City of PISMO BEACH
General Plan & Local Coastal Plan

Adopted November 24, 1992.

Coastal Commission Modifications Adopted May18, 1993



It is highly prized, that edge of California
where the earth confronts
the sea.

Paul Sedway

Acknowledgments

Many people contributed their time, talent and skill to the preparation of the General Plan. This not only includes those who contributed to the 1992 document but also those who contributed extensively to the 1981 document.

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Don't go down to the ocean
With a notion
Of what you will find.
Mason Williams

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Noise Element

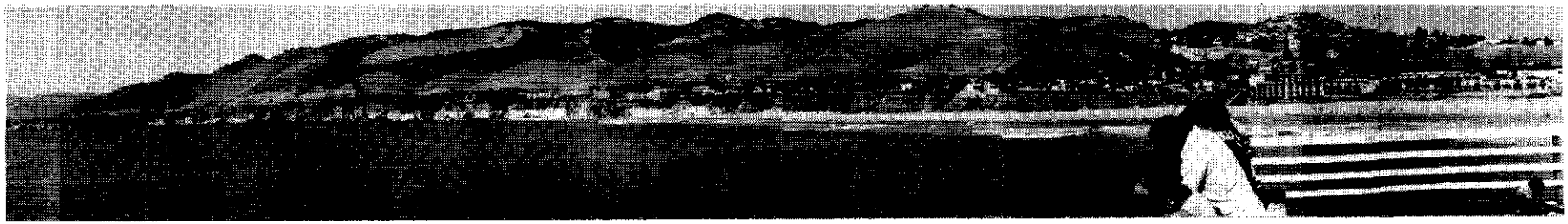
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To begin with
The sea is a sound
A down and around pound of sound
A lot of swish and splish
The smell of something big

Mason Williams



INTRODUCTION

The General Plan/Local Coastal Plan

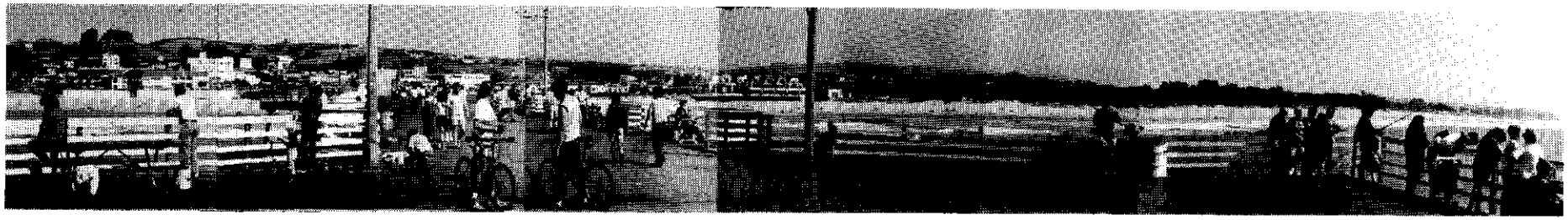
The Pismo Beach General Plan/Local Coastal Program is the City's constitution for physical development and change within the existing and future city limits. The Plan is a legal mandate that governs both private and public actions.

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.

Table 1
Mandatory/Non-Mandatory General Plan Elements

General Plan Elements	Mandatory	Non-Mandatory
Circulation	X	
Conservation & Open Space	X	
Design		X
Facilities		X
Growth Management		X
Housing	X	
Land Use	X	
Noise	X	
Parks and Recreation		X
Safety	X	







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 townsite of El 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 travellers along this route to their only contact with the ocean edge for some three hundred miles between San Francisco and Santa Barbara County.





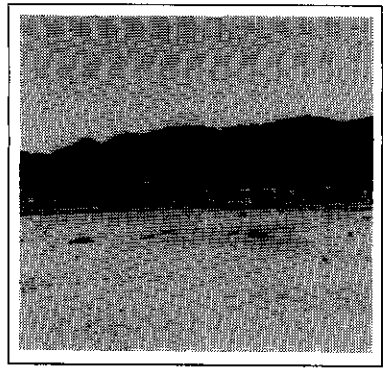
Communities that are popular vacation spots often tend to be popular retirement areas as well. A comparison of age statistics in the San Luis Obispo region shows that Pismo Beach is no exception. According to the 1990 census, the median age for the county was 30-34 years; for Pismo Beach, 40-44 years.

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 rise 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 cliffs 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 townsite 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

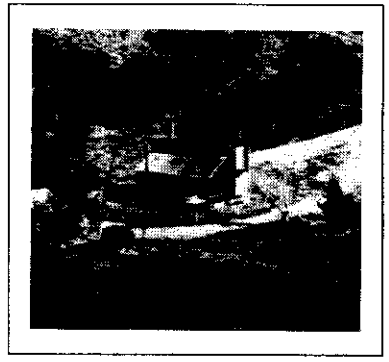
Focus of the General Plan Update

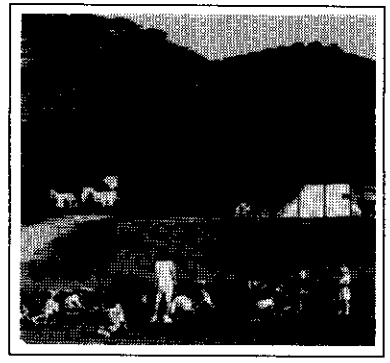




This 1992 update of the General Plan replaces a plan that was adopted by the City Council more than a decade ago. The new plan comes at a critical period for Pismo Beach. Major decisions must be made regarding the amount, location and timing of growth; the support for housing for all income levels; open space acquisition and preservation; the development and allocation of water resources; the revitalization of the downtown 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 accessways.

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:

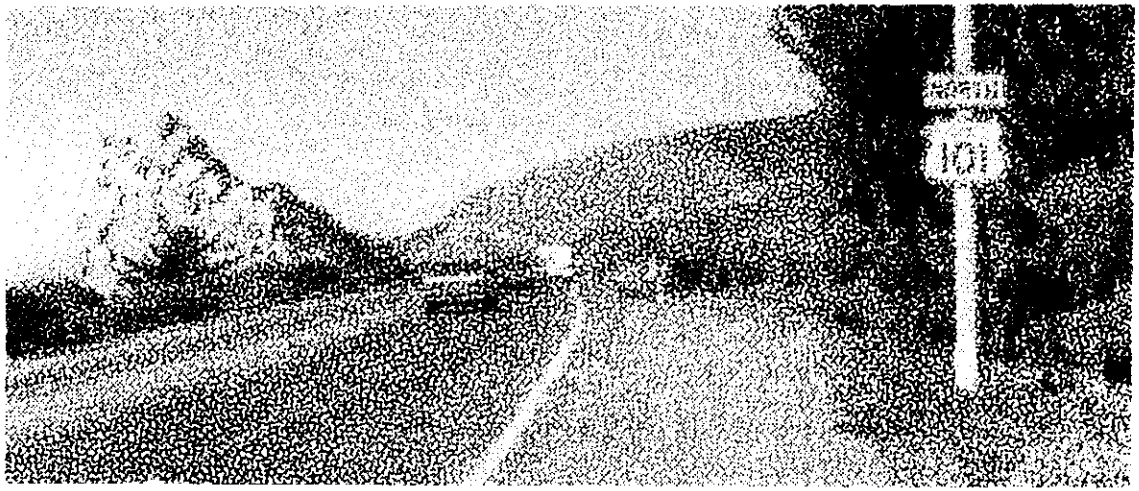
✔ Recognition that protection of life and property from hazards posed by flooding, earthquakes, bluff erosion, slope instability and woodland fires, is a key community goal.

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.



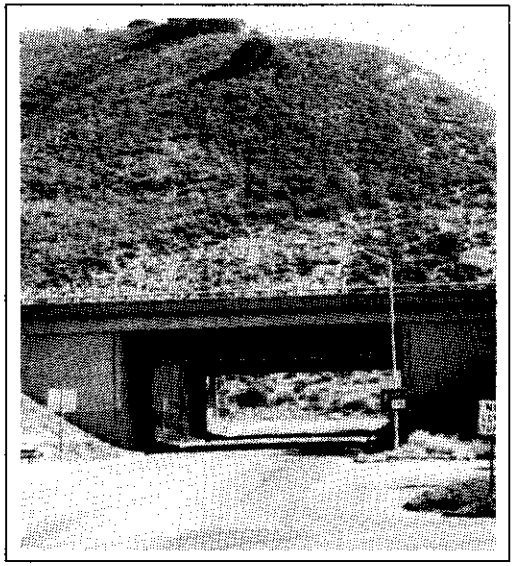
Circulation

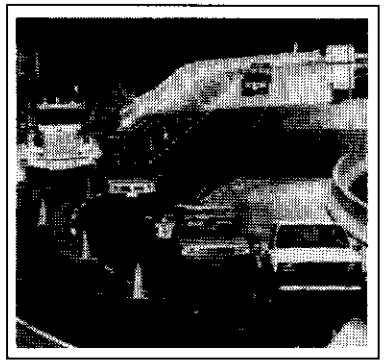


Let's not forget that so often when we talk about the city's problems - say, traffic congestion - we overlook the fact that they are also evidence of the city's vitality. Cities work, despite all the prophecies of chaos and doom.

Christian Science Monitor

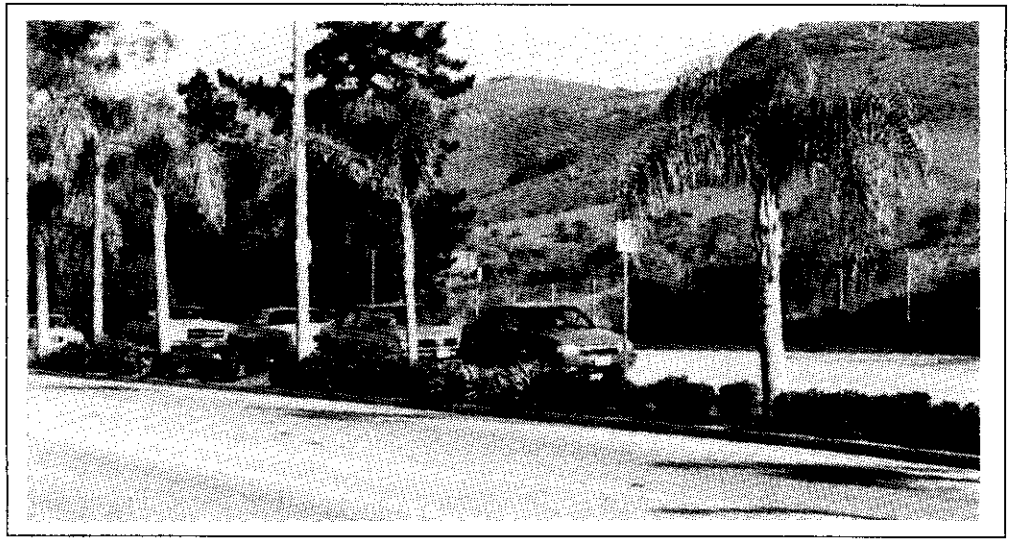
Circulation Element













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 lane 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-1).

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

Average Daily Traffic Volumes

(Peak Summer Month)

Figure C-1

PISMO BEACH GENERAL PLAN

KEY

CITY LIMITS

EXISTING ROADS

PROPOSED ROADS

RAILROAD

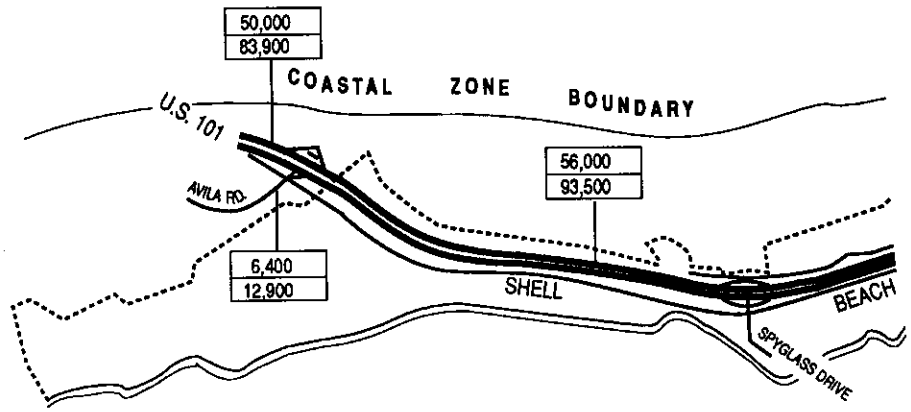
SPHERE OF INFLUENCE

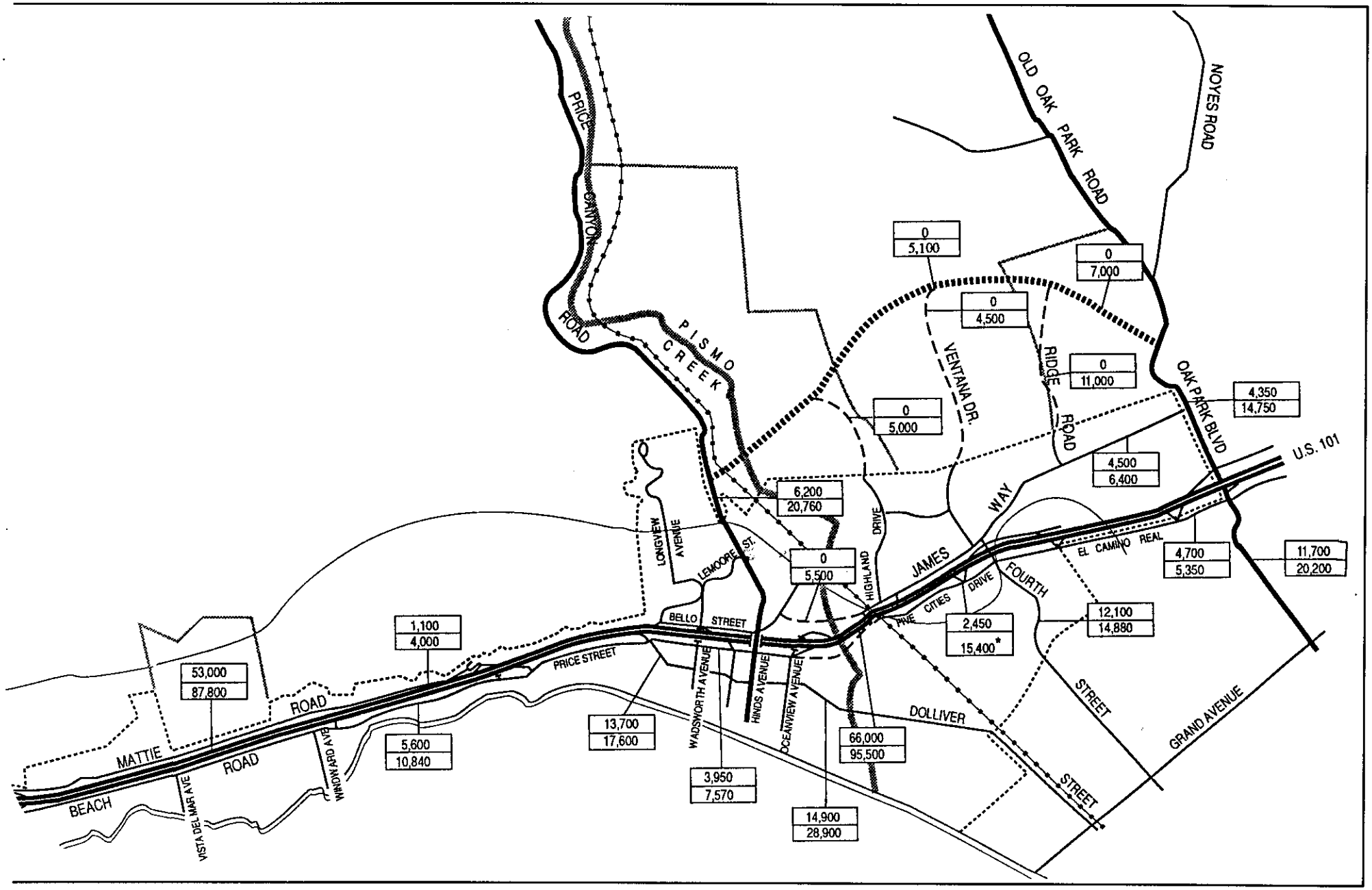
AVERAGE DAILY TRAFFIC

1990

2010

* This number could be reduced to 10,000 depending upon final land use and freeway ramp configurations.




PRICE CANYON ROAD
PISMO CREEK
OLD OAK PARK ROAD
NOYES ROAD
VENTANA DR.
RIDGE ROAD
OAK PARK BLVD
U.S. 101
LONGVIEW AVENUE
LEMOORE ST.
HIGHLAND DRIVE
JAMES WAY
EL CAMINO REAL
FOURTH
PINE CITIES DRIVE
BELLO STREET
PRICE STREET
WADSWORTH AVENUE
HINDS AVENUE
OCEANVIEW AVENUE
DOLLIVER STREET
GRAND AVENUE
MATTIE ROAD
BEACH
VISTA DEL MAR AVE
MONTEREY BAY
0 5,100
0 7,000
0 4,500
0 11,000
0 5,000
4,350 14,750
4,500 6,400
6,200 20,760
0 5,500
4,700 5,350
11,700 20,200
12,100 14,880
2,450 15,400*
1,100 4,000
53,000 87,800
5,600 10,840
13,700 17,600
3,950 7,570
66,000 95,500
14,900 28,900

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 buildout 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.

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 haz-

ardous 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 III 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 van pool 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.

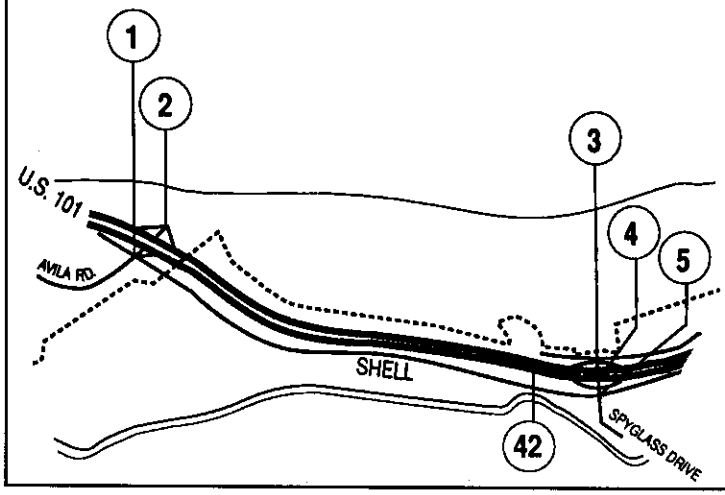
Table C-2
P.M. Peak Hour Intersection Levels of Service (LOS)

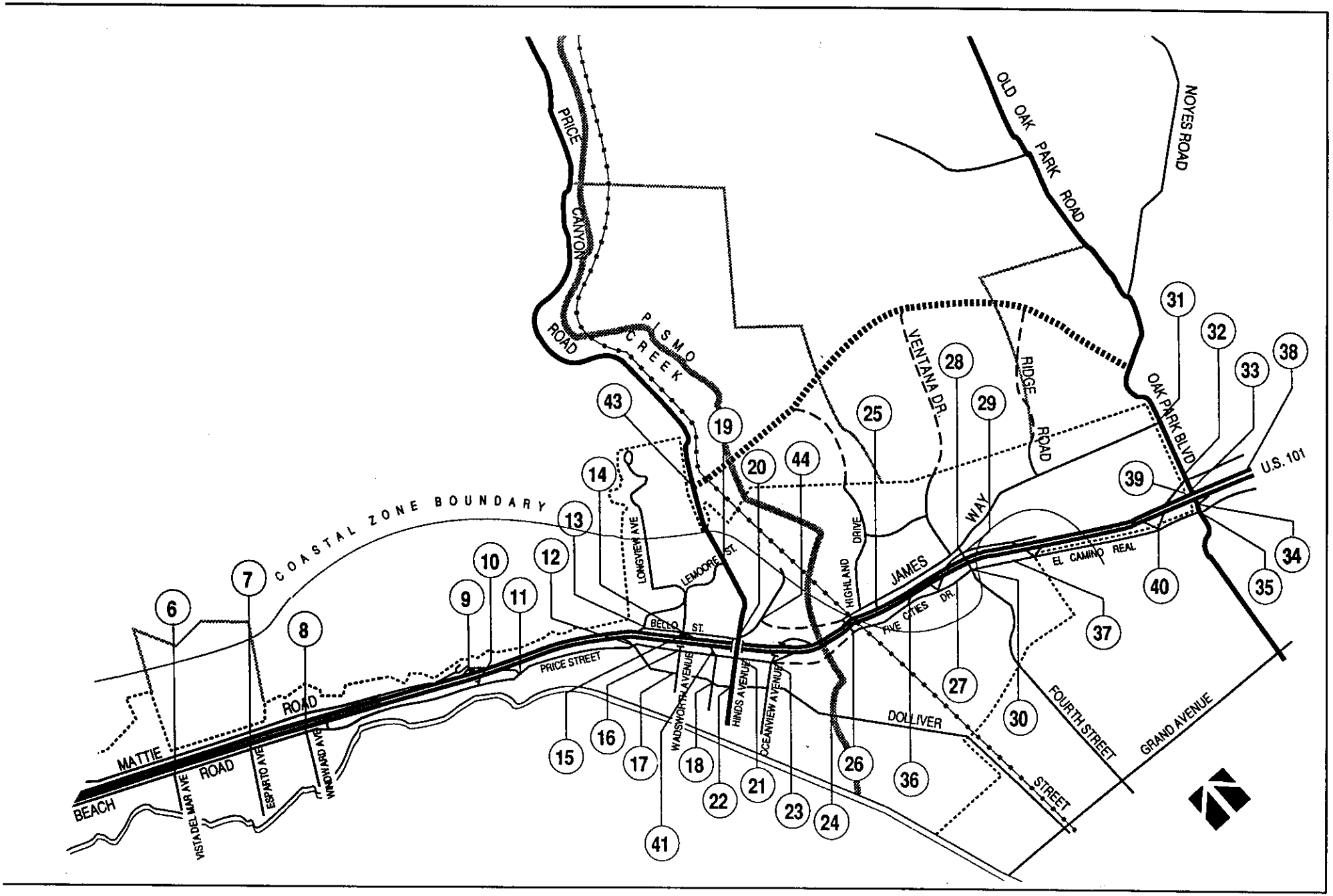
Map No.	Intersection Name	1990 Control Type	1990 LOS	2010** LOS
1.	Avila Beach Dr./Monte Rd./US 101 NB Off-Ramp	2-Way Stop	A	A
2.	Avila Beach Dr./Palisades Rd./US 101 SB Off-Ramp	2-Way Stop	B	B
3.	Spyglass Dr./US 101 NB Ramps	2-Way Stop	A	B
4.	Spyglass Dr./US 101 SB Ramps	1-Way Stop	B	B
5.	Spyglass Dr./Shell 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 Off-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 (4th 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.	Price Canyon Rd./Inland Collector	-	-	A
44.	James Way/Bello Street	-	-	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




PRICE CANYON ROAD
PISMO CREEK
OLD OAK PARK ROAD
NOYES ROAD
VENTANA DR.
RIDGE ROAD
OAK PARK BLVD
U.S. 101
COASTAL ZONE BOUNDARY
LONGVIEW AVE
LEMOORE ST.
BELLO ST.
HIGHLAND DRIVE
JAMES WAY
EL CAMINO REAL
FIVE CITIES DR.
PRICE STREET
WADSWORTH AVENUE
HINDS AVENUE
OCEANVIEW AVENUE
DOLLIVER STREET
FOURTH STREET
GRAND AVENUE
MATTIE ROAD
BEACH
VISTA DEL MAR AVE
ESPLANADE
MONTEREY BAY
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Principle

P-1 Balanced Transportation

The quality of life and economic vitality of Pismo Beach is dependent upon a safe 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 classifi-

cation 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 policies:

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*

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 Steet (Pomeroy to Hinds) El Camino Real Highland Drive Longview Avenue Main Street (Dolliver to Price St.) Mattle 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	

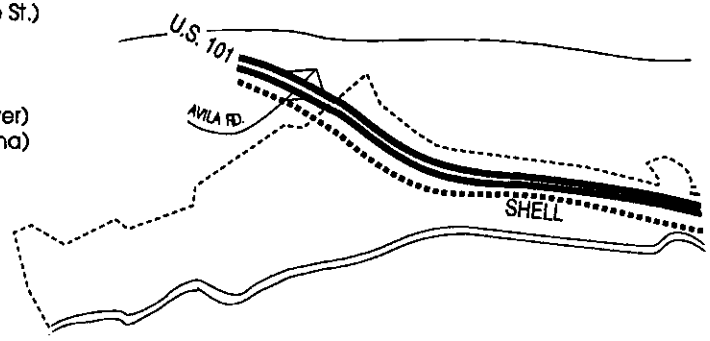
*May be smaller under special circumstances (see Table C-3)

NOTE: Only streets within the city limits are adopted as part of the circulation element. The streets in the sphere of influence are proposed and will be adopted at time of annexation.

SPHERE OF INFLUENCE ·····

CITY LIMITS - - - - -

RAILROAD —•—•—



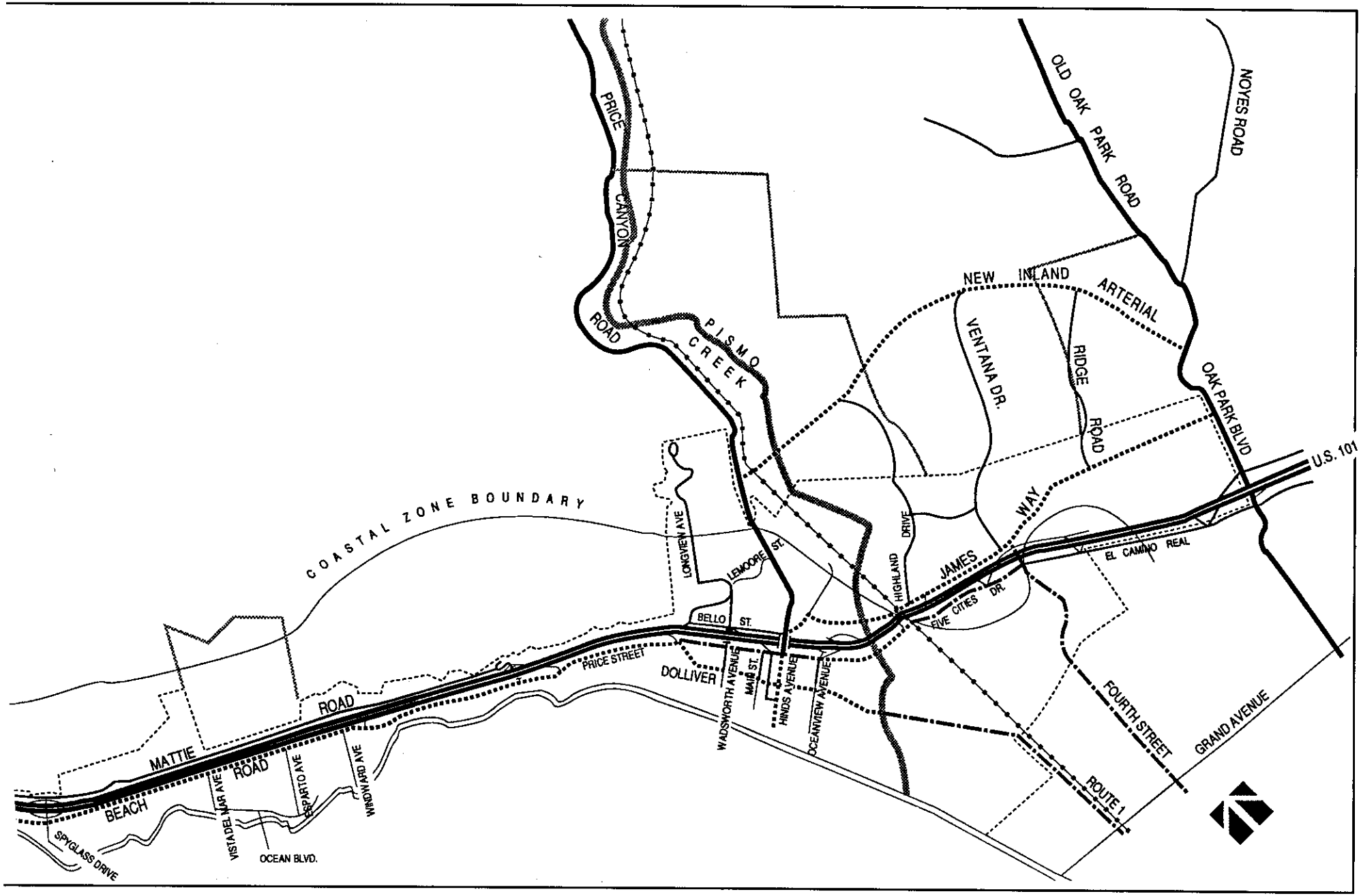

PRICE CANYON ROAD
PISMO CREEK
OLD OAK PARK ROAD
NOYES ROAD
NEW INLAND ARTERIAL
VENTANA DR.
RIDGE ROAD
OAK PARK BLVD
U.S. 101
COASTAL ZONE BOUNDARY
LONGVIEW AVE
LEMOORE ST.
HIGHLAND DRIVE
JAMES WAY
EL CAMINO REAL
FIVE CITIES DR.
BELLO ST.
PRICE STREET
DOLLIVER
WADSWORTH AVENUE
MAIN ST.
HINDS AVENUE
OCEANVIEW AVENUE
FOURTH STREET
GRAND AVENUE
ROUTE 1
MATTIE ROAD
BEACH
VISTA DEL MAR AVE
EMBARCADERO AVE
WINDWARD AVE
SPYGLASS DRIVE
OCEAN BLVD.

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 right turn channelization may be provided at intersections. Individual residential lot access is usually restricted from these roads, and commercial or industrial access may be limited to selected locations.

Minor Arterial - 60' to 72' ROW
Minor Arterials are two-lane 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 individual 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.

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."

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 Inland Arterial

A new inland minor arterial shall be designated to connect Oak Park Boulevard to Price Canyon Road. The design of this facility shall emphasize a pleasant rural driving experience emphasizing views and natural landscape. Existing rock outcrops and trees shall be utilized as features. Ridge Road, Ventana Drive and Highland Drive shall all be extended as collector streets to intersect with the new inland arterial.

C-7 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-8 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 freeway 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.

C-9 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

Table C-4
Planned Circulation Improvements
Needed to Handle Year 2010 Traffic*

Improvement Category	Location of Improvement	Description
NEW ROADS	Inland Arterial Oak Park Blvd. to Price Canyon Road	2-lane minor arterial
STREET EXTENSIONS	James Way	From Highland Dr. to Bello Street
	Five Cities Drive	2-lane extension across Pismo Creek to Price Street
	Highland Drive	To connect to new inland arterial
	Ventana Drive	To connect to new inland arterial
	Ridge Road	To connect to new inland arterial
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 Drive	Widen overcrossing and reconfigure ramps
	Hwy. 101 at Hinds Ave.	Relocate/reconstruct SB off-ramp
	Hwy. 101 at Dolliver St./Price Street	Improve geometrics and signalization
	Hwy. 101 at Price Street	Signalization
	Hwy. 101 at Spyglass Dr.	Reconstruct to provide hookramps/signalization
OTHER IMPROVEMENTS	Wadsworth Ave./Dolliver St.	Signalization
	Oceanview Ave./Stimson Ave.	Creation of 1-way couplets to channel part of Dolliver St. traffic to Price St
	Dolliver Street	Possible lane additions on some intersections
	Fourth Street/James Way	Minor reconfigurations of geometrics/signal

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

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 county-wide efforts to establish regional traffic impact fees and other measures to implement those highway improvement projects that provide regional or state-wide 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-10 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

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:

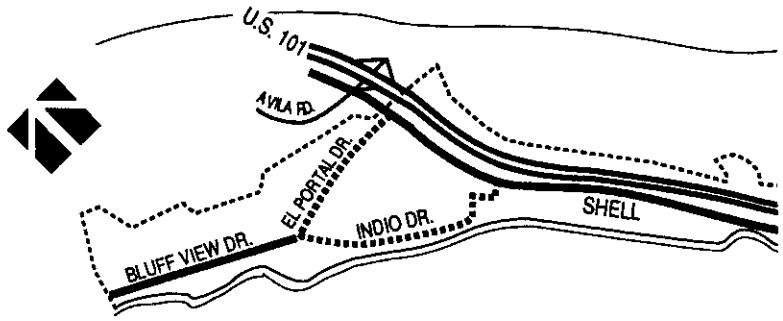
Bluff View Drive (Ontario Ridge)
Dolliver Street
Five Cities Drive
Fourth Street
James Way
Mattie Road
New Inland Arterial
Oak Park Boulevard
Price Canyon Road
Shell Beach Road

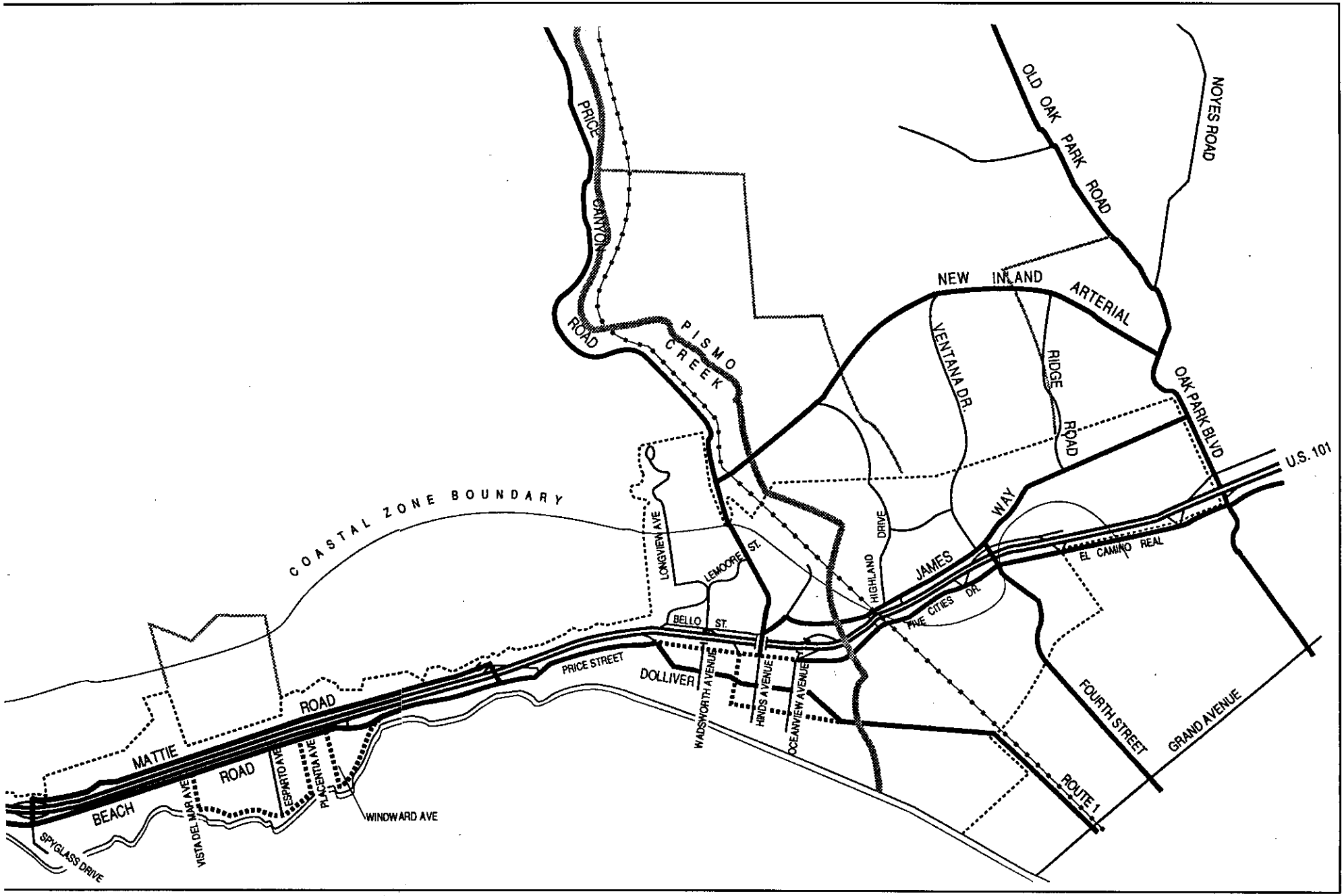
Class III
Bikeways that provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists. Class III bikeways in Pismo Beach shall be:

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

KEY

CLASS I (COMPLETELY SEPARATED RIGHT-0F-WAY)	(TO BE DESIGNATED IN SPECIFIC PLANS)
CLASS II (LANES PAINTED ON ST.)	
CLASS III (SIGNAGE FOR BICYCLES)	
1991 CITY LIMITS	
SPHERE OF INFLUENCE	
RAILROAD	




PRICE CANYON ROAD
PISMO CREEK
OLD OAK PARK ROAD
NOYES ROAD
NEW INLAND ARTERIAL
VENTANA DR.
RIDGE ROAD
OAK PARK BLVD
U.S. 101
COASTAL ZONE BOUNDARY
LONGVIEW AVE
LEMOORE ST.
HIGHLAND DRIVE
JAMES WAY
EL CAMINO REAL
PINE CITIES DR.
BELLO ST.
PRICE STREET
DOLLIVER
WADSWORTH AVENUE
HINDS AVENUE
OCEANVIEW AVENUE
FOURTH STREET
GRAND AVENUE
ROUTE 1
MATTIE ROAD
BEACH
VISTA DEL MAR AVE
ESPARTO AVE
PLACENTIA AVE
WINDWARD AVE
SPYGLASS DRIVE

Designated truck routes shall be:

Price Canyon Road

State Route 1

U.S. 101

C-11 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 hearing were held.

C-12 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.

C-13 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-14 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 downtown 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
- 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-15 Comprehensive Transit Services

The City shall support the availability of transit service as a means to reduce automobile congestion, to provide 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-16 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-17 Van Pools/Ride Share

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

C-18 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:

a. Providing a station stop for AMTRAK or special trains serving a destination resort in Price Canyon.

b. Providing regional commuter rail to San Luis Obispo.

C-19 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-20 Express Bus or Transit Service

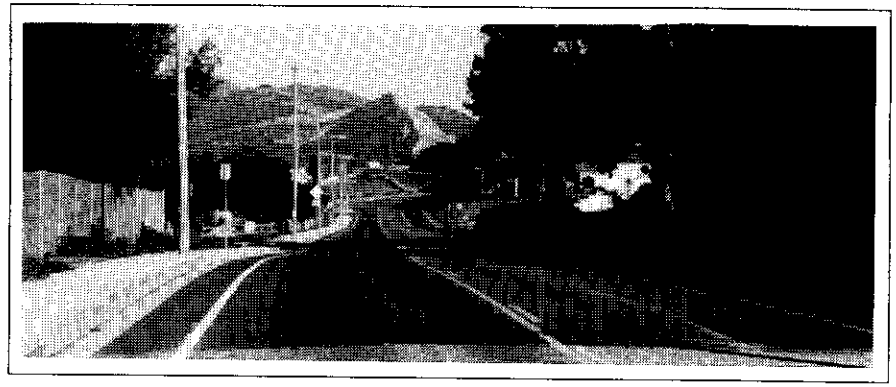
The City will work with appropriate transportation agencies and major employers to establish express bus or transit service to San Luis Obispo and Northern Santa Barbara County.

C-21 Subdivision Planning

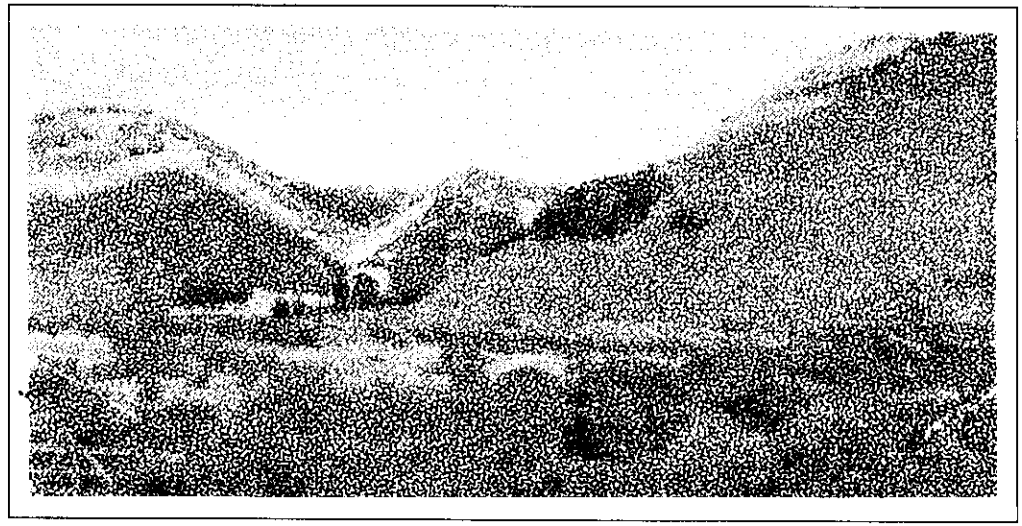
As an element of the subdivision and specific planning process, the City will require pedestrian and bicycle pathways that provide "short-cut" links through the development and that connect to commercial areas, bus stops, schools, parks and collector and arterial roads. Where possible, pathways of one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

C-22 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



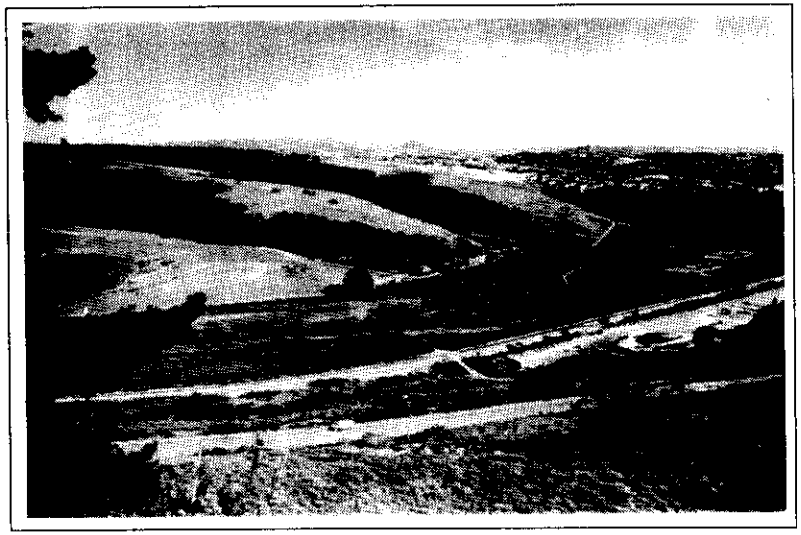
A city where one cannot walk of an evening into the open, wherein millions live and die without seeing the spring flowers and the June foliage and the autumn harvest, from year's end, is an incubus of civilization.*

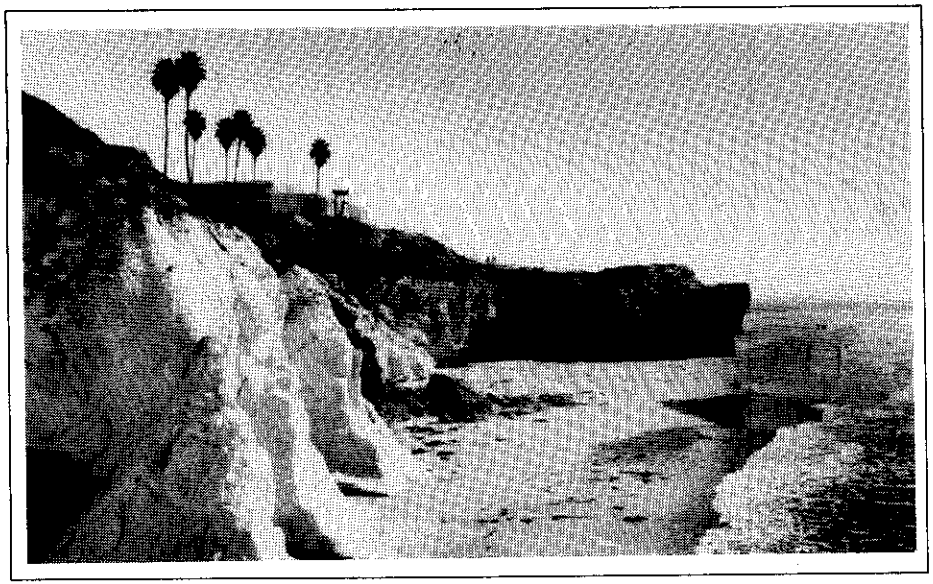
Frederic Harrison,
The Meaning of History

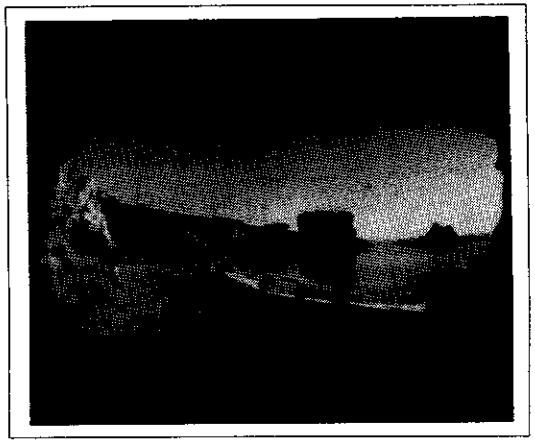
**nightmare*

Conservation & 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, clean 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 groundwater 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 interrelated and must be viewed in context with one another when considering development within the city. These unique interrelated resources are what makes 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 tidepool organisms to shore birds and terrestrial mammals. A listing of these animals and the

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 groundwater 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, unstable 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.	●	●	●	●	●	●	●	●

associated plants of the various habitats is 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.

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 eco-systems. Conservation and protection of these resources shall be the key focus of the General Plan. The unique geographical char-

acter 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 cooperative 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***

It 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 preserve the area's native flora and fauna and preserve the foothills as an undeveloped visual backdrop 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 clean air and a pleasant climate. Traditionally, Pismo Beach and other communities in San Luis Obispo County have used clean 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 controlled 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 travelled.*

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 (NO_x), 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 overlap 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 close 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 Bus or Transit Service
Circulation Element	C-21	Subdivision Planning

CO-4 Trip Reduction

In order to reduce air 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.

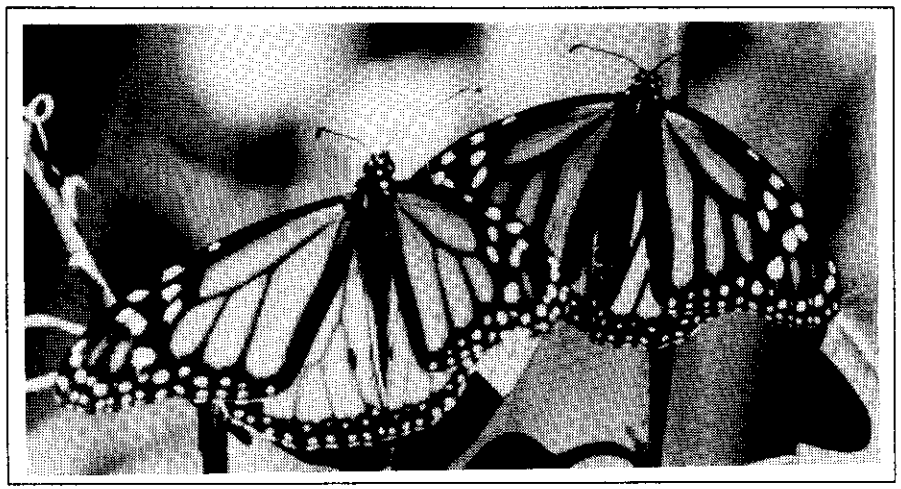
b. Sites of statewide or national significance shall be nominated for inclusion in the Registry of California Historic Landmarks or National Historic Landmark Program.

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 on-site to observe excavations in locations where there is a possibility of discovery of human remains.

C0-6 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 the site has been examined by a qualified archaeologist. 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 butterflies cluster 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

C0-7 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 landform 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 meadow larks, 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, land slides, 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

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

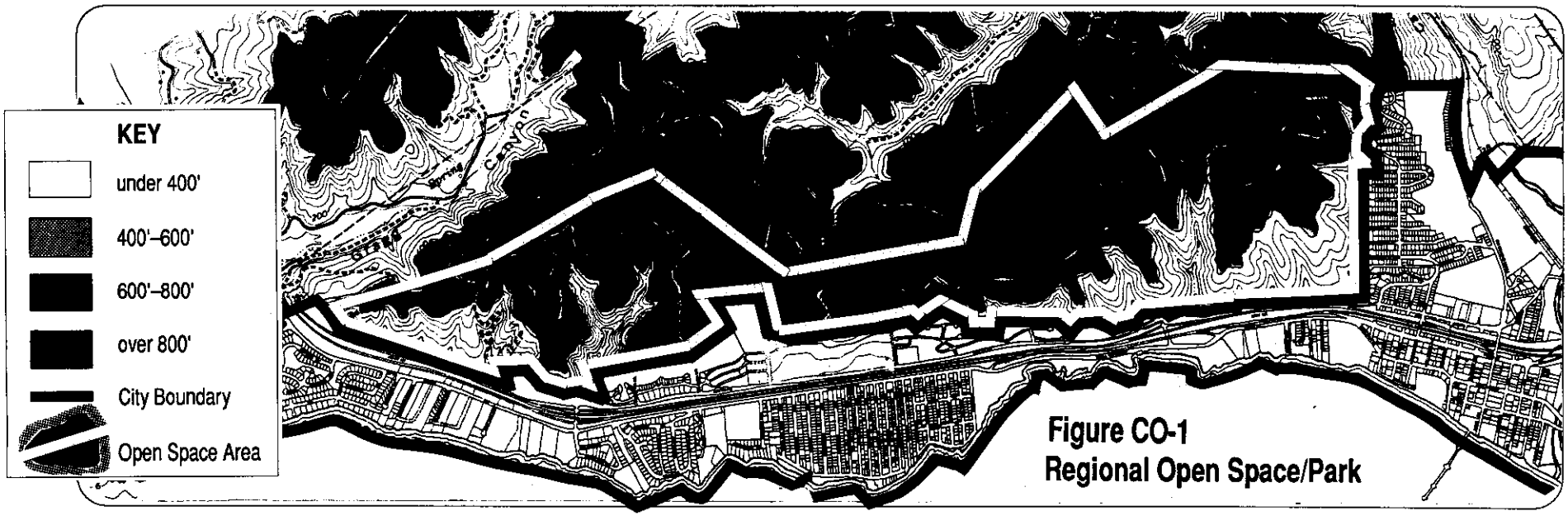


Figure CO-1
Regional Open Space/Park

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.

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 viewshed 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 environmentally 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 land forms. 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. *Quesrcus agrifolia, Quesrcus 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 policies 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. This plan shall be prepared by a registered arborist or landscape architect that is experienced in oak tree preservation. 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. Such conditions must be certified by a professional horticulturist or a certified landscape architect. 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 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. 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.

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 patterns reflect the residents' strong desire to be as close as possible to the water. Historically, the community's economic basis was the ocean, and today the city's 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 intertidal zone is owned by the State Lands Commission, which has jurisdiction over all matters concerning the area's wildlife populations, 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 low tides, it was in the past used intensively by clammers. Under the protection of the state Department of Parks, the Pismo clam 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. Subtidal Zone

The subtidal 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 subtidal 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 subtidal area is rocky near the shore. In this location are kelp beds, which are recognized for their prime habitat value. Although the subtidal 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 subtidal area are the endangered gray whale, the humpback whale, sperm whale, Pacific right whale, fin whale, North Pacific pilot whale, dall porpoise and Pacific whitesided dolphins.

If the federal government leases offshore land on the outer continental shelf, the potential exists for conflict between the resource values of the subtidal 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 subtidal 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 subtidal 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

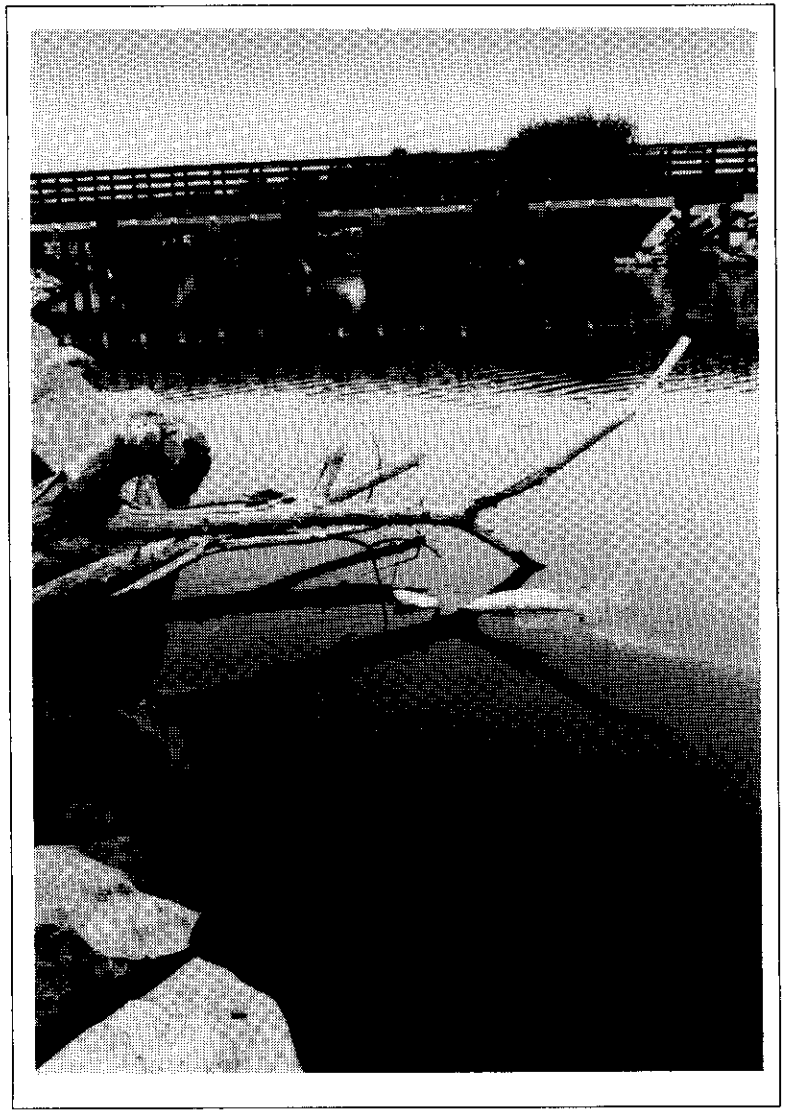
Due to public safety and habitat protection considerations, the construction of vertical accessways to the ocean along the rocky coast area shall be limited to those areas with sandy beaches. Prior to any approval for new access to the shoreline, the request shall first be evaluated in terms of protection 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 off-shore 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 sculpin, 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 creekside 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 stream bed 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 sewage 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. Although no rare or endangered species, with the exception of the steelhead trout, have been observed, the existing riparian habitat and estuary conditions make the creek a valuable wildlife habitat. 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. Alter-

native 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.

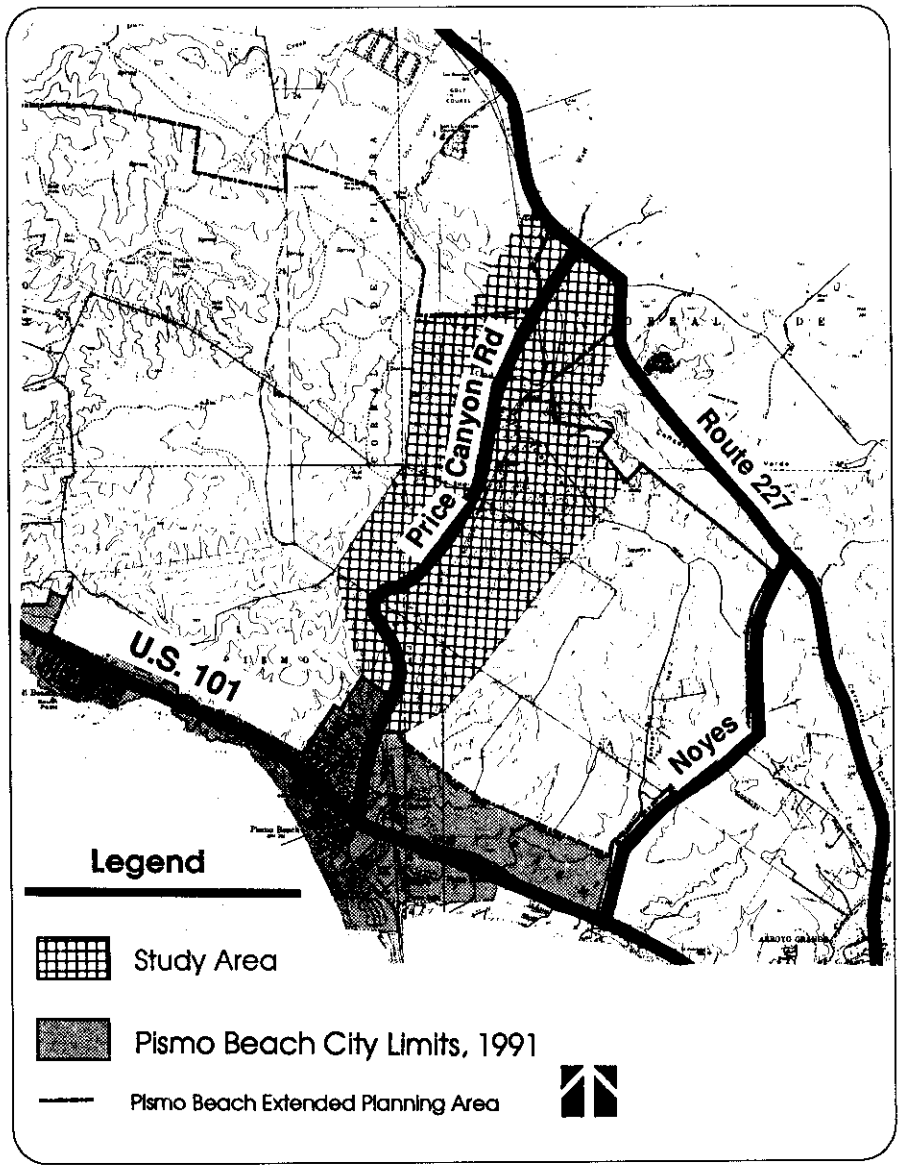
e. **Limitations on Development**—All development, including dredging, filling and grading, within the stream corridor shall be limited to activities necessary for flood control purposes, bridge construction, water supply projects, or laying of pipelines, when no alternative route is feasible. When such 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

Figure CO-2
Price Canyon Study Area



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

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 54 acre 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.

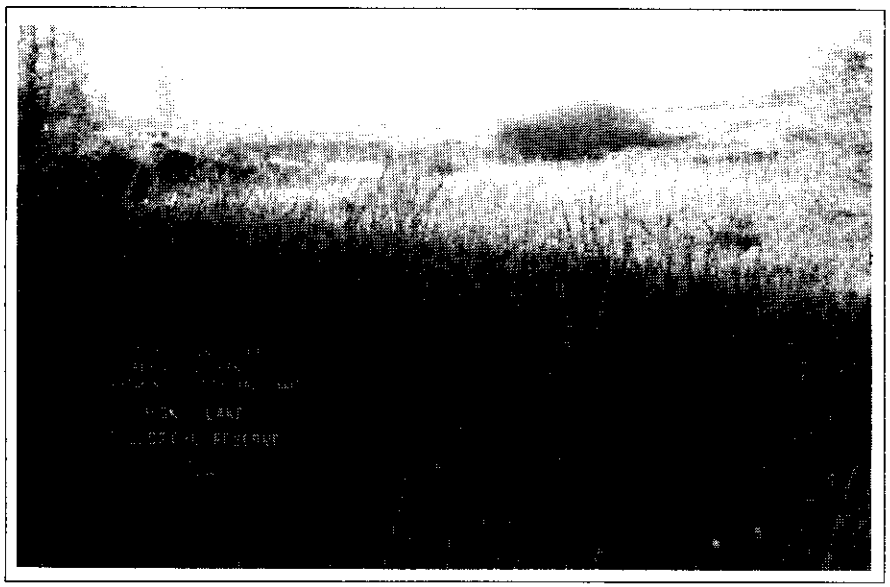
Policies

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 mini-

mum 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 allowed 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 policies:

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 totalling 25 acres.

The runoff of surface water and the land's drainage pattern, 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 stream beds.

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 downstream 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.

CO-30 Soil Conservation

City grading regulations shall require soil conservation measures. Construction of structures or pathways on easily erodible areas shall be prohibited unless appropriate compensatory measures are taken.

CO-31 Grading and Drainage Regulations

The following specific grading and drainage policies shall be applicable to development and construction projects. The city's grading ordinance shall be revised to include these policies:

a. Development plans shall minimize cut and fill operations, and any development requiring extensive cut and fill may be denied if it is determined that the development could be carried out with less alteration to the natural terrain.

b. Development shall be designed to fit or complement the site topography, soils, geology, and any other existing conditions and be oriented to minimize to the extent of grading and other site preparation.

c. Retaining walls should be of minimum height and length. Earth colored materials shall be preferred. Long, straight line retaining walls shall be prohibited.

d. Finished grading shall avoid a manufactured appearance by creating flowing contours of varying gradients generally not exceeding slopes of 4:1. Sharp cuts, fills and long straight-line slopes of uniform grade should be avoided.

e. Native vegetation shall be preserved to the maximum extent possible. (See Policy CO-13 regarding oak trees.)

f. All measures for removing sediments and stabilizing slopes shall be in place by November 1 prior to the beginning of the rainy season.

g. Sediment basins shall be required in conjunction with initial grading operations, and maintained throughout the development process as necessary.

h. All cut and fill slopes in a completed development shall be stabilized immediately with planting of native grasses and shrubs, or appropriate non-native plants within accepted drought-tolerant landscaping practices.

i. Surface runoff waters that will occur as a result of development shall be conducted to storm drains or suitable watercourses to prevent erosion.

j. Degradation of the water quality of the groundwater basins, streams, or wetlands shall not result from development of a project. Pollutants such as chemicals, fuels, lubricants, raw sewage, and other harmful waste shall not be discharged into or along side streams or wetlands during or after construction.

k. A runoff control plan 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.

   The runoff control plan, including supporting calculations shall be subject to the review and approval of the City Engineer prior to commencement of construction. Such a plan shall include the following provisions:

   1. Runoff control shall be accomplished by minimizing grading and utilizing nonstructural techniques such as on-site percolation galleries. Energy dissipating devices at the terminus of outflow drains shall be required.
   2. All permanent erosion control devices shall be developed and installed prior to or concurrent with any on-site grading activities.
   3. Prior to the commencement of any grading activity, the permittee shall submit a grading schedule which indicates that grading shall be completed within the permitted time stipulated in Paragraph f and that any variation from the schedule shall be promptly reported to the City Engineer.
   4. Prior to the issuance of a permit for development, a detailed landscape plan indicating the type, size, extent and location of plant materials, the proposed irrigation system, and other landscape features shall be submitted for approval. Drought tolerant, native plant materials shall be utilized to the maximum extent feasible.

l. All grading activities for roads, building pads, utilities and the installation of erosion and sedimentation control devices shall be prohibited

within the period from November 1 to March 31 of each year, except that the following grading activities may be permitted outside the above time constraints:

1. Grading on slopes if they do not drain into an environmentally sensitive habitat area.
2. Grading on slopes less than 10 percent, if the amount of material to be graded does not exceed 50 cubic yards.

m. All areas disturbed by grading shall be planted with temporary or, in case of finished slopes, permanent erosion retardant vegetation. Native species shall be planted wherever feasible. Such plantings shall be accomplished under a plan prepared and submitted by a licensed landscape architect and shall consist of seeding, mulching, fertilization and irrigation adequate to provide 90 percent coverage within 90 days of the time of planting. Planting shall be repeated if the required level of coverage is not established within the time period stipulated above. This requirement shall apply to all disturbed soils, including stockpiles, and to all building pads and road cuts.







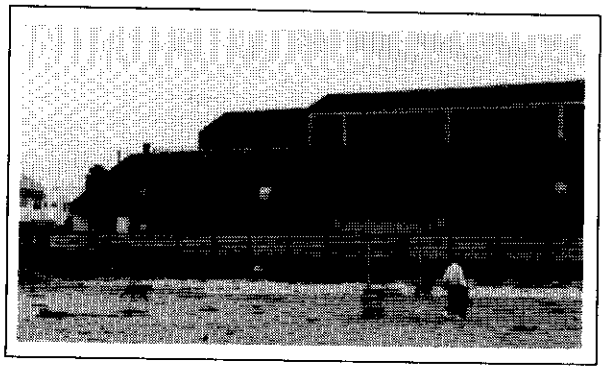
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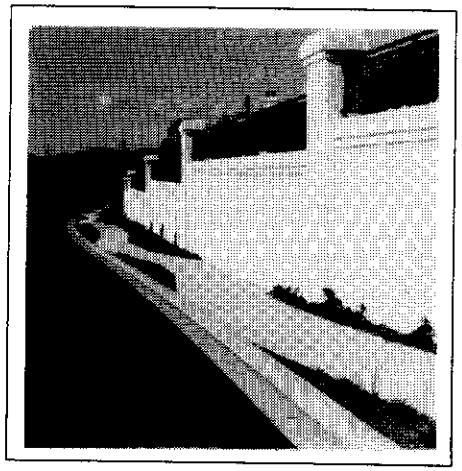


Communities should be planned with an eye to the effect made upon the human spirit of being surrounded by beauty instead of ugliness.

Thomas Jefferson

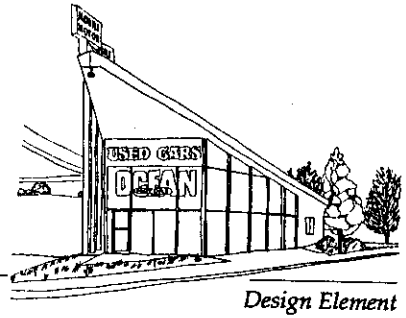
Design Element











Background

The Design Element is an optional general plan topic under the state planning law. In addition to analyzing broad communitywide 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 traveller a splendid, if brief, view of the coastline—a view the roadway has withheld 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 travelled 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 viewlines 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

* *The Rating Guide to Life in America's Small Cities*, G.S. Scott Thomas, 1990

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 when-

ever 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 Table D-1.

When redevelopment or rehabilitation occurs, existing driveways shall be modified or eliminated to conform to these standards. See also:

Circulation Element C-14 Parking

Table D-1
Minimum & Maximum Two-Way Traffic Driveway Width

Number of Parking Spaces Accessed By Driveway	Minimum Width	Maximum Width
2-8	12' - 0"	16' - 0"
9-14	16' - 0"	18' - 0"
15+	18' - 0"	24' - 0"*

*May be increased to 30' for large commercial shopping complexes.

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 clearly delineated with signage compatible with surrounding development.

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, portions of these views can be preserved by clustering the buildings or creating new public view points.

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, driveways 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 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, 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 penthouse 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%. Light colors such as white, cream and blue shall not be allowed nor shall the lighter or more brilliant colors of red fired clay tile, brightly colored glazed tile or 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:

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-1, Entrance Sign Locations.

Lighting Policies

D-22 Pedestrian Scale Street Lights

Pedestrian-scaled street lights 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 street lights. 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 El 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, soundwalls and other new developments be modified in height, size, location or design so that existing "bluewater" 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 visitors 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 close 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 shall 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 encouraged 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 policies. 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 historic ambiance, or those that are designed to reflect this ambiance, shall be allowed as exceptions to other standards in the sign code. Examples of such signs include:

a. Palmist on Price Street
b. El Pismo Inn on Pomeroy Street
c. Chele's on Pomeroy Street
d. Goose on Price Street
e. Humbug on Price Street
f. Brad's (fish) on Pomeroy Street
g. Clam Digger (gate sign)
h. Pismo Seaport Village on Price Street

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 amor-

tized 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.

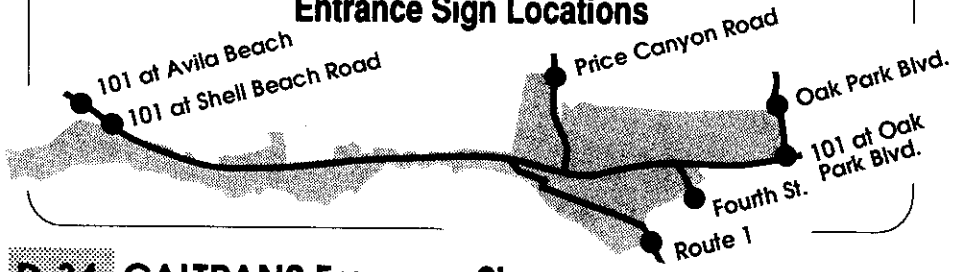
Land Use Element LU-J-8 Street and Front Yard Paving

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.

Figure D-1
Entrance Sign Locations



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

D-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 automobile 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. Undergrounding of utilities shall be required in all new subdivisions as well as for individual lot development when possible.

D-37 Undergrounding Priorities

Priorities for undergrounding utilities shall be:

1st: 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

(See also Scenic Highways)

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

Figure D-2
Focal Point Site

Use sites at street ends for institutional buildings, open space or specimen landscaping

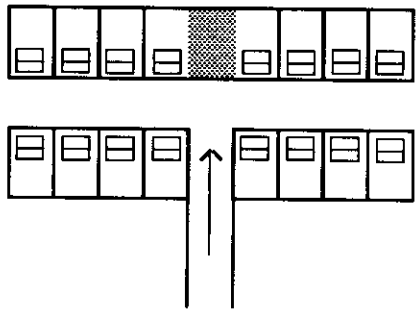
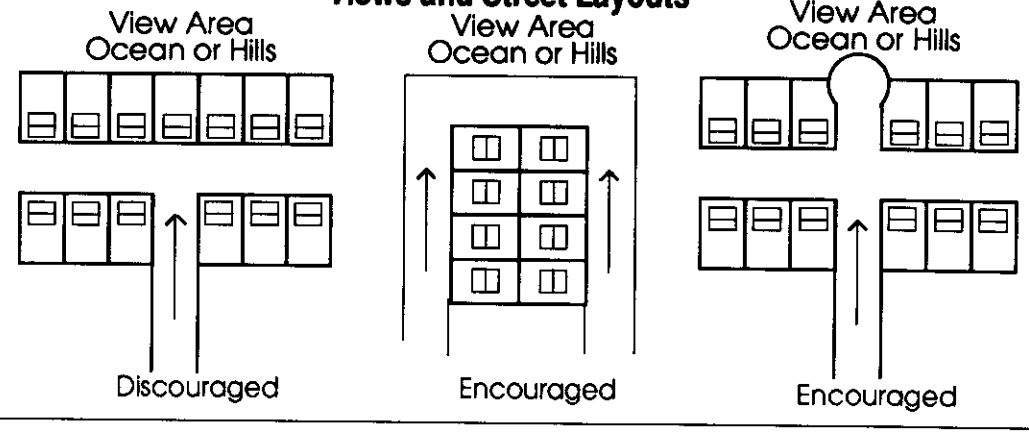


Figure D-4
Views and Street Layouts



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 and Fourth Street	LU-N-18	Commercial Site - James Way

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

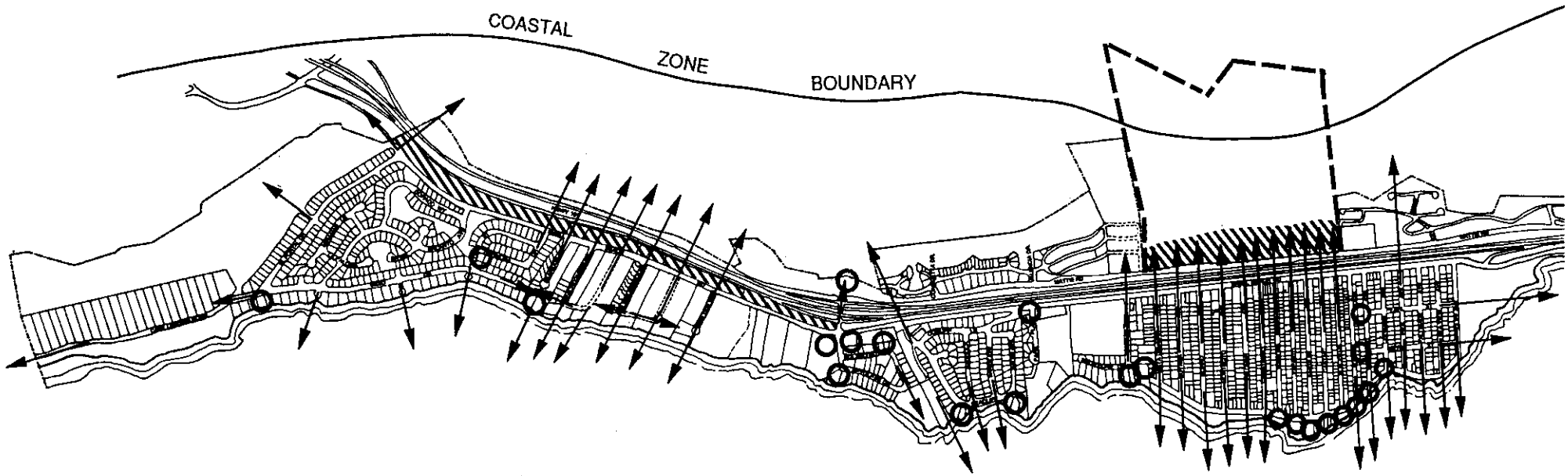
The City shall encourage the County to retain the Ontario Hill and the hillsides adjacent to Highway 101 and Price Canyon Road as open space or grazing land and prohibit development on slopes over 30%.

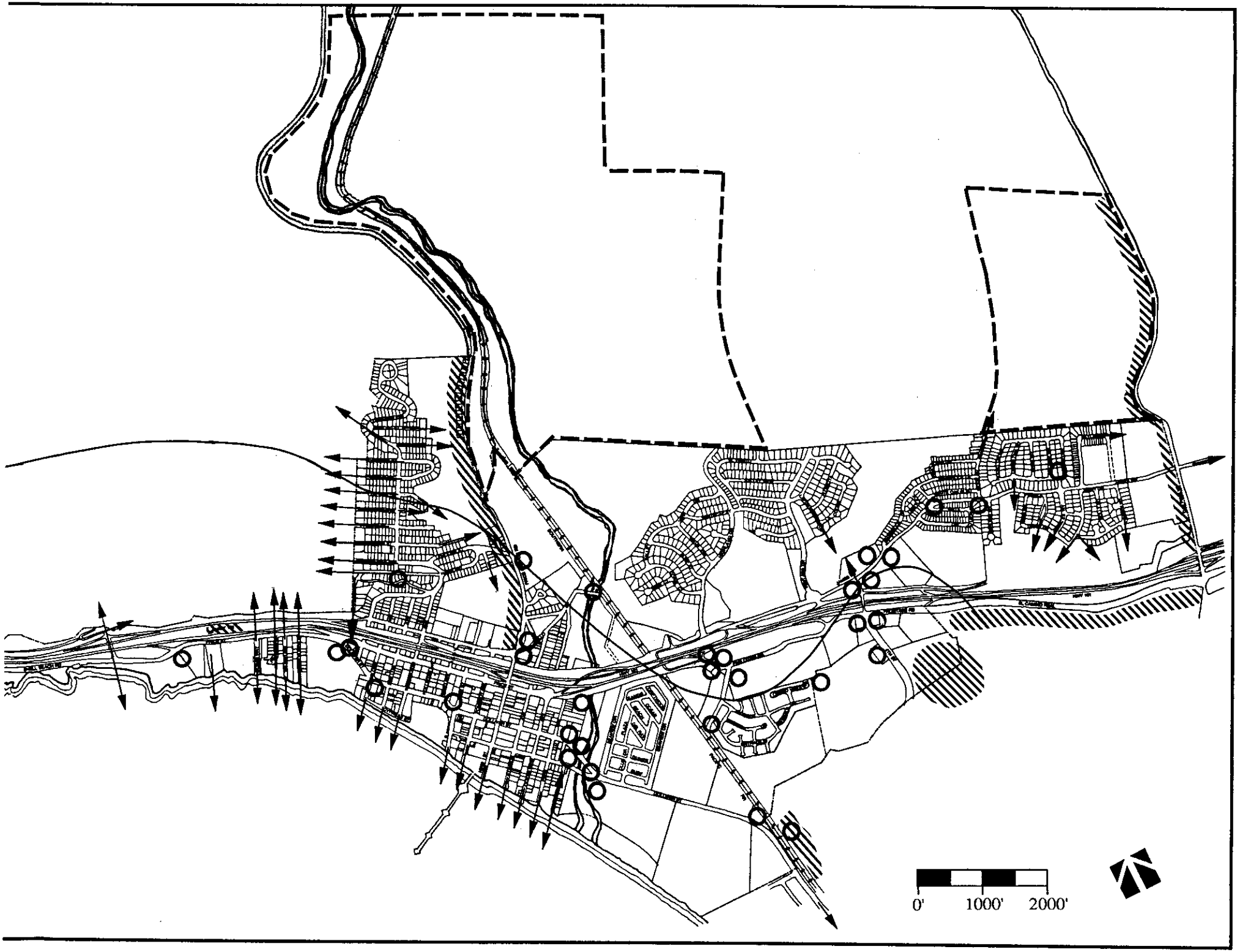
Special Design Concerns Figure D-3

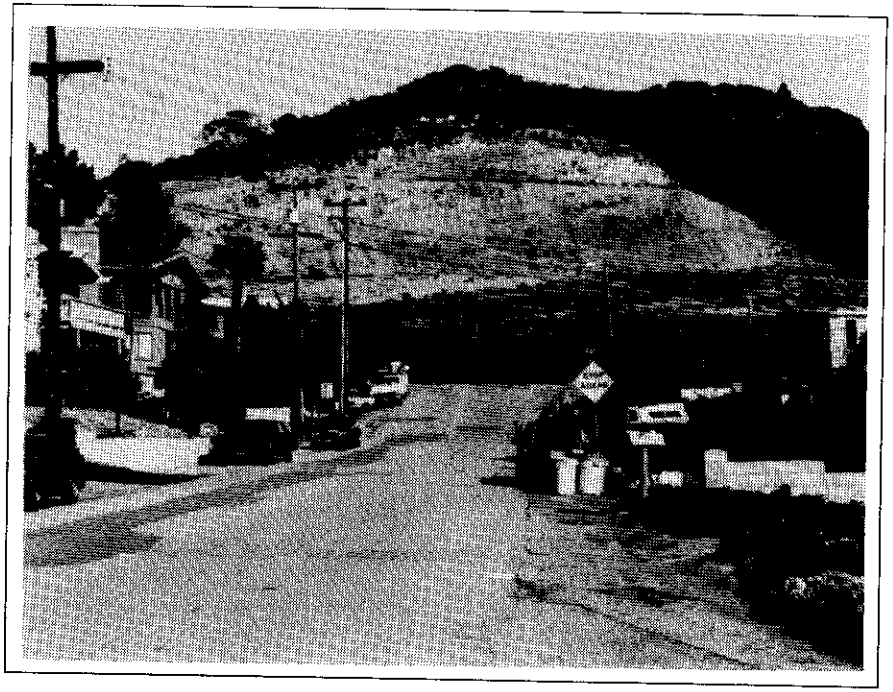
PISMO BEACH GENERAL PLAN

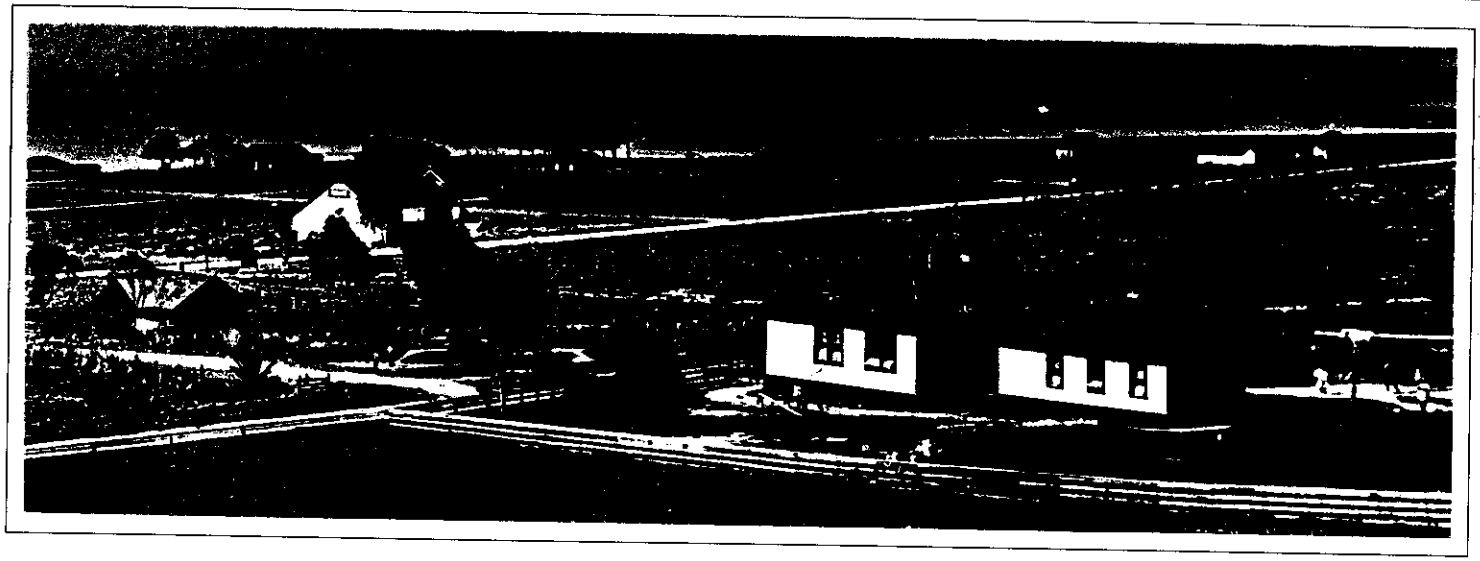
KEY

- Focal Point Sites
- Special Design Consideration
- End of street to be kept open for views

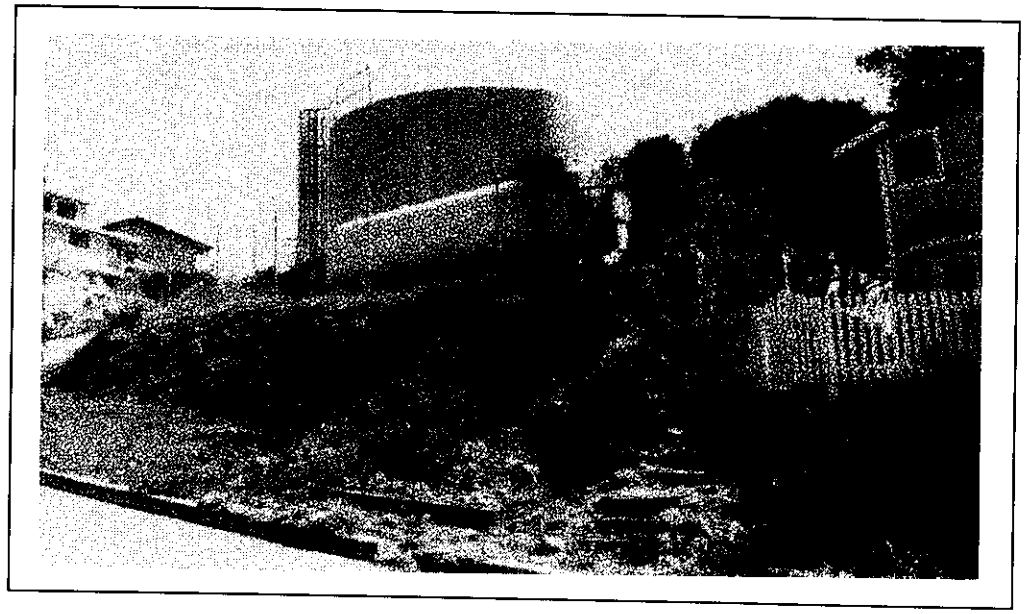



0'
1000'
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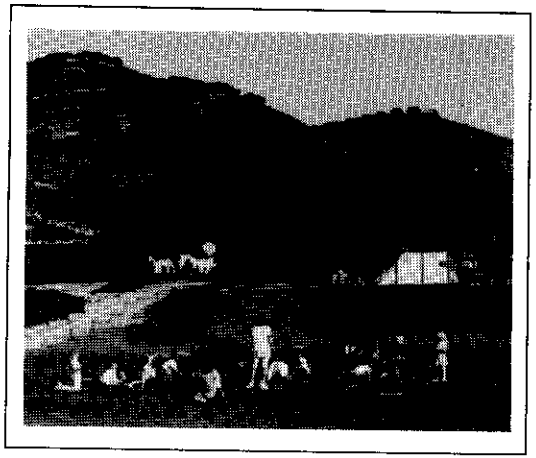
Facilities and Services

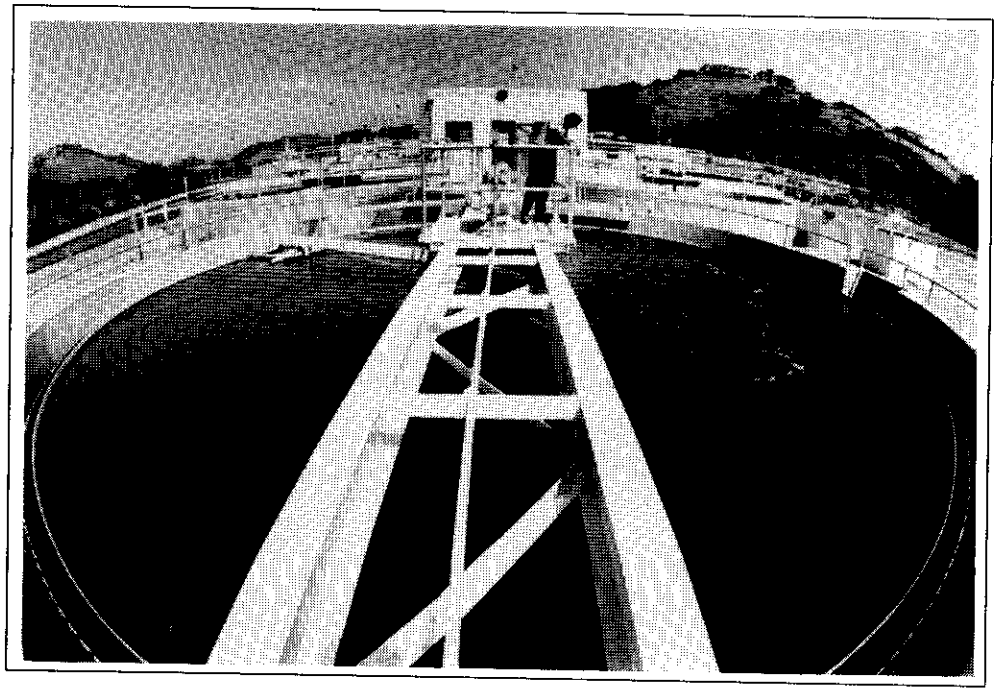


We will strive for the ideals and sacred things of the city, both alone and with many; we will unceasingly seek to quicken the sense of public duty; we will revere and obey the city's law—; we will transmit this city not only not less, but greater, better and more beautiful than it was transmitted to us.

Oath of the Athenian City-State

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 city are greatly affected by the intermittent presence of a transient population. The city's Vertex Cost Allocation Study estimates an average daily 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 week- ends 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.

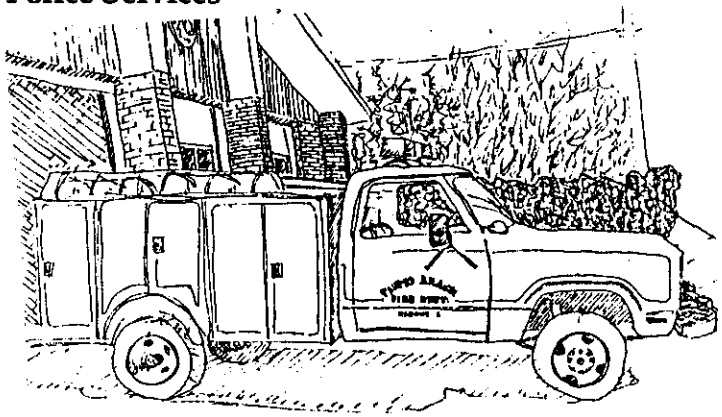
During the summer of 1988, the City of Pismo Beach established a strategic planning process to identify issues resulting from growth of both the resident population and the tourist industry. This strategic planning process entails an ongoing review of departmental needs and achievements, and a goal-setting 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 service 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 service 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 proration of city-wide overhead costs where feasible. Overhead prorations, 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 ocean front. These facilities should be screened from public view and shall be designed in a manner that is compatible with the surrounding land forms.

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 unreinforced 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 either 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 ex-

panding 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 is 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 wildland 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 outreach 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, decisions 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 III 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 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 environmental 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.

[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.

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 lands in the City's "sphere of influence" and "area of interest" for future urban development and open space, 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. The Sphere of Influence area would add an additional .29 mgd of equivalent dwelling units. These figures are based on the yield of single family dwellings. Yield from other uses cannot be determined until specific plans are prepared. 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.

General maintenance and the correction of deficiencies in the existing system are funded by user fees; system expansion to accommodate growth is funded by impact fees on new development. State law (AB 1600) states that impact fees cannot be used for operations and maintenance, and further requires that the city demonstrate clear 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 daily 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 wastewater 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 masterplan 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 if any
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 available 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 is 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 overcommitted 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 overcommitment precipitated an interim 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 which 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 overdrafting 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 which 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 average 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 long term water sources prior to approval of annexations.

F-41 Alternate Water Sources

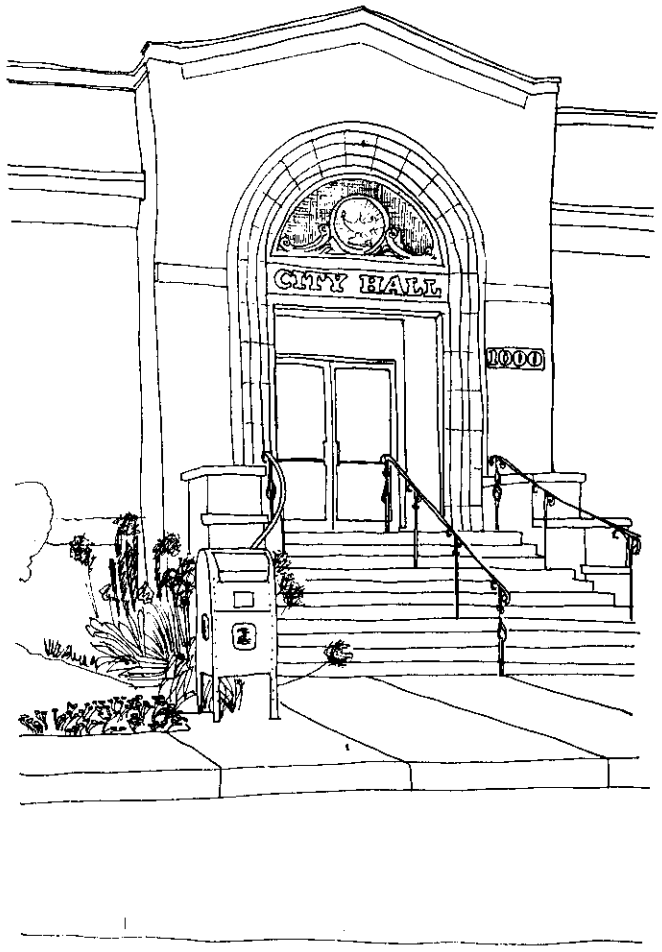
The City shall investigate alternative water sources, including desalinization, to increase existing supply, and shall continue to support the expansion of the State Water Project into San Luis Obispo County.

F-42 Residential Water Rates (Tiered Water Rates)

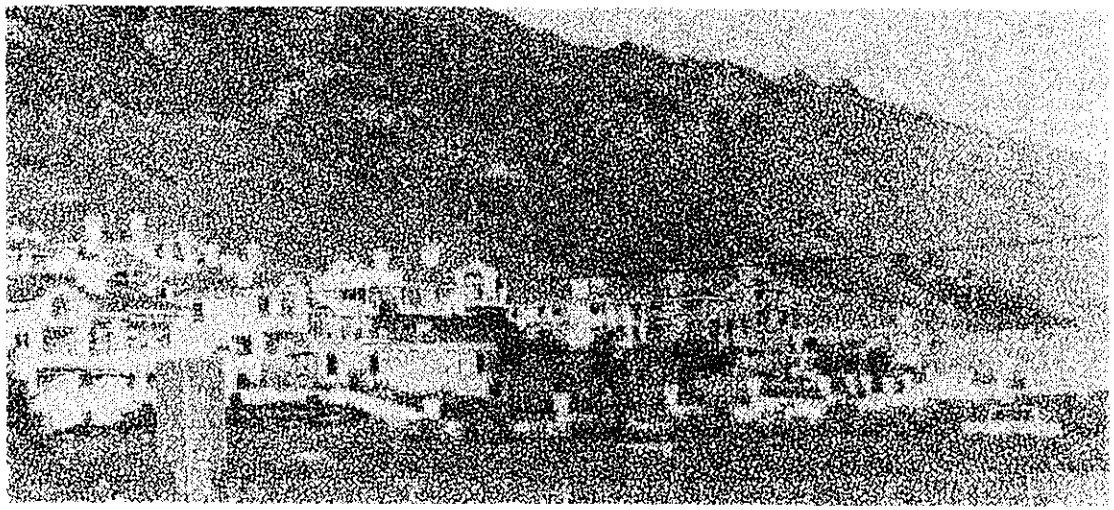
The City shall develop water rates based on a reasonable standard of usage per household. In order to achieve equity in rates and water conservation, the city shall utilize a tiered water rate system, wherein higher use tiers will be priced on a higher per unit basis.

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



There is a mood in America. Increasingly citizens are asking what urban growth will add to the quality of their lives. They are questioning the way relatively unconstrained, piecemeal urbanization is changing their communities and are rebelling against the traditional processes of government and the marketplace which, they believe, have inadequately guided development in the past. They are measuring new development proposals by the extent to which environmental criteria are satisfied—by what new housing and business will generate in terms of additional traffic, pollution of air and water, erosion and scenic disturbance.

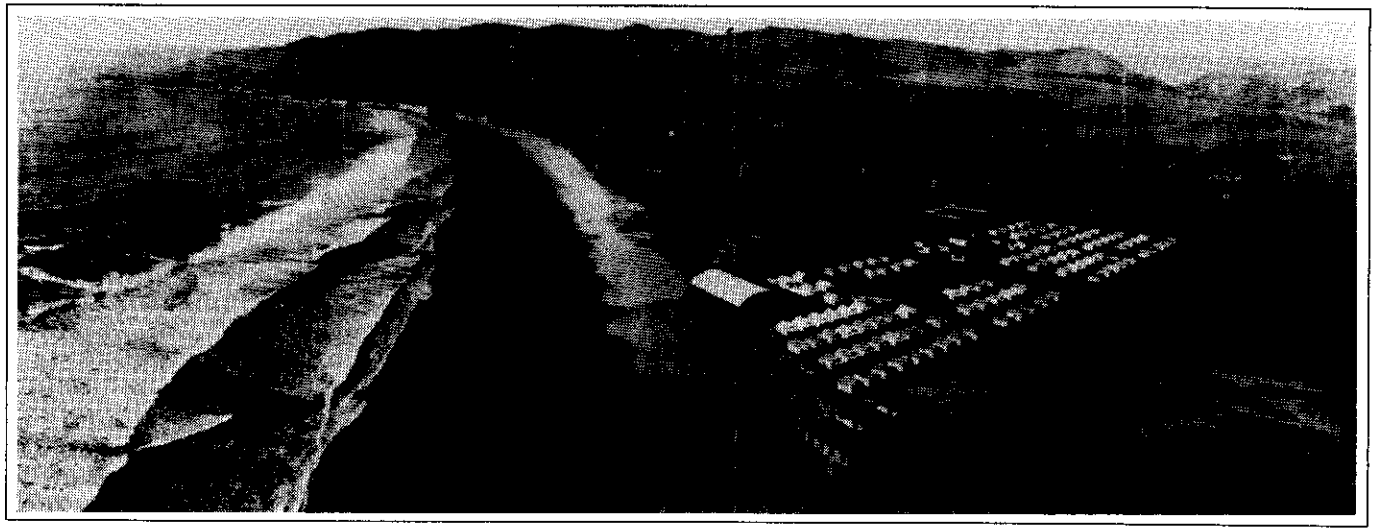
William K. Reilly
EPA Administrator

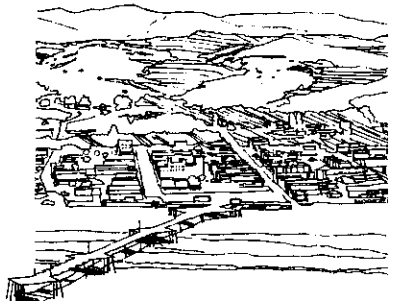
Note: The Growth Mangement Element is not part of the Local Coastal Plan.

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 overcommitted 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 which in its judgement bears relation to its 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:

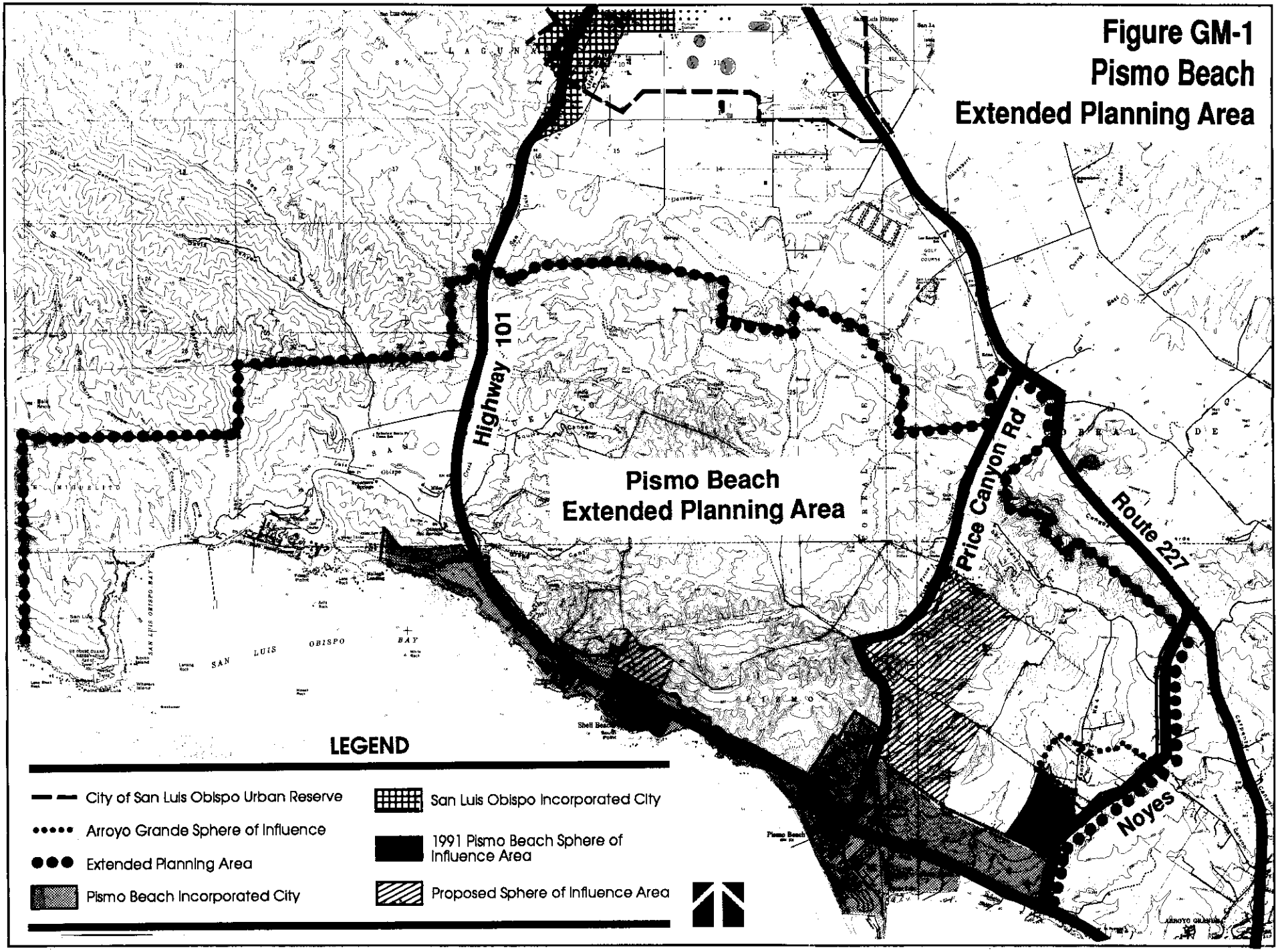
- **Environmental**
  Air Quality (see Conservation Element)
  Noise (see Noise Element)
  Open Space Preservation (see Conservation and Park & Recreation Elements)
  Sensitive Land and Water Protection (see Conservation Element)
  Visual Quality (see Design Element)
  Water Quality (see Facility Element)
- **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 service 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.


Figure GM-1
Pismo Beach
Extended Planning Area
Highway 101
Price Canyon Rd
Route 227
Noyes
Pismo Beach
Extended Planning Area
LEGEND
City of San Luis Obispo Urban Reserve
Arroyo Grande Sphere of Influence
Extended Planning Area
Pismo Beach Incorporated City
San Luis Obispo Incorporated City
1991 Pismo Beach Sphere of Influence Area
Proposed Sphere of Influence Area

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 decision-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.

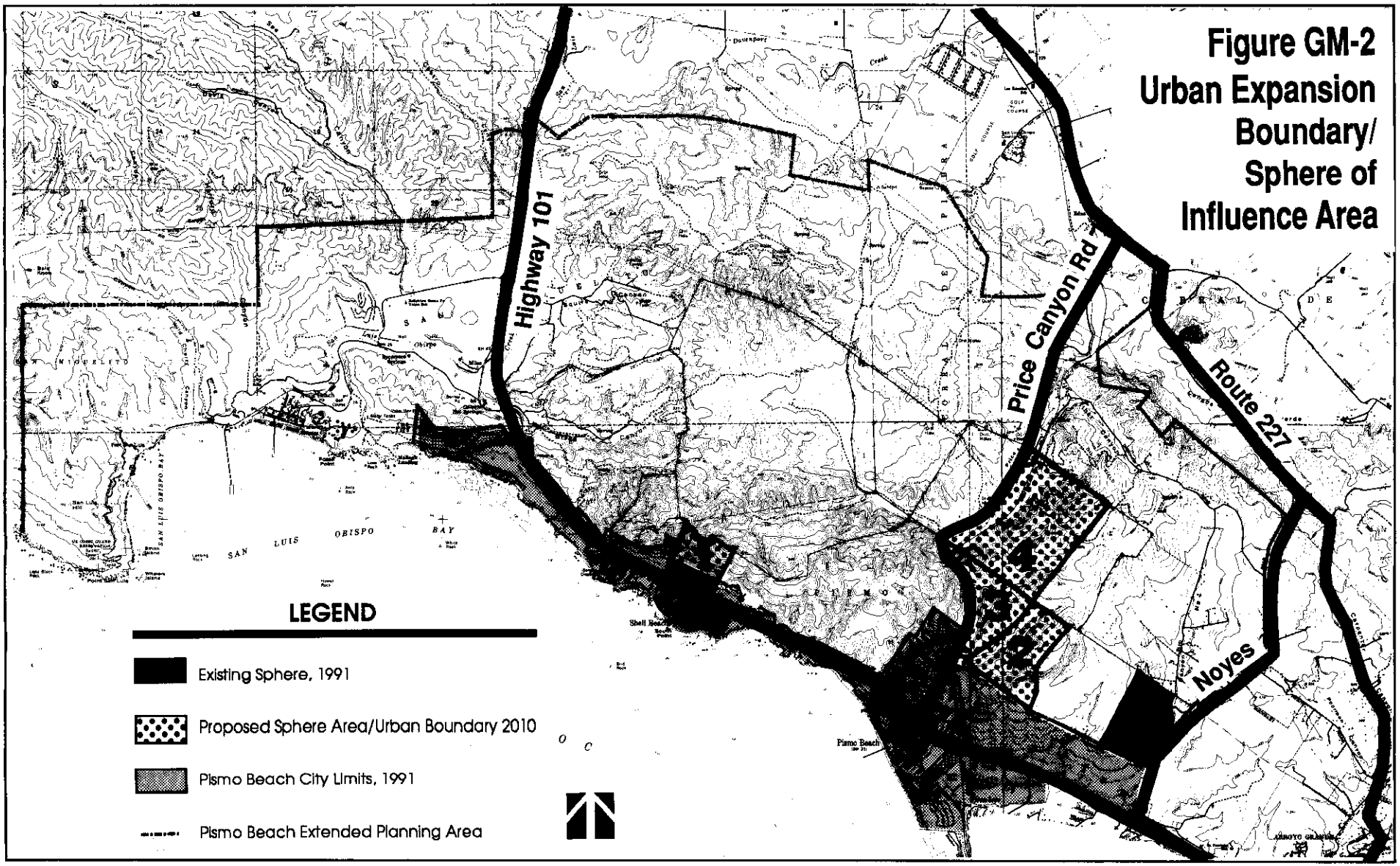
b. The City shall request San Luis Obispo County to retain all lands within the extended area in land use policy categories requiring a minimum of 20 to 320 acres per parcel.

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.


Figure GM-2
Urban Expansion
Boundary/
Sphere of
Influence Area
Highway 101
Price Canyon Rd
Route 227
Noyes
SAN LUIS OBISPO BAY
LEGEND
Existing Sphere, 1991
Proposed Sphere Area/Urban Boundary 2010
Pismo Beach City Limits, 1991
Pismo Beach Extended Planning 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 areawide or regional issues of concern, such as traffic, water supply, transit, waste management, air quality, and others.

GM-4 Urban Expansion Boundaries/ Sphere of Influence

The urban expansion boundary of the city (sphere of influence) shall be extended to include land in Price Canyon and along Mattie Road as shown in Figure GM-2. The Mattie Road expansion extends the 1990 sphere of influence, (approximately 30 acres) to the top of the foothills and the entirety of the property holdings (an additional approximate 85 acres, Parcel 1). The Price Canyon expansion includes three parcels totalling approximately 975 acres. Parcel 2 is approximately 182 acres, Parcel 3 is approximately 258 acres and Parcel 4 is approximately 450 acres.

The urban expansion boundary, also referred to as the sphere of influence, shall define the area to which the city intends to provide municipal services and allow the development of some urban land uses in the time period between 1992 and 2010.

GM-5 Sphere of Influence (SOI)

Upon adoption of the General Plan, the City shall request the San Luis Obispo County Local Agency Formation Commission (LAFCo) to amend the sphere of influence for the City to include the area identified in Figure GM-2.

GM-6 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.

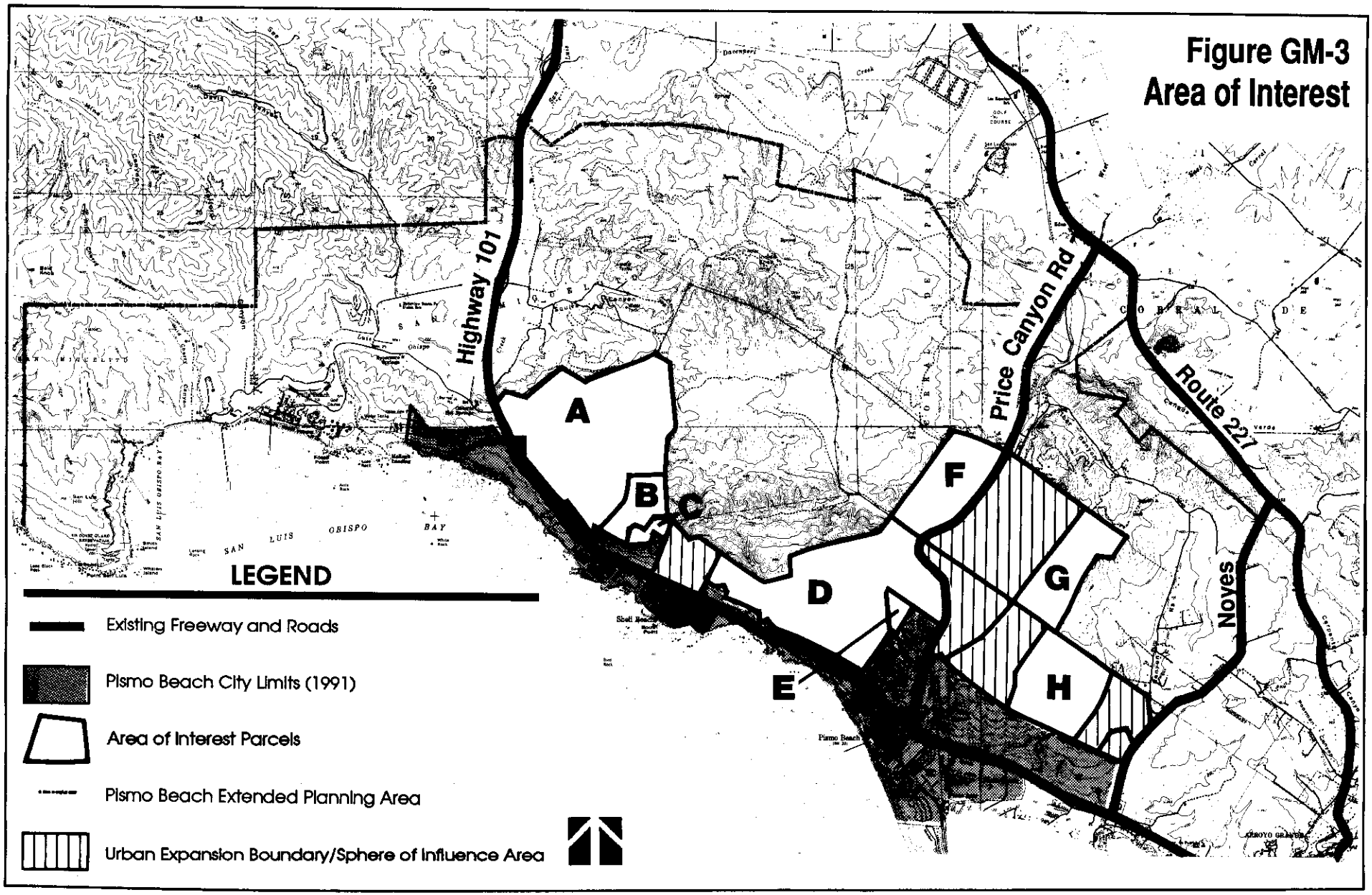
GM-7 Area Of Interest/Future Additions to the SOI

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


Figure GM-3
Area of Interest
Highway 101
Price Canyon Rd
Route 227
Noyes
A
B
C
D
E
F
G
H
LEGEND
Existing Freeway and Roads
Pismo Beach City Limits (1991)
Area of Interest Parcels
Pismo Beach Extended Planning Area
Urban Expansion Boundary/Sphere of Influence Area

to the SOI. 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 decision is made.

GM-8 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 all 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; stormwater management; water supply and distribution; streets and circulation; fire protection; police services; parks; and others as appropriate.

5. Prezoning Ordinance

   A detailed prezoning 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 Policies
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, prezoning ordinance, and the related environmental document, the City shall transmit the annexation request to LAFCo for its consideration and decision.

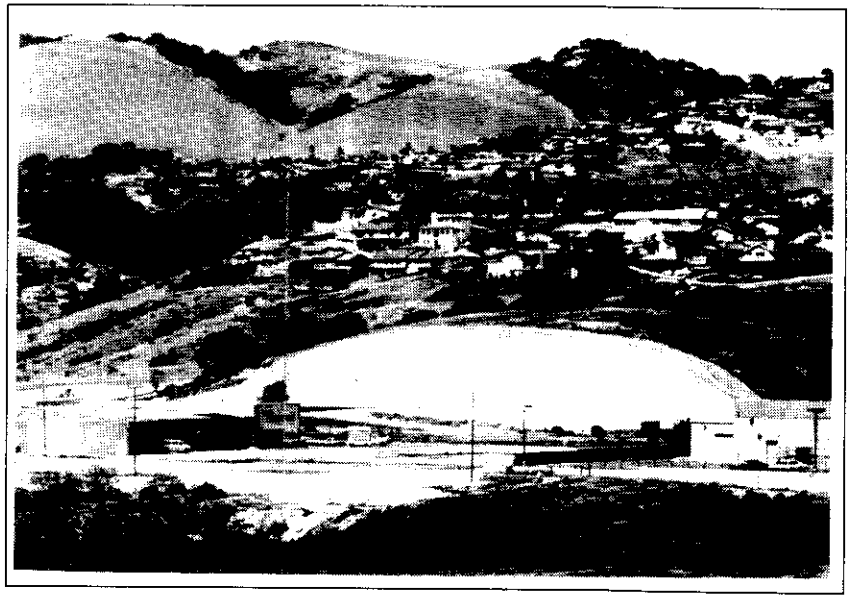
GM-9 Price Canyon Annexation (Parcels 2 and 3)

Prior to considering annexation of parcels "2" and "3" in the Price Canyon area, a specific plan study and amendment of the General Plan Land-Use Element shall be required. In addition to the requirements of GM-8, the following approach shall be used in the specific plan study:

a. The boundaries of the study area shall include all parcels on which any portion of the planned Price Canyon Golf Course would be located.

b. The specific plan study shall be undertaken in two phases.

Phase I shall be a detailed analysis of site opportunities and constraints. Upon conclusion of this phase, the approval of the City will be required to establish the permitted development program, including: the permissible number of residential dwelling units within the range specified by the Land Use Element; the mix of development types; and land use areas to be dedicated or reserved for public purposes, including a golf course site, other



public park lands, and 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 concurrent with the preparation of the Specific Plan.

d. 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 prezoning of the property, the City shall request LAFCo final action on a request for annexation of the property into the City of Pismo Beach.

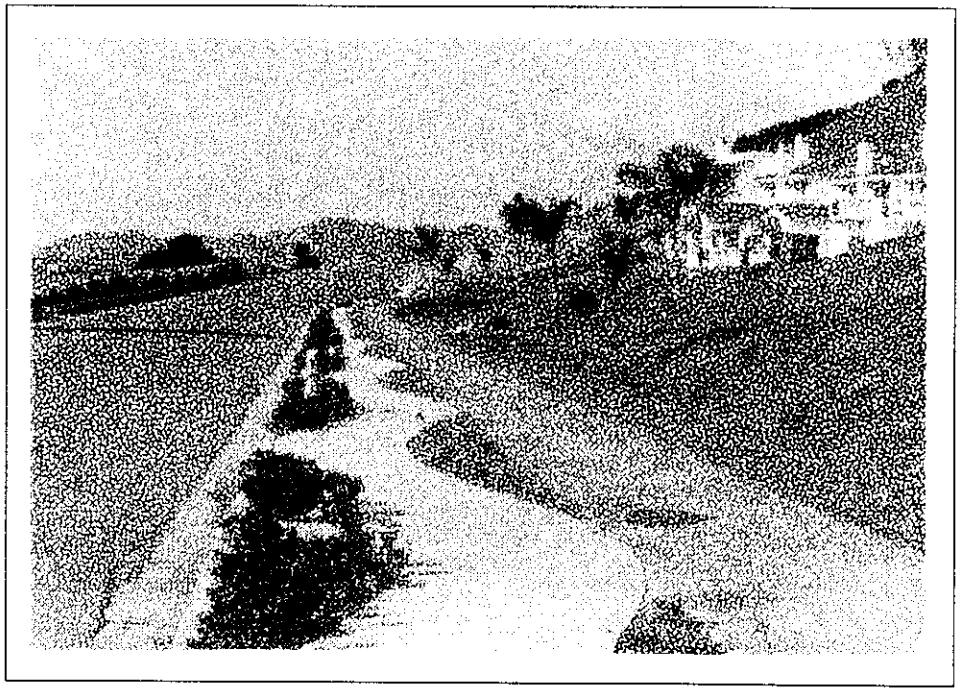
Related General Plan policies include:

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

GM-10 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 determined 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 prezoning shall be completed prior to requesting LAFCo final action on annexation of the property.

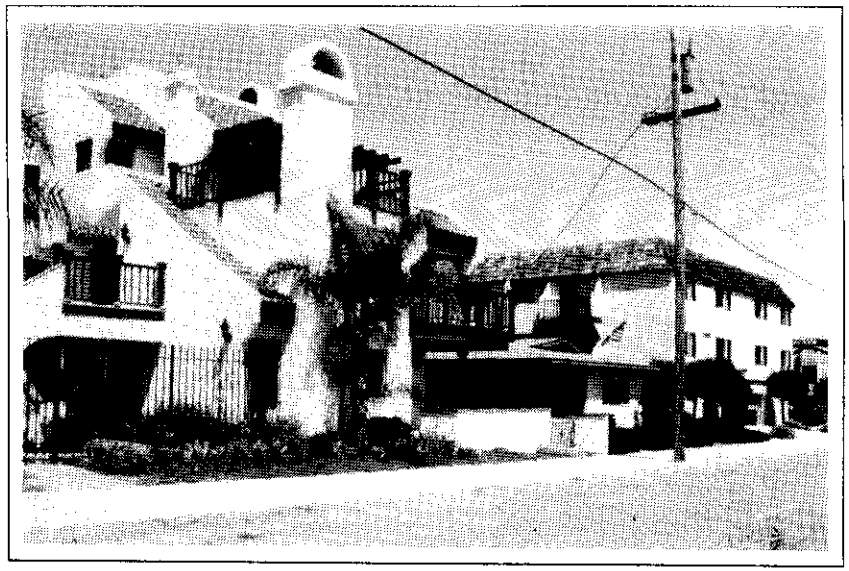
Housing

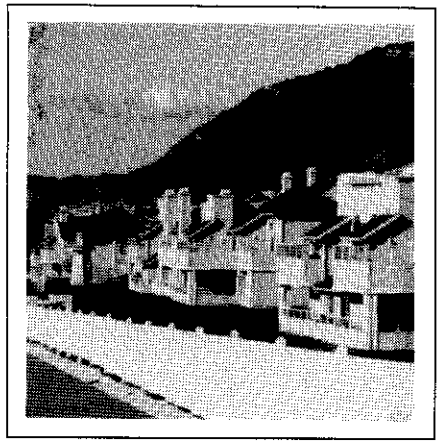


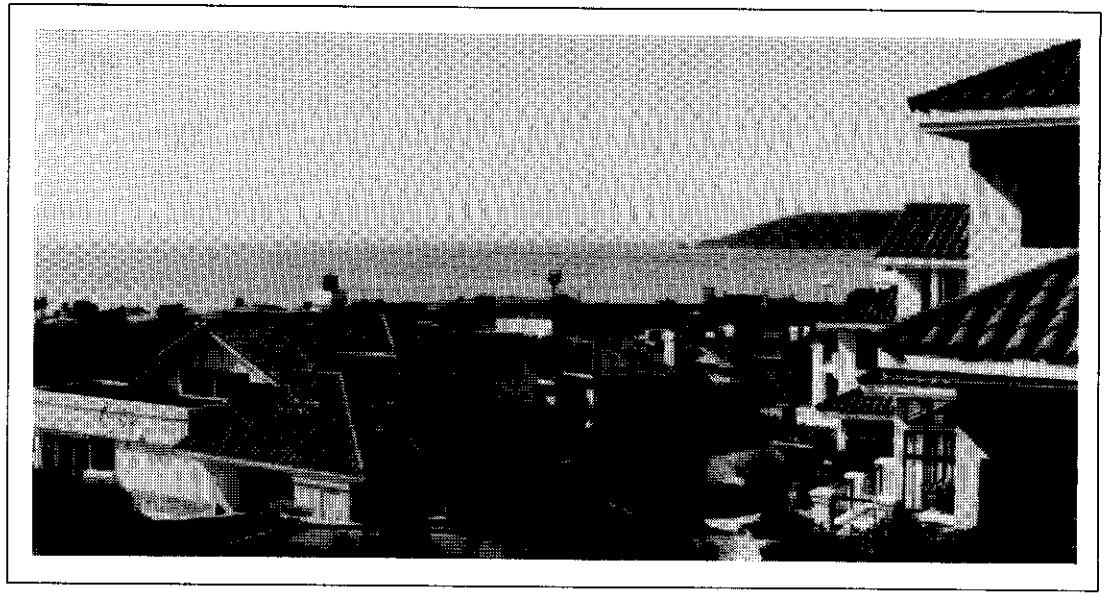
One of the privileges which they should have as American citizens is at least the privilege of living in reasonably decent accommodations. I do not think anyone is asking for palaces or beautiful, big apartments; but we are asking for sanitary, safe dwelling units, with adequate space in which to take care of a family.

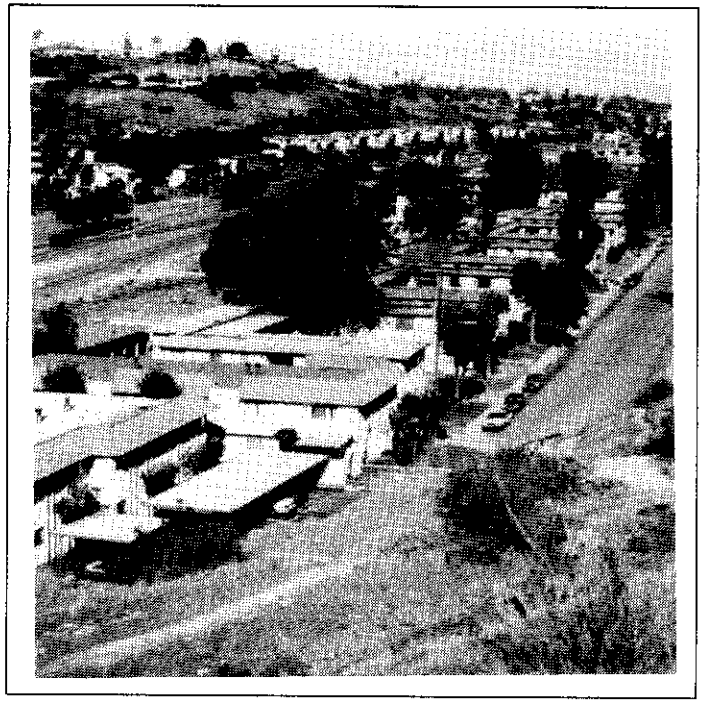
Hubert H. Humphrey
Congressional Record 1949

Housing Element









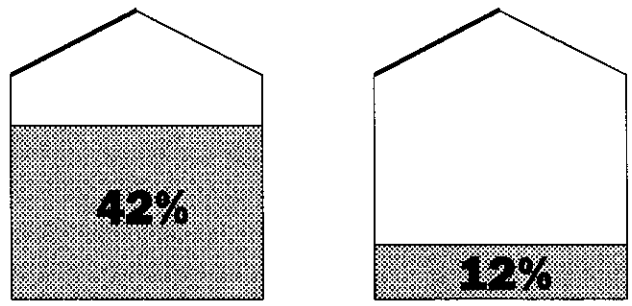


Background*

Consideration of the need for housing that is affordable to residents and the workforce employed within the city at all income levels is an integral part of the general planning process. The Housing Element contains the policies of the city and the proposals for programs that will help provide that housing as well as maintain it at affordable prices.

The previous Housing Element of the Pismo Beach General Plan was developed during 1983. At that time it appeared that there was an adequate supply of very low income housing, and that the city should concentrate on providing housing affordable to low and moderate income households.[1] However, within only a few years costs began to escalate in Pismo Beach and the San Luis Obispo region generally, driving housing prices beyond the reach of many moderate income families. This jump in prices was the market reaction to the influx of new residents into the region. These newcomers came from areas of the state where housing values were much higher; hence they could spend large amounts gained from appreciated equity for housing in San Luis Obispo County, where prices had been much lower.

Figure H-1
% Units Costing Less Than $100,000



The suddenness of this price escalation is demonstrated by sales information from the County Assessor's Office. As recently as 1985, 42% of the total housing sales in the county were for units costing less than $100,000; by 1988 units in this price range comprised only 12% of sales (see Figure H-1). In the South County subregion, which includes Pismo Beach, 1988 sales in this price category were down to 6%. 1990 estimates by Pismo Beach realtors put the average 2000 sq. ft. single family house in the $280,000–$300,000 range; a 1500 sq. ft. condo would sell in the $210,000–$225,000 range.

Rental costs have not escalated as greatly as purchase prices. However here, too, the number of units available at affordable cost is inadequate. The 1980 census indicated that

[1] Income levels are determined annually by the U.S. Department of Housing and Urban Development. Very low income households earn up to 50% of the area median; low income households earn up to 80% of the area median; moderate income households earn from 80% to 120% of the area median. The 1990 median income for a family of four in San Luis Obispo County was $36,900.

* NOTE: Housing Policies are no longer a requirement of the Coastal Act.

83% of low income renters were paying more than 25% of their monthly income for rent: current estimates by the San Luis Obispo City Housing Authority is that these renters are probably paying at least 50% of their income on rent. The situation is worsened by the fact that in the last five years (1985-1989) no new apartments have been constructed in Pismo Beach, and approximately 44 units, both single and multifamily, have been demolished.

Housing Needs For All Income Levels

Table H-1 shows the number of new units added to the housing stock by unit type between 1984 and 1990.

Table H-1
Units Added To Pismo Beach Housing Stock 1984-1990
(Figures From State Department of Finance)

	Total Units	Single Family	Multifamily 2-4 Units Per Structure	Multifamily 5+ Units Per Structure	Mobile Homes
Existing 1990	4590	2795	457	631	707
Existing 1984	3485	1903	423	524	635
Constructed (1984-1990)	**1105**	**892**	**34**	**107**	**72**

However, even with the great amount of building activity in the city during this time, it is probable that only a few of these new units were affordable to low and moderate income households.

The estimate of affordable housing built over the last six years is calculated here:

1. Table H-1 shows that between 1984 and 1990, 107 multi-family units in buildings containing five or more units were added to the housing stock. Based on permit valuations for the early years of this time period, we can assume that about a third of these units or 36 units were affordable to moderate income households.
2. During 1983-1984 the Toucan Terrace development provided 130 single-family homes at a moderate price, $89,900. During 1984-1985 the Lifestyle development provided 197 units at prices ranging from $94,000 - $90,000. No eligibility requirements were placed on the buyers, and the units had no resale controls. Therefore the extent to which these units met the needs of moderate income buyers is not known. Nevertheless, it is probable that the needs of at least 40 to 50 moderate income households were met by these two developments.
3. Table H-1 also shows that between 1984 and 1990, 72 mobile homes were added to the housing stock. Mobile homes are generally affordable to low income households, in this case low income senior households, since the parks are restricted. Seniors comprise 28.4% of the low income population of the city.

The state Department of Housing and Community Development in conjunction with the San Luis Obispo Areawide Coordinating Council, has projected housing need in Pismo Beach by income level for the years 1991 through 1997 as shown in Table H-2.

Table H-2
State Estimated Fair Share Housing Need
In Pismo Beach By Income Level

Income	1/1/91 to 7/1/97
Very low	58
Other lower	48
Moderate	89
Above moderate	367
Total Units	**562**

It should be understood that Table H-2 indicates only the minimum number of affordable units needed. The following policies are aimed at providing as many as possible newly constructed affordable units, and also at conserving the affordable housing that currently exists. The need of 195 affordable units is estimated only through 1997. The policies are intended to guide the city in balancing future development for as long as such actions are necessary to support the principle that residents and employees of all income levels should be able to find an affordable home in Pismo Beach.

A more detailed background, analysis and implementation plan for each policy is included in the Housing Element Appendix which is adopted as a part of the General Plan.

Principles

P12 *Affordable Housing For Residents and Employees*

It is the intent of the City of Pismo Beach to facilitate the provision of housing units affordable for sale and rent to residents and employees of all income levels. In support of this principle, the City will carry out policies consistent with good planning practices, the maintenance of a healthy housing market, and the protection of the special qualities of the city environment. The City shall strive to meet it's fair share housing allocation as determined by the San Luis Obispo Area Coordinating Council.

Policies

Overall Policies

H-1 Range of Housing Types and Densities

The City shall maintain a range of density categories in the General Plan that will permit the development of a variety of housing types, including single family homes, condominiums, rental apartments, mobile homes and manufactured housing. The city shall maintain at all times a supply of residentially zoned land which is adequate to meet at least a 5 year need.

H-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 low and very low income housing. The City shall adopt an ordinance that determines the conditions of this bonus increase and that provides for additional incentives as permitted developers under the Code. Eligibility of households and cost/resale controls shall be determined by the City using regional affordability criteria determined annually by the County of San Luis Obispo.

H-3 Density Bonus for Elderly Housing

The City will permit a density increase of up to 50% over the unit limit in medium and high density residential General Plan categories for the development of housing restricted to elderly households (using HUD minimum age requirement of 62 years) if at least 50% of the units are affordable to very low income elderly households. Per unit resident parking requirements may be reduced as determined appropriate by the City Planning Commission. As a guideline, a reduction to .67 resident spaces per unit may be used.

H-4 Code Enforcement

The City shall investigate all complaints regarding substandard housing conditions and require code compliance of the property owner. Failure to correct deficiencies in rental housing will be reported to the Franchise Tax Board, which, under the Revenue and Taxation Code prohibits a taxpayer who derives rental income from substandard housing from receiving tax deductions for interest, taxes, depreciation or amortization.

H-5 Contractual Agreement with San Luis Obispo City Housing Authority

The City shall modify it's contract with the San Luis Obispo City Housing Authority, or other similar non-profit agency, to permit that agency to:

1. Monitor resale controls and rental restrictions on below market rate units in the city;
2. Determine income eligibility of applicants for affordable housing programs;
3. Issue tax exempt bonds and/or mortgage credit certificates for housing developments in the city;
4. Make application for appropriate and available state and federal funding programs to be used in the city;
5. Continue current authorization to implement the federal Section 8 Rental Assistance and state Aftercare programs.

H-6 Growth Management Priority

The total number of units required to be constructed for low and moderate income housing and an equal

number of market rate units in a project or phase of a project may be given priority in the city's Growth Management Allocation System. 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. (See also Growth Management Element, GM-1, Growth Rate.)

H-7 Simultaneous Construction of Affordable Housing

When a project is required to provide a percentage of affordable units under these policies, such housing shall be built simultaneously with the remainder of the project or assured by bond or some other acceptable form of security. Projects that are built in a series of phases shall include the required percentage in each phase.

H-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. Investors may include the city or Redevelopment Agency, state Department of Housing and Community Development, private developers and lenders, pension funds, insurance companies or nonprofit corporations. The City may contract with the San Luis Obispo Housing Authority or other non-profit agency to administer the program. (See also Facilities Element, F-13, Employee Housing/Housing Subsidies.

H-9 Commercial Impact Fee

The City shall require new commercial development (general commercial, office, industrial) to pay an impact fee calculated on a dollars-per-square-foot basis to the city's Rental Housing Fund. New hotel/motel developments shall pay an impact fee calculated on a dollars-per-room basis. These funds will be used to assist housing for low and very low income households. The amount of these funds will be determined by a study of the nexus between new commercial development and the need that development creates for affordable housing.

Policies for Retention of Existing Housing

H-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 of the applicant:

1. Notification in writing to tenants of the intent to convert at least six months prior to approval of application.
2. Priority offering to existing tenants to purchase the unit.

3. Relocation assistance in finding suitable and affordable alternative rentals.
4. Reasonable moving expenses.
5. Payments to the city's Rental Housing Fund in amounts determined by ordinance for provision of affordable rental units in other locations in the city.
6. These rules are applicable to all tenants occupying the unit at the time of notification unless the applicant can demonstrate that a tenant has abused his obligations by nonpayment of rent, destruction of property, or by perpetuating a nuisance.

H-11 Conversion of Rental Mobile Home Spaces to Ownership Spaces

Conversion of rental mobile home parks to ownership parks will be considered by the city when the applicant has met the following conditions:

1. The state-required report on the impact of the conversion on displaced residents has been filed with the city.
2. Notification in writing to tenants of the intent to convert at least six months prior to application approval.
3. Priority offering to tenants to purchase a space within the park.
4. Relocation assistance as necessary in finding suitable and affordable alternative rentals.
5. Reasonable moving expenses.
6. At least ten percent of the spaces in the park remain as rentals under the management of the homeowner's association at rental rates under the control of the city's Mobile Home Rent Stabilization Ordinance, so long as this ordinance is in effect.
7. These rules are applicable to all tenants occupying the mobile home space at the time of notification to convert unless the applicant can demonstrate that the tenant has abused his obligations by nonpayment of rent, destruction of property, or unwillingness to abate a nuisance.

H-12 Demolition of Rental Housing Outside Coastal Zone

The City may issue permits for the demolition of rental housing when the applicant has met the following conditions:

1. Rental units for demolition that have been rented at rates affordable to low and moderate income households at any time three years prior to the application for demolition must be replaced within the city on a one for one basis and rented at affordable prices. Immediate construction of the replacement units is preferable; if this is not feasible, the units can be secured by bond until replacement opportunities become available.
2. Notification of intent to demolish has been offered all tenants in writing at least six months prior to demolition.
3. Relocation assistance has been offered existing

tenants in finding suitable and affordable alternative rentals.

4. Reasonable moving expenses have been paid.

These rules are applicable to all tenants occupying the unit at the time of notification unless applicant can demonstrate that tenant has abused his obligations by nonpayment of rent, destruction of property, or perpetuating a nuisance.

H-13 Demolition or Conversion of Rental Housing In Coastal Zone

The city may issue permits for the demolition or conversion of existing residential housing occupied by low to moderate income persons in the coastal zone when the applicant has met the following conditions:

1. Rental units for demolition that have been rented at rates affordable to low and moderate income households at any time one year prior to the application for demolition must be replaced within the city on a one for one basis and rented at affordable prices. In the event that an existing residential dwelling unit is occupied by more than one person or family, this standard shall apply if at least one such person or family, excluding dependents, is of low or moderate income.
2. Replacement shall occur on the site of the converted or demolished structure or elsewhere within the coastal zone if feasible. If replacement on the site is not feasible, units shall be located within three miles of the coastal zone.
3. The replacement units shall be provided and available for use within three years from the date upon which work commenced on the conversion or demolition of the residential dwelling unit. Immediate construction of the replacement units is preferable; if this is not feasible, the units can be secured by bond until replacement opportunities become available.
4. The following are exceptions to the replacement rule, unless the City determines that replacement of all or any portion of the converted or demolished dwelling units is feasible:
   a. The conversion or demolition of a residential structure contains less than three dwelling units, or, in the event that a proposed conversion or demolition involves more than one residential structure, the conversion of 10 or fewer dwelling units.
   b. The conversion or demolition of a residential structure for purposes of a nonresidential use which is either "coastal dependent" or "coastal related".
5. This rule shall not apply to the demolition of any residential structure which has been declared to be a public nuisance pursuant to the Uniform Dwelling code.
6. Notification of intent to demolish has been offered all tenants in writing at least six months prior to demolition or conversion. (Conversion meaning the recordation of a final map.)
7. Relocation assistance shall be offered to existing

tenants in finding suitable and affordable alternative rentals.

8. Reasonable moving expenses shall be paid related to relocation.
9. These criteria and requirements are applicable to all tenants occupying the unit at the time of notification unless the applicant can demonstrate that a tenant has not paid rent or has caused excessive damage to the property.
10. "Conversion" means a change of a residential dwelling, including a mobilehome or a residential hotel to a condominium, cooperative, or similar form of ownership; or a change of a residential dwelling, including a mobilehome to a nonresidential use.
11. "Demolition" means the demolition of a residential dwelling, including a mobilehome or a residential hotel.
12. "Coastal-dependent development or use" means any development or use which requires a site on, or adjacent to, the sea to be able to function at all.
13. "Coastal-related development" means any use that is dependent on a coastal-dependent development or use.

H-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 rentals, the City may assist owners to preserve and improve the structures through available rehabilitation assistance programs. The housing assistance fund referenced in Policy H-20 may be used to implement this policy, as well as state or federal program funds. (See Land Use Element LU-4, Resort Commercial Land Uses.)

Policies For Provision of New Housing

H-15 Inclusion of Affordable Housing Within Existing City Limits

The City shall require that all new residential development within the existing 1990 city limits provide a percentage of affordable housing as follows:

1. Developments of ten units or more shall provide at least 10% of the units for sale or rent at a cost affordable to moderate income households.
2. Developments of less than 10 units, but more than one unit shall pay in lieu fees to the city as determined equitable by city ordinance.
3. In lieu fees shall be held by the city in a special housing fund to be used to facilitate housing affordable to low and very low income households.
4. Resale and/or rental controls shall be noted on the deed and shall apply to all successors and assigns in perpetuity.
5. Eligibility of buyers or renters and appropriate rental and resale prices will be determined by the

city and San Luis Obispo City Housing Authority, using Consumer Price Index data or other appropriate regional affordability indices.

6. Priority for purchase or rent shall be offered to applicants who have been employed in, or are residents of, Pismo Beach for the previous two years.
7. Conversion of any rental units to ownership units occurring during the period the rental controls are in effect will require the percentage of controlled units to be offered for sale at a cost affordable to the eligible moderate income household, and resale controlled by the city or Housing Authority. This policy applies to all properties for which development application or specific plan has not been previously approved at the time of adoption of the Housing Element.

H-16 Downtown Redevelopment Area

After extensive public review, the RDA and City may establish a redevelopment project area in the downtown (See Land Use Element, Planning Area K). If a redevelopment plan is prepared, it should include areas for "mixed use" to promote the development of affordable housing on upper floors above street-level commercial and/or office use.

H-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 the development of emergency shelters by right in commercial zones, and by conditional use permit in multi-family residential zones.

H-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 employees. Service industry employees will have first priority on all units developed or renovated with the assistance of these funds. The Visitor and Convention Bureau shall be encouraged to conduct a survey of service industry workers to determine average wage scales, place of residence, and housing needs.

H-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.

H-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 payment of fee waivers, or other uses supportive of affordable housing.

H-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 the 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 to provide employee housing. (See Land Use Element LU-4, Resort Commercial Land Uses.)

H-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. (See Land Use Element LU-N-10.)

Annexation Policies

H-23 Affordable Housing Development in Annexed Properties

The City shall require the development of affordable housing in all properties to be annexed to the city as follows:

1. All residential projects in which the total development on the property is 20 or more units shall be required to provide 10 percent of the total project units at a cost affordable to moderate income households plus an additional 5 percent of the total project units at a cost affordable to lower income households, as defined by the most recent San Luis Obispo County regional housing affordability criteria. The City Council may permit the required affordable units to be developed elsewhere at other appropriate sites within the city.

   Projects which involve subdivision of residential lots only shall be required to either:

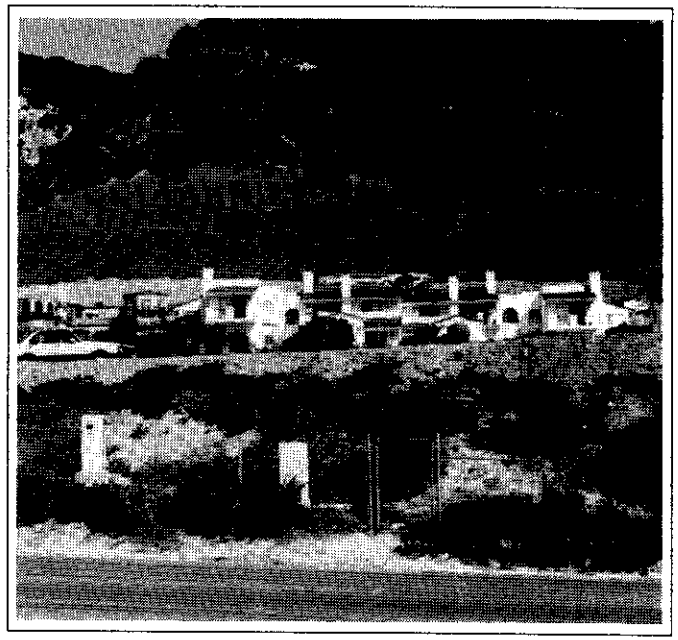
   a. dedicate a number of lots equal to 10 percent of the total, or an equivalent land area, to the City for future development of low and moderate income housing; or

   b. pay in-lieu housing fees as established by City ordinance.

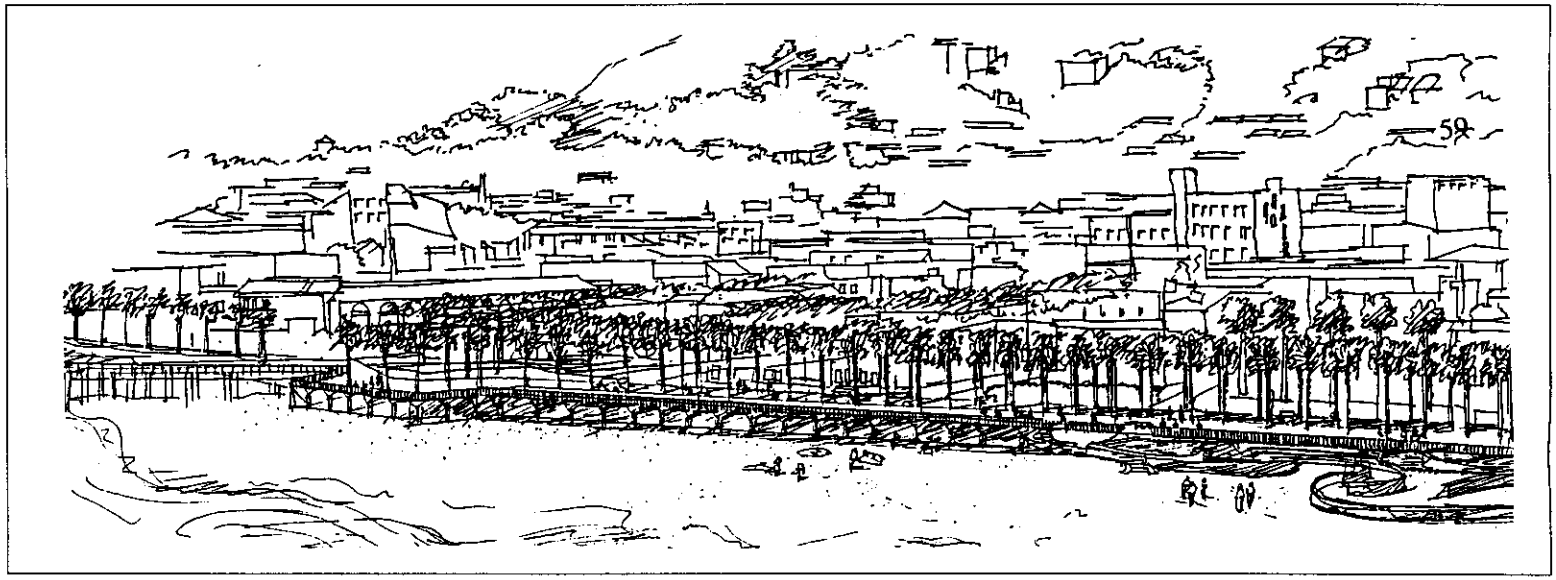
   The City Council shall determine which of these two options will be required for any particular

project based on the individual circumstances of the project and the appropriateness of the site for low and moderate income housing.

2. Residential projects in which the total development on the property is more than one unit but less than 20 units shall be required to either provide affordable units on the same percentage bases specified in item 1 or to pay in-lieu fees as established by City Ordinance. If affordable units are to be provided, the City may permit those units to be developed elsewhere at other appropriate sites within the City.
3. In lieu fees paid to the city or Redevelopment Agency shall be kept in a special city fund to be used for the provision of housing affordable to low and very low income households.
4. Resale and/or rental controls on the moderate and low income units shall be noted on the deed and applicable to all successors and assigns.
5. Eligibility of households applying for below market rate units will be determined by the city or its designee and the San Luis Obispo City Housing Authority.
6. Priority for purchase or rent will be offered to applicants who have been residents or working in Pismo Beach for the preceding two years.
7. The percentages of this housing set aside shall apply to the total development project and be proportionally included in annual phasing.



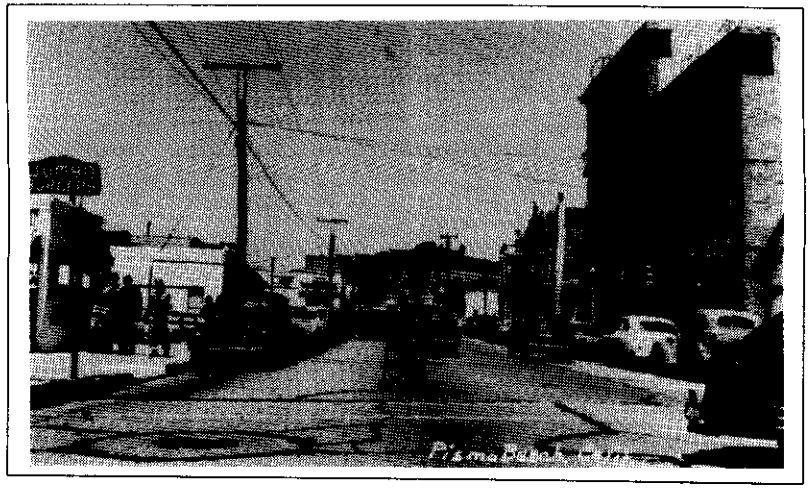
Land Use

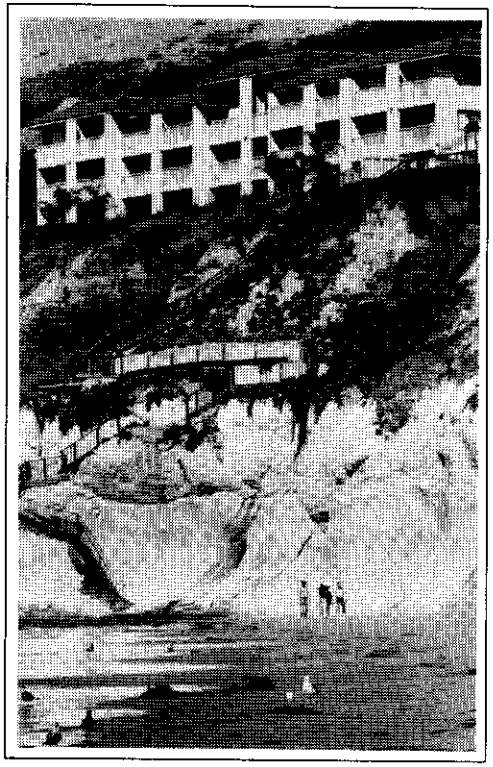


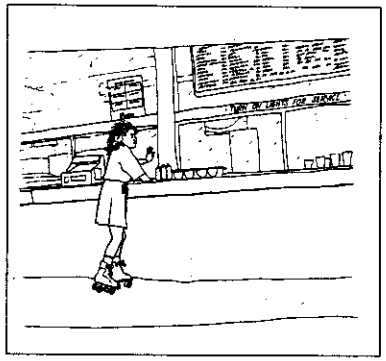
Each city differs from every other city in its physical characteristics and in the nature of its opportunities, so that the development of every city must be along individual lines. This very fact allows full scope for the development of that peculiar charm which, wherever discovered and developed irresistibly draws to that city people of discrimination and taste, and at the same time begets a spirit of loyalty and satisfaction on the part of the citizens.

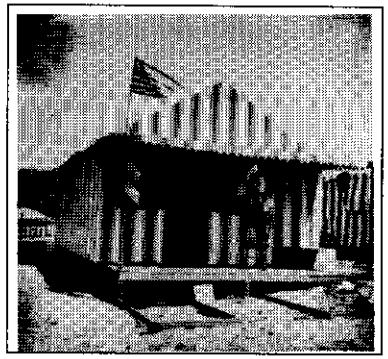
Daniel Burnham
The American Plan

Land Use Element

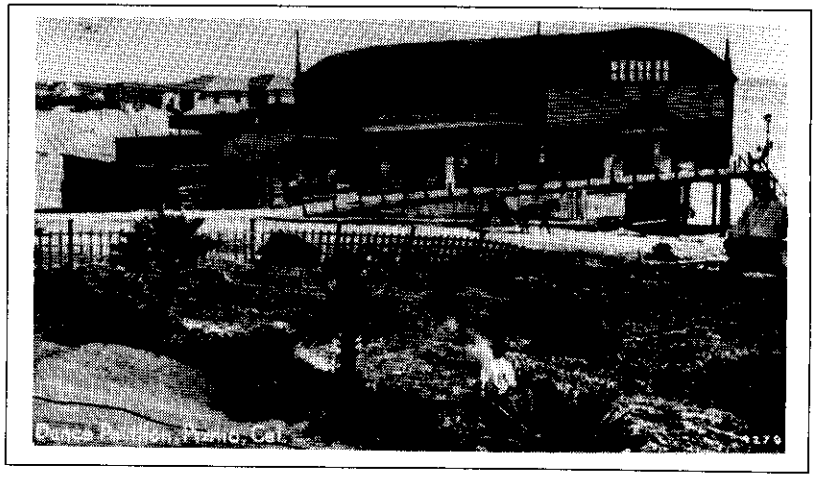












Background

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 buildout analysis includes a potential for another 2,103 units within the 1990 city limits plus another 593 units within the Sphere of Influence. Complete buildout 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

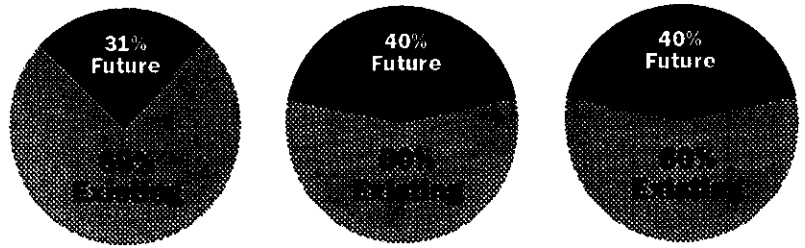


Table LU-1
Existing Land Use 1990

	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)

	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 RV's
M.	Pismo Marsh	-	-	-	-	84,000	-
N.	Oak Park Heights-City	290	513	-	350	293,000	Fire Station
	Oak Park Heights-Sphere	210	150	-	-	-	Private School
O.	Industrial	-	-	-	-	-	-
P.	Pismo Heights	101	102	-	-	-	-
Q.	Freeway Foothills-City	19	286	-	-	-	-
	Freeway Foothills-Sphere	93	140	-	-	-	-
R.	Price Canyon-Sphere	-	-	-	-	-	Golf Course, Recreation Fac., and Open Space
	SUBTOTAL 1991 City Limits	**486**	**1,617**	-	**1,208**	**648,000**	
	SUBTOTAL Sphere	**303**	**290**	-	-	-	
	TOTALS (City & Sphere)	**789**	**1,907**	-	**1,208**	**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.)

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 uplands. (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 subarea.

LU-2 Residential Uses

Residential land uses include the categories of Low, Medium and High density. Specific policies for resi-

dential 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, 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 4 units per ac.
Medium Density	5 to 10 units per ac.
High Density	11 to 30 units per ac.

These densities are maximums. It may not be desirable or appropriate to meet these densities in any specific situation. The maximum number of dwell ing 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 greater 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-1, Siting of Multi-Family Projects

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

Conversion of visitor-serving lodging to other nonvisitor-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. Nonvisitor-serving Uses

The Resort Commercial category is specifically intended to be set aside for visitor-serving uses.

Residential and/or nonvisitor-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 nonretail 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 except the "central commercial" area. 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 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.

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 policies 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

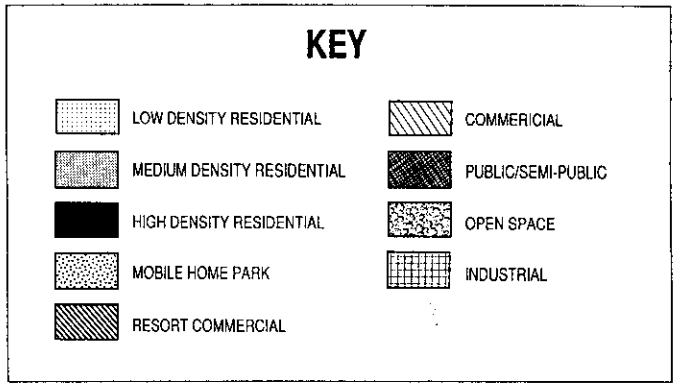
Open storage yards of material and equipment are discouraged and subject to design review, may be prohibited.

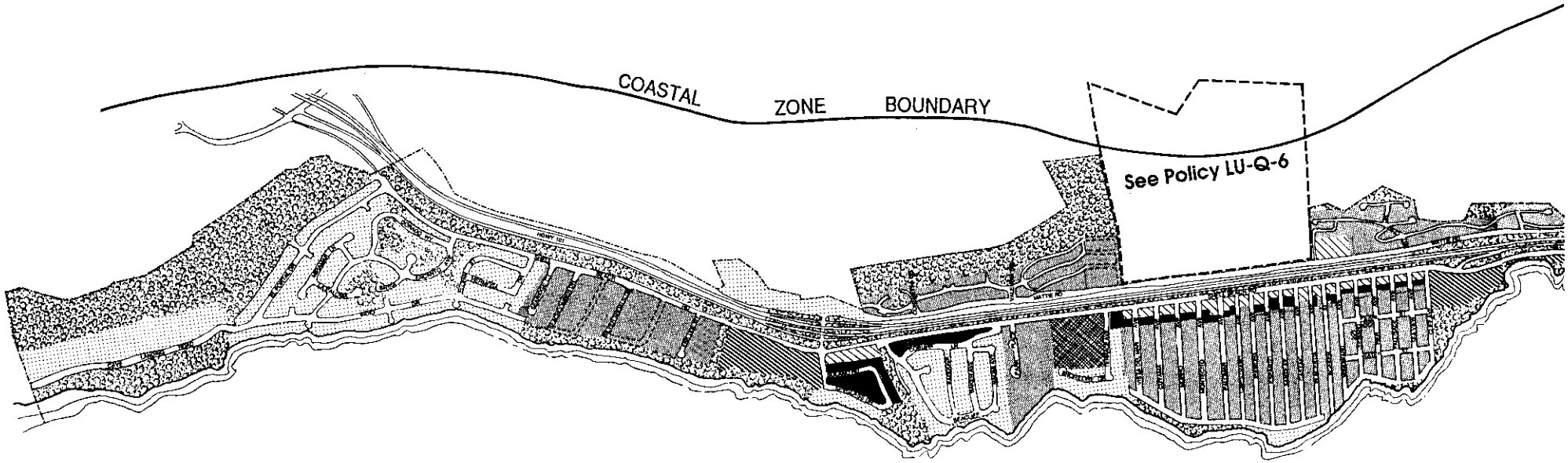
LU-7 Child Care Facilities

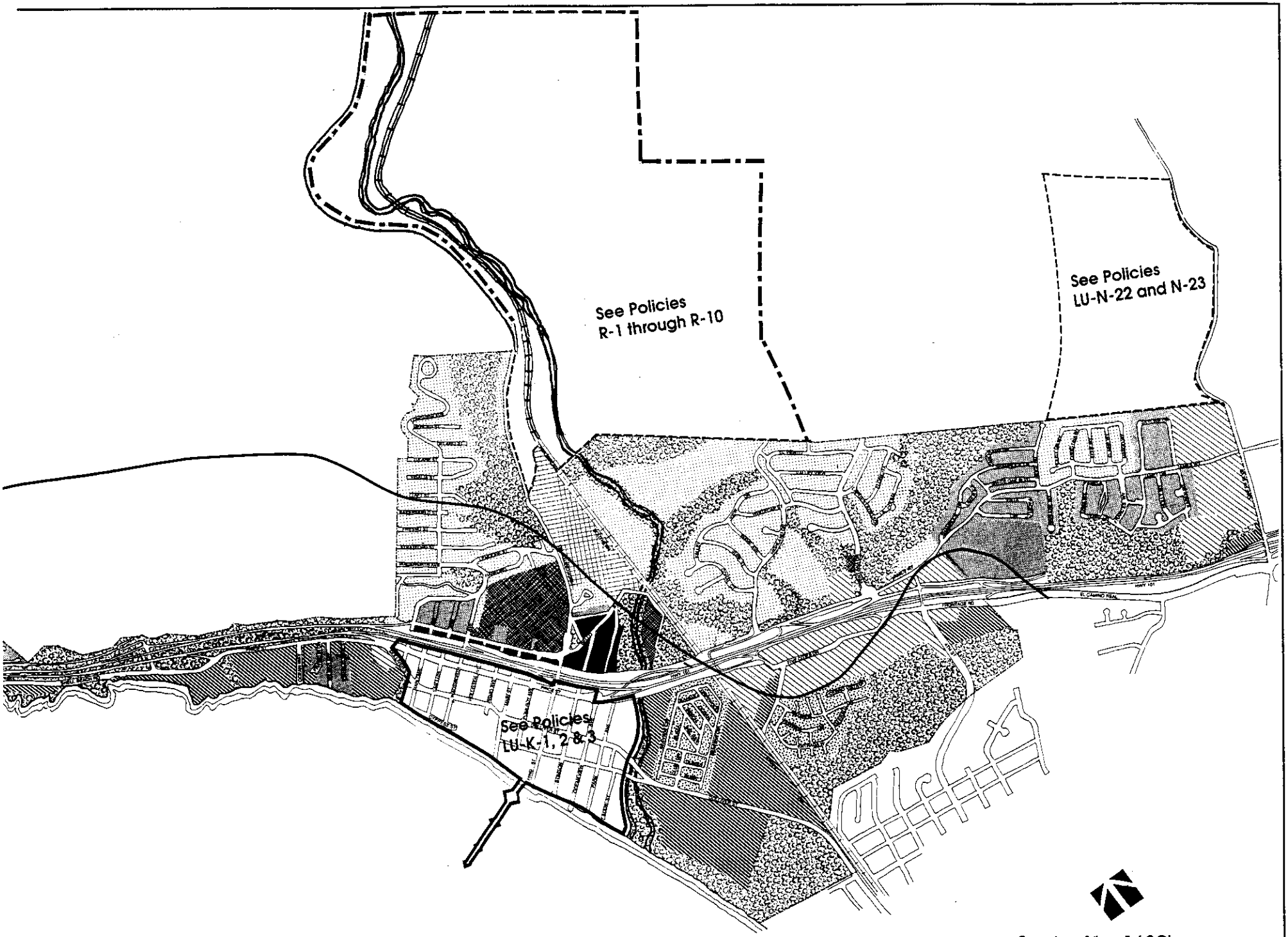
The City may grant a density bonus or provide other incentives for developers of commercial or industrial projects to include a child care facility within their project.

Land Use Figure LU-2

PISMO BEACH GENERAL PLAN

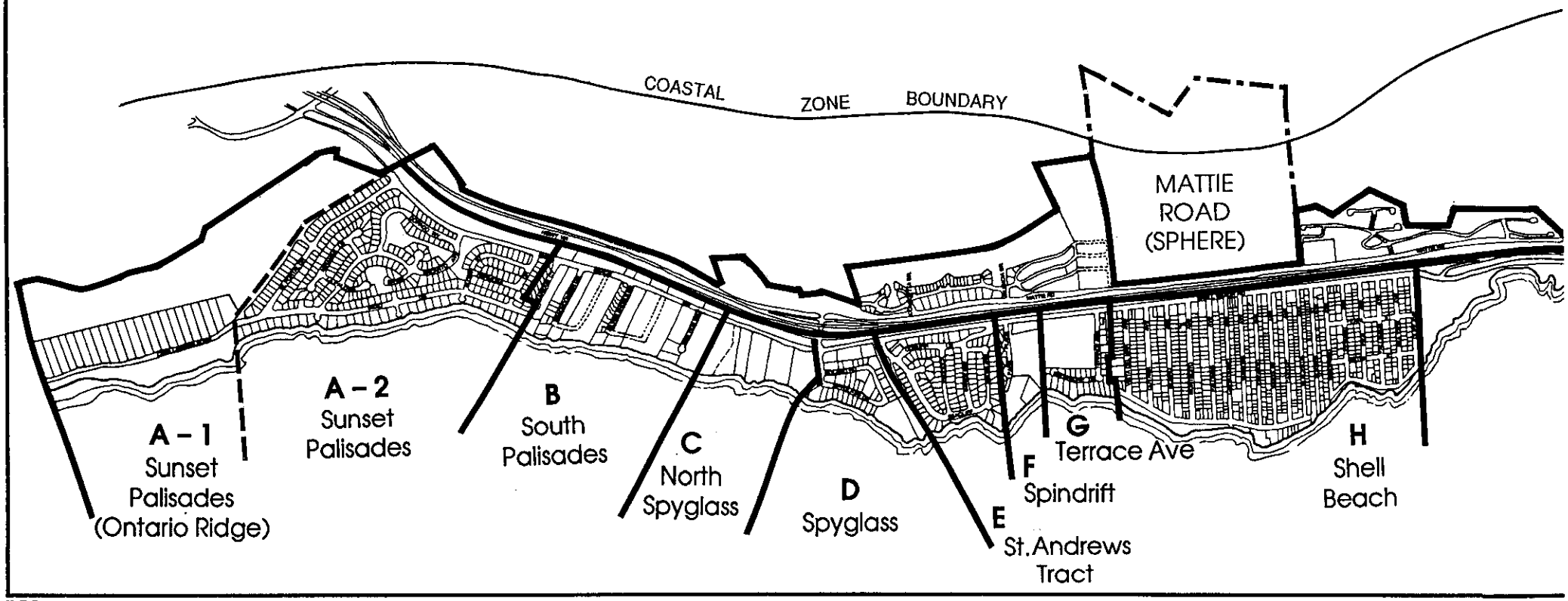


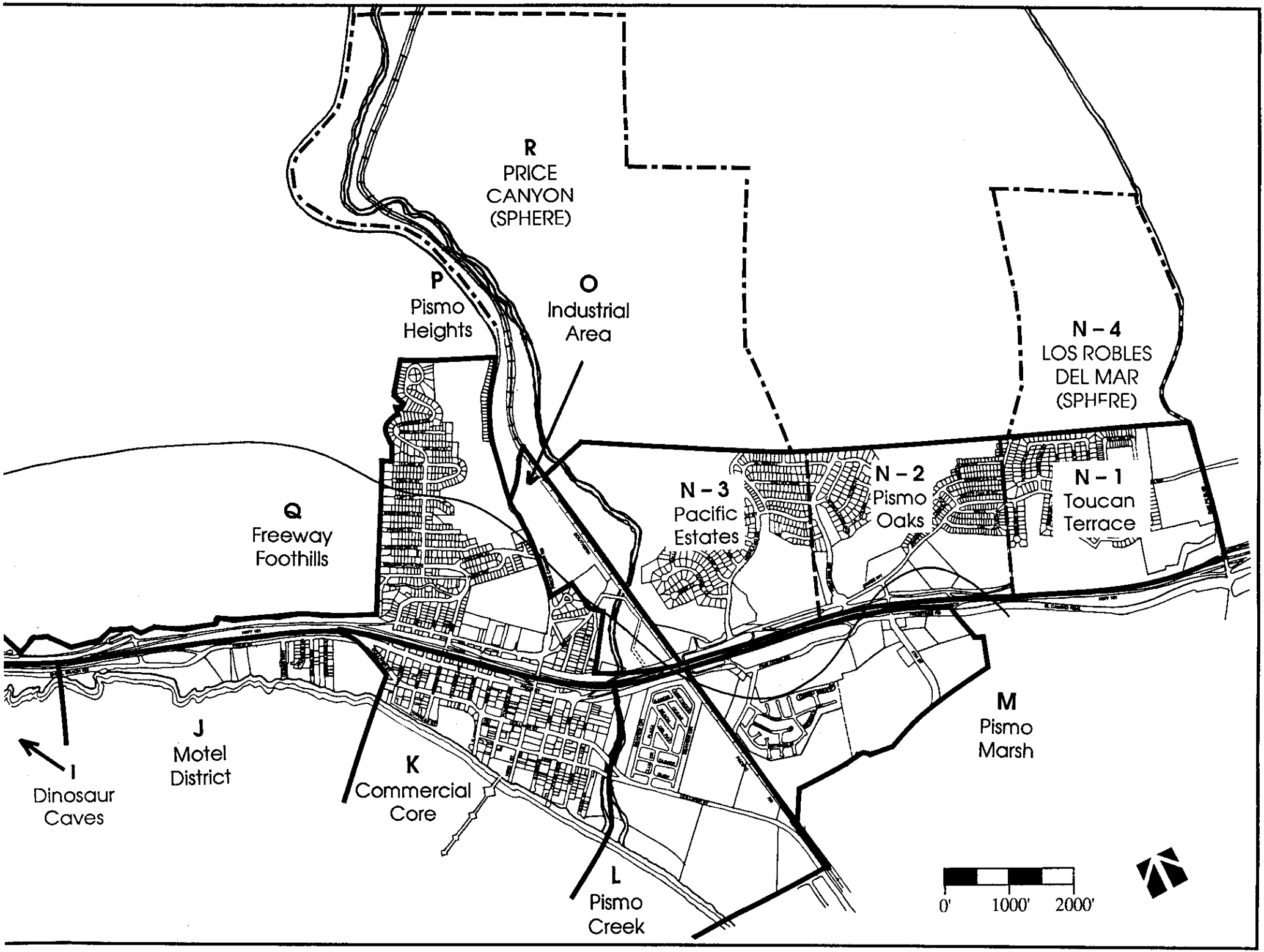



See Policies
R-1 through R-10
See Policies
LU-N-22 and N-23
See Policies
LU-K-1, 2 & 3
Scale: 1" = 1630'
LU-11

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 – 2
Pismo
Oaks
N – 1
Toucan
Terrace
N – 3
Pacific
Estates
Q
Freeway
Foothills
M
Pismo
Marsh
I
Dinosaur
Caves
J
Motel
District
K
Commercial
Core
L
Pismo
Creek
0'
1000'
2000'

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.

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.

Sunset Palisades/Ontario Ridge
Planning Area A

Background

The 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 which was annexed to the City in 1990 and was being developed as of 1992.

The bluff tops along the Sunset Palisades stretch of coast are primarily under private ownership.

The bluff tops in Ontario Ridge consists of a 9 acre open space/recreational parcel under ownership of the homeowners association but with public access rights.

The base of the bluffs is an intertidal habitat, natural resource area, which should be protected. Public access to this sensitive area should be limited. Damage by wave conditions is possible and bluff erosion is an ongoing process. Some residences along the 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 Sunset Palisades area contains 6 acres of private open space in a gated community as well as the 5.7 acre Palisades public park. Fifty three acres of land on the upper slopes of Ontario Ridge are in permanent open space. The property between Shell Beach Road/Palisades Drive and U.S. Highway 101 is subjected to high noise levels from both U.S. Highway 101 and Shell Beach Road/Palisades Drive. Archaeological resources are evident in the area.

Ontario Ridge Policies

LU-A-1 **Concept**

The Ontario Ridge area should be designated for Low Density residential Development and Open Space with an emphasis on preservation of the Ontario Ridge in its natural setting and with public access and recreation along the ocean bluffs.

LU-A-2 **Upper Slopes and Hillsides**

The upper slopes and hillsides of Ontario Ridge are subject to an open space easement and shall be restricted to agricultural open space for limited cattle

grazing. No structures shall be permitted in this area. See Conservation/Open Space, Coastal Foothills.

LU-A-3 **Blufftop Park**

The bluff top park, owned by the homeowners association shall include public walking and bicycle trails and public parking spaces in order to assure the public right of access to the bluff top and lateral access across the entire Ontario Ridge area. The lateral blufftop access route along The Bluffs Drive in the Ontario Ridge area shall be clearly and conspicuously posted for public access and use. The management of lateral blufftop 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.

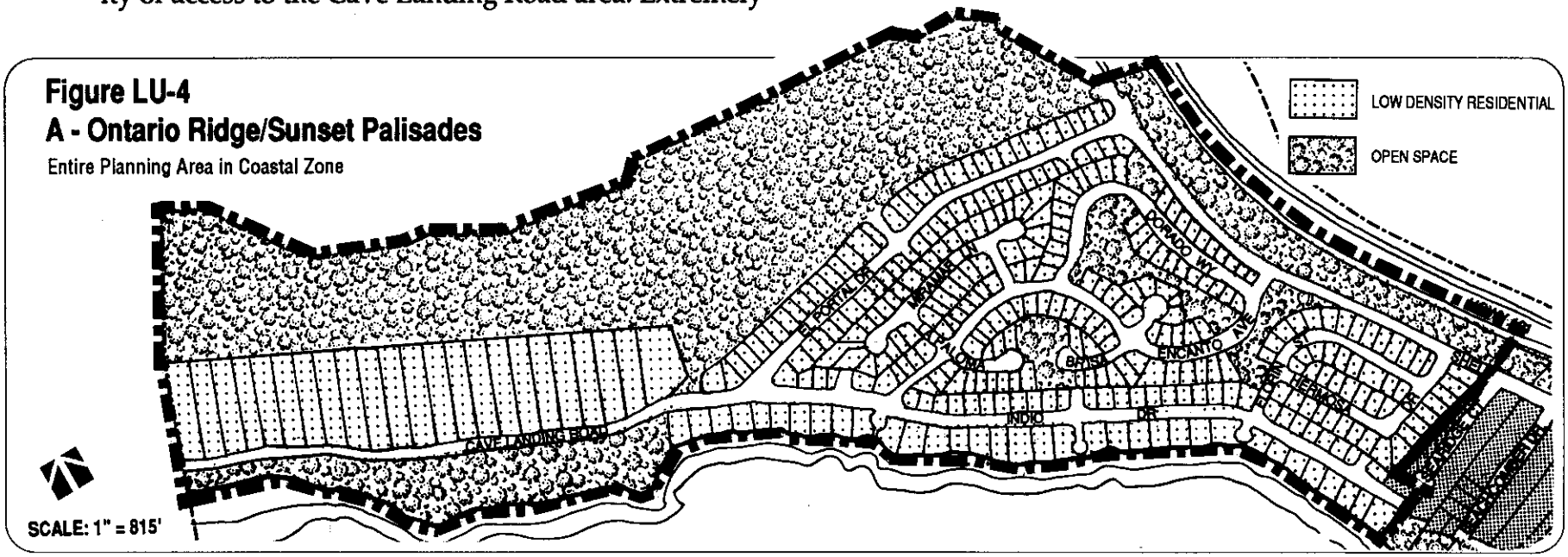
LU-A-4 **Hillside Development Regulations**

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 setback plus 20 feet.

Figure LU-4
A - Ontario Ridge/Sunset Palisades
Entire Planning Area in Coastal Zone



Sunset Palisades Policies

LU-A-6 Concept

Sunset Palisades, an area of existing homes with scattered vacant lots, shall be designated for Low Density Residential. 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. El 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 approved in this 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-39, 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 accessways to the rocky beach and intertidal 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 stair-

ways shall be allowed. If existing stairways are damaged or destroyed they shall not be repaired or replaced.

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 blufftops.

LU-A-12 **Topaz Street, Florin and Encanto Street**

The Topaz Street, Florin Street and Encanto Street undeveloped accesses shall be developed as coastal viewpoints rather than as stairways. (See Park & Recreation Element, Figure PR-4, 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 view point. The access points should be maintained so that the landscaping of abutting properties does not intrude on them.

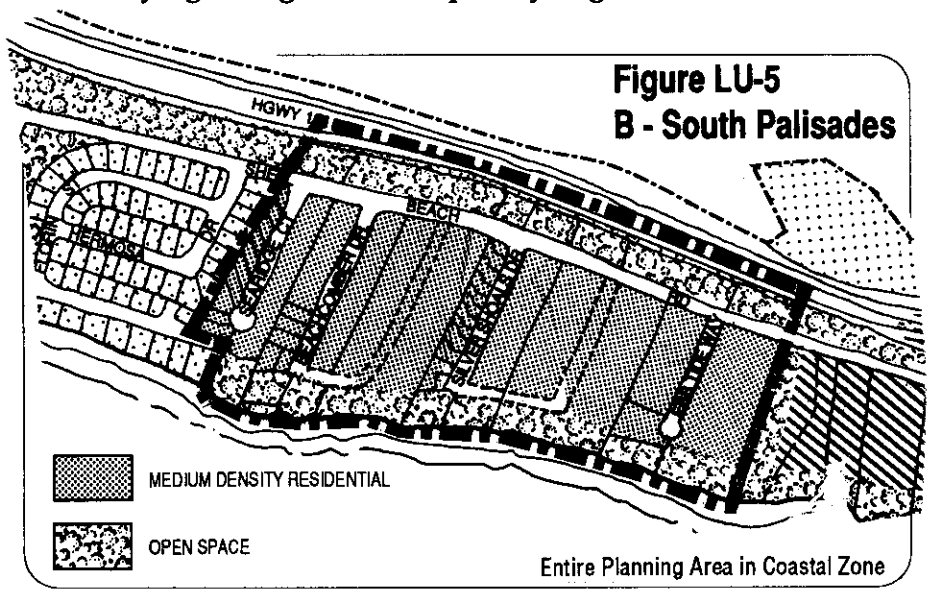


Figure LU-5
B - South Palisades

South Palisades
Planning Area B

Background

The South Palisades Planning Area is developing by the guidelines of a Specific Plan adopted in 1986. The focus in this area is on clustered residential development, with 60 percent of each parcel in open space, preservation of views from U.S. Freeway 101 to the ocean, and a 100 ft wide lateral access dedication for public parks and open space along the entire cliff. Dedication of the blufftop area may be in fee or by easement at the discretion of the city.

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 two more public stairways are planned.

LU-B-1 **Concept**

The South Palisades area is designated for Medium Density Residential to be developed under the standards of the South Palisades Specific Plan. The entire area shall be considered as one neighborhood with an emphasis on open space and scenic corridors. A 100 ft wide lateral blufftop open space area/accessway shall be 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 properties on both sides of Shell Beach Road are owned by the same owner, 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 Blufftop Open Space and Access**

The width of the lateral blufftop 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.

LU-B-4 **Road System**

A loop road system as shown in the South Palisades Specific Plan shall allow for public access to the linear blufftop park and visual access to the ocean. The loop system shall provide for bicycle paths which shall connect with the bluff top trail along the city utility easement. Development shall conform to the proposed loop road system, and will be required to construct the necessary road improvements as part of the development approval. (See Design Element D-42, Street Layouts.)

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.
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

Three stairway accesses 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

As a condition of development, a minimum of 65 public parking spaces shall be developed within the buildable portions of the South Palisades and North Spyglass Planning Areas. The parking spaces shall be equitably distributed over the subject parcels of the two planning areas, and may be located adjacent to either side of Shell Beach Road. Such public parking shall be required in addition to the parking require-

ments for private uses contained in the city's certified Local Coastal Plan. A portion of this parking may be located on public streets and shall have signage identifying the parking spaces for beach access. Additionally, adequate signing notifying the public of the public parking opportunities and identifying the location of the accessway shall be provided.

North Spyglass
Planning Area C

Background

The North Spyglass Area contains two major hotels, (the Cliffs Hotel, Spyglass Inn) and one vacant site for a future hotel. 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.

At the base of 50 ft. bluffs is a narrow sandy beach accessible during normal tide. Bluff erosion is severe and is estimated to average about 6 inches per year.

Policies

LU-C-1 **Concept**

The North Spyglass Planning Area shall be oriented to visitor-serving hotel uses with related public and private beach access and open space. The area shall be designated Resort Commercial and Open Space.

LU-C-2 **Lateral Blufftop Open Space and Access**

The width of the lateral blufftop 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.

The miniature golf course behind the Spyglass Inn should connect to the public lateral access. As an alternative, the city should acquire a path between Spyglass Drive and the public lateral access.

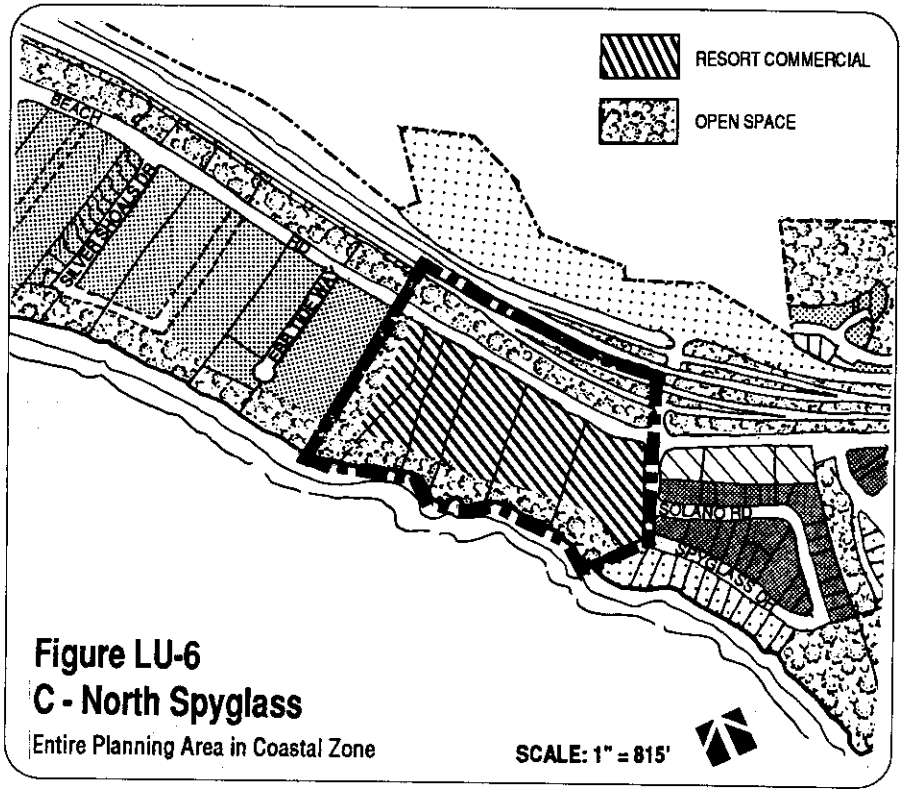


Figure LU-6
C - North Spyglass
Entire Planning Area in Coastal Zone
SCALE: 1" = 815'

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	Construction Supervision
Design Element	D-39	Focal Point Sites

LU-C-5

Public Parking

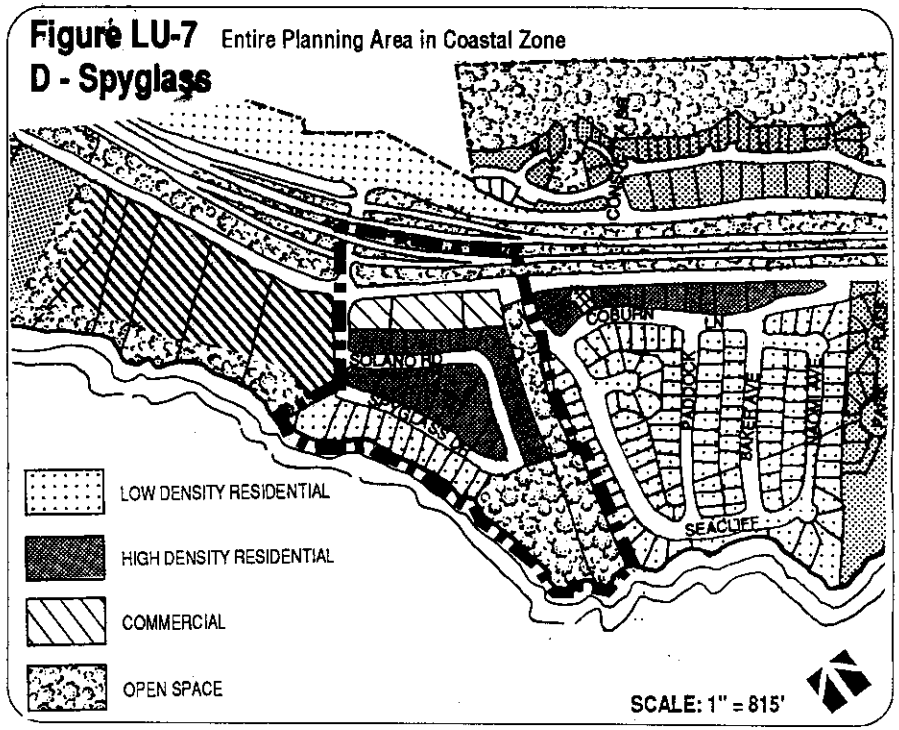
As a condition of development, a minimum of 65 public parking spaces shall be developed within the buildable portions of the South Palisades and North Spyglass Planning Areas. The parking spaces shall be equitably distributed over the subject parcels of the two planning areas, and may be located adjacent to either side of Shell Beach Road. Such public parking shall be required in addition to the parking requirements for private uses contained in the city's certified Local Coastal Plan. A portion of this parking may be located on public streets and shall have signage identifying the parking spaces for beach access. Additionally, adequate signing notifying the public of the public parking opportunities and identifying the location of the accessway 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.

Figure LU-7 Entire Planning Area in Coastal Zone
D - Spyglass



Policies

LU-D-1 Concept

The Spyglass Planning area shall be retained as 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

Development along the bluffs shall be set back a minimum of 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 must specify methods for maintenance.

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 Guidelines

a. Freeway Underpass

The open hills on the eastern end of the Spyglass underpass of the 101 Freeway shall 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.

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 high erodible cliffs, with rocky shoreline and small pocket beaches below. During low tide there are small beaches accessible to the public. There is a blufftop 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 public ownership.

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.

LU-E-2 **Bluff Setback and Protection**

Development along the bluffs shall be set back a minimum of 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 blufftop access from Naomi Street and the Memory Park area should be clearly signed for public coastal viewing access.

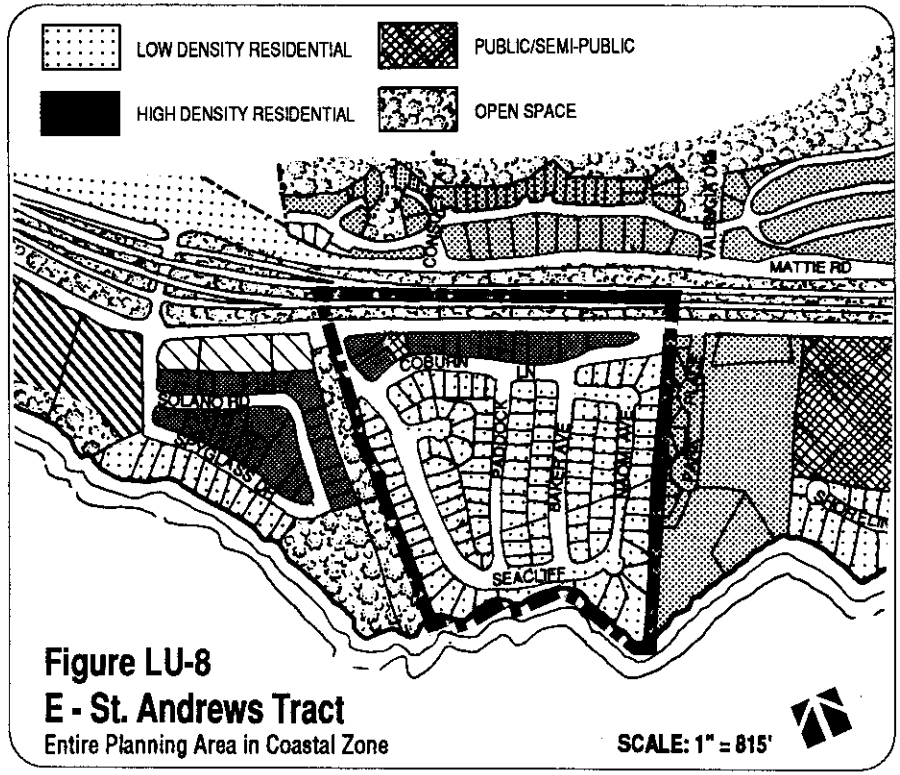


Figure LU-8
E - St. Andrews Tract
Entire Planning Area in Coastal Zone

SCALE: 1" = 815'

LU-E-4 **Seacliff Drive Access**

In 1957 the city acquired an easement for constituting and maintaining an access road from Coburn Lane to Spyglass Park. The city shall clarify or renegotiate this easement to allow pedestrians and bicycles. The sign marked "Private Road - Keep Off" should be replaced with a sign that says "Public Pedestrian and Bicycle Access - No Vehicles".

LU-E-5 **Side Yard Views**

Properties on the west side of Shell Beach Road shall be subject to the Design Element, Policy D-38, Side Yard View Corridors.

LU-E-6 **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.

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 **Blufftop Protection**

Appropriate erosion control measures shall be required for any project along the blufftops and shall specify methods for maintenance.

LU-F-3 **Lateral Blufftop Open Space and Access**

The lateral blufftop 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. A specific plan shall be required.

b. Perpendicular access shall be required to access the lateral blufftop open space required in Policy LU-F-3

c. Special attention shall be given to preserving view corridors to the ocean.

d. Existing mature trees and bird habitat areas shall be preserved; any new development should avoid the trees.

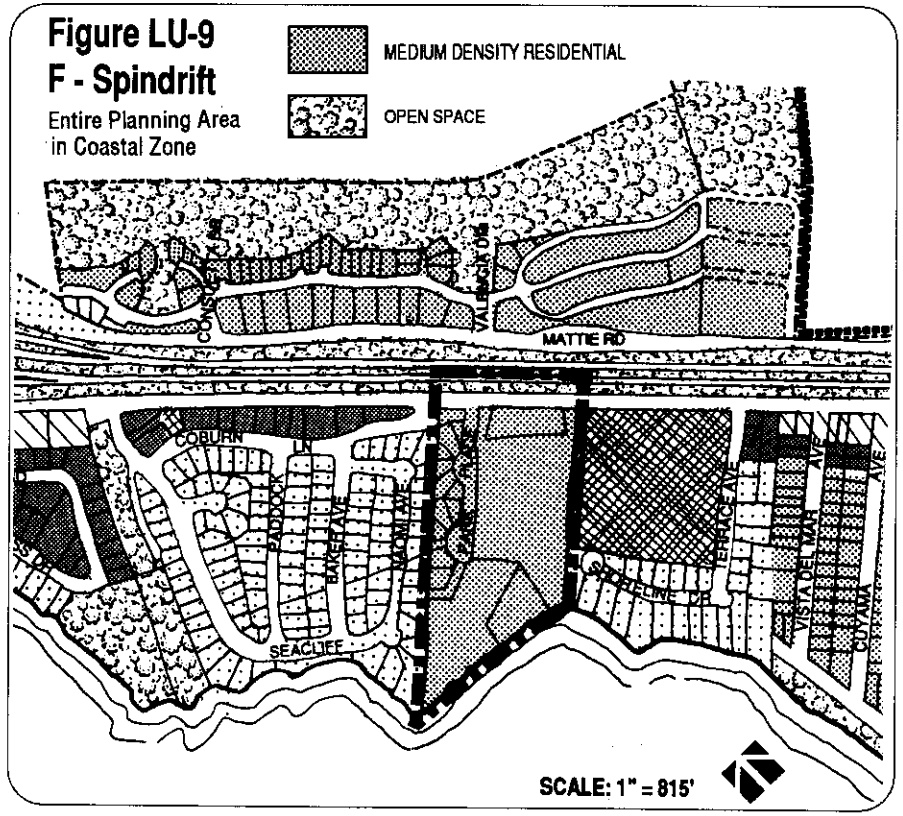
LU-F-5 Archaeological Reconnaissance

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**

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 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 blufftops 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 should consider the possible dedication of a pedestrian easement between the two streets so as to gain access to the ocean park stairs to the beach in the Shell Beach planning area. As an alternative, 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.)

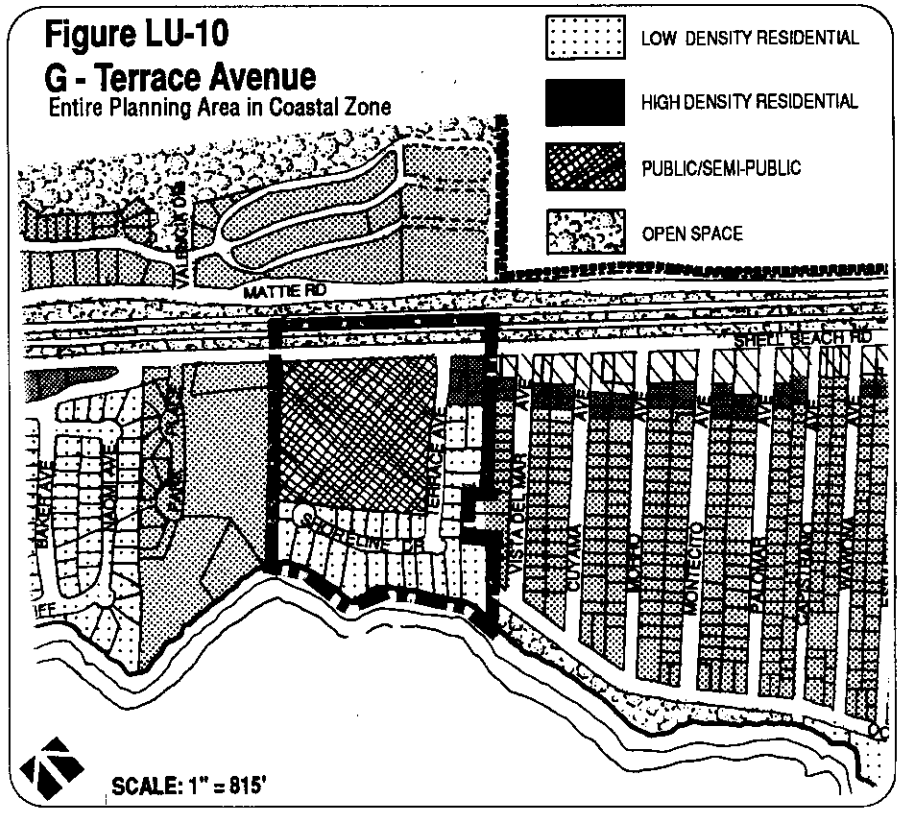
LU-G-6 School Landscape and Fences

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. See also:

Design Element	D-5	Utilities and Fences
Design Element	D-10	Parking Lots and Large Asphalt Areas
Design Element	D-11	Large Buildings
Design Element	D-13	Freeway Landscaping

LU-G-7 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.



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. A variety of retail and service uses front Shell Beach Road, including several small motels. The area includes a small public library, several churches and the Shell Beach Veterans' building.

The Shell Beach ocean bluffs are significant recreational resources containing two city parks which are the aesthetic focus of the community. The park and development on top of the bluffs are seriously endangered by erosion.

Shell Beach embodies much of the historic ambiance and flavor of small California beach towns.

Policies

LU-H-1

Concept

The Shell Beach area is designated for Low Density Residential west of Ocean Boulevard and Medium Density Residential from there toward Shell Beach Road. Shell Beach Road is bordered by a narrow commercial strip backed by a narrow band of High Density Residential. The focus of this area is a more traditional beach community with small single family

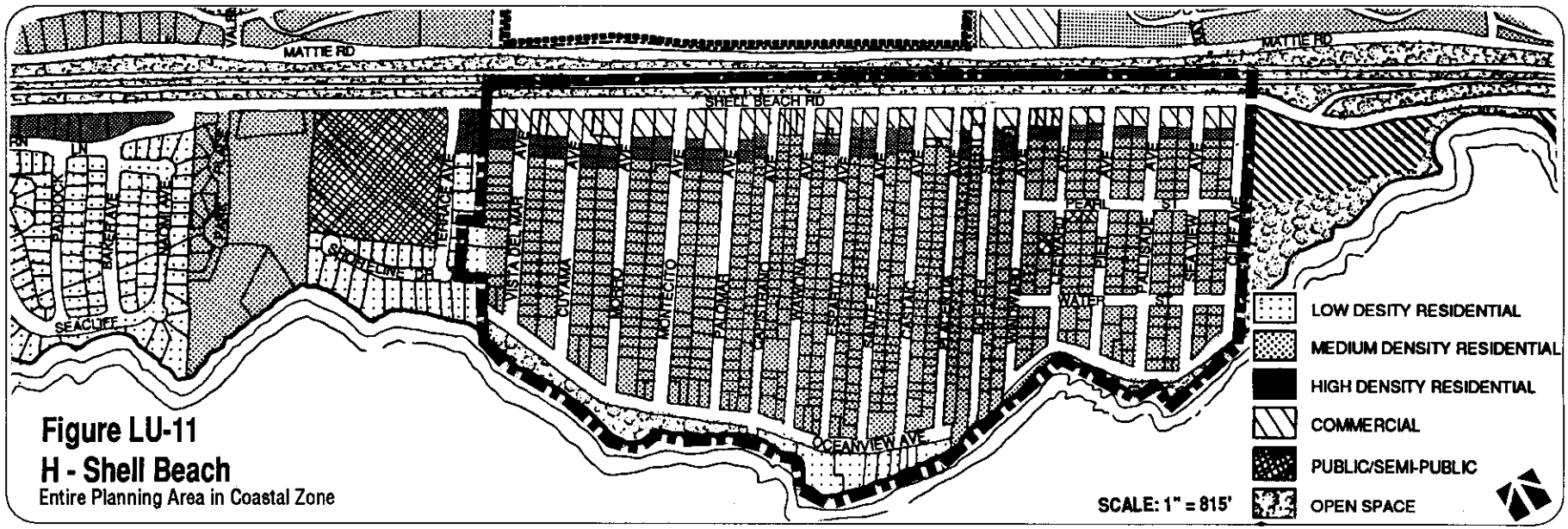


Figure LU-11
H - Shell Beach
Entire Planning Area in Coastal Zone

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 Qualities

The unique shoreline qualities of Shell Beach shall be protected by:

a. Maintaining and improving public access along the blufftops.

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 tidepool 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. A detailed specific plan study shall be prepared for the Shell Beach Road commercial strip and abutting High Density Residential zone. The purpose of the plan shall be to promote upgrading of the commercial district. The study shall include specific recommendations for signage, street tree type and locations, sidewalks, parking, and building massing.

b. The city shall consider the use of Block Grant funds to provide for the specific plan study and for low interest loans for commercial revitalization.

c. Where new development or redevelopment of commercial structures occurs along Shell Beach Road, parking areas shall be provided in rear or side yards. Side yard parking areas should include a minimum 10 ft. landscape strip along Shell Beach Road frontage. New buildings shall be placed at or near the front property line.

d. Trash disposal facilities shall be hidden from public view.

LU-H-4 Residential Guidelines

a. Scale of Structures.

New 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. Where two-story buildings are proposed, the second story should normally be stepped back.

b. Orientation of doors, windows and balconies to street.

Generally the 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 also increases street safety with "eyes" on the street. (See Design Element D-4, Multi-family Design Criteria.)

LU-H-5 Bluff Setback and Protection

Development along the bluffs shall be set back a minimum of 25 feet or greater from the top of the bluff. Geology reports to determine bluff retreat 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 blufftops and shall specify methods for maintenance.

LU-H-6 Street Lights

Pedestrian scaled street lights should be used throughout the Shell Beach area. (See Design Element, Policy D-22, Pedestrian Scale Street Lights.)

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 Overhead Utilities

Where overhead utilities are above the street rather than above the back property line they should be placed underground. (See also Design Element, Policy D-36, Undergrounding Required and D-37, Underground Priorities.)

LU-H-9 Lateral Access at Boeker Street

The City should pursue opportunities to create lateral pedestrian pathways connecting Boeker 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 possibly through public acquisition. (See Parks and Recreation Element, Policy PR-5, Path System.)

LU-H-10 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.

Dinosaur Caves
Planning Area I

Background

The Dinosaur Caves area contains the Shelter Cove Hotel, and a large vacant parcel. The area has historically been recommended for public acquisition but funds have not been available for this purpose. The vacant site, which is proposed for hotel use, currently is utilized by travelers, residents and recreational vehicles for day use. The open nature of the area allows for dramatic views of the coastline from Highway 101.

The edge of the bluffs is a potential geological hazard; portions of the bluffs have collapsed in recent years.

Policies

LU-I-1 **Concept**

The Dinosaur Caves Planning Area shall be oriented to open space, parks and visitor-serving uses with related public lateral blufftop access and open space. The area shall be designated Open Space and Resort Commercial. The highly scenic nature of this area and the protection of views from Highway 101 shall be emphasized in any future development. (See Parks and Recreation Element PR-16, Dinosaur Caves.)

Figure LU-12
I - Dinosaur Caves

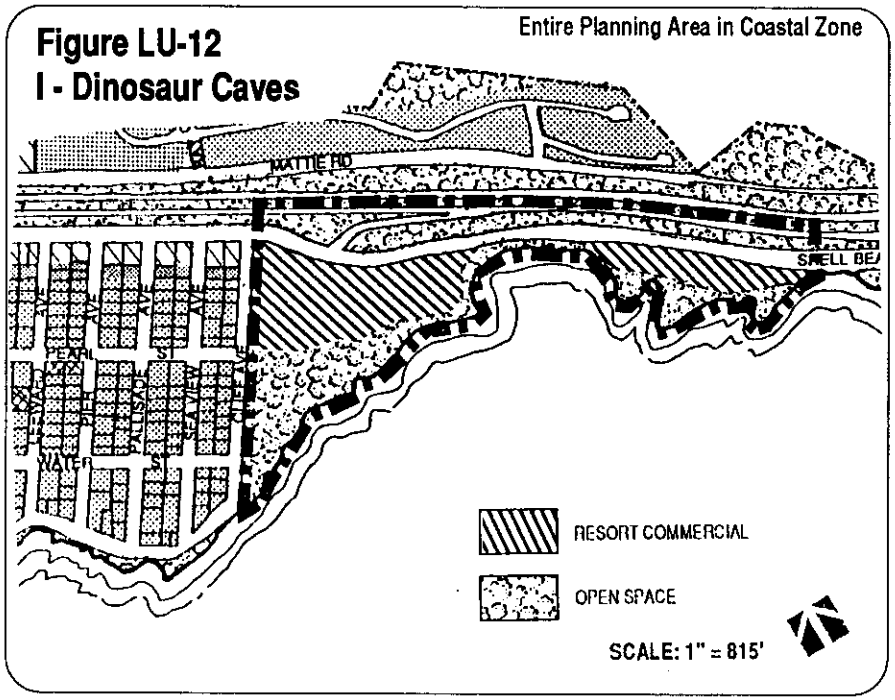
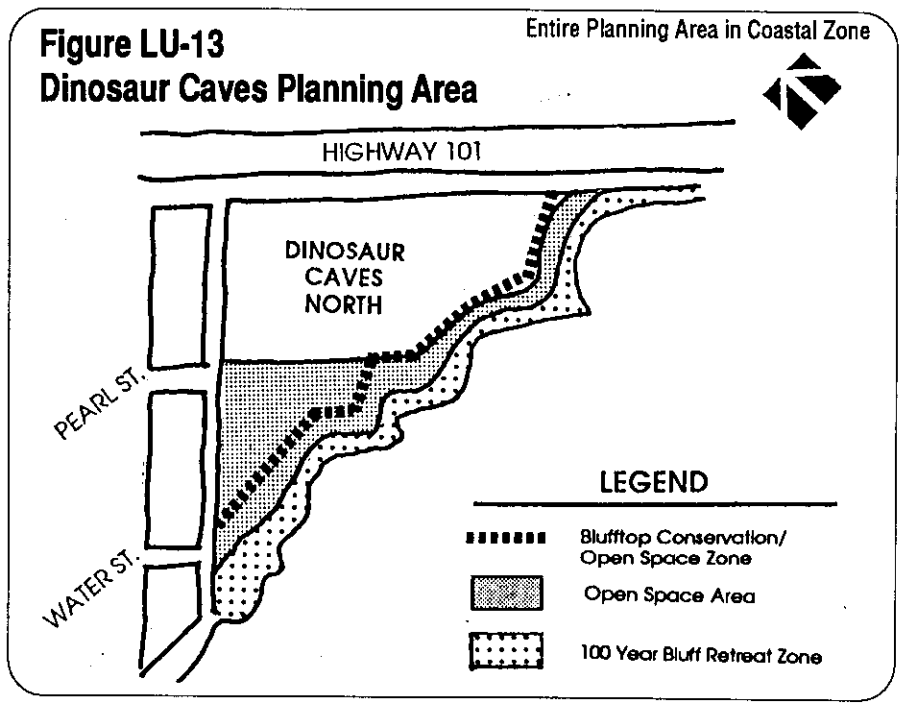


Figure LU-13
Dinosaur Caves Planning Area



LU-I-2

Vacant Dinosaur Caves Site

As an alternative to public park or open space uses, as provided in Policy PR-16, this property shall be designated for development of visitor-serving resort commercial uses and open space. Nonvisitor-serving uses shall be prohibited and subsection "d" of Policy LU-4 shall not be applicable to this property. Permissible uses include a hotel with a maximum of 175 rooms, other coastal-related commercial uses, conference facilities, public facilities, a restaurant, and accessory uses customary to a small hotel. Any future development shall be consistent with the following requirements:

a. Comprehensive Development Plan Required

The City shall not permit any development of this property until the owner has submitted and the City has reviewed and approved a comprehensive development plan for the entire site. The intent shall be to accomplish a harmonious and coordinated development pattern for the site rather than consider partial or incremental development proposals.

b. Blufftop 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 blufftop 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.

c. Dedication of Blufftop Open Space and Access Zone

As a condition of development, an irrevocable offer to dedicate in fee or by an appropriate easement in perpetuity, the blufftop conservation and open space zone defined in "b" above shall be made to the City or another appropriate public agency. Such offer shall be for the purposes of protecting fragile blufftop areas and assuring that any public coastal access is provided in a manner compatible with public safety and conservation of the blufftop area.

d. Additional Open Space Areas Required

The portion of the site oceanward of a line extended from Pearl Street through the site, as shown schematically in Figure LU-13, shall be required to be set aside as an open space area. This private open space area may be developed with active recreational or visitor-serving uses, including an outdoor swimming pool and dining, provided that such development is limited to low-profile, unroofed structures and does not detract from public views of the ocean. Public park and recre-

ation facilities may also be considered within this area. Parking spaces set aside and signed for public shoreline access may be required to be developed adjacent to Cliff and Pearl Streets.

e. Protection of Rock Outcrop

The rock outcrop at the south end of the Dinosaur Caves property is a sensitive archaeological site and shall be left in open space. Public access shall be required via an extension of the public easement along the bluff top. The access shall connect with the Elmer Ross Beach and public parking shall be provided in conjunction with the accessway.

f. 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. See also:

Parks & Recreation PR-16 Dinosaur Caves

LU-I-3

Sidewalks

Sidewalks along Price Street in the Dinosaur Caves Planning Area should not be located next to the curb but should be set back four to eight feet to allow for a landscaping buffer between the street and sidewalk.

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 blufftop 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 close proximity to the downtown area and beachfront.

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 blufftops and shall specify methods for maintenance, including landscaping and setbacks.

LU-J-3 Lateral Blufftop Access and Open Space

The lateral blufftop 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 blufftop path within the lateral open space area; development ap-

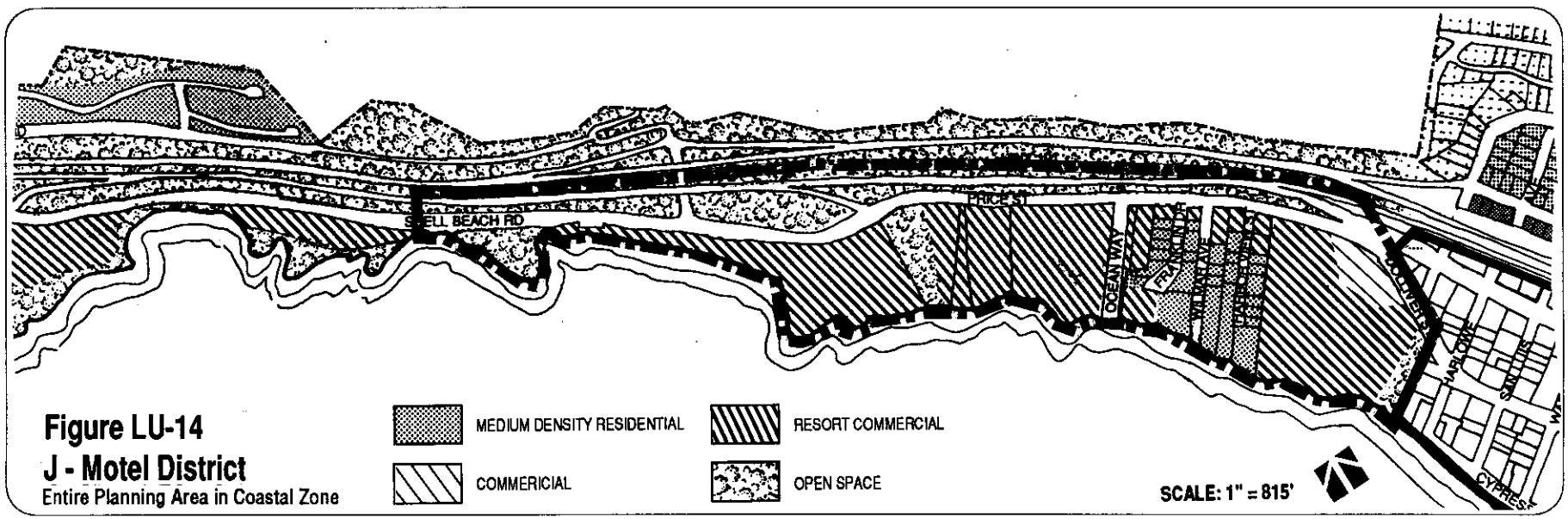


Figure LU-14
J - Motel District
Entire Planning Area in Coastal Zone

provals shall require installation of pathway segments in a manner which connects with adjacent segments.

LU-J-4 Development Conditions

a. Vertical and lateral public accessways to the beach and along the blufftop, 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-3. More frequent vertical accesssways 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 overviews 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 clams. 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.

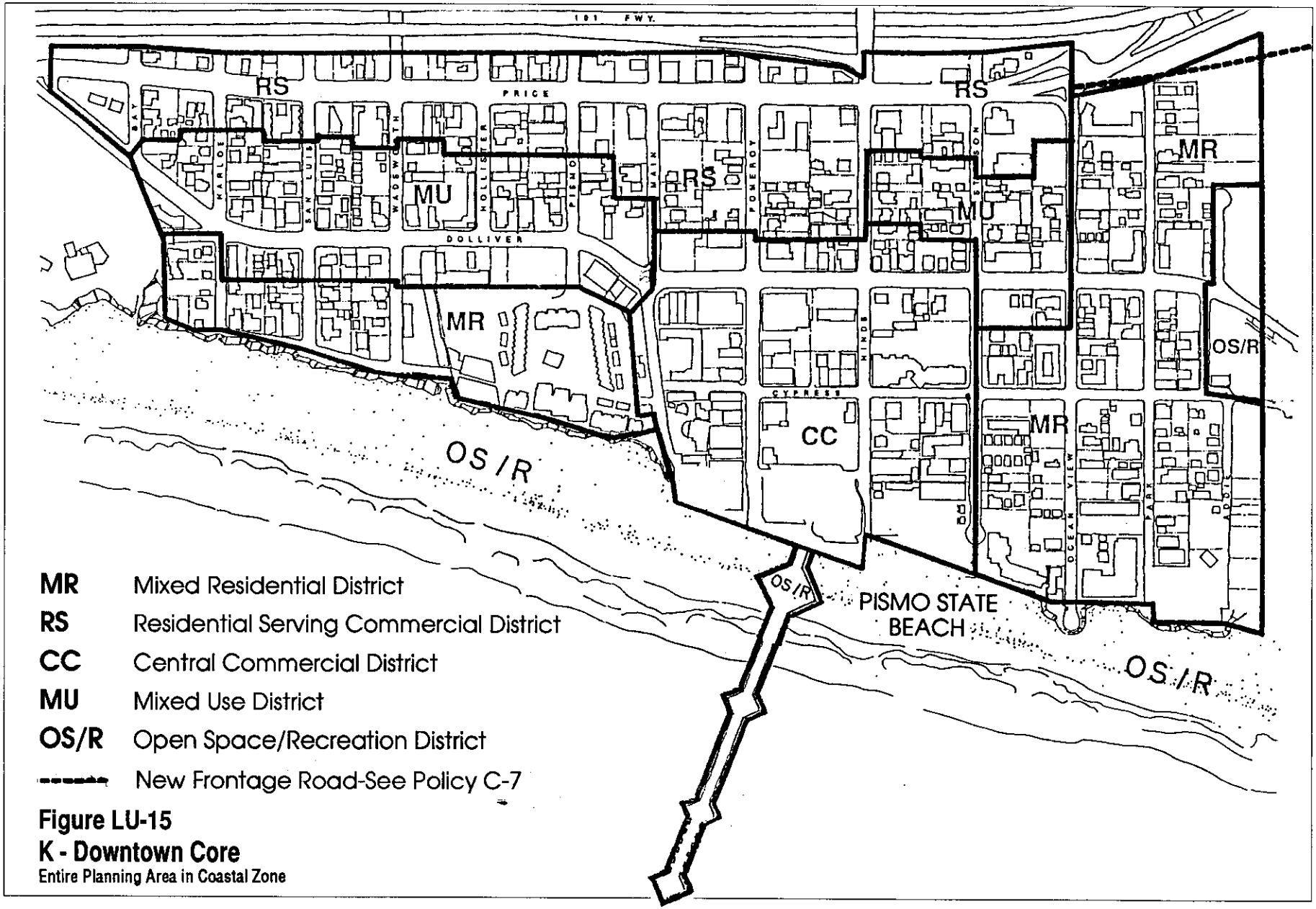


Figure LU-15
K - Downtown Core
Entire Planning Area in Coastal Zone

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 "walkable" 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 walkable 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.

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 preserved. 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- Land Use Concept

K-1 The downtown area is designated for Central Commercial, Mixed Residential, Resort Servicing Commercial, and Open Space categories as shown in Figure LU-15.

LU- Specific Plan

K-2 A Specific Plan shall be developed for the downtown area that corresponds to the following policies.

a. Oceanfront Boardwalk

A continuous pedestrian boardwalk from Main Street 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 boardwalk 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 at the end of Addie Street.

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 the future golf course/recreation area in Price Canyon. Public improvements such as trash cans and seating shall be included with the development of the creek trails. 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. Development approvals by the City shall require the installation of trail improvements. See also: Conservation Element Policies 21 and 22.

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 shall be developed into cul-de-sacs compatible with public safety standards for safe turn-around. Owners of ocean-front properties shall participate in the cost of developing cul-de-sacs on a per development basis.

e. City-owned Addie Street property

The City shall provide improvements to the Addie Street parking lot which will include 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:

1. Removed and replaced with additional parking and/or a picnic area; or
2. Upgraded or replaced, to include reservation of the appropriate creekside protection and trail area. See also:

Parks & Recreation PR-15 Ira lease/Mary Harrington Park

LU-K-3 Districts

Downtown shall have five districts or land use categories as shown in Figure LU-K-1.

The specific plan shall include additional policies for each district as appropriate. The Districts and their permitted land use are described as follows:

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.

LU-K-3.2 Resident-Serving (RS) Commercial District

The Resident-Serving or RS Commercial District represents opportunities to segregate local traffic from the more tourist-serving areas of the downtown. This district shall permit retail, personal and business services, and professional office uses. Residential units may be allowed above the first floor. The focus of this district is provision of services for local residents, such as offices, (i.e. insurance, medical, financial), retail uses (i.e. furniture, appliance, and hardware stores), food markets, and other goods and services needed by the residents of Pismo Beach and the South County area. Mixed use projects with residential uses above the first floor will be encouraged. Residential uses orientated toward seniors are permitted, especially on floors above ground-level commercial uses. Visitor-serving retail uses such as gift and souvenir shops will not be encouraged as these are more appropriately located in the central Commercial District.

LU-K-3.3 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, shall be limited to one accessory apartment per parcel located above ground floor retail uses. Mixed use projects are encouraged which incorporate office uses above the first floor. 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 "walkable" downtown commercial area.

Improvements in the Commercial Core shall 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.

LU- Mixed Use (MU) District

K-3.4 The Mixed Use or MU District will provide for a wide variety of land uses including commercial, office, and residential uses (including hotels and motels). The more intensive commercial uses and visitor-serving uses shall be encouraged to locate along the major thoroughfares. Office, resident-serving retail, and residential uses are more appropriate at interior locations. Mixed use projects are encouraged throughout the district.

LU- Open Space District

K-3.5 Open Space is the designated land use for the pier, 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.

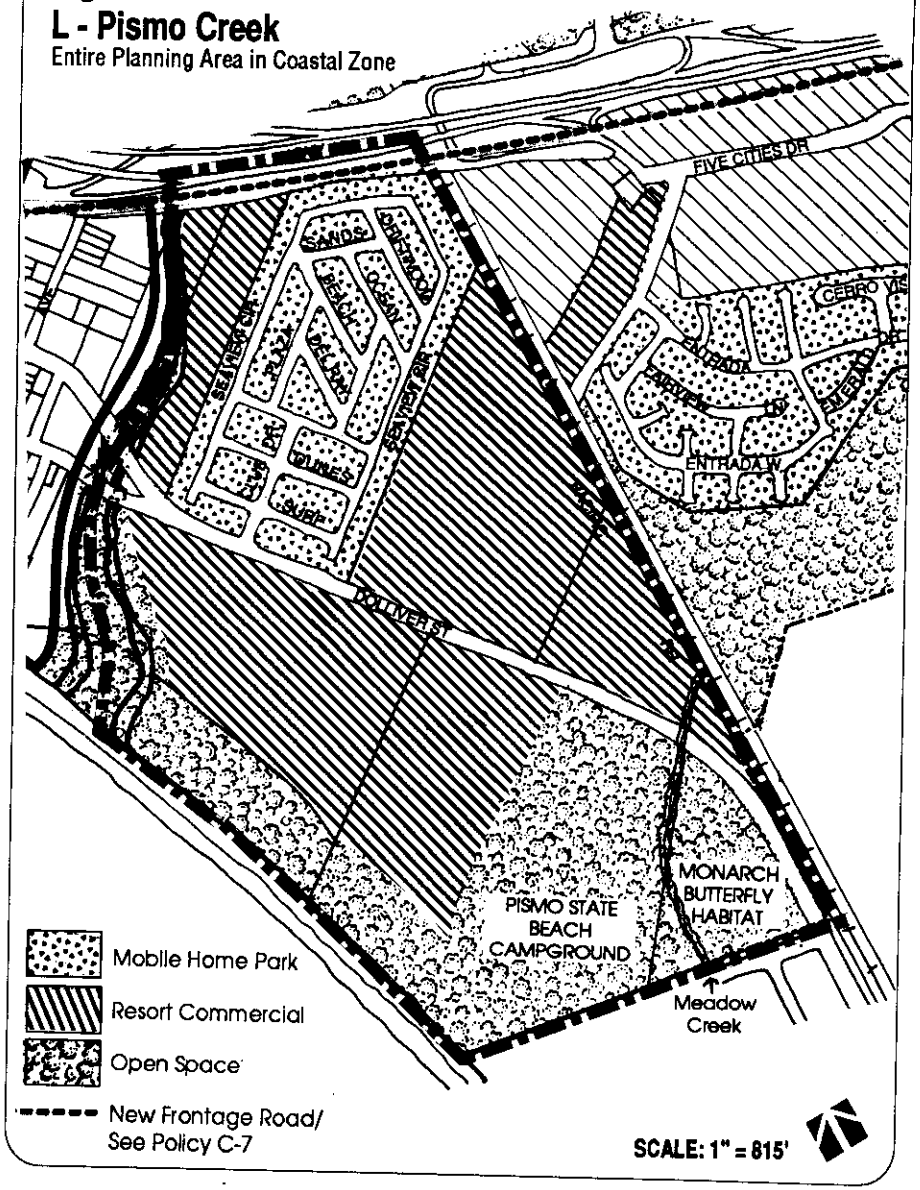
b. The City should recommend to a state agency that the property adjacent to Pismo Creek mouth and those portions of properties located within the creek channel be acquired for open space or recreational use.

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.

Figure LU-16
L - Pismo Creek
Entire Planning Area in Coastal Zone



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, Grover 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 Grover City.

f. 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-L-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 City's 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.

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

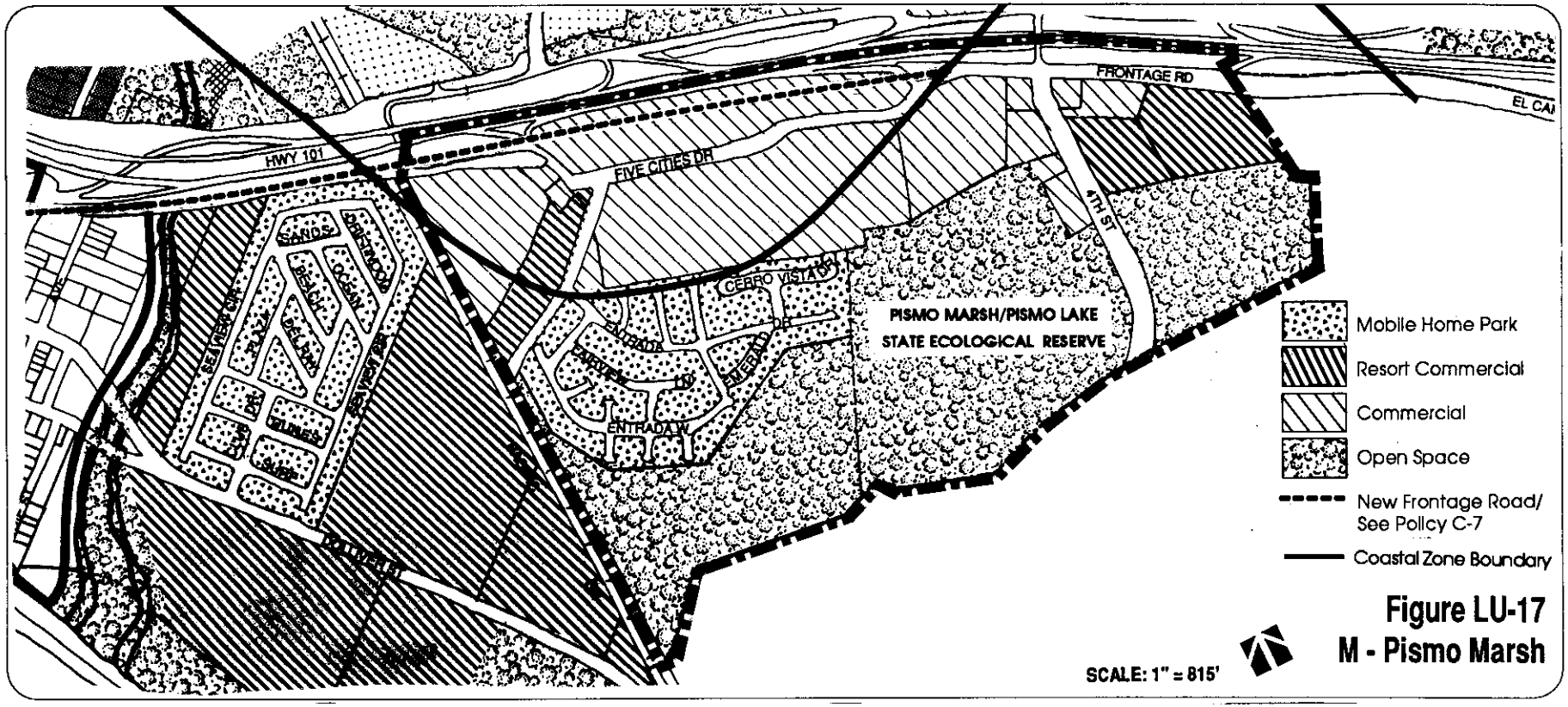


Figure LU-17
M - Pismo Marsh

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 101 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 turn-out 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 adequate 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 subareas of **Toucan Terrace, Pismo Oaks, 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 policies for each of the four subareas.

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 downslope 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

Subarea N-1

Background

The Toucan Terrace subarea 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-N-12 Commercial Site (James Way and Oak Park Boulevard)

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

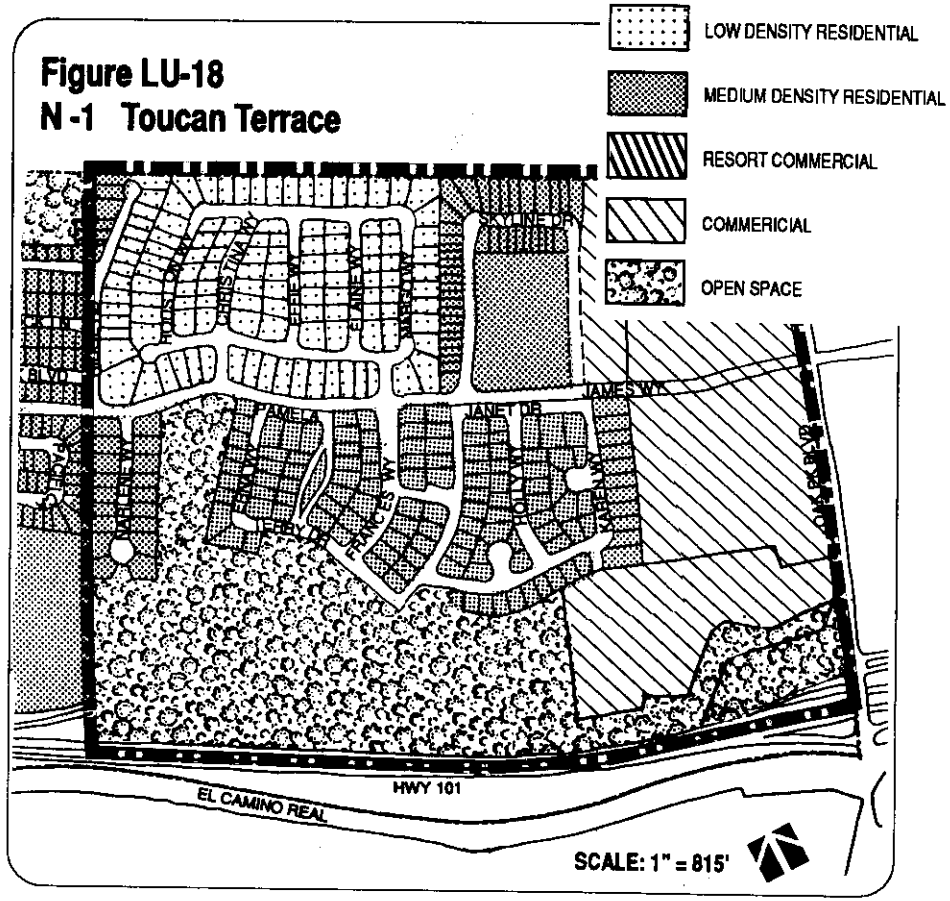
Although the Land Use Element shows this site for commercial, the following alternative uses may be allowed without a modification to the General Plan, although a modification of the Specific Plan would be required:

- 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

Figure LU-18
N-1 Toucan Terrace



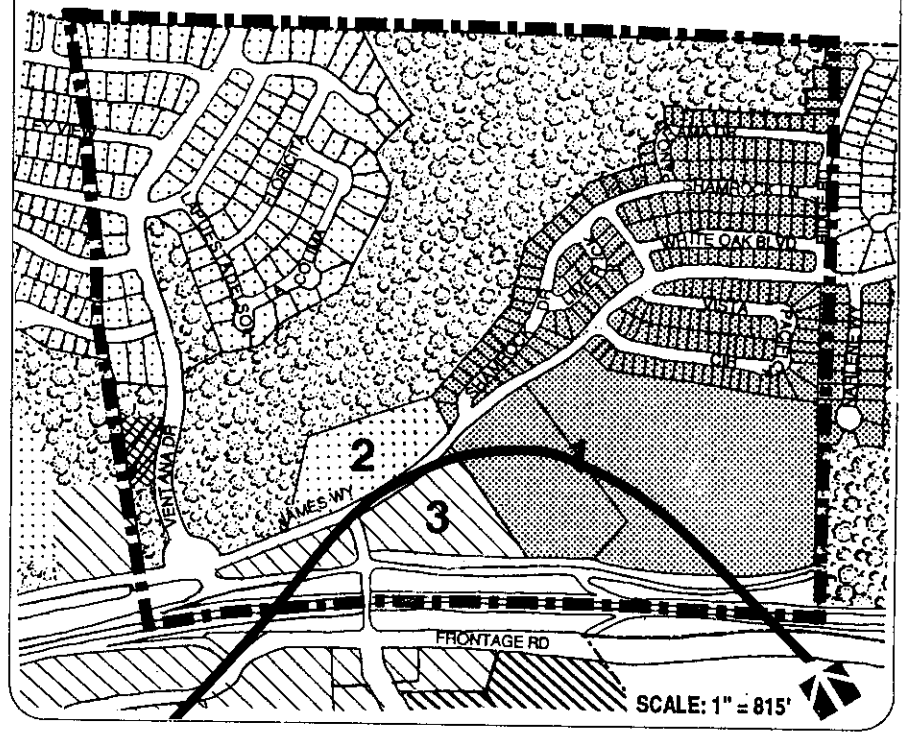
development. See Design Element D-2, Building and Site Design Criteria. See also Circulation Element regarding extension of Ridge Road into the Sphere of Influence Area.

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.

Figure LU-19
N -2 Pismo Oaks



LU-N-13 Concept

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 construct a higher percentage of units to be available as affordable housing than the percentages required in the Housing Element. As part of this encouragement the City shall consider the development of appropriate incentives.

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 annexation 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 undeveloped 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. Nonsensitive and nonhazard 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. Highland Drive Extension

Highland Drive shall be extended to connect with Price Canyon Road. This extension shall include a grade separated crossing of the railroad. Except for the two areas nearest to James Way, additional residential development off Highland Drive shall not be approved until the Highland Drive extension is completed. See also:

Circulation Element	C-1	Street Classification Plan

c. James Way Extension

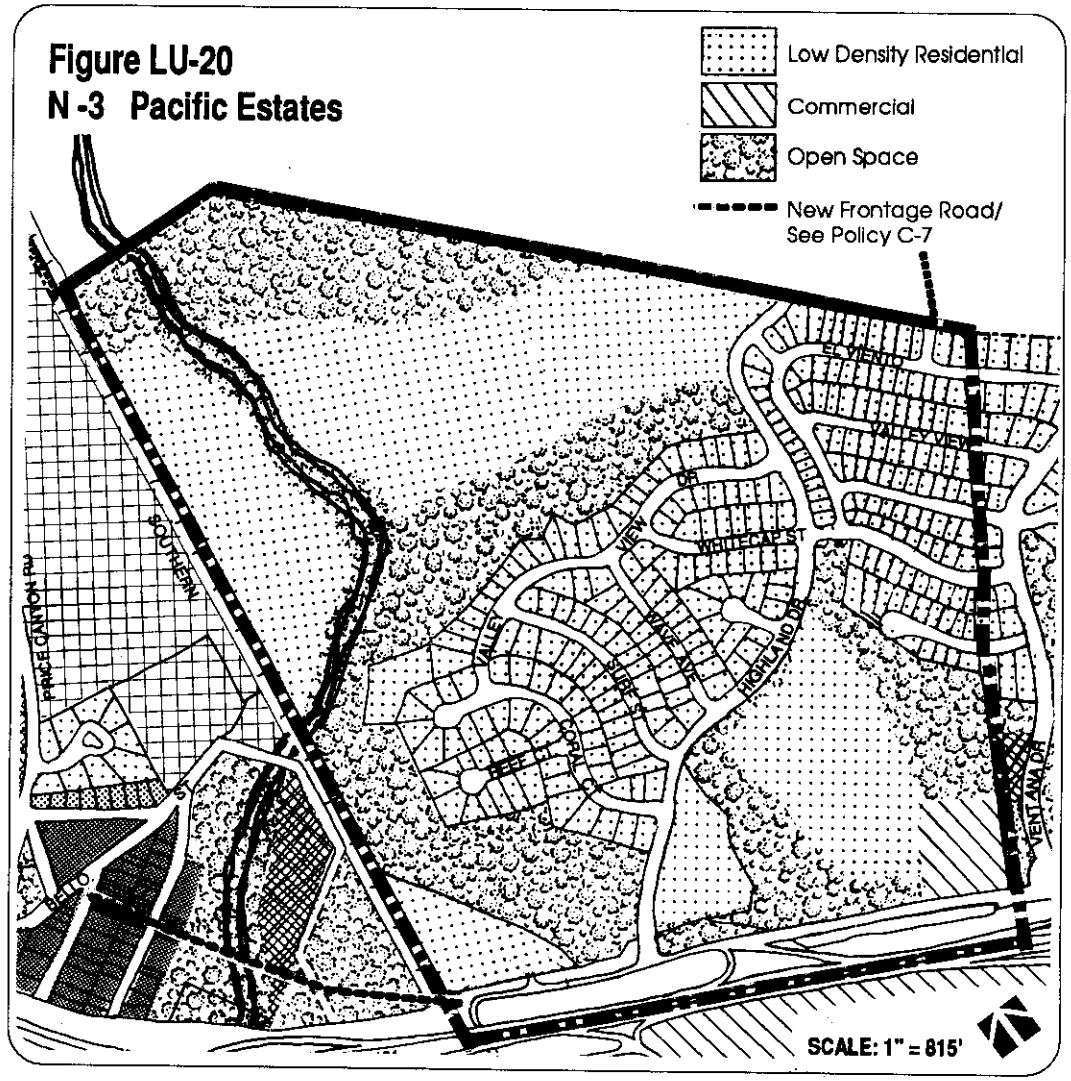
Right-of-way needed for the James Way extension across the railroad to Bello Street shall be dedicated as part of any development in the vicinity. (See Circulation Element, C-7, Freeway Frontage Roads.)

d. 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.

e. 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 subarea consists of 180 acres located along the northeastern edge of Pismo Beach, adjacent to the Toucan Terrace subarea. The subarea 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 subarea 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 subarea 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-N-22 **Concept**

The Los Robles Del Mar subarea 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

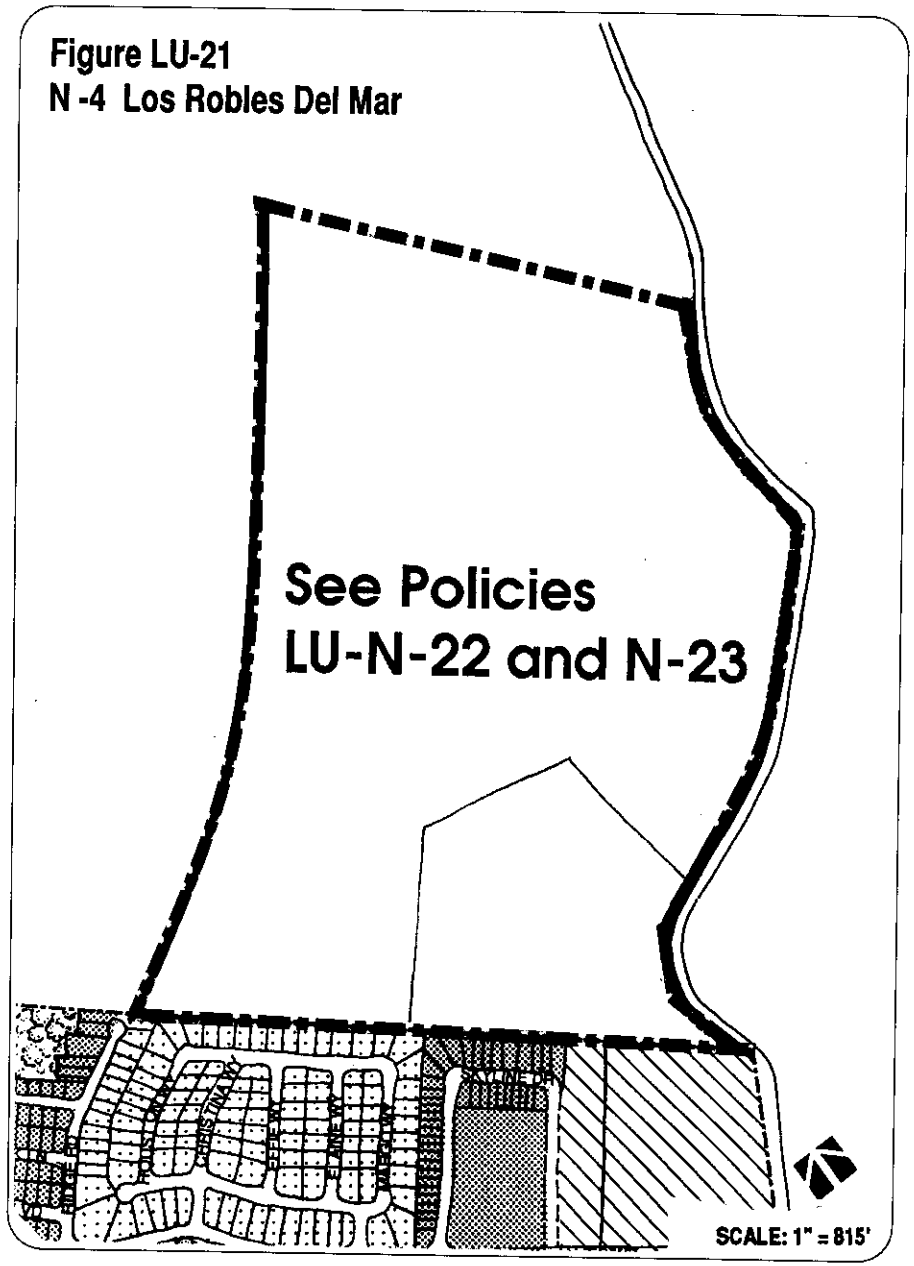


Figure LU-21
N -4 Los Robles Del Mar

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 acre 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 homesites 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 subarea. 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. In the event that 100% of housing units developed on the 26 acre 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. **Circulation**

A minor arterial, as defined in the Circulation Element, shall extend through the subarea and Ridge Road shall be extended to serve the subarea.

Specific alignments of these future roadways shall be addressed in the specific plan. New roadways which are needed solely as a result of the new uses shall be the responsibility of the developer.

e. **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.

f. **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 clearings 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.

g. **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 on land areas with slopes of10% or less, and must be accessible to the handicapped. The specific plan will identify these park location(s).

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.

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, the minor arterial, Oak Park Blvd and the school site.

Industrial
Planning Area O

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. transport 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 closed 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 a 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.

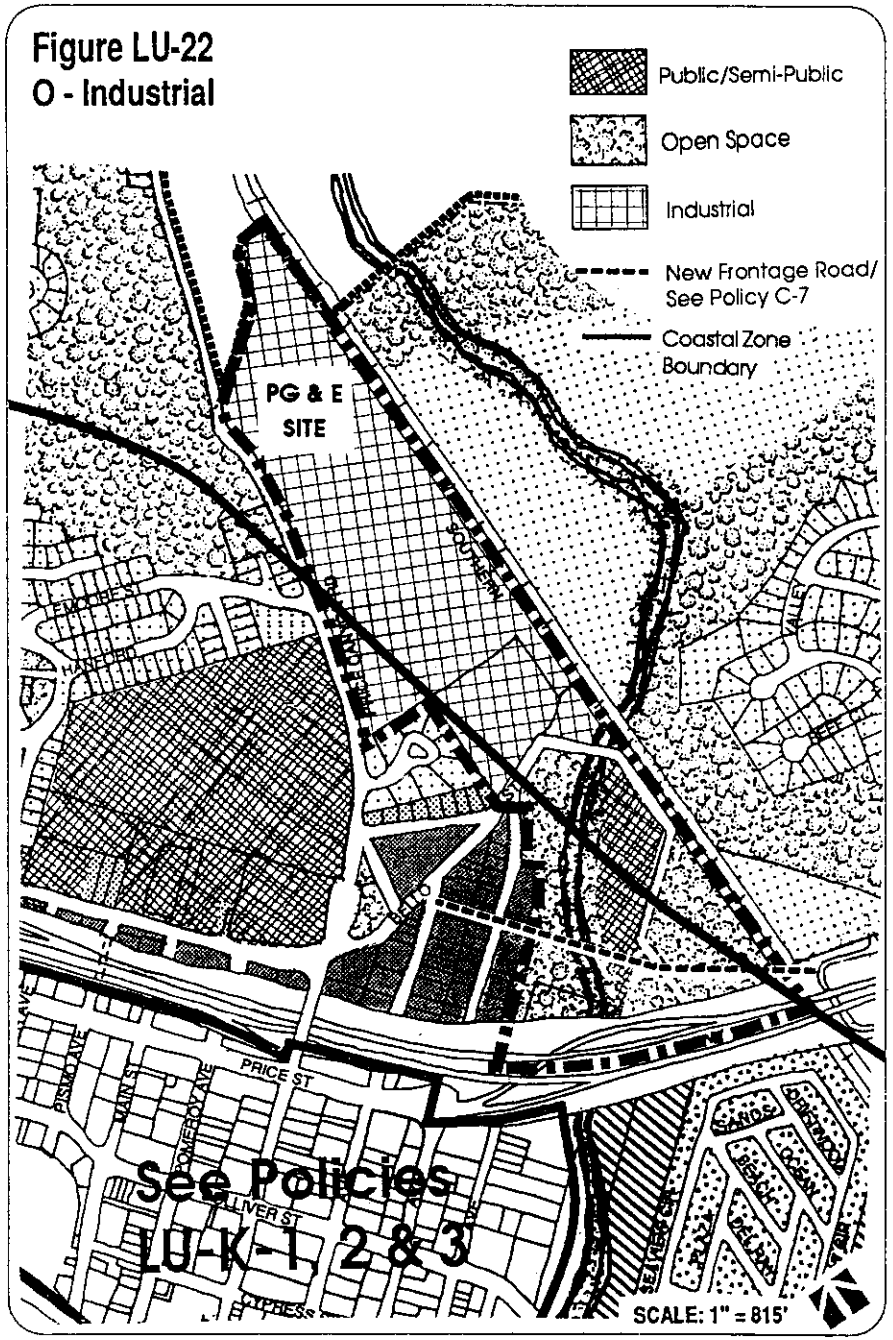
LU-O-4 PG&E Lands

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 Jr 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 Pismo Heights planning area, 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. See also:

Conservation/OS	CO-13	Oak Tree Policy
Design Element	D-24	Price Canyon Road

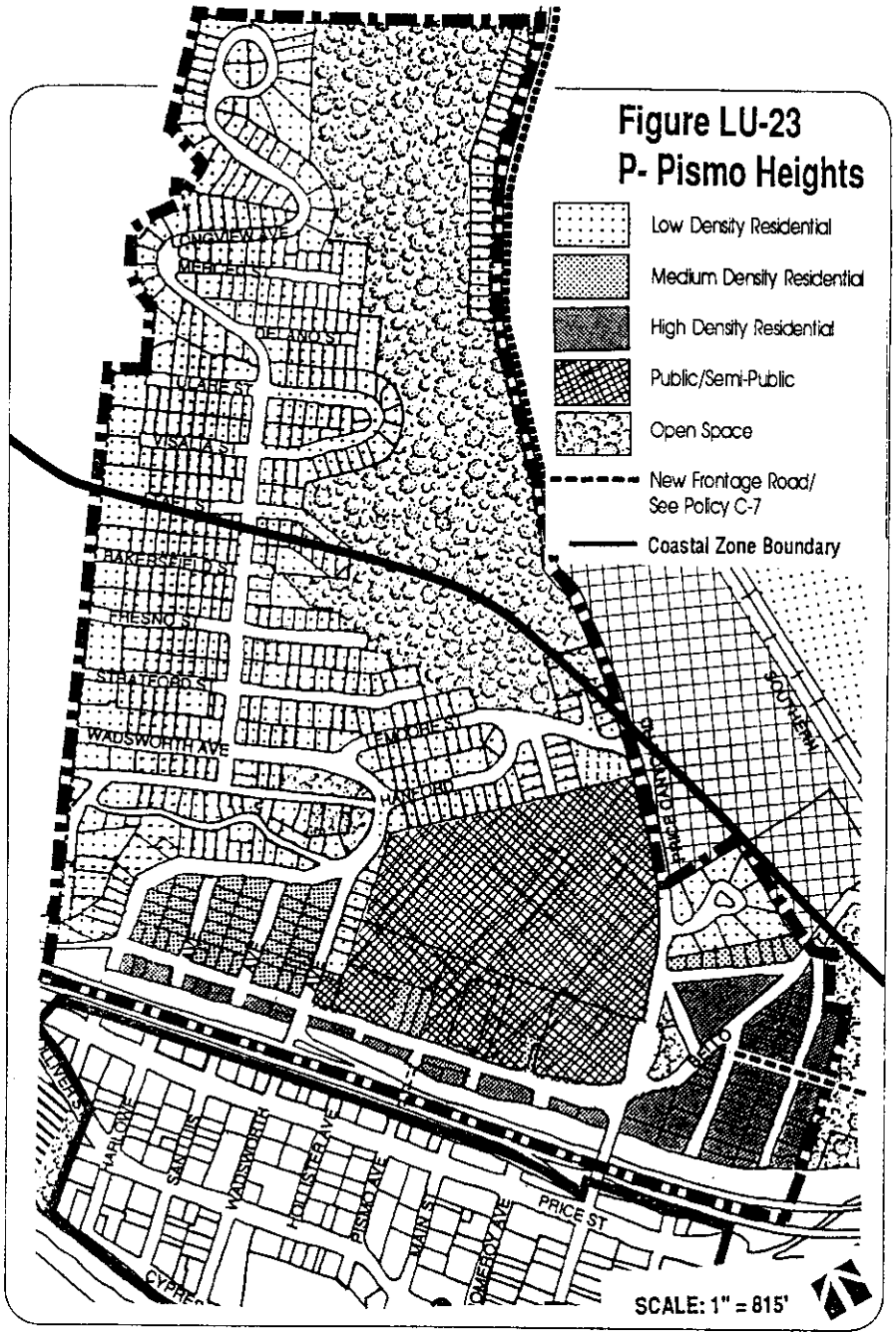
LU-P-6 Street Abandonments

The following street ends adjacent to the freeway may be abandoned as part of the upgrading of adjacent residential areas, provided that such adandonment and redevelopment would result in a higher and better public use or benefit:

Harloe Avenue	Pomeroy Avenue
Hollister Avenue	San Luis Avenue
Main Street	

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 116-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 underpasses.

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 101, 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, pro-

vided 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 turn-out 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:

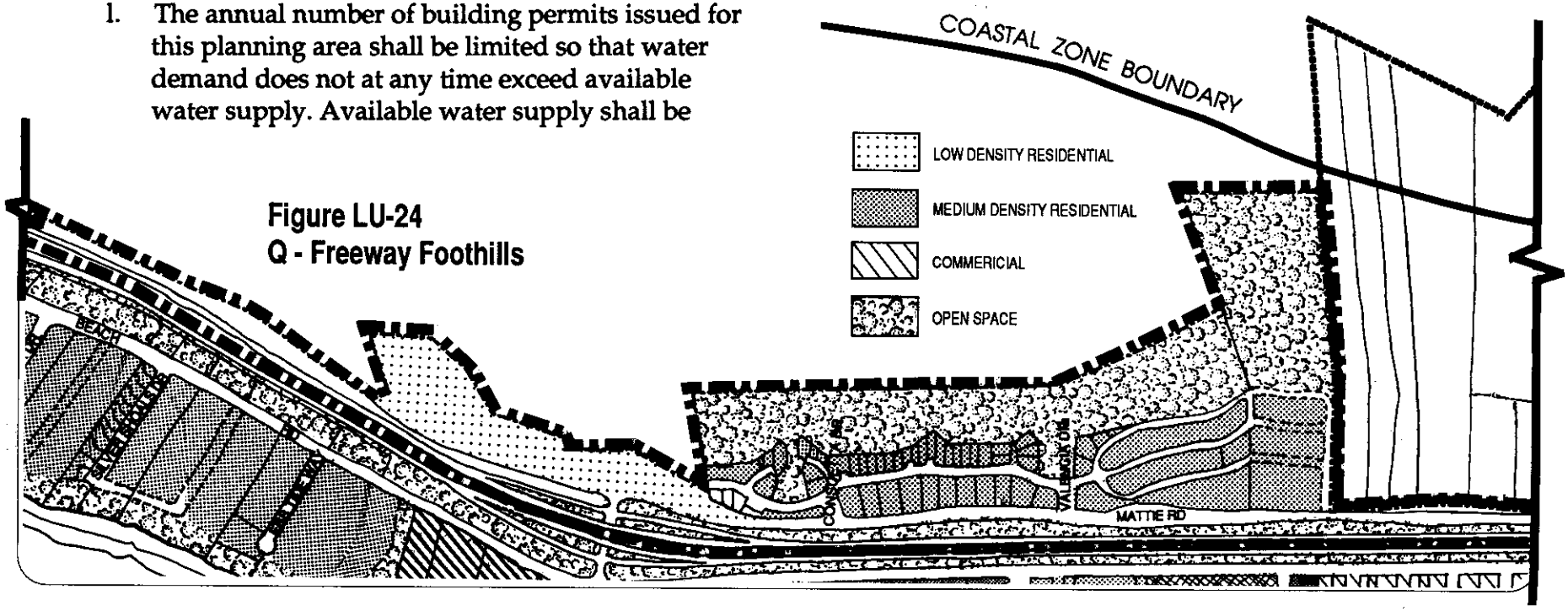


Figure LU-24
Q - Freeway Foothills

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**

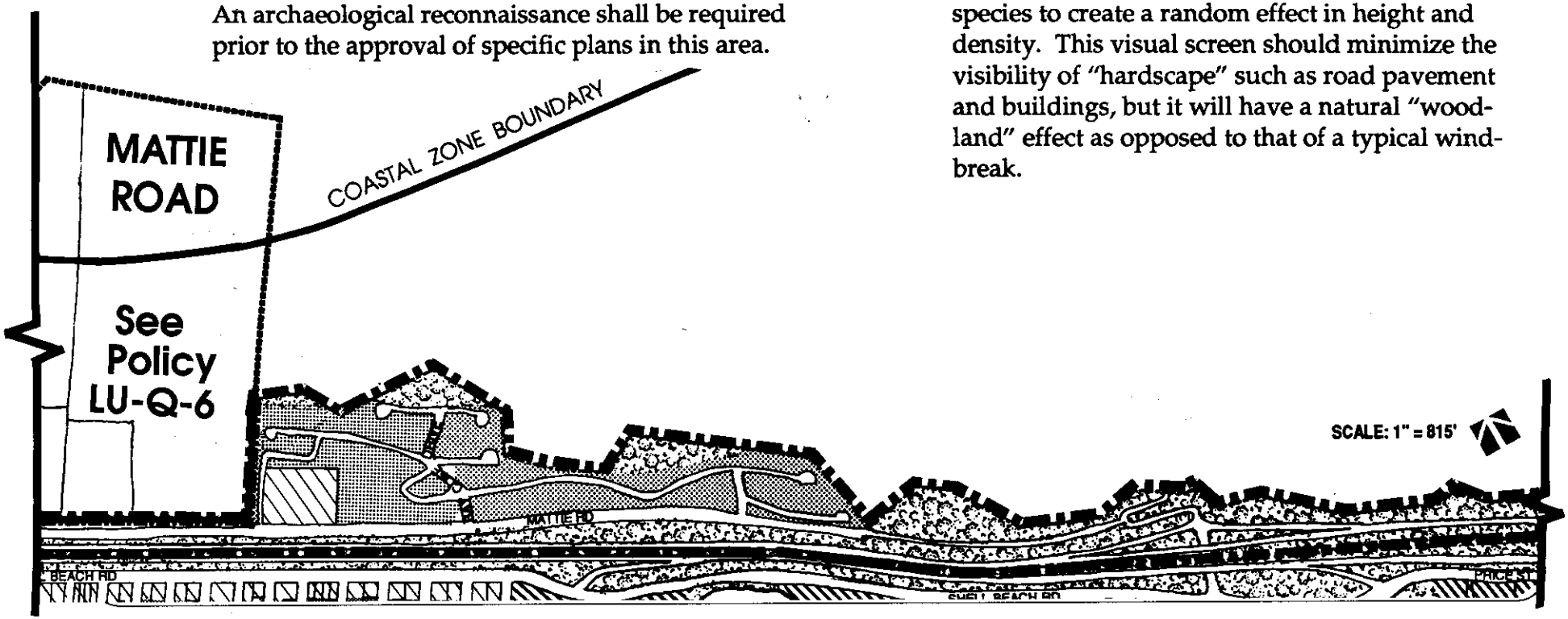
An archaeological reconnaissance shall be required prior to the approval of specific plans in this area.

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 revegetated 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 "woodland" effect as opposed to that of a typical windbreak.



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 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 adjecent 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

The Price Canyon planning area consists of three different large property holdings of approximately 258, 182 and 450 acres, for a total of about 890 acres. These are shown as parcels 2, 3 and 4 respectively on Figure LU-25. The area, undeveloped as of 1992, consists of a narrow valley along Pismo Creek with steeply rising hills and with occasional rock outcroppings on either side. The ridgetops consist of more gently sloping lands with views to the Pacific Ocean. Significant areas of riparian vegetation and habitat are situated immediately along the creek. Oak woodlands are found in small side canyons and along the steeply sloping hillsides at several locations. The Price House, a registered historical landmark, and the older Price Adobe, are situated in the valley. Price Canyon Road, the northerly boundary of the planning area, is the only public roadway presently serving the area. This route is a scenic rural entryway into Pismo Beach from the interior of San Luis Obispo County. The Southern Pacific Railroad tracks traverse the valley floor, generally paralleling Pismo Creek.

Policies

LU-R-1 **Overall Concept**

The Price Canyon area is designated as an "urban reserve" and as recreation and open space area. The emphasis is on creating a quality 18 to 27-hole golf course and other recreational facilities and permanent open space. A resort hotel with conference facilities may be developed at one site in the Canyon if it is associated with development of a golf course and other recreational amenities on the same property. Protection of sensitive environmental resources is a priority in this area. The intent of the urban reserve designation is to preserve areas 2 and 3 as large parcels until it is appropriate to consider urban uses in the longer term. An amendment of the land-use plan map and text shall be required for these two properties before any future specific plan could be considered for approval. The "urban reserve" designation shall allow parcels 2, 3, and/or 4 to be developed with a golf course and other recreational facilities without the necessity for an amendment of the land-use element.

LU-R-2 Policy Criteria for Urban Reserve Area

The entire Price Canyon area is designated as an urban reserve. This designation reflects the following factors: a) lack of a confirmed long-term water supply to support urban development on these lands; b) the adequacy of the existing supply of vacant land within the present city limits to accommodate growth projected for at least 10 years; and c) the lack of detailed environmental documentation related to this territory at the present time. The following policy standards are applicable to the urban reserve area:

1. Land-Use Plan Amendment Required

A future amendment of the general plan land-use plan maps and text shall be required to allow any uses not specifically authorized by the urban reserve designation. The amendment shall be considered at the same time as an annexation request and/or any proposal to initiate a specific plan study for parcels 2 and 3.

2. Interim Uses Permitted

Rural residential uses may be permitted as interim uses prior to annexation to the City of Pismo Beach pursuant to the land-use policies and standards of the County of San Luis Obispo. It is the City's intent that permitted residential densities in the interim not exceed one dwelling per 20 acres and that no subdivision of the land occur. These same policy standards shall apply following annexation until an amendment of this element is adopted for the purpose of allowing more intense urban uses. The objective shall be to allow for the future possibility of a coordinated development plan for the entire area.

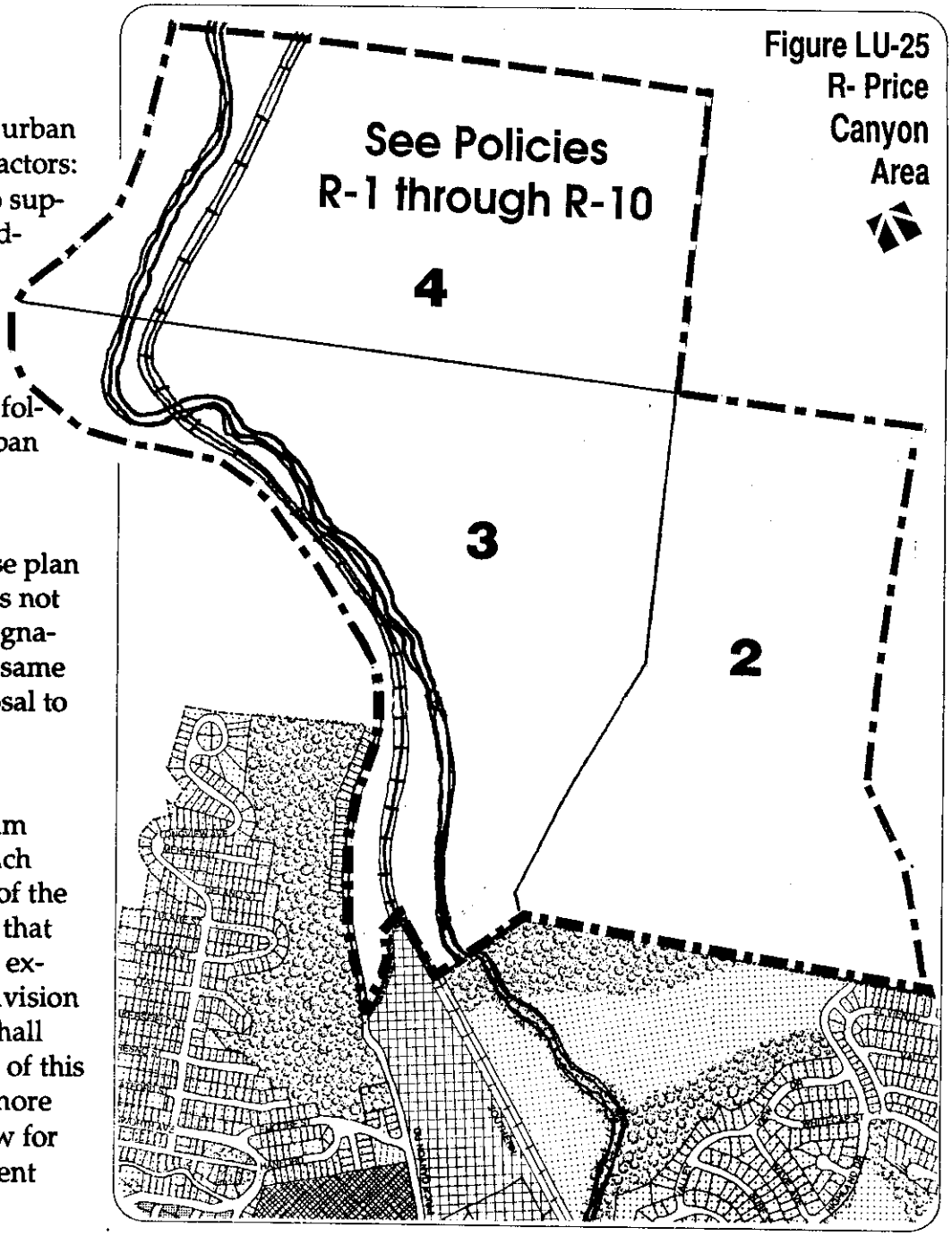


Figure LU-25
R- Price
Canyon
Area

The urban reserve designation shall also permit development of a golf course and other recreational uses that do not include intensive construction of buildings or other structural improvements.

LU-R-3 Future Urban Development on Parcels 2 and 3

1. Furure Specific Plan Required

Prior to consideration of an annexation request and any urban development, the following requirements must be met:

a. A specific plan study must be prepared in accordance with item 4 below.

b. A secure, reliable, long-term source of water to accommodate the intended urban development must be established.

c. A detailed environmental inventory and analysis of the site, including an evaluation of the land's suitabilities and constraints for development, must be prepared.

2. Policy Criteria for Specific Plan

a. The specific plan should provide for a mix of residential types and for resort commercial use such as a hotel and resort facilities. The type and amount of future development on these properties shall reflect the physical and environmental constraints of the site.

b. Any future plan shall limit development to a configuration that will avoid those portions of the site which contain sensitive environmental features, such as oak and riparian woodland, steep hillsides, rock outcroppings and cliffs, and floodplain areas.

c. The specific plan may provide for development of a golf course; a developed course, or a land area suitable for an 18-hole course should be required to be dedicated to the City.

d. A major emphasis for future land planning in the Price Canyon area shall be on providing an open space corridor and amenities. The specific plan should provide for dedication of various open space areas to the City, including lands on the north side of Pismo Creek, areas along the creek suitable for a streamside trail/pathway, and a large future park site in the event that it is determined a golf course is physically infeasible on these properties.

e. Future development is contingent upon providing additional and improved access and circulation to accommodate the traffic that would be generated by the new uses. These improvements include the routes shown in the Circulation Element as well as any internal streets to accommodate access and circulation needs.

LU-R-4 Golf Course and Recreational Development (Parcel 4)

Parcel 4 is designated for recreational and open space uses, including development of a 18 to 27-hole golf course and related facilities. Criteria for development include:

1. **Master Plan Required**

   A master plan shall be required for the entirety of area 4, so as to achieve coordinated planning for all future uses of this property.

2. **Permissible Uses**

   Permitted uses, in addition to a golf course, include: a clubhouse, pro-shop, restaurant, parking areas, and related facilities accessory to golf courses; recreational uses such as tennis courts, sports facilities, multi-use trails, and other similar uses; and cultural facilities, such as an arboretum or environmental education facilities.

3. **Guidelines for the Master Plan**

   a. The golf course and related facilities shall be configured so as to preserve as much of the oak woodlands as possible.

   b. Riparian vegetation and habitat areas shall be left undisturbed to the extent practicable.

   c. Native drought-tolerant plant species shall be employed in ornamental landscaping where appropriate.

   d. The major vehicular access points and parking areas should be directly entered from Price Canyon Roads.

   e. Portions of the site not utilized for golf course development or for related facilities shall be reserved as permanent open space.

   f. On-site water sources and reclaimed treated wastewater should be usedfor landscape irrigation purposes to the maximum extent practicable.

   g. An environmental document shall be prepared for the Plan.

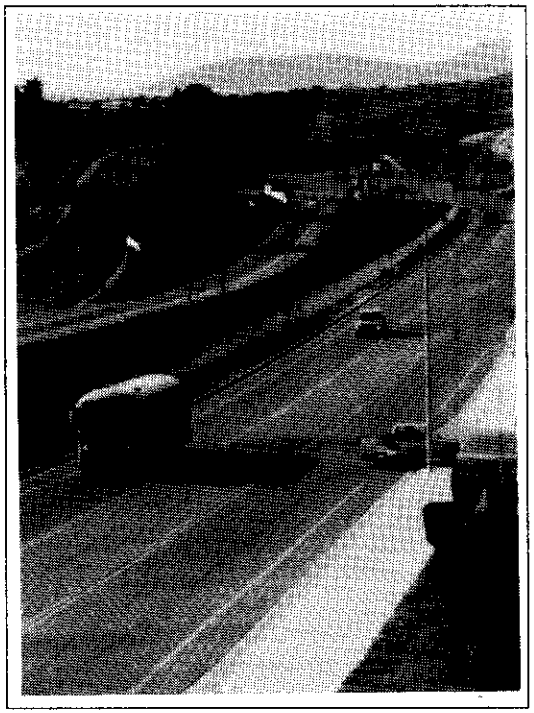
Noise

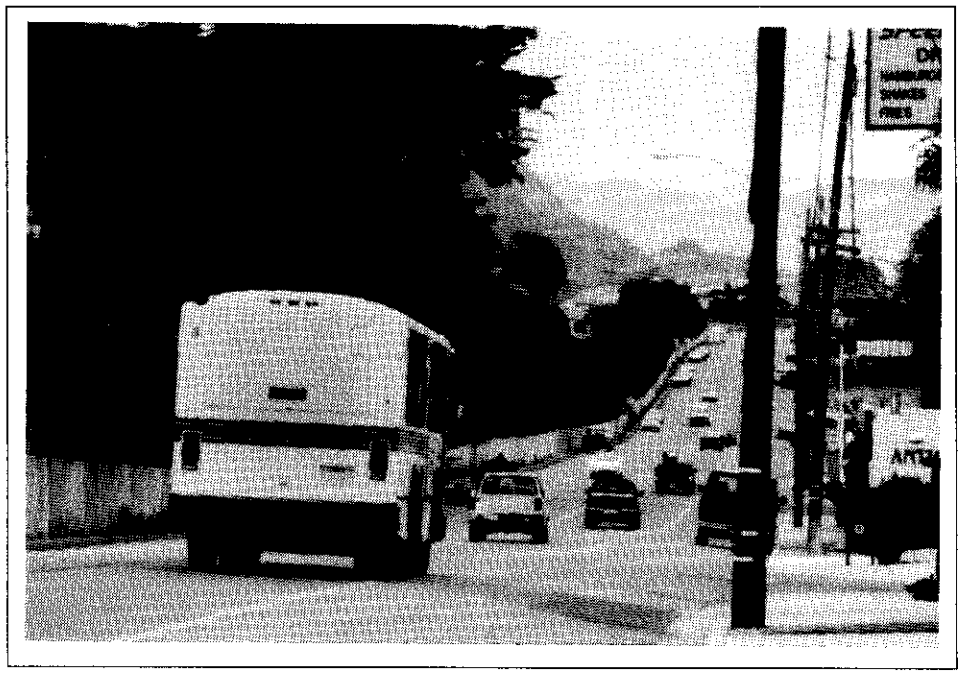


Nothing marks the change from the city to the country so much as the absence of grinding noises. The country is never silent. But its sounds are separate, distinct, and, as it were, articulate.

Henry Ward Beecher

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 environment 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.

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
Mattie 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

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 policies 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.

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 development to reduce noise exposure to acceptable levels.

Table N-2
Land Use Compatibility Guidelines for Development

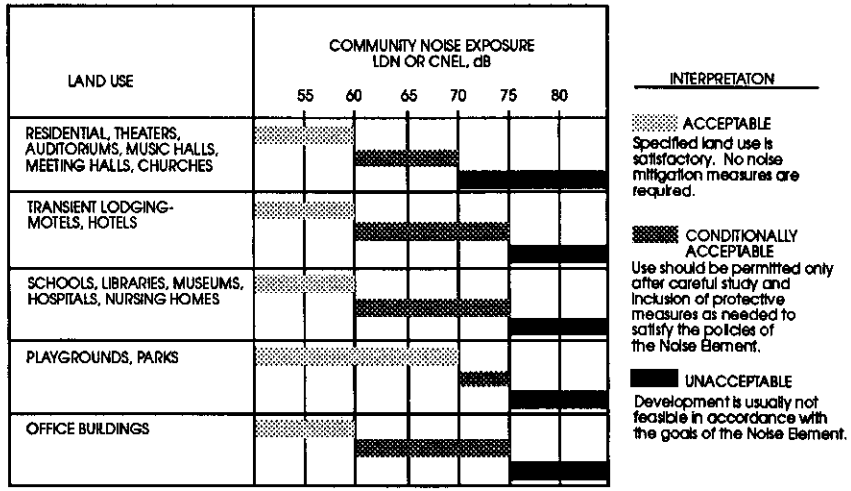


Table N-3
Maximum Allowable Noise Exposure—
Stationary Noise Sources[1]

	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

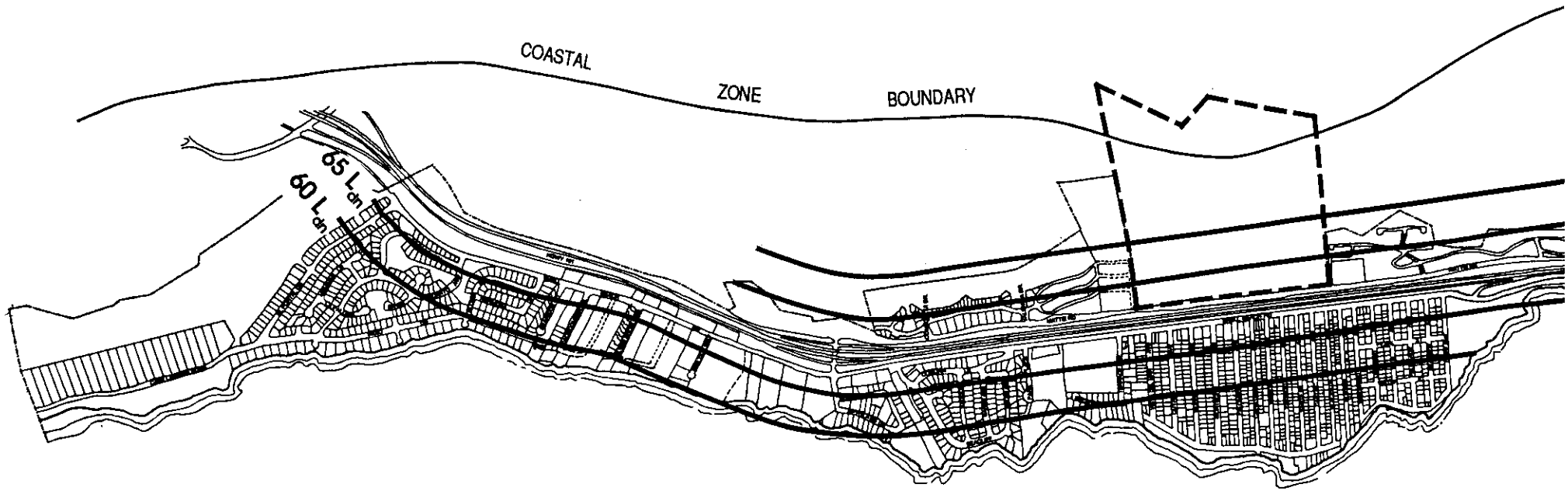
[1] As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

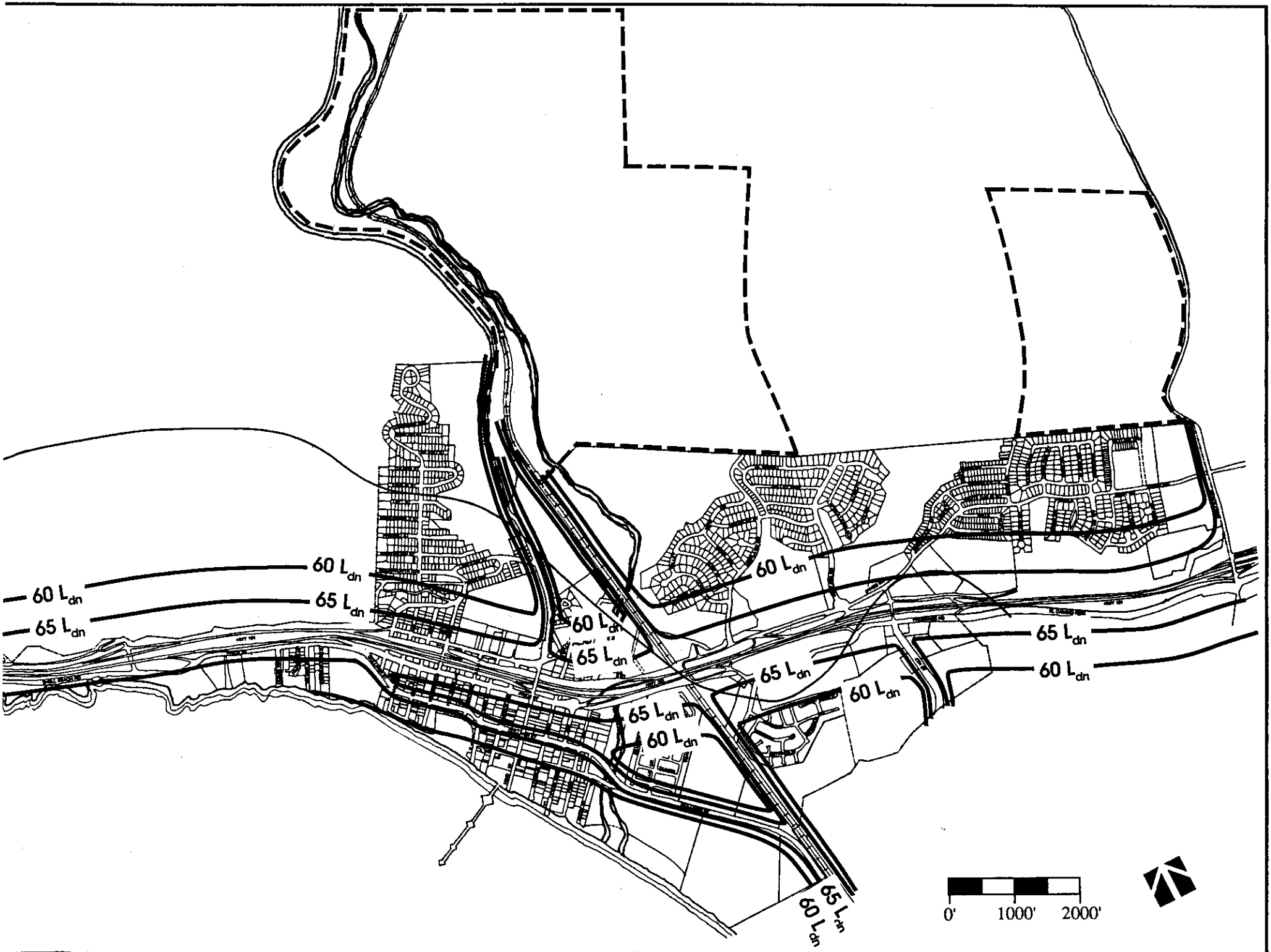
[2] Sound level measurements shall be made with slow meter response.

[3] Sound level measurements shall be made with fast meter response.

Existing Noise Contours Figure N-1

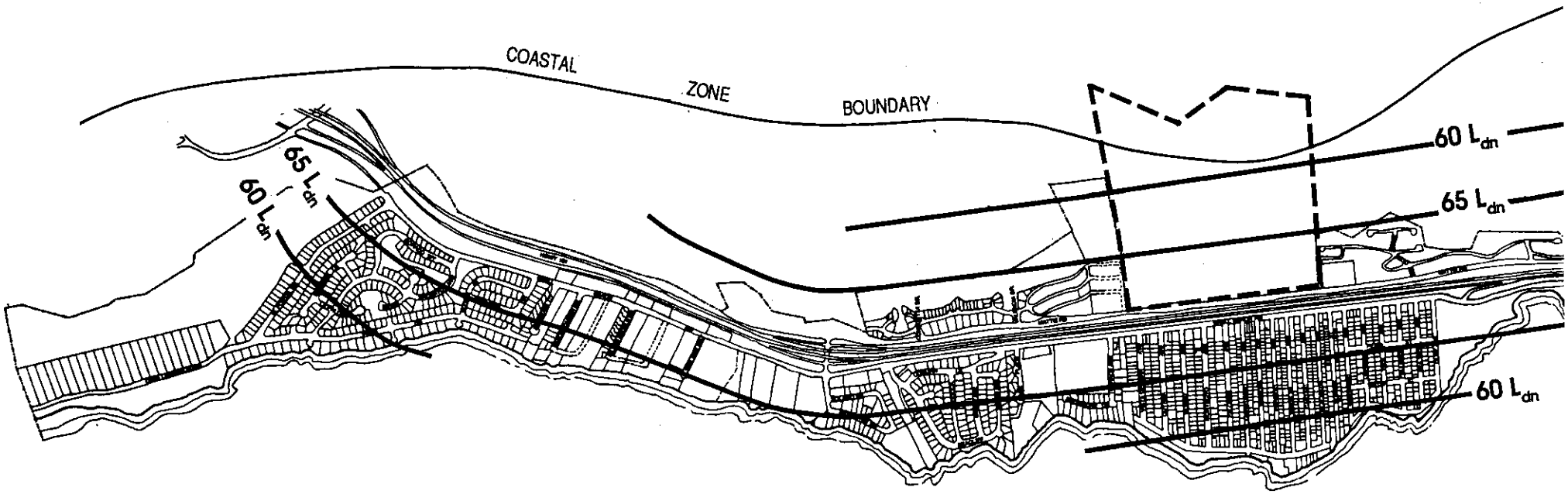
PISMO BEACH GENERAL PLAN




60 L_{dn}
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1000'
2000'

Future Noise Contours Figure N-2

PISMO BEACH GENERAL PLAN



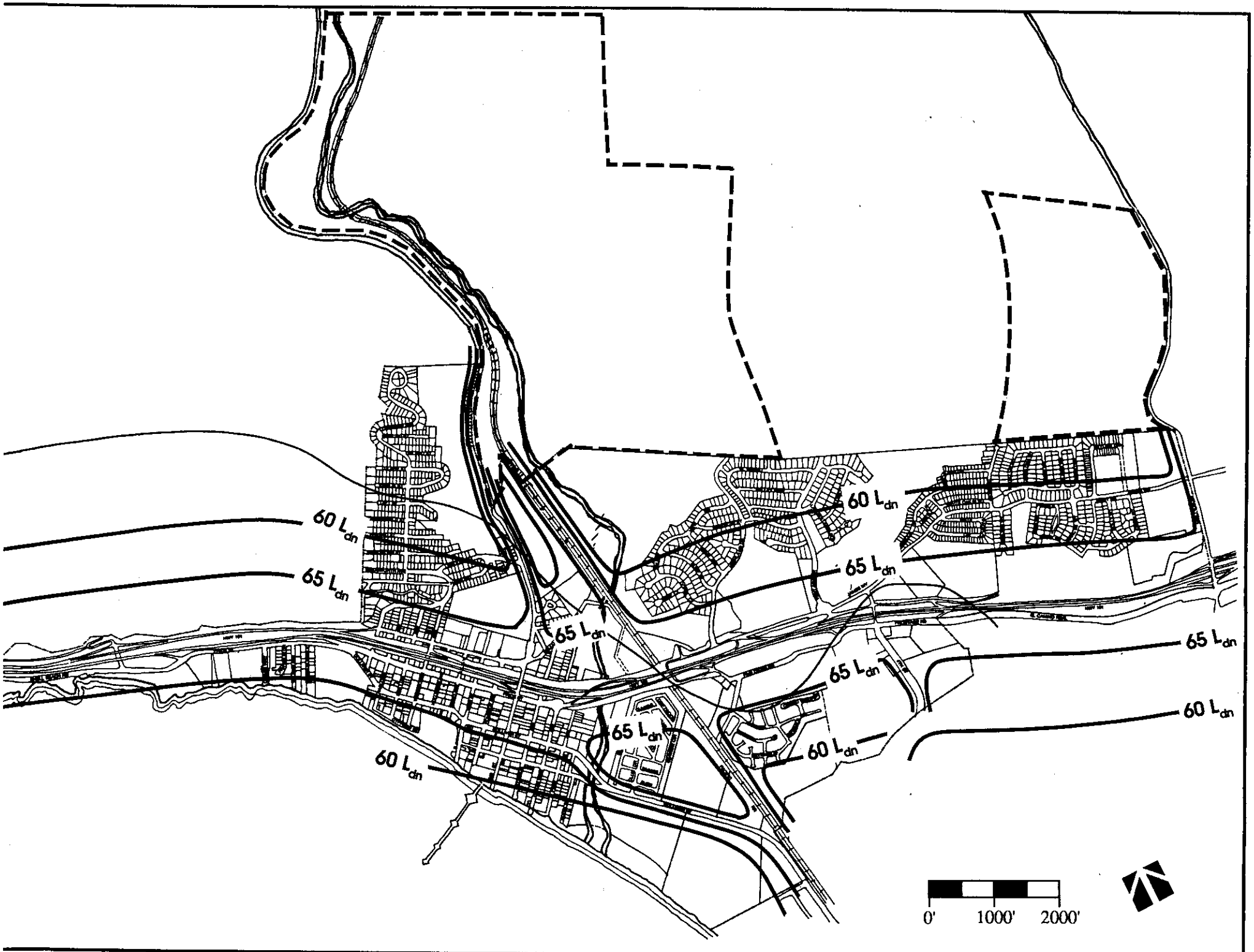

60 L_{dn}
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0'
1000'
2000'

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.

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.

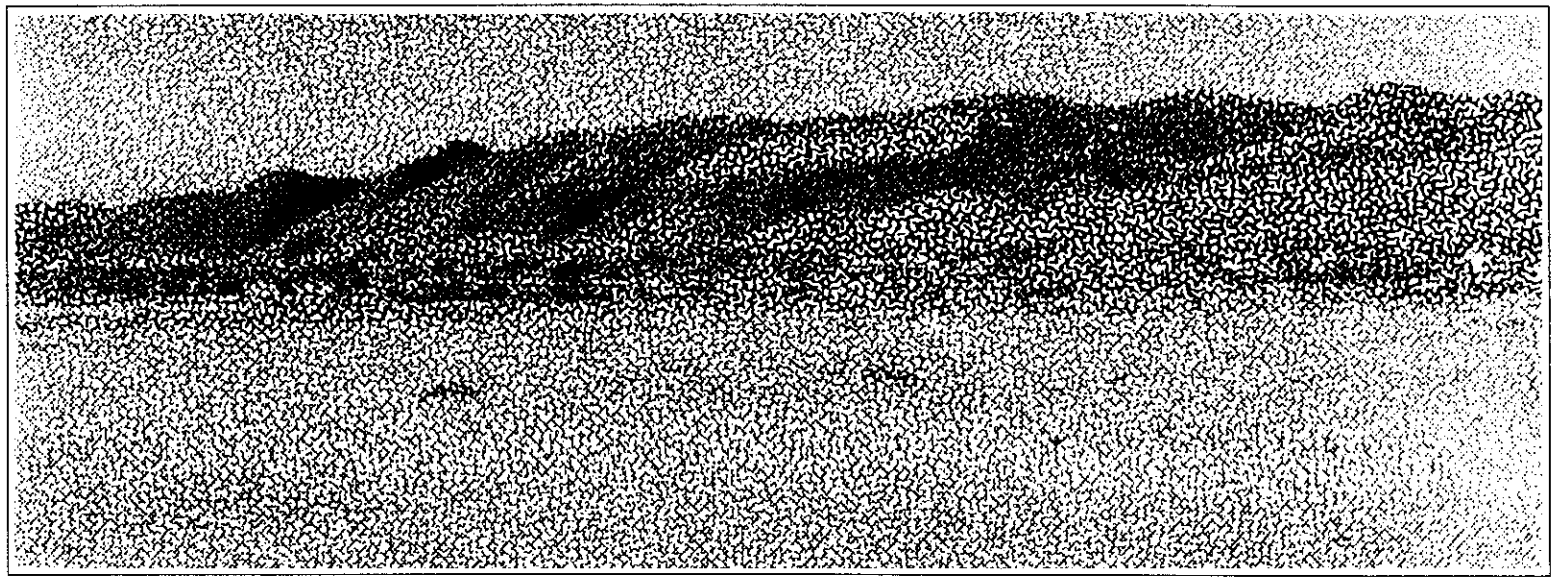
N-5 Technical Reference Manual

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.

There isn't much to be seen in a little town, but what you hear makes up for it.

Elbert Hubbard

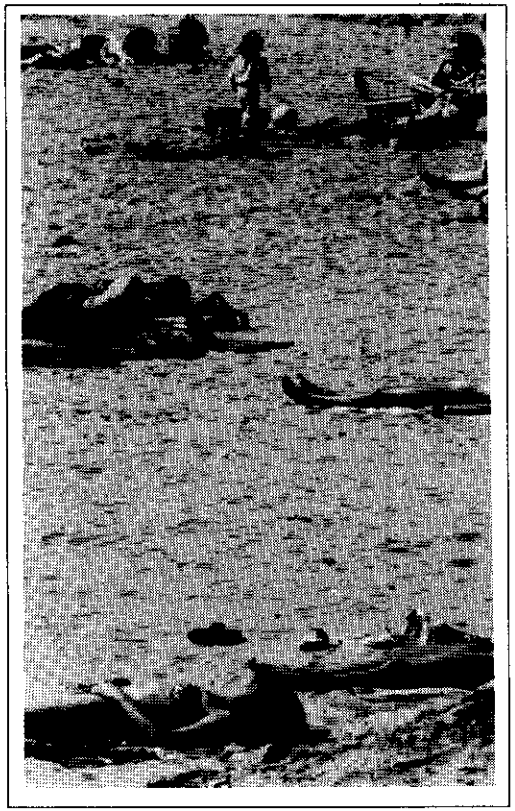
Parks, Recreation & Access



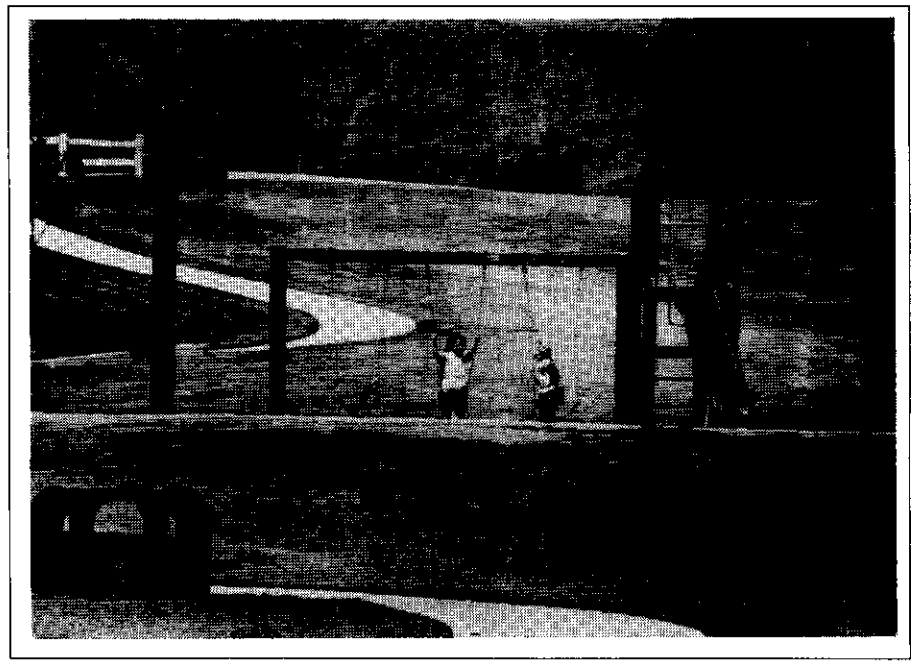
Park and recreation standards serve as one of the bench marks against which the quality of life within a community can be measured.

Roger A. Lancaster
Director of Research & Project Coordinator
National Recreation and Park Association

Parks, Recreation & Access Element

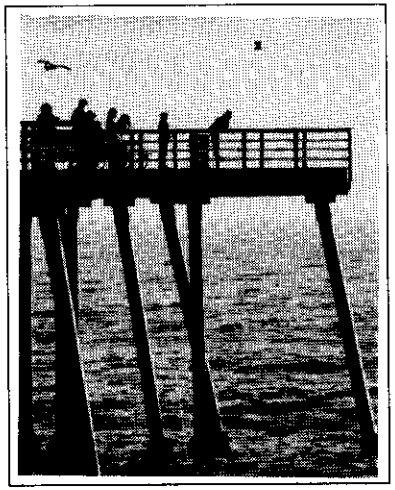








Introduction



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 park land, it also has demonstrated a high need for recreational facilities such as ballfields 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 is 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 park 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 & Quasi Public Existing	Public & Quasi Public Proposed	Private Existing	Private Proposed	Access	Parking	Comments
A.	**Sunset Palisades**	1	Ontario Ridge	Linear Park		8.8±			view	off-street	approved with Specific Plan, includes public access easement, path and landscaping
		2	Ontario Ridge	Open Space				53±	-	no	approved with Specific Plan, natural open space, agr. grazing
		3	Sunset Palisades	Open Space			5.2		-	on-street	gated community, landscaped open space
		4	Freeway Frontage					5.0±	-	-	to be dedicated through transfer of development rights
		5	* Palisades Park	Nghbrhd Park	5.7			6.0±	-	off-street	grass, playground, 2 tennis cts, basketball, picnic tables, needs to be completed and courts lighted
B.	**South Palisades**	6	* South Palisades Bluff	Linear Park	2.6	4.3±			proposed	no	improvements concurrent with proposed development, partly improved w/grass & path
		7	South Palisades Beach	Sandy Beach	2.3				proposed	no	no facilities
C.	**North Spyglass**	8	* Cliffs Hotel	Open Space	1.0				stairs	yes	Barranca w/heavy vegetation, Barranca path, bluff top walk
		9	* Future Park	Linear Park		1.8	1.3		view	possible	Hallmark Hotel site dedication and improvements concurrent with proposed development. Spyglass Inn existing facilities
D.	**Spyglass**	10	* Spyglass Point Park	Nghbrhd Park	4.7				path	off-street	grass, playground, picnic BBQ, Barranca, needs restroom
		11	Spyglass Beach	Sandy Beach	1.6				path	off-street	surfing area, access path needs improvement
E.	**St. Andrews**	12	* Memory Park	Linear Park	0.46				view	on-street	grass and benches, picnic tables, BBQ, Vista Point
		13	St. Andrews Beach	Sandy Beach	0.5				no	on-street	no facilities
F.	**Spindrift**	14	* Park proposed	Linear Park	0.9				view/ proposed	no	path & view platform existing, expansion of linear park to southeast proposed as part of development
G.	**Terrace Acre**	15	Shell Beach School	Nghbrhd Park	3.8				-	no	two ballfields, play equipment, joint agreement to improve & use field is proposed
		16	Terrace Acre Beach	Sandy Beach	0.2				no	no	no facilities, access from proposed park (#14)
H.	**Shell Beach**	17	* Ocean Park	Linear Park	1.3				stairs	on-street	grass and benches, picnic tables
		18	Shell Beach	Sandy Beach	0.6				stairs	on-street	no facilities
		19	* Margo Dodd	Linear Park	0.17				view	on-street	picnic tables, gazebo
		20	Margo Dodd Beach	Sandy Beach	0.3				stairs	on-street	no facilities
I.	**Dinosaur Caves**	21	* Dinosaur Caves Site/Janowicz Path	Linear Park		15.0			view		proposed linear park should have ocean observation deck, pavillion,group picnic area, play equip, parking
		22	Dinosaur Cave Beach	Sandy Beach	0.7				proposed	proposed	no facilities
		23	Freeway Frontage	Open Space	3.4						no facilities, part of road right-of-ways
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 Whaler'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
K.	**Commercial Core**	31	Pismo State Beach	Regional	60.0				numerous	two parking lots	seasonal play equipment, volleyball, restrooms state owned/city managed
		32	* Pier	Linear Park	1.5				no	off-street	benches, fishing
		33	* Ira Lease/Mary Herington	Neighborhood	1.85	0.6±			-	off-street	play equipment, restrooms, picnic tables. Could be expanded to northwest along creek.

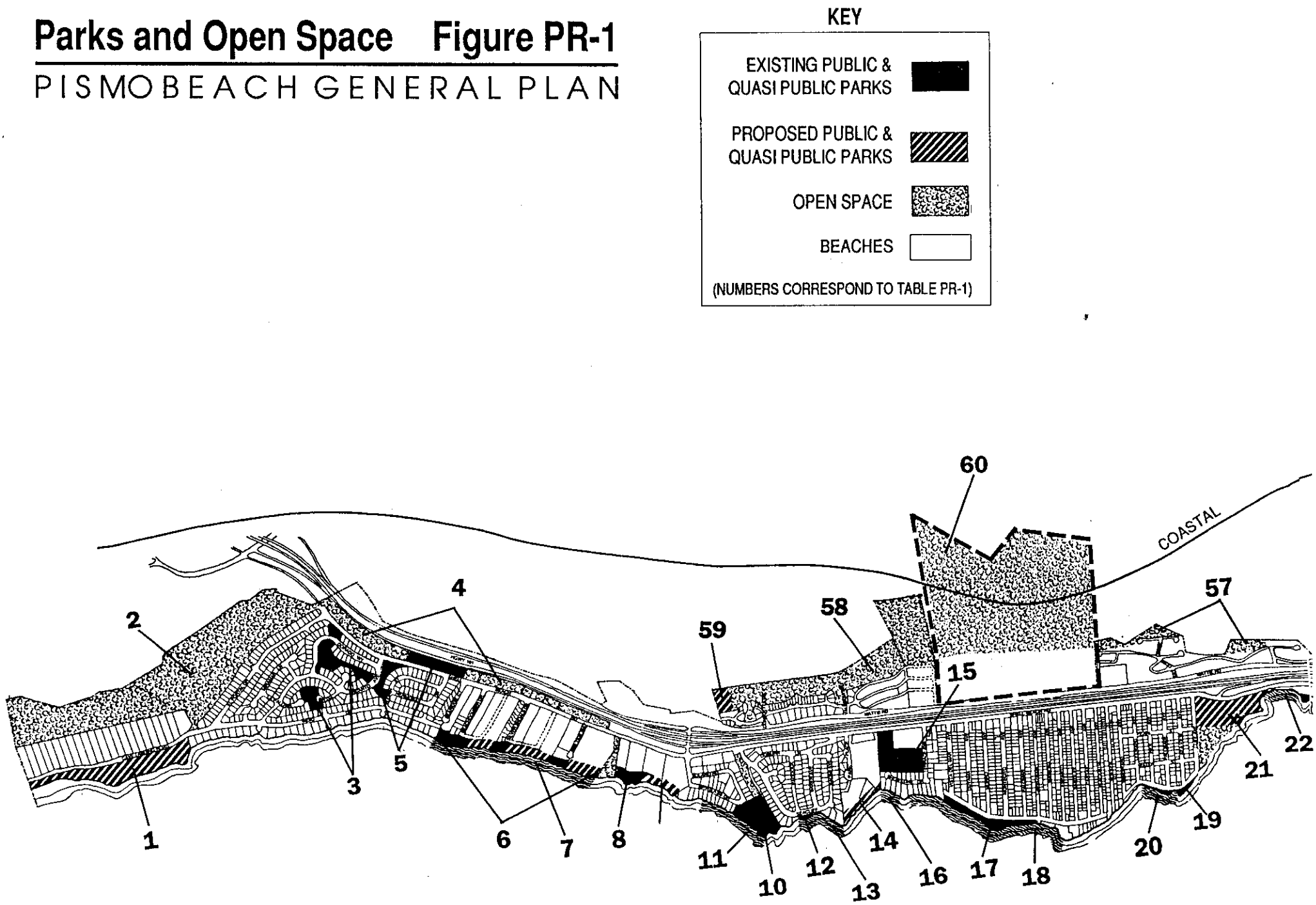
* = CITY OWNED

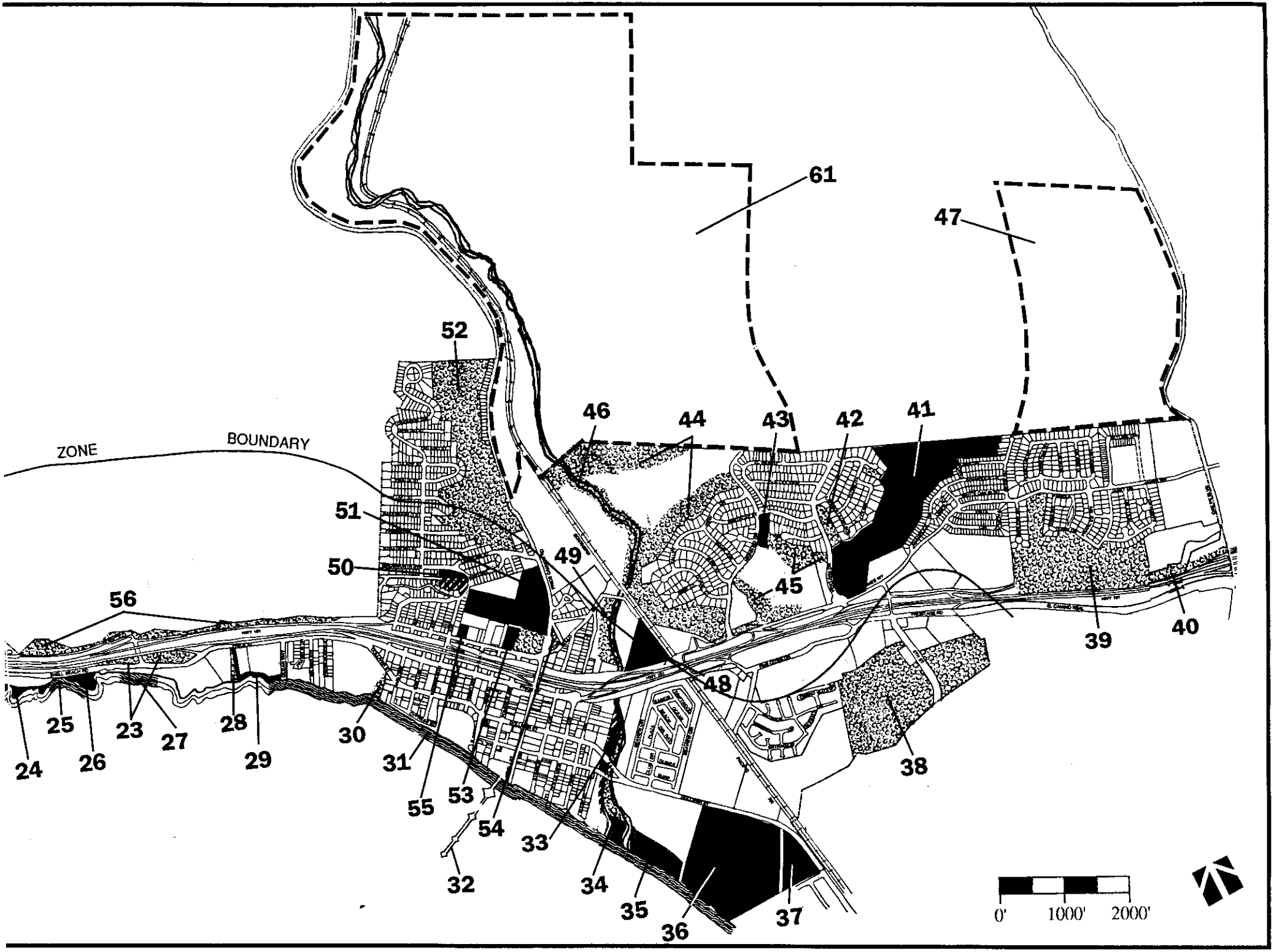
	Planning Area	No.	Name	Class	Public & Quasi Public Existing	Public & Quasi Public Proposed	Private Existing	Private Proposed	Access	Parking	Comments
		34	* Pismo Creek	Open Space	4.0				yes	no	proposed trail system, includes 10' trail in front of Addie Street Condo, creek & flood plain to remain in open space with trail system, both public and private
L.	Pismo Creek	35	Pismo Coast Village	RV Park			25.0		yes	off-street	club house, pool, beach, private membership, open to general public at cost, 400 RV hookups
		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	on-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 joint agreement with Fish & Game, Grover City and Pismo Beach regarding nature center
N.	Oak Park Heights	39	Toucan Terrace	Open Space			32.0		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	Nghbrhd Park	7.0				-	on-street	picnic & play equip., 2 ac. usable, remainder OS
		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	Nghbrhd Park & Mini Park				?	-	-	to be determined as part of specific plan
O.	Industrial	48	* PB Sports Complex	Special	5.05					off-street	3 ball fields, picnic area, better access needed. Possible loss of field(s) with road construction
		49	* Pismo Creek	Special Use		8.8±				no	creek & flood plain to remain in open space with trail system, both public and private
P.	Pismo Ht.	50	* Boosinger Park	Mini Park & OS	1.7	.7±				on-street	add play equip, expansion proposed
		51	Judkins Jr. High	Nghbrhd Prk/OS	13.4				-	off-street	ballfield, soccer, basketball, joint use agreement with school district proposed
		52	Price Canyon	Open Space				35.7±	-		to be dedicated with Specific Plan
		53	* Veterans Memorial Hall	Special Use	2.4					off street	large hall with kitchen, 9200 sq. ft.
		54	* Price/Bellow 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 remodelled
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
R.	Price Canyon	61	Price Canyon Annex	Special Use Open Space Nghbrhd Park Cmnty Park		?		?	-	-	to be determined as part of specific plan. Includes several facilities as follows golf course, 6 acre add. to the Price Canyon Historic Park, Pismo Creek linear park open space and a cmnty park/sports fields.
TOTAL					297.7	77.2	106.1	228.9			

* = CITY OWNED

Parks and Open Space Figure PR-1

PISMO BEACH GENERAL PLAN




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Principles

P-21 *Parks and Recreation Are Necessary For a 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-1, as summarized in Table PR-1, 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 shall prepare a Master Parks and Recreation Plan to provide additional details to the Policy Plan and to implement the Element.

The plan shall include:

a. The development of specific park standards for Pismo Beach. These shall be based on and include a cooperative and detailed review of park and recreation facilities located throughout the five cities region, a needs analysis, and an analysis of current and future population. The standards shown in Table PR-2 shall be used as a basis for city park development, including annexation areas.

b. The development of physical or 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 citizen participation program to determine facility needs.

e. A survey of residents and visitors to determine resident and visitor needs and desires.

f. The 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

Path System Figure PR-2

PISMO BEACH GENERAL PLAN

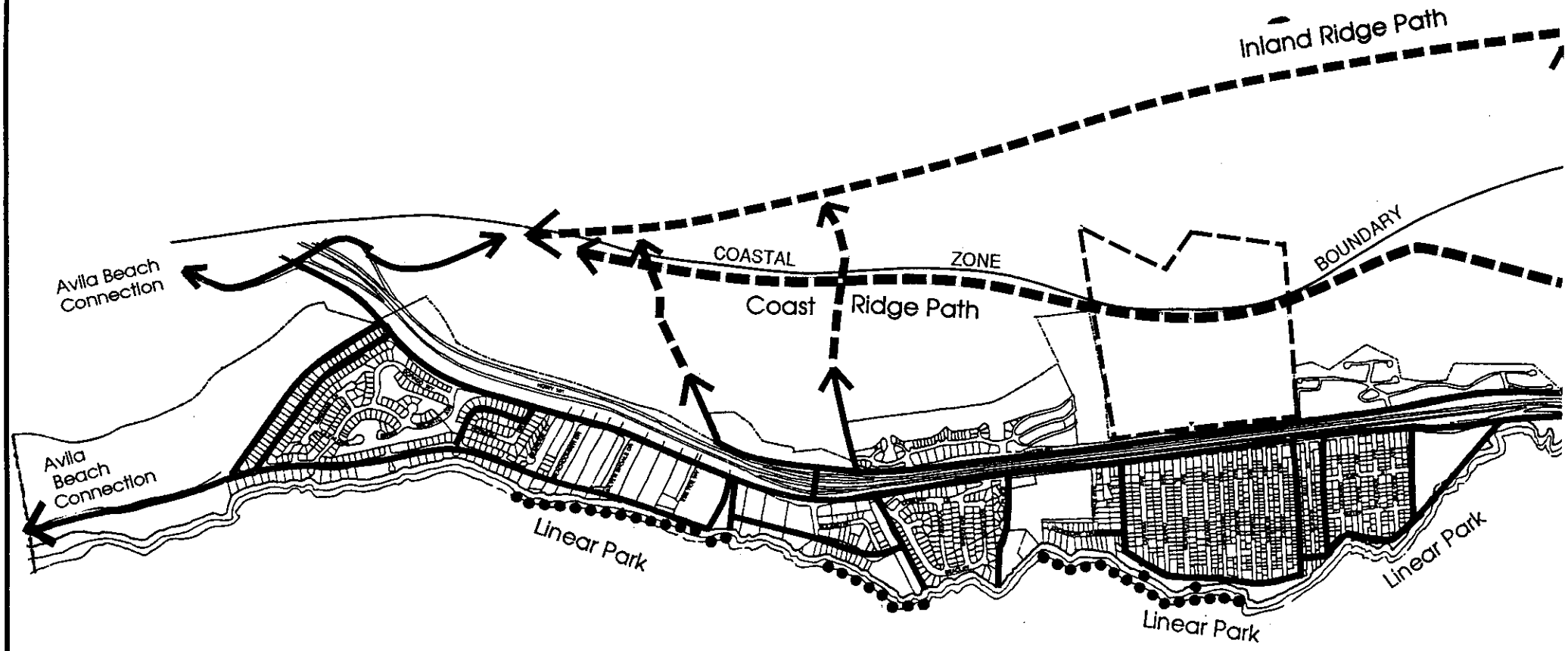
KEY

PATHS IN CITY

BEACH PATHS

PATHS IN SPHERE

BOARDWALK



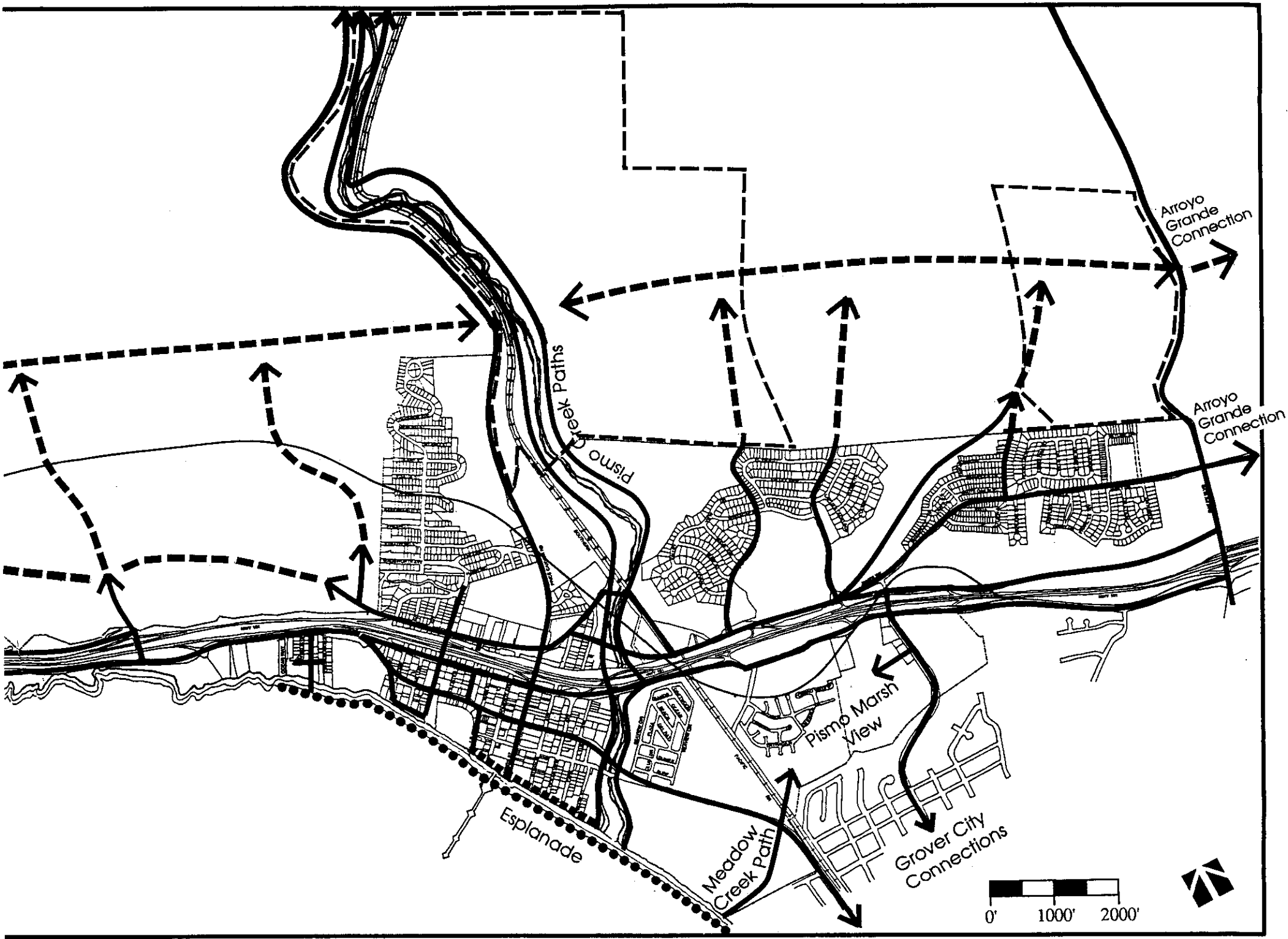

Arroyo Grande Connection
Arroyo Grande Connection
Pismo Creek Paths
Pismo Marsh View
Esplanade
Meadow Creek Path
Grover City Connections
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Table PR-2
Park Land Standards

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.

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.

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 Maintenance

Primary attention in park management shall be given to the preservation of natural beauty and integrity of the land within their natural resource limits.

The City shall provide high-priority services to public recreational areas (equipment maintenance, police protection, regular clean-up).

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.

The Park and Recreation Commission and staff shall periodically review ways to improve maintenance and design quality 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.



Specific Sites & Facilities

Background

In addition to the overall policies which guide the city 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

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.

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 park land 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

Unless the City acquires the Dinosaur Caves property, the City shall recommend to the state Department of Parks and Recreation, the Coastal Conservancy, or other applicable agencies acquisition of the property for a public park and open space. This 15 acre site is the most significant open space remaining along the ocean within Pismo Beach. (See related Land Use Element Planning Area I.

PR-17 Meeting and Cultural Facilities

The City shall encourage or facilitate the construction and retention of a variety of indoor meeting conference and entertaining facilities as follows:

1. **Conference Center**

   Support a public/private partnership for the construction of a "Conference Center". The center should house approximately 500 delegates, under one roof and provide food services. A possible location is near the Price Street and Shell Beach Hotel/Motel Facilities.

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. **YMCA**

   The city shall encourage the inclusion of a new YMCA 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.

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 school house 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 fund-raising 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 policies, 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 oceanside 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 blufftops, and permit enjoyment by the public of oceanfront amenities and recreation, all development on the bluff edge shall be required to dedicate in fee or by an easement in perpetuity a blufftop 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 blufftop dedication shall 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 blufftop 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 shall be made to the City of Pismo Beach or other appropriate public agency as determined by the city.

Encroachments into the blufftop 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 blufftop erosion problems. (See also Land Use Policies B-3, C-2, D-5, E-6, F-3, G-7, H-10 and J-3.)

PR-24 Perpendicular Access to Shoreline Required

Public access perpendicularly from the nearest public roadway to the shoreline shall 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 blufftop single-family lots less than 10,000 sq. ft. in area are exempted from this requirement.

PR-25 Access Maintenance and Liability

Dedicated accessways 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 accessway.

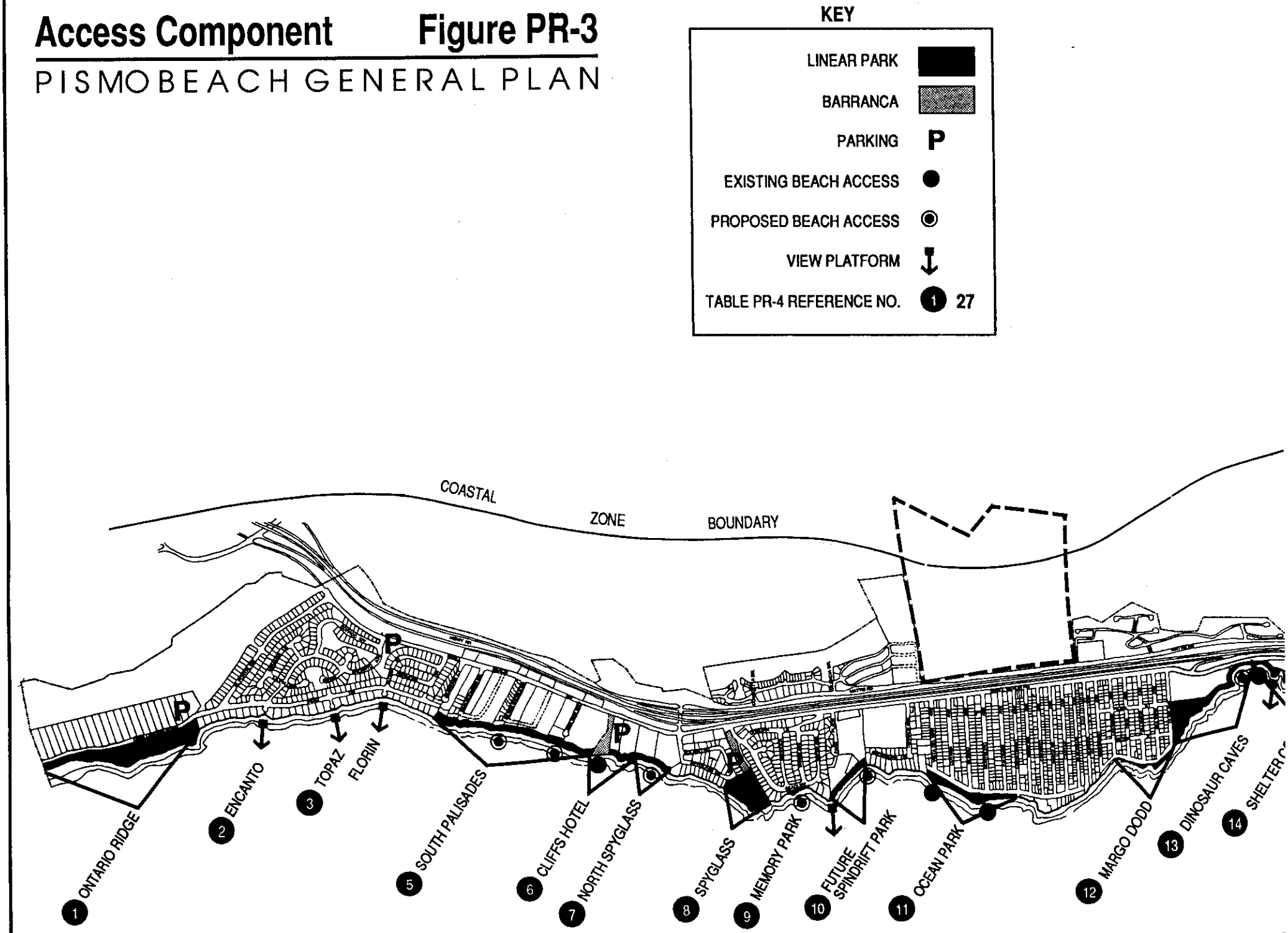
Table PR–4
Physical & Visual Ocean Access
See Figure PR-3 for map locations

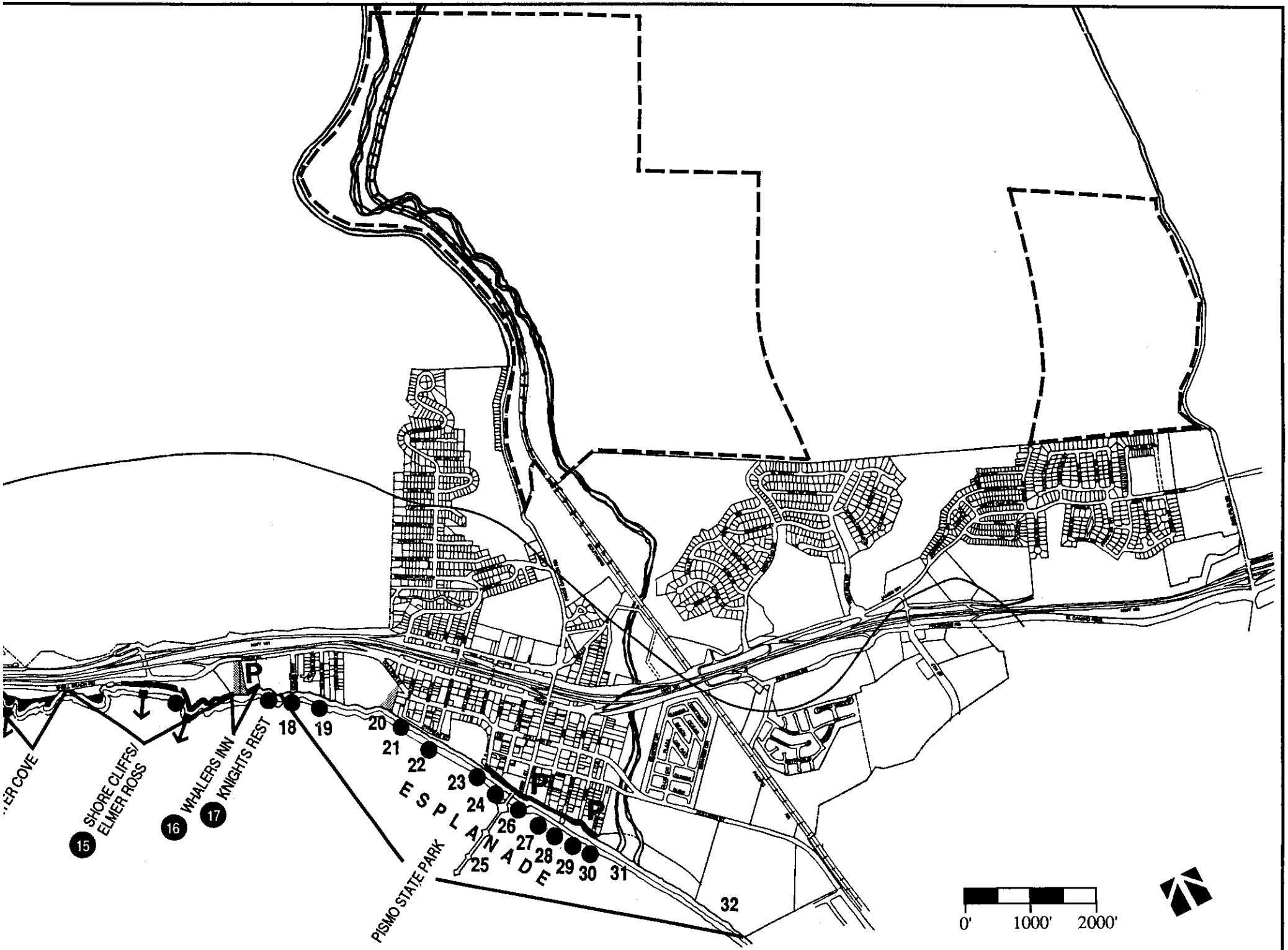
● - existing
○ - proposed
◗ - existing & proposed

Planning Area		Access Points	Stairs Public & Semi-Public	Path/Walking Access	Direct Access	Viewpoint(s)	Lateral O.S. (top of bluff)	Barranca	Parking on-street	Parking off-street	Signage	Public or Easement	Comments
A. Sunset Palisades	1.	Ontario Ridge				○	○			○	○	○	proposed
	2.	Encanto Ave.				●			●		○	●	no improvement
	3.	Topaz St.				●			●		○	●	no improvement
	4.	Florin Street				●			●	●	○	●	parking in near-by Palisades park
B. South Palisades	5	S. Palisades	○			●	◗		●		○	●	lateral park partly impoved (2 access stairs proposed)
	6.	Cliffs Hotel	◗	●		●	●	●		●	●	●	existing stairs descend South side of Barranca. Proposed new stairs on North side of Barranca go to S. Palisades Lateral Park.
C. North Spyglass	7.	North Spyglass	○			○	○			○	○	○	dedication of lateral O.S. easement
D. Spyglass	8.	Spyglass Park		●		●	●	●		●	●	●	Barranca nature walk proposed. Improve access path
E. St. Andrews Tract	9.	Memory Park				●	●		●		○	●	
F. Spindrift	10.	Vista Point+Future Park	○	●		●	○			○	○	○	proposed lateral park to connect to existing view platform access stairs to connect to St. Andrews Beach.
H. Shell Beach	11.	Ocean Park	●	●		●	●		●		●	●	access stairs at Pier Ave., and at Vista Del Mar
	12.	Margo Dodd Park	●			●	●		●		○	●	gazebo
I. Dinosaur Caves	13.	Dino Caves/Janowicz Path	○			○	○			○	○	○	group picnic area desirable
	14.	Shelter Cove	●	●		●	●			●		●	
J. Motel District	15.	Shorecliffs/Elmer Ross	●			●	●			●	●	●	signage needs improvement. 3 gazebo/viewing platforms
	16.	Whalers Inn				●	●	●	●		○	○	
	17.	Knights Rest	●			●			●		●	○	stairs need repair
		PISMO STATE BEACH											
	18.	Tides Hotel	●						●		●	○	
	19.	Wilmar Ave.	●			●			●		●	●	volley ball on beach, portable restrooms
	20.	Trader Nicks						●			○		
K. Commercial Core	21.	Cypress Street (North)				●			●		○	●	volley ball on beach
	22.	Wadsworth Steps	●	●					●			●	volley ball on beach, play equipment seasonal
	23.	Main Street		●					●		○	●	connected by proposed esplanade
	24.	Pomeroy Ave.	●						●	●	●	●	connected to proposed esplanade
	25.	Pier	●		●	●	●		●	●	●	●	restrooms available
	26.	Hinds St.		●		●			●	●	●	●	connected to proposed esplanade
	27.	Stimson Ave.	○	●		●			●		●	●	connected to proposed esplanade
	28.	Ocean View Ave.			●	●			●		○		connected to proposed esplanade
	29.	Park Ave.			●				●		○		connected to proposed esplanade
	30.	Addie Street		●					●	●	○		connected to proposed esplanade
	31.	Pismo Creek		◗						●	○	○	restroom to be remodeled, trails to be added both sides
L. Pismo Creek	32.	North Beach Camping		●	●		●			●	●	●	needs better access to beach, day use facilities, signage

Access Component Figure PR-3

PISMO BEACH GENERAL PLAN




ER COVE
SHORE CLIFFS/ ELMER ROSS
WHALERS INN
KNIGHTS REST
PISMO STATE PARK
ESPLANADE
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
P
0'
1000'
2000'

PR-26 Access Parking Area Required

Parking, consistent with site constraints, shall be provided in conjunction with vertical and lateral accessways wherever necessary to ensure the use of the accessway. 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, tidepools, 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 view point shall be granted to the city concurrent with any development approvals. This easement shall include as many of the existing pine trees as possible. A minimum 10 foot easement from the south end of the Spindrift path shall be dedicated to the city with development of the oceanfront property and concurrent with expansion of the blufftop 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

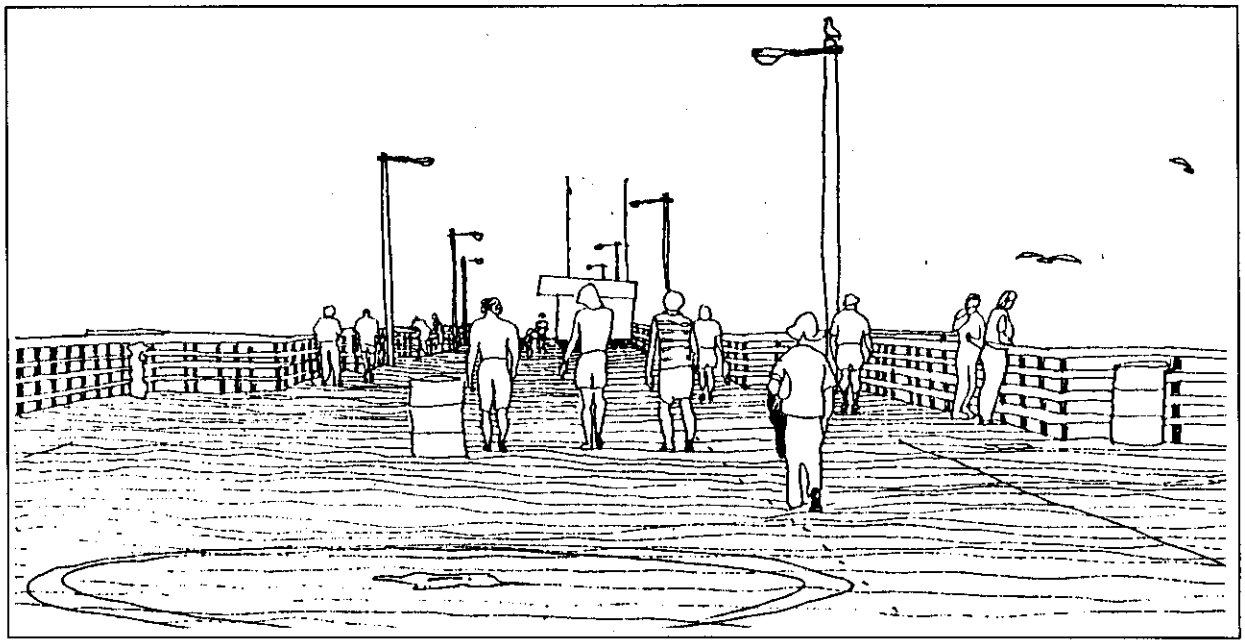
Motor driven vehicles shall be prohibited access to the beaches within the city except for these purposes:

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.

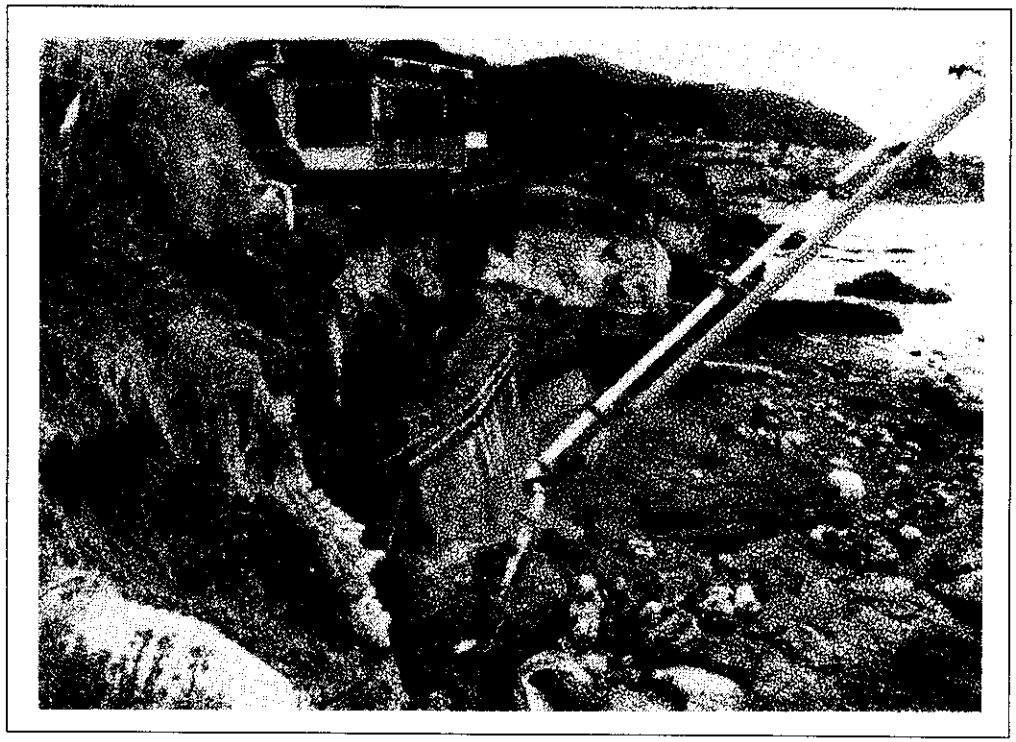
PR-33 Permitted Development In Blufftop Access Areas

Development permitted in the areas reserved for public blufftop 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.





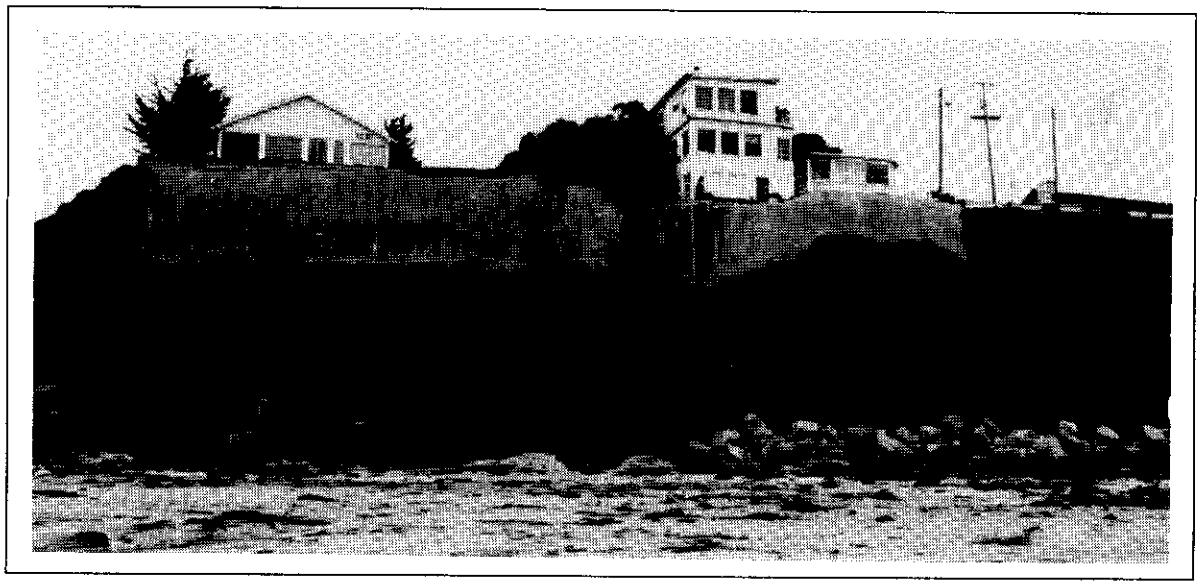
Safety



Men come together in cities for security; they stay together for the good life.

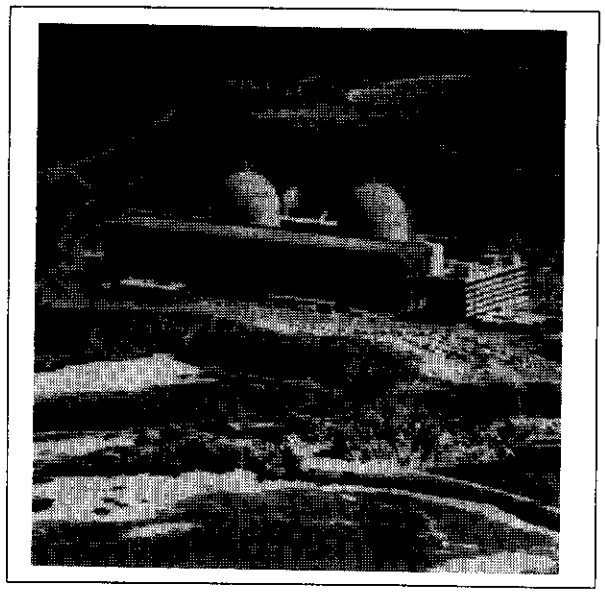
Aristotle

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 wildland 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 judgements 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 "wildland 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 because 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, 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 standards 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 ocean-front 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 blufftop 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 contribute 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 (blufftop 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 Blufftop Guidelines/Geologic Studies

Site specific geologic reports shall incorporate the information requirements contained in the State Coastal Commission's guidelines for Geologic Stability of Blufftop 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 blufftop 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 accessways to provide public beach access, and pipelines for scientific research or coastal dependent industry. Drainpipes 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 blufftop 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 drainageways. 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 Highway 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 floodway 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.

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+

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). Landsliding is 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).

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.

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.

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 reviewed 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 en-

couraged 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 estimate 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 Stations		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:

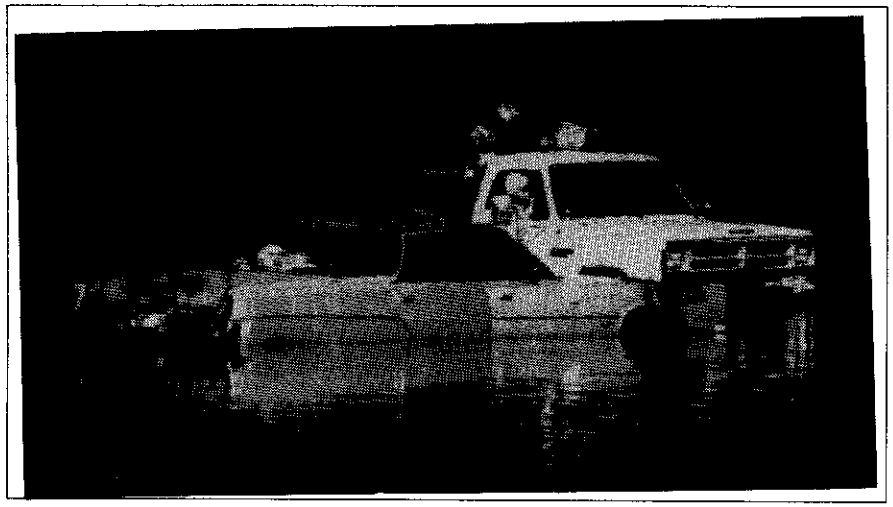
a. In reviewing development proposals for future water impoundments, the City should require (1) an evaluation of the potential inundation areas and (2) design of the dam to withstand the earthquakes which can be expected in the area.

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.



RESOLUTION NO. R-92- 118

A RESOLUTION OF THE COUNCIL OF THE CITY OF PISMO BEACH ADOPTING THE NEW GENERAL PLAN/COASTAL PLAN AND AND DIRECTING THAT THE PORTIONS THAT COMPRISE THE LOCAL COASTAL PLAN BE FORWARDED TO THE COASTAL COMMISSION FOR CERTIFICATION

WHEREAS, the Planning Commission of the City of Pismo Beach conducted a duly noticed public hearing on the Draft Pismo Beach General Plan and Local Coastal Plan, commencing on April 25, 1992, and continued from time to time until its conclusion on July 28, 1992, at which times all interested persons were given an opportunity to be heard;

WHEREAS, at the various hearing dates the Commission received and considered oral and written comments from all interested persons who wished to be heard;

WHEREAS, based on its review and the public testimony received, the Commission determined that a number of revisions to the Draft Plan would be appropriate and so recommended to the Council; and

WHEREAS, by separate action and resolution the Planning Commission considered a proposed Final Environmental Impact Report and has recommended its certification to the City Council;

WHEREAS, following provision of notice in the manner required by state and local law, the City Council has conducted a public hearing on the Draft General Plan, beginning on August 27, 1992 and concluding on November 5, 1992, at which times all interested persons were given an opportunity to be heard;

WHEREAS, the Council and received and considered the report and recommendations of the Planning Commission, and has received and considered oral and written testimony on the proposed plan submitted by interested persons;

WHEREAS, by Resolution R-92-112 adopted on November 5, 1992, the Council directed that a list of changes be incorporated into a final Plan to be brought back for adoption on November 24, 1992;

WHEREAS, by separate resolutions approved on November 24, 1992, the Council has certified the Final Environmental Impact Report prepared for the proposed Plan and has adopted findings pursuant to the California Environmental Quality Act; and

WHEREAS, the Council has received the revised final Pismo Beach General Plan & Local Coastal Plan, dated November 24, 1992;

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby declares and determines as follows:

1. The changes approved in Resolution R-92-112 have been incorporated into the revised final General Plan & Local Coastal Plan dated November 24, 1992, attached hereto as Exhibit 1;

2. Additional changes to Policies LU-I-2 and PR-16 shall be incorporated into the Plan as follows:

   LU-I-2, change first sentence to read:

   As an alternative to public park or open space uses, as provided in Policy PR-16, this property shall be designated for development of visitor-serving resort commercial uses and open space.

   PR-16, change first sentence to read:

   Unless the City acquires the Dinosaur Caves property, the City shall recommend to the state Department of Parks and Recreation, the Coastal Conservancy, or other applicable agencies, acquisition of the property for a public park and open space.

3. The Pismo Beach General Plan & Local Coastal Plan dated November 24, 1992 is hereby approved and adopted subject to the changes noted in the foregoing section;

4. Those sections and policies that are not part of the Local Coastal Plan shall be in force and effect immediately upon adoption.

5. The existing Local Coastal Plan, as adopted on January 23, 1981 and as amended from time to time, shall continue in effect as the Local Coastal Plan until the new Local Coastal Plan is certified by the California Coastal Commission; and

6. The Community Development Department is hereby instructed to submit a request to the California Coastal Commission for certification of this amendment to the Pismo Beach Local Coastal Program.

7. The proposed LCP amendment is consistent with the California Coastal Act and will be carried out in accordance with the Coastal Act pursuant to Section 30510(a) of the Act.

8. The LCP amendment shall take effect immediately upon its certification by the Coastal Commission.

APPROVED AND ADOPTED on this 24th day of November, 1992 on motion of Councilmember Foster, and second by Councilmember Bittner, and by the following roll call vote, to wit:

AYES: Foster, Bittner, Maroney and Mayor Morrow

NOES: None

ABSENT: Fiorentino

ABSTAIN: None

DICK MORROW, MAYOR

ATTEST:

SHARON JONES, CITY CLERK

APPROVED AS TO FORM:

FREDERICK W. CLOUGH,
CITY ATTORNEY