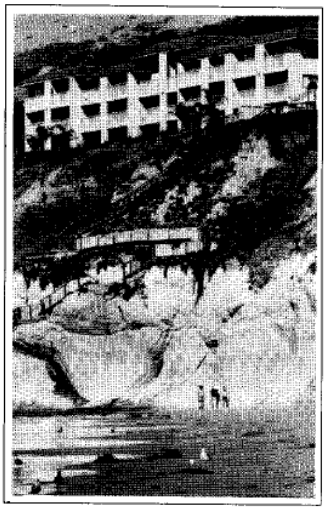
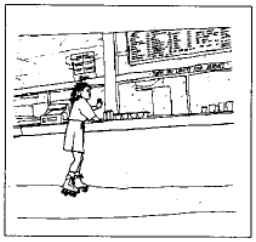
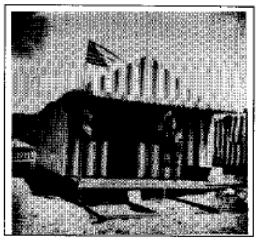
Land Use Element

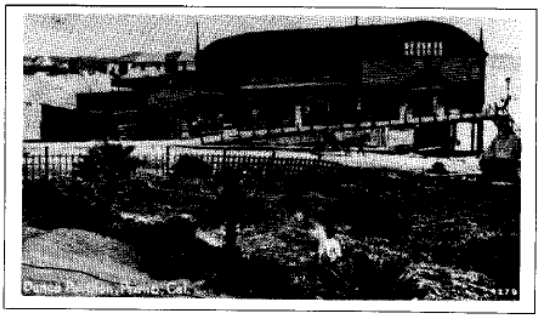












Land Use Element

Amended:
CC R 2003-050, adopted 06/15/03 (accepting Coastal Commission's certification) [downtown amendments]
CC R 2002-031, adopted 05/21/2002 (amendment only applied outside coastal zone; Coastal Commission approval was therefore not required)
CC R 2004-010, adopted 02/17/04 (amendment applies to Planning Area N-4 (Los Robles del Mar Sphere) only, and therefore does not require Coastal Commission approval)
CC R 2004-052, adopted 9/7/04 (accepting Coastal Commission modifications)
CC R 2005-052, adopted 8/16/05 (Oak Park Heights, Pacific Estates Subarea N-3 LU-N-21b
CC R 2005-058, adopted 09/05/2005 (Toucan Terrace Subarea N-1)
CC R 2006-045, adopted 8/1/06 (approved by Coastal Commission)
CC R 2008-006, adopted 2/5/08 (approved by Coastal Commission)
CC R 2013-019, adopted 04/02/13(accepting Coastal Commission modifications)
CC R 2013-031, adopted 05/21/13 (amending 1993 General Plan/Local Coastal Plan Land Use Element background for Planning Area A, The Bluffs/Sunset Palisades and Policies LU-A-1, LU-A-2, LU-A-3, LU-A-6, LU-A-12 and background for Planning Area B, South Palisades and Policies LU-B-1, LU-B-3, LU-B-4, LU-B-6 and LU-B-8.
CC R 2014-029, adopted 04/01/14 (accepting Coastal Commission modifications).
Amended by Measure R (11/4/2014)

Background

The Land Use Element establishes the framework for development of the city, providing for the general distribution, location and extent of the uses of the land for housing, business, industry, open space, recreation, natural resources and other uses of public and private land.

The Element includes both land use plan maps and a text. The policies and maps have been harmonized with all other elements and policies of the General Plan. All elements of the General Plan carry equal weight and the Land Use Element does not supersede other elements. In addition to policies that apply to the entire city, the Land Use Element also contains specific policies for 18 individual neighborhood Planning Areas.

Table LU-1 summarizes existing development within the city and Table LU-2 summarizes a projection of additional development that could be accommodated at full build out, based on land use policies. Few cities actually ever completely build out so the number indicated can be considered maximum. Data is shown for planning areas, which are illustrated in Figure LU-1.

In 1990, the city contained approximately 4,587 dwellings in single-family, duplex, multi-family, condo and mobile homes, with a U.S. census population of 7,669. Build out shows a potential of 2,696 additional units for a total of 7,283 units. The build out analysis includes a potential for another 2,103 units within the 1990 city limits plus another 593 units within the Sphere of Influence. Complete build out would result in a population of about 13,000. From a residential perspective, the existing city limits are 69% built out.

The existing city includes 1,831 hotel and motel rooms with a potential of another 1,208 units for a total of 3,039. In other words, from a hotel perspective, the city is 60% built out. These uses would only be added as the market creates a demand.

In the category of retail, service and office uses, the city currently has 953,542 sq. ft. of building area. Build out projects a potential for 648,000 additional sq. ft. for a total of 1,601,542 sq. ft. In other words, from a commercial perspective, the city is 60% built out.

Within the Sphere of Influence area there is land available for an additional 593 dwelling units.

At a 3% annual growth rate the entire city, including the Sphere of Influence area, would be 100% residentially built out by the year 2005.

Figure LU-1
Percent Buildout of Pismo Beach in 1990



Residential | Hotel | Retail, Sales, Office

Table LU-1
Existing Land Use 1990

	Area	Single-Family	Duplex Multi-Family Condos	Mobile Homes	Hotel & Motel Rooms	Retail Service & Offices (Sq. Ft.)	Other Major Uses
A.	Sunset Palisades/ Ontario Ridge	305	-	-	-	-	-
B.	South Palisades	13	50	-	-	-	-
C.	North Spyglass	-	-	-	249	12,550	-
D.	Spyglass	12	140	-	-	17,400	-
E.	St. Andrews	111	76	-	-	-	Fire Station
F.	Spindrift	15	50	-	-	-	-
G.	Terrace Avenue	21	14	-	-	-	Elementary School
H.	Shell Beach	725	169	-	33	222,869	Church, Library, Day Care/School
I.	Dinosaur Caves	-	-	-	-	-	-
J.	Motel	28	37	-	526	64,100	-
K.	Downtown	195	403	-	653	246,203	-
L.	Pismo Creek	-	-	524	-	3,520	811 RV Hook Ups & Campsites
M.	Pismo Marsh	-	-	183	370	205,100	-
N.	Oak Park Heights	458	213	-	-	150,000	Church, Post Office
O.	Industrial	-	-	-	-	-	PG&E, Sewer Plant
P.	Pismo Heights	544	176	-	-	-	City Hall, Jr. High, Vets Hall, Church
Q.	Freeway Foothills	17	108	-	-	31,800	-
	TOTALS	**2,444**	**1,436**	**707**	**1,831**	**953,542**	

Table LU-2
Build Out Land Use Projection (Additions to Existing Development)

	Planning Area	Single-family	Duplex Multi-Family Condos	Mobile Homes	Hotel & Motel Rooms	Retail Service & Offices (Sq. Ft.)	Other Major Uses
A.	Sunset Palisades/ Ontario Ridge	43	-	-	-	-	-
B.	South Palisades	9	153	-	-	-	-
C.	North Spyglass	-	-	-	70	-	-
D.	Spyglass	2	-	-	-	-	-
E.	St. Andrews	3	8	-	-	-	-
F.	Spindrift	-	46	-	-	-	-
G.	Terrace Avenue	6	2	-	-	-	-
H.	Shell Beach	13	93	-	-	21,000	-
I.	Dinosaur Caves	-	-	-	249	-	-
J.	Motel	-	14	-	-	-	-
K.	Downtown	-	400	-	264	250,000	-
L.	Pismo Creek	-	-	-	275	-	10 RVs
M.	Pismo Marsh	-	-	-	-	84,000	-
N.	Oak Park Heights-City Oak Park Heights-Sphere	290 210	513 150	- -	350 -	293,000 -	Fire Station Private School
O.	Industrial	-	-	-	-	-	-
P.	Pismo Heights	101	102	-	-	-	-
Q.	Freeway Foothills-City Freeway Foothills-Sphere	19 93	286 140	- -	- -	- -	- -
R.	Price Canyon-Sphere/Planning Area R	-	-	-	-	-	Consistent With Watershed and Resource Management designation
	SUBTOTAL 1991 City Limits	**486**	**1,617**	**-**	***~~1,208~~ 959***[1]	**648,000**	
	SUBTOTAL Sphere	**303**	**290**	**-**	**-**	**-**	
	TOTALS (City & Sphere)	**789**	**1,907**	**-**	**959**[1]	**648,000**	

Principles

P-13 Natural Resource Preservation

All land use proposals shall respect, preserve and enhance the most important natural resources of Pismo Beach; those being the ocean and beaches, hills, valleys, canyons and cliffs; and the Pismo and Meadow Creek streams, marsh and estuaries. (See related principles and policies in the Conservation Element.)

[1] Amended: R 98-71

P-14 Immediate Ocean Shoreline

The ocean, beach and the immediate abutting land are recognized as an irreplaceable national resource to be enjoyed by the entire city and region. This unique narrow strip of land should receive careful recognition and planning. The purpose of the beach is to make available to the people, for their benefit and enjoyment forever, the scenic, natural, cultural, and recreational resources of the ocean, beach and related up-lands. (See related principles and policies in the Conservation Element.)

P-15 Visitor/Resident Balance

The California coast is an extremely desirable place to live, work and recreate that belongs to all the people. As such, congenial and cooperative use by both residents and visitors is recognized. Such use should capture the best attributes of the city and creatively determine the acceptable place, scale, intensity, rate and methods for development consistent with resource protection and public benefit.

P-16 Historic Ambiance

Pismo Beach contains the historic ambiance of the small California beach town. This is particularly evident in downtown and Shell Beach. Although hard to define, the preservation of this ambiance is important and the city shall encourage its preservation. This ambiance provides a link with the past, creates a pleasant experience, and adds to community diversity.

Policies

LU-1 Land Use Maps

Land uses shall be regulated as shown on the Land Use Map, Figure LU-2 and the maps for individual neighborhood planning areas. In case of conflict, the maps for the individual planning areas shall take precedence. Land-use categories applicable to the Downtown area are stated in the policy section for that sub-area.

LU-2 Residential Uses

Residential land uses include the categories of Low, Medium and High density. Specific policies for residential uses are:

a. Variety of Residential Land Uses Encouraged

In order to provide a variety of housing choices for all income groups and create residential areas with distinctive identity a wide variety of densities and housing types shall be encouraged.

b. Cluster Development Encouraged

Cluster developments are encouraged where they provide increased open space, better visual qualities, and additional preservation of sensitive sites, decreased cost of municipal services or an opportunity to provide affordable housing.

c. Churches

Churches may be allowed on lands in the residential categories as set forth in the Zoning Ordinance. Normally a conditional use permit should be required.

d. Densities

Permissible housing densities are established within three broad categories shown in Table LU-3.

Table LU-3
Housing Categories and Density

Category	Density
Low Density	1 to 8 units per ac.
Medium Density	9 to 15 units per ac.
High Density	16 to 30 units per ac.[2]

These densities are maximums. It may not be desirable or appropriate to meet these densities in any specific situation. The maximum number of dwelling units shall be determined for individual parcels as follows:

- Gross parcel area is computed in square feet or acres.
- The amount of parcel area that is unbuildable is calculated, including but not limited to acres with slopes greeter than 30%, existing roadways, waterways.
- Net buildable parcel area is calculated as a-b.
- The maximum number of units or lots is the product of the density factor and the net buildable area.

Population density is estimated as follows:

- ✓ 2.05 persons/unit within the 1981 city limits
- ✓ 2.5 person/unit in sphere of influence

See also Conservation/Open Space Element CO-I, Siting of Multi-Family Projects

Planning Area R within the City's sphere of influence is designated as Watershed and Resource Management. Within the Pismo Beach Watershed and Resource Management land use designation permissible housing density is two family units per parcel with a minimum parcel size of 40 acres.

e. Density Bonuses

In return for provision of housing that is affordable to lower income households, the City may permit a residential density bonus of 25% over the number of units otherwise allowed by the housing density categories shown in Table LU-3. (see Policy H-2)

For housing projects which are (1) located in the medium or high density residential use categories and (2) restricted to elderly households, the bonus may be increased to 50% above the density shown in Table LU- 3 for the applicable category, provided that 50 % of the total units in the project are affordable to very low income elderly households. (See Policy H-3)

LU-3 Public and Semipublic Land Use

The Public and Semipublic category shall designate land in public ownership that should be developed for public use and various public facilities. This category does not include public parks.

LU-4 Resort Commercial Land Uses

The Resort Commercial land use shall allow various visitor services including motels, hotels and R.V. Parks. Floor area ratios shall not exceed 1.25. Specific policies for these uses are:

a. All Income Levels

Resort commercial activities shall be promoted catering to visitors of all income levels.

b. Conversion Prohibited

[2] Amended: CC Res. R 2004-052

Conversion of visitor-serving lodging to other non-visitor-serving types of uses shall be prohibited unless the cost of rehabilitation is greater than 50 percent of the market value of the structure or the city finds, based upon supporting data, that the existing use can no longer be made economically viable. Where conversion is allowed, the city may require on or off site replacement of the lost visitor serving lodging. (See related Housing Element H- 13, Older Motels and Cottages.)

c. R.V. Parks Restricted

R.V. parks shall be restricted to the Pismo Creek Planning Area "L".

d. Non-visitor-serving Uses

The Resort Commercial category is specifically intended to be set aside for visitor-serving uses. Residential and/or non-visitor-serving commercial uses may be permitted on lands designated within this category only if one of the following findings is made:

1. The size, shape or location of the parcel make it inappropriate for a visitor-serving use; or

2. The use is low-or moderate-income housing that is clearly subordinate and accessory to an on-site hotel or motel use and is established for, and limited to occupancy by, employees of the hotel, motel or other nearby visitor-serving establishments. Uses, which shall be specifically prohibited, include office space for general or medical businesses, and non-retail commercial services.

e. Condominium Hotels Permitted

The subdivision of hotels into airspace condominium units may be permitted with the approval of the City Council, provided that such units are clearly designed as hotel rooms or suites rather than dwelling units and are restricted to occupancy on a transient basis. Approvals of any such subdivision shall be subject to conditions that will assure the development functions primarily as visitor accommodations. Such conditions shall require recordation of enforceable deed restrictions limiting occupancy by any individual to a maximum of 30 calendar days per year, cumulative; compel participation in a rental program open to the general public on the same basis as non-condominium hotels; and discourage design features, which would be characteristic of long-term occupancy

LU-5 Commercial Land Uses

The Commercial land use designations shall allow visitor- serving, neighborhood and regional commercial uses. Floor area ratios shall not exceed 2.0. Specific policies for these uses are:

a. **Attractive and Stimulating Surroundings**

Commercial areas should be enjoyable places in which to shop and work. This means providing pedestrian scaled design, landscaping of building and parking lots, street trees, screening unsightly storage areas and banning out of scale advertising.

b. **Secondary Residential Uses Encouraged**

Residential uses are encouraged on upper floors in all commercial areas. Secondary residential use may be required in selected areas. See also:

Design Element D-2 Building and Site Design Criteria

c. **Drive-Thrus Prohibited**

In order to maintain and promote a more pedestrian-oriented beach community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, the City shall prohibit any new development of drive-thru services in

restaurants, banks, dry cleaners and other business establishments in all planning areas located within the Coastal Zone[3].

LU-6 **Industrial Land Use**

The Industrial land use designations shall permit nonpolluting, warehousing, distribution, assembly and light manufacturing uses. Floor area ratios shall not exceed 1.5. Specific polities for these uses are:

a. Pismo Creek & Pismo Marsh Impacts

Industrial development shall not adversely impact the sensitive habitats of Pismo Creek or Pismo Marsh.

b. Industrial Standards

Industrial uses shall comply with industrial regulations and standards, including: air pollution, noise, waste disposal, access for delivery vehicles and light and glare. These uses should be designed to present a pleasant appearance and shall include appropriate landscaping.

c. Open Storage Yards

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

LU-7 Child Care Facilities

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

LU-8 Open Space

Open space land use designations include public parks and private lands intended to remain in open space or private parks. Open space lands shall not be developed intensively with buildings or other structures.

LU-9 Chumash Cultural Resources Preservation

Appropriate measures for Chumash Cultural Resources Preservation shall be provided with future development of private and public property, including California Environmental Quality Act compliance and meaningful consultation with local Chumash groups, as noted on the native American Heritage Commission's "California Tribal Consultation List." Archeological studies shall be performed by members of the Register of Professional Archaeologists, and should follow the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

LU-10 Watershed and Resource Management (WRM) land uses

The Watershed and Resource Management (WRM) land use designation is added to the City of Pismo Beach General Plan. The WRM land use designation is not part of the City of Pismo Beach Local Coastal Plan.

The Watershed and Resource Management designation is intended to preserve and manage areas that provide watershed functions related to Pismo Beach's water resources and to areas that provide natural, recreational, and scenic resources. The Watershed and Resource Management land use designation provides the special use limitations and standards that are essential for proper the preservation and management of watershed and water resources, and natural, recreational, and scenic resources as intended.

a. Land uses within areas designated as WRM are limited to those described below and are divided into (1) "permitted uses" for which no conditional use permit is required and (2) uses that require a conditional use permit.

[3] Amended: CC R 2002-31

b. Within the WRM designation, the minimum parcel size is 40 acres with a maximum of two residences per parcel.

c. Permitted uses are dry farming, dry farming vineyards, grazing, animal raising and keeping, storage of farm equipment and supplies, agricultural accessory structures, and residential structures.

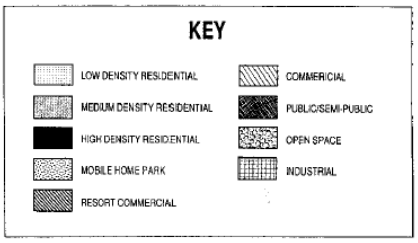
d. Uses that require a conditional use permit are farm stands for sale of produce grown on the parcel, publically or privately owned parks, trails and recreational uses and facilities for public use and structures associated with those uses and facilities, public buildings, public and/or private schools, and public infrastructure, services and facilities.

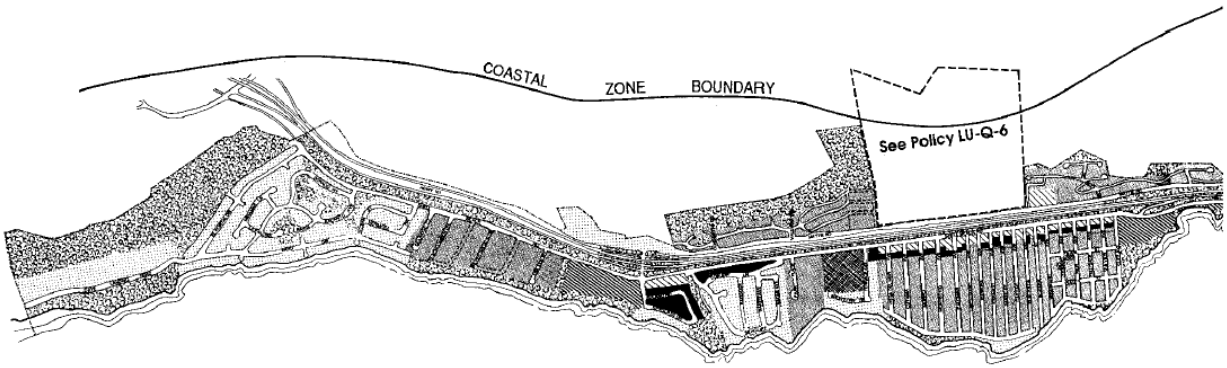
e. All divisions of land, development, construction, grading, and removal of natural vegetation related to both permitted uses and those requiring a conditional use permit within the WRM land use designation are subject to the standards as forth in Policy CO-22A.

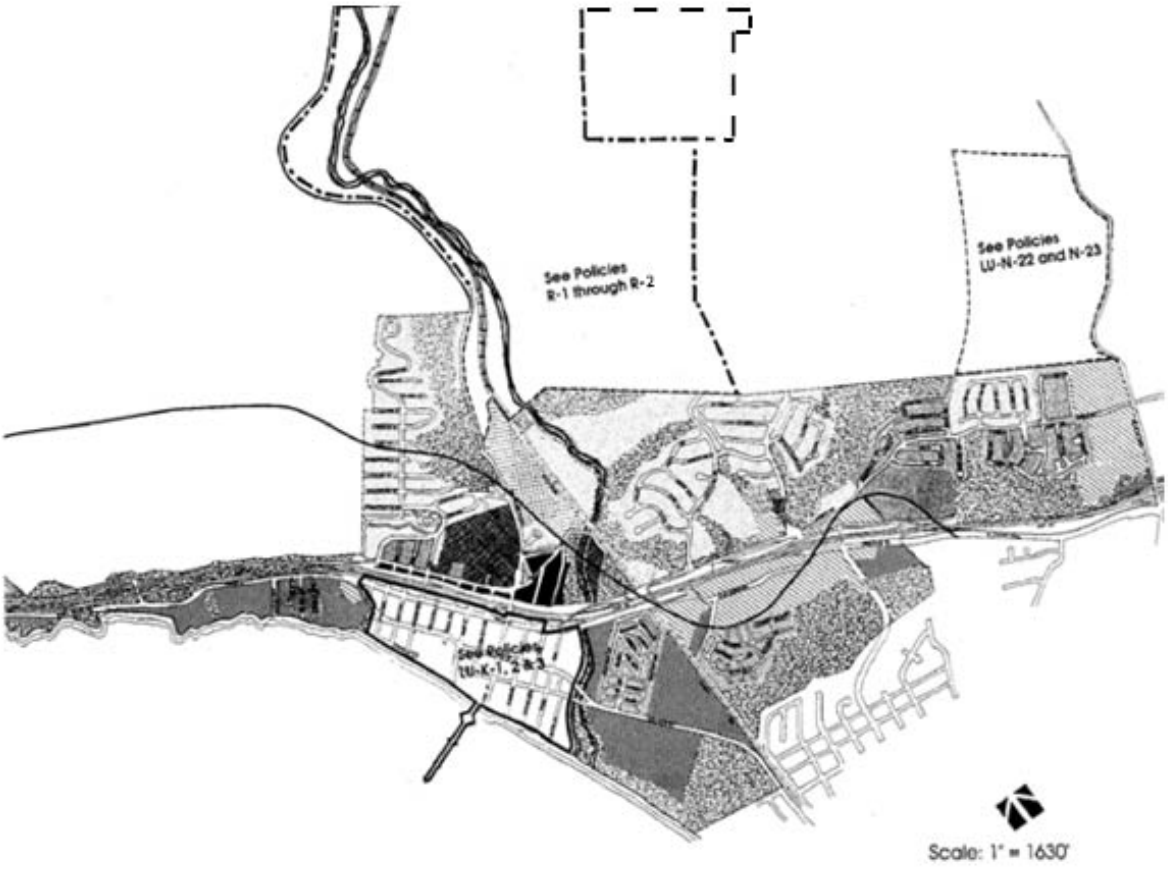
f. Uses allowed on lands designated Watershed and Resource Management are limited to those described above.

Land Use **Figure LU-2**

PISMO BEACH GENERAL PLAN

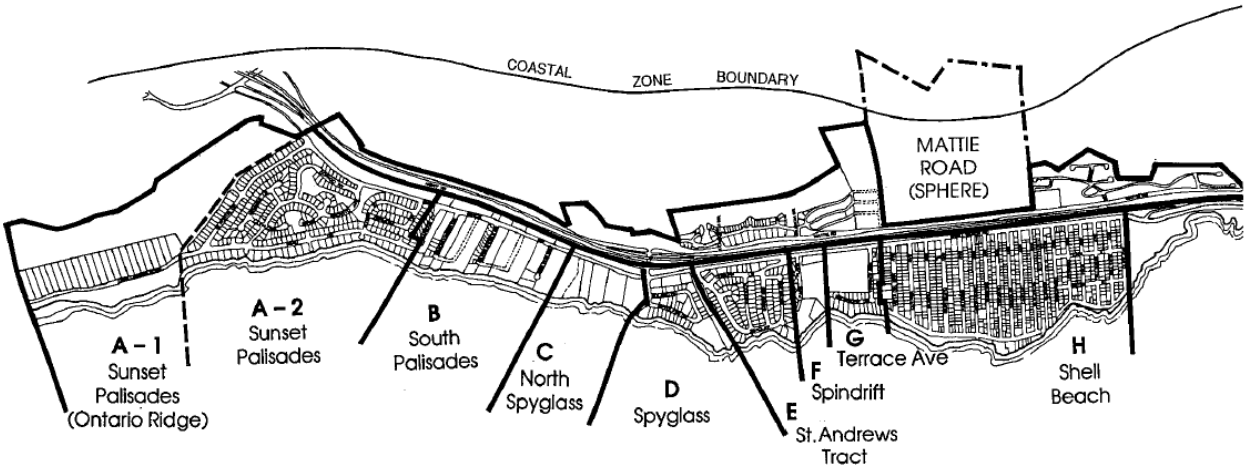


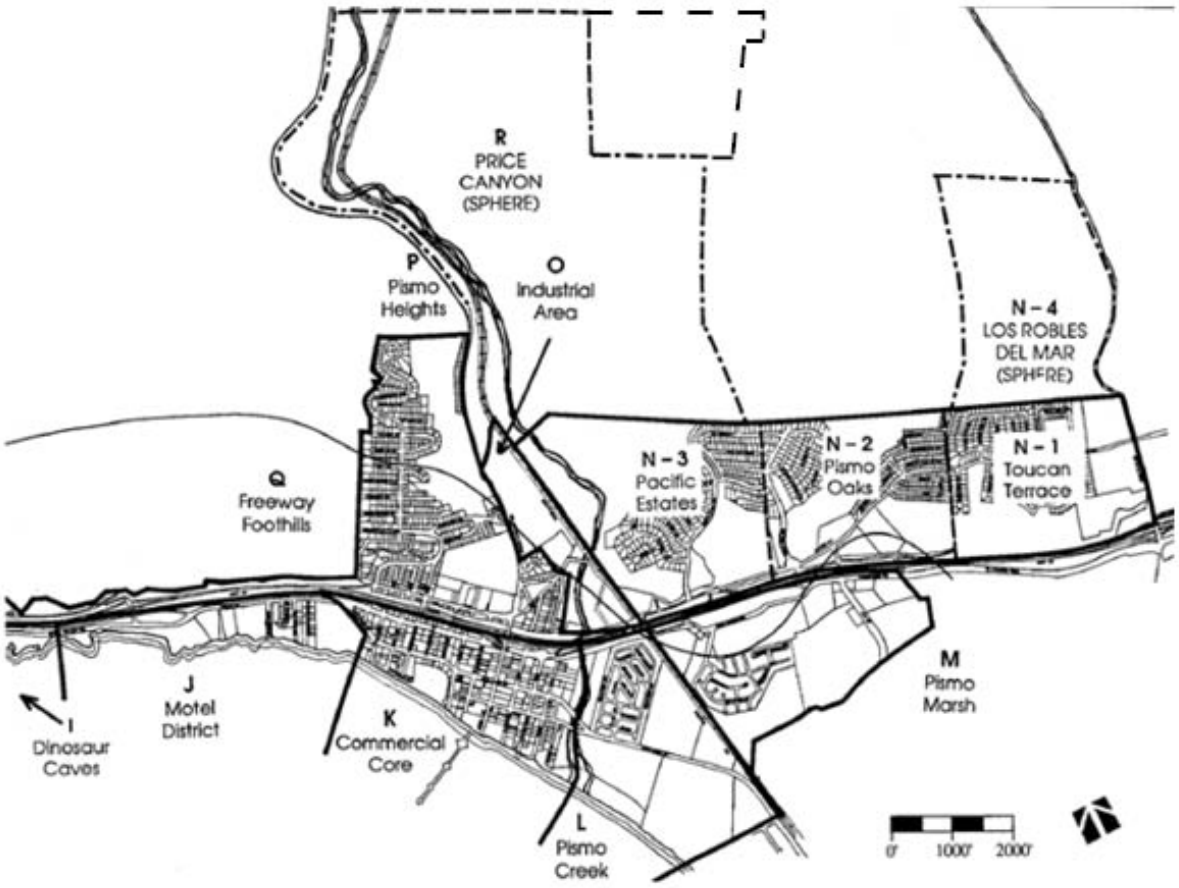



See Policies
R-1 through R-2
See Policies
LU-N-22 and N-23
See Policies
LU-K-1, 2 & 3
Scale: 1" = 1630'

Neighborhood Planning Areas Figure LU-3

PISMO BEACH GENERAL PLAN




R
PRICE
CANYON
(SPHERE)
P
Pismo
Heights
O
Industrial
Area
N-4
LOS ROBLES
DEL MAR
(SPHERE)
N-3
Pacific
Estates
N-2
Pismo
Oaks
N-1
Toucan
Terrace
Q
Freeway
Foothills
M
Pismo
Marsh
J
Motel
District
I
Dinosaur
Caves
K
Commercial
Core
L
Pismo
Creek
0'
1000'
2000'

Neighborhood Planning Areas

Background

The City has been divided into 18 Neighborhood Planning Areas as shown on Figure LU-3. Specific background and policies applying to each area are indicated in the following sections.

The Bluffs/Sunset Palisades

Planning Areas – A-1 & A-2

Background

The Bluffs/Sunset Palisades area is an ocean oriented, low profile residential neighborhood with a backdrop of the coastal foothills. The planning area is almost totally developed in low-density residential use with only a few scattered vacant residential lots. It includes the Ontario Ridge area, now known as The Bluffs, which was annexed to the City in 1990 and has been developed since 1992.

The Bluffs

The bluff top area along the ocean fronting Bluffs subdivision consist of a 9-acre open space/recreational parcel under ownership of The Bluffs homeowners association but with public access rights. The base of this bluff area includes an intertidal habitat and natural resource area, which should be protected. There is no public access to this sensitive area. Damage by wave conditions is possible and bluff erosion is an ongoing process. Fifty-three acres of land on the upper slopes of The Bluffs are in permanent open space.

Sunset Palisades

The Sunset Palisades neighborhood extends from Highway 101 to the ocean and is comprised of land on both sides of Shell Beach Road, 6 acres of private open space in a gated community as well as the 5.7 acre Palisades public park. Archaeological resources are evident in the area.

The property between Shell Beach Road and U.S. Highway 101 has historically been utilized as open space with limited residential development. This area is subjected to high noise levels from both U.S. Highway 101 and Shell Beach Road.

The bluff tops along the Sunset Palisades stretch of coast are primarily under private ownership. Homes along these ocean fronting bluffs have provided their own stairways to small beaches. Some of these have been damaged in past storms. Seawalls to protect an existing structure are permitted only if there is no other less environmentally damaging alternative.

The Bluffs Policies

LU- Concept

A-1 The Bluffs is designated Low Density residential Development and Open Space with an emphasis on preservation of the natural setting and with public access and recreation along the ocean bluffs.

LU- Upper Slopes and Hillsides

A-2 The upper slopes and hillsides of The Bluffs are subject to an open space easement and restricted to agricultural open space for limited cattle grazing. No structures are permitted in this area. See Conservation/Open Space, Coastal Foothills.

LU- Blufftop Park

A-3 The bluff top park, owned by The Bluffs homeowners association includes public walking and bicycle trails and public parking spaces to assure public access to the bluff-top and lateral access across the entire Bluffs area. The Bluffs Drive area shall remain clearly and conspicuously posted for public access and use. The management of lateral bluff-top access

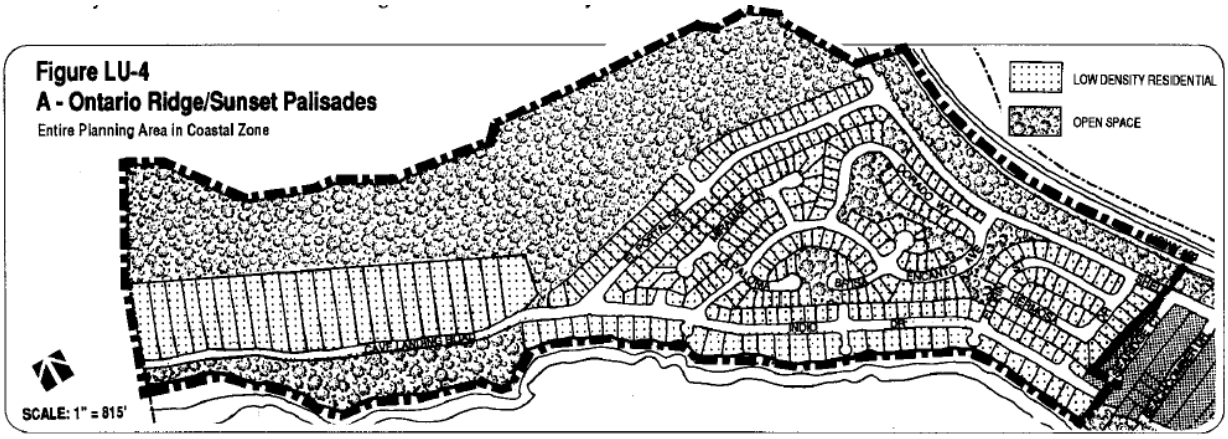
within the City should be coordinated with the County of San Luis Obispo to assure continuity of access to the Cave Landing Road area. Extremely steep, unstable bluffs preclude vertical access to the beach from within the City.

LU-A-4 Hillside Development Regulations

Development shall be prohibited on lands with slope in excess of 30 percent and above the 200 ft. contour.

LU-A-5 Bluff Protection and Setbacks

Setbacks for the public road and public pedestrian walkway and bikeway shall at a minimum meet a 50-year bluff erosion setback; setbacks for residential development shall meet a 100-year bluff erosion set- back plus 20 feet.



Sunset Palisades Policies

LU-A-6 Concept

Sunset Palisades, an area of existing homes with scattered vacant lots, is designated for Low Density Residential development. The emphasis is on maintaining coastal views, open space and protecting the coastal bluffs and intertidal habitat area. Infill development shall be compatible with the existing community.

LU-A-7 Height of Structures

a. E1 Portal Drive, Indio Drive

No structure shall exceed 15 feet in height when measured from the highest point of the site natural grade to the highest point of the structure; Nor shall any such structure exceed 25 feet, in height, when measured from the highest point of the roof above the center of the building foot print to the elevation of the natural grade directly below that point.

b. Remainder of Planning Area

No structure shall exceed 15 feet in height as measured from the height of the center of the finished building pad grade as designated in the final tract Grading Plan at the time of recordation.

LU-A-8 Open Space

The area between Shell Beach Road and the 101 Freeway shall remain in permanent open space. No further land divisions shall be in this approved area. Density transfers, public

acquisition or other methods shall be utilized to achieve the open space goal. Properties for density transfer need not be in the same ownership. Density transfer on a 3:1 basis may be allowed to any location in the city. Any development that may be approved on-site shall be required to maintain the open space character. The amount of site area that may be developed with improvements shall not exceed 5,000 sq. ft. or 60% of gross site area whichever is lesser.

LU-A-9 Side Yards Views

Properties on the west sides of Indio Drive, Florin Street, and Hermosa Drive shall be subject to the Design Element D-38, Side Yard View Corridors.

LU-A-10 Noise

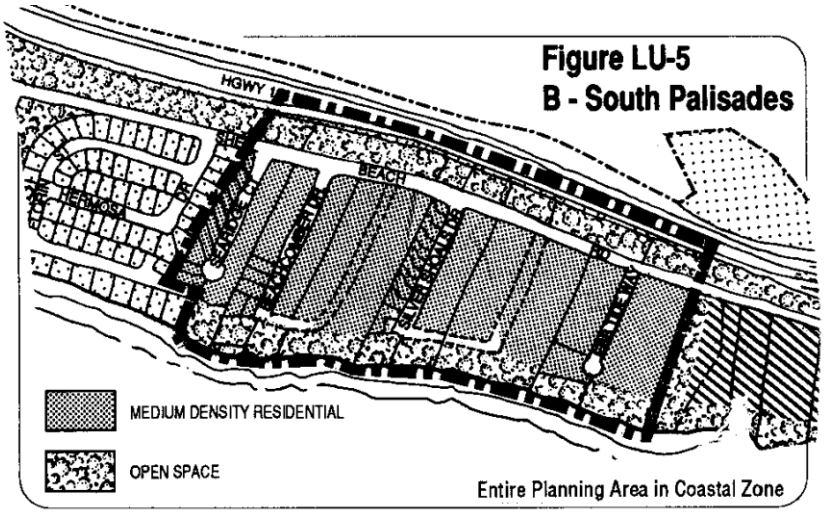
Any development on lots adjacent to U.S. Highway 101 or Shell Beach Road shall provide mitigation to reduce exposure to excessive noise levels. (See Noise Element for standards.)

LU-A-11 Beach Access and Bluff Protection

The coastal tidal and subtidal areas should be protected by limiting vertical access-ways to the rocky beach and inter-tidal areas. Lateral Beach access dedication shall be required as a condition of approval of discretionary permits on ocean front parcels pursuant to Policy PR-22. No new public or private beach stairways shall be allowed. Damaged nonconforming stairways utilized for ocean emergencies, animal rescue, fire fighting access or public safety may be repaired if a hazardous condition results from the damage. Any damaged stairway will be assessed by a city inspector to determine the presence of a hazardous condition. All structures shall be set back a minimum of 25 feet from the top of the bluff in accordance with the requirements of Policy S-3. Appropriate erosion control measures shall be required for any project along the bluff tops.

LU-A-12 Topaz Street and Encanto Street

The Topaz Street and Encanto Street undeveloped accesses shall be developed as coastal viewpoints rather than as stairways. (See Park & Recreation Element, Figure PR-43, No. 2 & 3. See also Design Element D-13, Freeway Landscaping.) Low-lying drought tolerant prickly vegetation, which will deter undesignated access paths, should be planted at the top of the bluff. Park benches are recommended to encourage use of these areas as viewpoints. Attractive railings should be used to protect the bluffs rather than chain link fencing. The Topaz cul-de-sac may be eliminated in favor of a pocket park or expanded viewpoint. The access points should be maintained so that the landscaping of abutting properties does not intrude on them.


Figure LU-5
B - South Palisades
HGWY 1
BEACH
HERMOSA
MEDIUM DENSITY RESIDENTIAL
OPEN SPACE
Entire Planning Area in Coastal Zone

South Palisades
Planning Area B

Background

The South Palisades Planning Area includes clustered multi-family and single family residential development. Each parcel in this area includes 60 percent of open space, preservation of views from U.S. Freeway 101 to the ocean, and a 100 ft wide lateral access dedication to the City for public parks and open space along the entire cliff.

The ocean bluffs range in height from 40-50 feet at the north end to 80 feet at the south end of the planning area. San Luis Obispo County has an easement from the toe of the bluff to the mean high tide line. A sandy beach extends for most of the length of the oceanfront in this area. One public stairway to the beach below exists and one more public stairway is planned.

LU-B-1 Concept

The South Palisades area is designated for Medium Density Residential development. The entire area is one neighborhood with an emphasis on open space and scenic corridors. A 100 ft wide lateral bluff-top open space area/access-way is the focus for the area.

LU-B-2 Open Space

The area between Shell Beach Road and the 101 Freeway shall be retained as permanent open space. No further land division shall be approved in this area. Density transfers, public acquisition or other methods shall be used to achieve the open space goal. Properties for density transfer need not be in the same ownership. Where the same owner owns properties on both sides of Shell Beach Road, no development shall be allowed between Shell Beach Road and the 101 Freeway. Where a structure already exists within the open space area, it will be permitted to remain until the parcel in the same ownership is developed. At that time, the building shall be either moved out of the open space or demolished. Density transfer on a 3:1 basis may be allowed. Any development that may be approved on-site shall be required to maintain the open space character. The amount of site area that may be developed with improvements shall not exceed 5,000 sq. ft., or 60% of gross site area, whichever is lesser.

LU-B-3 Lateral Bluff-top Open Space and Access

The width of the lateral bluff-top conservation/open space and access dedication requirement set forth in Policy PR-23 shall be increased to a distance equal to the 100-year bluff retreat line plus 100 ft. for all development on the shoreline in this planning area. Future park improvements and trail/bicycle path amenities shall be funded by new development in this area.

LU-B-4 Road System

A loop road system is required and will provide public access to the linear bluff-top park and visual access to the ocean. Where the loop system is infeasible due to bluff retreat, a cul-de-sac may be constructed for remaining parcels that have not yet been subdivided. The loop road system or cul-de-sac will be funded by future development and shall provide for public parking, as well as bicycle paths, which shall connect with the bluff top trail along the lateral blufftop conservation/open space and access dedication requirement noted in Policy LU-B-3. The number of public parking spaces available to serve the bluff-top park shall be maximized, and if a cul-de-sac system is planned, the number shall be no less than what would have been provided if a loop road configuration was constructed (including by providing public off-street parking, if necessary). Future development in this area shall be subject to the requirements of Design element Policy D-40.

LU-B-5 Visual Access

Development of the South Palisades area shall protect visual access to the ocean and to dominant coastal landforms. Specifically, the size and location of structures shall retain to the maximum extent feasible intermittent views of the ocean from U.S. Highway 101. To accomplish these design objectives, the following standards shall be incorporated into the Specific Plan:

1. The building pads for all development shall be at or below existing grade.

2. Residential units shall be predominantly attached and clustered.

3. A minimum of 60 percent of each of the existing parcels within the planning area as of 1992 shall be retained in open space. 4. Structures immediately landward of the required bluff setback shall not exceed 15 feet in height from the existing natural grade.

4. Structures immediately landward of the required bluff setback shall not exceed 15 feet in height from the existing natural grade.

5. Heights of structures other than those identified in subsection 4 above shall not exceed a maximum of 25 feet above natural grade. Two story structures shall be permitted only where it is determined that views of the ocean will not be blocked or substantially impaired. A visual analysis of potential view blockage shall be required for each development proposal.

6. Road right-of-way widths shall be complemented by an additional building setback of a minimum of 20 feet.

7. Open space shall be arranged to maximize view corridors through the planning area from public viewing areas to protect and maintain views of both the ocean and coastal foothills, as well as the visual sense of the coastal terrace landform. Accordingly, common open space shall have continuity throughout the development and shall not be interrupted by fences or other structures. (See also Design Element D-40, Focal Point Sites.)

LU-B-6 Stairway Access to the Beach

One new stairway access to the beach shall be provided. (See Parks, Recreation & Access Element, Table PR-4 and Figure PR-3.) All developments within the South Palisades Planning Area shall contribute fees for construction of the stairways. The city may require, as a condition of approval of development projects, the installation of beach stairways, with reimbursement as fees are collected.

As part of the public access at the drainage swale, parking spaces should be provided in several small lots. (See Parks, Recreation & Access Element, Figure PR-3, Access #6 and Policy PR-26, Specific Access Points.)

LU-B-7 Special Environmental Conditions

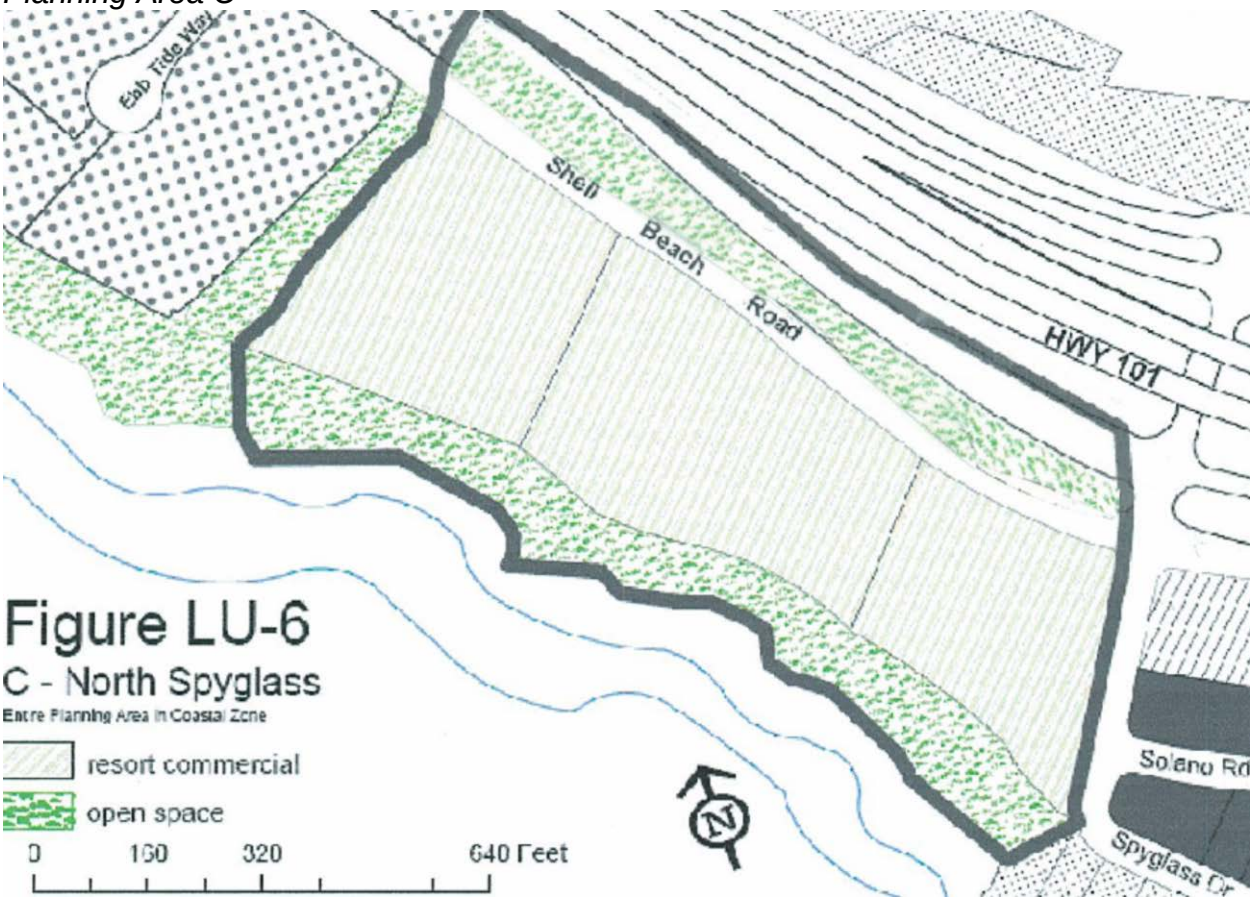
Due to the sensitive nature of the South Palisades area, all developments shall include archaeological analysis, surface water runoff analysis, and U.S. Highway 101 noise mitigation. Geologic reports for development near the bluffs shall also be required. See also:

Conservation/Open Space CO-6 Construction Suspension

LU-B-8 Public Parking

All existing public on-street and off-street parking spaces, including the 255 spaces identified in this area in a 2008 field survey, shall be maintained. Additionally, adequate signing notifying the public of the public parking opportunities and identifying the location of the access-way shall be provided.

North Spyglass
Planning Area C



Background

The North Spyglass Area contains three major hotels, (the Dolphin Bay Resort, Cliffs Hotel, Spyglass Inn) A key aspect of the area includes a 50 ft. wide lateral access at the top of the bluffs and the stairway and related public parking at the northern barranca. A bluff top trail spans the entire planning area which provides access to a stairway to the beach adjacent to the Cliffs Hotel and the South Palisades Planning area.

At the base of 50 ft. bluffs is a narrow sandy beach accessible during normal tide. Bluff erosion is severe and development in this area requires a bluff erosion study and consistency with Policy S-3.

Policies

LU-C-1 Concept

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

LU-C-2 Lateral Bluff-top Open Space and Access

The width of the lateral bluff-top conservation/open space and access dedication requirement set forth in Policy PR-23 shall be increased to a distance equal to the 100-year bluff retreat line plus 50 ft. for this planning area. Future development of the Spyglass Inn will include a requirement for a path between Spyglass Drive and the public lateral access.

LU-C-3 Views

Ocean views from U.S. Highway 101 and Shell Beach Road shall be protected to the maximum extent possible in the review and approval of development projects. View corridors shall be provided within any proposed development project.

LU-C-4 Special Environmental Conditions

Due to the sensitive environmental features of the North Spyglass Planning Area all development applications shall include archaeological analysis, water run off and erosion analysis, and geologic reports for projects, which have frontage on the ocean bluffs.

See also:

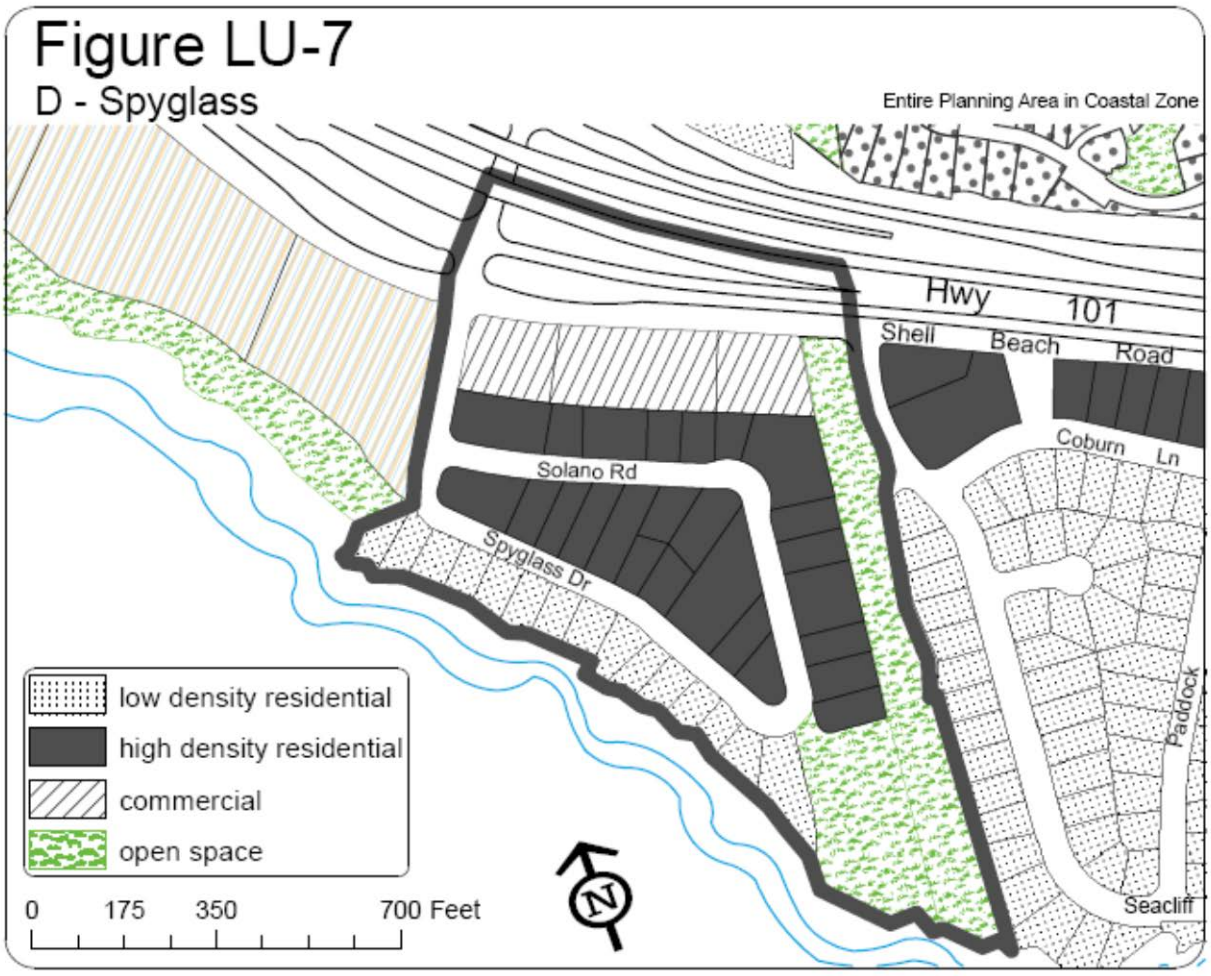
Conservation/OS	CO-5	Protect Archaeological Resources
Conservation/OS	CO-6	Design Element
Design Element	D-39	Focal Point Sites

LU-C-5 Public Parking

All existing public on-street and off-street parking spaces, including the 255 spaces identified in this area in a 2008 field survey, shall be maintained. Adequate signing notifying the public of the public parking opportunities and identifying the location of the access-way shall be provided.

Spyglass
Planning Area D

Background
The Spyglass Planning Area is a fully developed residential area with multiple housing types, a small commercial center and the Spyglass Public Park. The area serves as a gateway to the City as both Highway 101 on and off ramps are located in this area.



Policies

LU-D-1 Concept

The Spyglass Planning area is a residential neighborhood (Medium and High Density) with access to two parks and neighborhood shopping. The emphasis is on conserving the existing housing stock and assuring that future changes are compatible with the existing neighborhood.

LU-D-2 Bluff Setback and Protection

The bluff top setback for development shall exceed the Policy S-3 and Coastal Zone Code Section 17.078.050 requirement for a 100 year bluff retreat with the addition of a 10' buffer. The minimum bluff top setback shall be no less than 25 feet from the top of the bluff.

Should the bluff top setback requirement render infeasible the opportunity to develop a reasonably sized project, front yard setbacks may be reduced to less than the 15' identified in the implementing ordinance without a Variance. However, the setback to the garage shall be no less than 20' from the public right of way. Reduced front yard setbacks shall comply with California Building Code.

LU-D-3 Side Yard Views

Properties on the west side of Spyglass Drive shall be subject to the Design Element, Policy D~39, Side Yard View Corridors.

LU-D-4 Design and Safety Guidelines

a. Freeway Underpass open space area: The City supports the San Luis Obispo county requirements for the open hills on the eastern end of the Spyglass underpass of the 101 Freeway to remain in permanent open space. (See Design Element D-40, Focal Point Sites.)

b. Underground Utilities

Overhead utilities on Shell Beach Road should be placed underground.

c. Landscaping

New development, including additions or upgrading of existing development, shall be fully landscaped and complementary to the Shell Beach Road frontage. Extensive landscaping shall be required for large asphalt areas such as gasoline service stations and parking lots. The east side of Shell Beach Road adjacent to the Spyglass interchange should be landscaped to present an inviting entry area into the City.

d. Sidewalks

Sidewalks from the Spyglass Highway 101 interchange to Shell Beach school in the Shell Beach Planning area shall be maintained and improved for safe pedestrian and handicapped access.

e. Spyglass interchange pedestrian underpass

The City will work with Caltrans to develop a sidewalk at the Spyglass interchange underpass.

f. Improved beach access from Spyglass Park

Beach access from Spyglass Park shall be improved for pedestrian access to the beach below Spyglass Park.

LU-D-5 Lateral Blufftop Access Not Required

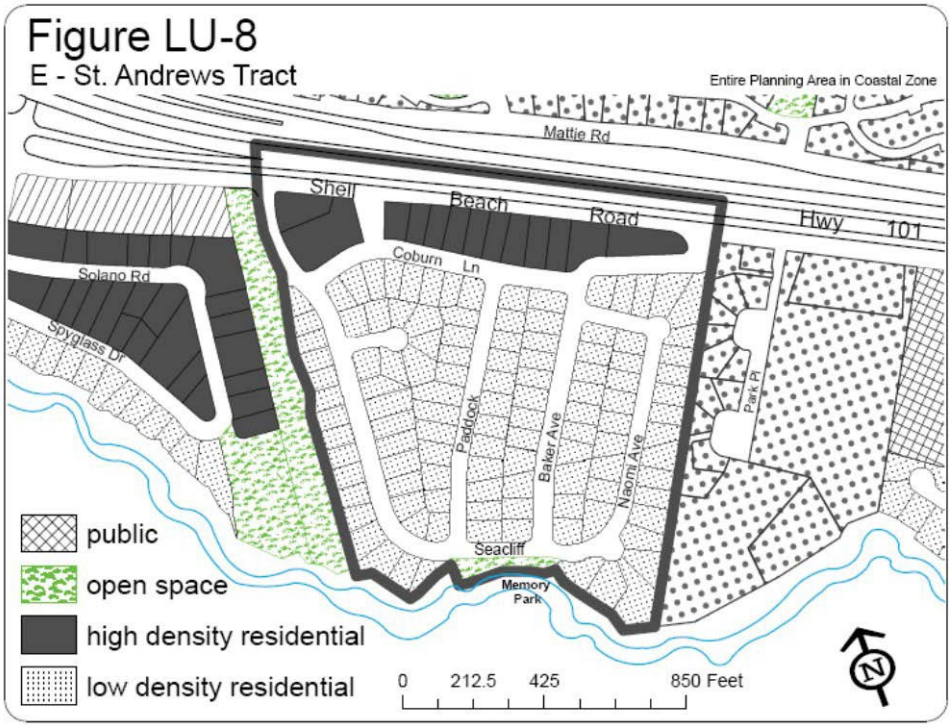
The lateral blufftop access dedication requirement set forth in Policy PR-23 shall not be applicable to this planning area.

St. Andrews Tract
Planning Area E

Background
The St. Andrews Planning Area is almost completely developed with single-family homes, apartments and a city fire station.

The ocean frontage consists of single family residences and Memory Park. These homes are adjacent to highly erodible cliffs, with rocky shoreline and small pocket beaches below. During low tide there are small beaches accessible to the public.

There is a bluff top access from Naomi Avenue dedicated to the city and connected to a city easement south of the planning area in the Spindrift Planning Area. This access leads to a spectacular viewpoint, which is under private ownership. There is a public access easement from Seacliff to Spyglass Park in the adjacent Spyglass Planning area.



Policies

LU-E-1 Concept
The St. Andrews Tract Planning Area shall be retained as a residential neighborhood with Low and High Density residential uses. The focus is on conserving the existing housing stock and assuring that home additions and replacements are compatible with the scale and character of the existing development. ~~This will be achieved by:~~

~~a. Limiting the front yard setback for additions and reconstruction of existing homes or construction of a new home to the front yard setback in place on the existing home as of January 1, 2012. The front yard setback for the single undeveloped lot in this area, APN 10-505-003, shall comply with the implementing ordinance.~~

~~b. For additions or reconstruction of existing homes and the construction of new homes, a front elevation minimum 10' building stepback from the first floor to the second floor.~~

LU-E-2 Bluff Setback and Protection

The bluff top setback for development shall exceed the Policy S-3 and Coastal Zone Code Section 17.078.050 requirement for a 100 year bluff retreat with the addition of a 10' buffer . The minimum bluff top setback shall be no less than 25 feet from the top of the bluff. A geology study and report shall be required for any development near the top of the bluff and a greater setback may be required based on the findings of the report. Appropriate erosion control measures shall be required for any project along the blufftops and shall specify methods for maintenance.

LU-E-3 Viewpoint Marking

The bluff-top access from Naomi Street and the Memory Park area should be clearly signed for public coastal viewing access.

LU-E-4 Seacliff Drive Access

The sign marked "Public Pedestrian and Bicycle Access - No Vehicles" directing bicyclists and pedestrians to a narrow road behind Coburn shall be maintained. The existing sign shall be revised to note beach viewing access and Spyglass Park. When beach access from Spyglass park is completed, a beach access sign shall also be added to this location.

LU-E-5 Sidewalk improvements

The sidewalk on Shell Beach Road between Seacliff and Coburn shall be improved for a minimum width of 5' for safe pedestrian and handicapped access.

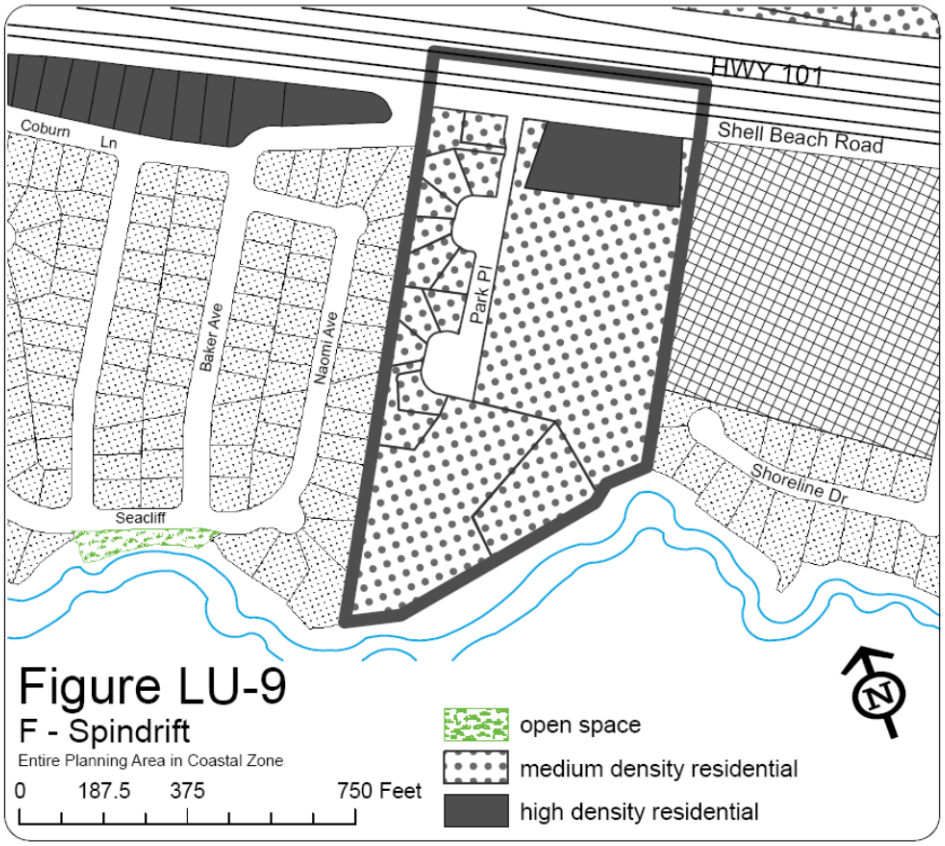
LU-E-6 Beach access to Memory Park

The City shall consider opportunities for beach access to Memory Park.

Spindrift
Planning Area F

Background

The Spindrift Planning Area is almost completely developed. The area contains two estates along the bluff tops, single-family residences along Park Place and a large condominium development in the southern half of the planning area with a private stair access to the beach. Public coastal access is limited to a city easement off Naomi Avenue in the St. Andrews Tract Planning Area E.



Policies

LU-F-1 Concept

The Spindrift Planning Area shall be retained and developed as a Medium Density Residential area. Any developments shall focus on a public park lateral access adjacent to the bluffs.

LU-F-2 Bluff-top Protection

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

LU-F-3 Lateral Bluff-top Open Space and Access

The lateral bluff-top conservation/open space and access dedication requirement set forth in Policy PR-23 shall be increased to a distance equal to the 100-year bluff retreat line plus 50 ft. for this planning area.

LU-F-4 Development of Estates

Any further development of the estates fronting the ocean is discouraged. If, however, further development is proposed it shall be required to adhere to the following criteria:

a. Public access in the lateral bluff-top open space specified in Policy LU-F-3 and Policy PR-23 shall be required. Compliant with geologic report recommendations to protect the bluff top, public access improvements and landscaping shall be required within this area.

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

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

LU-F-5 Archaeological Reconnaissance

An archaeological surface survey shall be required as part of any development applications for projects in this planning area. See related policies:

Conservation/OS	CO-5	Protect Archaeological Resources
Conservation/OS	CO-6	Construction Supervision

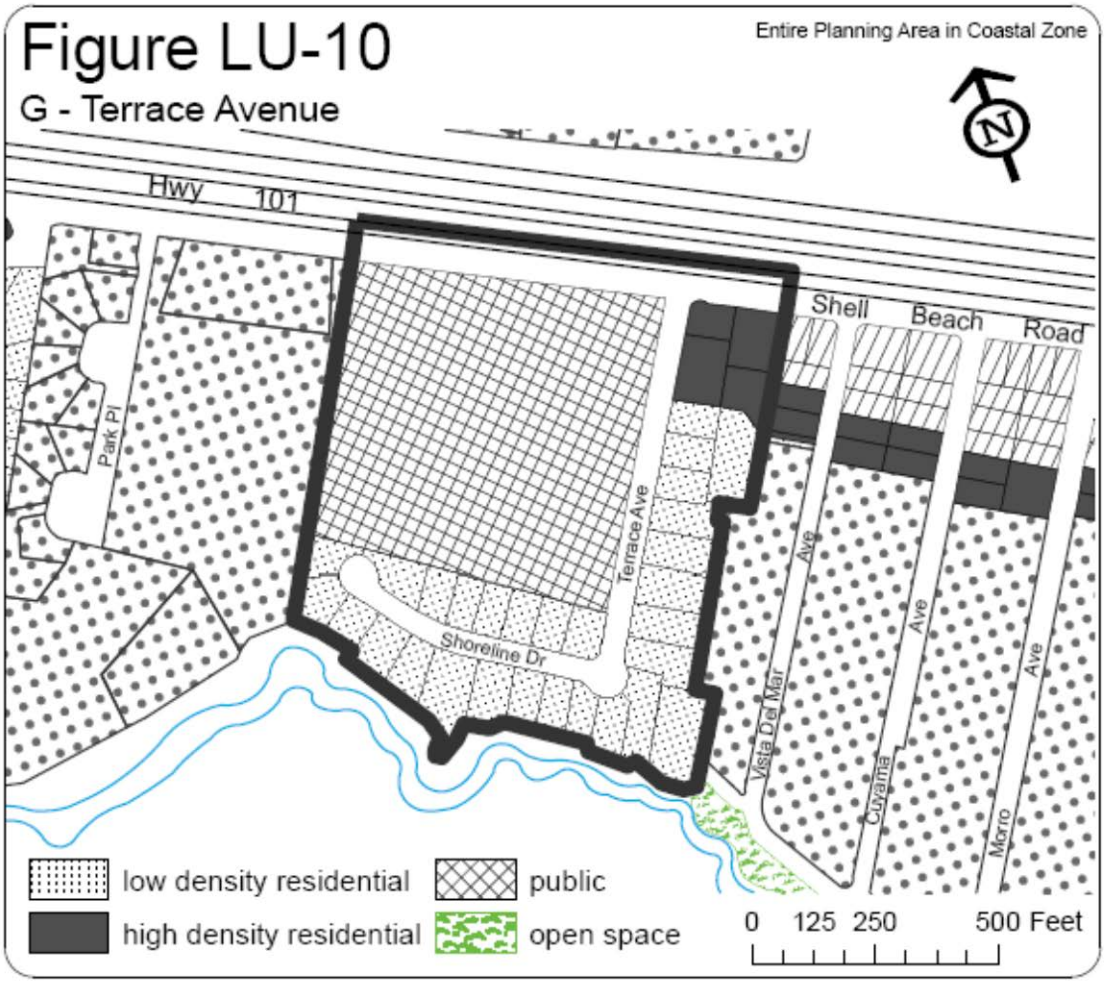
LU-F-6 Tree Preservation

Monterey pines, Monterey cypress and other mature trees in this planning area shall be preserved as a part of new development activity. (See also Design Element D-12, Special Tree Preservation.)

Terrace Avenue
Planning Area G

Background

The Terrace Avenue Planning Area includes of the Shell Beach Elementary School and a residential neighborhood consisting primarily of large two-story homes. Because of the moderate degree of slope and the openness of the Shell Beach School site, there is an unobstructed ocean overview from U.S. Highway 101 in this area. Substantial bluff retreat has occurred in this area. There are four private stairways to a sandy beach.



Policies

LU-G-1 Concept

The Terrace Avenue Planning Area shall be designated for Low Density Residential uses and the Shell Beach School. The focus shall be conserving the existing housing stock and assuring that future changes are compatible with the existing neighborhood.

LU-G-2 Bluff Setback and Protection

The bluff top setback for development along the bluffs shall exceed the Policy S-3 and Coastal Zone Code Section 17.078.050 requirement for a 100 year bluff retreat with the addition of a 10' buffer. The minimum blufftop setback shall be no less than 25 feet from the top of the bluff. Geology reports shall be required for any development near the top of the bluff to ensure that adequate bluff protection measures are provided.

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

LU-G-3 Bluff Protection

Bluff protection devices may be necessary to protect existing development in this area, but they shall not be permitted unless the city has determined that there are no less environmentally damaging alternatives for the protection of existing structures, based on geologic reports.

LU-G-4 Side Yard Views

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

LU-G-5 Ocean Boulevard Access

Development approvals for properties between Shoreline Drive and Ocean Boulevard shall dedicate a pedestrian easement between the two streets for access to the Eldwayen Ocean park stairs to the beach in the Shell Beach planning area.~~,~~ The City shall consider purchasing a 20-foot pedestrian access easement over its 20 foot wide sewer easement running between Terrace Avenue and Vista Del Mar Avenue to allow for public pedestrian and bicycle access. (See also Park and Recreation Element PR-5, Path System.)

LU-G6 Improvements related to Shell Beach School

The school district should be encouraged to landscape the back of the temporary classrooms located on Shell Beach Road and to add low-growing trees to the parking lots. Additionally, the fences surrounding the school should be painted a dark color. The sidewalk at Shell Beach Road and Terrace avenue shall be improved for safe pedestrian and handicapped access. See also:

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

LU-G-7 Lateral Bluff-top Access Not Required

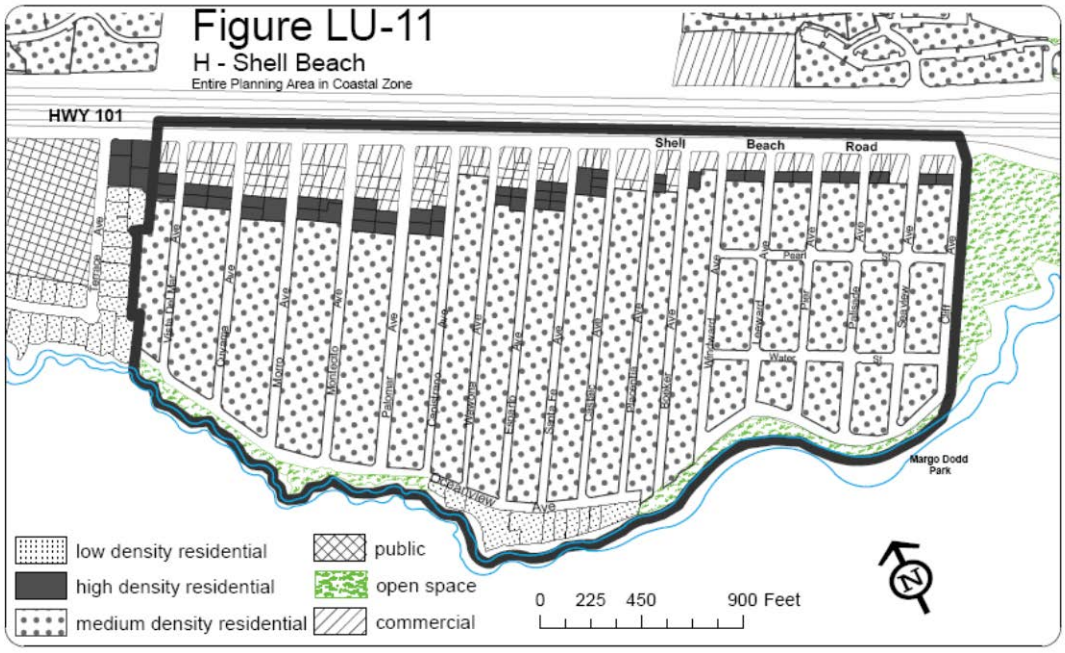
The lateral bluff-top access dedication requirement set forth in Policy PR-23 shall not be applicable to this planning area.

Shell Beach
Planning Area H

Background
Planning Area H, with the exception of scattered vacant lots, is essentially developed. However, there is a trend to expand or replace small beach cottages on small lots with large houses that are not always compatible with the character of the community. Shell Beach embodies much of the historic ambiance and flavor of small California beach towns.

A variety of retail and service uses front Shell Beach Road, including several small motels. The area includes a small public library, a private recreational facility and the Shell Beach Veterans' building. The Shell Beach ocean bluffs are significant recreational resources containing Eldwayen Ocean Park and Margo Dodd Park which are the aesthetic focus of the community, along with Dinosaur Caves Park which is located in the adjoining Dinosaur Caves Planning area. The parks and development on top of the bluffs are seriously endangered by erosion.

Four beach access points are located in the Shell Beach Planning area, and Ocean Blvd and the trail at the end of Ocean Blvd to Boeker street includes pedestrian and bicycle access.



Policies

LU-H-1 Concept
Shell Beach Road is bordered by a narrow commercial strip backed by a narrow band of High Density Residential. Behind the High Density residential area to the Ocean, a medium density land use accommodates single family homes in the area. The focus of this area is a more traditional beach community with small single-family lots, street activity, and views of the ocean to the west, and the

foothills to the east. The emphasis is on assuring that new and expanded homes are compatible with the scale, bulk, and character of existing neighborhood.

LU-H-2 Shoreline Qualifies

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

a. Maintaining and improving public access along the bluff-tops.

b. Pursuing all available sources to provide the necessary funds to improve and maintain the parks along the Shell Beach bluffs.

c. Instituting measures, such as signing and policing, to prohibit removal of tide-pool marine life.

d. Designating the vista point at the end of Boeker Street as a bird observation area and leaving it in its natural state for neighborhood use.

e. Making drainage pipes in the park areas as inconspicuous as possible and landscaping park areas with drought resistant, low maintenance plants.

f. Continuing the program of erosion and animal control to protect the park areas.

LU-H-3 Commercial Revitalization

a. For the Shell Beach Road commercial strip, a funding plan shall be prepared for amenities such as but not limited to signage, street trees, sidewalk improvements, pedestrian scale street lights, public parking, and public art.

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

LU-H-4a Residential Guidelines

a. Scale of Structures.

New residential development should be designed to reflect the small scale image of Shell Beach rather than large monolithic buildings. Buildings should be designed with vertical, horizontal and roof articulation of building faces.

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

Street frontage should consist of residential units with windows, doors, balconies and porches facing and in reasonably close proximity to the street, both in terms of height (i.e., units at street level, rather than raised) and in distance from the street (minimum set back). This type of orientation reinforces the traditional beach and street active environment and increases street safety with "eyes" on the street. (See Design Element D-4, Multi-family Design Criteria.) Where two-story buildings are proposed, the second story shall be stepped back a minimum of 30% along the front elevation.

c. Incentives for single level development

Incentives for one level development will only be provided for proposals compatible with the surrounding area with building articulation and site design reflective of the Shell Beach small- scale image. While a 20' setback to a garage is required, incentives for single level development without a requirement for a variance include:

-expanded total building area in excess of that specified in the implementing ordinance
-front, side, and rear yard setbacks reduced from that specified in the implementing ordinance
-a single car garage

LU-H-4b Commercial Development Guidelines

a. Scale of Structures.
New commercial development design shall reflect Shell Beach's small scale image. Buildings shall be designed with building elevation vertical, horizontal and roof articulation.

b. Building Articulation.
Multiple story buildings shall include step backs of 7 feet or more for a second floor and 10 feet or more for a third floor. Noncontiguous step backs shall be required for a minimum of 30% of the front elevation frontage of each floor above the first floor.

c. Orientation of doors, windows, and balconies to street.
To reinforce interaction between the pedestrian and the commercial environment, street frontage adjacent to Shell Beach Road shall include windows, doors, balconies, and where applicable, paseo entries.

d. Public areas.
Public seating areas such as plazas, paseos, patios are required for development of projects over two or more contiguous lots and single lots of 6,000 s.f. or greater. Similarly, seating areas are encouraged for single lot development. Where public areas are not provided adjacent to the right of way, buildings shall be placed at or within 8' of the public right of way.

e. Interior lots.
New development or redevelopment of commercial structures adjacent to Shell Beach Road, which are not adjacent to a side street, shall participate in a parking in-lieu fee program for the Shell Beach commercial area. Parking on site is not required.

f. Trash hidden from view.
Trash disposal facilities shall be screened from public view.

g. Public art. Public art, subject to City approval, shall be included in new development and expansion of 30% or more of existing lot area for additions or reconstruction of existing development.

h. Incentives without a variance from the implementing ordinance.
-For commercial/residential mixed use projects, expanded total building area and reduced parking for mixed use projects
-For commercial projects 50% smaller than the maximum permitted, a portion of the parking requirements in the implementing ordinance may be waived.

LU-H-5 Bluff Setback and Protection

The bluff top setback for development shall exceed the Policy S-3 and Coastal Zone Code Section 17.078.050 requirement for a 100 year bluff top setback retreat with the addition of a 10' buffer. The minimum bluff top setback shall be no less than 25 feet from the top of the bluff. A geology report shall be required for any development near the top of the bluff to ensure that adequate bluff setbacks and protective measures are provided. Appropriate erosion control measures shall be required for any project along the bluff-tops and shall specify methods for maintenance.

Should the bluff top setback requirement render infeasible the opportunity to develop a reasonably sized project, front yard setbacks may be reduced to less than 15' identified in the implementing ordinance without a requirement for a Variance. The setback to the garage shall be no less than 20' and reduced front yard setbacks shall comply with the California Building code.

For this area, site specific geologic studies required in Policy S-3 shall include an analysis of appropriate planting material along the coastal bluffs.

LU-H-6 Public Improvements

a. Street Lights

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

b. Street and Front Yard Paving

Street rights-of-way and front yards shall not be paved except for driveways or parking spaces officially approved by the city. The City shall not approve parallel parking that is outside the normal area needed for travel ways and related street parking. (See Design Element, Policy D-15, Front Yards and Street Right-of-Ways.)

c. Shell Beach Road improvements

Shell Beach Road improvements should retain the existing curb and gutter flow line and profile of the street and ADA compliance through use of bulb outs and street corner improvements. Additional improvements will include a multi-use trail, benches, decorative light poles, bike racks, public art, trash receptacles, and receptacles for recyclable material. A variety of paving changes and textures with street furniture and decorative lights and street trees will enhance this area.

Existing public sidewalks and street amenities shall be maintained, and future improvements shall be maintained in perpetuity.

Consistent with policies D-36 and D-37, Shell Beach Road overhead utilities shall be placed underground. Undergrounding to the first adjacent residential street is required.

d. Ocean Blvd improvements

Public improvements to Ocean Blvd shall include public art features where possible. Examples include but are not limited to artistically sandblasted bollards and posts, mosaic tiled trash and recycled containers, decorative paving , or art work on utility boxes.

LU-H-7 Street and Front Yard Paving

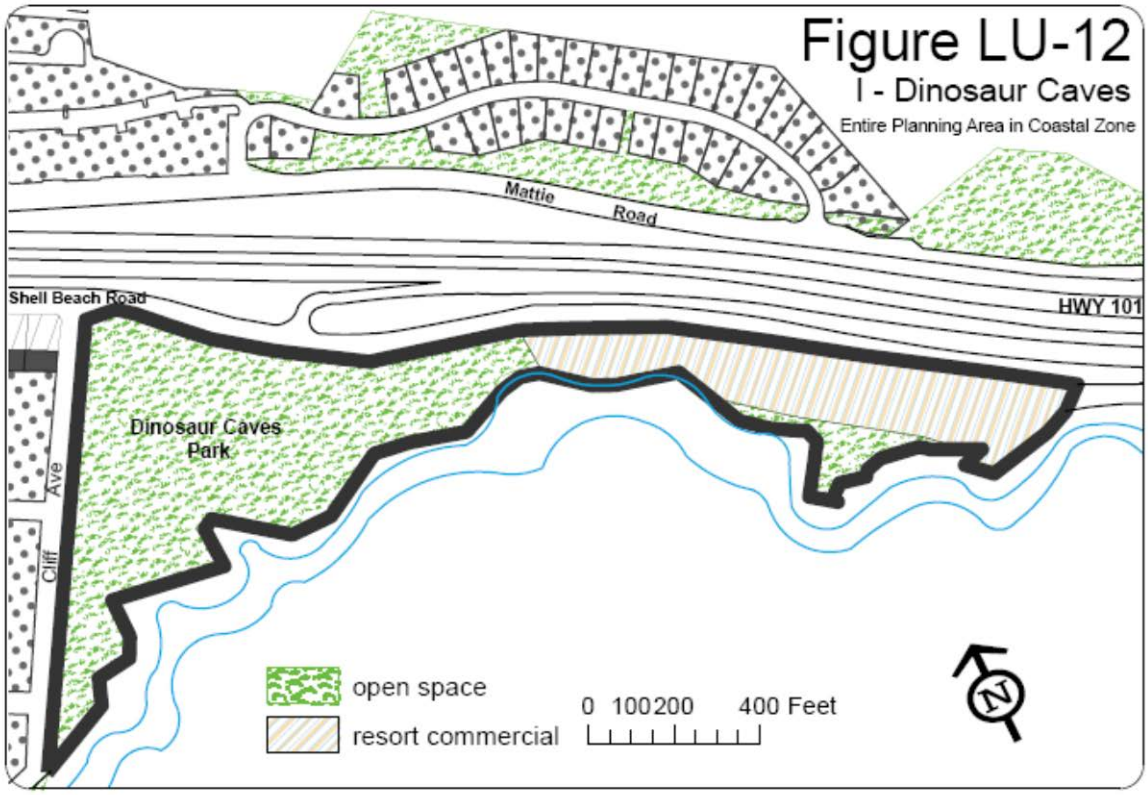
Street rights-of-way and front yards shall not be paved except for driveways or parking spaces officially approved by the city. The City shall not approve parallel parking that is outside the normal area needed for travel ways and related street parking. (See Design Element, Policy D-15, Front Yards and Street Right-of-Ways.)

LU-H-8 Lateral Access at Boeker Street

The City should pursue opportunities to create lateral pedestrian pathways connecting Booker Street to Placentia Avenue or Ocean Boulevard to the north and to Windward Avenue or Ocean Boulevard to the south. This requirement shall be implemented as part of project approval, private gifts or dedications or possibility through public acquisition. (See Parks and Recreation Element, Policy PR-5, Path System.)

Dinosaur Caves
Planning Area I

Background
The Dinosaur Caves Planning Area is oriented to open space, parks and visitor serving uses with related public lateral bluff-top access and open space. The area is designated Open Space.~~.~~ The highly scenic nature of this area and the protection of views from Highway 101 have been emphasized with the development of Dinosaur Caves Park. (See Parks and Recreation Element PR-16, Dinosaur Caves.)



1

Amended by R-1998-71

Policies

LU-I-1 **Concept**

The Dinosaur Caves Planning Area is oriented to open space, parks and visitor serving uses with related public lateral bluff-top access and open space. The area is designated Open Space.~~.~~ The highly scenic nature of this area and the protection of views from Highway 101 have been emphasized with the development of Dinosaur Caves Park. (See Parks and Recreation Element PR-16, Dinosaur Caves.)

LU-I-2 **Dinosaur Caves Site**

Dinosaur Caves Park is designated for public park and open space uses which are visitor serving in nature. Non-visitor serving uses are prohibited. Development of Dinosaur Caves Park shall be consistent with the following requirements:

[1]

a.[1] **Bluff-top Conservation and Open Space Area Required**

All development, except for public access facilities, shall be set back from the top of the bluff as shown schematically in Figure LU-13. The extent of the bluff-top conservation and open space zone shall be a distance equal to the 100-year bluff retreat line plus an additional 50 feet. The extent of the 100-year bluff retreat shall be established through a site-specific study conducted by a qualified registered geologist. Permissible public access facilities within this zone shall be limited to paths or walkways, bicycle racks, observation decks or platforms, benches, picnic tables, and landscaping. Any facilities shall be a safe distance from the edge of the bluff, as determined by the geological study.

[1]

1 Amended by R-1998-71

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[1]

b. Landscaping

No landscaping shall, when mature, exceed the height of approved structures on the site nor cause additional view obstruction. All landscaping shall consist of drought tolerant, and to the greatest extent feasible, native species. Extensive lawns or other large areas of grass exceeding two acres in size shall be prohibited. Total lawn or grass area shall not exceed 3 acres. Lawns and other grass areas should be located on the parts of the site nearest Shell Beach Road and Cliff Drive. No lawns or other areas of grass requiring irrigation shall be allowed closer than 150 feet from the bluff edge and the hole leading to the sea cave. Any landscaping within 150 feet of the bluff edge and the hole leading to the sea cave shall be drought tolerant. [1]

c. Public Access Facilities and Bluff Top Erosion

Public access facilities shall be designed and constructed to be easily moved to a more landward location if they become endangered by bluff erosion. For the pusposes of this policy, public access facilities means public paths, walkways, bicycle racks, observation decks or platforms, bences, and picnic tables. [1]

d. Protection of Scenic Highway Corridor

The height, bulk and scale of any development on the Dinosaur Caves property shall not detract from the ocean view from U.S. Highway 101. Heights of all structures shall be below the elevation of the nearest freeway travel lane. All structures and landscaping shall be designed to avoid any significant impairment of seaward views from highway 101. See also: [1]

Parks & Recreation PR-16 Dinosaur Caves

.

1 Amended by R-1998-71

Motel District
Planning Area J

Background

Planning Area J is developed with seven hotels (Shorecliff Inn, Whalers Inn, Knights Rest, Seacrest, Tides, Motel Pismo and Kon Tiki) and a small neighborhood of single-family residences and apartments.

The northern part of the area has rocky cliffs, about 70 feet high, which are undercut by unstable wave tunnels or sea caves. In the center of the area and at its southerly boundary are barrancas with riparian vegetation. The southern area has a sandy beach owned by the State Lands Commission and managed by the State Department of Parks and Recreation.

The Elmer Ross Beach is located to the north of the Shorecliff Inn. Access to this man-made beach is via a spiral staircase down the edge of the cliff north of Shorecliff Inn. Public parking is provided at the inn for beach users. The inn also has two tennis courts located on the bluff top that are open to the public when not in use by motel guests. The inn also has a scenic bluff-top walk with two gazebos that are open to the public when not in use by motel guests.

There is also a public stairway to the beach at the end of Wilmar Street, and some of the motels have semi-public stairs to the beach. This portion of the city is highly used by out-of- town visitors, primarily because of the concentration of motels and the dose proximity to the downtown area and beachfront.

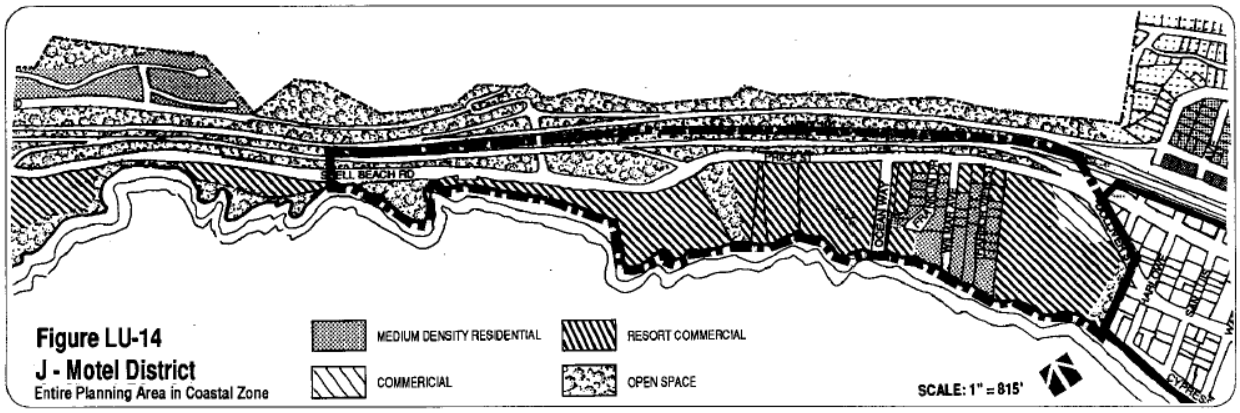


Figure LU-14
J - Motel District
Entire Planning Area in Coastal Zone

Policies

LU-J-1 **Concept**

The Motel District shall be designated for Resort Commercial, Medium Density Residential and Open Space. The area shall serve as a key focus for Pismo Beach's visitor-serving industry with special consideration given to ocean views and bluff access. Retention or upgrading of the existing motel uses is a major emphasis of the plan.

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

Development along the bluffs shall be set back a minimum of 25 feet from the top of the bluff. Geology reports shall be required for any development to ensure that adequate bluff setbacks are provided. Appropriate erosion control measures shall be required for any project along the bluff-tops and shall specify methods for maintenance, including landscaping and setbacks.

LU-J-3 **Lateral Bluff-top Access and Open Space**

The lateral bluff-top access dedication requirement set forth in Policy PR-23 shall apply except that the width may be up to 25 additional feet beyond the 100-year bluff retreat lines, depending

upon the size of the parcel and the location of existing structures. It shall be the intent to develop a continuous bluff-top path within the lateral open space area; development approvals shall require installation of pathway segments in a manner that connects with adjacent segments.

LU-J-4 **Development Conditions**

a. Vertical and lateral public access-ways to the beach and along the bluff-top, respectively, shall be required as a condition of development permits if not already adequately provided, except where the configuration of the bluff makes vertical access infeasible or satisfactory vertical access is already provided nearby as shown on Table PR-4 and PR-5.More frequent vertical access-ways may be required to serve particular concentrations of hotel and motel units.

b. New structures should be carefully sited and designed to provide ocean corridor and/or over- views from U.S. Highway 101. A visual analysis for such views shall determine the extent of building height for properties fronting Price Street

LU-J-5 **Barrancas**

The barrancas shall be left in natural open space and used as view corridors to the ocean.

LU-J-6 **Archaeology**

An archaeological reconnaissance shall be required prior to approval of any development project in this planning area. See also:

Conservation/OS	CO-5	Protect Archaeological Resources
Conservation/OS	CO-6	Construction Suspension

LU-J-7 **Underground Utilities and Street Improvements**

The existing overhead utilities on Price Street should be placed underground. The city shall pursue the formation of assessment districts for street improvements including landscaping and undergrounding of utilities on Wilmar, harbor view and Franklin Street. (See Design Element, Policy D-37, Underground Utilities.)

LU-J-8 **Street and Front Yard Paving**

Street rights-of-way and front yards on Franklin Drive, Wilmar Avenue and harbor View Street shall not be paved except for driveways or parking spaces officially approved by the city. The city shall not approve parallel parking that is outside the normal area needed for travel ways and related street parking. (See Design Element, Policy D-15, Front yards and Street Right-of-Way.

LU-J-9 **Lateral Access**

In order to access the Wilmar Avenue stairs, development approvals for properties between Franklin Drive and Wilmar Avenue or between Wilmar Avenue and Harbor View Street shall be required to dedicate a pedestrian pathway easement between the streets. Where developments have already blocked this access the city should consider acquiring land as necessary and constructing a pedestrian path. (See Parks, Recreation & Access Element, Policy PR-5, Path System.)

Downtown Core
Planning Area K

Background

The Downtown Core area encompasses downtown Pismo Beach, an important visitor-serving center of the city. Many motel and hotel uses are located here, primarily along Price, Pomeroy and Dolliver Streets and the oceanfront. The majority of commercial uses are between Dolliver Street and the ocean and Main and Stimson Streets.

Property landward of the ocean is gently sloping; however, the bluff and beach areas are varied in their physical characteristics. The bluffs along the northern portion of the area are about 40 feet high and have eroded to such an extent that Cypress Street has been turned into a one-way street, and a portion of the road has been closed. The bluffs begin to decline in elevation until they reach about five feet at the pier.

The Pismo Creek estuary and lagoon at the southern end of downtown is a sensitive wetland habitat. High tides occasionally reach the seawalls located at the pier parking lot and northward; none of the sandy beach can be used in the Commercial Core during some high tide periods in the winter months. The sandy beach provides excellent habitat for dams. Near shore, fish species are also prevalent in this stretch, thus making Pismo Beach a popular surf fishing area.

The state beach forms the major recreation area in the City. There are eleven major public access points to the wide sandy beach in the downtown area. These are located at ends of streets and off public roads along the bluff tops. Some of the motels and condominiums have private or semiprivate access to the beach; however, all of these private accesses lead to public beach areas. Public lateral access exists along the entire state beach.

In addition to the sandy beach, the city has a two-acre park complex adjacent to Pismo Creek consisting of the Ira Lease Park to the east of State Highway 1 and the Mary Harrington Park to the west of Highway 1.

The Commercial Core is a major tourist destination in the City. The sandy beaches provide opportunity for surfing, swimming, walking, surf fishing and other beach-oriented recreational activities. The close proximity of tent camping, motels and recreational vehicle park and related commercial services provides the necessary overnight lodging to support the attractive beach areas.

In the 1980's the 1983 Pismo Beach General Plan/Local Coastal Plan, the 1984 Waterfront Revitalization Plan and a 1989 study provided by a regional Urban Design Assistance Team (R/UDAT) addressed future revitalization of the downtown. In 1991, the city embarked on the creation of a downtown specific plan to pull together the many ideas from these plans. This specific plan includes land use policies, design guidelines, a streetscape program and public facility improvements to enhance public access to the beach and develop a more pedestrian-oriented downtown.

Principles

P-17 Downtown Focus for Residents and Visitors

Downtown Pismo Beach shall be a city focal point with a blend of cultural, commercial, professional, residential and recreational uses catering to both visitors and residents of all ages. Tourism and visitor services shall be emphasized, carefully and conscientiously blending shopping, recreational and cultural activities for the visitor, with housing, retail and professional services needed by the residents of the community.

The downtown area of Pismo Beach serves residents year-round, and in this context the downtown must remain inviting and pleasant to the citizens of the community. New development and revitalization of downtown should enhance the quality of life for the residents as well as better serve the needs of visitors.

P-18 People-Pedestrian Scale

Downtown should be a “people downtown”. It should be a “walk-able” environment, identifying pedestrian routes throughout the commercial and visitor services districts, with obvious and convenient accessibility to an oceanfront boardwalk, the pier and a Pismo Creek trail. The entire area should be walk-able with pedestrian and bicycles given equal weight with the automobile.

Development and public facilities should create interesting places that entice people to walk. Parking areas should be subordinate to an active pedestrian scaled street life.

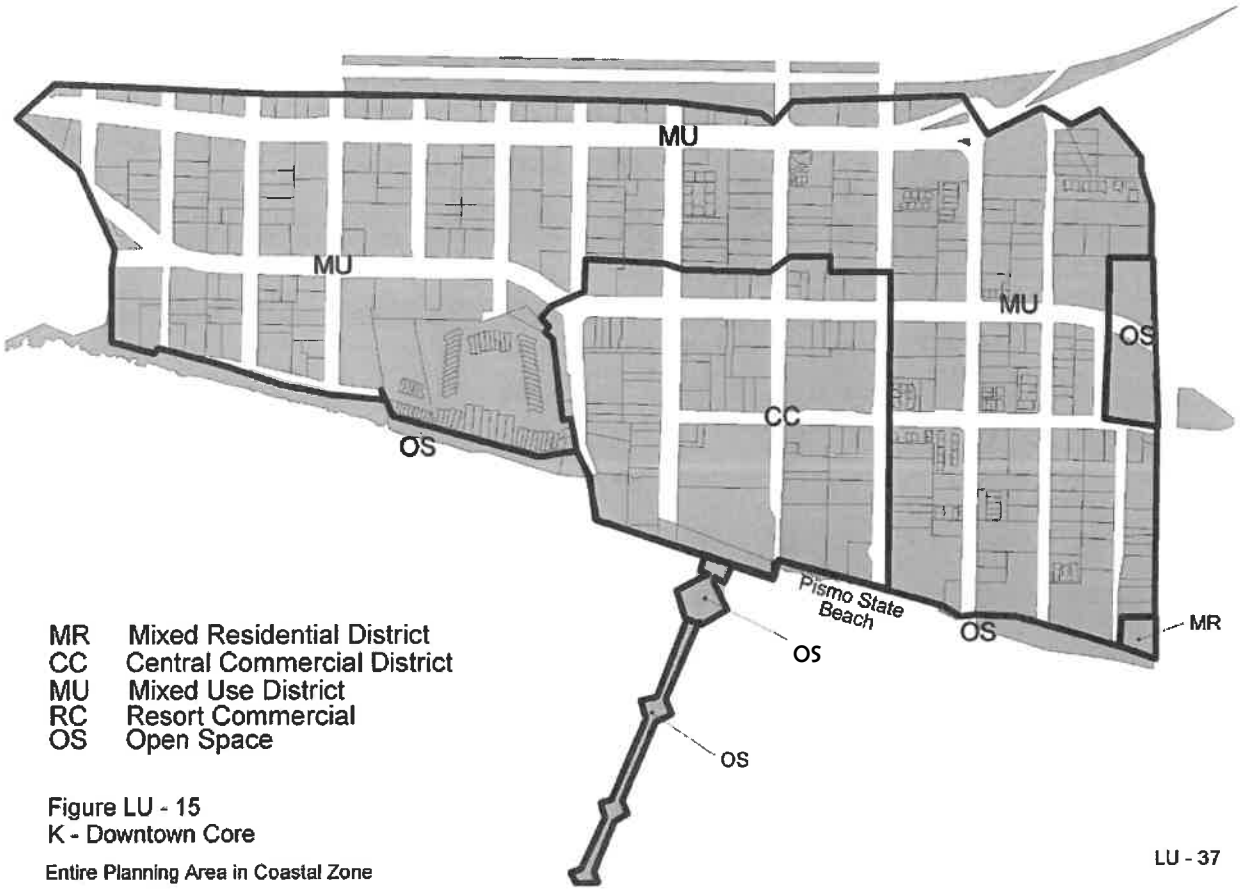
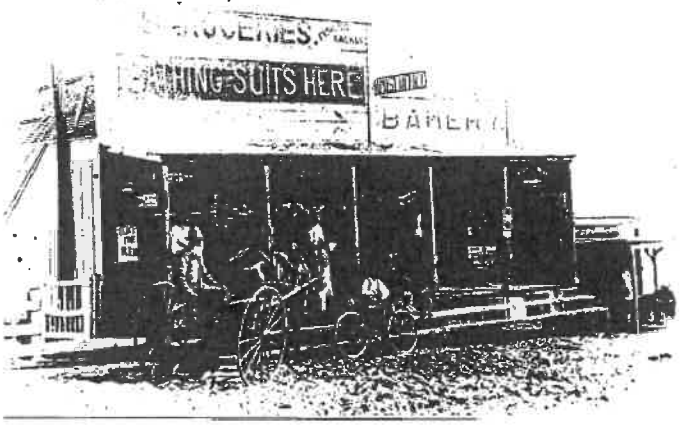


Figure LU - 15
K - Downtown Core
Entire Planning Area in Coastal Zone

LU - 37

P-19 Historic Preservation

Downtown Pismo Beach contains much of the historic ambiance of the entire community. While hard to define, the preservation of this ambiance is the key to a revitalized downtown. Major buildings in the area should be identified as local landmarks and encouraged to be restored and pre- served. Downtown's historic role in the community should be emphasized, providing a link with the past, creating a pleasant ambiance, and adding to the architectural diversity of future new development.



Policies

LU-K-1 **Land Use Concept**

The downtown area includes a Central Commercial District, Mixed Residential District, Mixed Use District, and Open Space categories as shown in Figure LU-15.[4]

LU-K-2 **Downtown Development**

Development shall comply with the following policies:[4]

a. Oceanfront Boardwalk

A continuous pedestrian boardwalk along the planning area ocean frontage to Pismo Creek shall be established. This boardwalk shall include pedestrian amenities such as, but not limited to, seating, lighting and landscaping. Properties adjacent to the future board walk location shall be required to dedicate up to 20 feet of the ocean frontage of the property for the boardwalk. Installation of the boardwalk may be required as a condition of approval of development projects. The amount of dedication shall be subject to the size of the ocean-facing parcels and the area required to minimize bluff erosion identified in geologic studies submitted with development applications. The boardwalk will connect into the Pismo Creek trail. [4]

b. Pismo Creek Trails

A creekside trail system shall be developed on both sides of Pismo Creek from its mouth at the ocean inland to a location deemed to be feasible and reasonable within the Planning Area R based on agreements with land owners. Public improvements such as trash cans and seating may be included with the development of the creek trails. Except for Planning Area R, dedication of a portion of properties adjacent to Pismo Creek for a public pathway shall be required with new development applications. These dedications shall include the buffer zone as identified in the conservation and open space element. Within Planning Area R creek trails shall be subject to and consistent with all policies, requirements and standards including but not limited to setbacks applicable to the Watershed and Resource Management land use designation. Except for in Planning Area R, development approvals by the City shall require the installation of trail improvements. See also: Conservation Element Policies 2, 22 and 22A.

c. Interpretive Panels or Signage

Appropriate interpretive panels shall be provided for the pier, boardwalk and Pismo Creek trail. These may be required as a condition of approval of development projects. Funding should be sought from a variety of sources.

d. Downtown streets perpendicular to the ocean

Streets in the commercial core area, which end at the ocean, may be developed into cul-de-sacs compatible with public safety standards for safe turn-around. Owners of oceanfront properties shall participate in the cost of developing cul-de-sacs on a per development basis. Participation is defined as the construction of all improvements on the owner's side of the street along the property frontage.

e. City-owned Addie Street property

[4] Amended: R-2003-50

The City shall provide improvements to the Addie Street parking lot, which will include, but shall not be limited to, landscaping in the parking lot and extension of the boardwalk along the ocean frontage to the Pismo Creek Trail.

The structure located in Mary Herrington Park on the west bank of Pismo Creek shall either be removed and replaced with additional parking and/or a picnic area or upgraded or replaced, to include reservation of the appropriate creek-side protection and trail area. See also:[4]

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

LU-K-3 **Districts**

Downtown shall have four districts or land use categories as shown in Figure LU-K-1. The policies for each District and their permitted land use are described as follows: [4]

LU-K-3.1 **Mixed Residential (MR) District**

The Mixed Residential or MR District shall permit a mixture of hotels and motels along with apartments, condominiums and other similar residential uses. Restaurants may be permitted when secondary to onsite hotel use. It is expected that the visitor-serving uses will gravitate toward the beach and the major thoroughfares. Small convenience markets that serve the daily needs of residents and visitors would be allowed in this district.

[4]

LU-K-3.2 **Central Commercial (CC) District**

The primary land use focus for the Central Commercial District is commercial, recreational and cultural. Commercial uses shall be oriented towards visitors (i.e. gift shops, clothing stores, restaurants). Residential uses may be considered as part of mixed use project applications. Notwithstanding the Zoning Code requirements precluding expansions of existing nonconforming structures and land uses, a legal nonconforming residence in the Central Core Commercial district used solely as a permanent residence may itself be expanded up to 50% of the total building area existing as of May 18, 1993." This 50% expansion limitation shall be limited to residences permitted as such, not to hotels that might have converted to residences over time . [5] A pedestrian orientation will be promoted for all development in this district. The pier and boardwalk provide the focus for pedestrian activities in this very "walk-able" downtown commercial area.

Improvements in the Commercial Core may include reconfiguration of the pier parking lot for a more cohesive traffic flow from Pomeroy to Hinds and maximum use of the pier parking lot; dedication of a portion of the property adjacent to the city parking lot for vehicles and pedestrian access between those two streets; and a cohesive streetscape program to complement and encourage the pedestrian emphasis of downtown. [4]

LU-K-3.3 **Mixed Use (MU) District**

The Mixed Use or MU District will provide for a wide variety of land uses including visitor lodging, commercial retail, restaurants, service uses, offices, and residential uses. The more intensive commercial uses and visitor-serving uses shall be encouraged to locate along the major thoroughfares. Mixed-use projects are encouraged throughout the district.

LU-K-3.4 **Open Space District**

[5] Amended R-2006-045

Open Space is the designated land use for the beach, Mary Herrington Park, and Ira Lease Park. The pier and the beach will provide the catalyst for development of a boardwalk along the beach from Main Street to Pismo Creek. Passive recreational uses are permitted in these areas.

The extension of the Pismo Creek trail from Cypress Street to Highway 101 will be located along the west bank of Pismo Creek adjacent to Mary Herrington and Ira Lease Parks. Pedestrian and bicycle uses will be permitted along the trail adjacent to these parks.

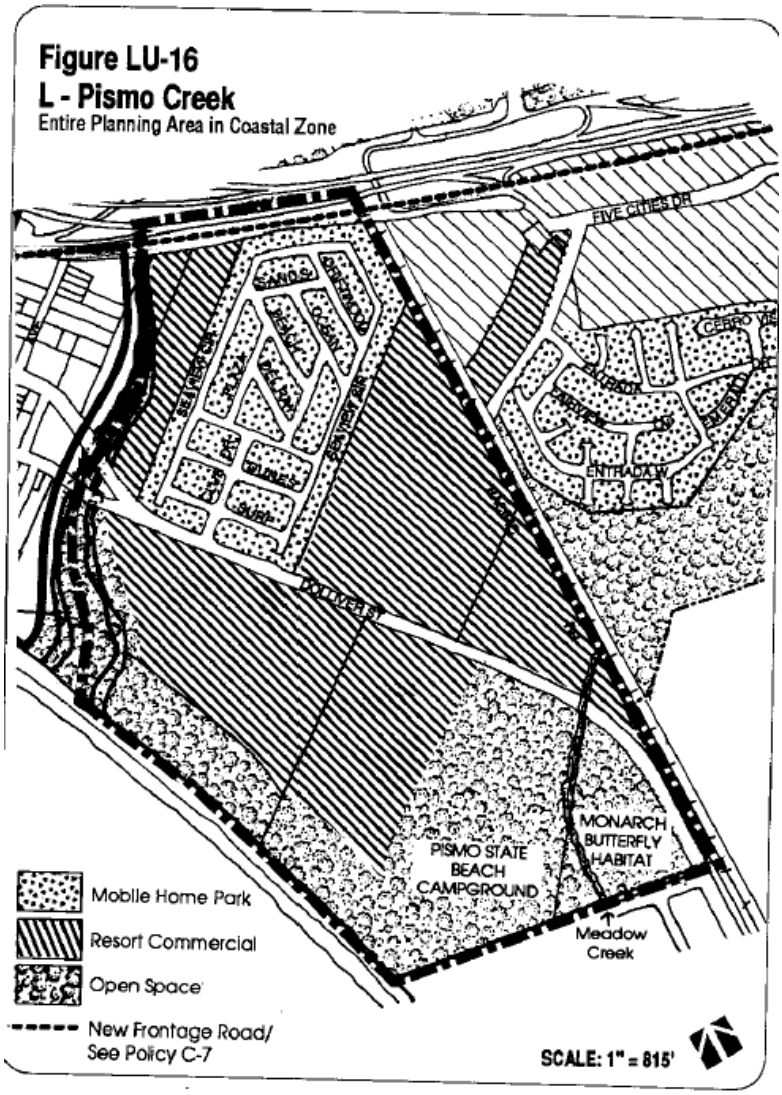
Pismo Creek
Planning Area L

Background

The Pismo Creek Planning Area consists of a year-round mobile home park (236 spaces), three recreational vehicle parks with 996 spaces, the state Department of Parks and Recreations North Beach Campground with 103 campsites, and related RV storage and repair.

The area includes the sensitive wetlands habitat at the mouth of Pismo Creek, riparian vegetation along side the creek; sand dunes along the beach front and a monarch butterfly habitat area.

The major beach accesses are through the Pismo Coast Village Trailer Park and the North Beach Campground. The accesses are open to general use but are not marked. Both the trailer park and campground have constructed access ways over the delicate dune vegetation to reduce unnecessary foot traffic through this sensitive area. The public campground and the semiprivate trailer parks have recreational facilities for use by guests only. The beach is open for public recreational use but there are no restrooms, parking lots, fire rings or recreation equipment available for free public use.



Policies

LU-L-1 **Concept**

The Pismo Creek area shall be designated Resort Commercial, Mobile Home Park and Open Space with land uses oriented to visitor-serving activities.

LU-L-2 **Pismo Creek**

The creek area should be preserved in its natural state with special attention given to preserving scenic, recreational and education resources. More specifically:

a. The City should protect and enhance the riparian woodland along Pismo Creek for the purpose of improving the scenic quality as well as its ecological value.

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

c. Public trails shall be developed along the entire length of Pismo Creek adjacent to both the RV parks and behind the 7-11 store.

d. The 7-11 store should be encouraged to remodel in keeping with the creek/recreation atmosphere.

e. Benches, paved paths, and signs should be provided for Pismo Creek trail and for the North Beach day-use area as soon as the access to these areas is established.

LU-L-3 **Route 1 Improvements & City Entrance**

a. The City should request the state in conjunction with plans for the widening of State Highway 1 to include a coordinated landscaping plan for both sides of State Highway 1.

b. The City should request CALTRANS to include curbs, gutters, and pedestrian and bicycle pathways in conjunction with the plan to widen State Highway 1 (see Circulation Element).

c. The right-of-way at the intersection of Cypress and Dolliver Street should be landscaped and curbed to prohibit informal parking.

d. Pismo Beach, Graver City and the Southern Pacific Railroad should enter into an agreement to preserve the eucalyptus grove and butterfly habitat at the entrance to Pismo Beach and Graver City.

e. RV storage areas should be attractively fenced and their street frontages planted with trees.

LU-L-4 Pismo Coast Village Storage

The RV storage and repair area next to Pismo Creek should be moved to a less important place on the site. Areas next to Pismo Creek should be used for Pismo Creek trails and open space and visitor related uses such as additional RV spaces.

LU-LU-5 **Trees**

The developments on the east side of State Highway 1 should plant a substantial number of trees on their properties, particularly focusing on the state highway frontage as a gateway to the city and also to create more attractive RV campsites. See also:

Design Element	D-9	Street Trees
Design Element	D-10	Parking and Large Asphalt Areas

LU-L-6 **RV Storage East of Route 1**

Owners of the RV storage area should be encouraged to move their storage yard inland to a less prominent site. The freed site should be used for an additional RV park or a hotel. Trails connecting the site to the beach should be created along with the new development.

LU-L-7 **Entry Sign**

An attractive “Entering Pismo Beach” sign should be placed at the entrance to the city along State Highway 1. (See Design Element Policy D-33. See also Parks & Recreation Element, Policy PR-18, Pismo State Beach and Conservation Element, Policy CO-7, Preserve Monarch Butterfly Habitat.)

Pismo Marsh
Planning Area M

Background

The Pismo Marsh area includes the new Williams Brothers shopping center, the older Five Cities Shopping Center, the 183 lot Hacienda del Pismo mobile home park, three motels containing 371 rooms, and a variety of miscellaneous commercial uses along with a small medical center. The area also contains the Pismo Marsh State Ecological Preserve. It also includes a large portion of the Five Cities Redevelopment Project Area.

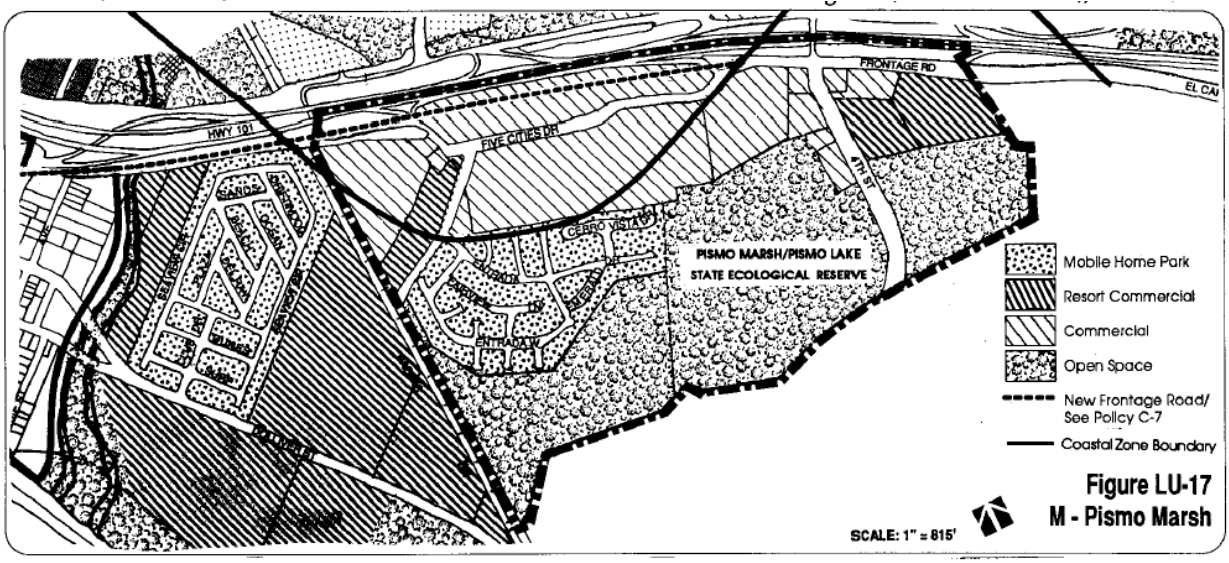


Figure LU-17
M - Pismo Marsh

Policies

LU-M-1 **Concept**

The Pismo Marsh area shall be designated for regional commercial uses (Commercial), moderate cost highway visitor-serving uses (Resort Commercial), a Mobile Home Park, Industrial and Open Space with an emphasis on protection of the marsh habitat. Retaining and enhancing pleasant views from the 101 Freeway are important.

LU-M-2 **Route 101 Frontage-- Development Guidelines**

The entire 10l frontage from the William Brothers shopping center north to the railroad is likely to undergo substantial changes in the future as a result of redevelopment project activities. Development shall only be approved that meets the following guidelines:

a. **Frontage Road**
A frontage road (Five Cities Drive) shall be dedicated along this entire frontage. The right-of-way should be adjacent to the freeway and allow for 4 lanes except for the segment between the railroad and Ocean View, which shall be two lanes. No on-street parking shall be permitted. Street trees shall be planted on both sides of the street. (See Circulation Element C-7, Freeway Frontage Roads.)

b. **Mobile Home Park Views**
The western side of any development should be carefully planned so as to create attractive views from the mobile home park. This may require giving special attention to roof designs, loading and storage areas.

c. **Parking Location**
Parking for new buildings shall be located and landscaped so as to provide attractive views of the area from the freeway.

d. **Landscaping**
Extensive landscaping shall be required along the frontage and in parking lots. (See Design Element D-10, Parking Lots and Large Asphalt Areas.)

e. **Pedestrians, Bicycles and Transit**
Commercial uses shall be oriented to a pedestrian scale with parking lots subordinated in the design. Bike and pedestrian paths shall be provided in such a manner that interference with automobile traffic can be minimized. Provisions for a transit bus turnout and shelter should be included in any new development on the Five Cities Shopping Center site.

f. **Marsh Protection**
A drainage plan shall be required for any new development along the marsh to ensure that ad equate protection to the marsh from runoff and sedimentation is provided; development designs must contain appropriate erosion control measures which specify methods for maintenance. (See Conservation/Open Space Element CO-26, Watershed Protection.)

g. **Archaeology**
An archaeological reconnaissance shall be required as part of any development project.

h. **Sound and Landscape Buffers**
Development of the Five Cities Shopping Center property shall include appropriate sound and landscape buffers for the adjacent mobile home park.

LU-M-3 **Mobile Home Park**

The existing mobile home park should be retained since it provides lower cost housing. The City shall retain the ordinance to protect this mobile home park use. The owners of this park are encouraged to plant street trees to improve the appearance and livability of the park.

LU-M-4 **Fourth Street Vacant Parcel**

The vacant two-acre parcel lying between Fourth Street and the Pismo Marsh is the only remaining parcel within the city that has good visual and physical access to Pismo Marsh. The City Redevelopment Agency should consider buying this parcel to assure the benefits of the marsh can be shared by the entire city. After providing for both vertical and lateral access, the Agency could lease the remainder of the site for a restaurant and/or low and moderate income housing. Should the site be developed privately, any future use of this parcel shall require open space facilities for both public and private viewing of the Pismo Marsh. Uses shall be oriented to take advantage of the marsh's visual attraction.

LU-M-5 **City Entrance**

The Fourth Street entrance to the city should retain its natural open space appearance. Improvements to this entrance shall include:

a. An attractive “Welcome to Pismo Beach” sign. (See Design Element D-33, City Entrance Signs.)

b. An improved Pismo Marsh sign.

c. Screening of the back of the Williams Brothers shopping center with trees.

d. Access to the marsh for viewing purposes.

LU-M-6 **Five Cities Shopping Center**
The preferred use of this site shall be retail trade servicing regional needs such as a factory outlet center. Replacement of existing buildings with a new structure is encouraged.

LU-M-7 **City Water Treatment Plant**
The city water treatment plant at the intersection of Five Cities Drive and Fourth Street should be attractively landscaped and walled. See also:

Design Element	D-5	Utilities and Fences
Design Element	D-14	Public Facilities
Facilities Element	F-39	Mandatory Water Conservation

Oak Park Heights
Planning Area N

Background

The Oak Park Heights area includes the entire northeast quadrant of the city lying northeast of the 101 Freeway, northwest of North Oak Park Boulevard and Southeast of the Southern Pacific Railroad. The area consists of the three neighborhood sub-areas **of Toucan Terrace, Pismo Oaks, and Pacific Estates. Los Robles del Mar** an undeveloped area, which is currently outside the city limits is also included. The Land Use Element for Oak Park Heights includes policies for the entire area plus polities for each of the four sub-areas.

Policies

LU-N-1 Architectural Review

Architectural review shall be required for all development in Oak Park Heights. Special attention shall be given to preserving views from Oak Park to the ocean and views of Oak Park from the freeway. See also:

Design Element	D-2	Building and Site Design Criteria
Design Element	D-4	Multi-Family Residential Design Criteria

LU-N-2 Pismo Marsh

All development shall be reviewed to ensure that development will not increase soil erosion or create contamination of Pismo Marsh.

LU-N-3 Energy Conservation

Energy conservation methods such as site planning and solar collection, either passive or active systems, shall be encouraged.

LU-N-4 Grading and Drainage

A grading and drainage report shall be required for any new development to ensure that adequate control measures are taken to protect down-slope parcels.

LU-N-5 Oak Trees

Provisions for the protection of native oak trees shall be incorporated into all development plans. See also:

Conservation Element	CO-13	Oak Tree Policy
Design Element	D-12	Special Tree Preservation

LU-N-6 Archaeology

An archaeological reconnaissance shall be required prior to any development project in this planning area. See also:

Conservation/OS	CO-5	Protect Archaeology Resources
Conservation/OS	CO-6	Construction Supervision

LU-N-7 **Public Facilities**

Sites for schools, fire stations or other facilities that are deemed necessary by the city shall be required as a condition of development.

LU-N-8 **New Reliever Road - Oak Park Blvd. to James Way**

A new local roadway adjacent and parallel to the U.S. 101 Freeway between Oak Park Blvd. and James Way shall be retained as an option for future development. The purpose of this roadway would be to serve as a supplemental reliever route to James Way, thereby reducing adverse impacts of higher traffic volumes to residences along that road.

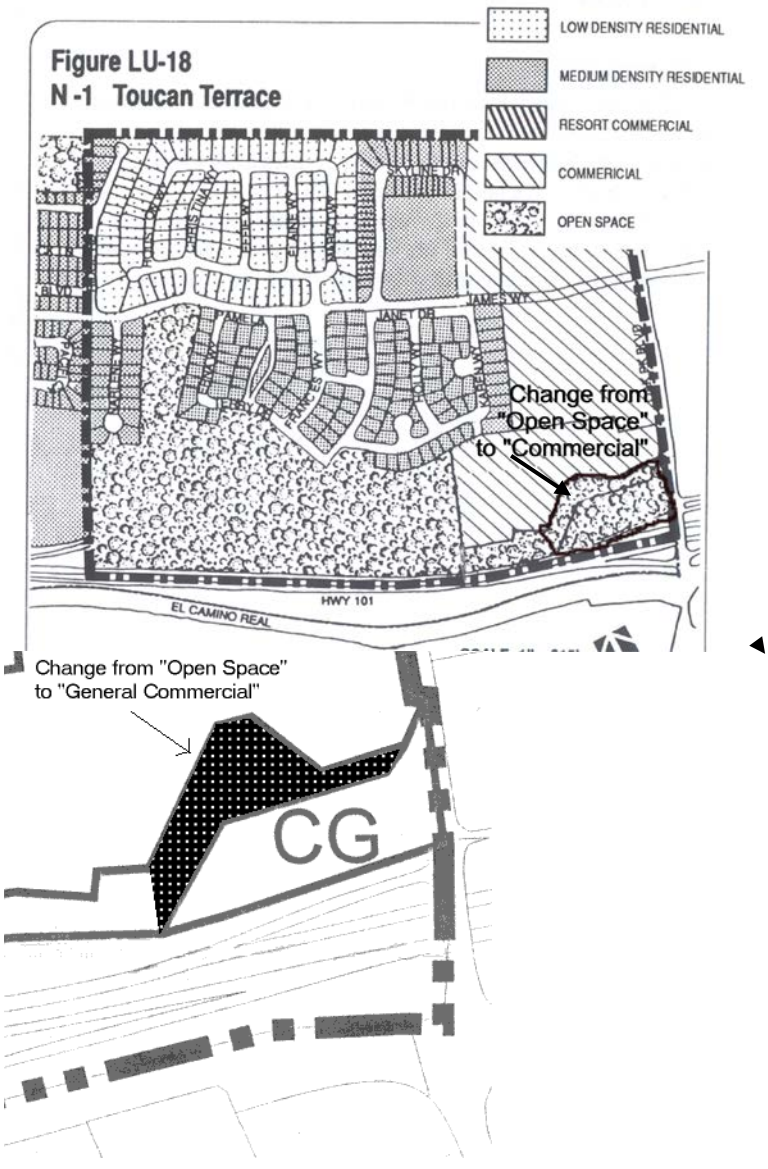
Toucan Terrace
Sub-area N- 1

CC-R-2005-58

Background

The Toucan Terrace sub-area was encompassed within the Toucan Terrace Specific Plan adopted in 1983, except for a small two-acre parcel at the corner of Oak Park Boulevard and the 101 Freeway. Development includes traditional single-family structures, duplexes, manufactured housing, a large church complex, the Pacific Coast Plaza Shopping Center (Albertson's), the post office, and a large area of private open space, which was set aside as part of the original Specific Plan approval.

In addition to a few scattered vacant single family lots there is a large vacant commercial parcel on the northeast corner of Oak Park Boulevard and James Way, a vacant hotel/ motel site south of the Albertson Center and the previously mentioned 2-acre site.



Policies

LU-N-9 **Concept**

The Toucan Terrace area shall be designated for Low Density Residential, Medium Density Residential, Open Space, Commercial and Resort Commercial. This mixed-use residential area focuses on the major open space area and development shall be controlled by the Toucan Terrace Specific Plan.

LU-N-10 **Open Space**

The open space area shall be primarily left in natural open space with a minimum of man-made structures and changes to the natural slope, fauna and flora. Recreational uses may be permitted subject to city review and approval. (See Conservation/Open Space Element, Coastal Foothills.)

LU-N-11 **Pacific Coast Plaza Shopping Center**

The Pacific Coast Plaza shopping center should be encouraged to add a considerable number of trees to its parking lot area as well as street trees. Envisioned for the parking lot is a forest of trees. Street trees should be planted at the curb with sidewalks moved further into the property away from the travel way. Landscaping should also be added to screen buildings from surrounding areas. The shopping center should also be encouraged to add residential units to the center on upper levels or over parking lots. See also

Design Element	D-10	Parking Lots and Large Asphalt Areas
Design Element	D-11	Large Buildings

LU- **Commercial Sites**
Subarea N-1

1. <u>James Way and Oak Park Boulevard</u>

Any development permit for this site shall incorporate the following features:

a. **Grading**
Grading shall be reduced as much as possible. Cuts and fills shall generally not exceed 15 feet in height.

b. **Pedestrians and Bicycles** Clear and easy pedestrian and bicycle connections shall be made to the Albertson shopping center and adjacent residential areas.

c. **Access**
Vehicle access to James Way and Oak Park Boulevard shall be limited to one access each.

d. **Strip Center**
The commercial development shall not be a strip center but rather shall be organized around pedestrian facilities and pedestrian scaled buildings, more of a “Village” theme.

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

- Apartment Residential
- Resort Commercial
- Offices

f. **Residential**
Residential uses on second floor or above shall be required for a portion of any commercial or office development. See Design Element D-2, Building and Site Design Criteria. See also Circulation Element regarding extension of Ridge Road into the Sphere of Influence Area.

2. <u>100 Oak Park Boulevard</u>

<u>Uses permitted on this site shall be limited to those that do not create traffic safety hazards. Any development permit application for this site shall include:</u>

<u>a.</u> <u>A biological assessment by a qualified biologist, to determine if there will be significant impacts on biological resources or the habitat value of the site.</u>

<u>b.</u> A traffic study that identifies impacts from the development on surrounding streets and on access to state highway 101, and that recommends mitigation for impacts.

Pismo Oaks
Subarea N-2

Background

This area consists of the Pismo Oaks Specific Plan master planned in 1979. Existing development includes patio homes, duplexes, townhouses, single- family homes and a restaurant. A 40-acre parcel has been dedicated to the city for Chumash Park but has not yet been developed. A site for a new fire station has been dedicated on Ventana Drive. The sites yet to be developed are those that generally front the 101 Freeway.



LU- Concept

N-13

The Pismo Oaks area shall be designated for Low Density Residential, Medium Density Residential, Commercial, Resort Commercial and Open Space. This mixed use area focuses on the 40-acre Chumash public park and shall be controlled by the Pismo Oaks Specific Plan.

LU-N-14 18.5 Acre Parcel Site "1"

The undeveloped 18.5 acre parcel designated #1 on Figure LU-19 shall be restricted to residential use. The City shall encourage the owners of the site to

LU-N-15 Future Annexation Areas

Ventana Drive and Ridge Road are specifically designated as future circulation access points to annexation areas in the "Area of Interest". The 40-acre park should also be extended and expanded into the future annex- ation area. See also:

Circulation Element	C-1	Street Classification Plans
Parks and Recreation	PR-14	Chumash Park and Open Space

LU-N-16 Trees

Development in the area has lacked sufficient street trees. The developers and homeowners should be encouraged to plant additional street trees in the existing development, at least one every 40 feet of linear street. View lines to the ocean should not be blocked.
New developments should be conditioned to require one street tree per every 35 feet of linear street on each side of the street. (See Design Element D-9, Street Trees.)

Existing oak trees shall be preserved as per the Conservation Element, Policy CO-13, Oak Tree Policy.

LU-N-17 3.4 Acre Parcel Site “2”

The underdeveloped 3.4 acre parcel designated “2” on Figure LU-19 shall be restricted to residential use.

The site shall be graded and developed to reduce the visual impact of buildings as viewed from Chumash Park. In no instance shall any fill be placed on the park side of the property. (See Design Element D-39, Focal
Point Sites.)

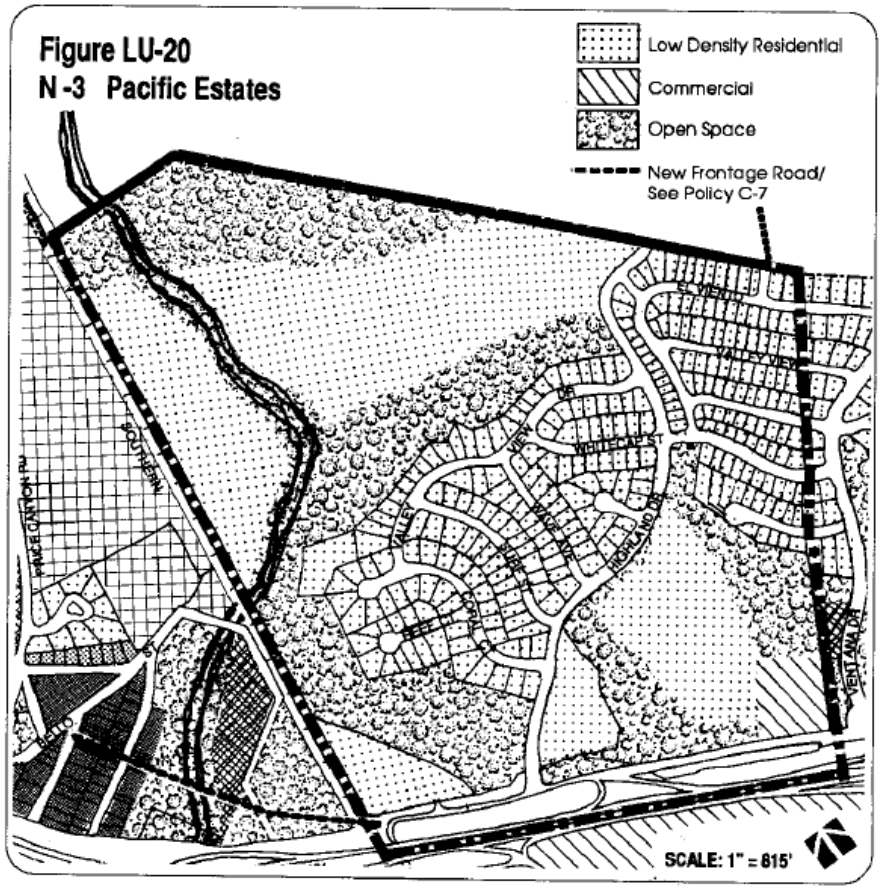
LU-N-18 Commercial Site – James Way and Fourth Street Site “3”

The 4.12 acre commercial site at the southeast corner of James Way and Fourth Street is a prominent focal point site due to its location. The city shall require outstanding architecture and use of this site in keeping with its special characteristics. (See Design Element, Policy D- 39, Focal Point Sites.)

Pacific Estates
Subarea N-3

Background

This area consists of several residential subdivisions, which overlook Price Canyon and the Pacific Ocean to the west. Considerable amounts of vacant land remain, which may be developed in the future.



Policies

LU-N-19 **Concept**

The Pacific Estates area shall be designated for Low Density Residential, Medium Density Residential, High Density Residential and Open Space.

LU-N-20 **Pismo Creek Price Canyon Adobe (Park and Recreation Element)**

The Price Canyon Adobe area should be acquired by or dedicated to a public agency for use as a natural park and local museum. A specific plan should be prepared for the Pismo Creek area and adobe including trails and public facilities. A golf course should be located in the vicinity of the creek. In addition, areas designated to be private open space shall be maintained by the future owners. Non-sensitive and non-hazard areas so designated may be developed for open recreational purposes. The Price Adobe Park area within the city limits should be extended to include the SPRR property adjacent to Pismo Creek. The city should request that SPRR dedicate this small parcel to the city for park use. See also:

Conservation Element	CO-8	Regional Open Space/Park
Growth Management	GM-10	Golf Course Development
Parks and Recreation	PR-13	Pismo Creek/Price Canyon
Parks and Recreation	PR-21	James Michael Price

LU-N-21 Specific Development Criteria

a. Open Space

The hillside between Reef Court, Coral Court and the railroad shall be kept in open space and not used for a road access. Steep slopes, canyons and oak woodlands shall also be retained in open space.

b. James Way Extension

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

c. Low and Moderate Income Housing

The flat area at the intersection of James Way and the railroad shall be encouraged as a site for low and moderate income housing. In the event that 100% of housing units developed on the parcel is affordable (as defined by the State of California criteria for low and very low income housing), a density bonus of up to 100% may be authorized by the city. This bonus would be inclusive of the density bonuses outlined in policies H-2 and H-3 of the Housing element.

d. Office/Commercial

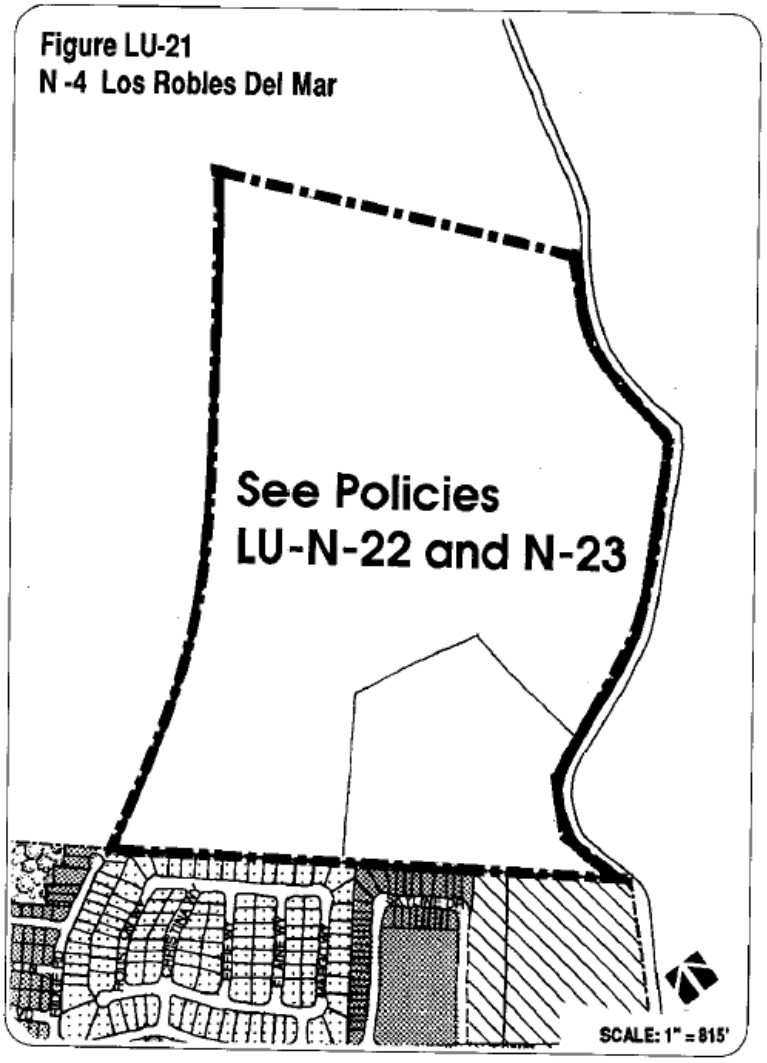
No retail commercial development shall be approved in this planning area. Land immediately north of Ventana Drive, that is shown as commercial in the land use map, may be considered for a low scale, service oriented, office development.

Los Robles Del Mar
Subarea N-4

Background

The Los Robles del Mar sub-area consists of 180 acres located along the northeastern edge of Pismo Beach, adjacent to the Toucan Terrace sub-area. The sub-area is undeveloped and comprised of two separate property ownerships of 154 acres and 26 acres. The area is outside the City boundaries as of 1991, but is a part of the City of Pismo Beach Sphere of Influence. The sub-area is bounded by the City of Arroyo Grande along Oak Park Boulevard to the east, and the County of San Luis Obispo to the north and northwest, and the City of Pismo Beach to the south.

The terrain of the sub-area is generally coastal hillside in character, and contains several areas of steep slopes of greater than 30%. Portions of the site are spotted with Coastal live oaks with the northernmost portion of the site being heavily wooded.



Policies

LU-	**Concept**
N-22	The Los Robles Del Mar sub-area is designated as a low density residential area for future development of residential dwellings and a private school.

LU-N-23 **Specific Plan Requirement**

No annexation or development shall be approved in the area until the city adopts a comprehensive Specific Plan for the entire subarea. Such plan shall include the following features:

a. Maximum Residential Densities
The maximum permissible residential density for the 180 acre area is 2 units per area of developable site area. Developable site area shall be computed as that area of the property with slopes under 30%

b. Development Characteristics
Residential development shall consist of a variety of housing types and lot configurations. Clustering of home-sites and a variety of residential structures shall be permitted. Both residential and school development shall be undertaken in a manner that is compatible with oak tree preservation, the rural character of the surrounding area, slope stability, view enhancement and other natural features of the sub-area. Special design standards that ensure environmentally sensitive construction shall be required, and no development shall be permitted on slopes of 30% or greater. Greenbelts shall be provided for public access for pedestrian, equestrian, and bikeways through the subarea, and landscape buffers will be provided between residential and school land uses.

c. Affordable Housing
Development of affordable housing is especially encouraged on these two parcels. Notwithstanding any other provision of the General Plan, the area may include a high density residential component provided that all units in the high density component are affordable to elderly, low, or very low income households provided, however, that the overall density of the entire 180-acre area shall not exceed the gross density specified in Policy LU-N-23, subdivision (a).[7]

d. Public Facilities
A proven water supply and facility fees and/or facility improvement requirements related to sewage collection and treatment, fire protection and others, shall be addressed through the specific plan for the area.

e. Special Large Lots and Rural Estates
The northern oak wooded edge of the 154-acre parcel shall consist of large lots. This area shall be designed with housing units located in rearings free of oak trees. The specific plan for this subarea shall outline special hillside street, subdivision and development standards to minimize development impact on this densely wooded section of this parcel.

f. Park and Recreation Facility Dedication
The 154-acre parcel shall provide park and recreation facilities for use by future residents in the subarea and city residents at large. These facilities shall include, but not be limited to, small "pocket parks", playing fields, or some other type of active recreational facility. These park areas shall be located in areasof the site that will provide useable and functional park space and must be accessible to the handicapped. The specific plan will identify these park location(s)[7].

Developers of the 26-acre school parcel shall be required to work cooperatively with the city to provide opportunities for public use of school playing fields.

[7] Amended: CC R 2004-010

h. Open Space

Public open space shall be provided in the subarea. The amount and location of the open space shall be determined through the specific plan, and may be utilized for public trails and physical buffers between subdivision developments, Oak Park Blvd and the school site.

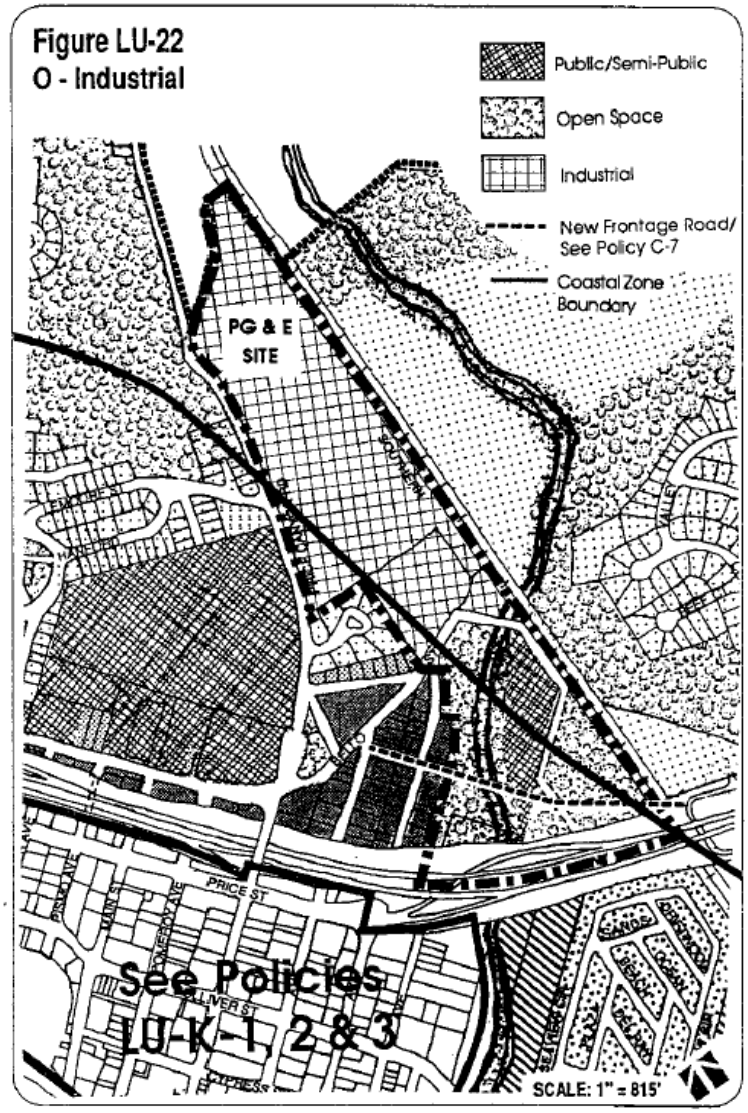
Industrial

Planning Area 0

Background

The Industrial area is located east of the downtown and the 101 Freeway. The area includes the city's sewage treatment plant, Little League fields, and the large P.G. & E. trans- port and storage facility and a private park.

Pismo Creek runs through the planning area. Part of the area is subject to flooding. The Little League fields have poor access off Route 1. A historic bridge connecting to the Price Canyon area has been dosed due to structural problems.



Policies

LU-O-1 **Concept**

The Industrial area should be designated for Industrial, Public/Semipublic and Open Space. The open space and recreation development of Pismo Creek should be a key feature of the area.

LU-O-2 Pismo Creek Linear Park

Pismo Creek and adjacent land should be developed as part of a comprehensive linear park as specified in the Park & Recreation Element, Policy PR-13 and the Design Element D-24, Price Canyon Road.

LU-O-3 Environmental Considerations

Development should implement the following special environmental considerations:

a. Archaeology
An archaeological reconnaissance shall be required as a part of any development project in this planning area.

b. Erosion Control
Appropriate erosion control measures should be implemented for any construction along the creek; development designs must contain appropriate erosion control measures that specify methods for maintenance.

c. Flood Control
Areas immediately adjacent to Pismo Creek and subject to flooding shall be retained in open space.

LU-O-4 PG&E Lands

The PG&E. lands should be heavily landscaped, particularly to soften the view from Price Canyon Road.

For the long term, the PG&E site is too prominent and central a site to be used for this open storage use. PG&E should be encouraged to consider other more appropriate long-term uses of this site, such as for administrative offices. Any changes in use of the PG&E land shall require a specific plan. Alternative uses that may be considered without a change in the General Plan are:
-Low and Moderate Income Housing
-Resort Commercial
See also:

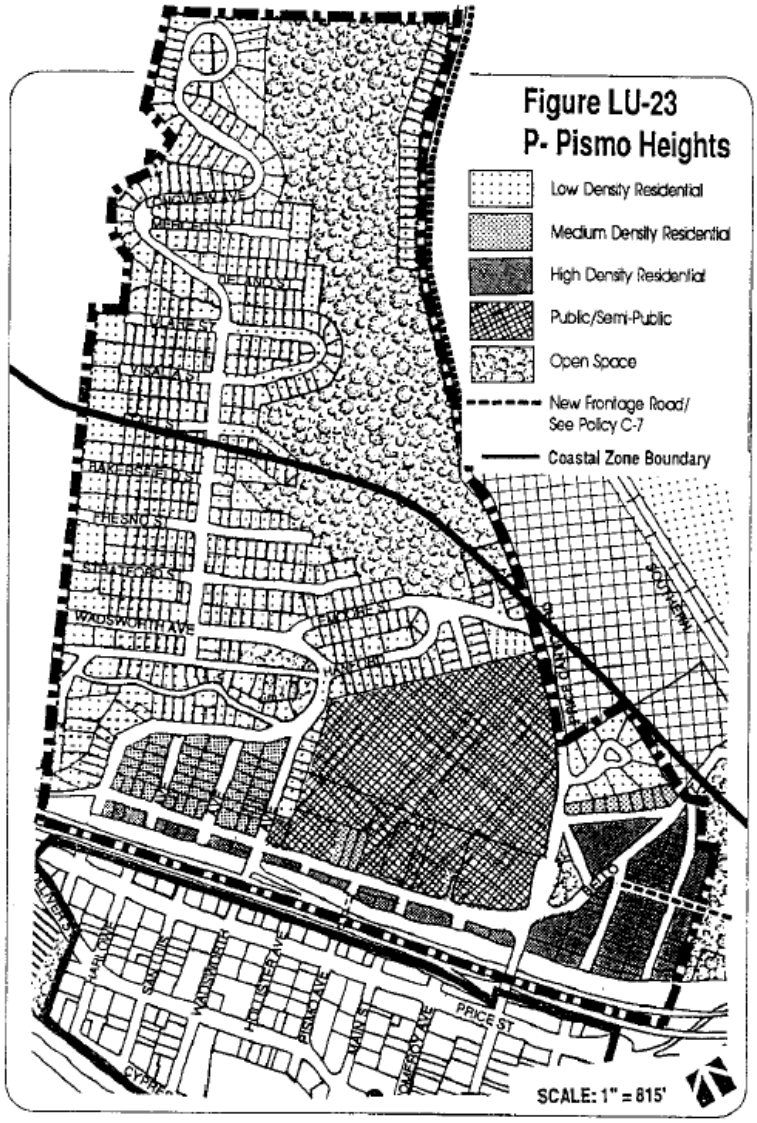
Design Element	D-10	Parking Lots & Large Asphalt Areas
Design Element	D-24	Price Canyon Road

Pismo Heights
Planning Area P

Background

The Pismo Heights area is an almost completely developed residential area with single family houses in the upper areas, many with dramatic views, and two-family and multi- family uses on the lower areas. The area includes Francis Judkins Junior High School, the City Hall complex and Boosinger public park.

A significant archaeological site is located on the Lucia Mar School District Property adjacent to Francis Judkins Junior High School.



Policies

LU-P-1 **Concept**

The Pismo Heights area is designated for Low, Medium and High Density Residential.

LU-P-2 Lucia Mar School - Archaeology

The significant archaeological site adjacent to Francis Judkins Junior High School shall be protected and the city should request the state or federal government to acquire the archaeological site on the Lucia Mar School District property. See:

Conservation/OS	CO-5	Protect Archaeological Resources

LU-P-3 County Property

Any development outside the city limits but adjacent to Pismo Heights should be coordinated between the county and city because of its possible effect on Pismo Heights. (See Design Element D-24, Price Canyon Road.)

LU-P-4 Moderate Cost Housing

Moderate cost residential development shall be encouraged in areas designated for high density residential use through provisions established in the Housing Element of the General Plan.

LU-P-5 Development Guidelines

a. Archaeology

An archaeological reconnaissance shall be required prior to approval of any development project on vacant lots. (See Conservation/Open Space Element CO-6, Construction Suspension.)

b. Erosion Control

Appropriate erosion control measures shall be implemented during construction; development designs must contain appropriate erosion control measures that specify methods for maintenance

c. No New Residential Lots

No new residential lots, shall be permitted to be created by subdivision of lands within the low density and open space sections of the Pismo Heights planning area, as shown on General Plan/Local Coastal Plan Figure LU-23[8] including adjacent land area "E" as shown on Figure GM-10, in the event that area is added to the City in the future.

d. Support Structures.

The City should establish guidelines for architectural review of the appearance of support structures allowable for homes jutting over steep slopes within the planning area. (See also Design Element D-2, Building and Site Design Criteria.)

e. Oak Trees

Development shall be sited to preserve oak trees.

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

LU-P-6 Street Abandonments

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

Harloe Avenue	Pomeroy Avenue	Main Street
Hollister Avenue	San Luis Avenue	

[8] Amended R-2008-006

LU-P-7 **Water Tanks**

The two water tanks in this area and the chain link fences surrounding the tanks should be painted as per Design Element D-5, Utilities and Fences.

LU-P-8 **Price Canyon Road**

The development of lots in the existing antiquated 1920-era subdivision facing Price Canyon Road could create a traffic hazard. Twenty-five lots exist at this time and no further lots shall be approved. Efforts should be made to reconfigure the existing 25 lots on a double-loaded cul-de-sac with only one access on Price Canyon Road. An open space easement shall be required on the remainder of the steep hillside.

LU-P-9 **Private Open Space**

Several of the vacant parcels provide views of value to the entire community. Residents in Pismo Heights should be encouraged to develop an assessment district to acquire these parcels. (See Design Element D-24, Price Canyon Road.)

LU-P-10 **City Hall**

In the event the City Hall is relocated to a different site, this land area shall be designated for medium density residential development. Such a use will not require an amendment to this plan.

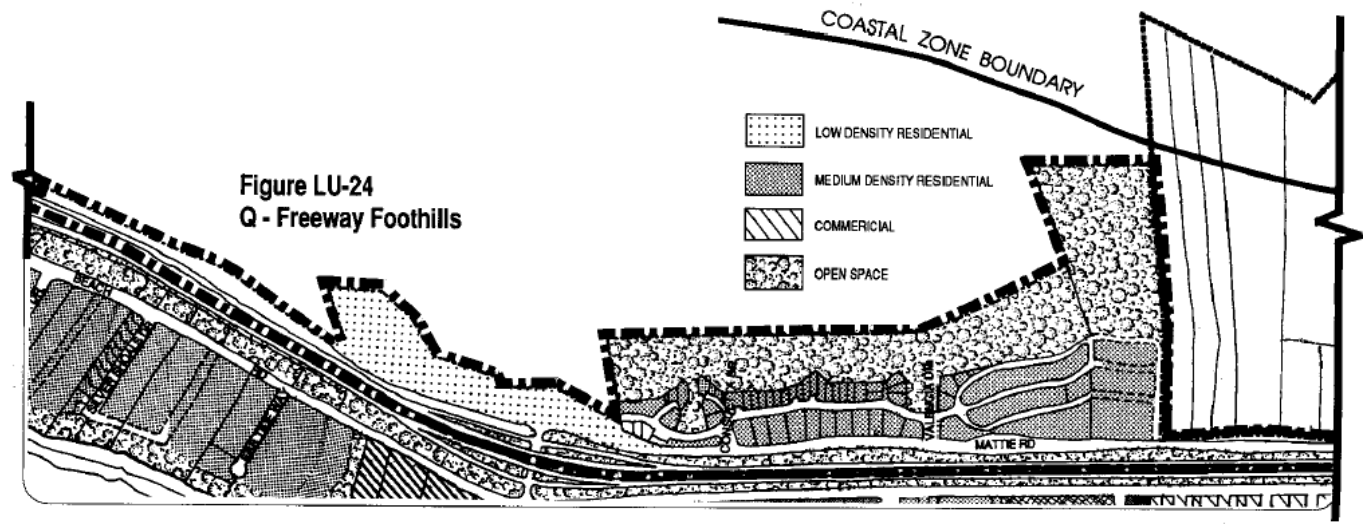
Freeway Foothills
Planning Area Q

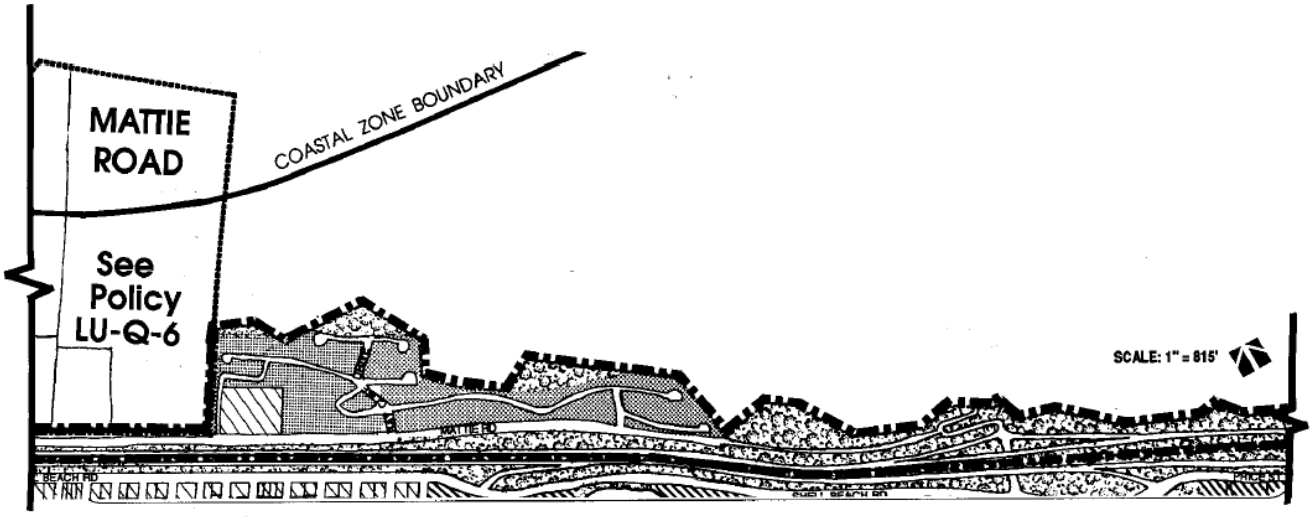
Background

The Freeway Foothills Planning Area consists of the foothills lying adjacent to and east of U. S. Highway 101. Land use in the area consists of two partially developed planned residential developments, a restaurant and small shopping complex, a small undeveloped holding at the northern end of the area, and the ll6-acre Mattie Road annexation area, (currently outside the city limits but within the LAFCo adopted Sphere of Influence Area), and a few scattered single family dwellings.

This area is highly visible from U.S. Highway 101 above Shell Beach and Sunset Palisades. The foothills provide an important visual and open space backdrop for the entire northern one-half of the city. The planning area itself has spectacular ocean views.

The planning area is physically separated from the other city areas by U.S.Highway 101. Only two accesses exist which connect to Mattie Road from Shell Beach Road/Palisades Drive and Price Street. These accesses are via freeway under- passes.





Policies

LU-Q-1 **Concept**

The Freeways Foothills area should be designated for Low and Medium Density Residential, Open Space and Commercial with an emphasis on preservation of the foothills and open space. See:

Conservation/OS	CO-8	Regional Open Space/Park

LU-Q-2 **Specific Plans Required**

All development should take place under four (4) specific plans, one each for the three geographically separated subareas, i.e. Baycliff Village, Spyglass Ridge, an unnamed small parcel to the north and one for the Mattie Road annexation area.

LU-Q-3 **Minimize Impact On Foothills**

Development shall be designed to minimize the impacts on views to the foothills from public view areas (including U.S. Highway !01, lateral beach access ways, public beaches and the city pier) and the visual intrusion of the development into the adjacent U.S. Highway 101 coastal travel corridor. Specifically, the size, location and massing of structures, including soundwalls, shall not obscure the scenic backdrop provided by the foothills to visitors, passing motorists, and residents or detract from the ocean vista and coastal landforms. To accomplish these design objectives, the following development standards shall be incorporated into the specific plans:

a. All development shall be on or into existing grades. Multi-parcel residential site terracing and similar mass grading will not be allowed. Each permitted structure shall provide for individual adaptation to the existing landform, rather than modification of the landform to accommodate a particular design.

b. Residential units shall be clustered and located off the top of ridges, knolls or hummocks a sufficient distance to retain the silhouette profile of the topographic feature.

c. A minimum of 60 percent of the planning area shall be retained in open space. A scenic or open space easement prohibiting any development above the 200 foot contour shall be required to be dedicated to the City as a condition of approval of any development below the 200 foot contour.

d. No principal structures (such as a recreation building) shall be placed closer than 50 feet to the right of way of Mattie Road.

e. Heights of all structures shall be limited to three (3) levels and not exceed 25 feet in height above existing natural grade, with substantial setback of floors to reduce the appearance of bulk.

f. No buildings or grading shall be permitted on slopes over 30%. The areas over 30% shall be retained as permanent public or private open space. Development may be permitted on slopes with existing natural gradients up to 30 percent; however, in no case shall development be permitted above a footprint elevation of 200 feet above mean high tide. Density may be calculated on land up to the 250 contour, but in no case on lands with existing natural slopes greater than 30 percent.

g. Transfer of density may be permitted within this planning area to retain areas of open space, provided that the total number of permitted units is not increased.

h. Colors used on building and structures shall be in keeping with Design Element D-6, Foothill Development.

i. Oak trees shall be preserved as specified in Conservation Element CO-13, Oak Tree Policy.

j. The right-of-way, open space and fences along Mattie Road shall be landscaped and improved to enhance the views in this area. See:

Design Element D-6 Foothill Development

k. Development of the commercial area shall include provisions for a bus turnout and shelter.

l. The annual number of building permits issued for this planning area shall be limited so that water demand does not at any time exceed available water supply. Available water supply shall be determined by combining the proven annual safe yield amounts available from the City's groundwater sources with the amounts currently deliverable from Lake Lopez and the State Water Project, less currant demand and commitments elsewhere in the City and less the projected amount needed to support full buildout of coastal zone priority uses (i.e. public service facilities, visitor serving commercial development) within the City.

LU-Q-4 **Environmental Considerations**

Development shall consider the following special environmental considerations:

a. Water runoff and erosion.
Developments shall provide necessary structures to carry surface water runoff from the property without impacting adjacent property or development between the freeway and the ocean. Project designs shall contain appropriate erosion control measures and specify methods of maintenance. Runoff control plans designed by a licensed engineer qualified in hydrology and soil mechanics shall be required for all development on slopes greater than 10 percent to mitigate any increase in peak runoff.

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

c. Noise
Development shall provide mitigations to reduce excessive noise levels within the development. (See Noise Element.)

d. Vegetation
Natural vegetation and fire retardant vegetation that harmonizes with existing vegetation along the hillscape should be utilized. Exposed cut and fill slopes shall be re-vegetated prior to occupancy. A planted barrier (visual screen) between U.S. Highway 101/Mattie Road shall be created. Such a screen shall consist of dense indigenous (native) species to create a random effect in height and density. This visual screen should minimize the visibility of "hardscape" such as road pavement and buildings, but it will have a natural "wood-land" effect as opposed to that of a typical wind-break.

e. Passive Open Space Areas
Passive open space areas shall be maintained by the future owners, and can have limited recreational use.

LU-Q-5 Recreation and Open Space
Public and private recreation and open space shall include:

a. Public Park
A one-acre public park in the extreme northwest portion of the planning area shall be dedicated for public parkland. This area, comprising the sides and bottom of a small canyon shall be improved as small park/picnic area that will provide new public recreational opportunities where none now exist. A small pullout area and a small bay (s) for parallel parking for the public shall be provided on Mattie Road along the frontage of the park.

b. Hiking Trail
A public hiking trail shall be provided in the canyon south of the Spyglass interchange as part of any adjacent future development, and shall be located to facilitate a future hillside or ridgetop connection to the Pismo Creek trail corridor via the Pismo Beach Coastal Ridge Path.

c. Private Recreation
All condominiums and townhouse development shall include private recreational facilities.

d. Hillside Preservation
The two hillocks within the Spyglass Ridge Specific Plan shall be preserved in permanent open space.

e. Passive Open Space Areas
Passive open space areas shall be maintained by the future owners, and can have limited recreational use. Within such designated Open Space areas, easements for public hiking trails shall be recorded prior to commencement of the associated residential or commercial development. Such easement shall provide for hillside or ridgetop lateral access between the eastern and western boundaries of the site, and may be secured as a floating easement until such time as the alignment of connecting trail segments on adjacent properties is identified. In addition, on properties which include the Coastal Ridge, a public hiking trail shall be provided between the nearest public road and an appropriate ridgetop vista point as a condition of development of such property: if the landform precludes a reasonable on site location for such a connecting hiking trail, this requirement may be satisfied through provision of a comparable trail within an adjacent Specific Plan area or a proportional deposit of funds with the City sufficient to establish an equivalent trail link.

LU-Q-6 **Mattie Road Specific Plan**
Area 1

1. All development shall be below the 200 ft. elevation.

2. Density shall only be calculated for land below the 250 ft. elevation resulting in 231 dwelling units and 1.2 acres of commercial area, or alternative land uses resulting in the same number of vehicle trips.

3. As part of any development plan approval, land above the 200 ft. contour should be dedicated in permanent open space.

Price Canyon Area
Planning Area R

Background

In October 2011 the San Luis Obispo Local Agency Formation Commission (LAFCO) expanded the boundary of the Price Canyon Area Planning Area R by adding parcel 5. Figure LU-25 has been amended to reflect the current Price Canyon Area Planning Area R sphere of influence. The area consists of four parcels numbered 2, 3, 4 and 5 which, according to the LAFCO are made up of approximately 182, 258, 471 and 250 acres respectively for a total of approximately 1,161 acres.

The Price Canyon planning area includes a narrow valley along Pismo Creek with steeply rising hills and with occasional rock outcroppings on either side.



Figure LU-25
R- Price
Canyon
Area

Policies

LU-R-1 Designation of Planning Area R as Watershed and Resource Management.

The Price Canyon area within Planning Area R, as shown on Figure LU-25 is designated as "Watershed and Resource Management" (WRM). The designation of Planning Area R to Watershed and Resource Management is intended to carry out the principle that protection of sensitive environmental resources is a priority in this area. The designation reflects the lack of a confirmed long-term water supply to support urban development on these lands and the desire and intention of the people of the City of Pismo Beach to protect Planning Area R in Price Canyon for its watershed, habitat, agricultural, scenic, and recreational values.

LU-R-2 The City Council may approve development within Planning Area R to avoid an unconstitutional taking.

During the 30 year period after this initiative measure becomes effective, the City Council may waive development standards and conditions within the Watershed and Resource Management (WRM) designation and/or amend the General Plan pursuant to its usual procedures without a vote of the people to allow for development and uses within Planning Area R not allowed within the Watershed and Resource Management designation where both of the following findings are made and are supported by facts in the record.

a. Application of the WRM designation and/or the standards and conditions within the WRM designation to the land would constitute an unconstitutional taking of a landowner's property.

b. The waiver of standards and/or conditions, or a redesignation of land use as a result of a finding of an unconstitutional taking, allows a waiver, amended use, additional use, or redesignation only to the minimum extent necessary to avoid a taking of a landowner's property.