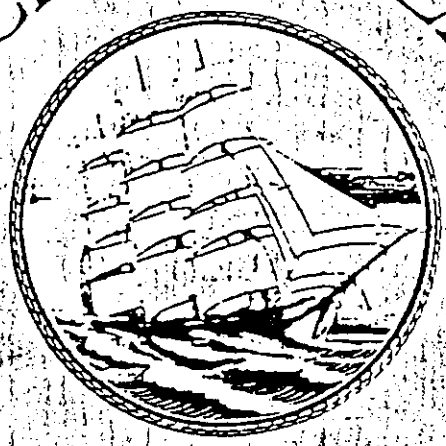
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A SPECIFIC PLAN FOR

BAY CLIFF VILLAGE



Ocean View Townhomes

OCTOBER 1984

IT HAS BEEN DETERMINED THAT THIS PROJECT WILL NOT HAVE ANY KNOWN SIGNIFICANT ENVIRONMENTAL EFFECTS, AND AS SUCH WILL NOT REQUIRE AN ENVIRONMENTAL IMPACT REPORT, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970.

DATED: E.I.R. Prepared & Certified

CITY OF PISMO BEACH

Community Development Director

CITY OF PISMO BEACH

Approved By The ~~Planning Commission~~ City Council

on: NOVEMBER 28, 1984

Planning Dir.

COPY

CITY OF PISMO BEACH
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BAYCLIFF VILLAGE

A Specific Plan Proposal for
Development in Pismo Beach, California

Prepared By:

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Santa Maria, California

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1.0 INTRODUCTION AND SUMMARY

1.1 Purpose of the Specific Plan

State law authorizes cities and counties with complete general plans to prepare and adopt specific plans. These plans have developed as a bridge between the local general plan and individual development proposals. They contain both planning policies and regulations. They can combine zoning regulations, capital improvement programs, detailed development standards, and other regulatory schemes into one document which can be tailored to meet the needs of the specific area.

A specific plan must include all detailed regulations, conditions, programs, and proposed legislation which shall be necessary for the systematic implementation of the general plan.

It is the purpose of this specific plan to establish design criteria to guarantee compliance with the various elements of the General Plan/Local Coastal Plan and to set development limitations and standards on the proposed project. These standards will assure the harmonious and uniform development of the project throughout the extended development period.

The primary intention of this Specific Plan is to provide for the uniform development

of the 30± acre site located north of U. S. 101 and Mattie Road and easterly of the Spyglass (Shell Beach) freeway ramp, (see vicinity map) consistent with the Pismo Beach General Plan and the Local Coastal Plan. The project is located within the freeway foothill planning area. The plan outlines land use densities, general development standards and proposals for circulation, utilities, and other facilities which compose the systematic development of the site. The site is currently under one ownership. The plan will be an annex to the General Plan, the Local Coastal Plan, and Zoning Criteria.

1.2 History of Planning Area

In November of 1973, a draft environmental impact report was prepared for a 240 unit planned unit development located on the site. The original E.I.R. was certified in June of 1974 by the City of Pismo Beach, however, the project was not developed. In October 1978, the City of Pismo Beach authorized preparation of a supplement to the original E.I.R. This E.I.R. was subsequently prepared and certified in 1979. Subsequently, the City approved a 240 unit planned condominium development for the site. The approval included a Conditional Use Permit and a tentative Tract Map. Both the Conditional Use Permit and the Tentative Tract Map permits have expired. New applications for a

Conditional Use Permit and Tentative Tract Map were recently submitted to the City and the required exhibits are now almost complete. The project was rejected by the Coastal Commission. In 1982, the Local Coastal Plan was approved, and the project was modified in an attempt to make it consistent with the Local Coastal Plan. Historically, the site has been used for some light agriculture activities including the sporadic grazing of cattle and horses. The property has not been utilized for any intensive agricultural purposes. A single residence currently exists on the site. This home is proposed for demolition as part of this development. The General Plan designation for the property is currently medium density residential and commercial; the zoning is PR and C-1.

1.3 Summary of Plan Proposals

The Baycliff Village Specific Plan is intended to describe more precisely than the General Plan appropriate land use provisions for streets and circulation, drainage and utility improvements, general design and development standards, and other measures to insure the orderly and coordinated implementation of the General Plan and the Local Coastal Plan. This plan has been developed under the following assumptions:

1. The existing General Plan and Land Use Designation is medium density residential and commercial.

2. The existing zoning designation is primarily Planned Residential (PR) with Archaeology (A), Hazards and Protection (H), Height Limitation (HL), Noise Problems (N), Open Space (OS-2), Transfer Density (TD), View Considerations (V), and Visitor Services (VS) overlay zones. The portion of the property west of the existing restaurant is commercial (C-1) with Hazards and Protection (H), Height Limitations (HL), Noise Problems (N), Open Space (OS-2), View Considerations (V), and Visitor Services (VS) overlay zones.

3. Maximum dwelling unit allocation of up to 223.

The proposed Baycliff Development is divided into two general land use categories. The first is the residential land use which occupies the majority of the site and is proposed to consist of 223 residential units extending from the most northeasterly corner of the site behind the

McClintocks Restaurant Southwesterly to the terminus of the property. The second land use is commercial use located generally Westerly of the McClintocks Restaurant and occupying approximately 1.5 acres. The residential portion of the site includes substantial area where native plants will be introduced to landscaped open space and community recreational facilities. The circulation improvement include the development of interior streets, guest parking facilities, and pedestrian/bicycle paths, emergency vehicle access, and recreational vehicle storage. Mattie Road will be improved to include additional paving, curbs, gutters, sidewalks, paths, and other improvements necessary for the proper and safe access to the site as well as the improvement of the overall circulation system. The development proposal includes on-site and off-site storm drain facilities and retardation basins to assure an adequate drainage system for the site and protection downstream property. Water and sewer services will be provided by the developer and will extend and reinforce the City's present facilities including provisions for a new water storage system. All existing and proposed electric, gas, telephone, and television service will be placed underground in the subdivision. General design and development standards are detailed in order to assure a project harmonious with the existing character of Pismo Beach and one that will enhance the community.

2.0 LAND USE PROPOSALS

2.1 Existing Land Use

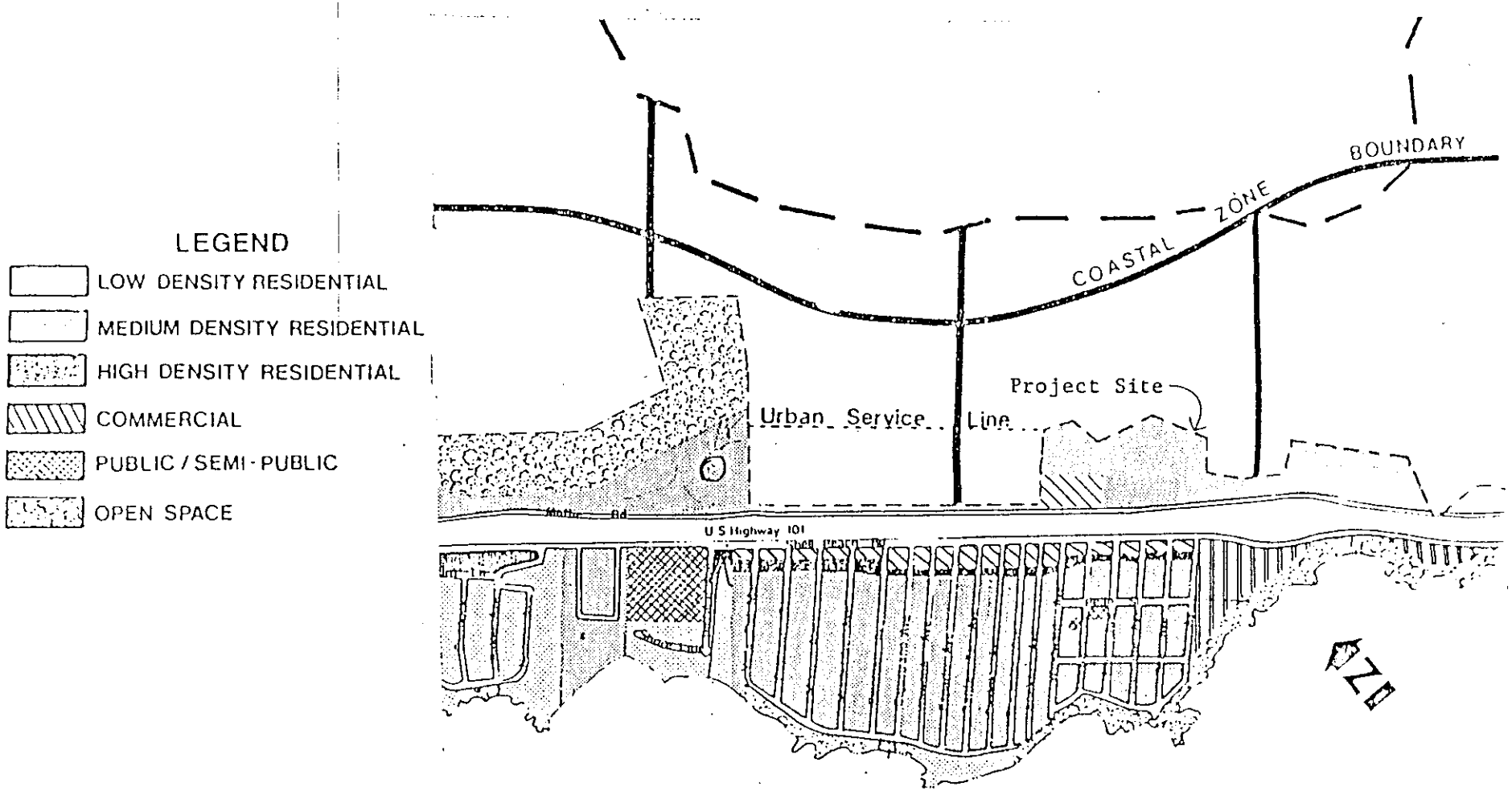
The project site is located on the northeasterly side of Mattie Road which runs parallel and adjacent to Highway 101. The existing McClintocks Dining House Restaurant is located near the southwestern corner of the property. Existing land to the north and east of the project is within the County of San Luis Obispo and is used as marginal grazing land and is currently proposed for oil and gas development. These are the Pismo Hills which rise to an elevation of approximately 900 feet and form the scenic backdrop for the City of Pismo Beach and Shell Beach. Located across Highway 101 to the west is an existing older single family residential neighborhood area. To the southeast across Highway 101 is the commercial area of Shell Beach consisting primarily of motels and restaurants and related service facilities.

2.2 General Plan Policies

The General Plan for the Freeway Foothill area incorporates the following policies and programs which are incorporated into this Specific Plan.

Program GP-1:

The City shall in January of each year complete a review of housing unit growth in order to retain an average annual growth rate of 3



BAYCLIFF VILLAGE

LAND USE MAP

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percent. This review shall consider the history of housing growth over the previous two years and shall determine the maximum number of housing permits which may be issued during the year without unreasonably restricting growth for the two following years. When it appears likely that the number of permit applications will exceed the number which may be issued, the City Council by resolution shall adopt a priority plan for the issuance of permits. This priority system shall utilize the priority established by Policy W-2 and such other considerations as are then determined to be in the interest of the City.

Program GP-1(a) & Program W-3(a):

New water utilizing developments in the Coastal Zone shall be provisionally limited to an amount equivalent to an average annual growth of three (3) percent for a five year period as per the City's certified Growth Management Plan, plus 100 additional residential units (provided they do not utilize more than 25 acre feet of water per year) plus the development of a single residence on any existing subdivided parcel designated for single family residences of record on January 23, 1981, and all lands designated for general commercial and/or visitor-serving uses.

POLICY GP-3:

To maintain services to existing areas and not extend services to new areas in excess of the capabilities of these services.

Program GP-4:

The City shall thoroughly investigate fiscal impacts relating to provisions of services for new development.

POLICY S-7:

In all areas of development, appropriate erosion control methods shall be implemented and maintained during and after construction.

Program S-8:

The City shall adopt and strictly enforce grading regulations with particular concern for soil conservation.

POLICY S-9:

The City's existing Hillside Regulations of the Zoning Ordinance shall remain in effect, and the requirement of grading shall continue to be restricted above 30 percent slope. In addition, the City shall prepare a grading ordinance which incorporates the following policies:

a) Plans for development shall minimize cut and fill operations and any development may be denied if it is determined that the development could be carried out with less alteration to the natural terrain.

b) Development shall be designed to fit

modified soil and surface conditions as a result of development.

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

Policy S-9(a):

A runoff control plan designed by a licensed engineer qualified in hydrology and soil mechanics shall be required for all development on slopes greater than 10 percent; such plan shall assure that no increase in the peak runoff rate from the developed site would occur as a result of a 10 year frequency storm over a six hour period. The runoff control plan, including supporting calculations, shall be subject to the review and approval of the City Engineer prior to commencement of construction. Such a plan shall include the following provisions:

a. Runoff control shall be accomplished by minimizing grading and utilizing non-structural techniques such as erosion retardant vegetation as well as structural techniques such as on-site percolation galleries. Energy dissipating devices at

the terminus of outflow drains shall be required.

b. For permitted grading all permanent erosion control devices shall be developed and installed prior to or concurrent with any on-site grading activities.

c. Prior to the commencement of any grading activity, the permitee shall submit a grading schedule which indicates that grading shall be completed within the permitted time stipulated in Program S-9(b) and that any variation from the schedule shall be promptly reported to the City Engineer.

d. Prior to the issuance of a permit for development, a detailed landscape plan indicating the type, size, extent and location of plant materials, the proposed irrigation system, and other landscape features shall be submitted, reviewed and determined to be adequate and approved. Drought tolerant, native plant materials shall be utilized to the maximum extent feasible.

Program S-9(b):

All grading activities for roads, future building pads, utilities and the installation of erosion and sedimentation control devices shall be prohibited within the period from November 1 to

March 31 of each year, except that the following grading activities may be permitted outside the above time constraints:

1. Grading on slopes if they do not drain into an environmentally sensitive habitat area.

2. Grading on slopes less than 10 percent, it the amount of material to be graded does not exceed 50 cubic yards.

Program S-9(c):

All areas disturbed by grading shall be planted with temporary, or in the case of finished slopes, permanent erosion retardant vegetation. With respect to grading not exempted by Program S-9(b), such planting shall be made prior to November 1. Native species shall be planted wherever feasible. Such plantings shall be accomplished under a plan prepared and submitted by a licensed landscape architect and shall consist of seeding, mulching, fertilization, and irrigation adequate to provide 90 percent coverage within 90 days of the time of planting. Planting shall be repeated if the required level of coverage is not established within the time period stipulated above. This requirement shall apply to all disturbed soils, including stockpiles, and to all building pads and road cuts.

POLICY S-23:

The City should institute measures to ensure

that seismic safety hazards are minimized or avoided in new developments.

Program S-45:

New construction directly astride or across known faults, or fault zones, should be prohibited. Non-structural land uses, however, should not be prohibited.

Program S-46:

The building department should use as guidelines the seismic zones and attendant response spectra for modification of the City of Pismo Beach Building Code to bring it into conformance with expected seismic conditions resulting from future earthquakes.

Program S-48:

Specific noise levels and regulations should be set for various land uses in the Zoning Ordinance.

POLICY S-25:

The City should provide for the identification and evaluation of potential noise problem areas.

Program S-49:

Using noise compatibility standards, existing land uses should be reviewed to identify potential noise problems.

Program S-50:

Site analysis of potential noise problem areas should be required prior to development.

POLICY S-26:

Existing and potential incompatible noise levels in problem areas should be reduced through land use strategies, building and subdivision code enforcement, and other administrative means.

Program S-52:

Development of noise sensitive uses in incompatible noise-impacted areas close to major noise sources should be discouraged.

Program S-53:

All existing noise control regulations, including building and subdivision laws should continue to be strictly enforced.

Program S-54:

For future development in noise impacted areas, the City should require that adequate site planning and insulation measures are taken to reduce noise to the established levels.

Program S-55:

For existing developments in noise impacted

areas, the City should encourage that adequate site planning and insulation measures be taken to reduce noise to the established levels.

Program S-56:

Noise levels in problem areas should be reduced through the use of noise berms and vegetative screening.

Program S-61:

The City should consult with developers and builders during the permit application process regarding potential noise problems to reduce noise levels for new and existing developments.

POLICY NR-11:

Development occurring in coastal foothill areas shall minimize removal of natural vegetative communities in order to minimize erosion hazards as well as minimize loss of wildlife habitat.

Program NR-17:

Exposed cut slopes and fill areas shall be revegetated immediately. Native species which require little water and provide wildlife habitat shall be used for both revegetation and landscaping purposes.

POLICY NR-12:

Run-off into the creek in the Oak Park

Heights Planning Area leading to Pismo Marsh shall be stringently controlled in relation to minimizing adverse impacts on Pismo Marsh as per adopted policies contained elsewhere in this report.

POLICY NR-13:

Areas designated to be held in permanent open space shall be maintained by the future owners. Transfer densities for permanent open space areas otherwise developable shall also be allowed.

POLICY NR-14:

All land use activities in the coastal foothills shall be carried out in such a manner as to avoid damage to native oak trees. In particular, grading and paving shall not adversely affect root zone aeration and stability of all healthy native oak trees.

Program VR-4:

Any new development along designated scenic highways should not significantly obscure, detract nor diminish the quality of scenic views.

Program VR-5:

Development in the foothill areas shall seek to maximize scenic values, paying special attention to minimizing erosion hazards. Holding of designated buildable areas in open space shall be encouraged through bonuses and transfer.

Program VR-8:

The existing City setback and height regulations are necessary for the protection and enhancement of existing scenic vistas. Planned residential zoning should be utilized to encourage better site planning.

Program VR-13:

Existing ordinances shall be updated to reflect scenic highway policies. Special attention shall be given to the following:

a) Limiting of cut and fill
b) Tree preservation and planting
c) Bank seeding and planting
d) Low density or open space use of steep land
e) Cluster development and/or planned development
f) Setback from water or bluff edges
g) Landscaping of objectionable views
h) Easement dedication
i) Screening
j) Road design
k) Right-of-way requirements
l) Underground utilities
m) Reservation of sites for park, schools, open space, or other appropriate public uses consistent with the policies of the general plan
n) Height and bulk of proposed development.

POLICY VR-3:

The City wishes to protect and enhance the scenic character of the shoreline, the Pacific ocean and other marine areas, and the hills.

POLICY VR-5:

The City will encourage the undergrounding of existing and proposed overhead utility lines.

Program VR-20:

The existing City policies for all new developments to include undergrounding of utilities are necessary and should be retained.

Program CR-4:

Prior to the issuance of a zoning clearance or development permit, a surface survey of the project site shall be conducted by a qualified archaeologist recognized by the State Historic Preservation Office in areas designated on the Archaeological and Historic Resources Sensitivity map (Figure DE-1) as potentially containing archaeological resources or other undesignated sites which may contain archaeological or historical resources. Specific recommendations prepared by the archaeologist shall be incorporated into the project approval to the extent feasible and appropriate.

Program CR-5:

All projects requiring City approval shall incorporate the following standard provision into the permit conditions:

Should archaeological resources be disclosed during any construction phase of the project, all activity which could damage or destroy these resources shall be temporarily suspended until the site has been examined by a qualified archaeologist and mitigation measures have developed to address the impacts of the project on archaeological resources. Such mitigation shall be subject to review and approval of the permit issuing agency.

Program CR-6:

Where development occurs on a privately held archaeological site, mitigation measures prepared by a qualified archaeologist shall be incorporated into the design including construction methods which will minimize the impacts of the development of the archaeological resources.

POLICY W-3:

The City will encourage the undergrounding of existing utility lines and require new development to underground their utilities.

Program W-9:

The City shall encourage innovative

techniques in building layout, design and construction which increase energy efficiency.

Program W-10:

The City shall encourage innovative techniques in water conservation such as:

1. Water efficient devices;
2. Water re-charge;
3. Use of "gray" water; and
4. Recycling sewage for irrigation.

Program CE-1:

New collector streets should be constructed with any new development.

Program CE-5:

Street improvements shall be consistent with the Circulation Plan.

Program CE-7:

Newly constructed roads shall avoid cut and fill wherever possible so as not to alter the integrity of the natural topography or the scenic values of the area.

POLICY CE-5:

A safe and efficient bike and pedestrian system should be established throughout the City.

Program CE-17:

Bikeways should be encouraged based upon the recommended Bikeway Plan.

Program CE-19:

To ensure pedestrian safety, sidewalks shall be required for all new residential and commercial areas as part of the development permit process.

POLICY CE-6:

Parking for both residents and visitors shall be adequately provided as part of all major land uses.

2.3 Land Use Concepts

The Freeway Foothills will be a future development area in the City services, and like the Oak Park Heights Area, has lower priority for development than infill areas. Residential uses and limited commercial uses should be considered for this area. Cluster housing concepts and use of open space are important in order to reduce the visual impacts of development. Housing should be clustered at the base of the hills, below the 30 percent slope. Master plans for the individually owned parcels should be required; the plans should be individualized but compatible with one another. Concepts which reduce the appearance of linear development are encouraged. Recreation facilities should be provided both in the developable and

undevelopable areas. Limiting grazing use is recommended for the areas above the 200 ft. contour, some area could be used for natural recreation use, trails, etc.

2.4. Studies and programs Specific to the Freeway Foothills Planning Area

POLICY SPQ-1:

The Freeway Foothills Planning Area shall be designated a Limited Medium Density Residential (up to 8 du/ac) and limited commercial, planned development with considerations given to preservation of scenic resources and open space. The Planning Area shall be developed under a maximum of three (3) Specific Plans, one each for the three geographically separate sub-areas within the The Freeway Foothills Planning Area.

Program SPQ-1:

The Planning Area shall be zoned Planned Residential Development. Development shall be clustered at the base of the foothills with ample provision for open space and corridor views of the foothills from U.S. Highway 101.

Program SPQ-1(a):

Development in this planning area shall be designed to minimize the impacts on views to thefoothills form public view areas (including U.S. Highway 101, lateral beach accessways and

public beaches) 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 shall not obscure the scenic backdrop provided by the foothills to visitors, passing motorists, and residents or detract from the ocean vista and coastal land forms. To accomplish these design objectives, the following development standards shall be incorporated into the specific plans:

1. All development shall be built on or into existing grades.

2. 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.

3. A minimum of 60 percent of the planning area shall be retained in open space.

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

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

6. Development may be permitted on slopes with 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 lands up to the 250 foot contour, but in no case on lands with slopes greater than 30 percent.

7. Transfer of density may be permitted in this planning area to retain areas of open space.

Program SPQ-2:

Limited commercial use oriented toward visitor and neighborhood use shall be located adjacent to the existing restaurant.

Program SPQ-3:

All development in the Freeway Foothills Planning Areas shall be under Specific Plans. If individual master plans are developed for each major parcel of a specific plan, their plans shall be reviewed in conjunction with one another to determine if design and layout is compatible and the master plan is consistent with the specific plan. The master plan shall include clustering of units, open space areas, view corridors, private and public recreational areas and a compatible system of roads, bikepaths and pedestrian paths.

Program SPQ-4:

A density bonus may be provided to encourage provision for open space areas.

Program SPQ-5:

Limited motel uses may also be considered when they are shown to be compatible with adjacent residential uses.

POLICY SPQ-2:

Development should consider the special environmental conditions defined in the area.

Program SPQ-6:

The City shall recommended to the County as its prerogative to exercise review of land use within the Sphere of Influence, that the County should retain County areas in agricultural, grazing use, and that no development shall occur above the 200 foot contour.

Program SPQ-7:

Prior to development of this area, detailed analysis should be undertaken to determine surface water runoff and erosion potential and its effects on the area located west of the freeway.

Program SPQ-8:

The developers in this planning area shall be required to provide necessary structures to carry surface water runoff from their property without impacting adjacent property or development between the freeway and the ocean.

Program SPQ-9:

Appropriate erosion control measures should be implemented for construction of any project in this planning area; project designs should contain appropriate erosion control measures and specify methods of maintenance.

Program SPQ-10:

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

Program SPQ-11:

Development shall provide mitigations to reduce excessive noise levels within the development where necessary.

Program SPQ-12:

Oak trees shall be protected to the extent feasible.

Program SPQ-13:

Natural vegetation and fire retardant vegetation at the base of the hills shall be incorporated into landscape plans. Exposed cut and fill slopes shall be revegetated as soon as possible.

POLICY SPQ-3:

Both public and private recreational facilities shall be provided.

Program SPQ-14:

A public recreation facility shall be provided within the planning area. This facility shall contain both active and passive recreational uses.

Program SPQ-15:

A hiking trail shall be provided in the canyon south of the Spyglass interchange as part of any adjacent future development.

Program SPQ-17:

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

POLICY SPQ-4:

The City may consider annexation of the

County parcels in the middle of the planning area between 1985 and 1990 if it is determined that services are available and adequate.

2.5 Zoning Regulations

The bulk of the proposed project is currently zoned Planned Residential with approximately 1.5 acres northwest of the existing McClintocks Restaurant zoned C-1. The Planned Residential Zone is designed to facilitate greater flexibility in the development of the environmentally sensitive locations as delineated on the General Plan and Local Coastal Plan. The P.R. Zone is primarily intended to accommodate dwelling units both attached and detached with some non-residential uses such as religious, cultural, or recreational facilities. In order to develop the project in this land use designation, a Conditional Use Permit will be required for the site. The permitted density will allow up to 223 dwelling units on the residential portion of the property. The C-1 zoned portion of the site will be developed as parking for the existing McClintocks Restaurant with space reserved for future commercial development compatible with the established use.

The overlay zones which affect the site include:

(A) Archaeology

This overlay applies to the area in the vicinity of the existing pepper tree and

serves to protect the resources that may exist there. This site will be avoided in the project development.

(H) Hazards and Protection

This overlay serves to insure the safe development of potentially hazardous areas. The site contains slopes greater than 10% where development will occur. Soil reports have been prepared and all development will be engineered to insure slope stability and prevent erosion. Grading and erosion control plans will be prepared and approved by the City prior to any work on the site. Construction on slopes in excess of 30% is not proposed. Hillside regulations criteria apply to the site.

(HL) Height Limitations

This overlay limits the height of the building to 25 feet at any point.

(N) Noise Problems

This overlay applies to the area of the site near U.S. 101. The bulk of the property within this area has been avoided for residential use. Mitigation measures are proposed for residential use. Mitigation measures are proposed for those units within the affected area.

(OS-2) Open Space

This overlay requires that open space be provided within the development.

(V) View Considerations

This overlay zone provides for the protection of views and scenic lands. The project has been designed to provide view corridors, open space, landscaping, and sensitive architectural design to preserve and enhance this sensitive site. View consideration criteria apply to the site.

(VS) Visitor Services

This overlay intends to strengthen commercial visitor service activity like motels in portions of commercial and planned residential zones.

2.6 Specific Plan Land Use Proposals

The Baycliff Village Specific Plan outlined in this report shall be consistent with the Pismo Beach general plan and also the basic characteristics of the PR and C-1 zones. This plan proposes a primarily residential development consisting of multi-family hillside condominiums, with a C-1 zoned area at the southwest corner of the property to be used as future parking and building expansion for the existing "McClintock's Saloon" and convenience shopping for residents. The condominiums shall be sited in clusters of uphill and downhill townhomes and flats ranging from duplexes to eightplexes.

Recreation areas and facilities will be provided to serve the entire development, including

swimming pools, tennis courts, spas, barbecue facilities and on main cabana building. The plan also preserves the hillside areas within the development as "open space" as required by the general plan.

SCHEMATIC ONLY 6-1-84

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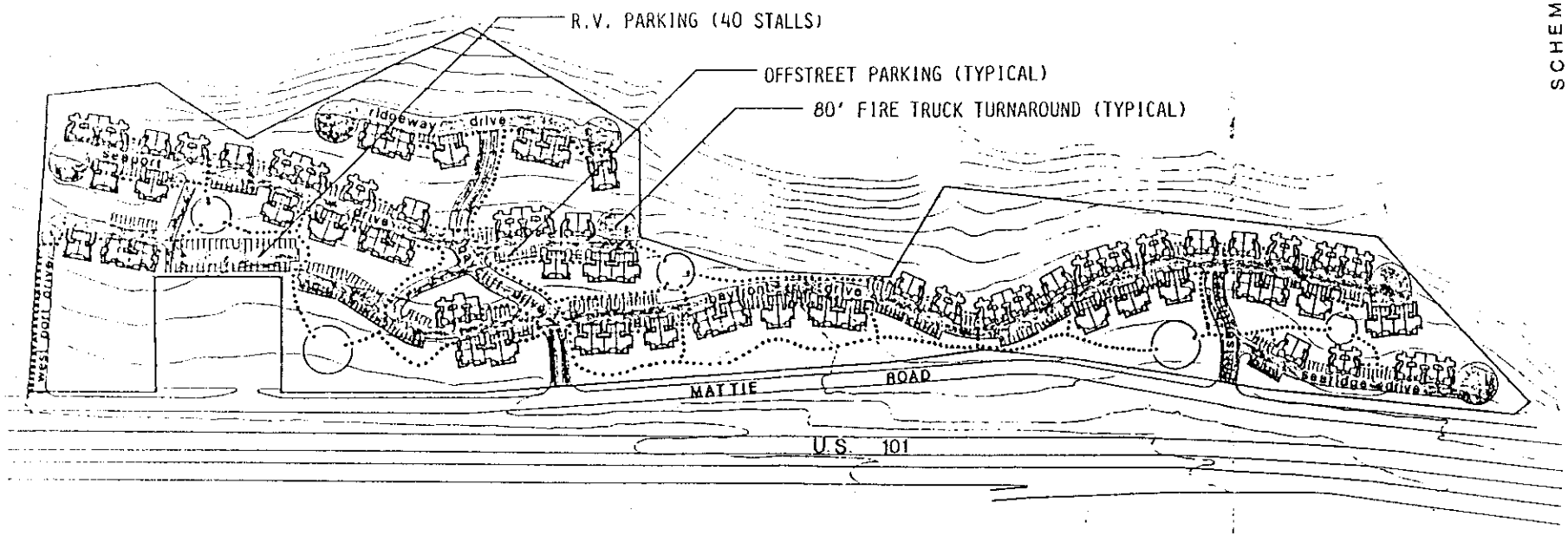
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3.0 CIRCULATION PROPOSALS

3.1 Existing Conditions

The subject property fronts on Mattie Road, a partially improved, paved service road along the northeast side of Highway 101. Theoretical capacity of this road is approximately 10,000 vehicles per day; although its present use factor is much less than that. The McClintocks Restaurant located near the southwest corner of the property attracts between three and four hundred vehicle trips per day. Parking for the restaurant is very limited and during peak hours, cars line Mattie Road for more than a quarter of a mile. This creates a serious safety hazard because of the lack of parking lanes and the absence of sidewalks of pedestrian paths. The development of the property will alleviate this problem by providing off street parking in the C-1 zoned portion of the site and by street widening and addition of sidewalks. Access to Mattie Road and the subject property from U.S. 101 is provided by the north Pismo freeway interchange near the Spy Glass Drive interchange to the west. The theoretical capacities of these ramps is in excess of 1,000 vehicles per hour. The present traffic volume at these two interchanges is substantially below this theoretical capacity. The development of the Baycliff project is expected to generate approximately 1,368 vehicle trips per day. However, due to the very poor configuration of the Spyglass interchange, substantial improvements are anticipated to be necessary in the future. The Baycliff project should participate in the

Circulation Plan



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BAYCLIFF VILLAGE | CIRCULATION PLAN | 36

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improvement of these interchanges based upon the projects' expected impact as a percentage of the Freeway Foothills Planning Area.

3.2 Off-Site Improvements

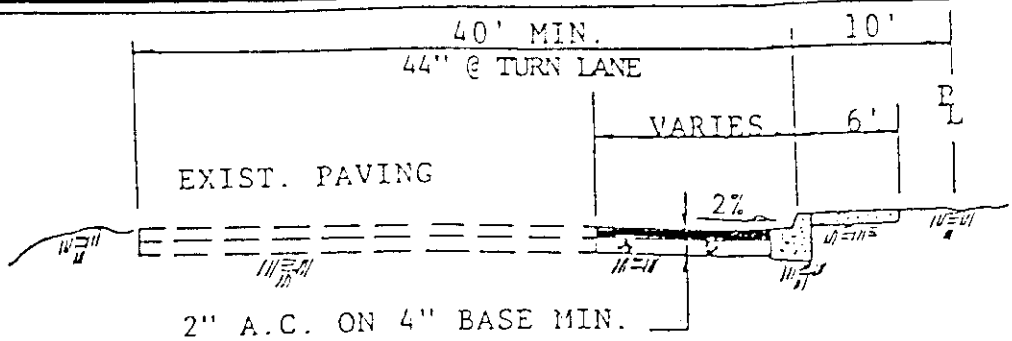
Standard improvements shall be made to that portion of Mattie Road adjacent to the site. gutters, sidewalks, and additional paving to a minimum width of 40 feet curb to curb within a 60-foot right of way and 44 feet curb to curb within a 64 foot right-of-way at driveway entrances to permit necessary turn lanes. These improvements will bring Mattie Road up to current city standards for a collector street. Turn lanes will be provided for each driveway entrance onto Mattie Road. All improvements shall be consistent with recommendations and to the approval of the City of Pismo Beach Public Works Director

3.3 On-Site Improvements

Main access to the site is provided by two major entry roads with landscaped center dividers. These roads shall have 16 feet of paving on each side of the center divider. The two major entries are located approximately 1,450 feet apart. Surface storm drainage will be carried in concrete gutters on each side of these roads. No dwelling units will be located adjacent to these major access roads. Major circulation within the site shall be along interior roads parallel to Mattie Road. The width of this roadway shall be 25 feet and 32 feet where parallel parking is provided on one side. These

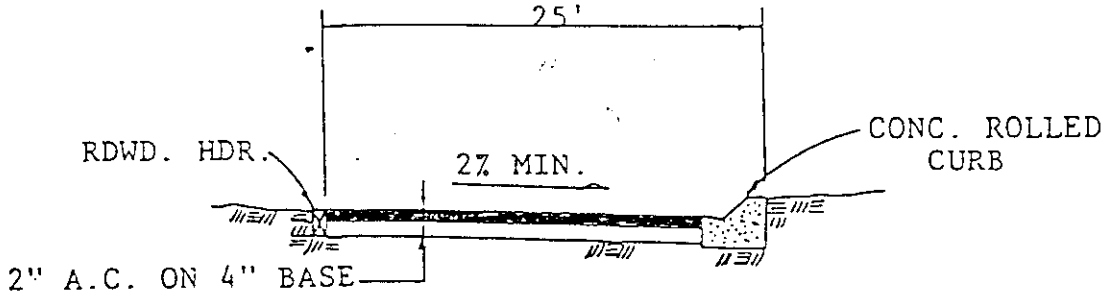
TYPICAL STREET SECTIONS

BAYCLIFF VILLAGE



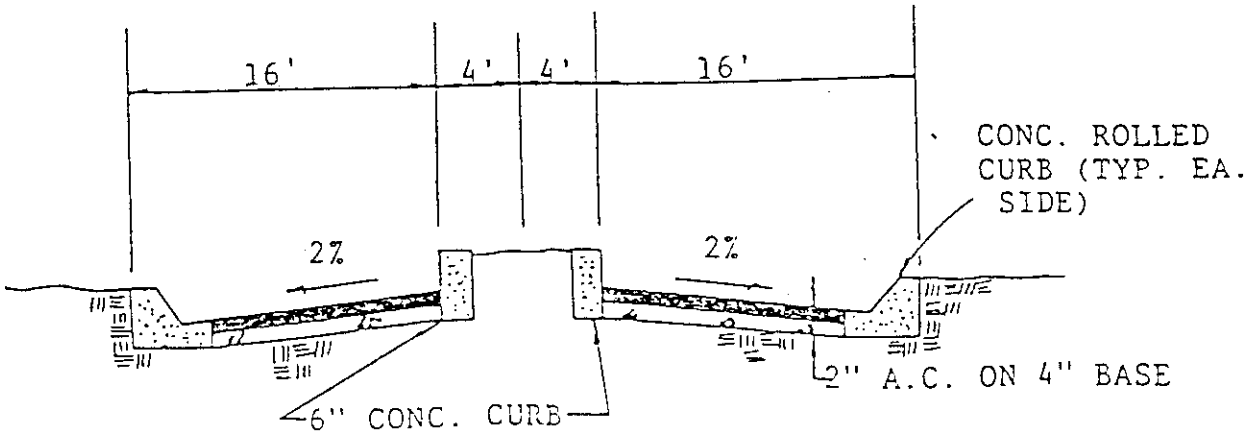
MATTIE RD. X-SECTION

NO SCALE



INTERIOR ROAD

NO SCALE



ENTRANCE ROAD

SCHEMATIC ONLY

NO SCALE

6-1-84

roads shall have a cross slope conforming to the existing slope of the site and shall be provided with a concrete gutter on the downhill side. Access to individual residences will be allowed along this road. Secondary residential streets shall be primarily cul-de-sacs and shall have cross slopes to conform to the existing topography with concrete curbs and gutters on the downhill side. They will also be 25 feet in width except that they should be 32 feet where parallel parking is provided on one side. Cul-de-sacs with a minimum of 40 foot curb radius shall be provided on all dead end streets. Walking paths shall be provided within this development to allow for circulation between units and to provide access to all recreational areas. These pathways shall be of decomposed granite or similar material and reflect a meandering park-like feelings. The overall parking ration for the project shall be 2.5 parking spaces per unit. All units shall have at least one covered space. Additional parking shall be provided in parking bays at right angles to the street and adjacent to the units or as parallel parking along the interior circulation system. Additional width for parking lanes will be provided. Additional guest spaces will be provided near the major recreational facilities as well as throughout the site. Parking will not be permitted on the main access roads. Automatic garage door openers will be provided for all units. Recreational vehicle parking for approximately 40 units shall be provided. This area shall be located to reduce visibility from Mattie Road and the freeway, shall be adequately landscaped, and should be totally enclosed for

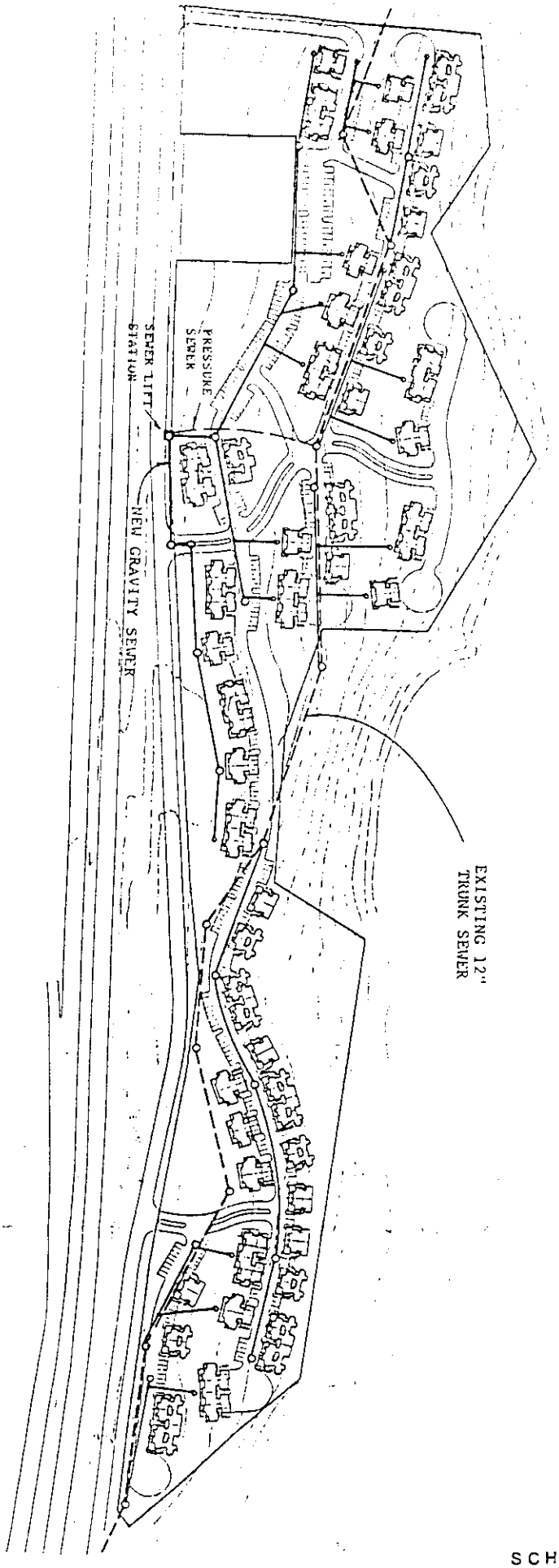
security purposes. Street system within the development shall generally be meandering and curvalinear. Grades shall not exceed 15% and cross slopes shall not exceed 5%. All streets shall be constructed in accordance with the requirements of the City of Pismo Beach Public Works Director and shall be approved by him.

4.0 PUBLIC SERVICES

4.1 Sanitary Sewer System

In combination with the Oceano Sanitary District, the City is provided with an effluent disposal capacity of approximately 3.7 million gallons per day. The existing plant capacity is approximately 1.2 million gallons per day. The City Council has determined that a portion of the plant's present capacity should be reserved for future single family development of existing vacant lots located in the central area. Recent modifications to the Clean Water Act of 1977 allow waste water discharge to the ocean to be less than secondary treatment under specific conditions. It is, therefore possible that the City will be able to obtain reductions in discharge limitations under these modifications. The collection system is composed on interceptor lines that run parallel with the coast line to collect waste water from smaller gravity flow lines. Several lift stations collect the sewerage to the Addie Street pump station and from there, the combined flow is pumped to the treatment plant. These pump stations are generally adequate to handle the capacity, however, there is some additional capacity required for wet wells at some of these pump stations. According to the Toups report prepared for the City Engineer, the Addie Street pump station should be upgraded prior to Phase 2 unless the City determines that it is not necessary at that time to accommodate the entire capacity of the Baycliff project in combination with other proposed projects. The on-site collection

SANITARY SEWER PLAN



SCHEMATIC ONLY 6-1-84

BAYCLIFF VILLAGE	SANITARY SEWER PLAN	42

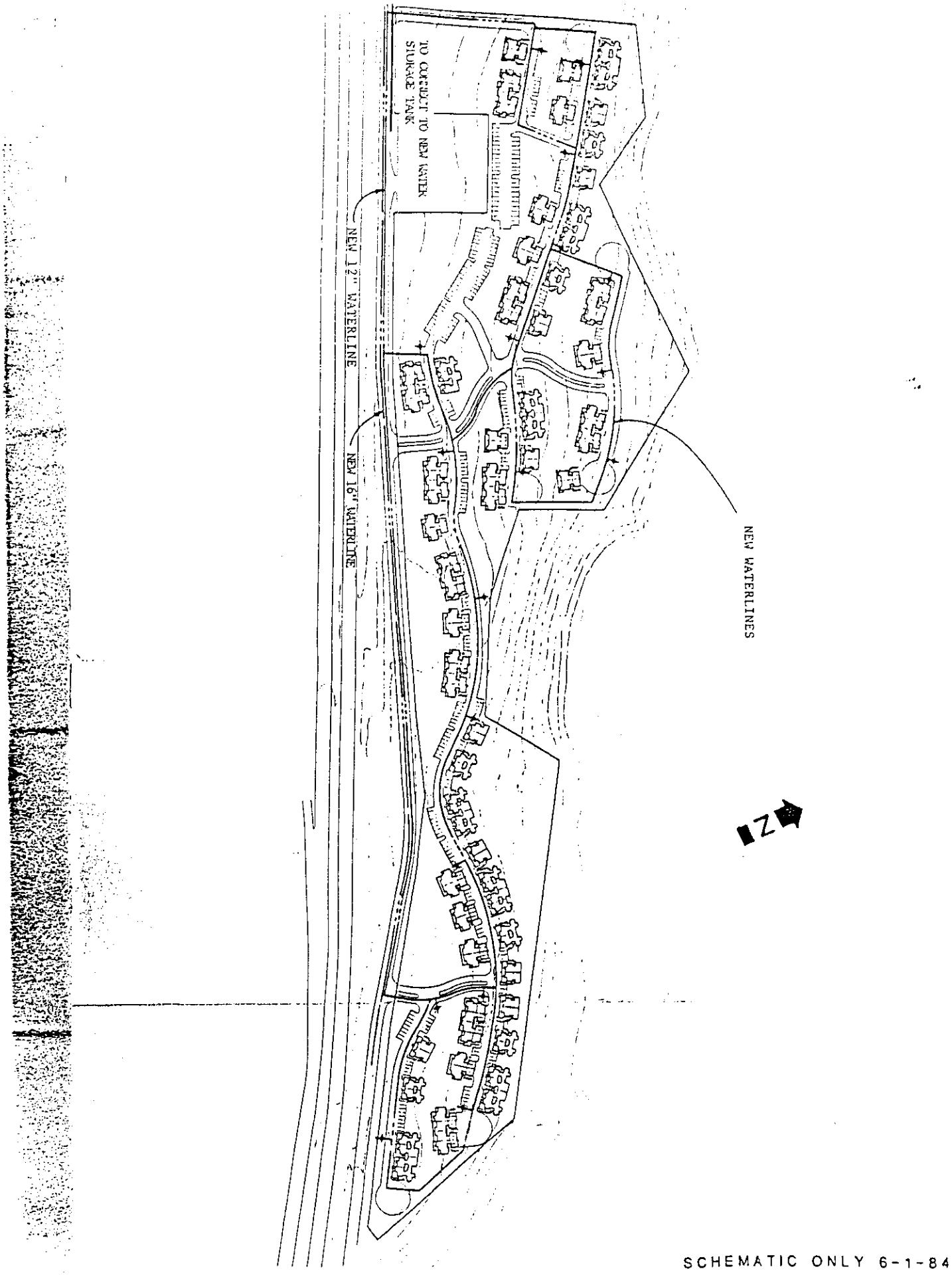
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system shall consist of six and eight-inch pipes flowing to a lift station located near the southwest corner of the property. This station will pump in to an existing twelve-inch gravity sewer which traverses the site and connects to the City system at the west side of Highway 101. The entire on-site facility except the existing twelve-inch line shall be installed and maintained by the Homeowner's Association with a maintenance agreement with the City. The developer may be required to advance all or part of his facilities fees to pay for completion of upgrading Addie Street Pump Station. Also, all of the sewer manholes shall be raised to street grade.

4.2 Water System

Two sources of water are currently available to the City of Pismo Beach, however, at the present time, all of the City's water needs are met with water supplied by the Lopez Reservoir project which also serves the communities of Grover City, Arroyo Grande, Avila Beach, and Oceano. Pismo Beach is entitled to contract for 886 acre feet of Lopez water per year. The City's contract with the County provides that this amount may be delivered at a rate of 517 gallons per minute. When surplus water is available in the reservoir, the City is entitled to purchase an additional 17.66 percent of the surplus. Four municipal wells currently tap the Arroyo Grande ground water basin and are also available as part of the city's water supply system. Stored water is contained in 7 City reservoirs which have a capacity of approximately

WATER PLAN



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BAYCLIFF VILLAGE	WATER PLAN	44

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2.5 million gallons. Three booster pumps are used to lift water to reservoirs in higher up elevations.

The Toup Study does recommend that the City obtain within the next five years a 700 gallon a minute new well.

One of the city's reservoirs is located on property just northwesterly of the subject site. This facility has storage capacity of approximately 1 million gallons. This tank is not however, able to provide adequate pressure for buildout of the Freeway Foothill Area fire protection above an elevation of approximately 140-150 feet without additional pumping. A second approximately one million gallon tank must therefore be constructed to provide adequate flows, pressures, and fire protection to higher elevations. This tank will serve the subject site in addition to neighboring properties to the northwest. To assure installation of this tank, developers of the subject site will design this tank and the associated distribution system and will pay on a per unit basis the appropriate share of the cost of the system along with other property owners who receive benefit. This will be based on the area of benefit for the system. The developers of Baycliff Village should receive credit for the design and other direct costs incurred in connection with this site. An assessment district should be formed for completion of the necessary water lines and tank.

A substantial portion of the site can be served by the Price Street Motel Assessment

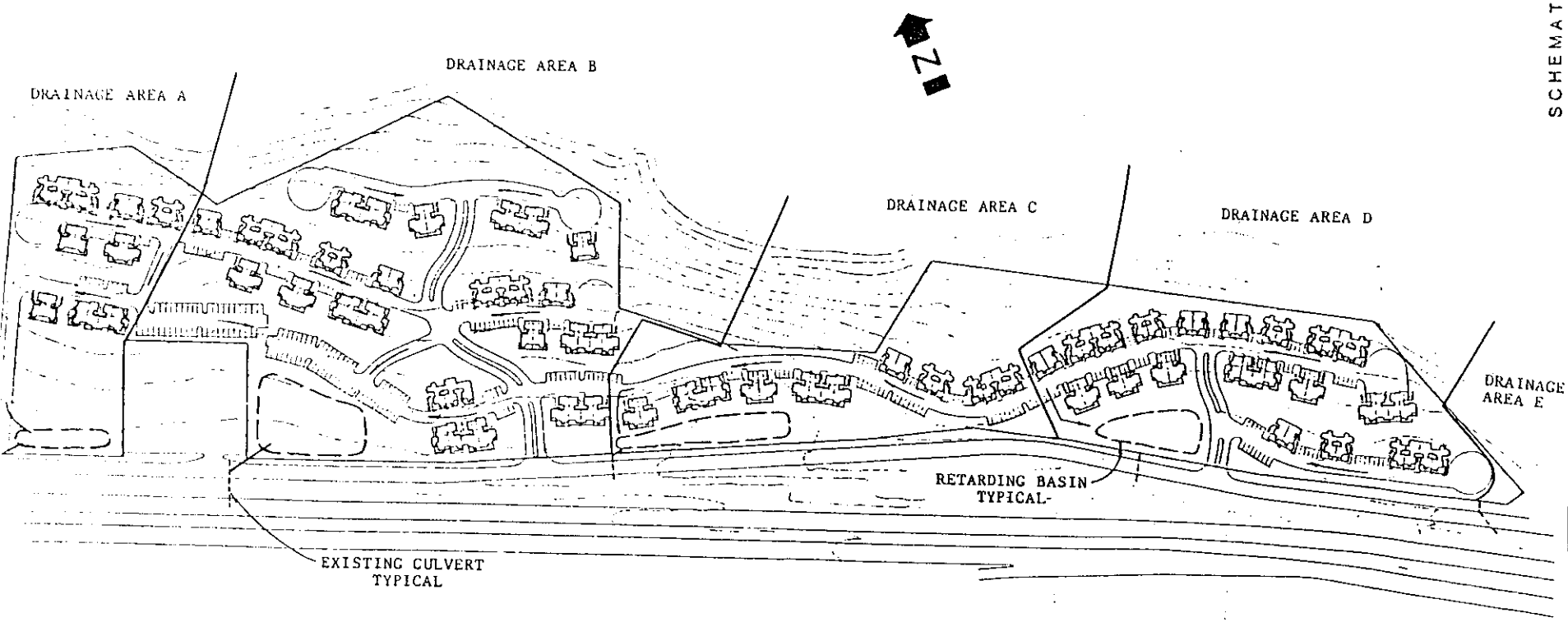
District line. This district will construct a 16-inch line along the frontage of Mattie Road and the project has committed to join this District. Construction of this line will provide the required fire flows to approximate elevation of 140-150 feet. The Fire Chief may accept completion of units within any of the proposed five phases for which an adequate (20 p.s.i. minimum residual pressure) gravity flow fire system has been constructed. The Fire Chief shall confirm, on a unit by unit and phase by phase basis the adequacy of the gravity flow system including, but not limited to flow rates and tank capacities. The existing tank and system is not adequate for completion of all phases of the development, and therefore, must be monitored frequently by the Fire Chief and City Engineer to determine the time for completion of the new tank and new water line. No units will be allowed which do not meet the flow rates, pressures and capacities required for the gravity flow system. An assessment district which includes Spyglass Ridge development to the northwest would be the best alternative and should be attempted before any lessor alternatives are chosen.

The ultimate system shall be in accordance with the report prepared by PRC Toups dated April 15, 1982 and as modified by the City of Pismo Beach.

4.3 Storm Drainage

Surface runoff from the project site and from uphill slopes to the north is collected on the site

Site Drainage Plan



NOTE: DRAINAGE SHALL BE CONDUCTED TO THE OCEAN IN IMPROVED FACILITIES

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BAYCLIFF VILLAGE | SITE DRAINAGE PLAN | 47

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and transmitted by a series of culverts under Mattie Road and the freeway in improved drainage facilities. There it is discharged onto the surface streets of Shell Beach and onto undeveloped land east of Cliff Avenue and is discharged down the cliffs and into the Pacific Ocean. The proposed project will increase the area of impervious surface in the drainage area and consequently has the potential to increase the runoff by approximately 4%. To assure that no adverse impacts occur on downstream property owners and to mitigate existing downstream impacts, a detailed engineering analysis of the runoff, peak flows, and times of concentration, shall be provided by the developer. The Engineering plans to accommodate storm runoff in improved drainage facilities to the ocean shall be approved prior to issuance of Building Permits for Phase 1. Storm water retention facilities shall be provided to limit runoff from the developed site to that which could be expected from the undeveloped site. The exact configuration of retarding basins may change however the required volume shall be maintained. In addition, there are existing storm drain problems downstream from the site. Improvements shall be made to this down stream system to convey drainage to the ocean. This will include the construction of necessary cliff drains to prevent further erosion in these areas. A detailed landscape plan and grading plan shall be submitted to insure proper control of all on site runoff and erosion. If grading operations will be undertaken during the wet season, siltation basin or other approved protective devices will be constructed prior to grading of the site.

4.4 Solid Waste, Other Utilities, and Communication Systems

The Baycliff project, as with other developments in the City of Pismo Beach, would receive solid waste collection and disposal services from the South County Sanitation Company. This company under contract with the City of Pismo Beach provides both routine and special collection and transports most of its solid wastes to the Sanitary Landfill at Cold Canyon for disposal. No problems would result from the additional development as the company has adequate facilities to provide service to the additional residents and currently provides similar services to users in the vicinity. Southern California Gas Company proposes to serve to the additional residents and currently provides similar services to users in the vicinity. Southern California Gas Company proposes to serve the project by extending their lines across U.S. 101 to Mattie Road and then to the project. The connection to the property from Mattie Road will be made through the main entrances to the project and will be in the road system. Energy conservation methods will be utilized in the structures themselves. Pacific Gas and Electric has existing power facilities in the area and will be able to extend them to serve the subject project. They're currently serving other facilities in the area. All future utility lines on the property will be underground. Pacific Telephone will also be supplying services to the project. They will be extending their existing facilities and have sufficient capacity to serve the future

residents. Their services will also be underground. Cable TV service will be provided by Sonic Cable TV. Their services currently exist on the east side of U.S. 101 and will be extended to the site. Services for Sonic TV will be underground.

4.5 Police and Fire Protection

Police service for the property will be provided by the Police Department of the City of Pismo Beach. The department staff can provide satisfactory service to the project, however, in response to anticipated growth of the city's population, increases may be necessary in the future. Additional facilities and equipment will be required as staff size increases. The project will have a minimal impact on police service since it will be a private gated community. Access will be limited to residents and approved guests. Structures will be designed to incorporate security devices such as adequate door locks, proper window locking devices and other measures.

Fire protection will be provided by the City of Pismo Beach Fire Department. The subject project will be served initially by the fire station located in Shell Beach. Support would also be available from the main station at City Hall. The site is within the maximum distance established by the National Board of Fire Underwriters and no difficulties are anticipated by the Fire Department in responding to calls from the subject property. Fire hydrants will be located on the site at

distances no greater than 150 feet from any structure and will be subject to the approval of the City Fire Chief. Fire hydrants will have a minimum fire flow capacity of 2,500 gallons per minute with a residual pressure of 20 PSI. Each hydrant will be fed by a minimum of a 6-inch line with an individual isolating valve. Open spaces between units will be landscaped with fire retardant vegetation. A minimum 30 foot deep irrigated fire "greenbreak" will be provided along the boundaries of the property and around the units as determined by the City. Building materials will incorporate fire retardant and fire resistant materials and all roofs shall be fire retardant material. Police and fire access will be provided for the entire development subject to the approval of the Police Chief and Fire Chief. All security gates shall be designed to readily permit access by emergency vehicles and personnel.

5.0 OTHER CONCERNS

5.1 Noise

Highway 101 is the primary sources of noise at the project site. In general, the site is elevated from 10 to 15 feet above the freeway. This elevation difference provides noise attenuation from the near or northbound lane. Some of the site, however, is exposed to the traffic noise from the southbound lane. The development proposes to incorporate the following mitigation to reduce noise levels.

1. Interior noise will be controlled by acoustical wall construction and decks and balconies with handrails designed to shield the interior spaces as well as the exterior deck spaces. This technique would be employed through the noise sensitive areas of the project.

2. Areas fronting the freeway will be screened with masonry wall structures and/or landscaping barriers and/or earth berms to attenuate noise levels for outdoor areas. These walls and berms shall be constructed in such a manner that they will still provide overlooking views of the Pacific Ocean from the residences themselves. This wall and berm construction will be varying in appearance but will create an overall harmony of design. Recreation areas and

retarding basins will be located near the freeway frontage. No residential unit shall be within 50 feet of the Mattie Road right of way line.

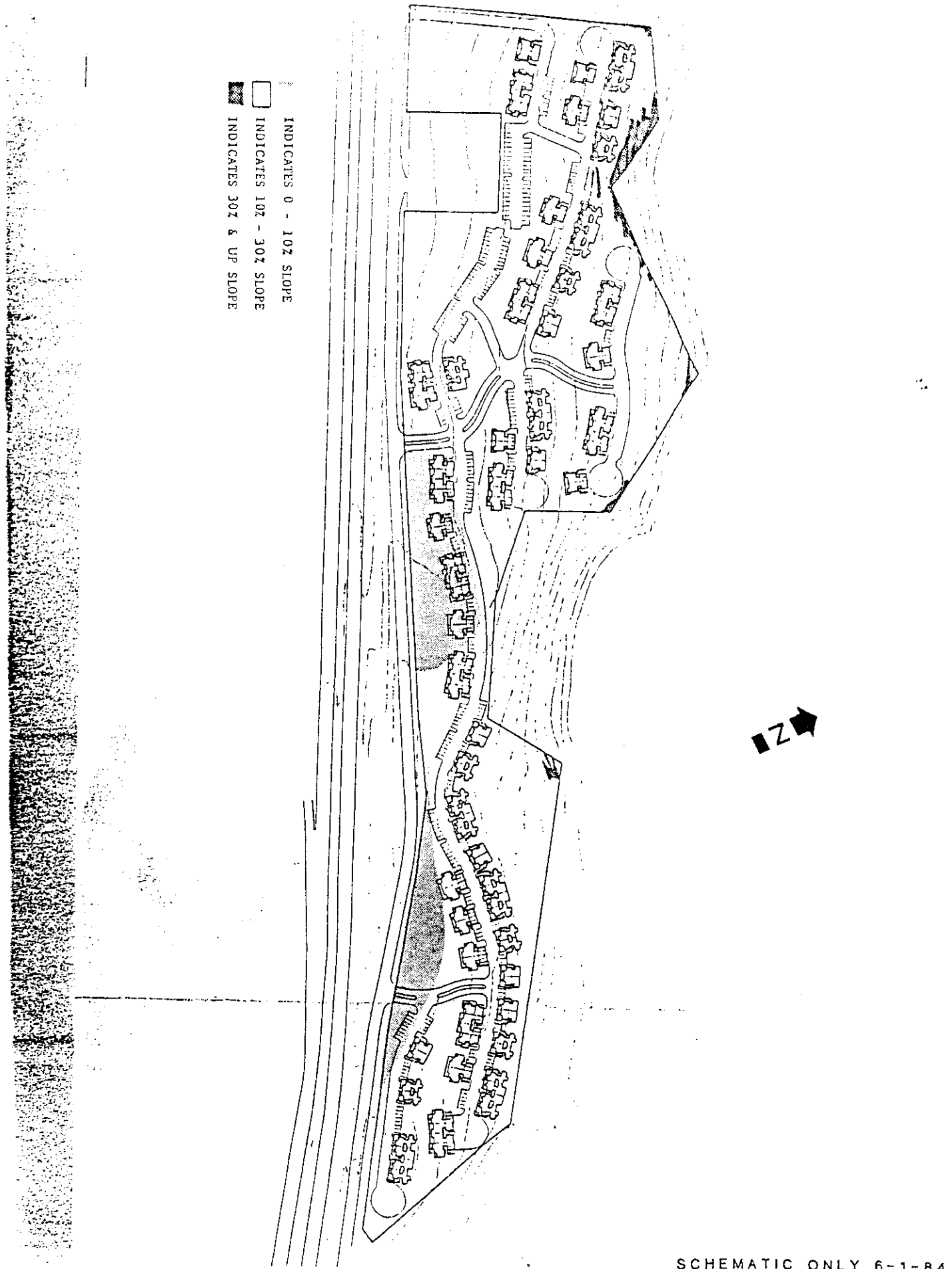
3. Landscaping will be provided with varying material heights, clustering of landscaping, and similar techniques. Although the direct reduction of noise from the landscaping materials is minimal, the ground effect on reflected noise should be considered. It should also be pointed out that the psycholcgical benefits of not seeing the noise source are a substantial mitigation. These techniques in combination will adequately deal with the noise impacts and assure providing a development visually more harmonious and with more landscaping.

4. Units impacted by noise mitigation measures as determined by a Study.

5.2 Slopes

The site is generally located at the base of the slopes that form a backdrop to the City of Pismo Beach and the Coast Highway. Development will be confined to the flatter areas below an elevation of

SLOPE MAP



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BAYCLIFF VILLAGE | SLOPE MAP | 54

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200 feet. This strategy will preserve the wildlife habitat and scenic beauty of the higher slopes by leaving them in a natural state. Use of these areas will be enjoyed by residents and freeway travelers alike. Much of the lower area of the site will also be left in open space. This will be done by varying the setback between the buildings and by creating open areas in the structures for the recreational amenities. Careful selection of landscaping material including low growth materials interspersed with higher bushes and trees in selected locations will maximize the visual impact of the open space. Roadways, driveways, structures, and recreational amenities should be located in such a way to minimize the requirements for retaining walls or other structures which would reduce the impacts of the open space.

5.3 Geology and Soils

The geology and soil characteristics of the site are basically stable, however, as with any sloping site, certain precautions must be taken. All cut and fill slopes shall be no steeper than 2 horizontal to 1 vertical. Any new slopes as well as the existing sloping terrain should be protected from the destructive forces of uncontrolled runoff. Runoff should be contained in the streets or when slopes are less than 4 to 1 may be permitted on grass areas when flows are limited. Efforts should be made to reduce concentrated runoff on unpaved surfaces. Construction on the site should be done in a manner to reduce as much as possible the

disturbing of the natural terrain. Roads should be planned as close as possible to natural grade. Raised floors should be considered whenever possible in order to reduce the need for the retaining walls and allow the natural terrain to remain as undisturbed as possible. Split level structures and pier type foundations will reduce the need for cutting and filling on the site. The entire site including both disturbed and undisturbed areas should be landscaped with erosive protection type landscaping including irrigation when necessary.

A soils report shall be prepared prior to any construction to identify any areas of particular concern and to identify final design criteria.

5.4 Vegetation and Wildlife

The existing vegetation on the site will be replaced with fire resistant, erosion retarding materials. The materials used shall be native to the area but will replace the current plant community on the site. Wildlife will be severely impacted within the developed area of the site. Although no conditions will be placed on property owners, the units are not designed to accommodate domestic animals. The higher slopes of the hills and the canyons leading to the terrace will remain undisturbed. These areas constitute the majority of significant vegetation and offer the most significant habitat for wildlife. For this reason, no specific on-site provisions are made, and impacts are considered to be minimal.

5.5 Archaeological Resources

A detailed archaeological reconnaissance including subsurface investigations has been conducted on the site. These investigations have determined that archaeological resources exist in the terraced area in the vicinity of the pepper tree. This area has been identified and should be avoided by development. Other areas of the site do not appear to hold archaeological or cultural material. In the event that during construction, archaeological materials are found on the project, work should be halted in that location until the materials can be examined and evaluated by qualified archaeologists and local representatives of the Native American Community. An addendum to the archaeological report may be required.

6.0 DEVELOPMENT PLAN

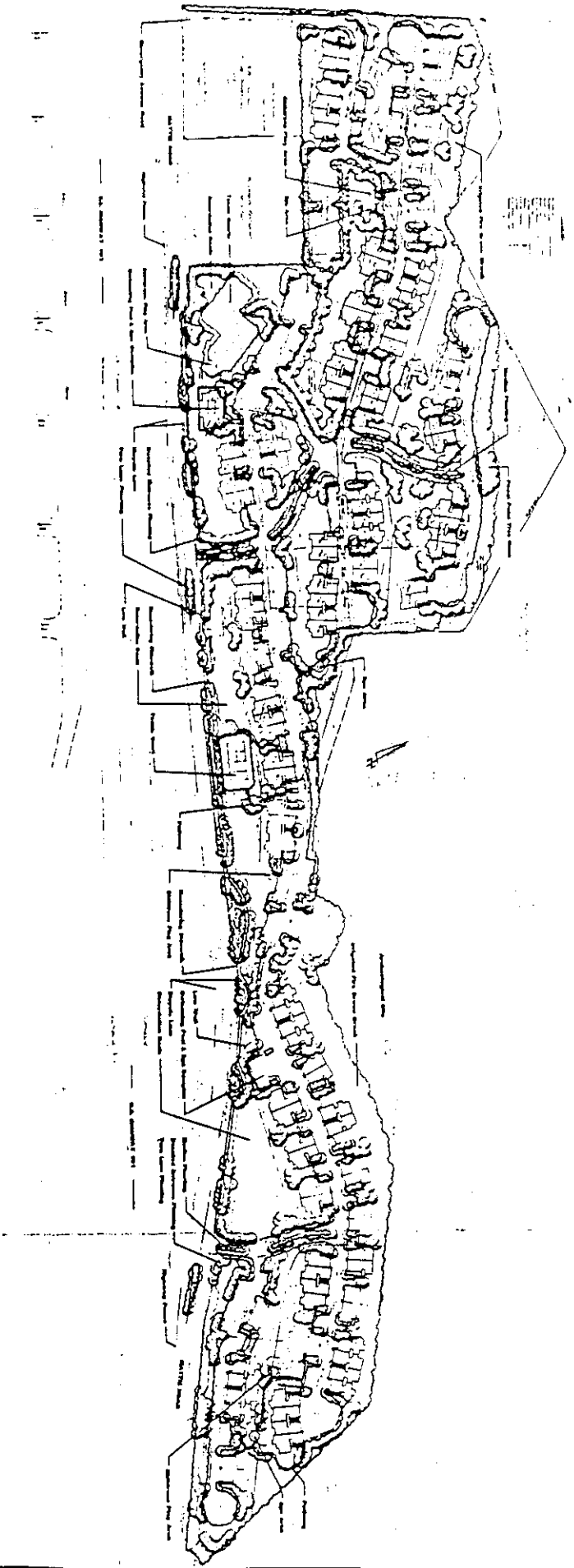
6.1 Landscape Concepts and Recreational Amenities

The Baycliff Village Specific Plan site terrain is composed of gently sloping grasslands with virtually no shrubs, brush or trees. The conceptual landscape plan has been designed to enhance and define the dwelling clusters of Baycliff Village while recognizing and respecting the vast open areas of natural grasslands.

The conceptual landscape plans for Baycliff Village shall be designed to create a natural setting throughout the development to blend with the existing natural vegetation of the hillside. All open space greenbelts shall be planted with ground cover compatible with the existing grasslands. Small shrubs and accent trees shall be planted along side all drives throughout Baycliff Village. Larger shade trees shall be planted around the perimeter of recreation areas to provide privacy and shade for the residents. Hedges of shrubbery shall be planted around open parking areas to screen the automobiles from the view of the residents as well as from Mattie Road. Hedges shall be planted along the northwestern Mattie Road parkway to screen noise and mitigate concerns addressed in the E.I.R. Addendum.

There exists one single pepper tree north of Bay Front Drive in the eastern one-third of the site. This tree is to be preserved with no

Landscape Plan



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BAYCLIFF VILLAGE | LANDSCAPE PLAN | 60

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development in the adjacent areas falling within the drip line.

Landscaping throughout the project shall be compatible with native species, with vegetation serving to control hillside erosion. Plant material shall be drought resistant to conserve water and minimize potential erosion resulting from extensive watering. In addition, fire retardant vegetation shall be utilized throughout the site to minimize any potential fire hazards.

In a preliminary field reconnaissance conducted in 1978, it was reported that a small terrace in the eastern area of the Baycliff Village Specific Plan contained possible Indian artifacts. Until additional research and test excavations are completed, no development shall occur in the areas specified on Page 58. The land areas on the Baycliff Village Specific Plan designated as open space are divided into two categories: Active recreation areas and Passive recreation areas. Active recreation areas provide the residents with swimming pools, spas, tennis courts, and barbecue facilities. Passive recreation areas encompass all greenbelts, general open space, pedestrian pathways and undeveloped hillside terrain.

The two main active recreation areas are sited at the base of the hillside between the residential units and Mattie Road. In this location, the noise created by such activities as tennis and swimming will be buffered from the majority of the dwelling

units, yet remain fully accessible for recreational use by the residents.

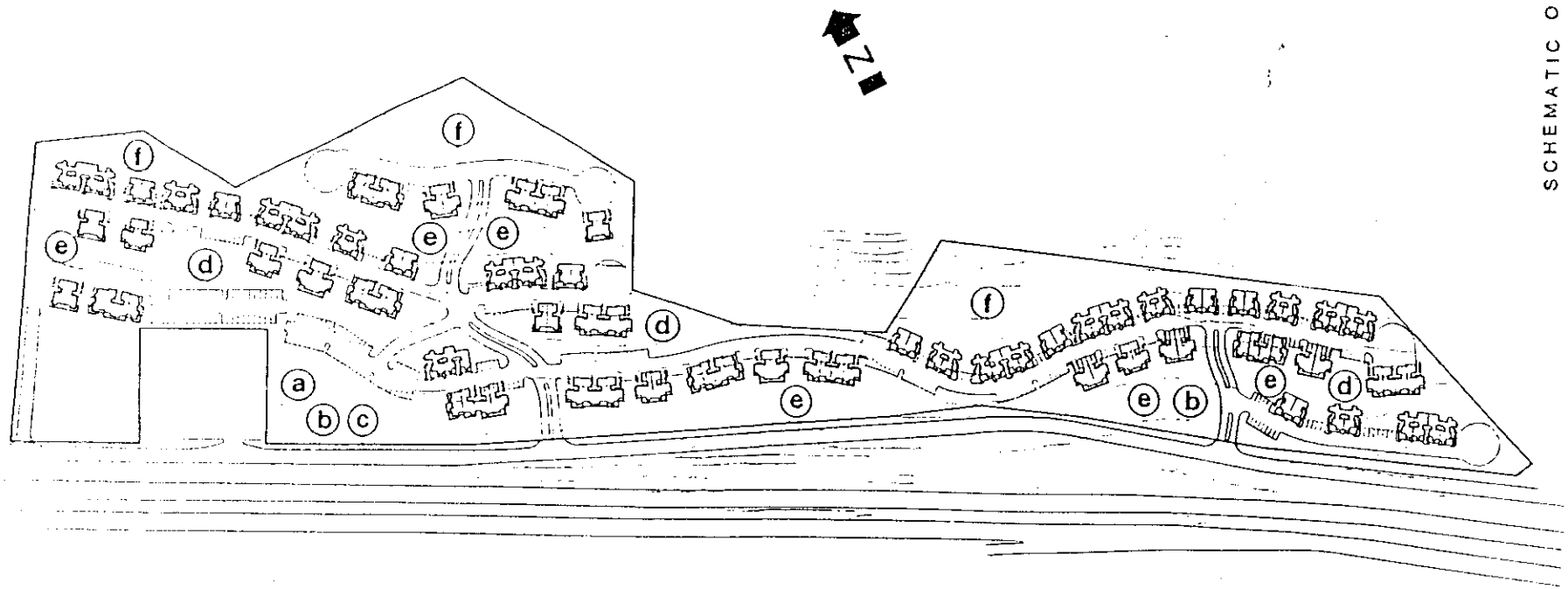
The primary recreation center for the first phase of Baycliff Village shall be sited to the west of the main entry at Bay Cliff Drive. This recreation area shall provide residents with a swimming pool and spa, two tennis courts and a small cabana building. A secondary pool and spa area shall be constructed during the third phase of development to the west of Port Smith Way. Three additional spa and barbecue areas shall be provided for the Baycliff Village community as illustrated on Page 63.

Passive recreation amenities encompass the open hillside areas and greenbelts between the building clusters. The Baycliff Specific Plan shall provide a network of pedestrian circulation meandering through the site providing access to all unit clusters as well as recreational facilities. The pedestrian pathways shall serve to interconnect the various recreational amenities for the community by way of an enriched and safe mode of circulation.

6.2 Proposed Land Use

The proposed Baycliff Village Specific Plan shall consist of a total of up to 223 dwelling units with an overall density of approximately 8 units per acre when the project is completed. The first of five phases of development will encompass 56 dwelling units and include one pool area, 2 spas, 2 tennis courts, and a cabana building.

RECREATION PLAN



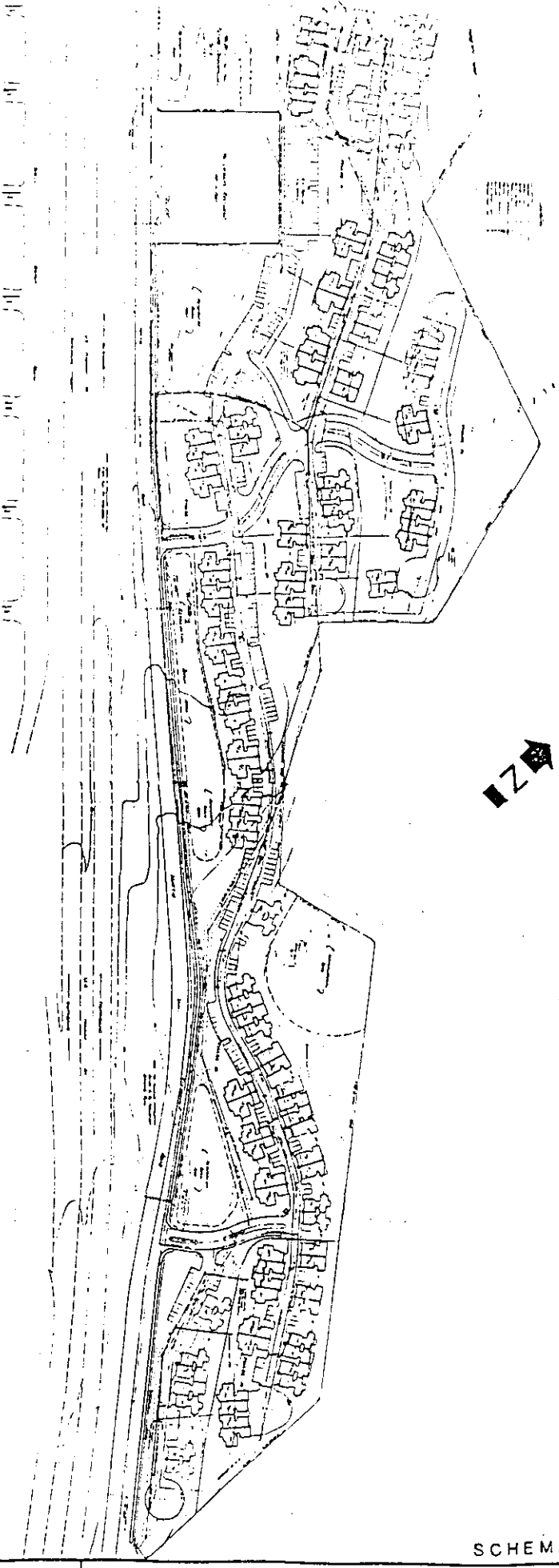
(a) TENNIS COURTS
(b) SWIMMING POOL/SPA
(c) CABANA BUILDING
(d) SPA & BARBEQUES
(e) ACTIVE PLAY AREAS
(f) CENTRAL OPEN SPACE

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BAYCLIFF VILLAGE | RECREATION PLAN | 63

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DEVELOPMENT PLAN



SCHEMATIC ONLY 6-1-84

BAYCLIFF VILLAGE | DEVELOPMENT PLAN | 64

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The Baycliff Village Specific Plan has been sensitively sited in clusters of uphill and downhill townhouse and flats ranging in size from duplexes to eightplexes. The building clusters have been sited parallel to the existing contours of the hillside so as to minimize site grading and integrate the new development to the natural contours of the land. The clustered condominiums shall be staggered along the hillside so as to provide generous and unobstructed view corridors from all units toward the ocean.

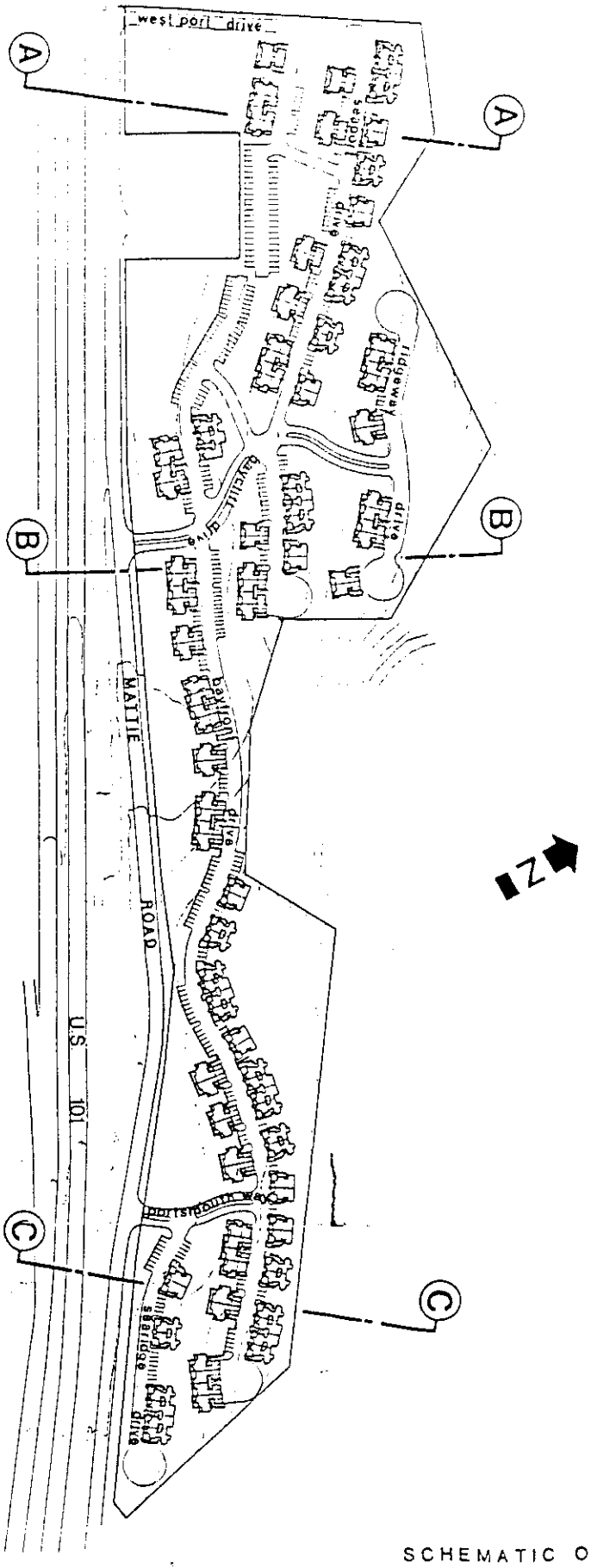
6.3 Site Development Standards

As illustrated in Land Use Plan on Page 8, the Baycliff Village Specific Plan is comprised primarily of residential development with a small commercial area at the west edge of the site.

The Baycliff Village site plan has been conceptually designed to integrate the new development into the existing hillside with minimal visual and physical impact to the area. The small building clusters ranging in size from duplexes to eightplexes stair-step up or down the hillside from the roads as illustrated in the site cross sections on pages 66 and 67. This allows the maximum use of living space for the least amount of ground coverage and grading impact.

The buildings are combinations of two and three stories high with the living units stair-stepping in at each consecutive level to soften the silhouette against the natural contours

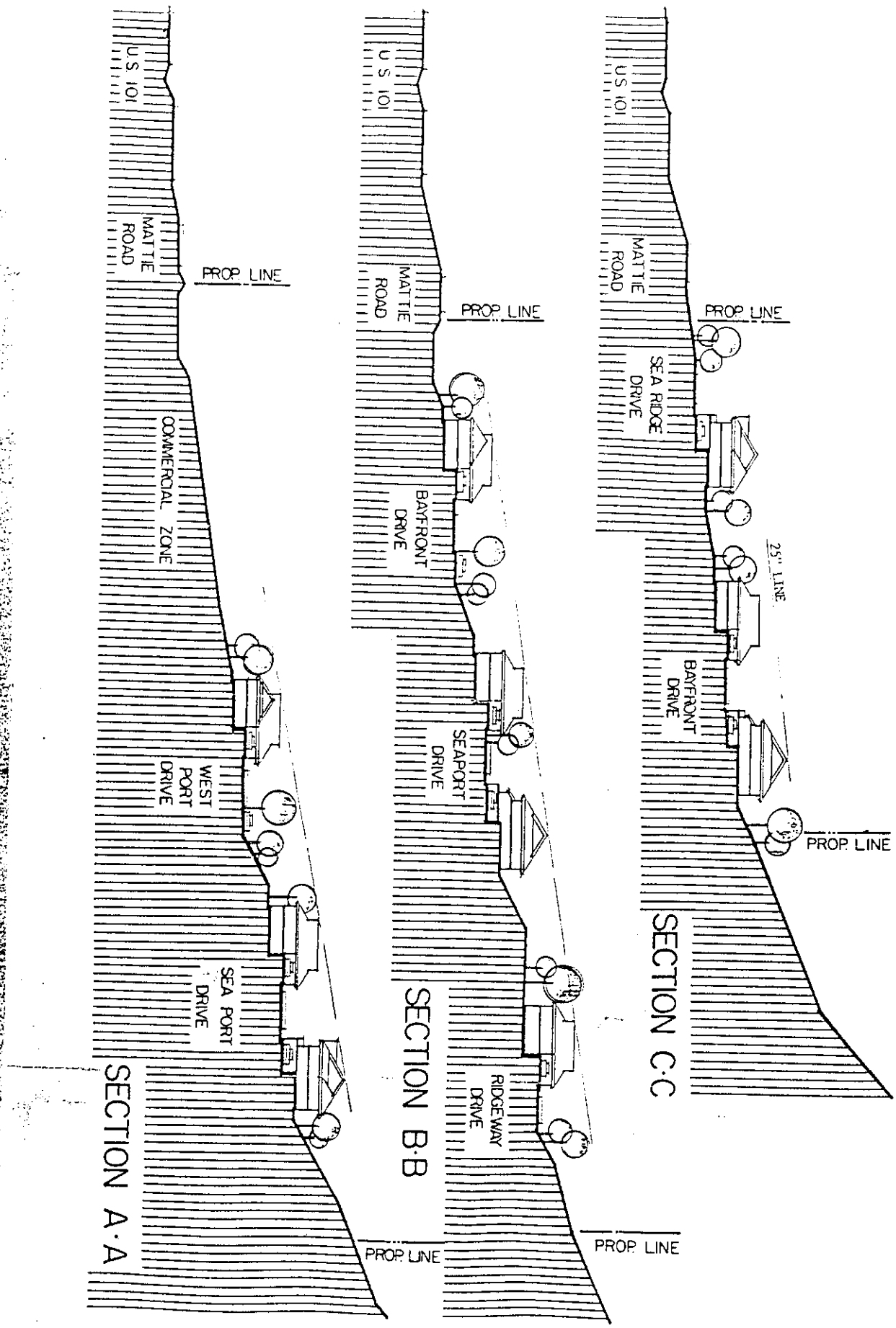
SITE CROSS SECTIONS



SCHEMATIC ONLY 6-1-8

BAYCLIFF VILLAGE	SITE CROSS SECTIONS	66

SITE CROSS SECTIONS



SCHEMATIC ONLY 6-1-84

BAYCLIFF VILLAGE	SITE CROSS SECTIONS	67

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SITE CROSS SECTIONS

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BAYCLIFF VILLAGE | SITE CROSS SECTIONS | 68

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of the hillside. Furthermore, the architectural use of balconies along the three story sides add animation and scale to the elevations. All units will be kept below 25 feet in height from existing grade and shall have setbacks of each upper floor to reduce the appearance of bulk.

Building clusters shall be staggered throughout the project, enhancing the pleasant meandering drives as well as providing generous and unobstructed views of the hillside and ocean from within and without the community.

Cluster type building arrangements are designed to reduce the visual density of the project and allow for vast areas of open space between the living units. Furthermore, clustering of living units encourages a neighborhood quality for the residents of the Baycliff community.

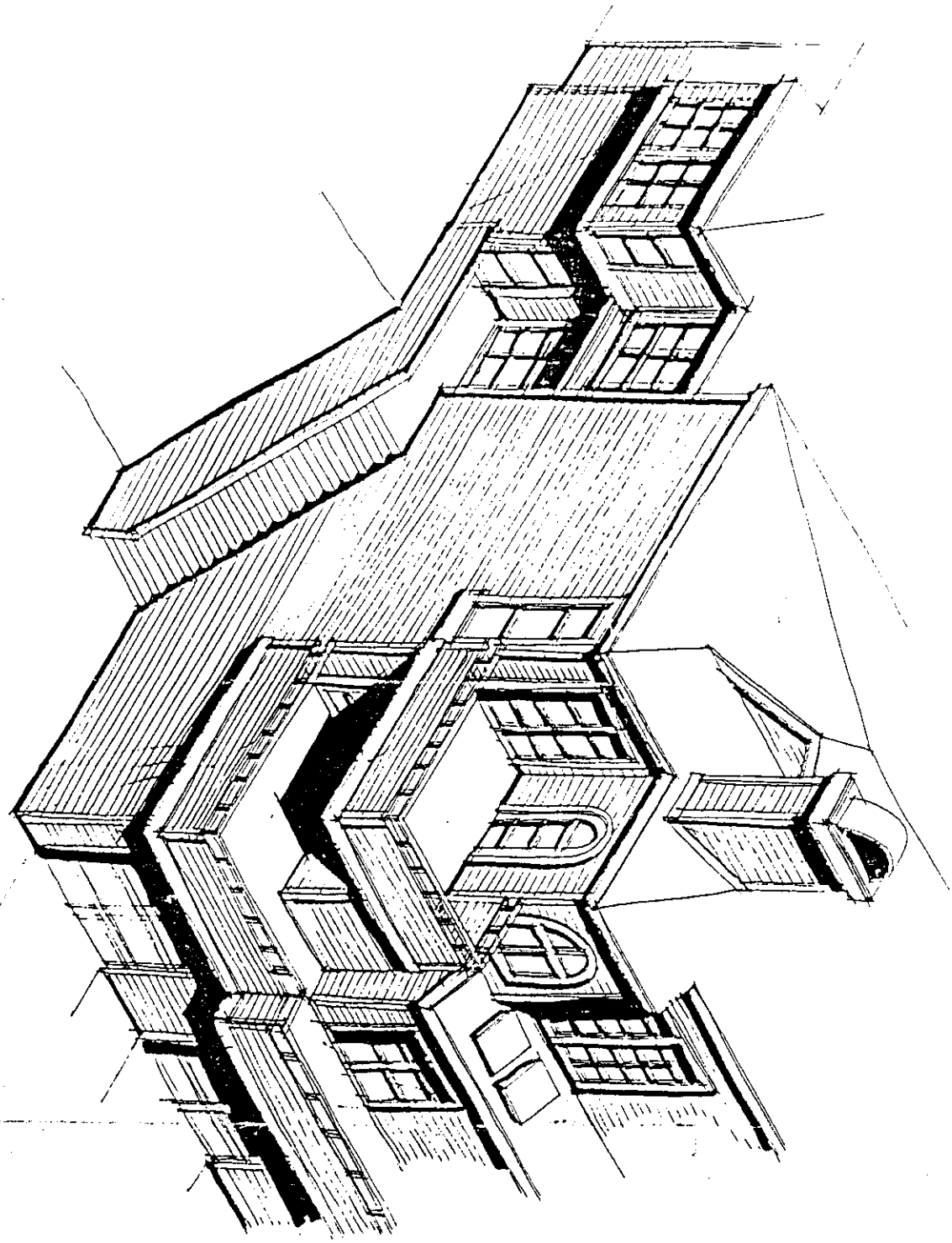
The Baycliff Village Specific Plan provides for a variety of condominium plans to appeal to the various residents of the Pismo Beach community. Several different one bedroom condominiums will be available ranging in size from 740 square feet to 1,000 square feet. Larger condominiums are available which offer one bedroom and a den or two bedrooms with up to 1,150 square feet of living area. Baycliff Village also offers a limited number of three bedroom townhomes for the family market.

6.4 Architectural Form

The Baycliff Village Specific Plan will offer the residents of Pismo Beach an architecturally attractive hillside community. Certain concepts of building design are inherent in this type of hillside development. As illustrated on Pages 66 and 67, building structures step down the hillside to break down the massing and scale of the structures.

The architectural form of the project is designed to further minimize the massing through a variety of roof shapes and architectural projections as illustrated on Pages 66 and 67. By sloping roofs from side to side, view corridors are left unobstructed for residents further up the hillside. This design feature silhouettes the buildings against the natural contours of the hillside.

The architectural style of Baycliff Village incorporates the look of a traditional New England seaside villa, while utilizing contemporary forms and materials. Lapped wood siding shall be painted with cool grey tones, window panes with trim board accenting the buildings in clean crisp white lines. Fire retardant asphalt shingles shall be utilized for all roofs. Traditional wood-picket fences shall enclose private patio and deck areas, adding a neighborhood scale and quality to the multi-family community.

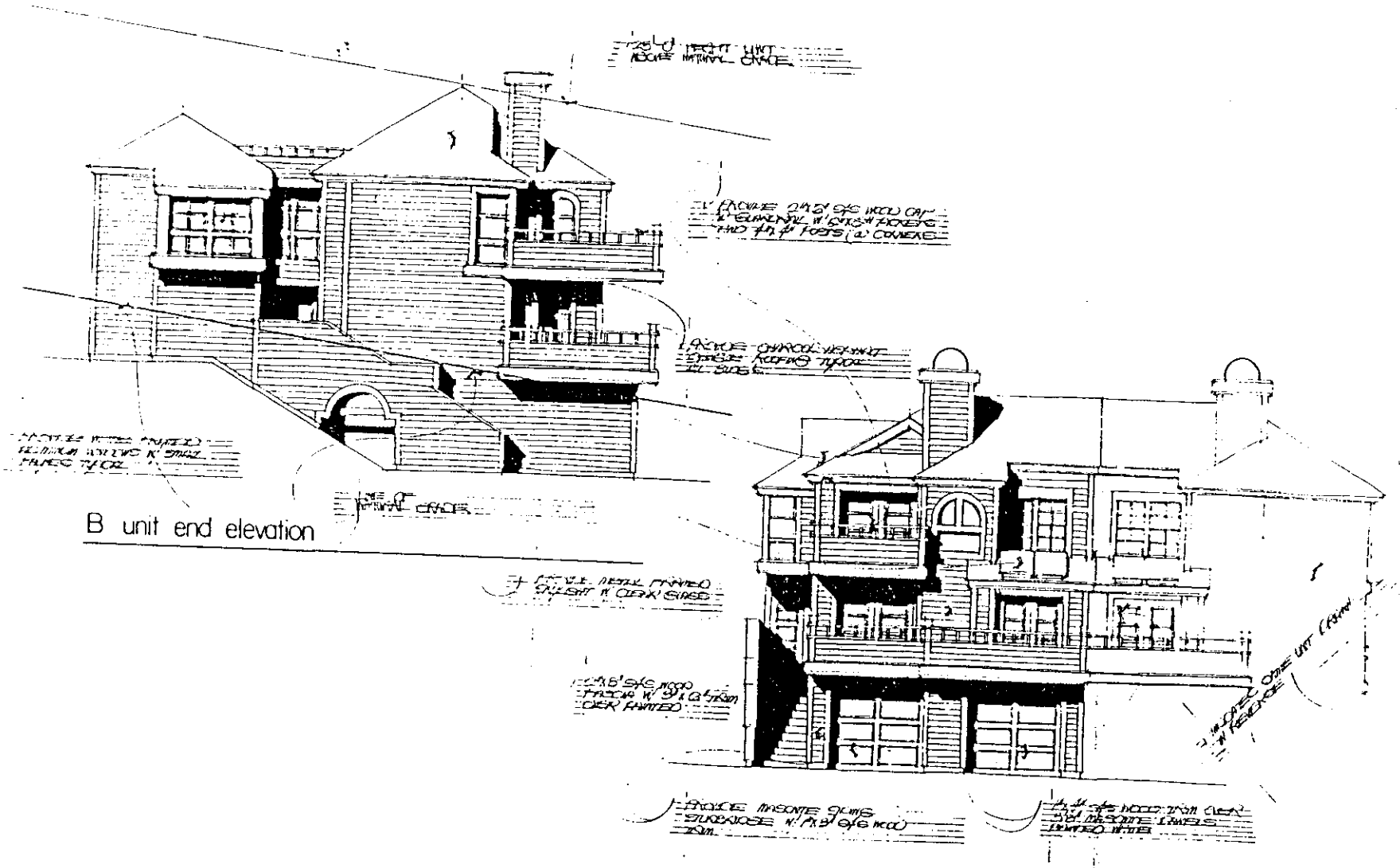


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B unit end elevation

B unit front elevation

SCHEMATIC ONLY 6-1-84

BAYCLIFF VILLAGE | ARCHITECTURAL FORM | 73

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7.0 IMPLEMENTATION

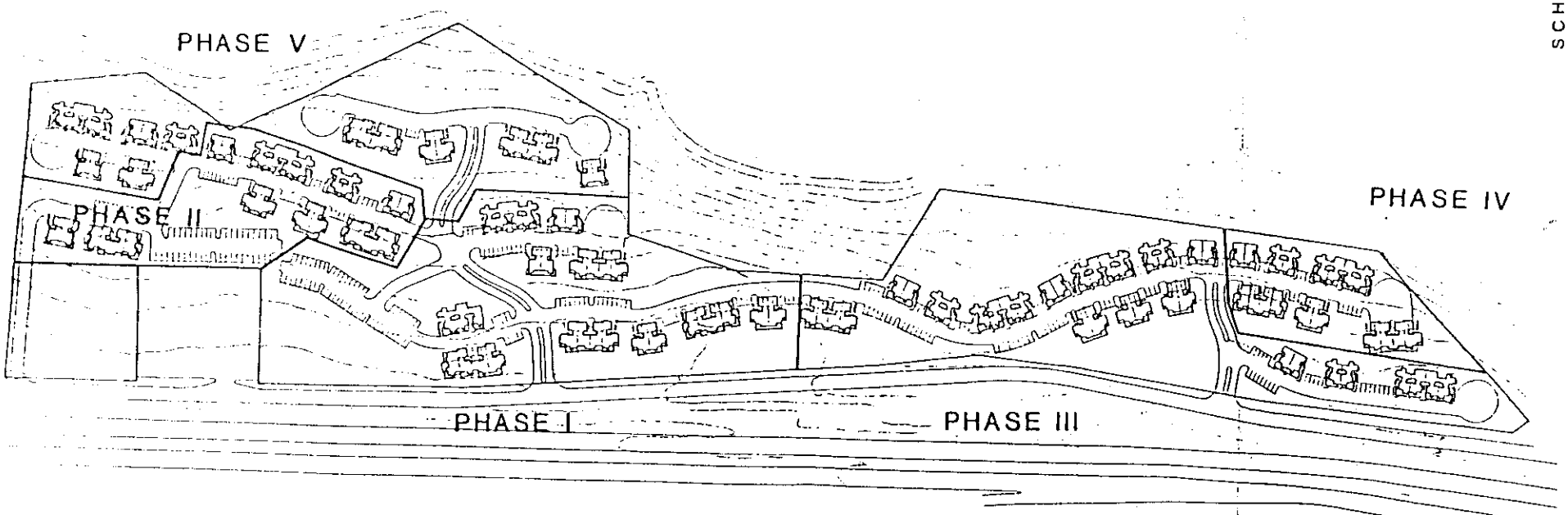
7.1 Phasing

Current City requirements limit the rate of development on major projects to a level appropriate to service utility capacities established in the Growth Management Plan. To comply with this condition, the following development schedule has been established.

PHASE	UNITS	RECREATIONAL AMENITIES
1	56	Pool, spa, two tennis courts, cabana building
2	36	Spa and barbecue area
3	60	Pool and spa, barbecue area
4	29	Spa and barbecue area
5	42	
Total	223	

As the developers may wish to modify their yearly construction capacity, it is proposed to allow such adjustments in this schedule to a maximum allowable under the Growth Management Plan, allowing one or more phases during that year period. Should the ordinance provide for the development of less units than contained in the phase, building permits will be given only up to the number allowed by the ordinance. In the event that the City of Pismo Beach rescinds its Growth Management Ordinance, the applicant will revert to constructing no more than 60 units per year.

PHASING PLAN



PHASE	UNITS
PHASE I	56
PHASE II	40
PHASE III	60
PHASE IV	30
PHASE V	42
TOTAL UNITS	228

SCHEMATIC ONLY 6-1-84

75

BAYCLIFF VILLAGE

PHASING PLAN

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7.2 Conditions, Covenants, and Restrictions

The project's intent is to provide for the development of the property based on good site planning, landscape design, building form guidelines and construction material guidelines. The following outline illustrates the key elements required for the conditions, covenants, and restrictions of this development.

1. Circulation
   a. Street, sidewalk and driveway widths
   b. Street, sidewalk and driveway materials and color
   c. Street, sidewalk landscape
   d. Street, sidewalk and driveway cross slopes and grading

2. Building Design
   a. Foundation design
   b. Visual form
   c. Height
   d. Materials and color
   e. Setbacks
   f. Landscape
   g. Parking Standards
   h. Fencing
   i. Noise Control
   j. Solar Considerations

3. Maintenance
   a. Water System
   b. Sewer System
   c. Landscaping

d. Streets
e. Unit exteriors
f. Pathways
g. Appurtenances
h. Parkway on the southwest side of Mattie Road for a period of 2 years
i. Parkway on the northwest side of Mattie Road

4. Additions
   a. When allowed
   b. Design standards
   c. Homeowners Association approval
   d. Architectural review

5. Police and emergency access provisions.

The conditions, covenants, and restrictions will cover the entire site and all phases of the development.

7.3 Environmental Processing

If subsequent plans and subdivisions are submitted after the date of approval of this Specific Plan, and such plans or subdivisions are in conformity with the Specific Plan and the General Plan, no additional E.I.R.'s or Negative Declarations shall be necessary (Government Code Section 66543 (b)).

7.4 Amendment of Plan

Any amendment to this Plan shall follow the procedures and requirements of Government Code

Sections 65450, 65451, 65501, 65502, 65503, 65504, 65505, and 65506, and any subsequent State amendments to these sections. Any amendment will be subject to City approval as well as Coastal Commission approval.

7.5 Plan Interpretation

Although the Specific Plan is more detailed in its description of intended development of the property than the general plan and in most respects is more precise and restrictive than city-wide regulations such as zoning or subdivision standards, it is inevitable that questions will arise regarding intent or interpretation of specific proposals. Such interpretations are the responsibility of the Planning Commission.

If doubt exists as to the precise location of a land use boundary, whether a specific use is included or what exact dimension is intended within the Specific Plan, more accurate maps or standard specifications approved by the City may be used to resolve disputes. In such disputes, the decision of the Planning Commission shall be final unless appealed, in which case the decision of the City Council shall be final.

The schematic subdivision plan and the circulation, utility, and drainage improvement proposals contained within the Specific Plan are based on preliminary survey and engineering.

The intent of the Specific Plan is to allow subdivision which conforms to the plan's property development standards and street and lot configurations depicted. Division of any approved lot, or lot line adjustments may be approved by the City subject to parcel map procedures, provided that the resultant parcels conform to the special property development standards prescribed by the plan. If, in the opinion of the Community Development Director, an interpretation would change the intent of this adopted Specific Plan, then he may require a Specific Plan amendment application to clarify or review the plan. The Planning Commission or City Council may also initiate Specific Plan amendments.

7.6 Implementation

This proposed Specific Plan is only one step in a process leading toward eventual development. Some steps have already occurred and several more remain before construction could commence.

An E.I.R. has already been prepared and certified for the project, and a conditional use permit and tentative map are being considered by the City. The project has been modified from previous designs to reflect improvements suggested by the City and to bring it into consistency with the recently approved Local Coastal Plan.

The next step in actual implementation would be preparation and approval of a revised

Conditional Use Permit and Tentative Tract Map for all or a portion of the site. The Conditional Use Permit an Tentative Tract Map would resemble the schematic development plan but contain more details such as lot dimensions, preliminary grading, proposed utility line sizes, location of easements and other data required by the City Subdivision Regulations. The map would be reviewed for consistency with the General Plan and the Specific Plan as well as conformance to conventional requirements.

When approved or conditionally approved, the Conditional Use Permit and Tentative Tract Map are currently valid for two years during which time final plans, maps, specifications and agreements must be accepted by the City and recorded with the County. As part of Final Map approval, the developer is required to pay certain fees, provide performance bonds and agreements and comply with other public regulations or requirements then in effect.

8.0 SUMMARY OF SPECIFIC PLAN REQUIREMENTS

a. Any development in the Specific Plan area shall be consistent with the adopted General Plan/Local Coastal Program Land Use Plan.

b. Any development must include appropriate mitigation measures described in the certified Environmental Impact Report Supplements and Addendums unless the City Council has specifically deleted the mitigation measure on the basis of overriding concerns.

c. The Baycliff Village Development shall be constructed in phases. Project Development Plans will include, but not be limited to, the following:

- Street construction; on-site and off-site
- Water distribution system; on-site and off-site
- Water storage facility; on-site and off-site
- Water transmission main; on-site and off-site
- Wastewater collection system; on-site and off-site including expansion of the Addie Street pump station when necessary
- Wastewater transmission line and pumping facilities; on-site and off-site
- Landscape and irrigation plans
- Utility installation plans
- Drainage facilities; on-site and off-site below site to the ocean
- Bicycle trails
- Fire Greenbreaks
- Pedestrian system; on-site and off-site
- Recreation facilities

d. All areas shall be developed with the types of uses described in the Specific Plan. However, specific designs of units and private street systems may differ as deemed necessary by the City. Said designs must be consistent with requirements of the Specific Plan described herein.

e. Approval of this Specific Plan will precede approval of the tentative Tract Map and Conditional Use Permit for each phase of the development as applicable.

f. Project Development plans including unit design, open space and recreational facility shall be submitted concurrently with the review of the Tentative Tract Map for each phase of the development.

g. As a part of the Project Development Plans work, it will be necessary to prepare legal descriptions for easements that will be required for the installation of water mains, water storage facilities, sewer lines and where necessary, right-of-way dedication for Mattie Road widening.

h. Prior to the issuance of Building Permits and Tentative Tract for each phase of the development, new unit elevations shall be submitted to the Planning Commission for for their review. Said plans shall indicate some variation in design, colors and/or materials in order to reduce the appearance on monotony.

i. Approval of Project Development Plans will be required from:

- City of Pismo Beach
- Pacific Telephone Company
- Southern California Gas Company

j. If Baycliff Village precedes Spyglass Ridge, the City of Pismo Beach will determine a method to be utilized for reimbursement of initial facilities costs which may be applicable to Spyglass Ridge.

k. Approxmiately 1 acre of the Commercial site at the northwest corner may be developed as a small local convenience shopping center to provide services to the residences north of Highway 101. The remaining 1/2 acre of C-1 zoned property adjacent to the McLintocks Restaurant shall be limited to development as a Commercial parking facility only, with direct access to Mattie Road. Processing of the first phase of the project will include a Conditional Use Permit and Tentative Tract Map for residential development consistent with the Growth Management Allocations given by the City each year. In addition, the processing of the establishment of the C-1 parcel (north of McClintocks) will occur as a part of the Tentative Map. To this issue, the applicants may record the parcel map to create the C-1 parcel first, prior to the recordation of the first phase of airspace condominium residential units. The purpose here is to make the C-1 parcel available as a separate property, conceivably for development of 1/2 acre as a parking facility by the McClintock's Restaurant Development.

Future Development on the 1/2 acre adjacent to the McLintocks Restaurant site within the C-1 zoned area of the project site shall be restricted to commercial parking purposes for a period of two years after Recordation of the Final Tract Map, at which time, if it has not been developed as a commercial lot, it must be deeded to the Baycliff Village Homeowner's Association to be held in permanent open space for recreational purposes. A copy of the Grant Deed shall be filed with the City Clerk at the time of Final Map recordation and shall be recordable two years from that date.

In the event that the 1/2 acre portion of the property is developed as commercial parking facilities, the Grant Deed to the Baycliff Homeowner's Association shall become null and void. The remaining C-1 zoned area shall be available for development as a separate convenience commercial facility subject to all City requirements and permits.

In the event that the C-1 parcel has not been acquired and developed by McClintocks for restaurant parking, provisions shall be made in all tentative tract approvals for the residential construction of Baycliff Village for widening of Mattie Road a sufficient distance to include an on-street parking area adjoining the Mattie Road/project property line.

1. All units, roads and other structures will be designed to fit the natural terrain.

m. Drainage and erosion control facilities shall be designed within all phases of the development and shall comply with the Grading and Erosion Control Ordinance.

n. Landscaping and automatic irrigation plans designed by a registered Landscape Architect shall be required for incremental phases of the development. All common areas, including open space shall be landscaped per the approval of the City Planning Commission and the Parks, Recreation and Beautification Commission.

o. Development of all phases shall meet the requirements and standards of the Specific Plan. Any deviations from these standards shall require an amendment to the Specific Plan.

p. Installation of public utilities shall be undergrounded throughout the project.

q. The widening of Mattie Road to accommodate the projected traffic shall be accomplished as part of Phase 1 of the site development. Roadway widths shall be a minimum of 40' on 60' except at driveways where roadway shall be 44' on 64' with left turn lanes.

r. A Class 1 bike path will be provided along Mattie Road as required in the General Plan/Local Coastal Plan.

s. Special development related concerns include provisions for Archaeological monitoring, noise studies and attenuation techniques, open space maintenance, aesthetic concerns, energy conservation, and architectural review and treatment concerns.

t. The Addie Street Pump Station shall be upgraded prior to Phase 2 unless waived by the City.

u. All garages shall have automatic garage door openers unless they are located 20 or more feet from a sidewalk or private street.

v. All private roads shall be subject to police enforcement to ensure that fire lanes continually remain open.

w. The Homeowners Association shall maintain all common areas, including roads, driveways, on-site drainage facilities, greenbelts and recreational facilities. The Homeowners Association shall also be responsible for maintenance of all adjacent parkway, including irrigation, trimming and cleaning.

x. The development shall comply with the Growth Management Ordinance.

y. The Homeowners Association shall be responsible for maintenance of all on-site private lift stations.

z. A new water tank shall be constructed a minimum of 80 to 100 feet above the highest floor level expected in the Freeway Foothills Planning Area prior to construction of any structure for which adequate residual fire flows, P.S.I., and capacity does not exist. Construction within any of the 5 phases which has adequate gravity flow fire protection may be allowed upon the discretion of the City. Prior to development of phase II, plans for an assessment district shall be brought before the Council for review and approval. Development of phase II shall not occur prior to the establishment of that assessment districts for a new tank. Phase I shall retroactively be made a part of any assessment district formed for the purpose of constructing a new water tank.

al. Siltation and retension basins shall be constructed to adequately control storm runoff. This drainage system shall be extended to the coastal bluffs as needed.

bl. An acoustical engineer shall prepare a plan for noise mitigation measures to be instituted in the project design.

cl. The maximum number of residential units shall not exceed 223.

dl. The existing residential unit will be removed or demolished.

el. Growth Management Allocations from the original Case #10-CUP-78 shall be transferred to the new Conditional Use Permit, pursuant to the City Council's approval and conditions and provided that the maximum number of units transferred does not exceed 223. In addition, the first phase allocations of 50 units (large development project) shall be valid for a period not to exceed 12 months from the date a new Conditional Use Permit and Tentative Tract approval is granted by the City. This will include the carry forward of the 6 units.

fl. Areas designated as open space in the General Plan/Local Coastal Plan shall be rezoned to either OS-1 or OS-R prior to recordation of any Tract Map or approval of any building permits. These areas shall be dedicated as open space by easement.

gl. A minimum of five (5) percent of the units shall be designed with access provisions for the handicapped or to persons with limited mobility.

hl. A strong landscape break to the lineal character of the project shall be planned in the vicinity of the existing pepper tree. One building along this ridge area shall be relocated to another portion of the site or eliminated. Also, additional landscaping shall be provided per the landscape plan to be approved by the Parks, Recreation and Beautification Commission.

il. A monitoring program, developed in conjunction with the Department of Fish and Game and the Santa Cruz Predatory Bird Group, shall be designed to provide necessary data on the effect of development of existing Peregrine nesting and habitat sites. The applicant shall provide financial assistance to support this monitoring. The amount shall be $1,000 per year for a maximum of five years once the project is under construction or $1,000 per each phase of construction.

jl. The applicant shall provide funds to the school district in conformity with the uniform ordinance and schedule of fees to be adopted by the City of Pismo Beach. Fees shall be paid on a phase by phase basis.

kl. Re-sodding and re-vegetation shall be performed on all cut and fill slopes prior to construction of any units.

ll. Interior walkways as well as the adjacent parkway walkway along Mattie Road shall be of meandering design similar to Sunset Palisades. The off-site extension of the walkway to the underpass at Price Street can be a monolithic type walkway.

ml. No building or roads will occur above the 200 foot contour or within areas of existing 30 percent slope. No grading is permitted above the 30 percent slope.

n1. Landscaped Fire "greenbreaks" shall be provided around the northwest, northeast and southeast property lines. The only development permitted within these "greenbreaks" shall be roadways, parking and nonstructural recreational facilities.

o1. A perimeter fence shall be provided adjacent to the Fire "Greenbreak". Any fence along the Mattie Road right-of-way shall be of open or "see-through" type, such as wrought iron and shall not exceed 42 inches in height. Each first floor unit with an outdoor patio shall have privacy fencing. Tennis court fences shall be open (i.e. without screen netting) if they exceed 6 feet above natural grade. Any visible retaining walls shall utilize decorative block or landscaping.

p1. Each phase shall be designed with temporary turn-arounds and temporary emergency access roads as deemed necessary by the Fire Chief.

q1. Fire hydrants will be necessary throughout the development. The location and number of hydrants will be determined by the Fire Chief. All roofs shall be constructed of Class A fire rated shingles. All units shall be separated by fire walls.

r1. All units shall have solar heated water systems adaptability and shall be architecturally designed to accommodate roof mounted solar panels with minimal visual impact. Roof-mounted collectors

shall be limited to the "flat-plate" panels. C C & Rs shall provide for protection of solar access for said systems per City Zoning criteria.

s1. If bedrock is encountered when cutting, slopes will be benched and backfilled with topsoil suitable for planting.

t1. All tennis courts shall be located at an elevation above the projected 10 year storm average flood level if they are located with retardation basins.

u1. All slopes cut into rock shall be benched and backfilled with top soil suitable for planting.

v1. The applicant shall provide funds to the City of Pismo Beach based upon a pro-rata share of the expected City costs to upgrade the two freeway interchanges. A study of the modifications, realignments and/or signalization shall be conducted by the City at the expense of Baycliff Village and other impacting developments prior to recordation of the first phase of any development in the Freeway Foothills Planning Area.

w1. The water system installed as part of phase I shall be inspected by the City Engineer and FIre Chief to ensure adequate water pressure, flows and fire protection to units 47-56 of phase I. Actual construction of these units shall be subject to the approval of the City Engineer and Fire Chief. Required fire flows and water pressure shall be per City Standards and Requirements set forth in this Specific Plan.

xl. The developer shall provide analysis and design of all drainage facilities for the proposed project to be approved prior to the issuance of building permits for phase I. Installation of facilities shall occur in accordance with the phased development of the project.

yl. This Specific Plan shall serve as the Development Concept Plan for the phased development of the subject site (±30 acres) and only guarantees approval of the first phase (56 units) as currently proposed in the Specific Plan. The ultimate development of Phases 2-5, relative to density, design and grading, may be subject to change during subsequent City reviews.