.gov/offices/cpd/affordablehousing/programs/home/

Housing Assistance Program: Provides grants to assist housing payments for extremely-low to very-low-income housing.
www.hcd.ca.gov/fa/hap

Appendix F: Detailed List of State Program Funding Sources, *continued*

Joe Serna, Jr. Farmworker Housing Grant Program: Provides grants and loans to finance the construction, repair, and purchase of rental units for farmworker housing.
www.hcd.ca.gov/fa/fwhg

Multifamily Housing Program: Provide deferred payment loans to fund the construction, repair, and purchase of permanent and rental units for supportive housing. This includes housing for low-income residents with disabilities, or those who are at risk of homelessness.
www.hcd.ca.gov/fa/mhp

Office of Migrant Services: Provides grants to assist in seasonal rental housing and support for migrant farmworker families.
www.hcd.ca.gov/fa/oms

Predevelopment Loan Program: Provides short-term loans for financing low-income housing projects.
www.hcd.ca.gov/fa/pdlp

State CDBG Program Economic Development Allocation, Over the Counter Component: Provides grants to create or sustain jobs for rural low-income workers. This program may include loans or loan guarantees to businesses for construction, on-site improvements, equipment purchase, working capital, and site acquisition. It also may also include loans for business start-ups, grants for publicly owned infrastructure, and loans or grants for small business incubators.
www.hcd.ca.gov/fa/cdbg/econdev.html

State CDBG Program General, Native American, and Colonias Allocations: Provides grants to fund housing, capital improvement, and community projects that benefit lower-income residents in rural communities.
www.hcd.ca.gov/fa/cdbg/gennatamcol.html

Workforce Housing Reward Program: Provides grants to cities and counties that approve permits for new workforce housing going to very low and low-income households.
www.hcd.ca.gov/fa/whrp

Appendix G: Pismo Beach: Opportunity Sites

APN Number	Zoning	General Plan Land Use	Acres	Number of Parcels	Unit Potential	Comments
Lot 72, Tract 2554						
005-271-027	OS	Open Space	0.75	1	15	4 very low and 11 low-income units; General Plan amendment and rezoning required.
			0.75		15	
City-Owned Ocean view site						
005-091-009	Government	Public Facilities	0.50	1	10	10 units can be supported with a 25' buffer to the creek
			0.50		10	
360 Park Avenue						
005-101-028	RR	Mixed Use	0.65	1	20	Due to site constraints (floodplain, creek setback requirements, and project location adjacent to a city park) the site can accommodate 20 multi-family units.
			0.65		20	
2251 Shell Beach Road						
010-531-052	PR	Medium Density Residential	1.00	1	30	General Plan and Zoning Code amendments required for High Density residential use and R-3 (multi-family) zoning.
			1.00		30	
1990 and 1996 Mattie Road						
1990 Mattie - 010-082-02 1996 Mattie - 010-082-01	PR	Low Density Residential	2.6	2	52	General Plan and Specific Plan amendments required for High Density residential use.
			2.6		52	
PG&E Property (800 Price Cyn Road)						
005-271-012	Commercial Service	Industrial	10.2	1	204	Zoning Code amendment required for affordable housing as a permitted use. This site would continue to allow multiple uses.
Lower Pismo Heights and Franklin/Wilmar/Harbor View area						
APNs shown in following table	R-2	Medium Density Residential	5.16	75	155	Rezone underutilized parcels in the R-2 Zone to R-3. General Plan and Zoning Code amendments required for High Density residential use and R-3 (multi-family) zoning.
Opportunity Sites Total			**20.86**		**486**	

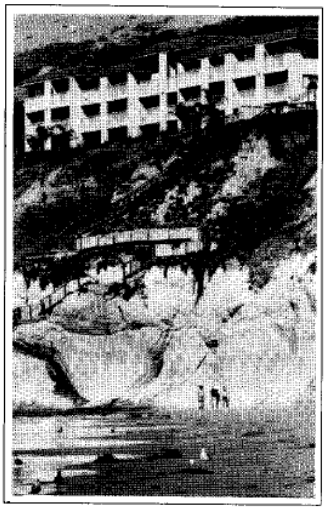
Parcel Specific Information for Lower Pismo Heights and Franklin/Wilmar/Harbor View area			
	Address	**APN**	**Current Zoning**
1	310 Harbor View	005-054-017	R-2
2	Unknown	005-054-016	R-2
3	300 Harbor View	005-054-011	R-2
4	304 Harbor View	005-054-009	R-2
5	308 Harbor View	005-054-008	R-2
6	340 Harbor View	005-054-005	R-2
7	350 Harbor View	005-054-004	R-2
8	300 Wilmar	005-053-028	R-2
9	0 Harbor View	005-053-027	R-2
10	311 Harbor View	005-053-026	R-2
11	350 Wilmar Ave.	005-053-024	R-2
12	341 Harbor View	005-053-022	R-2
13	351 Harbor View	005-053-012	R-2
14	361 Harbor View	005-053-011	R-2
15	310 Wilmar Ave.	005-053-007	R-2
16	340 Wilmar Ave.	005-053-006	R-2
17	311 Wilmar Ave.	005-052-016	R-2
18	305 Wilmar Ave.	005-052-018	R-2
19	341 Wilmar Ave.	005-052-014	R-2
20	377 Wilmar Ave.	005-052-013	R-2
21	373 Wilmar Ave.	005-052-013	R-2
22	301 Wilmar Ave.	005-052-010	R-2
23	351 Wilmar Ave.	005-052-004	R-2
24	361 Wilmar Ave.	005-052-002	R-2
25	381 Franklin Dr.	005-051-020	R-2
26	380 Franklin Dr.	005-051-020	R-2
27	377 Franklin Dr.	005-051-019	R-2
28	375 Franklin Dr.	005-051-019	R-2
29	371 Franklin Dr.	005-051-017	R-2
30	373 Franklin Dr.	005-051-017	R-2
31	321 Franklin Dr.	005-051-013	R-2

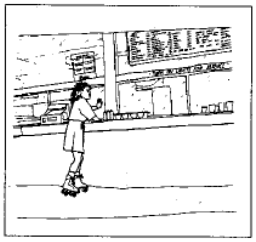
Parcel Specific Information for Lower Pismo Heights and Franklin/Wilmar/Harbor View area			
	Address	**APN**	**Current Zoning**
32	0 Franklin Dr.	005-051-006	R-2
33	351 Franklin Dr.	005-051-003	R-2
34	570 San Luis Ave.	005-035-024	R-2
35	558 San Luis Ave.	005-035-021	R-2
36	522 San Luis Ave.	005-035-017	R-2
37	530 San Luis Ave.	005-035-016	R-2
38	1100 Bello St.	005-035-015	R-2
39	1140 Bello St.	005-035-014	R-2
40	1190 Bello St.	005-035-013	R-2
41	540 San Luis Ave.	005-035-004	R-2
42	550 San Luis Ave.	005-035-003	R-2
43	560 San Luis Ave.	005-035-002	R-2
44	549 San Luis Ave.	005-034-020	R-2
45	551 San Luis Ave.	005-034-020	R-2
46	561 San Luis Ave.	005-034-019	R-2
47	1290 Bello St.	005-034-018	R-2
48	510 Harloe Ave.	005-034-017	R-2
49	531 San Luis Ave.	005-034-016	R-2
50	511 San Luis Ave.	005-034-015	R-2
51	1240 Bello Ave.	005-034-014	R-2
52	1250 ½ Bello Ave.	005-034-013	R-2
53	521 San Luis Ave.	005-034-011	R-2
54	541 San Luis Ave.	005-034-010	R-2
55	571 San Luis Ave.	005-034-007	R-2
56	522 Harloe Ave.	005-034-006	R-2
57	530 Harloe Ave.	005-034-005	R-2
58	540 Harloe Ave.	005-034-004	R-2
59	550 Harloe Ave.	005-034-003	R-2
60	560 Harloe Ave	005-034-002	R-2
61	570 Harloe Ave.	005-034-001	R-2
62	541 Harloe Ave.	005-033-018	R-2
63	551 Harloe Ave.	005-033-017	R-2
64	520 Bay St.	005-033-016	R-2

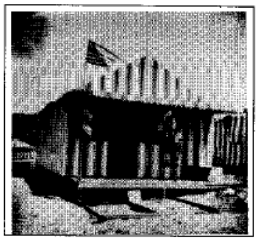
Parcel Specific Information for Lower Pismo Heights and Franklin/Wilmar/Harbor View area			
	Address	**APN**	**Current Zoning**
65	530 Bay St.	005-033-015	R-2
66	540 Bay St.	005-033-014	R-2
67	580 Bay St.	005-033-012	R-2
68	1300 Bello St.	005-033-011	R-2
69	1340 Bello St.	005-033-010	R-2
70	1350 Bello St.	005-033-009	R-2
71	1390 Bello St.	005-033-008	R-2
72	521 Harloe Ave.	005-033-007	R-2
73	531 Harloe Ave.	005-033-006	R-2
74	690 Bay St.	005-033-003	R-2

Land Use Element

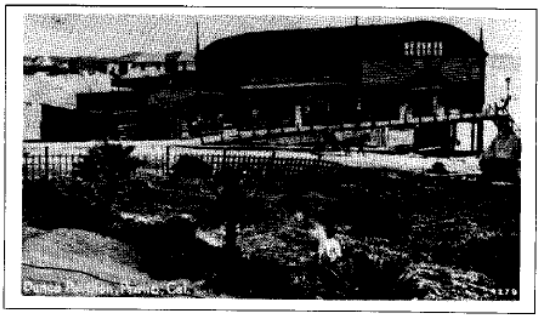












Land Use Element

Amended:
CC R 2003-050, adopted 06/15/03 (accepting Coastal Commission's certification) [downtown amendments]
CC R 2002-031, adopted 05/21/2002 (amendment only applied outside coastal zone; Coastal Commission approval was therefore not required)
CC R 2004-010, adopted 02/17/04 (amendment applies to Planning Area N-4 (Los Robles del Mar Sphere) only, and therefore does not require Coastal Commission approval)
CC R 2004-052, adopted 9/7/04 (accepting Coastal Commission modifications)
CC R 2005-052, adopted 8/16/05 (Oak Park Heights, Pacific Estates Subarea N-3 LU-N-21b
CC R 2005-058, adopted 09/05/2005 (Toucan Terrace Subarea N-1)
CC R 2006-045, adopted 8/1/06 (approved by Coastal Commission)
CC R 2008-006, adopted 2/5/08 (approved by Coastal Commission)
CC R 2013-019, adopted 04/02/13(accepting Coastal Commission modifications)
CC R 2013-031, adopted 05/21/13 (amending 1993 General Plan/Local Coastal Plan Land Use Element background for Planning Area A, The Bluffs/Sunset Palisades and Policies LU-A-1, LU-A-2, LU-A-3, LU-A-6, LU-A-12 and background for Planning Area B, South Palisades and Policies LU-B-1, LU-B-3, LU-B-4, LU-B-6 and LU-B-8.
CC R 2014-029, adopted 04/01/14 (accepting Coastal Commission modifications).
Amended by Measure R (11/4/2014)

Background

The Land Use Element establishes the framework for development of the city, providing for the general distribution, location and extent of the uses of the land for housing, business, industry, open space, recreation, natural resources and other uses of public and private land.

The Element includes both land use plan maps and a text. The policies and maps have been harmonized with all other elements and policies of the General Plan. All elements of the General Plan carry equal weight and the Land Use Element does not supersede other elements. In addition to policies that apply to the entire city, the Land Use Element also contains specific policies for 18 individual neighborhood Planning Areas.

Table LU-1 summarizes existing development within the city and Table LU-2 summarizes a projection of additional development that could be accommodated at full build out, based on land use policies. Few cities actually ever completely build out so the number indicated can be considered maximum. Data is shown for planning areas, which are illustrated in Figure LU-1.

In 1990, the city contained approximately 4,587 dwellings in single-family, duplex, multi-family, condo and mobile homes, with a U.S. census population of 7,669. Build out shows a potential of 2,696 additional units for a total of 7,283 units. The build out analysis includes a potential for another 2,103 units within the 1990 city limits plus another 593 units within the Sphere of Influence. Complete build out would result in a population of about 13,000. From a residential perspective, the existing city limits are 69% built out.

The existing city includes 1,831 hotel and motel rooms with a potential of another 1,208 units for a total of 3,039. In other words, from a hotel perspective, the city is 60% built out. These uses would only be added as the market creates a demand.

In the category of retail, service and office uses, the city currently has 953,542 sq. ft. of building area. Build out projects a potential for 648,000 additional sq. ft. for a total of 1,601,542 sq. ft. In other words, from a commercial perspective, the city is 60% built out.

Within the Sphere of Influence area there is land available for an additional 593 dwelling units.

At a 3% annual growth rate the entire city, including the Sphere of Influence area, would be 100% residentially built out by the year 2005.

Figure LU-1
Percent Buildout of Pismo Beach in 1990



Residential | Hotel | Retail, Sales, Office

Table LU-1
Existing Land Use 1990

	Area	Single-Family	Duplex Multi-Family Condos	Mobile Homes	Hotel & Motel Rooms	Retail Service & Offices (Sq. Ft.)	Other Major Uses
A.	Sunset Palisades/ Ontario Ridge	305	-	-	-	-	-
B.	South Palisades	13	50	-	-	-	-
C.	North Spyglass	-	-	-	249	12,550	-
D.	Spyglass	12	140	-	-	17,400	-
E.	St. Andrews	111	76	-	-	-	Fire Station
F.	Spindrift	15	50	-	-	-	-
G.	Terrace Avenue	21	14	-	-	-	Elementary School
H.	Shell Beach	725	169	-	33	222,869	Church, Library, Day Care/School
I.	Dinosaur Caves	-	-	-	-	-	-
J.	Motel	28	37	-	526	64,100	-
K.	Downtown	195	403	-	653	246,203	-
L.	Pismo Creek	-	-	524	-	3,520	811 RV Hook Ups & Campsites
M.	Pismo Marsh	-	-	183	370	205,100	-
N.	Oak Park Heights	458	213	-	-	150,000	Church, Post Office
O.	Industrial	-	-	-	-	-	PG&E, Sewer Plant
P.	Pismo Heights	544	176	-	-	-	City Hall, Jr. High, Vets Hall, Church
Q.	Freeway Foothills	17	108	-	-	31,800	-
	TOTALS	**2,444**	**1,436**	**707**	**1,831**	**953,542**	

Table LU-2
Build Out Land Use Projection (Additions to Existing Development)

	Planning Area	Single-family	Duplex Multi-Family Condos	Mobile Homes	Hotel & Motel Rooms	Retail Service & Offices (Sq. Ft.)	Other Major Uses
A.	Sunset Palisades/ Ontario Ridge	43	-	-	-	-	-
B.	South Palisades	9	153	-	-	-	-
C.	North Spyglass	-	-	-	70	-	-
D.	Spyglass	2	-	-	-	-	-
E.	St. Andrews	3	8	-	-	-	-
F.	Spindrift	-	46	-	-	-	-
G.	Terrace Avenue	6	2	-	-	-	-
H.	Shell Beach	13	93	-	-	21,000	-
I.	Dinosaur Caves	-	-	-	249	-	-
J.	Motel	-	14	-	-	-	-
K.	Downtown	-	400	-	264	250,000	-
L.	Pismo Creek	-	-	-	275	-	10 RVs
M.	Pismo Marsh	-	-	-	-	84,000	-
N.	Oak Park Heights-City Oak Park Heights-Sphere	290 210	513 150	- -	350 -	293,000 -	Fire Station Private School
O.	Industrial	-	-	-	-	-	-
P.	Pismo Heights	101	102	-	-	-	-
Q.	Freeway Foothills-City Freeway Foothills-Sphere	19 93	286 140	- -	- -	- -	- -
R.	Price Canyon-Sphere/Planning Area R	-	-	-	-	-	Consistent With Watershed and Resource Management designation
	SUBTOTAL 1991 City Limits	**486**	**1,617**	**-**	***~~1,208~~ 959***[1]	**648,000**	
	SUBTOTAL Sphere	**303**	**290**	**-**	**-**	**-**	
	TOTALS (City & Sphere)	**789**	**1,907**	**-**	**959**[1]	**648,000**	

Principles

P-13 Natural Resource Preservation

All land use proposals shall respect, preserve and enhance the most important natural resources of Pismo Beach; those being the ocean and beaches, hills, valleys, canyons and cliffs; and the Pismo and Meadow Creek streams, marsh and estuaries. (See related principles and policies in the Conservation Element.)

[1] Amended: R 98-71

P-14 Immediate Ocean Shoreline

The ocean, beach and the immediate abutting land are recognized as an irreplaceable national resource to be enjoyed by the entire city and region. This unique narrow strip of land should receive careful recognition and planning. The purpose of the beach is to make available to the people, for their benefit and enjoyment forever, the scenic, natural, cultural, and recreational resources of the ocean, beach and related up-lands. (See related principles and policies in the Conservation Element.)

P-15 Visitor/Resident Balance

The California coast is an extremely desirable place to live, work and recreate that belongs to all the people. As such, congenial and cooperative use by both residents and visitors is recognized. Such use should capture the best attributes of the city and creatively determine the acceptable place, scale, intensity, rate and methods for development consistent with resource protection and public benefit.

P-16 Historic Ambiance

Pismo Beach contains the historic ambiance of the small California beach town. This is particularly evident in downtown and Shell Beach. Although hard to define, the preservation of this ambiance is important and the city shall encourage its preservation. This ambiance provides a link with the past, creates a pleasant experience, and adds to community diversity.

Policies

LU-1 Land Use Maps

Land uses shall be regulated as shown on the Land Use Map, Figure LU-2 and the maps for individual neighborhood planning areas. In case of conflict, the maps for the individual planning areas shall take precedence. Land-use categories applicable to the Downtown area are stated in the policy section for that sub-area.

LU-2 Residential Uses

Residential land uses include the categories of Low, Medium and High density. Specific policies for residential uses are:

a. Variety of Residential Land Uses Encouraged

In order to provide a variety of housing choices for all income groups and create residential areas with distinctive identity a wide variety of densities and housing types shall be encouraged.

b. Cluster Development Encouraged

Cluster developments are encouraged where they provide increased open space, better visual qualities, and additional preservation of sensitive sites, decreased cost of municipal services or an opportunity to provide affordable housing.

c. Churches

Churches may be allowed on lands in the residential categories as set forth in the Zoning Ordinance. Normally a conditional use permit should be required.

d. Densities

Permissible housing densities are established within three broad categories shown in Table LU-3.

Table LU-3
Housing Categories and Density

Category	Density
Low Density	1 to 8 units per ac.
Medium Density	9 to 15 units per ac.
High Density	16 to 30 units per ac.[2]

These densities are maximums. It may not be desirable or appropriate to meet these densities in any specific situation. The maximum number of dwelling units shall be determined for individual parcels as follows:

- Gross parcel area is computed in square feet or acres.
- The amount of parcel area that is unbuildable is calculated, including but not limited to acres with slopes greeter than 30%, existing roadways, waterways.
- Net buildable parcel area is calculated as a-b.
- The maximum number of units or lots is the product of the density factor and the net buildable area.

Population density is estimated as follows:

- ✓ 2.05 persons/unit within the 1981 city limits
- ✓ 2.5 person/unit in sphere of influence

See also Conservation/Open Space Element CO-I, Siting of Multi-Family Projects

Planning Area R within the City's sphere of influence is designated as Watershed and Resource Management. Within the Pismo Beach Watershed and Resource Management land use designation permissible housing density is two family units per parcel with a minimum parcel size of 40 acres.

e. Density Bonuses

In return for provision of housing that is affordable to lower income households, the City may permit a residential density bonus of 25% over the number of units otherwise allowed by the housing density categories shown in Table LU-3. (see Policy H-2)

For housing projects which are (1) located in the medium or high density residential use categories and (2) restricted to elderly households, the bonus may be increased to 50% above the density shown in Table LU- 3 for the applicable category, provided that 50 % of the total units in the project are affordable to very low income elderly households. (See Policy H-3)

LU-3 Public and Semipublic Land Use

The Public and Semipublic category shall designate land in public ownership that should be developed for public use and various public facilities. This category does not include public parks.

LU-4 Resort Commercial Land Uses

The Resort Commercial land use shall allow various visitor services including motels, hotels and R.V. Parks. Floor area ratios shall not exceed 1.25. Specific policies for these uses are:

a. All Income Levels

Resort commercial activities shall be promoted catering to visitors of all income levels.

b. Conversion Prohibited

[2] Amended: CC Res. R 2004-052

Conversion of visitor-serving lodging to other non-visitor-serving types of uses shall be prohibited unless the cost of rehabilitation is greater than 50 percent of the market value of the structure or the city finds, based upon supporting data, that the existing use can no longer be made economically viable. Where conversion is allowed, the city may require on or off site replacement of the lost visitor serving lodging. (See related Housing Element H- 13, Older Motels and Cottages.)

c. R.V. Parks Restricted

R.V. parks shall be restricted to the Pismo Creek Planning Area "L".

d. Non-visitor-serving Uses

The Resort Commercial category is specifically intended to be set aside for visitor-serving uses. Residential and/or non-visitor-serving commercial uses may be permitted on lands designated within this category only if one of the following findings is made:

1. The size, shape or location of the parcel make it inappropriate for a visitor-serving use; or

2. The use is low-or moderate-income housing that is clearly subordinate and accessory to an on-site hotel or motel use and is established for, and limited to occupancy by, employees of the hotel, motel or other nearby visitor-serving establishments. Uses, which shall be specifically prohibited, include office space for general or medical businesses, and non-retail commercial services.

e. Condominium Hotels Permitted

The subdivision of hotels into airspace condominium units may be permitted with the approval of the City Council, provided that such units are clearly designed as hotel rooms or suites rather than dwelling units and are restricted to occupancy on a transient basis. Approvals of any such subdivision shall be subject to conditions that will assure the development functions primarily as visitor accommodations. Such conditions shall require recordation of enforceable deed restrictions limiting occupancy by any individual to a maximum of 30 calendar days per year, cumulative; compel participation in a rental program open to the general public on the same basis as non-condominium hotels; and discourage design features, which would be characteristic of long-term occupancy

LU-5 Commercial Land Uses

The Commercial land use designations shall allow visitor- serving, neighborhood and regional commercial uses. Floor area ratios shall not exceed 2.0. Specific policies for these uses are:

a. **Attractive and Stimulating Surroundings**

Commercial areas should be enjoyable places in which to shop and work. This means providing pedestrian scaled design, landscaping of building and parking lots, street trees, screening unsightly storage areas and banning out of scale advertising.

b. **Secondary Residential Uses Encouraged**

Residential uses are encouraged on upper floors in all commercial areas. Secondary residential use may be required in selected areas. See also:

Design Element D-2 Building and Site Design Criteria

c. **Drive-Thrus Prohibited**

In order to maintain and promote a more pedestrian-oriented beach community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, the City shall prohibit any new development of drive-thru services in

restaurants, banks, dry cleaners and other business establishments in all planning areas located within the Coastal Zone[3].

LU-6 **Industrial Land Use**

The Industrial land use designations shall permit nonpolluting, warehousing, distribution, assembly and light manufacturing uses. Floor area ratios shall not exceed 1.5. Specific polities for these uses are:

a. Pismo Creek & Pismo Marsh Impacts

Industrial development shall not adversely impact the sensitive habitats of Pismo Creek or Pismo Marsh.

b. Industrial Standards

Industrial uses shall comply with industrial regulations and standards, including: air pollution, noise, waste disposal, access for delivery vehicles and light and glare. These uses should be designed to present a pleasant appearance and shall include appropriate landscaping.

c. Open Storage Yards

Open storage yards of material and equipment are discouraged and subject to design review, may be prohibited.

LU-7 Child Care Facilities

The City may grant a density bonus or provide other incentives for developers of commercial or industrial projects to include a childcare facility within their project.

LU-8 Open Space

Open space land use designations include public parks and private lands intended to remain in open space or private parks. Open space lands shall not be developed intensively with buildings or other structures.

LU-9 Chumash Cultural Resources Preservation

Appropriate measures for Chumash Cultural Resources Preservation shall be provided with future development of private and public property, including California Environmental Quality Act compliance and meaningful consultation with local Chumash groups, as noted on the native American Heritage Commission's "California Tribal Consultation List." Archeological studies shall be performed by members of the Register of Professional Archaeologists, and should follow the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

LU-10 Watershed and Resource Management (WRM) land uses

The Watershed and Resource Management (WRM) land use designation is added to the City of Pismo Beach General Plan. The WRM land use designation is not part of the City of Pismo Beach Local Coastal Plan.

The Watershed and Resource Management designation is intended to preserve and manage areas that provide watershed functions related to Pismo Beach's water resources and to areas that provide natural, recreational, and scenic resources. The Watershed and Resource Management land use designation provides the special use limitations and standards that are essential for proper the preservation and management of watershed and water resources, and natural, recreational, and scenic resources as intended.

a. Land uses within areas designated as WRM are limited to those described below and are divided into (1) "permitted uses" for which no conditional use permit is required and (2) uses that require a conditional use permit.

[3] Amended: CC R 2002-31

b. Within the WRM designation, the minimum parcel size is 40 acres with a maximum of two residences per parcel.

c. Permitted uses are dry farming, dry farming vineyards, grazing, animal raising and keeping, storage of farm equipment and supplies, agricultural accessory structures, and residential structures.

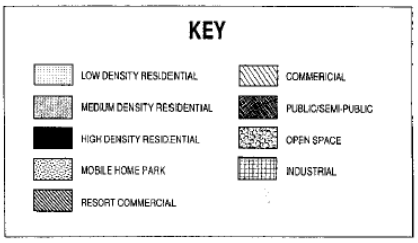
d. Uses that require a conditional use permit are farm stands for sale of produce grown on the parcel, publically or privately owned parks, trails and recreational uses and facilities for public use and structures associated with those uses and facilities, public buildings, public and/or private schools, and public infrastructure, services and facilities.

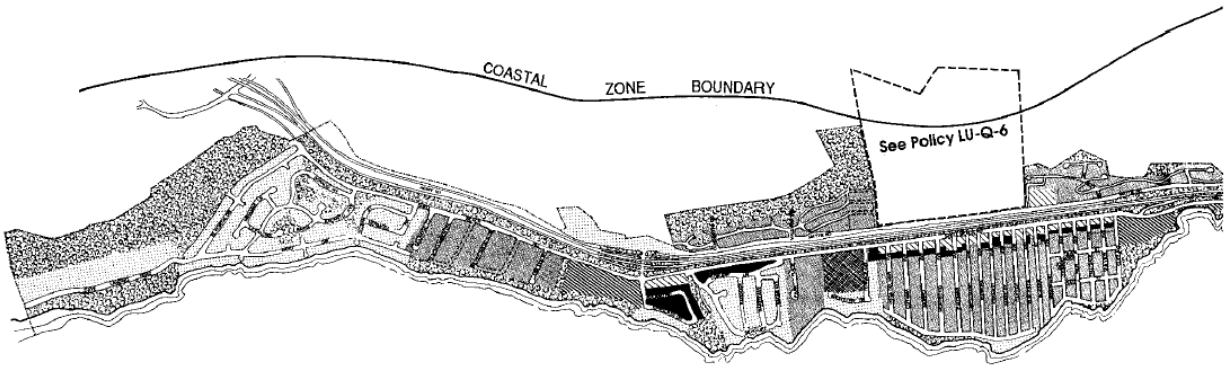
e. All divisions of land, development, construction, grading, and removal of natural vegetation related to both permitted uses and those requiring a conditional use permit within the WRM land use designation are subject to the standards as forth in Policy CO-22A.

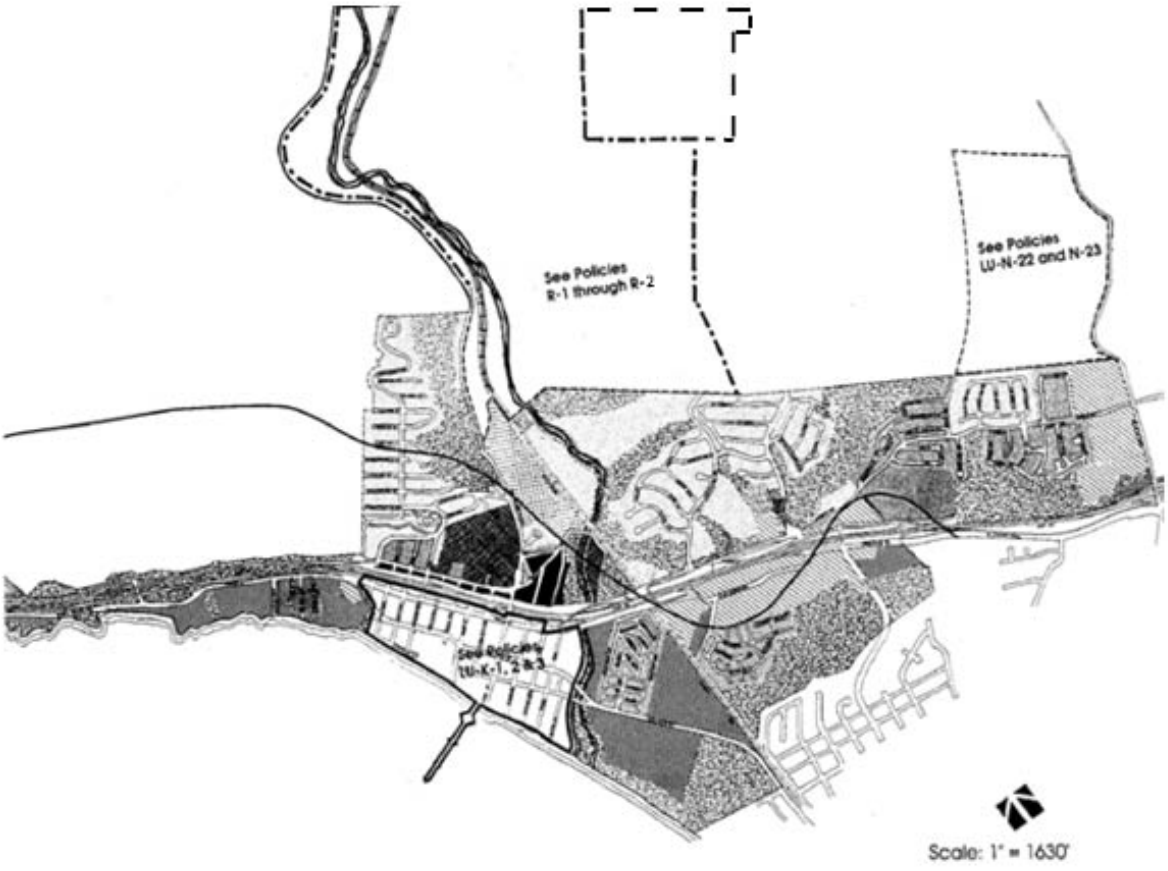
f. Uses allowed on lands designated Watershed and Resource Management are limited to those described above.

Land Use **Figure LU-2**

PISMO BEACH GENERAL PLAN

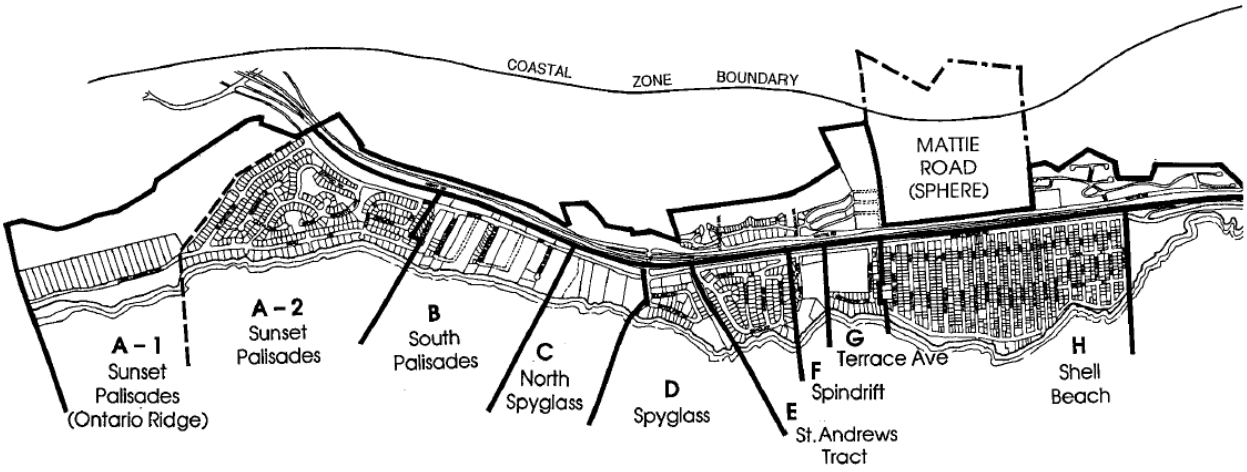


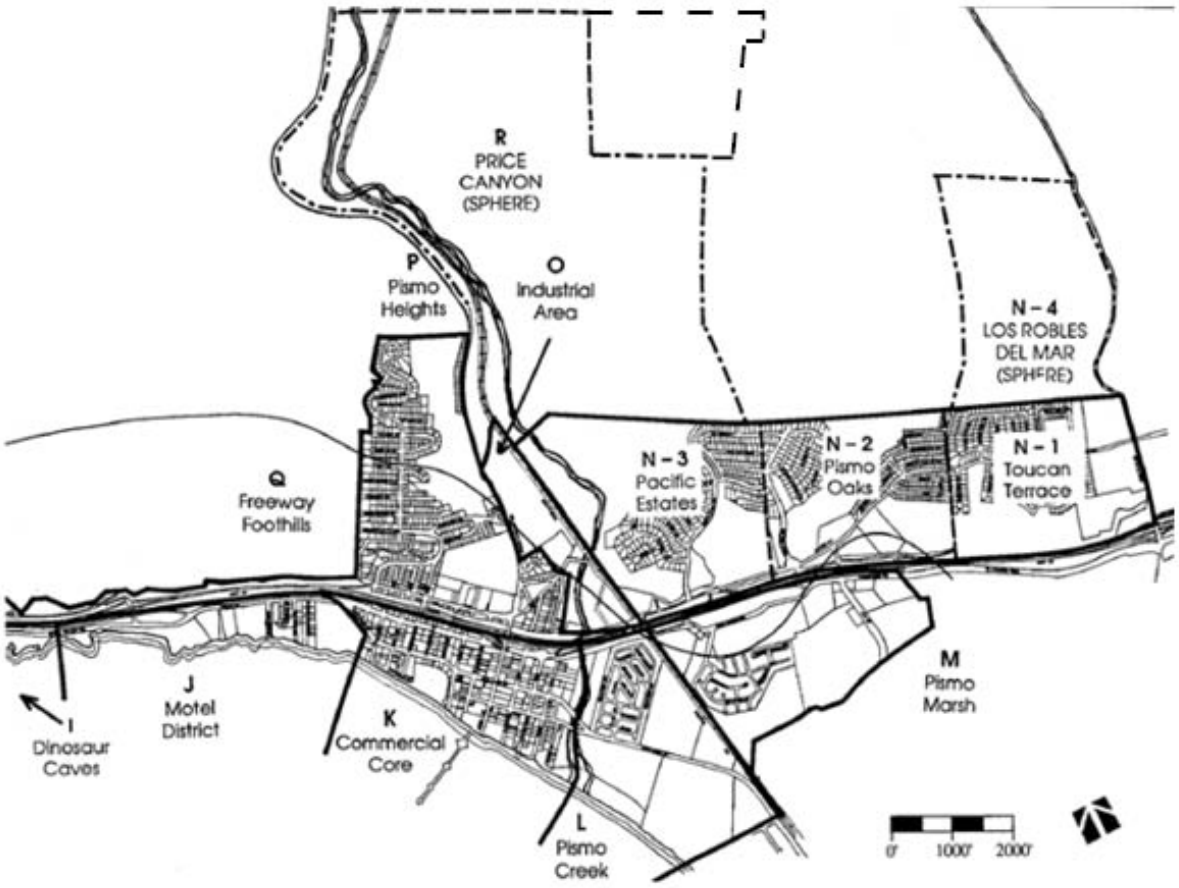



See Policies
R-1 through R-2
See Policies
LU-N-22 and N-23
See Policies
LU-K-1, 2 & 3
Scale: 1" = 1630'

Neighborhood Planning Areas Figure LU-3

PISMO BEACH GENERAL PLAN




R
PRICE
CANYON
(SPHERE)
P
Pismo
Heights
O
Industrial
Area
N-4
LOS ROBLES
DEL MAR
(SPHERE)
N-3
Pacific
Estates
N-2
Pismo
Oaks
N-1
Toucan
Terrace
Q
Freeway
Foothills
M
Pismo
Marsh
J
Motel
District
I
Dinosaur
Caves
K
Commercial
Core
L
Pismo
Creek
0'
1000'
2000'

Neighborhood Planning Areas

Background

The City has been divided into 18 Neighborhood Planning Areas as shown on Figure LU-3. Specific background and policies applying to each area are indicated in the following sections.

The Bluffs/Sunset Palisades

Planning Areas – A-1 & A-2

Background

The Bluffs/Sunset Palisades area is an ocean oriented, low profile residential neighborhood with a backdrop of the coastal foothills. The planning area is almost totally developed in low-density residential use with only a few scattered vacant residential lots. It includes the Ontario Ridge area, now known as The Bluffs, which was annexed to the City in 1990 and has been developed since 1992.

The Bluffs

The bluff top area along the ocean fronting Bluffs subdivision consist of a 9-acre open space/recreational parcel under ownership of The Bluffs homeowners association but with public access rights. The base of this bluff area includes an intertidal habitat and natural resource area, which should be protected. There is no public access to this sensitive area. Damage by wave conditions is possible and bluff erosion is an ongoing process. Fifty-three acres of land on the upper slopes of The Bluffs are in permanent open space.

Sunset Palisades

The Sunset Palisades neighborhood extends from Highway 101 to the ocean and is comprised of land on both sides of Shell Beach Road, 6 acres of private open space in a gated community as well as the 5.7 acre Palisades public park. Archaeological resources are evident in the area.

The property between Shell Beach Road and U.S. Highway 101 has historically been utilized as open space with limited residential development. This area is subjected to high noise levels from both U.S. Highway 101 and Shell Beach Road.

The bluff tops along the Sunset Palisades stretch of coast are primarily under private ownership. Homes along these ocean fronting bluffs have provided their own stairways to small beaches. Some of these have been damaged in past storms. Seawalls to protect an existing structure are permitted only if there is no other less environmentally damaging alternative.

The Bluffs Policies

LU- Concept

A-1 The Bluffs is designated Low Density residential Development and Open Space with an emphasis on preservation of the natural setting and with public access and recreation along the ocean bluffs.

LU- Upper Slopes and Hillsides

A-2 The upper slopes and hillsides of The Bluffs are subject to an open space easement and restricted to agricultural open space for limited cattle grazing. No structures are permitted in this area. See Conservation/Open Space, Coastal Foothills.

LU- Blufftop Park

A-3 The bluff top park, owned by The Bluffs homeowners association includes public walking and bicycle trails and public parking spaces to assure public access to the bluff-top and lateral access across the entire Bluffs area. The Bluffs Drive area shall remain clearly and conspicuously posted for public access and use. The management of lateral bluff-top access

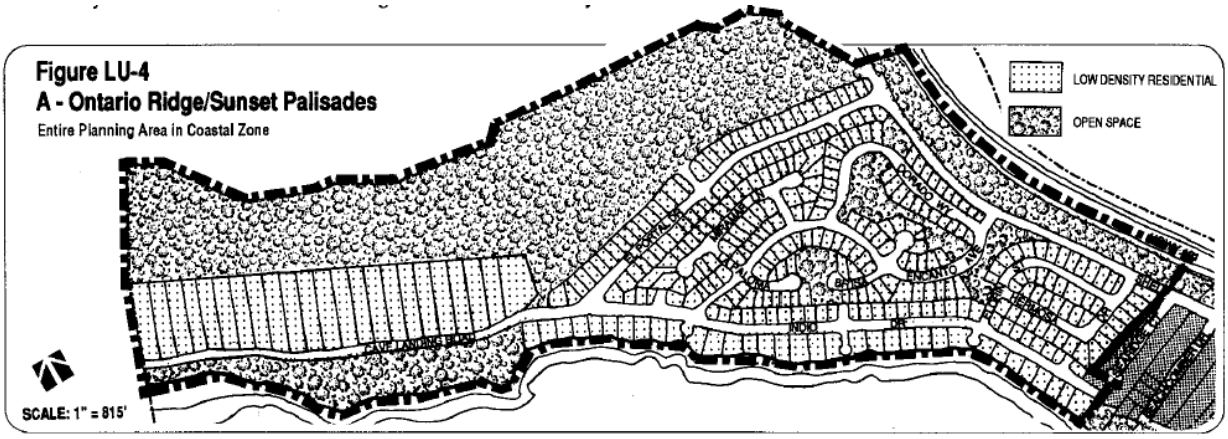
within the City should be coordinated with the County of San Luis Obispo to assure continuity of access to the Cave Landing Road area. Extremely steep, unstable bluffs preclude vertical access to the beach from within the City.

LU-A-4 Hillside Development Regulations

Development shall be prohibited on lands with slope in excess of 30 percent and above the 200 ft. contour.

LU-A-5 Bluff Protection and Setbacks

Setbacks for the public road and public pedestrian walkway and bikeway shall at a minimum meet a 50-year bluff erosion setback; setbacks for residential development shall meet a 100-year bluff erosion set- back plus 20 feet.



Sunset Palisades Policies

LU-A-6 Concept

Sunset Palisades, an area of existing homes with scattered vacant lots, is designated for Low Density Residential development. The emphasis is on maintaining coastal views, open space and protecting the coastal bluffs and intertidal habitat area. Infill development shall be compatible with the existing community.

LU-A-7 Height of Structures

a. E1 Portal Drive, Indio Drive

No structure shall exceed 15 feet in height when measured from the highest point of the site natural grade to the highest point of the structure; Nor shall any such structure exceed 25 feet, in height, when measured from the highest point of the roof above the center of the building foot print to the elevation of the natural grade directly below that point.

b. Remainder of Planning Area

No structure shall exceed 15 feet in height as measured from the height of the center of the finished building pad grade as designated in the final tract Grading Plan at the time of recordation.

LU-A-8 Open Space

The area between Shell Beach Road and the 101 Freeway shall remain in permanent open space. No further land divisions shall be in this approved area. Density transfers, public

acquisition or other methods shall be utilized to achieve the open space goal. Properties for density transfer need not be in the same ownership. Density transfer on a 3:1 basis may be allowed to any location in the city. Any development that may be approved on-site shall be required to maintain the open space character. The amount of site area that may be developed with improvements shall not exceed 5,000 sq. ft. or 60% of gross site area whichever is lesser.

LU-A-9 Side Yards Views

Properties on the west sides of Indio Drive, Florin Street, and Hermosa Drive shall be subject to the Design Element D-38, Side Yard View Corridors.

LU-A-10 Noise

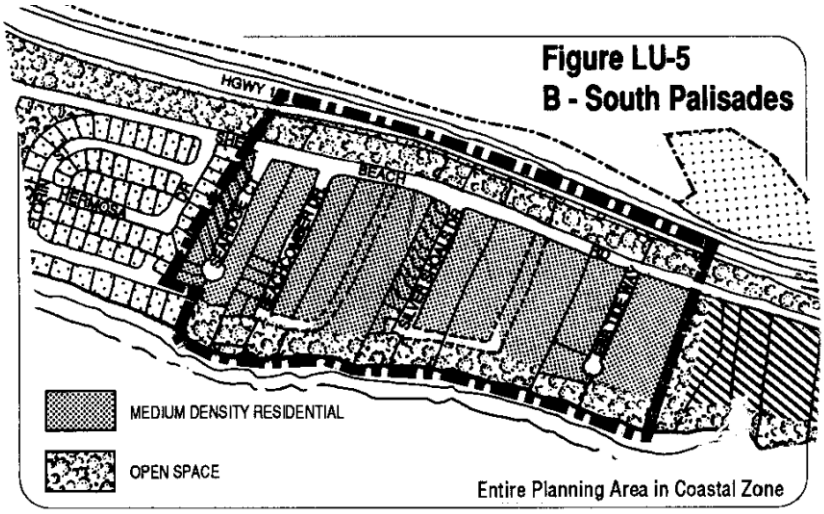
Any development on lots adjacent to U.S. Highway 101 or Shell Beach Road shall provide mitigation to reduce exposure to excessive noise levels. (See Noise Element for standards.)

LU-A-11 Beach Access and Bluff Protection

The coastal tidal and subtidal areas should be protected by limiting vertical access-ways to the rocky beach and inter-tidal areas. Lateral Beach access dedication shall be required as a condition of approval of discretionary permits on ocean front parcels pursuant to Policy PR-22. No new public or private beach stairways shall be allowed. Damaged nonconforming stairways utilized for ocean emergencies, animal rescue, fire fighting access or public safety may be repaired if a hazardous condition results from the damage. Any damaged stairway will be assessed by a city inspector to determine the presence of a hazardous condition. All structures shall be set back a minimum of 25 feet from the top of the bluff in accordance with the requirements of Policy S-3. Appropriate erosion control measures shall be required for any project along the bluff tops.

LU-A-12 Topaz Street and Encanto Street

The Topaz Street and Encanto Street undeveloped accesses shall be developed as coastal viewpoints rather than as stairways. (See Park & Recreation Element, Figure PR-43, No. 2 & 3. See also Design Element D-13, Freeway Landscaping.) Low-lying drought tolerant prickly vegetation, which will deter undesignated access paths, should be planted at the top of the bluff. Park benches are recommended to encourage use of these areas as viewpoints. Attractive railings should be used to protect the bluffs rather than chain link fencing. The Topaz cul-de-sac may be eliminated in favor of a pocket park or expanded viewpoint. The access points should be maintained so that the landscaping of abutting properties does not intrude on them.


Figure LU-5
B - South Palisades
HGWY 1
BEACH
HERMOSA
MEDIUM DENSITY RESIDENTIAL
OPEN SPACE
Entire Planning Area in Coastal Zone

South Palisades
Planning Area B

Background

The South Palisades Planning Area includes clustered multi-family and single family residential development. Each parcel in this area includes 60 percent of open space, preservation of views from U.S. Freeway 101 to the ocean, and a 100 ft wide lateral access dedication to the City for public parks and open space along the entire cliff.

The ocean bluffs range in height from 40-50 feet at the north end to 80 feet at the south end of the planning area. San Luis Obispo County has an easement from the toe of the bluff to the mean high tide line. A sandy beach extends for most of the length of the oceanfront in this area. One public stairway to the beach below exists and one more public stairway is planned.

LU-B-1 Concept

The South Palisades area is designated for Medium Density Residential development. The entire area is one neighborhood with an emphasis on open space and scenic corridors. A 100 ft wide lateral bluff-top open space area/access-way is the focus for the area.

LU-B-2 Open Space

The area between Shell Beach Road and the 101 Freeway shall be retained as permanent open space. No further land division shall be approved in this area. Density transfers, public acquisition or other methods shall be used to achieve the open space goal. Properties for density transfer need not be in the same ownership. Where the same owner owns properties on both sides of Shell Beach Road, no development shall be allowed between Shell Beach Road and the 101 Freeway. Where a structure already exists within the open space area, it will be permitted to remain until the parcel in the same ownership is developed. At that time, the building shall be either moved out of the open space or demolished. Density transfer on a 3:1 basis may be allowed. Any development that may be approved on-site shall be required to maintain the open space character. The amount of site area that may be developed with improvements shall not exceed 5,000 sq. ft., or 60% of gross site area, whichever is lesser.

LU-B-3 Lateral Bluff-top Open Space and Access

The width of the lateral bluff-top conservation/open space and access dedication requirement set forth in Policy PR-23 shall be increased to a distance equal to the 100-year bluff retreat line plus 100 ft. for all development on the shoreline in this planning area. Future park improvements and trail/bicycle path amenities shall be funded by new development in this area.

LU-B-4 Road System

A loop road system is required and will provide public access to the linear bluff-top park and visual access to the ocean. Where the loop system is infeasible due to bluff retreat, a cul-de-sac may be constructed for remaining parcels that have not yet been subdivided. The loop road system or cul-de-sac will be funded by future development and shall provide for public parking, as well as bicycle paths, which shall connect with the bluff top trail along the lateral blufftop conservation/open space and access dedication requirement noted in Policy LU-B-3. The number of public parking spaces available to serve the bluff-top park shall be maximized, and if a cul-de-sac system is planned, the number shall be no less than what would have been provided if a loop road configuration was constructed (including by providing public off-street parking, if necessary). Future development in this area shall be subject to the requirements of Design element Policy D-40.

LU-B-5 Visual Access

Development of the South Palisades area shall protect visual access to the ocean and to dominant coastal landforms. Specifically, the size and location of structures shall retain to the maximum extent feasible intermittent views of the ocean from U.S. Highway 101. To accomplish these design objectives, the following standards shall be incorporated into the Specific Plan:

1. The building pads for all development shall be at or below existing grade.

2. Residential units shall be predominantly attached and clustered.

3. A minimum of 60 percent of each of the existing parcels within the planning area as of 1992 shall be retained in open space. 4. Structures immediately landward of the required bluff setback shall not exceed 15 feet in height from the existing natural grade.

4. Structures immediately landward of the required bluff setback shall not exceed 15 feet in height from the existing natural grade.

5. Heights of structures other than those identified in subsection 4 above shall not exceed a maximum of 25 feet above natural grade. Two story structures shall be permitted only where it is determined that views of the ocean will not be blocked or substantially impaired. A visual analysis of potential view blockage shall be required for each development proposal.

6. Road right-of-way widths shall be complemented by an additional building setback of a minimum of 20 feet.

7. Open space shall be arranged to maximize view corridors through the planning area from public viewing areas to protect and maintain views of both the ocean and coastal foothills, as well as the visual sense of the coastal terrace landform. Accordingly, common open space shall have continuity throughout the development and shall not be interrupted by fences or other structures. (See also Design Element D-40, Focal Point Sites.)

LU-B-6 Stairway Access to the Beach

One new stairway access to the beach shall be provided. (See Parks, Recreation & Access Element, Table PR-4 and Figure PR-3.) All developments within the South Palisades Planning Area shall contribute fees for construction of the stairways. The city may require, as a condition of approval of development projects, the installation of beach stairways, with reimbursement as fees are collected.

As part of the public access at the drainage swale, parking spaces should be provided in several small lots. (See Parks, Recreation & Access Element, Figure PR-3, Access #6 and Policy PR-26, Specific Access Points.)

LU-B-7 Special Environmental Conditions

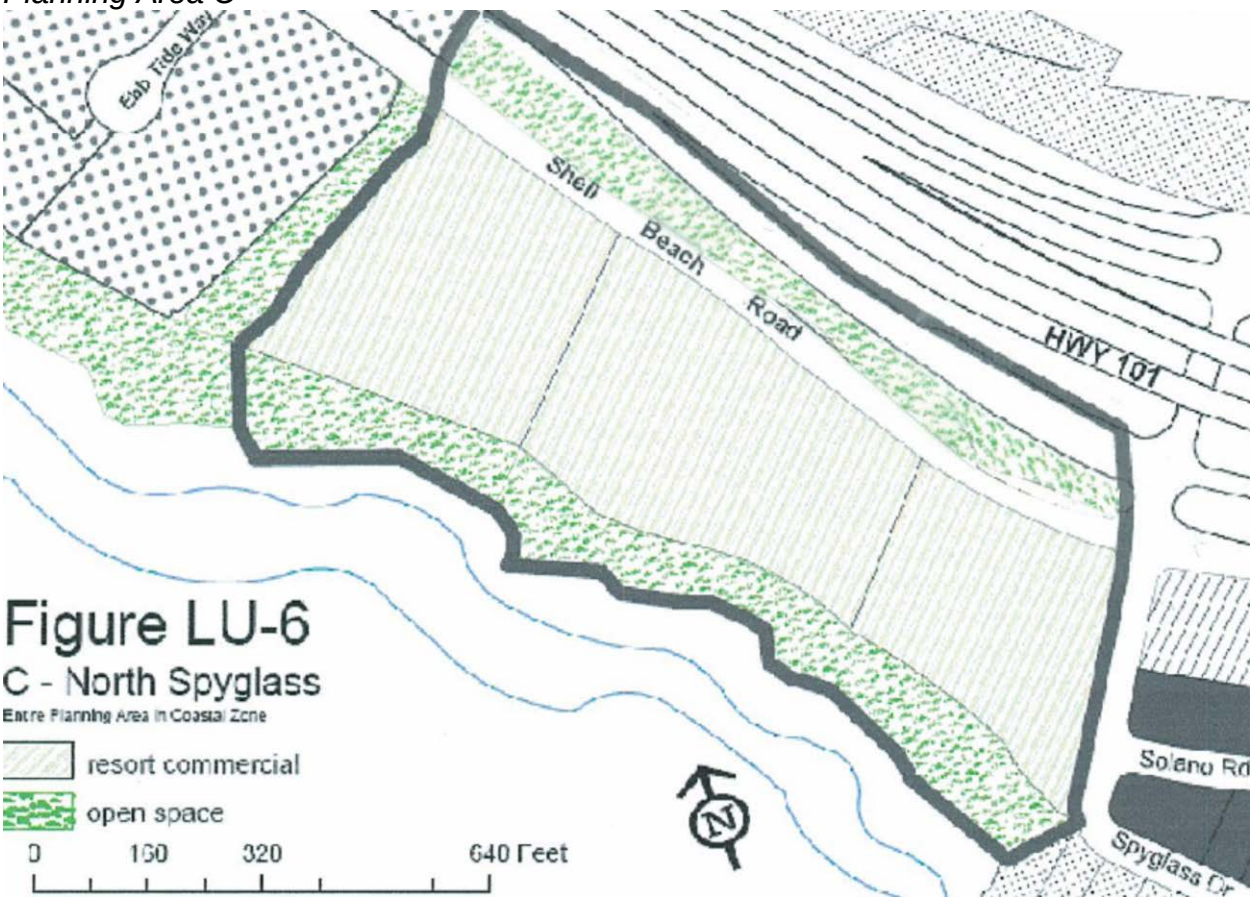
Due to the sensitive nature of the South Palisades area, all developments shall include archaeological analysis, surface water runoff analysis, and U.S. Highway 101 noise mitigation. Geologic reports for development near the bluffs shall also be required. See also:

Conservation/Open Space CO-6 Construction Suspension

LU-B-8 Public Parking

All existing public on-street and off-street parking spaces, including the 255 spaces identified in this area in a 2008 field survey, shall be maintained. Additionally, adequate signing notifying the public of the public parking opportunities and identifying the location of the access-way shall be provided.

North Spyglass
Planning Area C



Background

The North Spyglass Area contains three major hotels, (the Dolphin Bay Resort, Cliffs Hotel, Spyglass Inn) A key aspect of the area includes a 50 ft. wide lateral access at the top of the bluffs and the stairway and related public parking at the northern barranca. A bluff top trail spans the entire planning area which provides access to a stairway to the beach adjacent to the Cliffs Hotel and the South Palisades Planning area.

At the base of 50 ft. bluffs is a narrow sandy beach accessible during normal tide. Bluff erosion is severe and development in this area requires a bluff erosion study and consistency with Policy S-3.

Policies

LU-C-1 Concept

The North Spyglass Planning Area is oriented to visitor-serving hotel uses with related public and private beach access and open space. The area is designated Resort Commercial and Open Space.

LU-C-2 Lateral Bluff-top Open Space and Access

The width of the lateral bluff-top conservation/open space and access dedication requirement set forth in Policy PR-23 shall be increased to a distance equal to the 100-year bluff retreat line plus 50 ft. for this planning area. Future development of the Spyglass Inn will include a requirement for a path between Spyglass Drive and the public lateral access.

LU-C-3 Views

Ocean views from U.S. Highway 101 and Shell Beach Road shall be protected to the maximum extent possible in the review and approval of development projects. View corridors shall be provided within any proposed development project.

LU-C-4 Special Environmental Conditions

Due to the sensitive environmental features of the North Spyglass Planning Area all development applications shall include archaeological analysis, water run off and erosion analysis, and geologic reports for projects, which have frontage on the ocean bluffs.

See also:

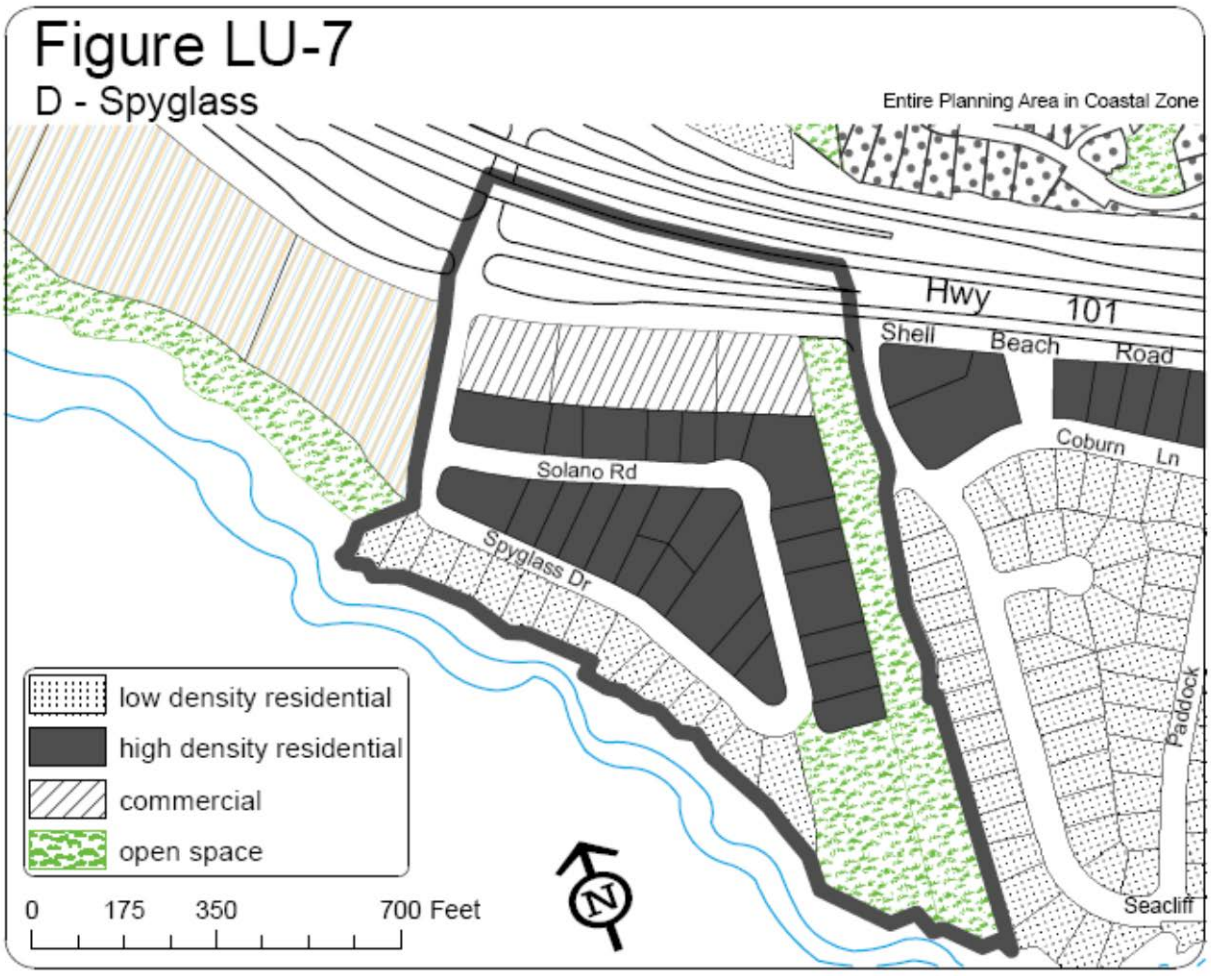
Conservation/OS	CO-5	Protect Archaeological Resources
Conservation/OS	CO-6	Design Element
Design Element	D-39	Focal Point Sites

LU-C-5 Public Parking

All existing public on-street and off-street parking spaces, including the 255 spaces identified in this area in a 2008 field survey, shall be maintained. Adequate signing notifying the public of the public parking opportunities and identifying the location of the access-way shall be provided.

Spyglass
Planning Area D

Background
The Spyglass Planning Area is a fully developed residential area with multiple housing types, a small commercial center and the Spyglass Public Park. The area serves as a gateway to the City as both Highway 101 on and off ramps are located in this area.



Policies

LU-D-1 Concept

The Spyglass Planning area is a residential neighborhood (Medium and High Density) with access to two parks and neighborhood shopping. The emphasis is on conserving the existing housing stock and assuring that future changes are compatible with the existing neighborhood.

LU-D-2 Bluff Setback and Protection

The bluff top setback for development shall exceed the Policy S-3 and Coastal Zone Code Section 17.078.050 requirement for a 100 year bluff retreat with the addition of a 10' buffer. The minimum bluff top setback shall be no less than 25 feet from the top of the bluff.

Should the bluff top setback requirement render infeasible the opportunity to develop a reasonably sized project, front yard setbacks may be reduced to less than the 15' identified in the implementing ordinance without a Variance. However, the setback to the garage shall be no less than 20' from the public right of way. Reduced front yard setbacks shall comply with California Building Code.

LU-D-3 Side Yard Views

Properties on the west side of Spyglass Drive shall be subject to the Design Element, Policy D~39, Side Yard View Corridors.

LU-D-4 Design and Safety Guidelines

a. Freeway Underpass open space area: The City supports the San Luis Obispo county requirements for the open hills on the eastern end of the Spyglass underpass of the 101 Freeway to remain in permanent open space. (See Design Element D-40, Focal Point Sites.)

b. Underground Utilities

Overhead utilities on Shell Beach Road should be placed underground.

c. Landscaping

New development, including additions or upgrading of existing development, shall be fully landscaped and complementary to the Shell Beach Road frontage. Extensive landscaping shall be required for large asphalt areas such as gasoline service stations and parking lots. The east side of Shell Beach Road adjacent to the Spyglass interchange should be landscaped to present an inviting entry area into the City.

d. Sidewalks

Sidewalks from the Spyglass Highway 101 interchange to Shell Beach school in the Shell Beach Planning area shall be maintained and improved for safe pedestrian and handicapped access.

e. Spyglass interchange pedestrian underpass

The City will work with Caltrans to develop a sidewalk at the Spyglass interchange underpass.

f. Improved beach access from Spyglass Park

Beach access from Spyglass Park shall be improved for pedestrian access to the beach below Spyglass Park.

LU-D-5 Lateral Blufftop Access Not Required

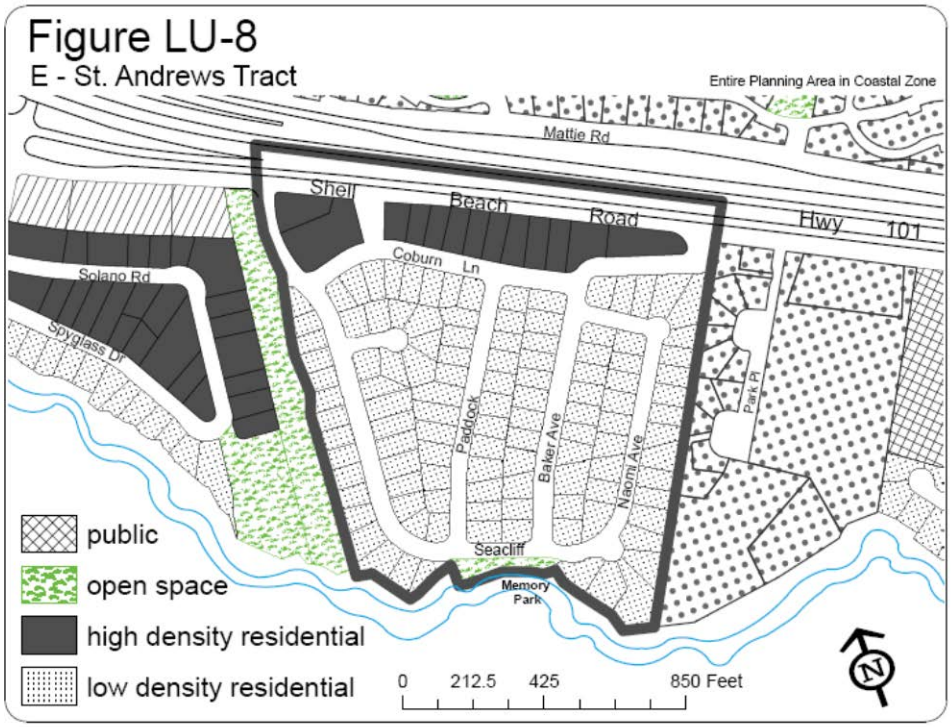
The lateral blufftop access dedication requirement set forth in Policy PR-23 shall not be applicable to this planning area.

St. Andrews Tract
Planning Area E

Background
The St. Andrews Planning Area is almost completely developed with single-family homes, apartments and a city fire station.

The ocean frontage consists of single family residences and Memory Park. These homes are adjacent to highly erodible cliffs, with rocky shoreline and small pocket beaches below. During low tide there are small beaches accessible to the public.

There is a bluff top access from Naomi Avenue dedicated to the city and connected to a city easement south of the planning area in the Spindrift Planning Area. This access leads to a spectacular viewpoint, which is under private –ownership. There is a public access easement from Seacliff to Spyglass Park in the adjacent Spyglass Planning area.



Policies

LU-E-1 Concept
The St. Andrews Tract Planning Area shall be retained as a residential neighborhood with Low and High Density residential uses. The focus is on conserving the existing housing stock and assuring that home additions and replacements are compatible with the scale and character of the existing development. This will be achieved by:

a. Limiting the front yard setback for additions and reconstruction of existing homes or construction of a new home to the front yard setback in place on the existing home as of January 1, 2012. The front yard setback for the single undeveloped lot in this area, APN 10-505-003, shall comply with the implementing ordinance.

b. For additions or reconstruction of existing homes and the construction of new homes. a front elevation minimum 10' building stepback from the first floor to the second floor .

LU-E-2 Bluff Setback and Protection

The bluff top setback for development shall exceed the Policy S-3 and Coastal Zone Code Section 17.078.050 requirement for a 100 year bluff retreat with the addition of a 10' buffer . The minimum bluff top setback shall be no less than 25 feet from the top of the bluff. A geology study and report shall be required for any development near the top of the bluff and a greater setback may be required based on the findings of the report. Appropriate erosion control measures shall be required for any project along the blufftops and shall specify methods for maintenance.

LU-E-3 Viewpoint Marking

The bluff-top access from Naomi Street and the Memory Park area should be clearly signed for public coastal viewing access.

LU-E-4 Seacliff Drive Access

The sign marked "Public Pedestrian and Bicycle Access - No Vehicles" directing bicyclists and pedestrians to a narrow road behind Coburn shall be maintained. The existing sign shall be revised to note beach viewing access and Spyglass Park. When beach access from Spyglass park is completed, a beach access sign shall also be added to this location.

LU-E-5 Sidewalk improvements

The sidewalk on Shell Beach Road between Seacliff and Coburn shall be improved for a minimum width of 5' for safe pedestrian and handicapped access.

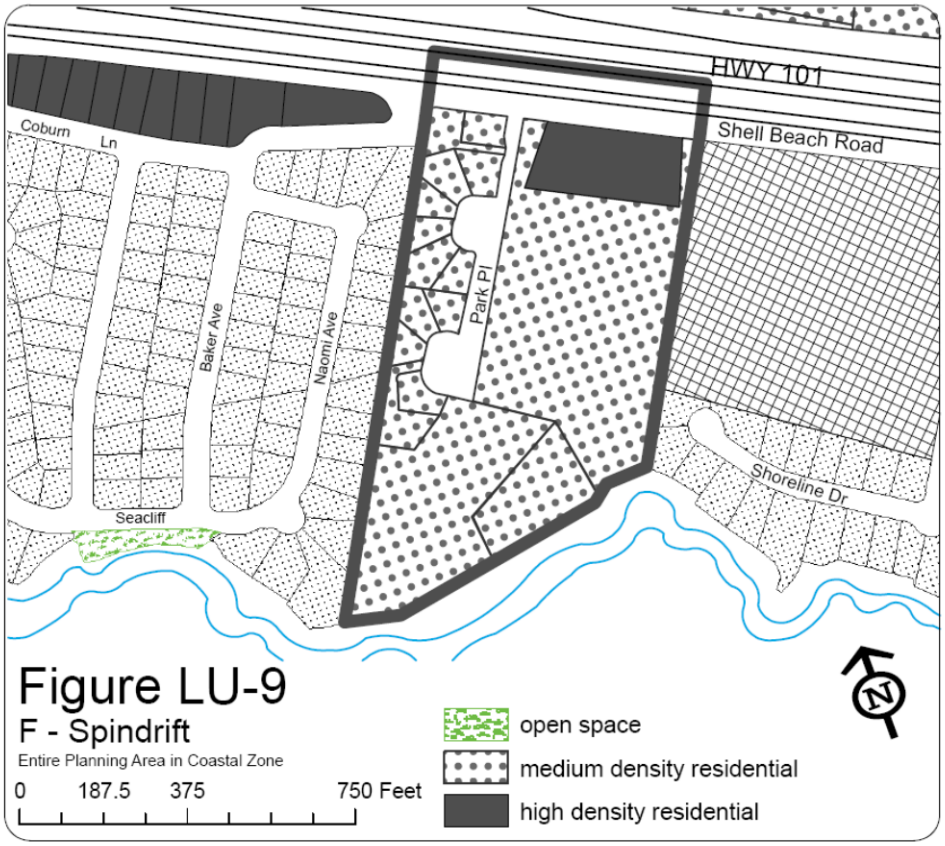
LU-E-6 Beach access to Memory Park

The City shall consider opportunities for beach access to Memory Park.

Spindrift
Planning Area F

Background

The Spindrift Planning Area is almost completely developed. The area contains two estates along the bluff tops, single-family residences along Park Place and a large condominium development in the southern half of the planning area with a private stair access to the beach. Public coastal access is limited to a city easement off Naomi Avenue in the St. Andrews Tract Planning Area E.



Policies

LU-F-1 Concept

The Spindrift Planning Area shall be retained and developed as a Medium Density Residential area. Any developments shall focus on a public park lateral access adjacent to the bluffs.

LU-F-2 Bluff-top Protection

Appropriate erosion control measures shall be required for any project along the bluff-tops and shall specify methods for maintenance.

LU-F-3 Lateral Bluff-top Open Space and Access

The lateral bluff-top conservation/open space and access dedication requirement set forth in Policy PR-23 shall be increased to a distance equal to the 100-year bluff retreat line plus 50 ft. for this planning area.

LU-F-4 Development of Estates

Any further development of the estates fronting the ocean is discouraged. If, however, further development is proposed it shall be required to adhere to the following criteria:

a. Public access in the lateral bluff-top open space specified in Policy LU-F-3 and Policy PR-23 shall be required. Compliant with geologic report recommendations to protect the bluff top, public access improvements and landscaping shall be required within this area.

b. Special attention shall be given to preserving view corridors to the ocean.

c. Existing mature trees and bird habitat areas shall be preserved; any new development should avoid the trees.

LU-F-5 Archaeological Reconnaissance

An archaeological surface survey shall be required as part of any development applications for projects in this planning area. See related policies:

Conservation/OS	CO-5	Protect Archaeological Resources
Conservation/OS	CO-6	Construction Supervision

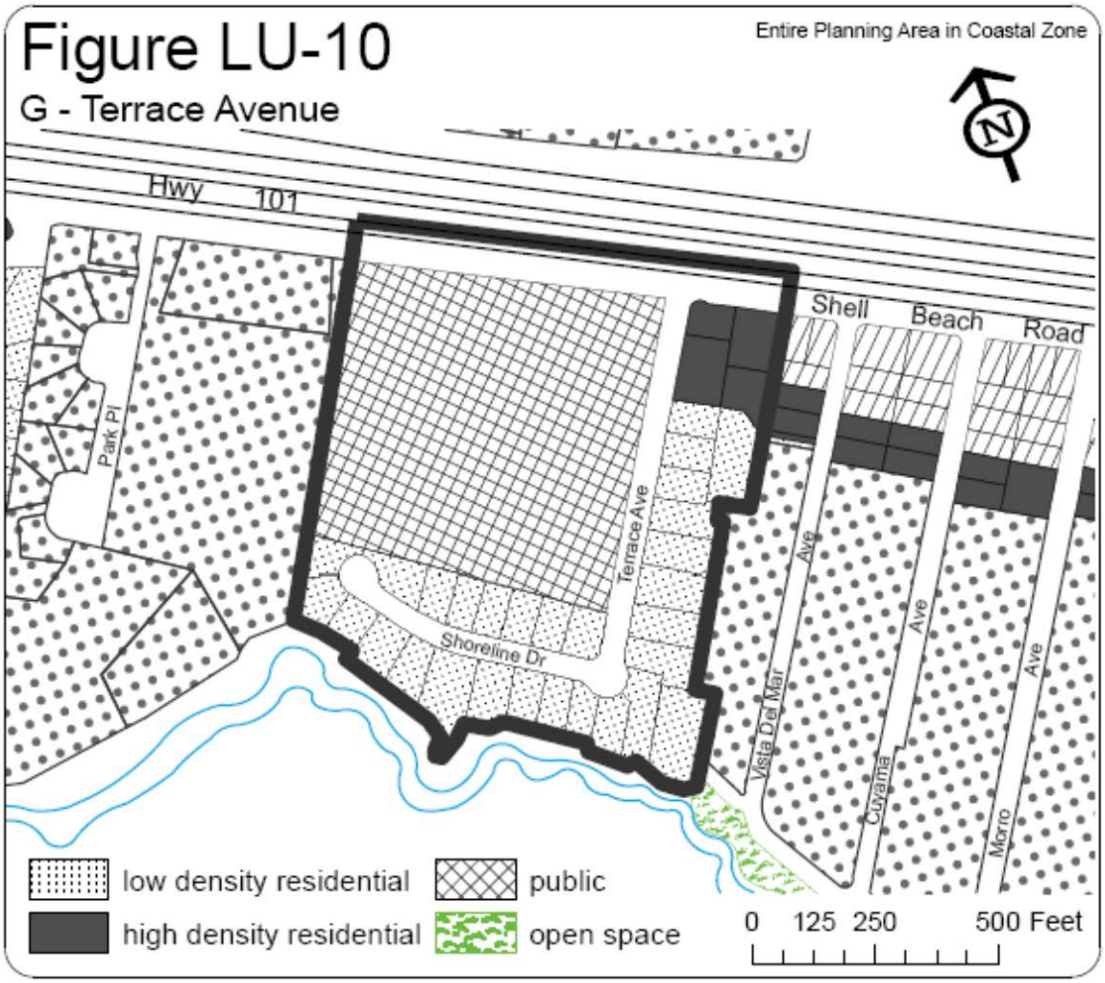
LU-F-6 Tree Preservation

Monterey pines, Monterey cypress and other mature trees in this planning area shall be preserved as a part of new development activity. (See also Design Element D-12, Special Tree Preservation.)

Terrace Avenue
Planning Area G

Background

The Terrace Avenue Planning Area includes of the Shell Beach Elementary School and a residential neighborhood consisting primarily of large two-story homes. Because of the moderate degree of slope and the openness of the Shell Beach School site, there is an unobstructed ocean overview from U.S. Highway 101 in this area. Substantial bluff retreat has occurred in this area. There are four private stairways to a sandy beach.



Policies

LU-G-1 Concept

The Terrace Avenue Planning Area shall be designated for Low Density Residential uses and the Shell Beach School. The focus shall be conserving the existing housing stock and assuring that future changes are compatible with the existing neighborhood.

LU-G-2 Bluff Setback and Protection

The bluff top setback for development along the bluffs shall exceed the Policy S-3 and Coastal Zone Code Section 17.078.050 requirement for a 100 year bluff retreat with the addition of a 10' buffer. The minimum blufftop setback shall be no less than 25 feet from the top of the bluff. Geology reports shall be required for any development near the top of the bluff to ensure that adequate bluff protection measures are provided.

Appropriate erosion control measures shall be required for any project along the bluff-tops and shall specify methods for maintenance.

LU-G-3 Bluff Protection

Bluff protection devices may be necessary to protect existing development in this area, but they shall not be permitted unless the city has determined that there are no less environmentally damaging alternatives for the protection of existing structures, based on geologic reports.

LU-G-4 Side Yard Views

Properties on the west side of Shoreline Drive shall be subject to the Design Element, Policy D-38, Side Yard View Corridors.

LU-G-5 Ocean Boulevard Access

Development approvals for properties between Shoreline Drive and Ocean Boulevard shall dedicate a pedestrian easement between the two streets for access to the Eldwayen Ocean park stairs to the beach in the Shell Beach planning area.~~,~~ The City shall consider purchasing a 20-foot pedestrian access easement over its 20 foot wide sewer easement running between Terrace Avenue and Vista Del Mar Avenue to allow for public pedestrian and bicycle access. (See also Park and Recreation Element PR-5, Path System.)

LU-G6 Improvements related to Shell Beach School

The school district should be encouraged to landscape the back of the temporary classrooms located on Shell Beach Road and to add low-growing trees to the parking lots. Additionally, the fences surrounding the school should be painted a dark color. The sidewalk at Shell Beach Road and Terrace avenue shall be improved for safe pedestrian and handicapped access. See also:

Design Element	D-5	Utilities and Fences
Design Element	D-10	Parking Lots & Large Asphalt Areas
Design Element	D-11	Large Buildings
Design Element	D-13	Freeway Landscaping

LU-G-7 Lateral Bluff-top Access Not Required

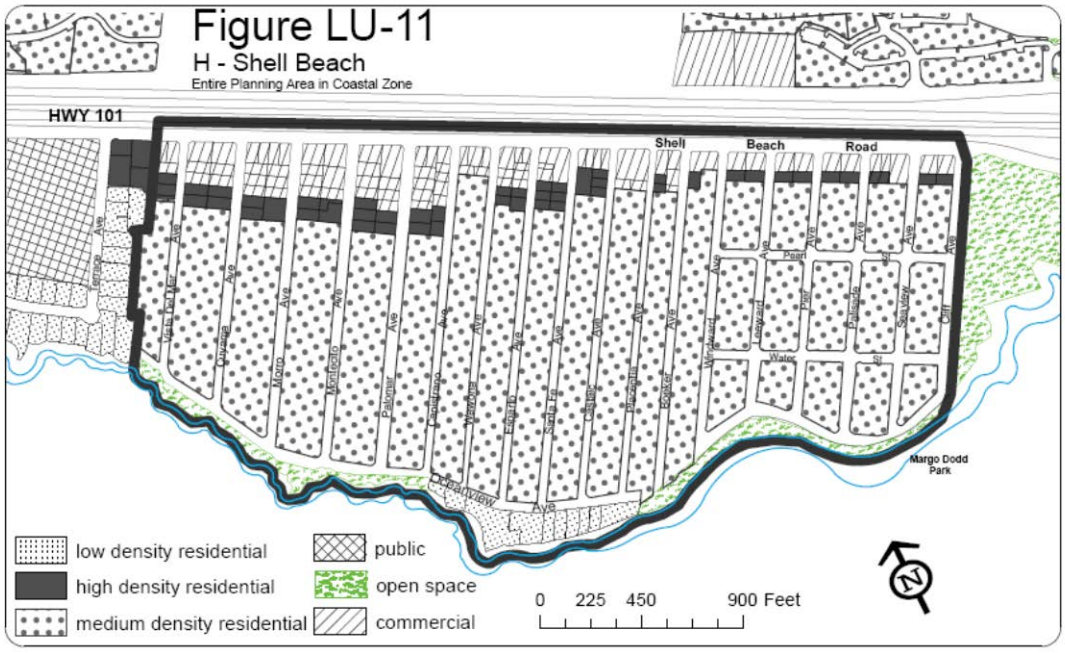
The lateral bluff-top access dedication requirement set forth in Policy PR-23 shall not be applicable to this planning area.

Shell Beach
Planning Area H

Background
Planning Area H, with the exception of scattered vacant lots, is essentially developed. However, there is a trend to expand or replace small beach cottages on small lots with large houses that are not always compatible with the character of the community. Shell Beach embodies much of the historic ambiance and flavor of small California beach towns.

A variety of retail and service uses front Shell Beach Road, including several small motels. The area includes a small public library, a private recreational facility and the Shell Beach Veterans' building. The Shell Beach ocean bluffs are significant recreational resources containing Eldwayen Ocean Park and Margo Dodd Park which are the aesthetic focus of the community, along with Dinosaur Caves Park which is located in the adjoining Dinosaur Caves Planning area. The parks and development on top of the bluffs are seriously endangered by erosion.

Four beach access points are located in the Shell Beach Planning area, and Ocean Blvd and the trail at the end of Ocean Blvd to Boeker street includes pedestrian and bicycle access.



Policies

LU-H-1 Concept
Shell Beach Road is bordered by a narrow commercial strip backed by a narrow band of High Density Residential. Behind the High Density residential area to the Ocean, a medium density land use accommodates single family homes in the area. The focus of this area is a more traditional beach community with small single-family lots, street activity, and views of the ocean to the west, and the

foothills to the east. The emphasis is on assuring that new and expanded homes are compatible with the scale, bulk, and character of existing neighborhood.

LU-H-2 Shoreline Qualifies

The unique shoreline qualities of Shell Beach shall be protected by:

a. Maintaining and improving public access along the bluff-tops.

b. Pursuing all available sources to provide the necessary funds to improve and maintain the parks along the Shell Beach bluffs.

c. Instituting measures, such as signing and policing, to prohibit removal of tide-pool marine life.

d. Designating the vista point at the end of Boeker Street as a bird observation area and leaving it in its natural state for neighborhood use.

e. Making drainage pipes in the park areas as inconspicuous as possible and landscaping park areas with drought resistant, low maintenance plants.

f. Continuing the program of erosion and animal control to protect the park areas.

LU-H-3 Commercial Revitalization

a. For the Shell Beach Road commercial strip, a funding plan shall be prepared for amenities such as but not limited to signage, street trees, sidewalk improvements, pedestrian scale street lights, public parking, and public art.

b. The city shall consider the use of Grant funds to provide for the plan and for low interest loans for commercial revitalization.

LU-H-4a Residential Guidelines

a. Scale of Structures.

New residential development should be designed to reflect the small scale image of Shell Beach rather than large monolithic buildings. Buildings should be designed with vertical, horizontal and roof articulation of building faces.

b. Orientation of doors, windows, and balconies to street.

Street frontage should consist of residential units with windows, doors, balconies and porches facing and in reasonably close proximity to the street, both in terms of height (i.e., units at street level, rather than raised) and in distance from the street (minimum set back). This type of orientation reinforces the traditional beach and street active environment and increases street safety with "eyes" on the street. (See Design Element D-4, Multi-family Design Criteria.) Where two-story buildings are proposed, the second story shall be stepped back a minimum of 30% along the front elevation.

c. Incentives for single level development

Incentives for one level development will only be provided for proposals compatible with the surrounding area with building articulation and site design reflective of the Shell Beach small- scale image. While a 20' setback to a garage is required, incentives for single level development without a requirement for a variance include:

-expanded total building area in excess of that specified in the implementing ordinance
-front, side, and rear yard setbacks reduced from that specified in the implementing ordinance
-a single car garage

LU-H-4b Commercial Development Guidelines

a. Scale of Structures.
New commercial development design shall reflect Shell Beach's small scale image. Buildings shall be designed with building elevation vertical, horizontal and roof articulation.

b. Building Articulation.
Multiple story buildings shall include step backs of 7 feet or more for a second floor and 10 feet or more for a third floor. Noncontiguous step backs shall be required for a minimum of 30% of the front elevation frontage of each floor above the first floor.

c. Orientation of doors, windows, and balconies to street.
To reinforce interaction between the pedestrian and the commercial environment, street frontage adjacent to Shell Beach Road shall include windows, doors, balconies, and where applicable, paseo entries.

d. Public areas.
Public seating areas such as plazas, paseos, patios are required for development of projects over two or more contiguous lots and single lots of 6,000 s.f. or greater. Similarly, seating areas are encouraged for single lot development. Where public areas are not provided adjacent to the right of way, buildings shall be placed at or within 8' of the public right of way.

e. Interior lots.
New development or redevelopment of commercial structures adjacent to Shell Beach Road, which are not adjacent to a side street, shall participate in a parking in-lieu fee program for the Shell Beach commercial area. Parking on site is not required.

f. Trash hidden from view.
Trash disposal facilities shall be screened from public view.

g. Public art. Public art, subject to City approval, shall be included in new development and expansion of 30% or more of existing lot area for additions or reconstruction of existing development.

h. Incentives without a variance from the implementing ordinance.
-For commercial/residential mixed use projects, expanded total building area and reduced parking for mixed use projects
-For commercial projects 50% smaller than the maximum permitted, a portion of the parking requirements in the implementing ordinance may be waived.

LU-H-5 Bluff Setback and Protection

The bluff top setback for development shall exceed the Policy S-3 and Coastal Zone Code Section 17.078.050 requirement for a 100 year bluff top setback retreat with the addition of a 10' buffer. The minimum bluff top setback shall be no less than 25 feet from the top of the bluff. A geology report shall be required for any development near the top of the bluff to ensure that adequate bluff setbacks and protective measures are provided. Appropriate erosion control measures shall be required for any project along the bluff-tops and shall specify methods for maintenance.

Should the bluff top setback requirement render infeasible the opportunity to develop a reasonably sized project, front yard setbacks may be reduced to less than 15' identified in the implementing ordinance without a requirement for a Variance. The setback to the garage shall be no less than 20' and reduced front yard setbacks shall comply with the California Building code.

For this area, site specific geologic studies required in Policy S-3 shall include an analysis of appropriate planting material along the coastal bluffs.

LU-H-6 Public Improvements

a. Street Lights

Where possible, pedestrian scaled street lights should be used throughout the Shell Beach area. (See Design Element, Policy D-22, Pedestrian Scale Street Lights.)

b. Street and Front Yard Paving

Street rights-of-way and front yards shall not be paved except for driveways or parking spaces officially approved by the city. The City shall not approve parallel parking that is outside the normal area needed for travel ways and related street parking. (See Design Element, Policy D-15, Front Yards and Street Right-of-Ways.)

c. Shell Beach Road improvements

Shell Beach Road improvements should retain the existing curb and gutter flow line and profile of the street and ADA compliance through use of bulb outs and street corner improvements. Additional improvements will include a multi-use trail, benches, decorative light poles, bike racks, public art, trash receptacles, and receptacles for recyclable material. A variety of paving changes and textures with street furniture and decorative lights and street trees will enhance this area.

Existing public sidewalks and street amenities shall be maintained, and future improvements shall be maintained in perpetuity.

Consistent with policies D-36 and D-37, Shell Beach Road overhead utilities shall be placed underground. Undergrounding to the first adjacent residential street is required.

d. Ocean Blvd improvements

Public improvements to Ocean Blvd shall include public art features where possible. Examples include but are not limited to artistically sandblasted bollards and posts, mosaic tiled trash and recycled containers, decorative paving , or art work on utility boxes.

LU-H-7 Street and Front Yard Paving

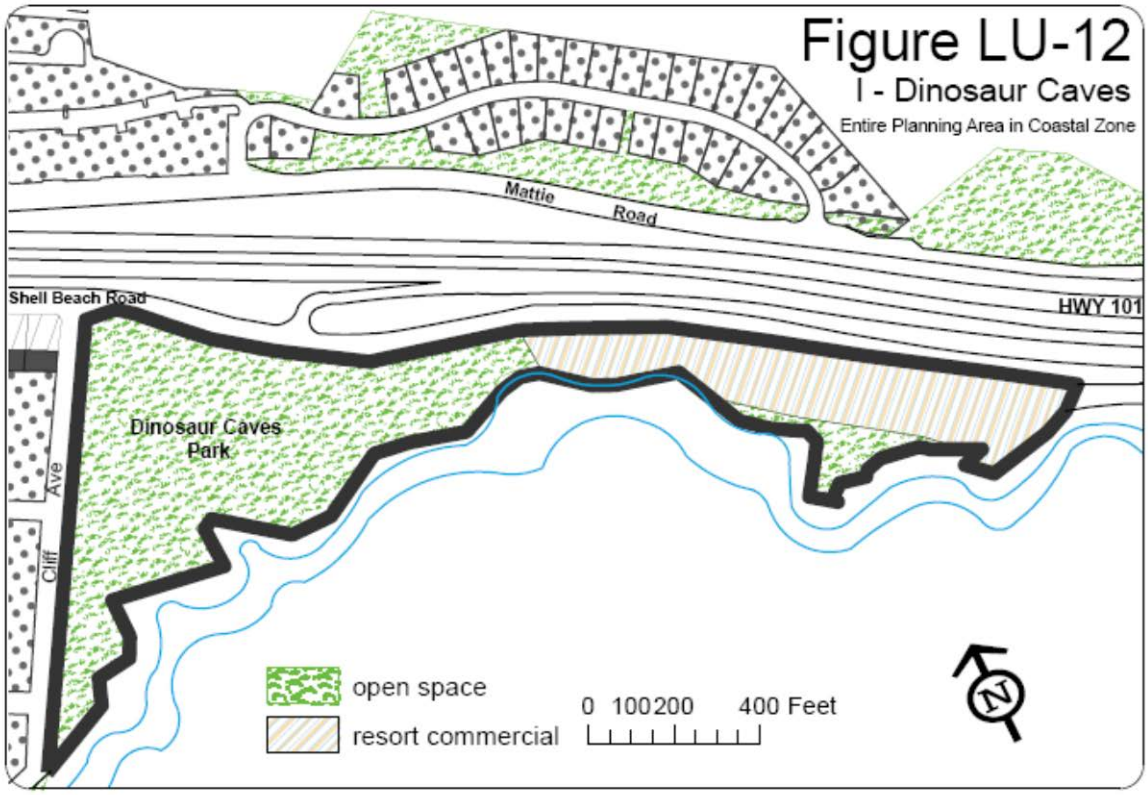
Street rights-of-way and front yards shall not be paved except for driveways or parking spaces officially approved by the city. The City shall not approve parallel parking that is outside the normal area needed for travel ways and related street parking. (See Design Element, Policy D-15, Front Yards and Street Right-of-Ways.)

LU-H-8 Lateral Access at Boeker Street

The City should pursue opportunities to create lateral pedestrian pathways connecting Booker Street to Placentia Avenue or Ocean Boulevard to the north and to Windward Avenue or Ocean Boulevard to the south. This requirement shall be implemented as part of project approval, private gifts or dedications or possibility through public acquisition. (See Parks and Recreation Element, Policy PR-5, Path System.)

Dinosaur Caves
Planning Area I

Background
The Dinosaur Caves Planning Area is oriented to open space, parks and visitor serving uses with related public lateral bluff-top access and open space. The area is designated Open Space.~~.~~ The highly scenic nature of this area and the protection of views from Highway 101 have been emphasized with the development of Dinosaur Caves Park. (See Parks and Recreation Element PR-16, Dinosaur Caves.)



1

Amended by R-1998-71

Policies

LU-I-1 **Concept**

The Dinosaur Caves Planning Area is oriented to open space, parks and visitor serving uses with related public lateral bluff-top access and open space. The area is designated Open Space.~~.~~ The highly scenic nature of this area and the protection of views from Highway 101 have been emphasized with the development of Dinosaur Caves Park. (See Parks and Recreation Element PR-16, Dinosaur Caves.)

LU-I-2 **Dinosaur Caves Site**

Dinosaur Caves Park is designated for public park and open space uses which are visitor serving in nature. Non-visitor serving uses are prohibited. Development of Dinosaur Caves Park shall be consistent with the following requirements:

[1]

a.[1] **Bluff-top Conservation and Open Space Area Required**

All development, except for public access facilities, shall be set back from the top of the bluff as shown schematically in Figure LU-13. The extent of the bluff-top conservation and open space zone shall be a distance equal to the 100-year bluff retreat line plus an additional 50 feet. The extent of the 100-year bluff retreat shall be established through a site-specific study conducted by a qualified registered geologist. Permissible public access facilities within this zone shall be limited to paths or walkways, bicycle racks, observation decks or platforms, benches, picnic tables, and landscaping. Any facilities shall be a safe distance from the edge of the bluff, as determined by the geological study.

[1]

1 Amended by R-1998-71

[1]

[1]

b. Landscaping

No landscaping shall, when mature, exceed the height of approved structures on the site nor cause additional view obstruction. All landscaping shall consist of drought tolerant, and to the greatest extent feasible, native species. Extensive lawns or other large areas of grass exceeding two acres in size shall be prohibited. Total lawn or grass area shall not exceed 3 acres. Lawns and other grass areas should be located on the parts of the site nearest Shell Beach Road and Cliff Drive. No lawns or other areas of grass requiring irrigation shall be allowed closer than 150 feet from the bluff edge and the hole leading to the sea cave. Any landscaping within 150 feet of the bluff edge and the hole leading to the sea cave shall be drought tolerant. [1]

c. Public Access Facilities and Bluff Top Erosion

Public access facilities shall be designed and constructed to be easily moved to a more landward location if they become endangered by bluff erosion. For the pusposes of this policy, public access facilities means public paths, walkways, bicycle racks, observation decks or platforms, bences, and picnic tables. [1]

d. Protection of Scenic Highway Corridor

The height, bulk and scale of any development on the Dinosaur Caves property shall not detract from the ocean view from U.S. Highway 101. Heights of all structures shall be below the elevation of the nearest freeway travel lane. All structures and landscaping shall be designed to avoid any significant impairment of seaward views from highway 101. See also: [1]

Parks & Recreation PR-16 Dinosaur Caves

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1 Amended by R-1998-71

Motel District
Planning Area J

Background

Planning Area J is developed with seven hotels (Shorecliff Inn, Whalers Inn, Knights Rest, Seacrest, Tides, Motel Pismo and Kon Tiki) and a small neighborhood of single-family residences and apartments.

The northern part of the area has rocky cliffs, about 70 feet high, which are undercut by unstable wave tunnels or sea caves. In the center of the area and at its southerly boundary are barrancas with riparian vegetation. The southern area has a sandy beach owned by the State Lands Commission and managed by the State Department of Parks and Recreation.

The Elmer Ross Beach is located to the north of the Shorecliff Inn. Access to this man-made beach is via a spiral staircase down the edge of the cliff north of Shorecliff Inn. Public parking is provided at the inn for beach users. The inn also has two tennis courts located on the bluff top that are open to the public when not in use by motel guests. The inn also has a scenic bluff-top walk with two gazebos that are open to the public when not in use by motel guests.

There is also a public stairway to the beach at the end of Wilmar Street, and some of the motels have semi-public stairs to the beach. This portion of the city is highly used by out-of- town visitors, primarily because of the concentration of motels and the dose proximity to the downtown area and beachfront.

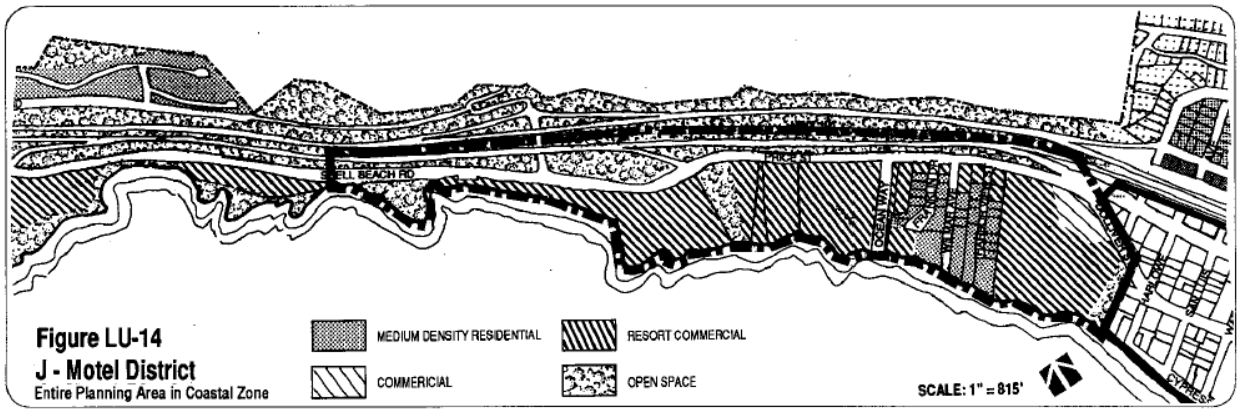


Figure LU-14
J - Motel District
Entire Planning Area in Coastal Zone

Policies

LU-J-1 **Concept**

The Motel District shall be designated for Resort Commercial, Medium Density Residential and Open Space. The area shall serve as a key focus for Pismo Beach's visitor-serving industry with special consideration given to ocean views and bluff access. Retention or upgrading of the existing motel uses is a major emphasis of the plan.

LU-J-2 **Bluff Setback and Protection**

Development along the bluffs shall be set back a minimum of 25 feet from the top of the bluff. Geology reports shall be required for any development to ensure that adequate bluff setbacks are provided. Appropriate erosion control measures shall be required for any project along the bluff-tops and shall specify methods for maintenance, including landscaping and setbacks.

LU-J-3 **Lateral Bluff-top Access and Open Space**

The lateral bluff-top access dedication requirement set forth in Policy PR-23 shall apply except that the width may be up to 25 additional feet beyond the 100-year bluff retreat lines, depending

upon the size of the parcel and the location of existing structures. It shall be the intent to develop a continuous bluff-top path within the lateral open space area; development approvals shall require installation of pathway segments in a manner that connects with adjacent segments.

LU-J-4 **Development Conditions**

a. Vertical and lateral public access-ways to the beach and along the bluff-top, respectively, shall be required as a condition of development permits if not already adequately provided, except where the configuration of the bluff makes vertical access infeasible or satisfactory vertical access is already provided nearby as shown on Table PR-4 and PR-5.More frequent vertical access-ways may be required to serve particular concentrations of hotel and motel units.

b. New structures should be carefully sited and designed to provide ocean corridor and/or over- views from U.S. Highway 101. A visual analysis for such views shall determine the extent of building height for properties fronting Price Street

LU-J-5 **Barrancas**

The barrancas shall be left in natural open space and used as view corridors to the ocean.

LU-J-6 **Archaeology**

An archaeological reconnaissance shall be required prior to approval of any development project in this planning area. See also:

Conservation/OS	CO-5	Protect Archaeological Resources
Conservation/OS	CO-6	Construction Suspension

LU-J-7 **Underground Utilities and Street Improvements**

The existing overhead utilities on Price Street should be placed underground. The city shall pursue the formation of assessment districts for street improvements including landscaping and undergrounding of utilities on Wilmar, harbor view and Franklin Street. (See Design Element, Policy D-37, Underground Utilities.)

LU-J-8 **Street and Front Yard Paving**

Street rights-of-way and front yards on Franklin Drive, Wilmar Avenue and harbor View Street shall not be paved except for driveways or parking spaces officially approved by the city. The city shall not approve parallel parking that is outside the normal area needed for travel ways and related street parking. (See Design Element, Policy D-15, Front yards and Street Right-of-Way.

LU-J-9 **Lateral Access**

In order to access the Wilmar Avenue stairs, development approvals for properties between Franklin Drive and Wilmar Avenue or between Wilmar Avenue and Harbor View Street shall be required to dedicate a pedestrian pathway easement between the streets. Where developments have already blocked this access the city should consider acquiring land as necessary and constructing a pedestrian path. (See Parks, Recreation & Access Element, Policy PR-5, Path System.)

Downtown Core
Planning Area K

Background

The Downtown Core area encompasses downtown Pismo Beach, an important visitor-serving center of the city. Many motel and hotel uses are located here, primarily along Price, Pomeroy and Dolliver Streets and the oceanfront. The majority of commercial uses are between Dolliver Street and the ocean and Main and Stimson Streets.

Property landward of the ocean is gently sloping; however, the bluff and beach areas are varied in their physical characteristics. The bluffs along the northern portion of the area are about 40 feet high and have eroded to such an extent that Cypress Street has been turned into a one-way street, and a portion of the road has been closed. The bluffs begin to decline in elevation until they reach about five feet at the pier.

The Pismo Creek estuary and lagoon at the southern end of downtown is a sensitive wetland habitat. High tides occasionally reach the seawalls located at the pier parking lot and northward; none of the sandy beach can be used in the Commercial Core during some high tide periods in the winter months. The sandy beach provides excellent habitat for dams. Near shore, fish species are also prevalent in this stretch, thus making Pismo Beach a popular surf fishing area.

The state beach forms the major recreation area in the City. There are eleven major public access points to the wide sandy beach in the downtown area. These are located at ends of streets and off public roads along the bluff tops. Some of the motels and condominiums have private or semiprivate access to the beach; however, all of these private accesses lead to public beach areas. Public lateral access exists along the entire state beach.

In addition to the sandy beach, the city has a two-acre park complex adjacent to Pismo Creek consisting of the Ira Lease Park to the east of State Highway 1 and the Mary Harrington Park to the west of Highway 1.

The Commercial Core is a major tourist destination in the City. The sandy beaches provide opportunity for surfing, swimming, walking, surf fishing and other beach-oriented recreational activities. The close proximity of tent camping, motels and recreational vehicle park and related commercial services provides the necessary overnight lodging to support the attractive beach areas.

In the 1980's the 1983 Pismo Beach General Plan/Local Coastal Plan, the 1984 Waterfront Revitalization Plan and a 1989 study provided by a regional Urban Design Assistance Team (R/UDAT) addressed future revitalization of the downtown. In 1991, the city embarked on the creation of a downtown specific plan to pull together the many ideas from these plans. This specific plan includes land use policies, design guidelines, a streetscape program and public facility improvements to enhance public access to the beach and develop a more pedestrian-oriented downtown.

Principles

P-17 Downtown Focus for Residents and Visitors

Downtown Pismo Beach shall be a city focal point with a blend of cultural, commercial, professional, residential and recreational uses catering to both visitors and residents of all ages. Tourism and visitor services shall be emphasized, carefully and conscientiously blending shopping, recreational and cultural activities for the visitor, with housing, retail and professional services needed by the residents of the community.

The downtown area of Pismo Beach serves residents year-round, and in this context the downtown must remain inviting and pleasant to the citizens of the community. New development and revitalization of downtown should enhance the quality of life for the residents as well as better serve the needs of visitors.

P-18 People-Pedestrian Scale

Downtown should be a “people downtown”. It should be a “walk-able” environment, identifying pedestrian routes throughout the commercial and visitor services districts, with obvious and convenient accessibility to an oceanfront boardwalk, the pier and a Pismo Creek trail. The entire area should be walk-able with pedestrian and bicycles given equal weight with the automobile.

Development and public facilities should create interesting places that entice people to walk. Parking areas should be subordinate to an active pedestrian scaled street life.

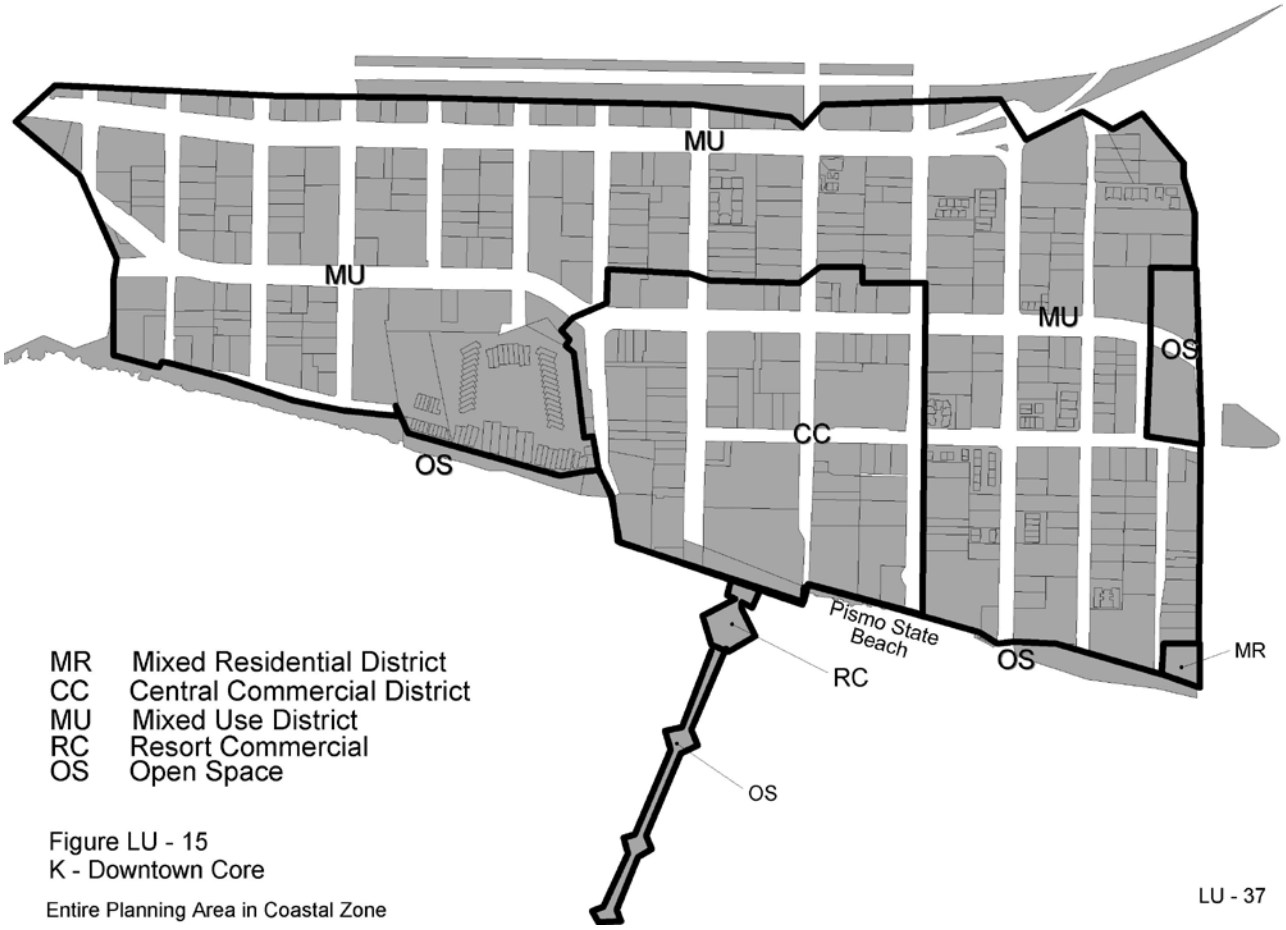


Figure LU - 15
K - Downtown Core
Entire Planning Area in Coastal Zone

LU - 37

P-19 Historic Preservation

Downtown Pismo Beach contains much of the historic ambiance of the entire community. While hard to define, the preservation of this ambiance is the key to a revitalized downtown. Major buildings in the area should be identified as local landmarks and encouraged to be restored and pre- served. Downtown's historic role in the community should be emphasized, providing a link with the past, creating a pleasant ambiance, and adding to the architectural diversity of future new development.



Policies

LU-K-1 **Land Use Concept**

The downtown area includes a Central Commercial District, Mixed Residential District, Mixed Use District, and Open Space categories as shown in Figure LU-15.[4]

LU-K-2 **Downtown Development**

Development shall comply with the following policies:[4]

a. Oceanfront Boardwalk

A continuous pedestrian boardwalk along the planning area ocean frontage to Pismo Creek shall be established. This boardwalk shall include pedestrian amenities such as, but not limited to, seating, lighting and landscaping. Properties adjacent to the future board walk location shall be required to dedicate up to 20 feet of the ocean frontage of the property for the boardwalk. Installation of the boardwalk may be required as a condition of approval of development projects. The amount of dedication shall be subject to the size of the ocean-facing parcels and the area required to minimize bluff erosion identified in geologic studies submitted with development applications. The boardwalk will connect into the Pismo Creek trail. [4]

b. Pismo Creek Trails

A creekside trail system shall be developed on both sides of Pismo Creek from its mouth at the ocean inland to a location deemed to be feasible and reasonable within the Planning Area R based on agreements with land owners. Public improvements such as trash cans and seating may be included with the development of the creek trails. Except for Planning Area R, dedication of a portion of properties adjacent to Pismo Creek for a public pathway shall be required with new development applications. These dedications shall include the buffer zone as identified in the conservation and open space element. Within Planning Area R creek trails shall be subject to and consistent with all policies, requirements and standards including but not limited to setbacks applicable to the Watershed and Resource Management land use designation. Except for in Planning Area R, development approvals by the City shall require the installation of trail improvements. See also: Conservation Element Policies 2, 22 and 22A.

c. Interpretive Panels or Signage

Appropriate interpretive panels shall be provided for the pier, boardwalk and Pismo Creek trail. These may be required as a condition of approval of development projects. Funding should be sought from a variety of sources.

d. Downtown streets perpendicular to the ocean

Streets in the commercial core area, which end at the ocean, may be developed into cul-de-sacs compatible with public safety standards for safe turn-around. Owners of oceanfront properties shall participate in the cost of developing cul-de-sacs on a per development basis. Participation is defined as the construction of all improvements on the owner's side of the street along the property frontage.

e. City-owned Addie Street property

[4] Amended: R-2003-50

The City shall provide improvements to the Addie Street parking lot, which will include, but shall not be limited to, landscaping in the parking lot and extension of the boardwalk along the ocean frontage to the Pismo Creek Trail.

The structure located in Mary Herrington Park on the west bank of Pismo Creek shall either be removed and replaced with additional parking and/or a picnic area or upgraded or replaced, to include reservation of the appropriate creek-side protection and trail area. See also:[4]

Parks & Recreation	PR-15	Ira lease/Mary Herrington Park

LU-K-3 **Districts**

Downtown shall have four districts or land use categories as shown in Figure LU-K-1. The policies for each District and their permitted land use are described as follows: [4]

LU-K-3.1 **Mixed Residential (MR) District**

The Mixed Residential or MR District shall permit a mixture of hotels and motels along with apartments, condominiums and other similar residential uses. Restaurants may be permitted when secondary to onsite hotel use. It is expected that the visitor-serving uses will gravitate toward the beach and the major thoroughfares. Small convenience markets that serve the daily needs of residents and visitors would be allowed in this district.

[4]

LU-K-3.2 **Central Commercial (CC) District**

The primary land use focus for the Central Commercial District is commercial, recreational and cultural. Commercial uses shall be oriented towards visitors (i.e. gift shops, clothing stores, restaurants). Residential uses may be considered as part of mixed use project applications. Notwithstanding the Zoning Code requirements precluding expansions of existing nonconforming structures and land uses, a legal nonconforming residence in the Central Core Commercial district used solely as a permanent residence may itself be expanded up to 50% of the total building area existing as of May 18, 1993." This 50% expansion limitation shall be limited to residences permitted as such, not to hotels that might have converted to residences over time . [5] A pedestrian orientation will be promoted for all development in this district. The pier and boardwalk provide the focus for pedestrian activities in this very "walk-able" downtown commercial area.

Improvements in the Commercial Core may include reconfiguration of the pier parking lot for a more cohesive traffic flow from Pomeroy to Hinds and maximum use of the pier parking lot; dedication of a portion of the property adjacent to the city parking lot for vehicles and pedestrian access between those two streets; and a cohesive streetscape program to complement and encourage the pedestrian emphasis of downtown. [4]

LU-K-3.3 **Mixed Use (MU) District**

The Mixed Use or MU District will provide for a wide variety of land uses including visitor lodging, commercial retail, restaurants, service uses, offices, and residential uses. The more intensive commercial uses and visitor-serving uses shall be encouraged to locate along the major thoroughfares. Mixed-use projects are encouraged throughout the district.

LU-K-3.4 **Open Space District**

[5] Amended R-2006-045

Open Space is the designated land use for the beach, Mary Herrington Park, and Ira Lease Park. The pier and the beach will provide the catalyst for development of a boardwalk along the beach from Main Street to Pismo Creek. Passive recreational uses are permitted in these areas.

The extension of the Pismo Creek trail from Cypress Street to Highway 101 will be located along the west bank of Pismo Creek adjacent to Mary Herrington and Ira Lease Parks. Pedestrian and bicycle uses will be permitted along the trail adjacent to these parks.

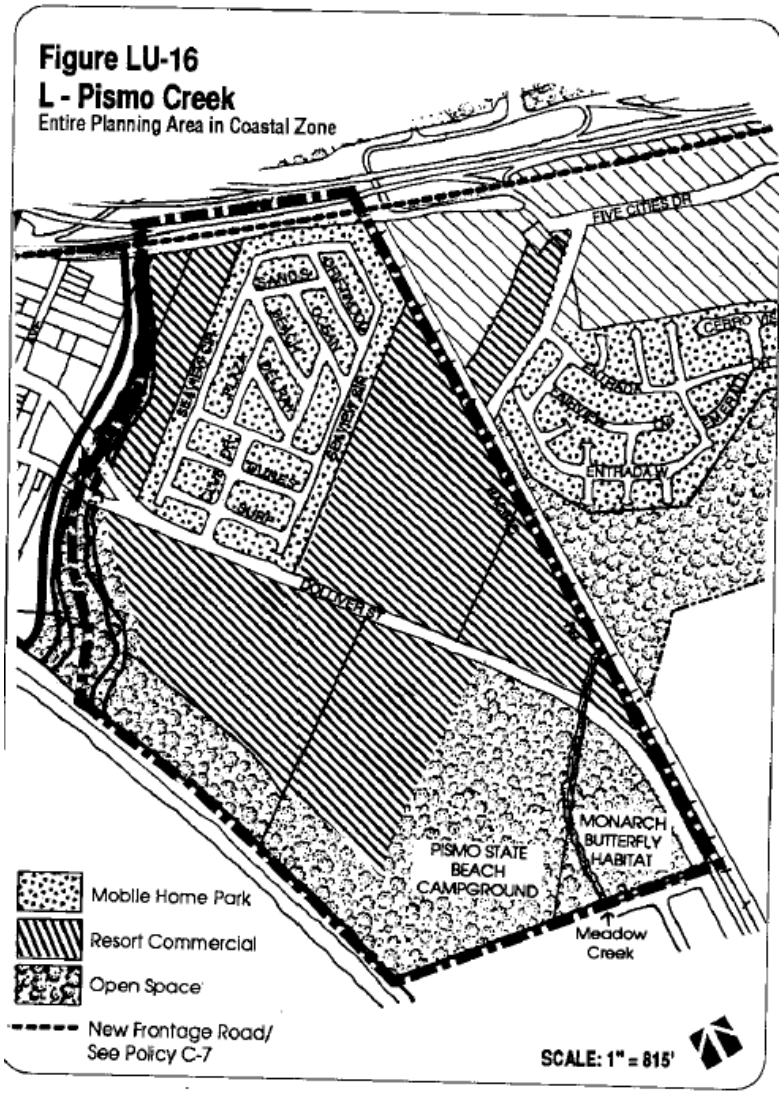
Pismo Creek
Planning Area L

Background

The Pismo Creek Planning Area consists of a year-round mobile home park (236 spaces), three recreational vehicle parks with 996 spaces, the state Department of Parks and Recreations North Beach Campground with 103 campsites, and related RV storage and repair.

The area includes the sensitive wetlands habitat at the mouth of Pismo Creek, riparian vegetation along side the creek; sand dunes along the beach front and a monarch butterfly habitat area.

The major beach accesses are through the Pismo Coast Village Trailer Park and the North Beach Campground. The accesses are open to general use but are not marked. Both the trailer park and campground have constructed access ways over the delicate dune vegetation to reduce unnecessary foot traffic through this sensitive area. The public campground and the semiprivate trailer parks have recreational facilities for use by guests only. The beach is open for public recreational use but there are no restrooms, parking lots, fire rings or recreation equipment available for free public use.



Policies

LU-L-1 **Concept**

The Pismo Creek area shall be designated Resort Commercial, Mobile Home Park and Open Space with land uses oriented to visitor-serving activities.

LU-L-2 **Pismo Creek**

The creek area should be preserved in its natural state with special attention given to preserving scenic, recreational and education resources. More specifically:

a. The City should protect and enhance the riparian woodland along Pismo Creek for the purpose of improving the scenic quality as well as its ecological value.

b. The City should recommend to a state agency that the property adjacent to Pismo Creek mouth and those portions of properties located within the creek channel be acquired for open space or recreational use.

c. Public trails shall be developed along the entire length of Pismo Creek adjacent to both the RV parks and behind the 7-11 store.

d. The 7-11 store should be encouraged to remodel in keeping with the creek/recreation atmosphere.

e. Benches, paved paths, and signs should be provided for Pismo Creek trail and for the North Beach day-use area as soon as the access to these areas is established.

LU-L-3 **Route 1 Improvements & City Entrance**

a. The City should request the state in conjunction with plans for the widening of State Highway 1 to include a coordinated landscaping plan for both sides of State Highway 1.

b. The City should request CALTRANS to include curbs, gutters, and pedestrian and bicycle pathways in conjunction with the plan to widen State Highway 1 (see Circulation Element).

c. The right-of-way at the intersection of Cypress and Dolliver Street should be landscaped and curbed to prohibit informal parking.

d. Pismo Beach, Graver City and the Southern Pacific Railroad should enter into an agreement to preserve the eucalyptus grove and butterfly habitat at the entrance to Pismo Beach and Graver City.

e. RV storage areas should be attractively fenced and their street frontages planted with trees.

LU-L-4 Pismo Coast Village Storage

The RV storage and repair area next to Pismo Creek should be moved to a less important place on the site. Areas next to Pismo Creek should be used for Pismo Creek trails and open space and visitor related uses such as additional RV spaces.

LU-LU-5 **Trees**

The developments on the east side of State Highway 1 should plant a substantial number of trees on their properties, particularly focusing on the state highway frontage as a gateway to the city and also to create more attractive RV campsites. See also:

Design Element	D-9	Street Trees
Design Element	D-10	Parking and Large Asphalt Areas

LU-L-6 **RV Storage East of Route 1**

Owners of the RV storage area should be encouraged to move their storage yard inland to a less prominent site. The freed site should be used for an additional RV park or a hotel. Trails connecting the site to the beach should be created along with the new development.

LU-L-7 **Entry Sign**

An attractive “Entering Pismo Beach” sign should be placed at the entrance to the city along State Highway 1. (See Design Element Policy D-33. See also Parks & Recreation Element, Policy PR-18, Pismo State Beach and Conservation Element, Policy CO-7, Preserve Monarch Butterfly Habitat.)

Pismo Marsh
Planning Area M

Background

The Pismo Marsh area includes the new Williams Brothers shopping center, the older Five Cities Shopping Center, the 183 lot Hacienda del Pismo mobile home park, three motels containing 371 rooms, and a variety of miscellaneous commercial uses along with a small medical center. The area also contains the Pismo Marsh State Ecological Preserve. It also includes a large portion of the Five Cities Redevelopment Project Area.

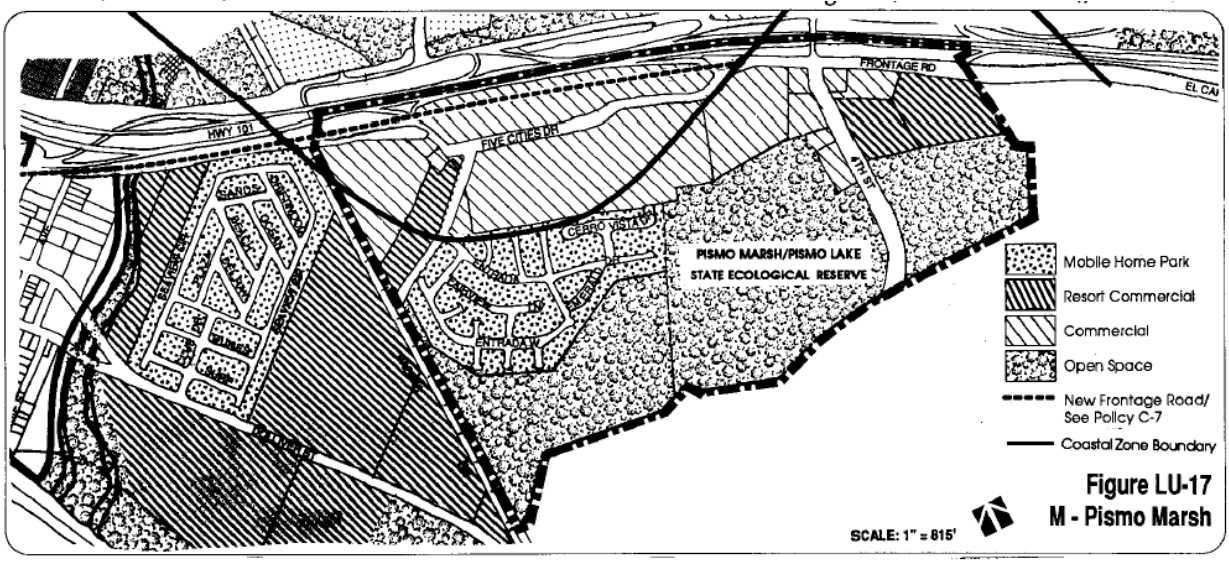


Figure LU-17
M - Pismo Marsh

Policies

LU-M-1 **Concept**

The Pismo Marsh area shall be designated for regional commercial uses (Commercial), moderate cost highway visitor-serving uses (Resort Commercial), a Mobile Home Park, Industrial and Open Space with an emphasis on protection of the marsh habitat. Retaining and enhancing pleasant views from the 101 Freeway are important.

LU-M-2 **Route 101 Frontage-- Development Guidelines**

The entire 10l frontage from the William Brothers shopping center north to the railroad is likely to undergo substantial changes in the future as a result of redevelopment project activities. Development shall only be approved that meets the following guidelines:

a. **Frontage Road**
A frontage road (Five Cities Drive) shall be dedicated along this entire frontage. The right-of-way should be adjacent to the freeway and allow for 4 lanes except for the segment between the railroad and Ocean View, which shall be two lanes. No on-street parking shall be permitted. Street trees shall be planted on both sides of the street. (See Circulation Element C-7, Freeway Frontage Roads.)

b. **Mobile Home Park Views**
The western side of any development should be carefully planned so as to create attractive views from the mobile home park. This may require giving special attention to roof designs, loading and storage areas.

c. **Parking Location**
Parking for new buildings shall be located and landscaped so as to provide attractive views of the area from the freeway.

d. **Landscaping**
Extensive landscaping shall be required along the frontage and in parking lots. (See Design Element D-10, Parking Lots and Large Asphalt Areas.)

e. **Pedestrians, Bicycles and Transit**
Commercial uses shall be oriented to a pedestrian scale with parking lots subordinated in the design. Bike and pedestrian paths shall be provided in such a manner that interference with automobile traffic can be minimized. Provisions for a transit bus turnout and shelter should be included in any new development on the Five Cities Shopping Center site.

f. **Marsh Protection**
A drainage plan shall be required for any new development along the marsh to ensure that ad equate protection to the marsh from runoff and sedimentation is provided; development designs must contain appropriate erosion control measures which specify methods for maintenance. (See Conservation/Open Space Element CO-26, Watershed Protection.)

g. **Archaeology**
An archaeological reconnaissance shall be required as part of any development project.

h. **Sound and Landscape Buffers**
Development of the Five Cities Shopping Center property shall include appropriate sound and landscape buffers for the adjacent mobile home park.

LU-M-3 **Mobile Home Park**

The existing mobile home park should be retained since it provides lower cost housing. The City shall retain the ordinance to protect this mobile home park use. The owners of this park are encouraged to plant street trees to improve the appearance and livability of the park.

LU-M-4 **Fourth Street Vacant Parcel**

The vacant two-acre parcel lying between Fourth Street and the Pismo Marsh is the only remaining parcel within the city that has good visual and physical access to Pismo Marsh. The City Redevelopment Agency should consider buying this parcel to assure the benefits of the marsh can be shared by the entire city. After providing for both vertical and lateral access, the Agency could lease the remainder of the site for a restaurant and/or low and moderate income housing. Should the site be developed privately, any future use of this parcel shall require open space facilities for both public and private viewing of the Pismo Marsh. Uses shall be oriented to take advantage of the marsh's visual attraction.

LU-M-5 **City Entrance**

The Fourth Street entrance to the city should retain its natural open space appearance. Improvements to this entrance shall include:

a. An attractive “Welcome to Pismo Beach” sign. (See Design Element D-33, City Entrance Signs.)

b. An improved Pismo Marsh sign.

c. Screening of the back of the Williams Brothers shopping center with trees.

d. Access to the marsh for viewing purposes.

LU-M-6 **Five Cities Shopping Center**
The preferred use of this site shall be retail trade servicing regional needs such as a factory outlet center. Replacement of existing buildings with a new structure is encouraged.

LU-M-7 **City Water Treatment Plant**
The city water treatment plant at the intersection of Five Cities Drive and Fourth Street should be attractively landscaped and walled. See also:

Design Element	D-5	Utilities and Fences
Design Element	D-14	Public Facilities
Facilities Element	F-39	Mandatory Water Conservation

Oak Park Heights
Planning Area N

Background

The Oak Park Heights area includes the entire northeast quadrant of the city lying northeast of the 101 Freeway, northwest of North Oak Park Boulevard and Southeast of the Southern Pacific Railroad. The area consists of the three neighborhood sub-areas **of Toucan Terrace, Pismo Oaks, and Pacific Estates. Los Robles del Mar** an undeveloped area, which is currently outside the city limits is also included. The Land Use Element for Oak Park Heights includes policies for the entire area plus polities for each of the four sub-areas.

Policies

LU-N-1 Architectural Review

Architectural review shall be required for all development in Oak Park Heights. Special attention shall be given to preserving views from Oak Park to the ocean and views of Oak Park from the freeway. See also:

Design Element	D-2	Building and Site Design Criteria
Design Element	D-4	Multi-Family Residential Design Criteria

LU-N-2 Pismo Marsh

All development shall be reviewed to ensure that development will not increase soil erosion or create contamination of Pismo Marsh.

LU-N-3 Energy Conservation

Energy conservation methods such as site planning and solar collection, either passive or active systems, shall be encouraged.

LU-N-4 Grading and Drainage

A grading and drainage report shall be required for any new development to ensure that adequate control measures are taken to protect down-slope parcels.

LU-N-5 Oak Trees

Provisions for the protection of native oak trees shall be incorporated into all development plans. See also:

Conservation Element	CO-13	Oak Tree Policy
Design Element	D-12	Special Tree Preservation

LU-N-6 Archaeology

An archaeological reconnaissance shall be required prior to any development project in this planning area. See also:

Conservation/OS	CO-5	Protect Archaeology Resources
Conservation/OS	CO-6	Construction Supervision

LU-N-7 **Public Facilities**

Sites for schools, fire stations or other facilities that are deemed necessary by the city shall be required as a condition of development.

LU-N-8 **New Reliever Road - Oak Park Blvd. to James Way**

A new local roadway adjacent and parallel to the U.S. 101 Freeway between Oak Park Blvd. and James Way shall be retained as an option for future development. The purpose of this roadway would be to serve as a supplemental reliever route to James Way, thereby reducing adverse impacts of higher traffic volumes to residences along that road.

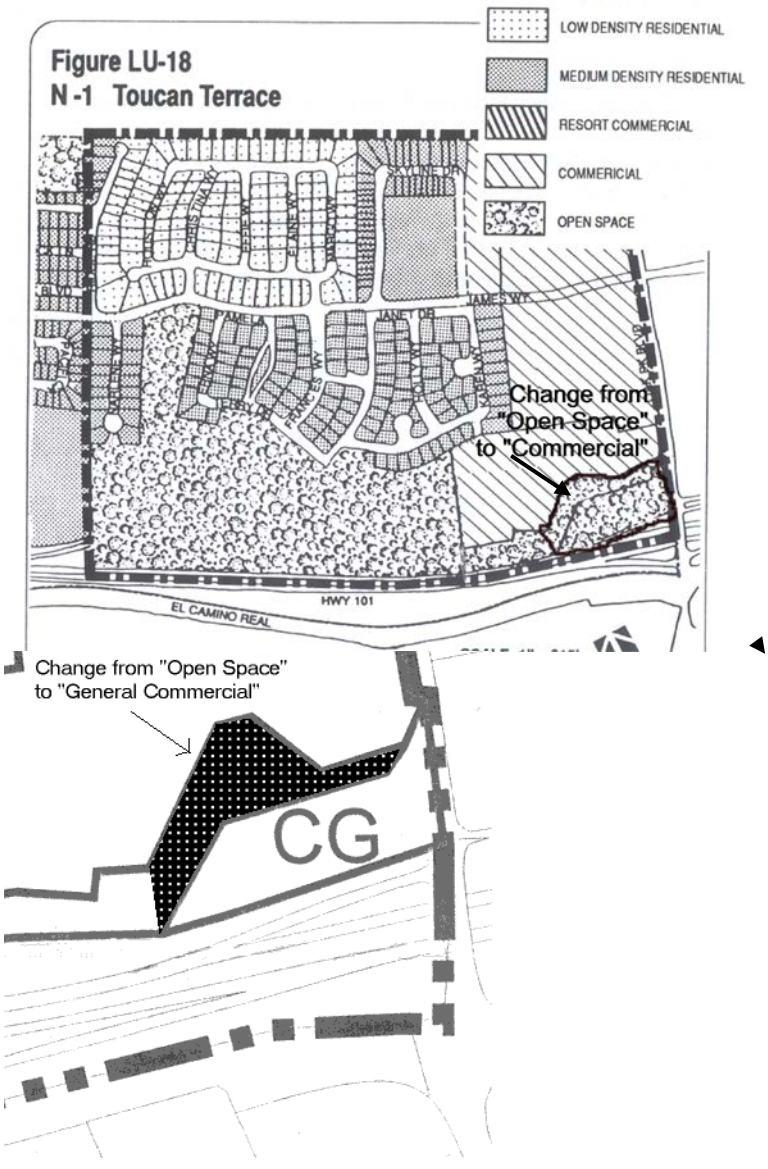
Toucan Terrace
Sub-area N- 1

CC-R-2005-58

Background

The Toucan Terrace sub-area was encompassed within the Toucan Terrace Specific Plan adopted in 1983, except for a small two-acre parcel at the corner of Oak Park Boulevard and the 101 Freeway. Development includes traditional single-family structures, duplexes, manufactured housing, a large church complex, the Pacific Coast Plaza Shopping Center (Albertson's), the post office, and a large area of private open space, which was set aside as part of the original Specific Plan approval.

In addition to a few scattered vacant single family lots there is a large vacant commercial parcel on the northeast corner of Oak Park Boulevard and James Way, a vacant hotel/ motel site south of the Albertson Center and the previously mentioned 2-acre site.



Policies

LU-N-9 **Concept**

The Toucan Terrace area shall be designated for Low Density Residential, Medium Density Residential, Open Space, Commercial and Resort Commercial. This mixed-use residential area focuses on the major open space area and development shall be controlled by the Toucan Terrace Specific Plan.

LU-N-10 **Open Space**

The open space area shall be primarily left in natural open space with a minimum of man-made structures and changes to the natural slope, fauna and flora. Recreational uses may be permitted subject to city review and approval. (See Conservation/Open Space Element, Coastal Foothills.)

LU-N-11 **Pacific Coast Plaza Shopping Center**

The Pacific Coast Plaza shopping center should be encouraged to add a considerable number of trees to its parking lot area as well as street trees. Envisioned for the parking lot is a forest of trees. Street trees should be planted at the curb with sidewalks moved further into the property away from the travel way. Landscaping should also be added to screen buildings from surrounding areas. The shopping center should also be encouraged to add residential units to the center on upper levels or over parking lots. See also

Design Element	D-10	Parking Lots and Large Asphalt Areas
Design Element	D-11	Large Buildings

LU- **Commercial Sites**
Subarea N-1

1. <u>James Way and Oak Park Boulevard</u>

Any development permit for this site shall incorporate the following features:

a. **Grading**
Grading shall be reduced as much as possible. Cuts and fills shall generally not exceed 15 feet in height.

b. **Pedestrians and Bicycles** Clear and easy pedestrian and bicycle connections shall be made to the Albertson shopping center and adjacent residential areas.

c. **Access**
Vehicle access to James Way and Oak Park Boulevard shall be limited to one access each.

d. **Strip Center**
The commercial development shall not be a strip center but rather shall be organized around pedestrian facilities and pedestrian scaled buildings, more of a “Village” theme.

e. **Alternatives**
Although the Land Use Element shows this site for commercial, the following alternative uses may be allowed without a modification to the General Plan, although a modification of the Specific Plan would be required:

- Apartment Residential
- Resort Commercial
- Offices

f. **Residential**
Residential uses on second floor or above shall be required for a portion of any commercial or office development. See Design Element D-2, Building and Site Design Criteria. See also Circulation Element regarding extension of Ridge Road into the Sphere of Influence Area.

2. <u>100 Oak Park Boulevard</u>

<u>Uses permitted on this site shall be limited to those that do not create traffic safety hazards. Any development permit application for this site shall include:</u>

<u>a.</u> <u>A biological assessment by a qualified biologist, to determine if there will be significant impacts on biological resources or the habitat value of the site.</u>

<u>b.</u> A traffic study that identifies impacts from the development on surrounding streets and on access to state highway 101, and that recommends mitigation for impacts.

Pismo Oaks
Subarea N-2

Background

This area consists of the Pismo Oaks Specific Plan master planned in 1979. Existing development includes patio homes, duplexes, townhouses, single- family homes and a restaurant. A 40-acre parcel has been dedicated to the city for Chumash Park but has not yet been developed. A site for a new fire station has been dedicated on Ventana Drive. The sites yet to be developed are those that generally front the 101 Freeway.



LU- Concept

N-13

The Pismo Oaks area shall be designated for Low Density Residential, Medium Density Residential, Commercial, Resort Commercial and Open Space. This mixed use area focuses on the 40-acre Chumash public park and shall be controlled by the Pismo Oaks Specific Plan.

LU-N-14 18.5 Acre Parcel Site "1"

The undeveloped 18.5 acre parcel designated #1 on Figure LU-19 shall be restricted to residential use. The City shall encourage the owners of the site to

LU-N-15 Future Annexation Areas

Ventana Drive and Ridge Road are specifically designated as future circulation access points to annexation areas in the "Area of Interest". The 40-acre park should also be extended and expanded into the future annex- ation area. See also:

Circulation Element	C-1	Street Classification Plans
Parks and Recreation	PR-14	Chumash Park and Open Space

LU-N-16 Trees

Development in the area has lacked sufficient street trees. The developers and homeowners should be encouraged to plant additional street trees in the existing development, at least one every 40 feet of linear street. View lines to the ocean should not be blocked.
New developments should be conditioned to require one street tree per every 35 feet of linear street on each side of the street. (See Design Element D-9, Street Trees.)

Existing oak trees shall be preserved as per the Conservation Element, Policy CO-13, Oak Tree Policy.

LU-N-17 3.4 Acre Parcel Site “2”

The underdeveloped 3.4 acre parcel designated “2” on Figure LU-19 shall be restricted to residential use.

The site shall be graded and developed to reduce the visual impact of buildings as viewed from Chumash Park. In no instance shall any fill be placed on the park side of the property. (See Design Element D-39, Focal
Point Sites.)

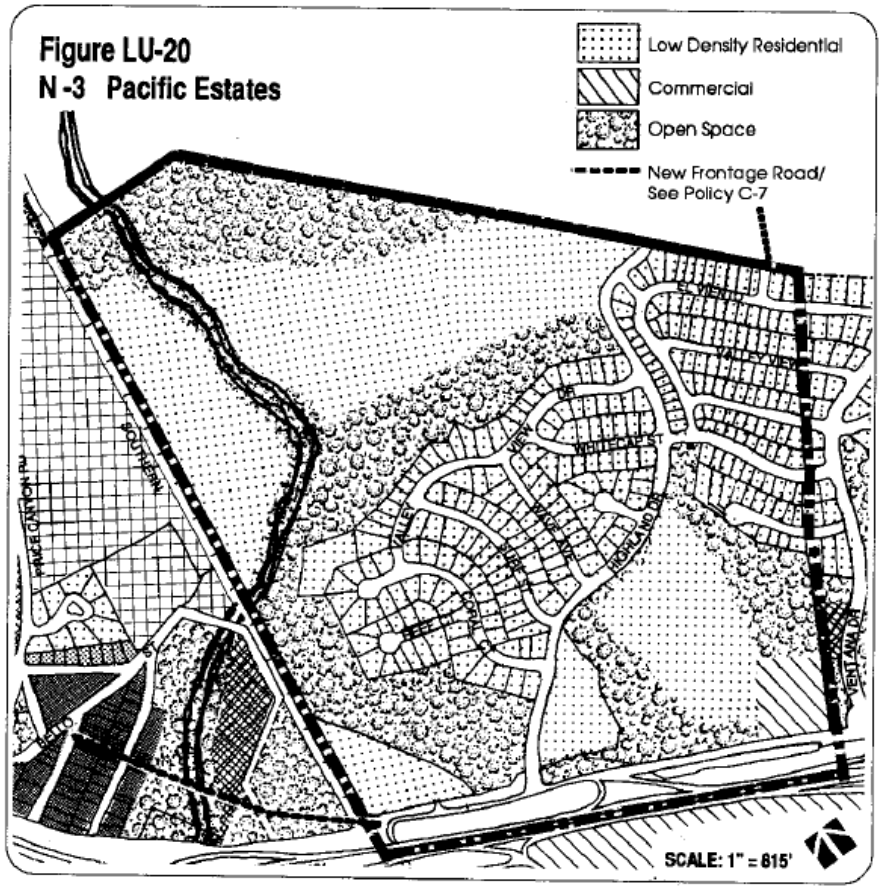
LU-N-18 Commercial Site – James Way and Fourth Street Site “3”

The 4.12 acre commercial site at the southeast corner of James Way and Fourth Street is a prominent focal point site due to its location. The city shall require outstanding architecture and use of this site in keeping with its special characteristics. (See Design Element, Policy D- 39, Focal Point Sites.)

Pacific Estates
Subarea N-3

Background

This area consists of several residential subdivisions, which overlook Price Canyon and the Pacific Ocean to the west. Considerable amounts of vacant land remain, which may be developed in the future.



Policies

LU-N-19 **Concept**

The Pacific Estates area shall be designated for Low Density Residential, Medium Density Residential, High Density Residential and Open Space.

LU-N-20 **Pismo Creek Price Canyon Adobe (Park and Recreation Element)**

The Price Canyon Adobe area should be acquired by or dedicated to a public agency for use as a natural park and local museum. A specific plan should be prepared for the Pismo Creek area and adobe including trails and public facilities. A golf course should be located in the vicinity of the creek. In addition, areas designated to be private open space shall be maintained by the future owners. Non-sensitive and non-hazard areas so designated may be developed for open recreational purposes. The Price Adobe Park area within the city limits should be extended to include the SPRR property adjacent to Pismo Creek. The city should request that SPRR dedicate this small parcel to the city for park use. See also:

Conservation Element	CO-8	Regional Open Space/Park
Growth Management	GM-10	Golf Course Development
Parks and Recreation	PR-13	Pismo Creek/Price Canyon
Parks and Recreation	PR-21	James Michael Price

LU-N-21 Specific Development Criteria

a. Open Space

The hillside between Reef Court, Coral Court and the railroad shall be kept in open space and not used for a road access. Steep slopes, canyons and oak woodlands shall also be retained in open space.

b. James Way Extension

Right-of-way needed for the James Way extension across the railroad to Bello Street shall be dedicated as part of any development in the vicinity. (See Circulation Element, C-7, Freeway Frontage Roads.)

c. Low and Moderate Income Housing

The flat area at the intersection of James Way and the railroad shall be encouraged as a site for low and moderate income housing. In the event that 100% of housing units developed on the parcel is affordable (as defined by the State of California criteria for low and very low income housing), a density bonus of up to 100% may be authorized by the city. This bonus would be inclusive of the density bonuses outlined in policies H-2 and H-3 of the Housing element.

d. Office/Commercial

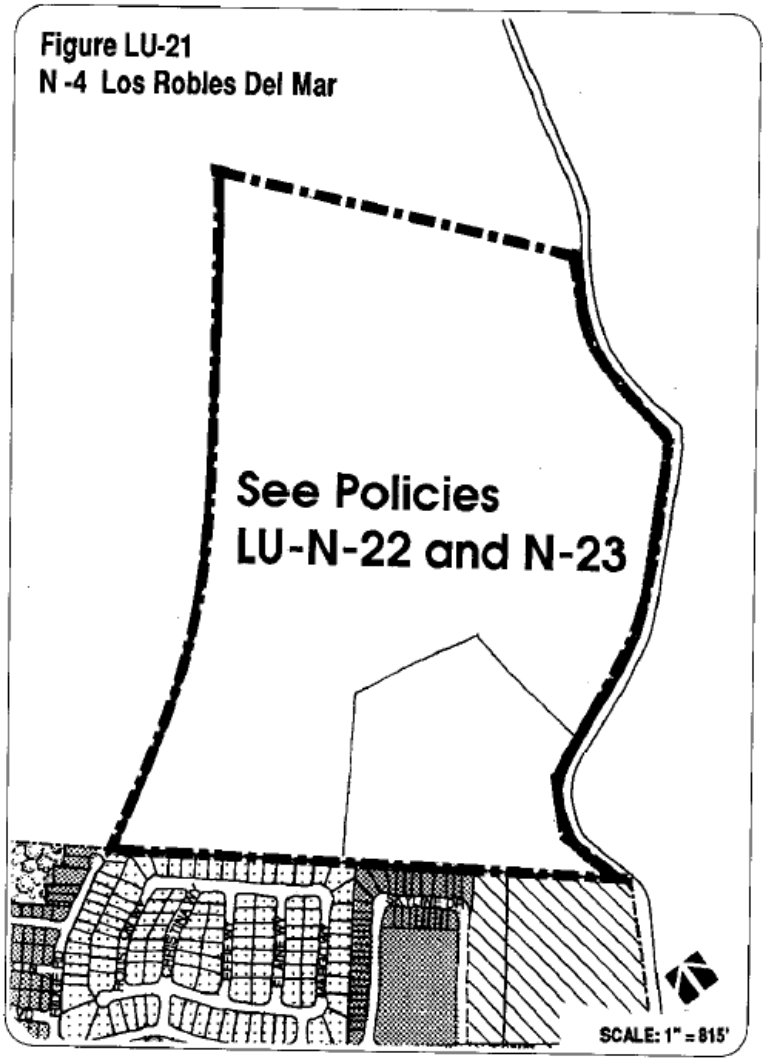
No retail commercial development shall be approved in this planning area. Land immediately north of Ventana Drive, that is shown as commercial in the land use map, may be considered for a low scale, service oriented, office development.

Los Robles Del Mar
Subarea N-4

Background

The Los Robles del Mar sub-area consists of 180 acres located along the northeastern edge of Pismo Beach, adjacent to the Toucan Terrace sub-area. The sub-area is undeveloped and comprised of two separate property ownerships of 154 acres and 26 acres. The area is outside the City boundaries as of 1991, but is a part of the City of Pismo Beach Sphere of Influence. The sub-area is bounded by the City of Arroyo Grande along Oak Park Boulevard to the east, and the County of San Luis Obispo to the north and northwest, and the City of Pismo Beach to the south.

The terrain of the sub-area is generally coastal hillside in character, and contains several areas of steep slopes of greater than 30%. Portions of the site are spotted with Coastal live oaks with the northernmost portion of the site being heavily wooded.



Policies

LU-	**Concept**
N-22	The Los Robles Del Mar sub-area is designated as a low density residential area for future development of residential dwellings and a private school.

LU-N-23 **Specific Plan Requirement**

No annexation or development shall be approved in the area until the city adopts a comprehensive Specific Plan for the entire subarea. Such plan shall include the following features:

a. Maximum Residential Densities
The maximum permissible residential density for the 180 acre area is 2 units per area of developable site area. Developable site area shall be computed as that area of the property with slopes under 30%

b. Development Characteristics
Residential development shall consist of a variety of housing types and lot configurations. Clustering of home-sites and a variety of residential structures shall be permitted. Both residential and school development shall be undertaken in a manner that is compatible with oak tree preservation, the rural character of the surrounding area, slope stability, view enhancement and other natural features of the sub-area. Special design standards that ensure environmentally sensitive construction shall be required, and no development shall be permitted on slopes of 30% or greater. Greenbelts shall be provided for public access for pedestrian, equestrian, and bikeways through the subarea, and landscape buffers will be provided between residential and school land uses.

c. Affordable Housing
Development of affordable housing is especially encouraged on these two parcels. Notwithstanding any other provision of the General Plan, the area may include a high density residential component provided that all units in the high density component are affordable to elderly, low, or very low income households provided, however, that the overall density of the entire 180-acre area shall not exceed the gross density specified in Policy LU-N-23, subdivision (a).[7]

d. Public Facilities
A proven water supply and facility fees and/or facility improvement requirements related to sewage collection and treatment, fire protection and others, shall be addressed through the specific plan for the area.

e. Special Large Lots and Rural Estates
The northern oak wooded edge of the 154-acre parcel shall consist of large lots. This area shall be designed with housing units located in rearings free of oak trees. The specific plan for this subarea shall outline special hillside street, subdivision and development standards to minimize development impact on this densely wooded section of this parcel.

f. Park and Recreation Facility Dedication
The 154-acre parcel shall provide park and recreation facilities for use by future residents in the subarea and city residents at large. These facilities shall include, but not be limited to, small "pocket parks", playing fields, or some other type of active recreational facility. These park areas shall be located in areasof the site that will provide useable and functional park space and must be accessible to the handicapped. The specific plan will identify these park location(s)[7].

Developers of the 26-acre school parcel shall be required to work cooperatively with the city to provide opportunities for public use of school playing fields.

[7] Amended: CC R 2004-010

h. Open Space

Public open space shall be provided in the subarea. The amount and location of the open space shall be determined through the specific plan, and may be utilized for public trails and physical buffers between subdivision developments, Oak Park Blvd and the school site.

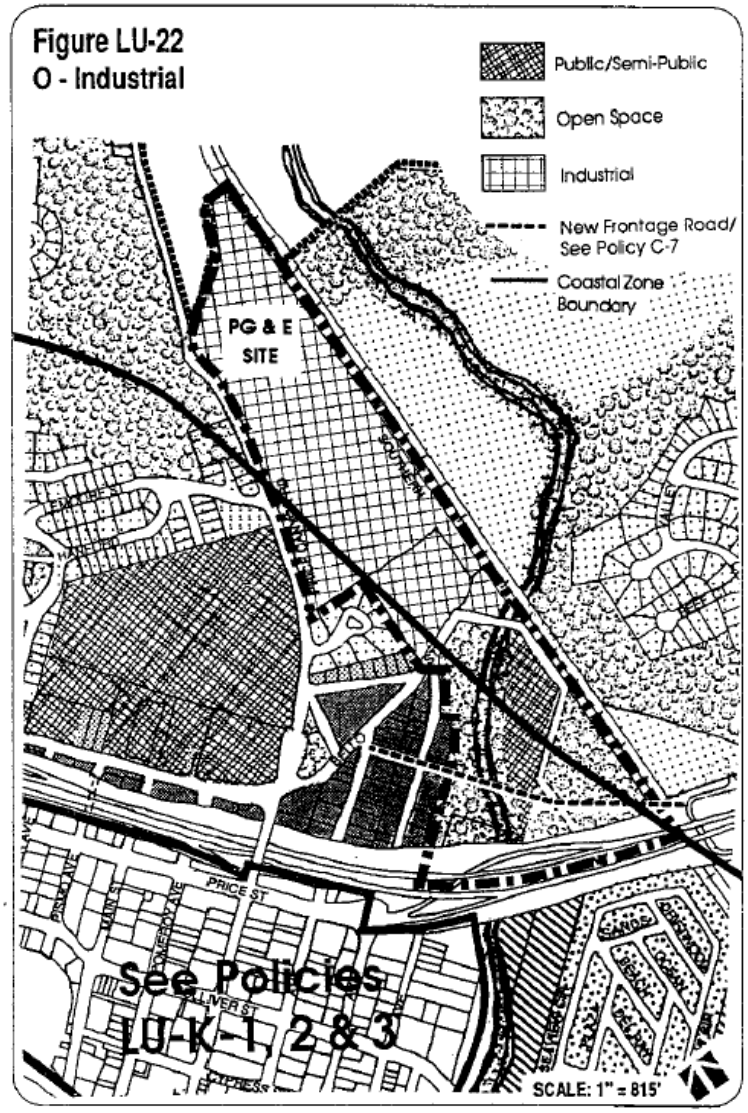
Industrial

Planning Area 0

Background

The Industrial area is located east of the downtown and the 101 Freeway. The area includes the city's sewage treatment plant, Little League fields, and the large P.G. & E. trans- port and storage facility and a private park.

Pismo Creek runs through the planning area. Part of the area is subject to flooding. The Little League fields have poor access off Route 1. A historic bridge connecting to the Price Canyon area has been dosed due to structural problems.



Policies

LU-O-1 **Concept**

The Industrial area should be designated for Industrial, Public/Semipublic and Open Space. The open space and recreation development of Pismo Creek should be a key feature of the area.

LU-O-2 Pismo Creek Linear Park

Pismo Creek and adjacent land should be developed as part of a comprehensive linear park as specified in the Park & Recreation Element, Policy PR-13 and the Design Element D-24, Price Canyon Road.

LU-O-3 Environmental Considerations

Development should implement the following special environmental considerations:

a. Archaeology
An archaeological reconnaissance shall be required as a part of any development project in this planning area.

b. Erosion Control
Appropriate erosion control measures should be implemented for any construction along the creek; development designs must contain appropriate erosion control measures that specify methods for maintenance.

c. Flood Control
Areas immediately adjacent to Pismo Creek and subject to flooding shall be retained in open space.

LU-O-4 PG&E Lands

The PG&E. lands should be heavily landscaped, particularly to soften the view from Price Canyon Road.

For the long term, the PG&E site is too prominent and central a site to be used for this open storage use. PG&E should be encouraged to consider other more appropriate long-term uses of this site, such as for administrative offices. Any changes in use of the PG&E land shall require a specific plan. Alternative uses that may be considered without a change in the General Plan are:
-Low and Moderate Income Housing
-Resort Commercial
See also:

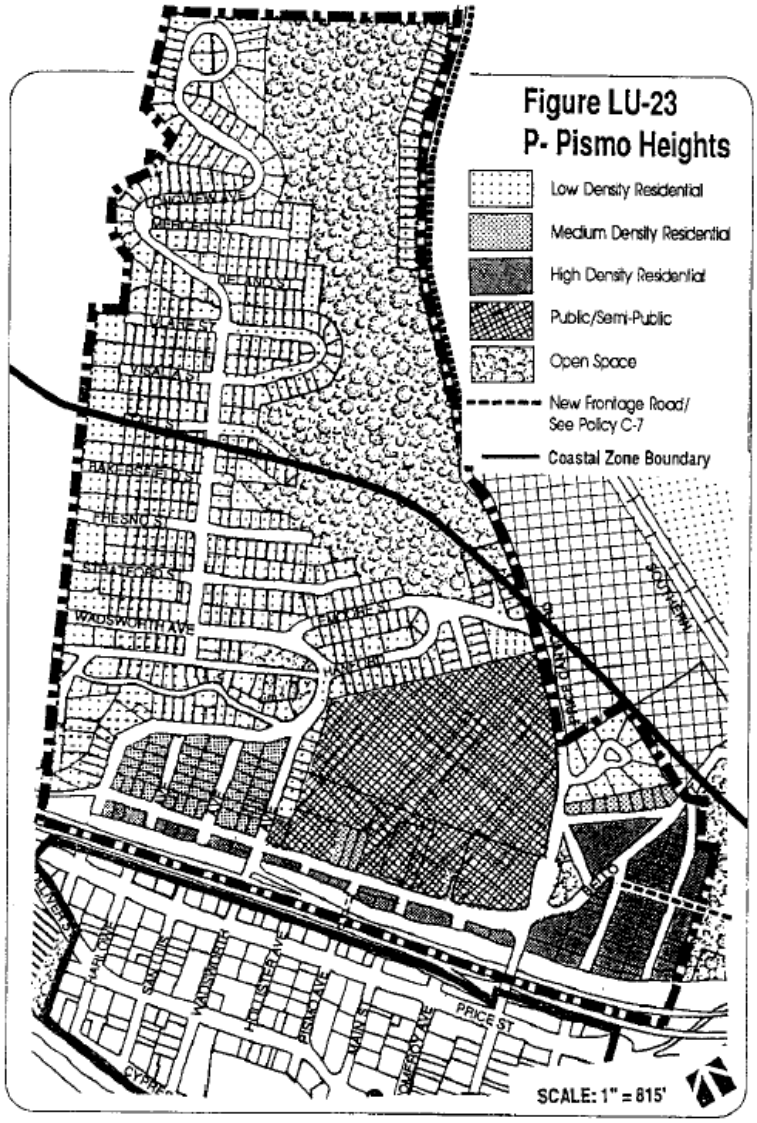
Design Element	D-10	Parking Lots & Large Asphalt Areas
Design Element	D-24	Price Canyon Road

Pismo Heights
Planning Area P

Background

The Pismo Heights area is an almost completely developed residential area with single family houses in the upper areas, many with dramatic views, and two-family and multi- family uses on the lower areas. The area includes Francis Judkins Junior High School, the City Hall complex and Boosinger public park.

A significant archaeological site is located on the Lucia Mar School District Property adjacent to Francis Judkins Junior High School.



Policies

LU-P-1 **Concept**

The Pismo Heights area is designated for Low, Medium and High Density Residential.

LU-P-2 Lucia Mar School - Archaeology

The significant archaeological site adjacent to Francis Judkins Junior High School shall be protected and the city should request the state or federal government to acquire the archaeological site on the Lucia Mar School District property. See:

Conservation/OS	CO-5	Protect Archaeological Resources

LU-P-3 County Property

Any development outside the city limits but adjacent to Pismo Heights should be coordinated between the county and city because of its possible effect on Pismo Heights. (See Design Element D-24, Price Canyon Road.)

LU-P-4 Moderate Cost Housing

Moderate cost residential development shall be encouraged in areas designated for high density residential use through provisions established in the Housing Element of the General Plan.

LU-P-5 Development Guidelines

a. Archaeology

An archaeological reconnaissance shall be required prior to approval of any development project on vacant lots. (See Conservation/Open Space Element CO-6, Construction Suspension.)

b. Erosion Control

Appropriate erosion control measures shall be implemented during construction; development designs must contain appropriate erosion control measures that specify methods for maintenance

c. No New Residential Lots

No new residential lots, shall be permitted to be created by subdivision of lands within the low density and open space sections of the Pismo Heights planning area, as shown on General Plan/Local Coastal Plan Figure LU-23[8] including adjacent land area "E" as shown on Figure GM-10, in the event that area is added to the City in the future.

d. Support Structures.

The City should establish guidelines for architectural review of the appearance of support structures allowable for homes jutting over steep slopes within the planning area. (See also Design Element D-2, Building and Site Design Criteria.)

e. Oak Trees

Development shall be sited to preserve oak trees.

Conservation/OS	CO-13	Oak Tree Policy
Design Element	D-24	Price Canyon Road

LU-P-6 Street Abandonments

The following street ends adjacent to the freeway may be abandoned as part of the upgrading of adjacent residential areas, provided that such abandonment and redevelopment would result in a higher and better public use or benefit:

Harloe Avenue	Pomeroy Avenue	Main Street
Hollister Avenue	San Luis Avenue	

[8] Amended R-2008-006

LU-P-7 **Water Tanks**

The two water tanks in this area and the chain link fences surrounding the tanks should be painted as per Design Element D-5, Utilities and Fences.

LU-P-8 **Price Canyon Road**

The development of lots in the existing antiquated 1920-era subdivision facing Price Canyon Road could create a traffic hazard. Twenty-five lots exist at this time and no further lots shall be approved. Efforts should be made to reconfigure the existing 25 lots on a double-loaded cul-de-sac with only one access on Price Canyon Road. An open space easement shall be required on the remainder of the steep hillside.

LU-P-9 **Private Open Space**

Several of the vacant parcels provide views of value to the entire community. Residents in Pismo Heights should be encouraged to develop an assessment district to acquire these parcels. (See Design Element D-24, Price Canyon Road.)

LU-P-10 **City Hall**

In the event the City Hall is relocated to a different site, this land area shall be designated for medium density residential development. Such a use will not require an amendment to this plan.

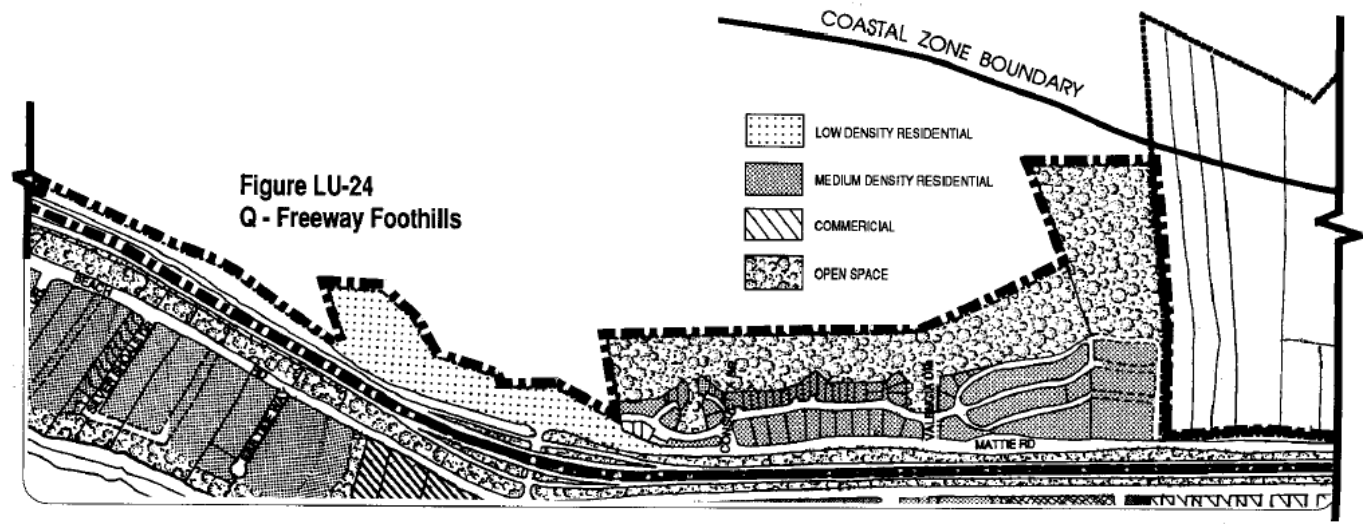
Freeway Foothills
Planning Area Q

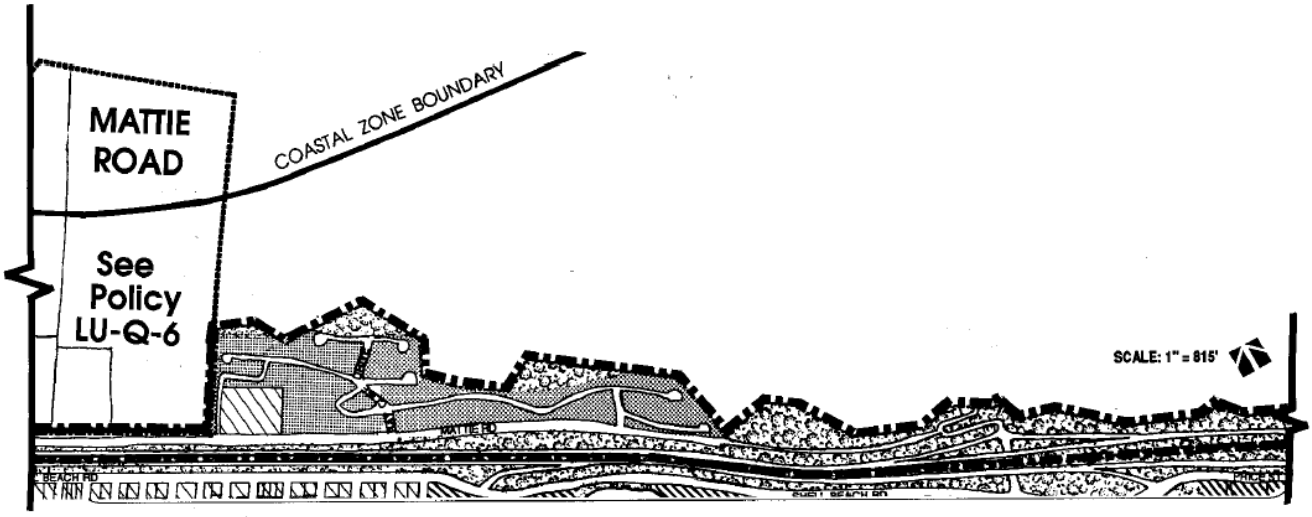
Background

The Freeway Foothills Planning Area consists of the foothills lying adjacent to and east of U. S. Highway 101. Land use in the area consists of two partially developed planned residential developments, a restaurant and small shopping complex, a small undeveloped holding at the northern end of the area, and the ll6-acre Mattie Road annexation area, (currently outside the city limits but within the LAFCo adopted Sphere of Influence Area), and a few scattered single family dwellings.

This area is highly visible from U.S. Highway 101 above Shell Beach and Sunset Palisades. The foothills provide an important visual and open space backdrop for the entire northern one-half of the city. The planning area itself has spectacular ocean views.

The planning area is physically separated from the other city areas by U.S.Highway 101. Only two accesses exist which connect to Mattie Road from Shell Beach Road/Palisades Drive and Price Street. These accesses are via freeway under- passes.





Policies

LU-Q-1 **Concept**

The Freeways Foothills area should be designated for Low and Medium Density Residential, Open Space and Commercial with an emphasis on preservation of the foothills and open space. See:

Conservation/OS	CO-8	Regional Open Space/Park

LU-Q-2 **Specific Plans Required**

All development should take place under four (4) specific plans, one each for the three geographically separated subareas, i.e. Baycliff Village, Spyglass Ridge, an unnamed small parcel to the north and one for the Mattie Road annexation area.

LU-Q-3 **Minimize Impact On Foothills**

Development shall be designed to minimize the impacts on views to the foothills from public view areas (including U.S. Highway !01, lateral beach access ways, public beaches and the city pier) and the visual intrusion of the development into the adjacent U.S. Highway 101 coastal travel corridor. Specifically, the size, location and massing of structures, including soundwalls, shall not obscure the scenic backdrop provided by the foothills to visitors, passing motorists, and residents or detract from the ocean vista and coastal landforms. To accomplish these design objectives, the following development standards shall be incorporated into the specific plans:

a. All development shall be on or into existing grades. Multi-parcel residential site terracing and similar mass grading will not be allowed. Each permitted structure shall provide for individual adaptation to the existing landform, rather than modification of the landform to accommodate a particular design.

b. Residential units shall be clustered and located off the top of ridges, knolls or hummocks a sufficient distance to retain the silhouette profile of the topographic feature.

c. A minimum of 60 percent of the planning area shall be retained in open space. A scenic or open space easement prohibiting any development above the 200 foot contour shall be required to be dedicated to the City as a condition of approval of any development below the 200 foot contour.

d. No principal structures (such as a recreation building) shall be placed closer than 50 feet to the right of way of Mattie Road.

e. Heights of all structures shall be limited to three (3) levels and not exceed 25 feet in height above existing natural grade, with substantial setback of floors to reduce the appearance of bulk.

f. No buildings or grading shall be permitted on slopes over 30%. The areas over 30% shall be retained as permanent public or private open space. Development may be permitted on slopes with existing natural gradients up to 30 percent; however, in no case shall development be permitted above a footprint elevation of 200 feet above mean high tide. Density may be calculated on land up to the 250 contour, but in no case on lands with existing natural slopes greater than 30 percent.

g. Transfer of density may be permitted within this planning area to retain areas of open space, provided that the total number of permitted units is not increased.

h. Colors used on building and structures shall be in keeping with Design Element D-6, Foothill Development.

i. Oak trees shall be preserved as specified in Conservation Element CO-13, Oak Tree Policy.

j. The right-of-way, open space and fences along Mattie Road shall be landscaped and improved to enhance the views in this area. See:

Design Element D-6 Foothill Development

k. Development of the commercial area shall include provisions for a bus turnout and shelter.

l. The annual number of building permits issued for this planning area shall be limited so that water demand does not at any time exceed available water supply. Available water supply shall be determined by combining the proven annual safe yield amounts available from the City's groundwater sources with the amounts currently deliverable from Lake Lopez and the State Water Project, less currant demand and commitments elsewhere in the City and less the projected amount needed to support full buildout of coastal zone priority uses (i.e. public service facilities, visitor serving commercial development) within the City.

LU-Q-4 **Environmental Considerations**

Development shall consider the following special environmental considerations:

a. Water runoff and erosion.
Developments shall provide necessary structures to carry surface water runoff from the property without impacting adjacent property or development between the freeway and the ocean. Project designs shall contain appropriate erosion control measures and specify methods of maintenance. Runoff control plans designed by a licensed engineer qualified in hydrology and soil mechanics shall be required for all development on slopes greater than 10 percent to mitigate any increase in peak runoff.

b. Archaeology
An archaeological reconnaissance shall be required prior to the approval of specific plans in this area.

c. Noise
Development shall provide mitigations to reduce excessive noise levels within the development. (See Noise Element.)

d. Vegetation
Natural vegetation and fire retardant vegetation that harmonizes with existing vegetation along the hillscape should be utilized. Exposed cut and fill slopes shall be re-vegetated prior to occupancy. A planted barrier (visual screen) between U.S. Highway 101/Mattie Road shall be created. Such a screen shall consist of dense indigenous (native) species to create a random effect in height and density. This visual screen should minimize the visibility of "hardscape" such as road pavement and buildings, but it will have a natural "wood-land" effect as opposed to that of a typical wind-break.

e. Passive Open Space Areas
Passive open space areas shall be maintained by the future owners, and can have limited recreational use.

LU-Q-5 Recreation and Open Space
Public and private recreation and open space shall include:

a. Public Park
A one-acre public park in the extreme northwest portion of the planning area shall be dedicated for public parkland. This area, comprising the sides and bottom of a small canyon shall be improved as small park/picnic area that will provide new public recreational opportunities where none now exist. A small pullout area and a small bay (s) for parallel parking for the public shall be provided on Mattie Road along the frontage of the park.

b. Hiking Trail
A public hiking trail shall be provided in the canyon south of the Spyglass interchange as part of any adjacent future development, and shall be located to facilitate a future hillside or ridgetop connection to the Pismo Creek trail corridor via the Pismo Beach Coastal Ridge Path.

c. Private Recreation
All condominiums and townhouse development shall include private recreational facilities.

d. Hillside Preservation
The two hillocks within the Spyglass Ridge Specific Plan shall be preserved in permanent open space.

e. Passive Open Space Areas
Passive open space areas shall be maintained by the future owners, and can have limited recreational use. Within such designated Open Space areas, easements for public hiking trails shall be recorded prior to commencement of the associated residential or commercial development. Such easement shall provide for hillside or ridgetop lateral access between the eastern and western boundaries of the site, and may be secured as a floating easement until such time as the alignment of connecting trail segments on adjacent properties is identified. In addition, on properties which include the Coastal Ridge, a public hiking trail shall be provided between the nearest public road and an appropriate ridgetop vista point as a condition of development of such property: if the landform precludes a reasonable on site location for such a connecting hiking trail, this requirement may be satisfied through provision of a comparable trail within an adjacent Specific Plan area or a proportional deposit of funds with the City sufficient to establish an equivalent trail link.

LU-Q-6 **Mattie Road Specific Plan**
Area 1

1. All development shall be below the 200 ft. elevation.

2. Density shall only be calculated for land below the 250 ft. elevation resulting in 231 dwelling units and 1.2 acres of commercial area, or alternative land uses resulting in the same number of vehicle trips.

3. As part of any development plan approval, land above the 200 ft. contour should be dedicated in permanent open space.

Price Canyon Area
Planning Area R

Background

In October 2011 the San Luis Obispo Local Agency Formation Commission (LAFCO) expanded the boundary of the Price Canyon Area Planning Area R by adding parcel 5. Figure LU-25 has been amended to reflect the current Price Canyon Area Planning Area R sphere of influence. The area consists of four parcels numbered 2, 3, 4 and 5 which, according to the LAFCO are made up of approximately 182, 258, 471 and 250 acres respectively for a total of approximately 1,161 acres.

The Price Canyon planning area includes a narrow valley along Pismo Creek with steeply rising hills and with occasional rock outcroppings on either side.



Figure LU-25
R- Price
Canyon
Area

Policies

LU-R-1 Designation of Planning Area R as Watershed and Resource Management.

The Price Canyon area within Planning Area R, as shown on Figure LU-25 is designated as "Watershed and Resource Management" (WRM). The designation of Planning Area R to Watershed and Resource Management is intended to carry out the principle that protection of sensitive environmental resources is a priority in this area. The designation reflects the lack of a confirmed long-term water supply to support urban development on these lands and the desire and intention of the people of the City of Pismo Beach to protect Planning Area R in Price Canyon for its watershed, habitat, agricultural, scenic, and recreational values.

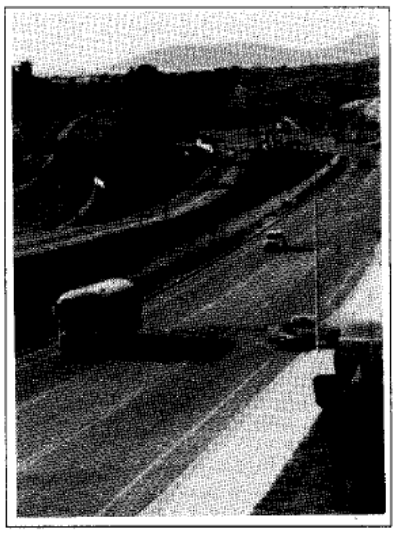
LU-R-2 The City Council may approve development within Planning Area R to avoid an unconstitutional taking.

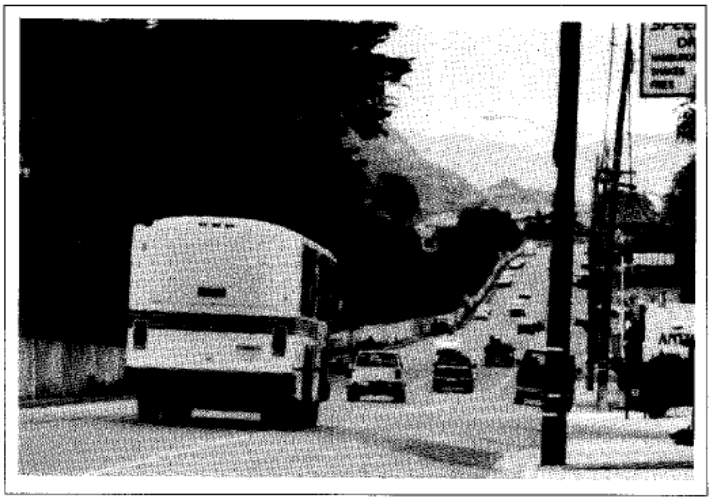
During the 30 year period after this initiative measure becomes effective, the City Council may waive development standards and conditions within the Watershed and Resource Management (WRM) designation and/or amend the General Plan pursuant to its usual procedures without a vote of the people to allow for development and uses within Planning Area R not allowed within the Watershed and Resource Management designation where both of the following findings are made and are supported by facts in the record.

a. Application of the WRM designation and/or the standards and conditions within the WRM designation to the land would constitute an unconstitutional taking of a landowner's property.

b. The waiver of standards and/or conditions, or a redesignation of land use as a result of a finding of an unconstitutional taking, allows a waiver, amended use, additional use, or redesignation only to the minimum extent necessary to avoid a taking of a landowner's property.

Noise Element





Noise Element

Background

State planning law has long recognized that cities must plan for the protection of their residents, workers and visitors from the annoying and sometimes harmful effects of excessive noise in the environment. Further, planning is necessary for the protection of public and private land values and investments, both for uses that are noise sensitive, such as residences, churches, schools and for uses that are noise- producing, such as highways and certain forms of industry.

Although a noise ordinance is a very necessary piece of regulatory armament with which the city can curb intrusive noise events, control of the noise environment is best achieved if the City takes a proactive approach--that is, a planning approach that permits investigation and mitigation of a potential problem before it is allowed to occur. Long range control of noise is effected through proper zoning to separate incompatible uses, site design, building orientation and construction, and through the project review process to ensure the compatibility of a project with the noise environ- ment of the city.

In order to determine the existing noise environment in Pismo Beach, a community noise survey was conducted during August 1990 by Brown-Buntin Associates, Inc. under contract to San Luis Obispo County. Maximum noise levels ranged from 63-70 dB and generally were due to traffic. Minimum levels were from traffic and wind and ranged from 25 to 40 dB. Based on these measurements, background noise levels in terms of Ldn were estimated to range from 41 to 57 dB.

Brown-Buntin Associates developed existing and projected noise contour data for the major transportation routes in the county. Traffic data was provided by CALTRANS, the county and the cities. Estimates for future traffic volumes for certain county and city roadway segments are based on growth rates of comparable roadways since these data were not available from the jurisdictions. The noise contours affecting Pismo Beach are presented on Table N-1 and are displayed in Figures N-1 and N-2. The Technical Appendix should be consulted for a more detailed analysis and adjustments made for topography.

The measurement of noise, and particularly the measurement of potential noise from, or affecting, a proposed project requires the use of sophisticated equipment and considerable technical expertise. To assist the city in making preliminary assessments of potential problems as well as potential solutions, the County of San Luis Obispo has provided all cities in the county with a Technical Reference Manual that supplies specific technical information for individual jurisdictions and an Acoustical Design Manual that can be used as an aid to site design review. Both documents are included in the Appendix to the General Plan. The Technical Reference Manual has been adopted as part of that plan.

Principles

P-20 Noise Levels

The City will take actions to ensure that residents and workers in the city and visitors to the city will not be subjected to excessive levels of noise. Further, the City will protect the long term values of both public and private investment by preventing the deterioration of properties as a result of incompatible noise intrusion.

Policies

N-1 Control of Noise

The City shall emphasize land development techniques that address the control of noise either at its source or through careful location and orientation of receiving uses. Only secondarily should noise be controlled by barriers in the transmission path or by the acoustical design of buildings.

N-2 Land Use Compatibility-Transportation

The City shall require all new development to meet the noise requirements of the compatibility guidelines in Table N-2.

For areas where the noise environment is conditionally acceptable for a particular land use, development shall be allowed only after noise mitigation has been incorporated into the design of

the project to reduce noise levels to levels specified in polities N-3 and N-4. For areas where the noise environment is unacceptable for the development of a given use, development is usually not appropriate and shall be allowed only upon the completion of an environmental impact report and the adoption of an overriding social-economic impact statement.

Table N-1
Noise Contour Data - Distance (Feet) From Center of Roadway to L_{dn} Contours

Roadway	Segment	Existing 60dB	Existing 65dB	Future (2010) 60dB	Future (2010) 65dB
Fourth St.	within city limits	121	56	152	70
Highway 1	Grand Avenue north to Junction Route 101	123	57	168	78
Mattle Road		95	44	126	59
Noyes Rd.	entire	54	25	107	50
Oak Park Rd.	within city limits	144	67	224	104
Price Canyon Rd.	within City	79	36	103	48
Railroad	County wide	115	53	352	163
Route 101	Oak Park Road Interchange to South Pismo Beach Interchange	989	459	1,851	859
	South Pismo Beach Interchange to Avila Road	919	426	1,519	705
Shell Beach Road/Price Street		64	29	81	37

N-3 Location of New Development & Noise-Sensitive Land Uses
New development shall not be permitted where the noise level, due to existing stationary sources, exceeds the standards of Table N-3; or the noise levels from existing or projected transportation noise exceeds the standards of Table N-4, unless effective noise mitigation measures have been incorporated into the develop- ment to reduce noise exposure to acceptable levels.

N-4 Location of Noise Producing Uses and Transportation Sources
Mitigation shall be required for proposed stationary noise sources on or adjacent to lands designated for noise-sensitive uses so that the noise levels do not exceed those set forth in Table N-3.

Noise created by new transportation sources shall be mitigated so as not to exceed levels specified in Table N-4 within the outdoor activity areas and interior space of existing noise sensitive uses.

N-5 Technical Reference Manual
To meet the requirements of the Government Code regarding technical information to be included in the Noise Element, the San Luis Obispo County Technical Reference Manual is herein adopted by reference.

Table N-2
Land Use Compatibility Guidelines for Development

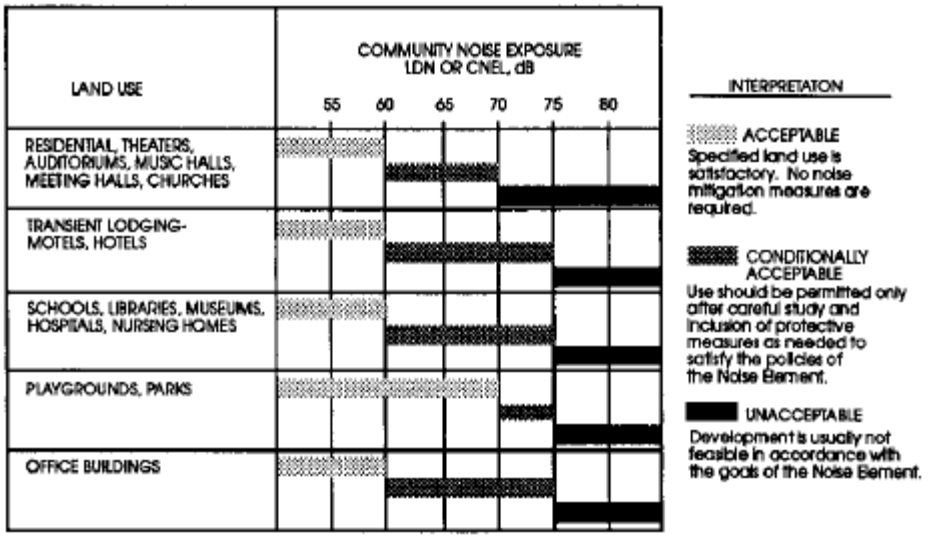


Table N-3
Maximum Allowable Noise Exposure— Stationary Noise Sources[1]

	Daytime (7.a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq}, dB[2]	50	45
Maximum level, dB[2]	70	65
Max. level, dB-Impulsive Noise[3]	65	60

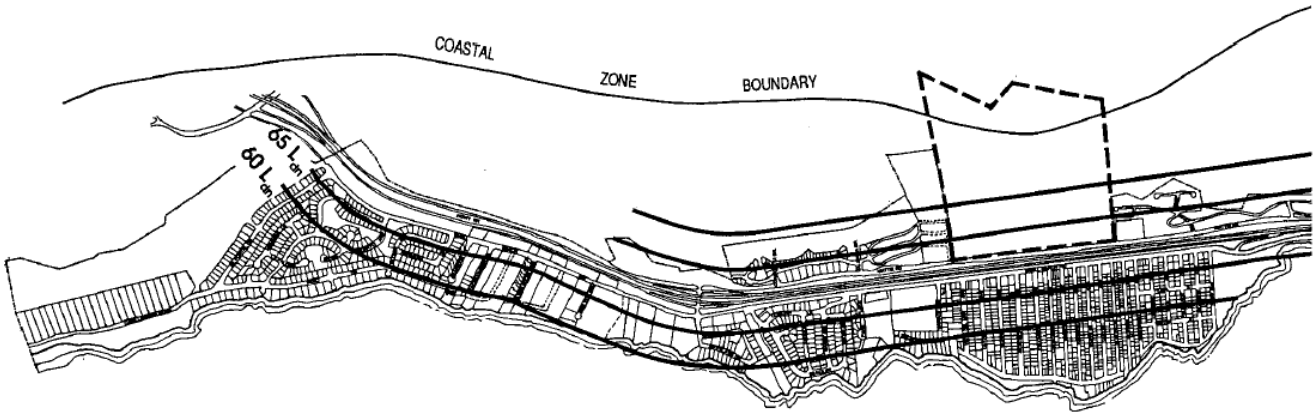
[1] As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

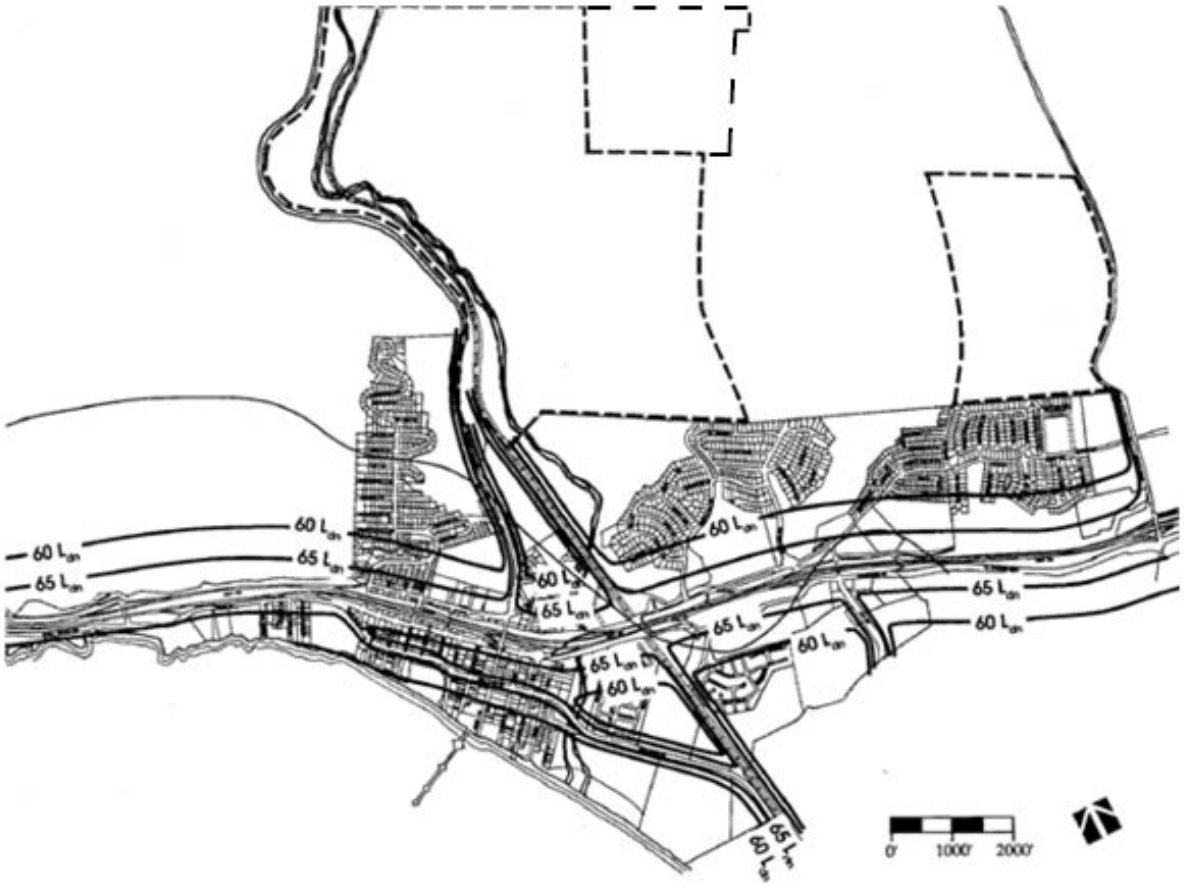
[2] Sound level measurements shall be made with slow meter response.

[3] Sound level measurements shall be made with fast meter response.

Existing Noise Contours Figure N-1

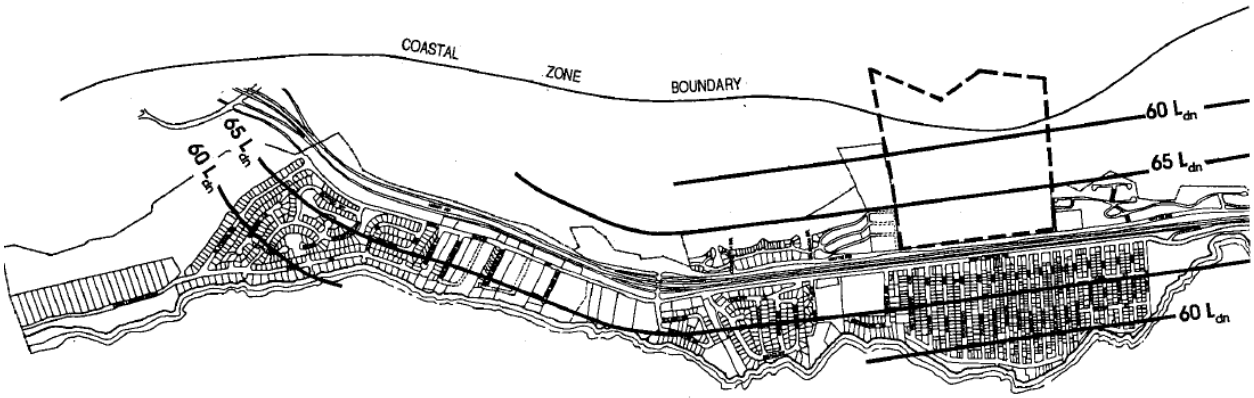
PISMO BEACH GENERAL PLAN




60 Ldn
65 Ldn
0
1000'
2000'

Future Noise Contours Figure N-2

PISMO BEACH GENERAL PLAN



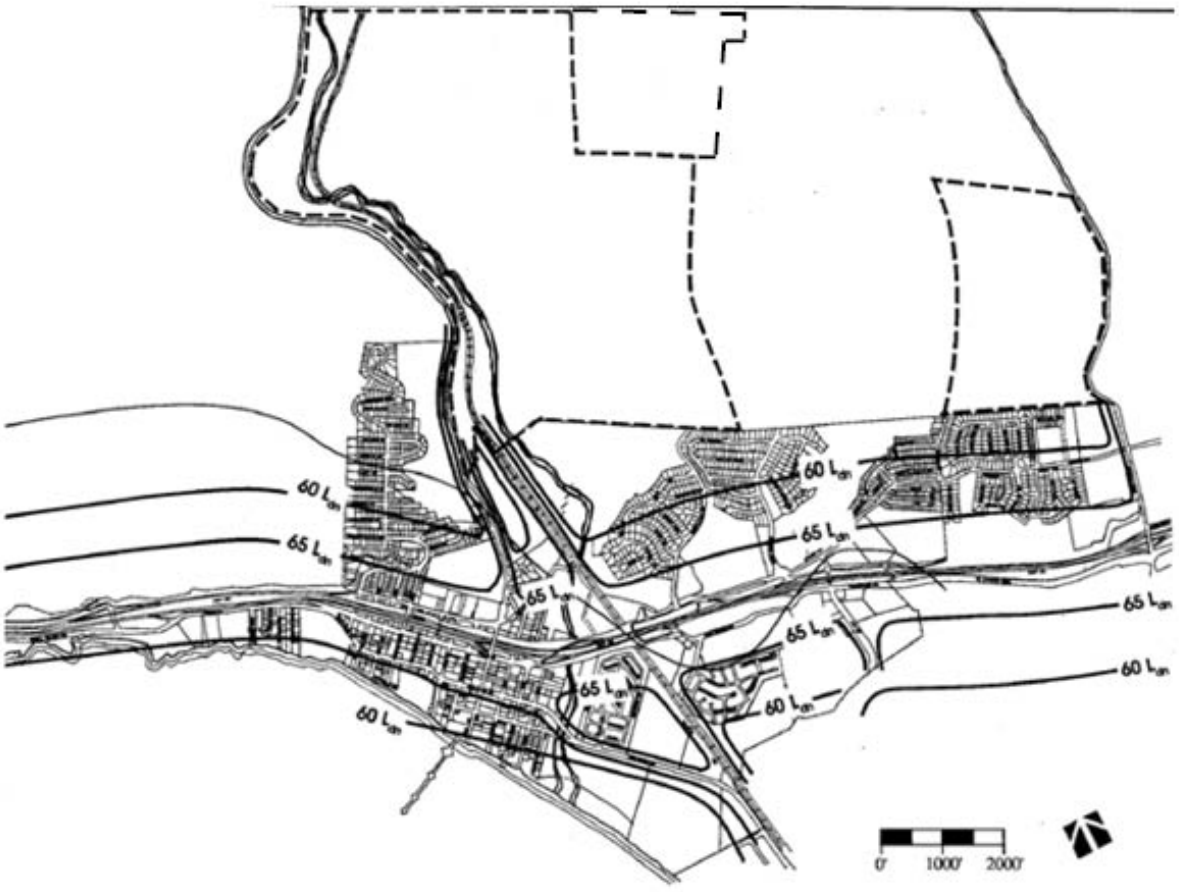


Table N-4
Maximum Allowable Noise Exposure
Transportation Noise Sources

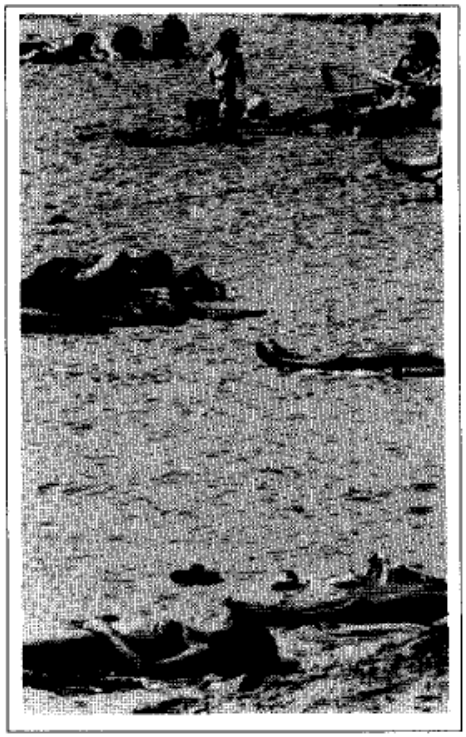
Land Use	Outdoor Activity Areas[1] Ldn/CNEL, dB	Interior Spaces Ldn/CNEL, dB	Interior Spaces Leq, dB[2]
Residential	60[3]	45	—
Transient Lodging	60[3]	45	—
Hospitals, Nursing Homes	60[3]	45	—
Theaters, Auditoriums, Music Halls	—	—	35
Churches, Meeting Halls	60[3]	—	45
Office Buildings	60[3]	—	45
Schools, Libraries, Museums	—	—	45
Playgrounds, Neighborhood Parks	70	—	—

[1] Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

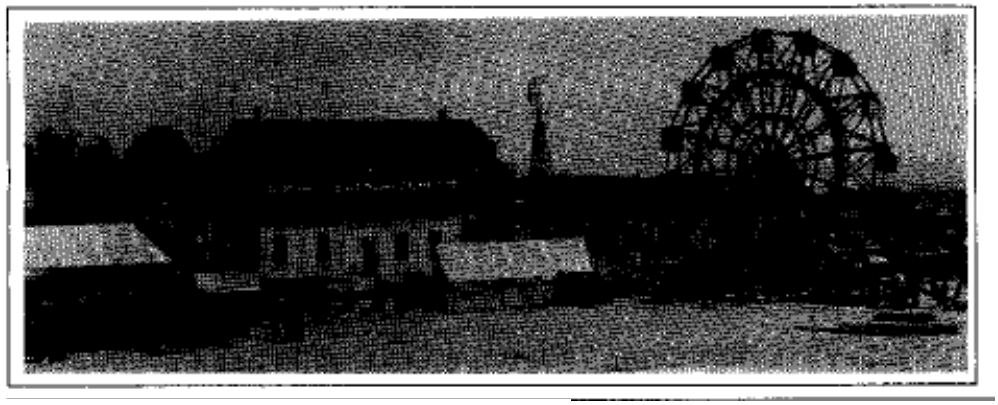
[2] As determined for a typical worst-case hour during periods of use.

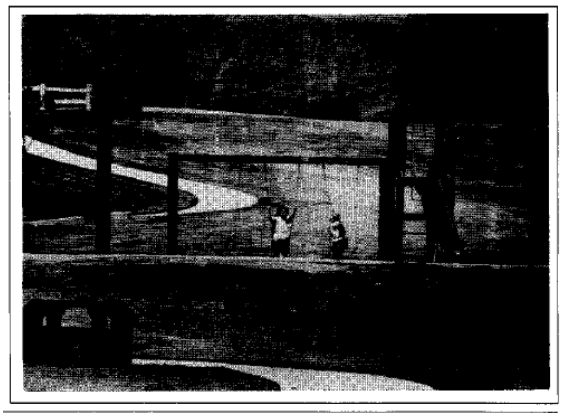
[3] Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. This determination will be made as the result of an acoustical study.

Parks, Recreation & Access Element









Amended: 10/10/2013 – Updated tables in PR-3 and PR-4.
CC Resolution 2013-019
CC Resolution 2013-020

Introduction



The Park and Recreation Element is an optional element of the General Plan. It also includes an Access Component, which is required by the Coastal Act. The Element should be viewed in the context of the background, principles and policies found in the Conservation and Open Space Element, much of which is integral to recreation and access concerns.

Pismo Beach has always relied on the Pacific Ocean and the beach to be its chief recreational resource. Although it is true that the ocean is a major resource for the community, this attitude has resulted in a deficiency of neighborhood and community park acreage in the city and a lack of recreational facilities.

As Pismo Beach continues to develop and its resident population grows, it is important for the city to develop a more comprehensive park and recreation program. Although the community has the unique resource of the ocean, which may reduce its need for parkland, it also has demonstrated a high need for recreational facilities such as ball-fields and tennis courts. Both factors must be included when developing Pismo Beach's parkland standards and recreation programs.

A number of national trends affect the Park, Recreation and Access Element. Recreation is increasingly viewed as an important factor in maintaining health -- both physical and mental. It is perceived as more than just weekend activity. Recreation is an integral and necessary element of life to be incorporated into a daily routine. Two demographic trends also impact park and recreation demands. First, the American population and that of Pismo Beach are aging. This trend can be expected to increase demand for parks designed to accommodate the physical abilities and to be responsive to the activity preferences of these "seniors". Another factor is the single (without partner) adult. Single adults need recreational pursuits that provide opportunities to meet other people. In addition, single parents need nearby recreational facilities and activities for their children, especially supervised after-school or summer programs.

Park and recreation facilities also play an important role in the city's visitor industry. Although the beach has been the primary focus, an increasing number of visitors are looking for a variety of activities.

The city contains both state and local parks and recreational areas. Pismo State Beach, under the direction of the state Department of Parks and Recreation, comprises 1.5 linear miles of the city's only major sandy beach (approximately 60 acres) and is the major recreational area of the city. The city has approximately 315 acres of additional public park area either developed or proposed. Forty percent of the park area is within the Coastal Zone. The city has a total of 106 acres of open space with another 229 acres proposed.

Table PR-1 and Figure PR-1 summarize the city's existing and proposed parks, recreation and related open space lands.

Table PR-1 Parks & Open Space

Planning Area	No.	Name	Class	Public (publically owned) or Quassi Public (privately owned with public access) Existing	Public (publically owned) or Quassi Public (privately owned with public access) Proposed	Private Existing	Private Proposed	Access	Parking	Comments
A. Sunset Palisades/ The Bluffs	1	The Bluffs	Linear Park		8.8-			View along bluff top trail	Off-street	Includes public access easement, path and landscaping
	2	The Bluffs	Open Space			53+/-		No	No	Natural open space, grazing
	3	Sunset Palisades	Open Space			5.2		No	Off-street	Gated community, landscaped open space
	4	Area between Hwy 101 and Shell Beach Road	Open Space	2.4					Off-street	2 tennis and basketball courts. Beach access parking needs to be completed and courts lighted. Permanent restrooms shall be considered in the future.
	5	Palisades Park	Neighborhood Park	5.7			6.0+/-	No	Off-street	Grass, playground, picnic tables, horseshoes.
B. South Palisades	6a	South Palisades Bluff	Linear Park	2.6	4.3+/-			Viewing access	On-street	Improvements concurrent with new development. Two parcels yet to be developed. Improved w/grass, picnic tables, and benches. Pedestrian and bicycle path that is a part of the California Coastal Trail.
	6b	Area between Hwy 101 and Shell Beach Road	Open space	1.3						Beach access parking available, also unimproved areas.
	7	South Palisades Beach	Sandy beach	2.3				3 Beach access stairs from: - end of Beachcomber Drive, - Cliffs Hotel stairs (#8), - Sunset Estates subdivision.	On-street	Trash facilities and benches as a part of the beach access stairway.

Table PR-1 Parks & Open Space, *continued*

Planning Area	No.	Name	Class	Public (publically owned) or Quassi Public (privately owned with public access) Existing	Public (publically owned) or Quassi Public (privately owned with public access) Proposed	Private Existing	Private Proposed	Access	Parking	Comments
C. North Spyglass	8	Cliffs Hotel	Open Space		1.0			Beach access stairs	Yes	Barranca w/heavy vegetation, Barranca path, bluff top walk.
	9	Dolphin Bay Resort and Spyglass Inn	Open Space		3.1			View with bluff top trail	Possible	Public access easement for ocean bluff top trail. Part of the California Coastal Trail.
D. Spyglass	10	Spyglass Park	Neighborhood Park	4.7				Ocean fronting bluff top path and steep trail to beach	Off-street	Grass, playground, picnic BBQ, Barranca, restroom, improved beach access needed.
	11	Spyglass Beach	Sandy Beach	1.6				Path	Off-street	Surfing area, access path needs improvement
E. St. Andrews	12	Memory Park	Linear Park	.46				Ocean fronting park with ocean view	On-street	Grass and benches, picnic tables, BBQ, Vista Point
	13	St. Andrews Beach	Sandy beach	.5				No	On-street	No facilities
F. Spindrift	14	Park proposed	Linear park			.9		Ocean fronting with ocean view proposed	No	Public access easement from the Park Place subdivision and Naomi. Expansion of linear park to southeast proposed as part of estates development.
G. Terrace Avenue	15	Shell Beach School	Neighborhood Park	3.8				Ocean view	Off-street at school	Two ball fields, play equipment, joint agreement with City to improve & use field is proposed.
	16	Terrave Avenue Beach	Rocky beach	.2				No	No	No facilities.

Table PR-1 Parks & Open Space, *continued*

Planning Area	No.	Name	Class	Public (publically owned) or Quassi Public (privately owned with public access) Existing	Public (publically owned) or Quassi Public (privately owned with public access) Proposed	Private Existing	Private Proposed	Access	Parking	Comments
H. Shell Beach	17	Eldwayen Ocean Park	Linear Park	1.3				Stairs at Vista Del Mar and Capistrano	On-street	Grass and benches, picnic tables, telescope.
	18	Shell Beach	Sandy beach	.6					On-street	No facilities
	19	Margo Dodd	Linear park	.17				Ocean view	On-street	Picnic tables, gazebo
	20	Margo Dodd Beach	Sandy beach	.3				Stairs at Pier Avenue	On-street	Trash facilites with beach
I. Dinosaur Caves	21	Dinosaur Caves Site/ Janowicz Path	Linear park		15.0			Ocean view	Off-street	Linear park with ocean observation areas, amphitheater, picnic areas, play equipment and parking.
	22	Dinosaur Caves Beach	Sandy beach	.7				No	No	No facilities
	23	Freeway frontage	Open space	3.4				Not applicable Cal Trans ROW		No facilities, part of road right-of-way.
J. Motel District	24	Shelter Cove	Linear Park	3.5				Stairs	Off-street	Gazebo, linear walk, semi-public
	25	Beach	Sandy Beach	0.3				No	Off-street	No facilities
	26	Tennis Courts Shorecliff	Special			2.7			Off-street	2 courts, path, agreement to permit public use of courts
	27	Elmer Ross	Sandy Beach	0.1				Yes	Off-street	Access from Shorecliff Hotel
	28	Barranca at Whalter's Inn	Open Space			1.4		No	No	Natural open space
	29	Whaler's Inn	Path	0.4				View	Off-street	Path to view point
	30	Barranca at Trader Nick	Open Space			1.2				Natural open space

Table PR-1 Parks & Open Space, *continued*

Planning Area	No.	Name	Class	Public (publically owned) or Quassi Public (privately owned with public access) Existing	Public (publically owned) or Quassi Public (privately owned with public access) Proposed	Private Existing	Private Proposed	Access	Parking	Comments
K. Commercial Core	31	Pismo State Beach	Regional	60.0	1.0			Numerous	Two parking lots	Seasonal play equipment, volleyball, restrooms, State owned, City managed
	32	Pier	Linear Park	1.5				No	Off-street	Beaches, fishing
	33	Ira Lease/Mary Herrington	Neighborhood	1.85	0.6+/-				Off-street	Play equipment, restrooms, picnic tables. Could be extended to northwest along creek.
	34	Pismo Creek	Open Space	4.0				Yes	No	Proposed trail system, includes 10' trail in front of Addie Street Condo, creek & floodplain to remain in open space with trail system, both public and private.
L. Pismo Creek	35	Pismo Coast Village	RV Park			25.0		Yes	Off-street	Clubhouse, pool, beach, private membership, open to general public at cost, 400 RV hook-ups
	36	N. Beach Campground	Special	31.0				Yes	Off-street	103 campsites, hook-ups, State owned and operated, proposed increased day use.
	37	Butterfly Habitat	Public	6.0				Yes	Off-street	Stand of Eucalyptus, parking needs to be improved.
M. Pismo Marsh	38	Pismo Marsh	Public	80.6				No	No	Natural marsh, State managed, desired join agreement with Fish & Game, Grover Beach and Pismo Beach regarding nature center.

Table PR-1 Parks & Open Space, *continued*

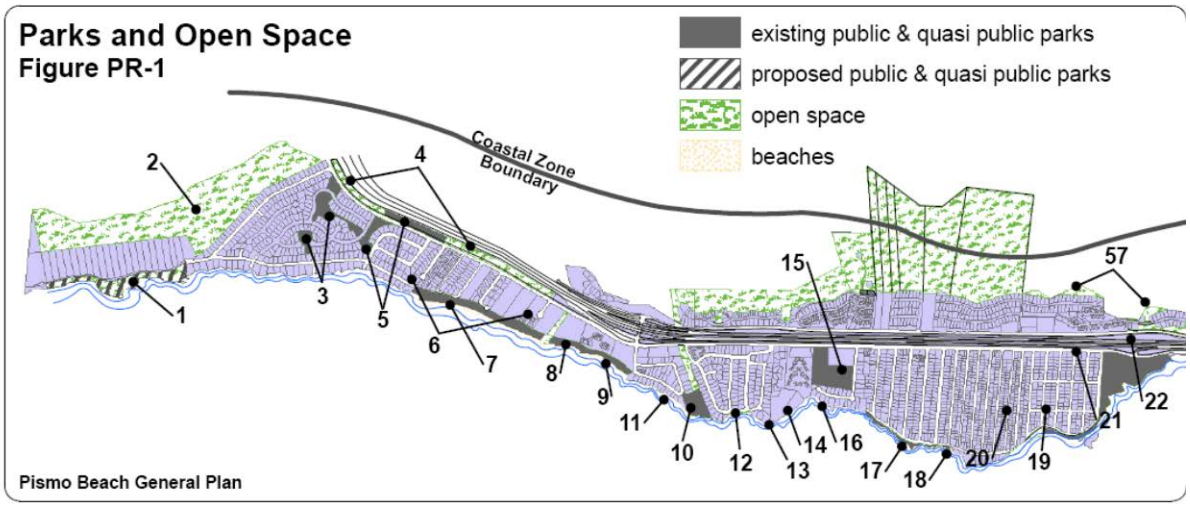
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N. Oak Park Heights	39	Toucan Terrace	Open Space			32		No	Off-street	Mostly natural open space, recreation building, ballfield proposed by Homeowners Association.
	40	Freeway Frontage	Open Space				3.3+/-		No	To be dedicated as part of development and road right-of-way.
	41	Chumash Park	Comm. Park	40.0						Undeveloped, proposed community park.
	42	Ventana Drive	Open Space				3.5+/-			Part of development.
	43	Seven Acre Park Highland Drive	Neighborhood Park	7.0					On-street	Picnic & play equip., 2 ac. usable, remainder open space.
	44	Pacific Estates	Open Space				27.1+/-			Natural open space and hillsides.
	45	Pacific Estates	Open Space				10.3+/-			2 canyons.
	46	Pismo Creek	Special Use		35.0+/-					Proposed golf course location, Price House Hist. Park
	47	Los Robles Del Mar Annex	Neighborhood Park & Mini Park				?			To be determined as part of specific plan.
O. Industrial	48	PB Sports Complex	Special	5.05					Off-street	3 ballfields, picnic area, better access needed. Possible loss of field(s) with road construction.
	49	Pismo Creek	Special Use		8.8+/-				No	Creek & floodplain to remain in open space with trail system, both public and private.

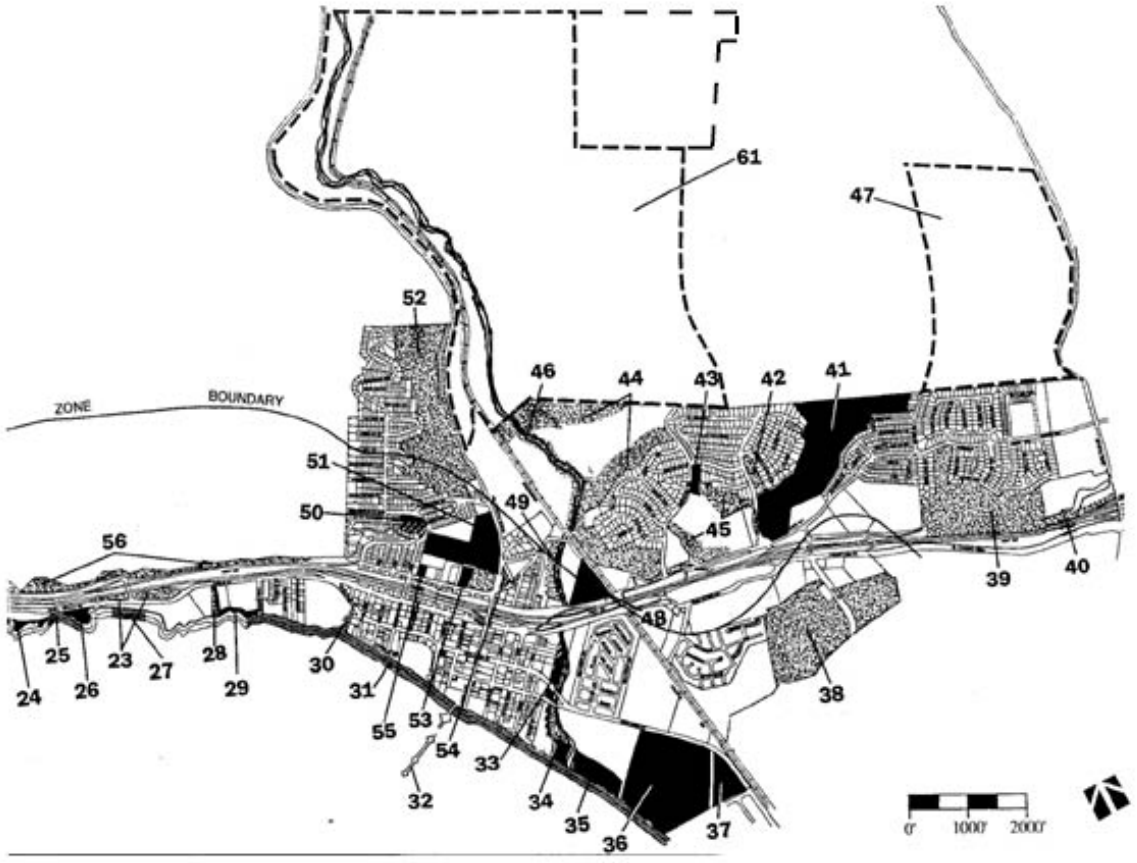
Table PR-1 Parks & Open Space, *continued*

Planning Area	No.	Name	Class	Public (publically owned) or Quassi Public (privately owned with public access) Existing	Public (publically owned) or Quassi Public (privately owned with public access) Proposed	Private Existing	Private Proposed	Access	Parking	Comments
P. Pismo Heights	50	Boosinger Park	Mini Park & Open Space	1.7	.7+/-				On-2treet	Add play equipment, expansion proposed.
	51	Judkins Jr. High	Neighborhood Park/Open Space	13.4					Off-street	Ballfield, soccer, basketball, joint use agreement with school district proposed.
	52	Price Canyon	Open Space				35.7+/-			To be determined in the Specific Plan.
	53	Veterans' Memorial Hall	Special Use	2.4					Off-street	Large hall with kitchen, 9200 sq. ft.
	54	Price/Bello Intersection	Open Space		1.2+/-				No	
	55	City Hall	Special Use	1.0					Off-street	2 tennis courts, lighted basketball court, theatre. May be removed if City Hall is remodeled.
Q. Freeway Foothills	56	Freeway Frontage	Open Space	7.7						Part of freeway right-of-way.
	57	Bay Cliff	Open Space			5.1				Foothills, behind development, development also includes private tennis court, swimming pool and play area.
	58	Bay Cliff Village	Open Space			32.2				Two hillocks and foothills open space, approved as part of Specific Plan.
	59	Spyglass Ridge	Park		1.0+/-			View		1/2 of existing Barranca, picnic area, trails planned, approved as part of Specific Plan but undeveloped.
	60	Mattie Road Annex	Open Space				85	View/proposed		Land above 200 foot contours, possible ridgeline trail link.

Table PR-1 Parks & Open Space, *continued*

Planning Area	No.	Name	Class	Public (publically owned) or Quassi Public (privately owned with public access) Existing	Public (publically owned) or Quassi Public (privately owned with public access) Proposed	Private Existing	Private Proposed	Access	Parking	Comments
R. Price Canyon	61	Price Canyon Annex	Special Use Open Space Neighborhood Park Community Park		?		?			To be determined consistent with Watershed and Resource Management allowed uses and standards. May include a golf course, 6 acres add to the Price Canyon Historic Park, Pismo Creek linear park open space and a community park/sports field.
TOTAL				**297.7**	**77.2**	**106.1**	**226.9**			





Principles

P-21 Parks and Recreation Are Necessary For a Park Healthy Environment and Quality of Life

The preservation and development of parks, recreation programs and coastal access facilities are considered vital to:

a. Making the city an enjoyable and beautiful place to live, work, play and visit.
b. Providing park and recreation amenities for residents and visitors.
c. Maintaining a balanced healthy environment and quality of life for residents and visitors.
d. Supporting the area's economy.

P-22 Public Shoreline Access

The continued development and maintenance of public access to the Pismo Beach coastline shall be considered an integral and critical part of the city's parks and recreation program.

Policies

Park and Recreation Standards and Plans

PR-1 Opportunities For All Ages, Incomes, and Life Styles

To fully utilize the natural advantages of Pismo Beach's location and climate, park and recreational opportunities for residents and visitors shall be provided for all ages, incomes and life styles. This means that:

a. The beach shall be free to the public.
b. Some parking and/or public transportation access to the beach shall be free to the public.
c. Recreational needs of children, teens, adults, persons with disabilities, elderly, visitors and others shall be accommodated to the extent resources and feasibility permit.
d. City residents need mini-parks, neighborhood parks, community parks, activity centers, special use and all-purpose parks.

PR-2 Ocean and Beach are the Principal Resources

The ocean beach and its environment is, and should continue to be, the principal recreation and visitor- serving feature in Pismo Beach. Oceanfront land shall be used for recreational and recreation-related uses whenever feasible.

PR-3 Parks and Recreation Policy Plan

The city Park and Open Space Policy Plan shall be as shown in Figure PR-l, as summarized in Table PR-l, and as set forth in the policies of this Element. The plan shows the conceptual system of parks and open spaces but is not intended to preclude additional areas of open space or parks as found appropriate through environmental reviews, the development process, and annexations.

PR-4 Master Parks and Recreation Plan

The City's Parks and Recreation vision includes:

a. Specific park standards - The standards shown in Table PR-2 should be used as a basis for city park development, including annexation areas. Where feasible, park standards should enable efficient and sustainable use for and maintenance of City parks and recreation facilities.
b. The use of concept plans for each park or open space reflecting active, passive and natural open space uses.
c. The development of an operation and maintenance plan for each facility.
d. A Parks and Recreation Commission oversight of:
1) A citizen participation program to determine facility needs and
2) A periodic survey of residents and visitors to determine resident and visitor services and community program needs and desires.
e. A periodic review and update of criteria for new development contribution of land and/or fees for park development.

PR-5 Multi-Use Path System (Trails)

A system of public paths as delineated on Figure PR-2 shall be developed to connect the various parks, scenic aspects and open space of the city. Ideally the paths should be located within designated greenbelt areas. However, in areas of the community that have already been developed, the system can include sidewalks and right-of-way shoulders of less traveled streets. The system should be delineated with signs, uniform landscaping, and pavement. Every attempt shall be made to interconnect city trails with those being developed by adjacent cities and the county. Key trail connections are shown for future annexation areas. Motorized vehicles shall not be permitted on trails, except as used by handicapped persons.

Rest areas, picnic areas, view platforms and similar facilities shall be located along the path systems. The ridge path should provide for equestrian use. See also:

Circulation Element	C-11	Bikeways Plan
Circulation Element	C-12	Bikeways Encouraged
Land Use Element	LU-G-5	Ocean Boulevard Access
Land Use Element	LU-H-9	Lateral Access at Boeker St.
Land Use Element	LU-J-9	Lateral Access
Circulation Element		Bikeway Plan

Implementation Policies

PR-6 Retention of All Existing Parks and Dedicated Open Space
Any proposed loss of parks or dedicated open space areas shall be replaced at a minimum with the equivalent quality of acreage or facilities lost.

PR-7 Regional Parks and Trails
The City shall cooperate with Arroyo Grande, Grover City, San Luis Obispo County, and the State of California in the development of regional parks and trails adjoining or included in the city limits of Pismo Beach.

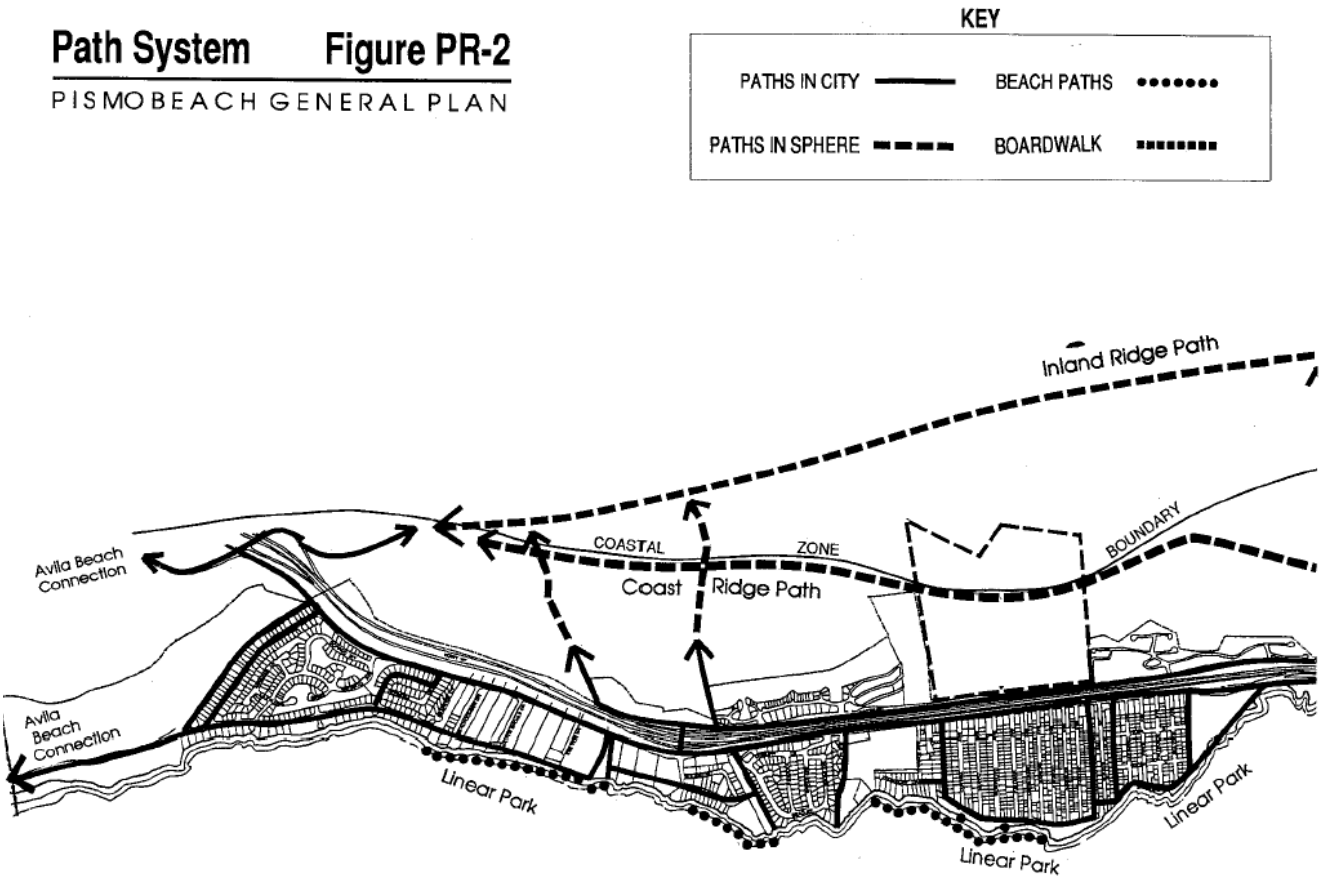
PR-8 Joint School/Park Sites
The City shall increase coordination with the school districts to maximize use of school and city facilities for park and recreational purposes. Parks should be developed in conjunction with schools wherever possible. The City shall negotiate joint agreements with the school district to cooperatively maximize park and recreation opportunities.

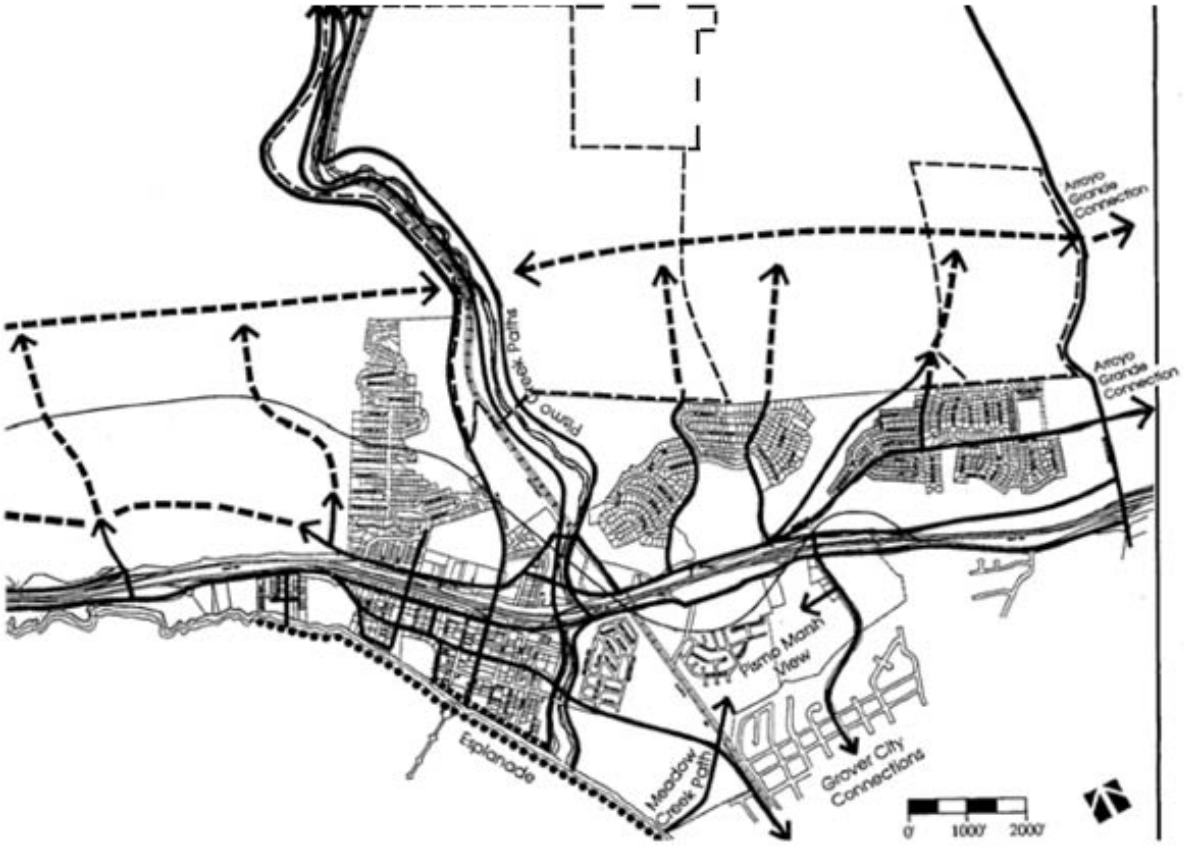
PR-9 Private Sector Open Space, Parks and Recreation
The City shall recognize the contribution of the private sector to parks and recreation and encourage cooperative continuation and expansion of such contributions. All new planned developments shall be required to provide either public and/or private parks and recreation facilities. When possible said areas shall connect with adjoining park and recreation areas, which are existing or planned. All such development shall either be dedicated in fee to the public or have a dedicated open space easement placed upon the property to preclude future development.

PR-10 Recreation Programs
Recreation programs to meet the needs of citizens and visitors shall be developed. These needs should be continuously monitored and programs adjusted as necessary over time.

Path System Figure PR-2

PISMO BEACH GENERAL PLAN





Cooperative programs with city residents, business people, neighboring cities, county, state, and federal agencies shall be established to expand the city's recreational programs for use by residents and visitors.

PR-11 Park and Recreation Facility Maintenance and Recreation Uses

Primary attention in park and recreation facility management and sustainability shall be given to the preservation of natural beauty and integrity of the land within their natural resource limits and the integrity of facilities utilized for community recreation.

The City shall provide high-priority services to public recreational areas (equipment maintenance, police protection, regular clean-up).

The City shall provide ongoing review of erosion impacts on coastal bluff parks and hillside areas.

Programs of public education and citizen involvement such as "neighborhood watch" shall be undertaken to combat vandalism and littering in parks.

Landscape design should support park maintenance efforts.

Facilities should be clearly identified with appropriate signage.

The Park and Recreation Commission and staff shall periodically review ways to and potentially implement and improve maintenance and design quality and varied uses of existing parks and facilities.



PR-12 Acquisition and Improvement Programs

A program shall be established that provides for the acquisition of and development of future city park sites and open space areas. Resources for the program shall include but not be limited to funds from the Quimby Act fees, park development fees for new construction, land dedication and/or improvements concurrent with development, private development, and accessory revenue-generating activities at various parks on a case-by-case basis.

The city's capital improvement program shall provide for the improvement and expansion of city park sites and facilities.

Table PR-2
Park Land Standards

Type	Size	Service Area	Location	Usual Facilities and Remarks
Mini Park	1 ac. or less	Approx. 1/4 mile radius	In highly developed neighborhoods where neighborhood park land is unavailable and there are no other services.	Childrens play area, landscaping picnicking, open play area for pick up sports, vista points.
Nghbrhd Park	3-5 ac.	Approx. 1/2 mile radius	Preferable adjoining an elementary school near the center of a neighborhood unit.	Play areas, multi-purpose courts, tennis courts, picnic areas, open turf area, on-site parking optional.
Community	10-20 ac.	Approx. 1-2 mile radius	At or near the intersection of major or secondary thoroughfares near center of service area.	Baseball, football, softball, soccer, tennis and other active athletic areas, community center, children's play area, on-site parking, restrooms, and picnic areas.
Special Use Park	No size constraints	Citywide	Wherever appropriate.	Botanical gardens, lagoons, sports complexes, open space, marine refuges, golf courses, bluff top open space, etc.
Regional	No size constraints	Regional	Within 1 to 3 hours travel time form urban populated areas.	Beaches, botanical gardens.

Specific Sites & Facilities

Background

In addition to the overall policies, which guide the dry in providing parks, open space and trails, and in developing recreational facilities, it is important to address site and use specific issues. The following policies address specific existing or proposed facilities. The policies are intended to be detailed to the extent necessary to assure specific objective(s) while being flexible in the method of accomplishing the policy.

Policies

See also:

Land Use Element	LU-A-3	Bluff-Top Park
Land Use Element	LU-C- 2	Lateral Access and Rec.

PR-13 Pismo Creek/Price Canyon Regional Park and Open Space

The City, as the lead agency in cooperation with San Luis Obispo County, shall acquire and develop a regional park in the Pismo Creek and Price Canyon Corridor. The park shall emphasize the features listed in Table PR-3. The park shall be a part of the Price Canyon Regional Park included in the San Luis Obispo County park plan and shall be coordinated with development of property in the city's sphere of influence. See related General Plan policies:

Conservation Element	CO-21	Creek Protection Plan
Conservation Element	CO-22	Price Canyon Open Space and Study Area
Growth Management	GM-10	Golf Course
Land Use Element	LU-N-20	Pismo Creek Price Canyon Adobe
Parks & Recreation	PR-21	John Michael Price

PR-14 Chumash Park & Open Space

A master plan shall be prepared for the 40-acre dedicated parkland north of James Way. The master plan for improvements may include, but not be limited to, the following: tennis courts, basketball courts, amphitheater, lakes, picnicking facilities and trails system. The park shall be expanded beyond the city limits, if the private land that abuts the park is incorporated into the city and development is proposed. If the expansion occurs, consideration should be given to an equestrian area and/or stables.

PR-15 Ira Lease/Mary Herrington Park

In order to better integrate Pismo Creek and the Ira Lease and Mary Herrington Parks into the community the following should occur:

1. The property at the southwest end of the park should be cleared of enclosed structures. The existing uses within the structures should be relocated to a less visually prominent location.
2. The City should acquire the land northeast of Ira Lease Park to the same width as the existing parks; or said land should be granted as open space easement with public access concurrent with development permits on the adjoining remaining parcel.

See also:

Land Use Element	LU K-2	Specific Plan

PR-16 Dinosaur Caves

The large vacant parcel, leased by the City of Pismo Beach from the Pismo Beach Public Financing Authority, is the most significant open space remaining along the ocean within Pismo Beach and is dedicated for use as a public park and open space area. (See related Land Use Element Planning Area I.)[1]

[1] Amended: R 98-71

Table PR-3
Pismo Creek/Price Canyon Regional Park & Open Space Features

1. Continuous multi-use pathways on both sides of Pismo Creek from the ocean to the foothills, connecting to the Price House historical site, the proposed golf course, and the municipal sports complex.
2. Retention of Price Canyon as an open space corridor. Development shall be primarily hidden from view from Price Canyon Road.
3. To the extent legally and practically feasible, no development shall occur between Addie Street and Pismo Creek.
4. The area required for an 18 hole Golf Course and sports complex in Price Canyon. Areas needed outside the city shall also be included.
5. Public parking areas along the creekside trails to encourage access along the trails into the downtown via the esplanade connections.
6. The inclusion of an arboretum or botanical garden.
7. Connection of James Way to Price Canyon Road (see Circulation Element, Policy C-7, Freeway Frontage Roads).
8. Improved vehicular access to the Pismo Beach Sports Complex.
9. The city should request that SPRR dedicate land in fee or easements for any land not needed for the railroad. Other railroad land should be attractively landscaped.
10. The sewer plant should be landscaped in concert with the linear park design.
11. The Bello Street Bridge over Pismo Creek should be declared a historic structure and rehabilitated for pedestrian and/or vehicular use.
12. Trails on both sides of the creek tying to the ocean should be developed. CALTRANS should be requested to modify the freeway under-crossing in the area of Pismo Creek to accommodate the trails.
13. Possible expansion of the city sports complex.
14. The renovation and development of the Price House and Adobe historical site.

PR-17 Meeting, Recreation and Cultural Facilities

The City shall support, engage, and adequately fund the construction, retention and ongoing maintenance of a variety of indoor meeting conference and recreation facilities as follows:

1. Conference Center

Support a public/private partnership for the construction of a "Conference Center".

2. Cultural/Community Center

Consider a public/private partnership project at the city-owned property at the pier parking for a cultural/community center, but also consider other locations for the center. The center should include a variety of cultural facilities.

3. Downtown Theatre

The City shall encourage the preservation and rehabilitation of the theatre building on Pomeroy in downtown Pismo Beach. Appropriate uses for this facility may include live theatrical performances and meetings or conferences.

4. Veterans Hall

Use of the 9,200 sq. ft. Veteran's Memorial Building shall be under the city's control and shall be used as appropriate for indoor events and recreation. Example of such uses include teenage dances, senior citizens programs, youth dance lessons, arts and crafts classes and aerobic instruction.

5. Private Recreational Facilities

The city shall encourage the inclusion of a new private recreational facility in the city, or a nearby location in the South County area.

6. Vets Hall in Shell Beach
The 3,900 sq. ft. Vets Hall shall continue to be available for public and private meetings.

7. New facilities
New facilities may be bequeathed to or purchased by the City for community recreation purposes. A plan shall be developed for each reflective of its opportunities, limitations, uses, maintenance and sustainability potential.

8. Special purpose parks and facilities
The City may periodically examine and consider the feasibility of dedicating parks and facilities or portions of parks and facilities for special purpose activities.

PR-18 Pismo State Beach
The City should request the state Department of Parks & Recreation to amend the General Development Plan for Pismo State Beach to include both a day-use facility and parking areas in the vacant portions of the state park, as well as a marked access trail from the parking area to the beach and from State Highway 1. As part of this action, the state should conduct an archaeological reconnaissance of this area.

PR-19 Spyglass Ridge Public Park
A one-acre public park in the extreme northwest portion of Planning Area Q shall be dedicated for public parkland. This area, comprising the sides and bottom of a small canyon, shall be improved as small park/picnic area that will provide new public recreational opportunities where none now exist. A small pullout area and a small bay(s) for parallel parking for the public shall be provided on Mattie Road along the frontage of the park.

PR-20 Boosinger Park
Boosinger Park shall be retained and enhanced by:
a. Preserving the rock outcroppings; no alterations to the rock outcroppings shall be permitted.
b. The City shall develop procedures of architectural review to assure that future construction of homes next to the park be designed to harmonize and enhance visual quality.
c. A pathway should be built from the park to a vista point on the rock outcrops.
d. The City should seek funding to purchase the vacant unimproved lots southwest of Boosinger Park. Upon acquisition of the lots, the unimproved portion of Hanford Street should be abandoned for the full length of the park. See also:
Design Element D-20 Special Landscape Features

PR-21 John Michael Price Historical Site and Park

The city-owned John Michael Price Historical Site contains the original "anniversary house" constructed in 1893 and about four acres of surrounding land. A master plan for the restoration of the anniversary house and improvements to the 4-acre site shall be prepared. The City shall encourage non-profit groups to assist in financing and preparing such a master plan. The plan may include a 6-acre expansion of the present site to include adjoining lands that contain the adobe and schoolhouse of the Price Rancho. These additional lands shall be required to be dedicated to the City at the time of annexation of this property to allow restoration and public access. The major purpose of this plan shall be to promote an appreciation of the cultural history and early settlement of the region. Features may include:

a. a museum, visitors center, and gardens

b. passive and limited active-use areas

c. access, parking, landscaping and similar support facilities

d. a pedestrian linkage to the Pismo Creek open space corridor

e. a financing and management plan, including fundraising and park operations.

Access Component

Background

The City of Pismo Beach has a tradition of shoreline access. The purpose of this shoreline access component is to implement the state Coastal Act shoreline access polities, thus continuing to ensure the public's right to gain access to the shoreline. The city's seven-mile pacific coastline is accessible from numerous locations, and the entire beach is open to the public. Very few private routes are located along the shoreline. Those that do exist provide access to beaches that also have public access.

There are areas along the city's coastline where access may be improved. Different methods of providing access - public acquisition, deed restrictions, development conditions and in-lieu fees may be utilized. These are described in the Technical Appendix to the General Plan. Particularly important to the city is the private sector provision of access, in-lieu fees, or permit conditioning and dedication.

Policies

PR-22 Lateral Beach/Shoreline Access Required

Coastal Beach Access Dedication - For all developments on parcels located along the shoreline, a lateral public access easement in perpetuity extending from the ocean-side parcel boundary to the top of the bluff shall be required for the purpose of allowing public use and enjoyment of dry sandy and rocky beaches, intertidal and subtidal areas. Such easements shall be granted to the California Department of Parks and Recreation, the City of Pismo Beach, or other appropriate public agency.

PR-23 Lateral Bluff-Top Open Space and Access Required

Bluff-Top Access Dedication - To ensure public safety, provide for protection of fragile ocean bluff-tops, and permit enjoyment by the public of oceanfront amenities and recreation, all development on the bluff edge should be required to dedicate in fee or by an easement in perpetuity a bluff-top conservation and public access zone. The width of the area to be dedicated shall be a distance equal to the estimated 100-year bluff retreat plus a minimum of 25 feet additional inland from that line. In certain areas the width of the bluff-top dedication should be greater as provided in the land use element. Existing single-family lots on the bluff less than 10,000 feet in area are exempted from requirements of dedication of the bluff-top area, if another lateral public access route (beach, sidewalk or separate path) is or will be available nearby so as to provide for continuity of the Coastal Trail. The extent of the bluff retreat shall be determined through a site-specific geological study conducted by a qualified registered geologist. The dedication should be made to the City of Pismo Beach or other appropriate public agency as determined by the city.

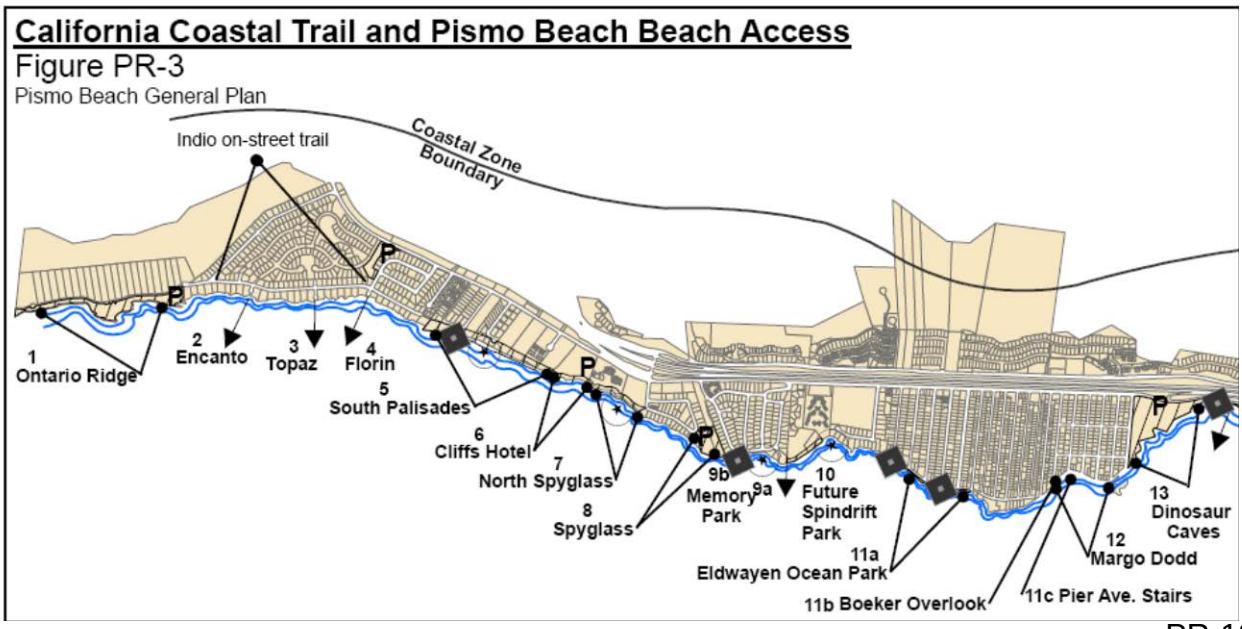
Encroachments into the bluff-top conservation and lateral access zone shall be limited to roadway extensions which incorporate public parking opportunities. Such encroachments shall not extend more than a depth of 35 feet into the conservation and public access zone. Development of structures shall be prohibited within the zone, except for public amenities such as walkways, benches, and vertical beach access stairs. Landscaping and irrigation of these areas shall be designed to avoid or minimize bluff-top erosion problems. (See also Land Use Policies B-3, C-2, D-5, E-6, F-3, G-7, H-10 and J-3.)

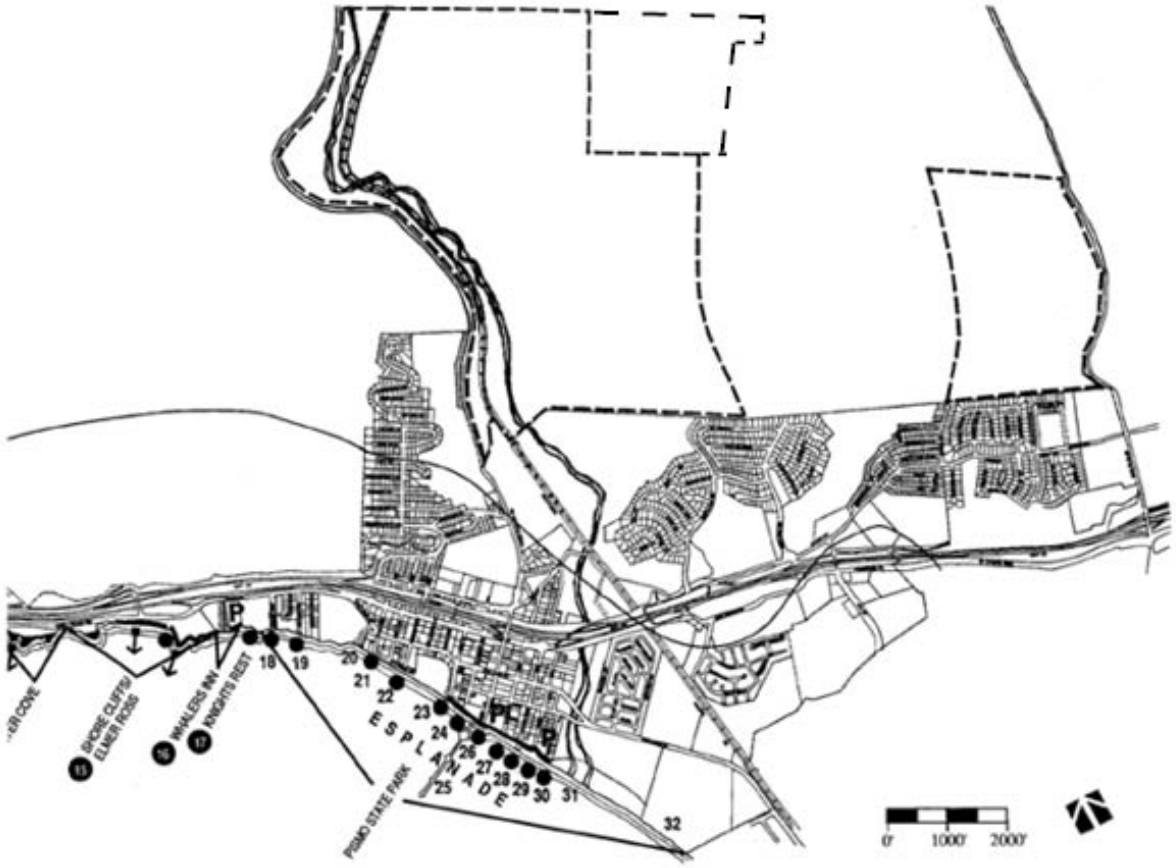
Table PR-4 Physical and Visual Ocean Access/California Coastal Trail *(See Figure PR-3 for map locations)*												X - Existing # - Proposed
Planning Area	**Access Points**	**Public Beach Access Stairs**	**Walking Path and/or Walking with View Access**	**Direct Beach Access No Stairs**	**View Points**	**Lateral Open Space Top of Bluff**	**Barranca**	**Parking On-Street**	**Parking Off-Street**	**Signage &/or Amenities**	**Open to Public**	**Comments**
A. Sunset Palisades	1a: The Bluffs trail. 1b: Indio Drive		X X		X X	X		 X	X	X X	X X	Improved public trail with access at the north end connecting to SLO County trail. On-street section of the California Coastal Trail with ocean overlooks.
	2. Encanto		X		X			X		#		No improvements
	3. Topaz St.		X		X			X		#		No improvements
	4. Florin St.		X		X			X		#		Improvements complete
B. South Palisades	5. Beachcomber stairs	X	X		X	X		X		X	X	Located at lateral bluff top park 80% improved with park/open space amenities (benches, picnic tables) and >150 On-street parking spaces available.
	6. Sunset Beach Estates stairs	#	#		#	#		#		#	#	North side of Barranca with access to South Palisades Park areas adjacent to Ebb Tide. Approved subdivision with linear park and beach access.
C. North Spyglass	7a. Cliffs Hotel stairs	X	X		X	X	X		X	X	X	Trash receptacles available.
	7b. Bluff top trail		X		X	X	X		X	X	X	Improved public access bluff top trail at the rear of the Cliff's Hotel, Dolphin Bay Resort, and Spyglass Inn.
D. Spyglass	8. Spyglass Park	#	X		X	X	X		X	#	X	Steep dirt trail at the edge of Barranca provides beach access but should be improved. Benches and trash receptacles available along bluff top.

Table PR-4 Physical and Visual Ocean Access/California Coastal Trail *(See Figure PR-3 for map locations)*												X - Existing # - Proposed
Planning Area	**Access Points**	**Public Beach Access Stairs**	**Walking Path and/or Walking with View Access**	**Direct Beach Access No Stairs**	**View Points**	**Lateral Open Space Top of Bluff**	**Barranca**	**Parking On-Street**	**Parking Off-Street**	**Signage &/or Amenities**	**Open to Public**	**Comments**
E. St. Andrews Tract	9a. Memory Park	#			X	X		X		X	X	Benches, tables, trash receptacles available. A beach access stairway to St. Andrews Beach shall be installed in this area.
	9b. Seacliff Access path		X							#		Walking path between 182 and 188 Seacliff; public access easement between St. Andrews Tract subdivision and Spyglass Park. Ongoing bluff erosion may affect the functionality of this access easement in the future.
F. Spindrift	10. Linear Bluff top park	#	#		#	#			#	#	X	Area for lateral park to be dedicated with future development of the estates pursuant to Policy LU-F-3 and LU-F-4. Pedestrian access to the area is from Naomi and Park Place. Pedestrian access easement over the park shall be no closer than 25' from the top of the bluff.
H. Shell Beach	11a. Eldwayen Ocean Park	X	X		X	X		X		X	X	Beach access at Vista Del Mar and Cuyama. Cuyama stairs require improvements.
	11b. Boeker overlook		X		X	X		X		X	X	Access path from Placentia to Boeker along oceanfront. Future public bluff top access through to Ocean Blvd. to the south if/when development occurs directly to the southwest of Boeker.

Table PR-4 Physical and Visual Ocean Access/California Coastal Trail *(See Figure PR-3 for map locations)*												X - Existing # - Proposed
Planning Area	**Access Points**	**Public Beach Access Stairs**	**Walking Path and/or Walking with View Access**	**Direct Beach Access No Stairs**	**View Points**	**Lateral Open Space Top of Bluff**	**Barranca**	**Parking On-Street**	**Parking Off-Street**	**Signage &/or Amenities**	**Open to Public**	**Comments**
H. Shell Beach *continued*	11c. Pier Avenue stairs	X	X		X	X		X		X	X	Bench and trash facilities available.
	12. Margo Dodd Park	X			X	X		X		#	X	Gazebo, picnicking, trash facilities available.
I. Dinosaur Caves	13. Dinosaur Caves Janowicz Path		#		#	#			#	#	#	An improved park for four ocean overlooks, bluff top trail, and multiple park amenities.
	14. Shelter Cove	#	X		X	X			X	X	X	Public parking at the Shelter Cove Hotel.
J. Motel District	15. Shorecliffs/ Elmer Ross	X			X	X			X	X #	X #	Signage needs improvement, 3 gazebo/viewing platforms
	16. Whalers Inn				X	X	X	X		X	#	
	17. Knights Rest	X			X			X				Stairs need repair
	PISMO STATE BEACH											
	18. Tides Hotel	X						X		X	#	
	19. Wilmar Ave.	X			X			X		X	X	Volleyball on beach, portable restrooms
	20. Trader Nicks						X			#		

Table PR-4 Physical and Visual Ocean Access/California Coastal Trail *(See Figure PR-3 for map locations)*												X - Existing # - Proposed * - Existing & Proposed
Planning Area	**Access Points**	**Public Beach Access Stairs**	**Walking Path and/or Walking with View Access**	**Direct Beach Access No Stairs**	**View Points**	**Lateral Open Space Top of Bluff**	**Barranca**	**Parking On-Street**	**Parking Off-Street**	**Signage &/or Amenities**	**Open to Public**	**Comments**
K. Commercial Core	21. Cypress Street (North)				X			X		#	X	Volleyball on beach
	22. Wadsworth Steps	X	X					X			X	Volleyball on beach, play equip. seasonal
	23. Main Street		X					X		#	X	Connected by proposed esplanade
	24. Pomeroy Ave.	X						X	X	X	X	Connected by proposed esplanade
	25. Pier	X		X	X	X		X	X	X	X	Restrooms available
	26. Hinds St.		X		X			X	X	X	X	Connected by proposed esplanade
	27. Stimson Ave.	#	X		X			X		X	X	Connected by proposed esplanade
	28. Ocean View Ave.			X	X			X		#		Connected by proposed esplanade
	29. Park Ave.			X				X		#		Connected by proposed esplanade
	30. Addie Street		X					X	X	#		Connected by proposed esplanade
	31. Pismo Creek		*						X	#	#	Restroom to be remodeled, trails to be added both sides
L. Pismo Creek	32. North		X	X		X			X	X	X	Needs better access to beach, day use facilities, signage.





PR-24 Perpendicular Access to Shoreline Required

Public access perpendicularly from the nearest public roadway to the shoreline should be provided in new development projects except where protection of fragile coastal resources prevents access or adequate public access already exists nearby (generally within 500 feet or as shown on Figure PR-3). Existing bluff-top single-family lots less than 10,000 sq. ft. in area are exempted from this requirement.

PR-25 Access Maintenance and Liability

Dedicated access-ways shall not be required to be opened to public use until a public agency, homeowners association or private property owner agrees to accept responsibility for maintenance and liability of the access-way.

PR-26 Access Parking Area Required

Parking, consistent with site constraints, shall be provided in conjunction with vertical and lateral access-ways wherever necessary to ensure the use of the access-way. Dedication shall be required for such parking when appropriate.

PR-27 Environmental Carrying Capacity

The City, and other appropriate public agencies with jurisdiction, shall determine the environmental carrying capacity for all existing and proposed recreational areas sited on or adjacent to the beach, dunes, cliffs, wetlands, streams, tide-pools, or any other habitat areas. A management program shall be developed to control the kinds, intensities, and locations of recreational activities so that habitat resources are preserved. The level of facility development (i.e., parking spaces, camper sites, etc.) shall be correlated with the environmental carrying capacity. Designs respectful of natural forms shall be emphasized.

PR-28 Access Signs Required

Signs should be located at all access points and street leading to access points to assist the public in recognizing and using major coastal access points. Such signs should be designed and located for easy recognition.

PR-29 Specific Access Points

Specific area access programs for implementation of the general goals and policies are given in Table PR-4. These programs are given by access point and by neighborhood planning area within the City. Figure PR-4 identifies the location of these access points; the access points are shown on the figure by the number that corresponds to the access point as described in Table PR-4. This information shall be used in conjunction with specific plans. See also:

Land Use Element	LU-B-6	Stairway Access to the Beach
Land Use Element	LU-F-3	Lateral Access and Open Space
Land Use Element	LU-F-5	Stairway Access to the Beach

PR-30 Spindrift Viewpoint

A 50-foot linear easement at the top of the bluff and southeast of the existing viewpoint should be granted to the city concurrent with any development approvals. This easement should include as many of the existing pine trees as possible. A minimum 10-foot easement from the south end of the Spindrift path should be dedicated to the city with development of the oceanfront property and concurrent with expansion of the bluff-top area for public use. The nearby heron rookery shall remain undisturbed.

PR-31 Boardwalk

A pedestrian beachfront boardwalk shall be constructed between Pismo Creek and Main Street. A beach pathway shall continue to Harloe Street.

PR-32 Motor Driven Vehicles on Beach Prohibited

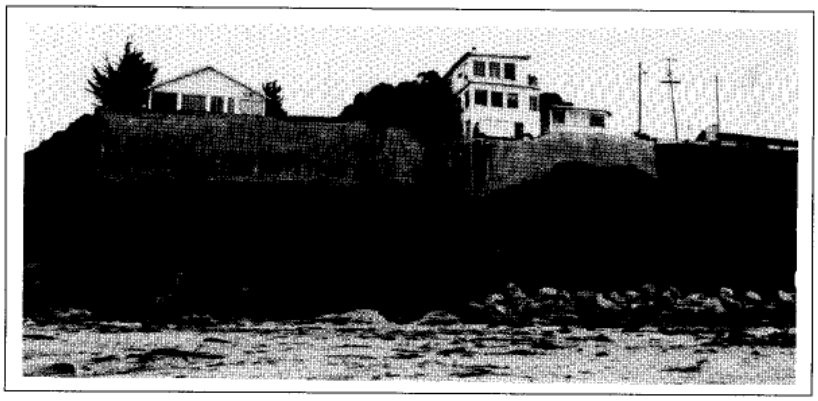
Motor driven vehicles shall be prohibited access to the beaches within the city except for these purposes:

1. When performing necessary maintenance or emergency activities.
2. When conducting promotional activities, providing that such activities are (1) on a short-term basis; (2) limited to the hard sandy beaches; (3) do not adversely impact marine or other coastal resources, including the habitat of the intertidal area; (4) do not interfere with pedestrian beach access and use; and (5) the area disrupted as a result of such use shall be returned to its pre-existing condition.

PR-33 Permitted Development In Bluff-top Access Areas

Development permitted in the areas reserved for public bluff-top access or recreation shall be limited to structures and facilities designed to accommodate recreational use of the area, including but not limited to stairways, benches, tables, refuse containers, bicycle racks, public parking facilities, seawalls, groins, etc. In no case shall any development except public access paths and access facilities and public stairways be permitted within the bluff retreat setbacks identified in site specific geological studies.

Safety Element









Safety Element

Background

California General Plan law requires the Safety Element to address means of protecting the community from unreasonable risks associated with seismic hazards, slopes and cliff instability, subsidence, flooding, and urban and wild-land fires. This element also implements provisions of the California Coastal Act pertaining to minimizing hazard potential in the Coastal Zone.

The intent of the Safety Element is to establish polices that will minimize the potential of human injury and property damage by reducing the exposure of persons and property to natural hazards. The policies and actions included are based upon determinations as to the acceptable levels of exposure to risk for each type of hazard. The evaluations and policies necessarily involve judgments based upon such factors as the severity of the hazard; the likely frequency of damage-inducing events; the potential number of persons exposed to the risk; and the amounts of potential losses due to injuries, deaths, and damage to property.

Exposure to the hazards addressed in this element may or may not be voluntarily undertaken by individuals. Voluntarily taken risks, however, are not necessarily acceptable from a public point view. This is because property owners and residents frequently have expectations that public actions, such as building and zoning regulations or floodplain management, will provide a significant risk-reduction. For the various hazards, thresholds of unacceptable exposure to risks have been determined. These determinations are expressed in policies, which limit the intensity of development in high-risk areas, impose development standards, which will provide a measure of protection, or prohibit construction in areas with unacceptable risks.

In imposing any restrictions, it is the intent of the general plan to protect the public health, safety and welfare within the following framework: 1) individuals should not be permitted to develop land in a manner which would impose risks on their neighbors or the community at large; 2) future residents of subdivisions or other developments should not be placed in jeopardy through a failure of the City to require adequate risk- assessment when considering permits; and 3) a financial burden should not be imposed on the general taxpayer by allowing developments in hazard-prone areas which are likely to have unusually high costs for public services and for disaster relief.

The City of Pismo Beach has prepared, and is responsible for the maintenance of an Emergency Plan required by the California Emergency Services Act. Among the peacetime emergencies considered in the Plan are earthquakes, fires and floods.

This Element is based on; a) A Technical Report which contains the risk analysis of potential hazards (see Technical Appendix to General Plan); b) The larger County of San Luis Obispo Seismic Safety Element Study (see Technical Appendix to General Plan); c) The issue identification document of the City's 1981 Local Coastal Program (see Technical Appendix to General Plan).

Background material on cliff erosion, flooding and seismic issues are included in separate sections to follow. Fire and radiation hazards are briefly discussed below.

Fires in undeveloped areas that result from the ignition of accumulated brush and woody material are termed "wild-land fires" and represent a significant threat to safety in San Luis Obispo County and to some extent within the Pismo Beach.

Principal urban fire hazards in Pismo Beach result from (1) the influx of population during the tourist season, (2) existing and potential multi-story developments, and (3) the presence of U.S. Highway 101 and the Southern Pacific Railroad. The large tourist population of the city during the summer could impede efficient response by the city's fire department because of traffic congestion in the beach area. The problems could be compounded if large-scale evacuation were necessary. Multi-story structures represent potential hazards be- cause of their dependence on internal support systems including ventilation, water, and elevator systems. Additional background on fire hazards is included in the technical report (see Appendix to General Plan).

An analysis of radiation hazards is not specifically required by the Government Code, but is included in the Safety Element for San Luis Obispo County (see Technical Appendix to General Plan), because of the presence of the Pacific Gas and Electric Company's nuclear power plant at Diablo Canyon. The evaluation of radiation hazards does not include an estimate of risk. The potential for hazardous situation arises from the presence and transport of highly radioactive nuclear fuel within the city limits. This hazard is recognized by utilities, government agencies and private citizens. Numerous steps have been taken to minimize the risk of release of high levels of radiation. Some level of risk, however small, does exist, though, and it is appropriate to plan for an accident. The emphasis of this element, with respect to radiation hazards, is on emergency response capabilities rather than on discussion of risk.

Principles

P-23 Protection of Life & Safety

Pismo Beach shall develop policies to minimize injury and loss of life, to minimize damage to public and private property (particularly damage to critical facilities and structures where large numbers of people are apt to congregate at one time), and to minimize social and economic dislocations resulting from injuries, loss of life, and property damage.

P-24 Maintain Unique Physiographic Characters

The unique physiographic character of Pismo Beach, including the City's sandy and rocky beaches, hills and valleys, creek corridors and riparian areas within the City and within its spheres of influence shall be maintained through the proper management of vegetal cover, natural surface water runoff patterns, and patterns of groundwater recharge. Management of these natural features will conserve soil resources and prevent excessive erosion due to wind and water.

Policies

S-1 Risk Identification

The City shall continually provide for the identification and evaluation of existing structural hazards, and abate those hazards to acceptable levels of risk. Specifically:

a. Structures within the City's jurisdiction that are old, or suspect of hazards from fire, flooding and geologic events, including bluff retreat, should be inspected by qualified personnel to determine the degree of the hazards.
   Critical facilities should be inspected prior to non-critical facilities, and public-owned facilities prior to private owned facilities. Structural inspections are a major seismic concern. Susceptibility to damage from flooding should be determined based on the 100-year flood. Fire hazards are best evaluated on a building-by-building basis, by qualified inspection personnel.

b. CALTRANS should review its facilities and roadways within the area to determine the potential impact of expected earthquakes and floods and should forward comments to the City.

c. The Pacific Gas and Electric Company and the Southern California Gas Company should continue the review of their facilities and distribution/transmission networks and centers, especially with regard to fire and earthquake hazards to ensure adequate and safe service pursuant to the standard of construction, operation and maintenance mandated by the California Public Utilities Commission. Where local standards differ significantly with those of the Commission, the City should inform the commission accordingly in order that such differences be taken into consideration.

d. Structures, which have been inspected and found to have a high degree of hazard from earthquake, landslide, fire or flooding should be brought up to an acceptable level of risk or mitigated to reduce the level of risk. Programs used to bring structures up to standards should include, but not be limited to, structural rehabilitation, flood proofing, occupancy reduction, and demolition and reconstruction.

e. The City shall initiate abatement proceedings against structures found to be unsafe.

S-2 New Development

New development within the City's jurisdiction shall be designed to withstand natural and man-made hazards to acceptable levels of risk by:

a. Adoption of the most recent safety requirements in the Building and Fire Code.

b. Using the planning and technical criteria presented in the Safety Element, as basic guidelines for all new public facilities.

c. Evaluating new development, particularly industrial, commercial or utility development, to ensure that construction or operation of the project will not cause hazardous conditions at an unacceptable level of risk.

d. Requiring new development to avoid portions of sites with high hazard levels.

Bluff Erosion/Instability

Background

Approximately five miles of the northwest portion of the city's shoreline consists of cliffs and bluffs ranging in height from ten to one hundred feet. The rapidly receding nature of this long cliff line has claimed, and continues to threaten, a broad range of public and private investments located near the edge. This bluff erosion has been caused by both natural events and human activities, including development and intrusion up and down the unprotected banks. Eight areas of the city suffered damage from severe storms in 1978.

The Coastal Act (Section 30253) addresses bluff erosion as follows:

"New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs."

Information regarding bluff erosion rates along the city's bluff areas is contained in the General Plan Technical Appendix.

The city completed a bluff erosion study addressing public oceanfront property in 1991. However, precise information regarding cliff retreat is not available for the majority of the privately owned coastline. More information on a site- to-site basis is needed regarding the erosion process, rates of erosion, and exact locales of most severe cliff or bluff-top erosion other than those identified by the City. Over the years, many types of protective structures have been built. No comprehensive information is available describing the devices, their maintenance requirements or long-term effects on the shoreline.

Policies

S-3 Bluff Set-Backs

All structures shall be set back a safe distance from the top of the bluff in order to retain the structures for a minimum of 100 years, and to neither create nor con- tribute significantly to erosion, geologic instability or destruction of the site or require construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The City shall determine the required setback based on the following criteria:

a. For development on single-family residential lots subdivided prior to January 23,1981, the minimum bluff setback shall be 25 feet from the top of the bluff (bluff-top is defined as the point at which the slope begins to change from near horizontal to more vertical). A geologic investigation may be required at the discretion of the City Engineer, and a greater setback may be applied as the geologic study would warrant.
b. For all other development, a geologic study shall be required for any development proposed.

S-4 Bluff-top Guidelines/Geologic Studies

Site-specific geologic reports shall incorporate the information requirements contained in the State Coastal Commission's guidelines for Geologic Stability of Bluff-top Development, as adopted May 3, 1977 and updated on December 16, 1981. This guideline is included in the Appendix. The report shall consider, describe and analyze the following:

1. A site-specific erosion control plan to assure that the development would not contribute to the erosion or failure of any bluff face shall be prepared by a licensed engineer qualified in hydrology and soil mechanics for all bluff-top development.
2. Cliff geometry and site topography, extending the surveying work beyond the site as needed to depict unusual geomorphic conditions that might affect the site. (See guidelines in the Appendix.)
3. Historic, current and foreseeable cliff erosion, including investigation of recorded land surveys and tax assessment records in addition to the use of historic maps and photographs where available and possible changes in shore configuration and sand transport.
4. Geologic conditions, including soil, sediment and rock types and characteristics in addition to structural features, such as bedding, joints, and faults.
5. Evidence of past or potential landslide conditions, the implications of such conditions for the proposed development and the potential effects of the development on landslide activity.
6. Impact of construction activity on the stability of the site and adjacent area.
7. Ground and surface conditions and variations, including hydrologic changes caused by the development (i.e., introduction of irrigation water to the ground water system); alterations in surface drainage.
8. Potential erodibility of the site and mitigating measures to be used to ensure minimized erosion problems during and after construction (i.e., landscaping and drainage design).
9. Effects of marine erosion on seacliffs;
10. Potential effects of seismic forces resulting from a maximum credible earthquake; and
11. Any other factors that might affect slope stability.

S-5 Development on Bluff Face

No additional development shall be permitted on any bluff face, except engineered staircases or access-ways to provide public beach access, and pipelines for scientific research or coastal dependent industry. Drain- pipes shall be allowed only where no other less environmentally damaging drain system is feasible and the drainpipes are designed and placed to minimize impacts to the bluff face, toe and beach. Drainage devices extending over the bluff face shall not be permitted if the property can be drained away from the bluff face, toe and beach.

S-6 Shoreline Protective Devices

Shoreline protective devices, such as seawalls, revetments, groins, breakwaters, and riprap shall be permitted only when necessary to protect existing principal structures, coastal dependent uses, and public beaches in danger of erosion. If no feasible alternative is available, shoreline protection structures shall be designed and constructed in conformance with Section 30235 of the Coastal Act and all other policies and standards of the City's Local Coastal Program. Devices must be designed to eliminate or mitigate adverse impacts on local shoreline sand supply, and to maintain public access to and along the shoreline. Design and construction of protective devices shall minimize alteration of natural landforms, and shall be constructed to minimize visual impacts. The city shall develop detailed standards for the construction of new and repair of

existing shoreline protective structures and devices. As funding is available, the city will inventory all existing shoreline protective structures within its boundaries.

S-7 Hazards Overlay Zone

Areas where bluff-top hazards exist shall be included within and subject to the requirements of the Hazards Overlay Zone

Flood Hazards

Background

The City has two areas with potential flood hazards: the Pismo Creek/Price Canyon and Meadow Creek/Pismo Marsh drainage-ways. The last flood of major proportions occurred in 1971, which damaged private and city property along the two creeks. Since the floods, the city with the aid of the Army Corps of Engineers has made alterations to Pismo Creek channel to reduce flood hazard. Existing flood plain maps prepared prior to the recent creek improvements show that substantial developed areas in the city's commercial core and Pismo Creek Planning Areas could be subject to flooding from a 100-year storm.

The majority of the Meadow Creek flood plain within the city limits is contained within the State Department of Fish and Game controlled Pismo Lake Ecological Preserve (Pismo Marsh). The preserve is bounded on all sides by slopes, which rise over the 100-year level of flood, thus containing flooding within the preserve boundary. Meadow Creek leaves the preserve at State Highway 1, which crosses the creek via a low-lying bridge. The creek flows into the North beach Campground where it divides into two channels, one flowing into the ocean, and the other flowing southward into the Grover City area. The creek channel floods state Highway 1, the commercial property to the north of the creek at State High-way 1, and the North Beach Campground during periods of heavy storm flows. The level of flooding is affected by tidal conditions.

One hundred year flood plain maps have been prepared by the Army Corps of Engineers. Any proposed project within the existing mapped area should supply flood plain information prior to project construction in order to determine whether or not the property is subject to flooding.

Policies

S-8 Flood Plain Zoning

Areas subject to flooding shall be mapped within and subject to the requirements of the Flood Plain Overlay Zone.

S-9 Restrictions on Development Within the 100-Year Flood Plain

1. No habitable structure shall be approved for construction within the area of the 100-year flood plain unless the applicant demonstrates that the finished floor elevations are at least one foot above the projected elevation of the 100-year flood, except as allowed by FEMA regulations.
2. No new fill, structure, or other obstruction shall be permitted to be placed or constructed within a flood-way unless a detailed hydrologic study has been prepared and approved by the City Engineer ensuring that the proposed project will not obstruct, in any way, passing floodwaters.
3. No new development shall be allowed in the 100-year flood plain which will contribute to or increase flood hazards on the same or other properties or which would require construction of flood control devices.
4. Any application for development on a parcel any portion of which is within the boundary of the 100-year floodplain shall be required to submit a hydrological engineer's report which assesses the nature of the flood risks, identifies the boundary of the 100-year flood plain and specifies the protective measures that should be undertaken to attain compliance with the city's flood plain zoning and with FEMA regulations.

Geological/Seismic Hazards

Background

The California State Legislature has placed specific responsibilities on local government for identification and evaluation of seismic hazards and the formation of programs and regulations to reduce risk.

Cities and counties must take seismic hazards into account in their planning programs. The basic objective is to reduce loss of life, injuries, damage to property, and economic and social dislocations resulting from future earthquakes.

The City of Pismo Beach is located in a seismically active area. However, no active faults are known to be present within or in the near vicinity of Pismo Beach and surface rupture resulting from fault movement is not considered a significant problem within the City. Additionally, the potential for landslides is considered to be negligible in rocks that underlie most of the city and its surrounding hills.

Ground shaking could occur in Pismo Beach, primarily from the San Andreas Fault. The Nacimiento fault is considered a secondary source of strong ground shaking but would have a negligible effect on Pismo Beach. This section of the Safety Element is a refinement of the larger County of San Luis Obispo Safety Element Study. The "Technical Report" from the County is to be considered an internal part of the General Plan and is included in the Technical Appendix. From analysis derived in the County's Technical Report it is recommended that the criteria on Table S-1 be utilized as a basis for determining acceptable risk in Pismo Beach.

Hazards that can be effectively evaluated as a part of individual site investigations are treated in a general manner with the intent that the results be used to facilitate the administration of public safety. The relationship and attendant responsibilities between this concept and the evaluation of specific seismic/geologic hazards is given on Table S-2.

The primary responsibility for evaluation of each aspect of a hazard is shown by an "XX". Those aspects for which either sector may commonly have a secondary responsibility are indicated by an "X". The intent is to show the distribution of responsibility for evaluation of a hazard.

The derivation of the twenty seismic zones for the entire County has been documented in the County Technical Report. They are expressive of the level of ground motion that can reasonably be anticipated from earthquakes on the principal fault systems affecting San Luis Obispo County. The characteristics of each seismic zone are represented by response spectra, which translate ground motion into displacement (inches); velocity (inches per second); and acceleration (inches per second expressed as a percent of the acceleration of gravity). These three factors, which are derived from mathematical analysis, are essentially the descriptors of each seismic zone.

The potential for liquefaction and landslides is present within and surrounding the city. Liquefaction areas are limited, however, to soils having relatively low compaction underlain by shallow groundwater (refer to Technical Appendix). Landslides are also limited, primarily to the hills flanking the City on the north.

Allocation of resources towards realizing the following policies will be a continuing consideration of decision-makers over a long period of time.

An earthquake of Richter Magnitude 8.0 to 8.5 can be expected in the future. Secondary seismic hazards could result from the interaction of ground shaking with existing soil and bedrock conditions, and include liquefaction, settlement, landslides, tsunamis or "tidal waves", and seiches (oscillating waves in lakes or reservoirs).

The State Legislature in 1986 passed SB.547 (Government Code Section 8875) requiring every local jurisdiction in Seismic Zone 4, which includes Pismo Beach, to identify and mitigate all "potentially hazardous buildings." These are defined as buildings constructed of brick or other masonry materials, and that are not reinforced. Pismo Beach has identified 21 hazardous buildings including City Hall.

Table S-1
Acceptable Risk Criteria

Type of Facility	Fault System	Magnitude
Normal (Residences, commercial, light manufacturing, etc.)	San Andreas	8.0+
Critical (Hospitals, communication center, public building, etc.)	San Andreas	8.0+

Table S-2
Distribution of Responsibility For Evaluation of Seismic/Geologic Hazards

Hazard	Public	Private
Fault Rupture:		
Evaluation of Fault	XX	
Location of Site		XX
Earthquake Shaking:		
Sources of Shaking	XX	
General Levels of Shaking	XX	X
Effects on Site		XX
Tsunamic and Seiche:		
Risk of Occurrence	XX	
Effects on Site		XX
Dam Failures:		
Risk of Occurrence	XX	
Effects on Site		XX
Landslide:		
Risk of Occurrence	XX	X
Effects on Site		XX
Liquefaction, Settlement & Subsidence:		
Risk of Occurrence	XX[1]	
Effects on Site		XX

[1] Evaluation requires determination of expected shaking.
xx Indicates primary responsibilities.
x Indicates secondary responsibilities.

Policies

S-10 Hazardous Overlay Zone

Land areas subject to hazards associated with steep slope, slope instability and drainage problems shall be included within the Hazardous Overlay and Protection Zone. Generally, all lands in excess of 10% slope shall be included.

S-11 Development Review in Hazardous Overlay Zone

Geologic reports may be required and shall be re- viewed by the appropriate decision-making body, prior to approval of any development permits for projects located within the Hazardous Overlay Zone.

S-12 Education Programs

The City should develop an information program to familiarize citizens with seismic safety issues. School districts and agencies related to aged, handicapped and seismically susceptible industries should be encouraged to develop education programs relative to seismic awareness.

S-13 Development Regulations

a. The Technical Appendix should be made available to developers for review and use when proposing land development projects.
b. Development shall be prohibited in:
    1. landslide risk areas without site-specific slope stability investigations.
    2. areas of high potential liquefaction without site-specific analysis of liquefaction potential.

S-14 Critical Facilities

a. All critical facilities constructed prior to 1948 should be reviewed by a structural engineer for potential hazards. Since many of these structures have regional impact, the source of funding for the inspection program ought to be at the regional level.
b. All new critical facilities shall be designed to continue functioning after a major earthquake.
c. Emergency communication centers, fire stations, and other emergency service facilities should be examined as to their earthquake resistant capacities. If found below acceptable standards, a program to mitigate potential hazards should be immediately established.

S-15 Brick and Masonry Non-Reinforced Buildings

The City shall adopt ordinance or other mitigation programs to reduce the hazards from brick or masonry non-reinforced buildings. Such regulations shall require building strengthening or demolition.

S-16 Community Programs

Community programs that train volunteers to assist police, fire, and civil defense personnel how to perform effectively after an earthquake, shall be supported.

S-17 New Construction Across Faults Prohibited

New construction directly astride or across known faults, or fault zones, shall be prohibited. Non-structural land uses, however, should not be prohibited.

Wildland Fire Protection

Fires in undeveloped areas that result from the ignition of accumulated brush and woody material are termed "wildland fires". These fires represent a significant threat to safety in San Luis Obispo County and to some extent within the City of Pismo Beach.

S-18 Wildland Fire Analysis

The City shall require a wildland fire analysis and plan as part of all future annexations. Additionally, the city shall prepare a wildland fire analysis and plan prior to implementation of the required open space/park, Conservation Element Policy CO-8. At a minimum these plans shall specify:

a. Appropriate fuel clearance areas
b. Building set-backs from undeveloped areas
c. Access to high hazard areas
d. Standards for evaluation of areas
e. Identified turnouts and helispots in road system
f. Water supplies
g. Manpower and equipment requirements.

Emergency Preparedness Plan

Emergency Preparedness - San Luis Obispo County and incorporated cities peacetime emergency organizations rely heavily on the concept of mutual aid for responding to major disasters. While the basic planning framework and emergency inventories should be adequate for most disasters, they may prove insufficient when confronted with a major earthquake, widespread flooding, or a large fire.

Emergency communications between different agencies cooperating under mutual aid agreements may be impaired in a major disaster by the lack of a common emergency communication channel.
Risk - Given that certain natural hazards exist in San Luis Obispo County, it is necessary to decide whether the risks these hazards present are acceptable or whether action is necessary to reduce the level of risk. The Council on Intergovernmental Relations (CIR) defines "risk" from natural and man-made hazards in three categories:

1. Acceptable Risk: The level of risk below which no specific action by government is deemed to be necessary.
2. Unacceptable Risk: The level of risk above which specific action by government is deemed to be necessary to protect life and property.
3. Avoidable Risk: A risk which is not to be taken because the individual or public goals can be achieved at the same, or less, total "cost" by other means without taking the risk.

To determine levels of acceptable risk is to provide an answer to the question, "How safe is safe enough?" No environment is perfectly hazard-free. Natural and man-made hazards of some kind are always present, especially in urban environments. However, some hazards cause only minimal loss or occur so rarely that they need not be planned for at the community level. On the other hand, some events occur often enough, are large enough, and have the potential for major disruption of the community such that a community- wide response to the risk is called for. Deciding the level of response to natural hazards such as fire and flooding is a public process, which involves making a judgement, either explicit or implicit, about acceptable risk. Scientific expertise can determine the magnitude of the hazard and estate the probable effects, but it cannot decide for the public how much risk to assume (or not assume by planning for loss- reduction). The determination for acceptable risk from hazardous events also involves differentiating among man-made structures according to their potential effect on the loss if life and their importance in terms of emergency response and continued community functioning.

A recommended list of critical facilities based on potential effects on loss of life and importance to continued community functions is contained in Table S-3.

The management and coordination of emergency preparedness and response efforts, related to the hazards discussed in the preceding sections, is shared by all levels of government. San Luis Obispo County and its cities rely heavily on the concept of mutual aid for responding to major disasters. The County's Office of Emergency Services is the agency designated to coordinate the responses to emergency situations which affect more than one agency.

Table S-3
Taxonomy of Critical Facilities

	Potential Effect on Loss of Life	Required for Comm. Functioning
Electrical Sub-Stations		x
Schools, Colleges	x	
Fire Stations		x
Railroad Lines		x
Aqueducts, Pipelines		x
Utility Lines		x
Community Buildings	x	
City Buildings	x	
Hospitals	x	
Sewage Treatment Plants		x
Water Works		x
Radio Station		x
Television Stations		x
Highway Patrol Offices		x
Major Highways, Bridges	x	
Power Plants (Nuclear)	x	x
Power Plants (Fossil Fuels)		x
Civil Defense HQ		x
Theaters, Auditoriums, and other places of public assembly with over a 100 person capacity	x	

S-19 Emergency Disaster Programs

The city shall develop and maintain a multi-hazard emergency response plan, which conforms to state and federal requirements. Objectives of the plan should be:

a. To save lives and protect property;
b. To provide a basis for direction and control of emergency operations;
c. To provide for the continuity of government;
d. To repair and restore essential systems and services;
e. To provide for the protection, use and distribution of remaining resources;
f. To coordinate operations with the civil defense emergency operations or other jurisdictions;
g. To enable the City to be self-sufficient in the weeks following a severe earthquake, such as a magnitude 8.5 event on the San Andreas Fault;
h. To provide for emergency medical facilities, temporary shelter, emergency communications equipment and emergency water and food supplies.
i. To establish a priority system for roads, services and other vital needs in the event of an earthquake disaster.
j. To train volunteers to assist police, fire, and civil defense personnel after an earthquake.

The City should annually review its Emergency Plan to anticipate emergency services, which may be required under mutual aid agreements and in the event of major accidents, including a radiological accident at the Diablo Canyon Nuclear Power Generating Station. The city's Emergency Plan should also be reviewed and revised to anticipate an accident during the transportation of hazardous materials. Primary emphasis should be given to responding to an accident on the Southern Pacific rail line or U.S. Highway 101.

S-20 Mutual Aid

The City shall make arrangements with the County, other cities, the state, and other agencies for mutual aid in emergency situations. Emergency service plans and agreements shall be based on a realistic assessment of the limited resources available to the various agencies.

S-21 Essential Public Services

A program designed to coordinate, repair and restore essential public services and utility systems following disaster-caused interruptions shall be prepared and maintained.

S-22 Hazardous Materials

A use permit shall be required for any commercial or industrial use involving potentially hazardous materials. Hazardous waste management plans shall be required as a condition of approval for such permits.

S-23 Evacuation Routes

Highways generally most suitable as evacuation routes are Highway 101, Highway 1, and Price Canyon Road. The particular route and direction of evacuation shall be determined at the time of an emergency situation based upon an evaluation of conditions at.that time by the county and city emergency operations centers.

S-24 Analysis and Education Programs

The City shall with the aid of the county and state, continue to provide for more detailed scientific analysis of natural and man-caused hazards impacting in the City. Specifically:

a. In reviewing development proposals for future water impoundments, the City should require (1) an evaluation of the potential inundation areas and (2) design of the dam to withstand the earthquakes which can be expected in the area.

b. Information on potential disasters, appropriate preparations and planned responses shall be disseminated as widely as possible to the media and general public. Special attention should be afforded to those groups particularly susceptible to seismic, fire and flooding hazards including, but not limited to, school districts, agencies involved with the aged, and agencies involved with handicapped persons. These agencies should be encouraged to develop educational programs of their own relative to hazard awareness.

c. The city's Emergency Services Director should be responsible for establishing community programs that train volunteers to assist police, fire and civil defense personnel during and after a major earthquake, fire or flood.

d. The City should continue to encourage programs in the lower grades using displays and demonstrations that would expose younger children to the nature and strength of fire. Such programs should tend to replace their natural curiosity with a sense of respect.

e. The City should continue to support or sponsor exhibits and presentations in secondary schools which demonstrate the more involved aspects of fire dynamics, i.e., major contributing factors to fire hazard and the relationship of fire to the natural ecology, and encourage parental cooperation and assistance in overall fire education programs.

