PISMO OAKS

S P E C I F I C P L A N

FINAL

prepared for

City of Pismo Beach
1000 Bello Street
Pismo Beach, CA 93449

by

Morro Group, Inc.
P.O. Box 6297
Los Osos, CA 93402

October, 1986

RECEIVED
MAY 12 1999
CITY OF PISMO BEACH
PLANNING DEPT.

FINAL

PISMO OAKS

SPECIFIC PLAN

OCTOBER, 1986

Prepared for: City of Pismo Beach
1000 Bello Avenue
Pismo Beach, CA 93449

Project Developer: Lifestyle Development Co.
P.O. Box 119
Pismo Beach, CA 93449

Document Prepared by: The Morro Group, Inc.
Donald J. Funk, Project Manager
P.O. Box 6297
Los Osos, CA 93402

Project Engineer: Rohloff Engineering
Larry Rohloff, Engineer
717-D Grand Ave.
Arroyo Grande, CA 93420

TABLE OF CONTENTS

		Page
I.	INTRODUCTION	I-1
	A. Description, History, and Location	I-1
	B. Related Documents and Environmental Status	I-3
	C. City Resolution Adopting Specific Plan	I-6
II.	DEVELOPMENT PLAN	II-1
	A. Land Use Plan Concepts	II-1
	B. Zoning and Overlay Zones	II-3
	C. Development Plan Layout	II-4
	D. Street System	II-7
	E. Public Facilities	II-13
	1. Water System	II-13
	2. Sewer System	II-16
	3. Storm Drainage System	II-19
	4. Open Space and Parks	II-21
	5. Police and Fire Protection	II-23
	6. Schools	II-24

TABLE OF CONTENTS

(Cont'd)

		Page
III.	IMPLEMENTATION	III-1
	A. Development Criteria and Restrictions	III-1
	B. Phases and Growth Management	III-1
	C. Amendment of the Plan	III-2
	D. Environmental Processing	III-2
	E. Plan Interpretation	III-3
	F. City Review and Processing and Implementation	III-4
IV.	SPECIFIC PLAN DEVELOPMENT REQUIREMENTS	IV-1
	A. Consistency with General Plan-Local Coastal Plan and Other City Ordinances	IV-1
	B. Public Facilities and Utilities	IV-2
	C. Housing	IV-5
	D. Transportation Systems	IV-6
	E. Open Space, Landscaping and Recreation	IV-9
	F. Environmental Protection	IV-10
	G. Energy	IV-11
	H. Other Development Guidelines	IV-12
	I. General Regulations	IV-13

LIST OF FIGURES

Figure		Page
1	Existing Zoning and Location Maps	I-4
2	Land Use Plan	II-2
3	Schematic Development Plan	II-5
4	Circulation System Plan	II-9
5	Street Cross-Section	II-10
6	Schematic Water System Plan	II-15
7	Schematic Sewer System Plan	II-18
8	Drainage System Schematic Plan	II-20
9	Parks and Open Space	II-22

I. INTRODUCTION

A. DESCRIPTION, HISTORY, AND LOCATION

Pismo Oaks is a planned development consisting of 150 acres located in the center of the Oak Park Heights Planning Area. Originally described as the LENCO project, the property was master planned in 1979 as a 410 unit planned unit development. The original Master Plan provided for a commercial site, two motel sites and open space areas. The Master Plan is now being incorporated into this more detailed Specific Plan.

In 1984, the Master Plan was modified by the City. That plan specified that the first two phases of Pismo Oaks would be 197 patio homes, with the first phase having 108 units and the second phase having 89 units. Those phases have since been developed. As part of the development, a 40 acre park site was dedicated to the City by the developer, Lifestyle Development Company. The remaining 213 units were to be developed as townhouses, single family residences and garden apartments.

The developer is now requesting an amendment to the Pismo Oaks Master Plan to develop the northwest 37 acres with 100 residential lots. This is the primary change. The 9 acre former Chye property is still proposed for 62 townhouses. Also, a 101 unit garden-apartment area is still proposed for the 13 acres located east of the 6 acre commercial site. The two larger R-4 properties are still proposed for motels and the smaller R-4 property located on southwest corner of James Way and Fourth Street is still planned for a restaurant. Details of the current project are contained in the development plan description of this Specific Plan.

The proposed 460 units will increase the original total by 50 residences. This increase is not expected to require an amendment to the General Plan since there are 50 "floating" units which are currently available. A total of 1,060 units are permitted in the existing General Plan for the western two-thirds portion of Oak Park Heights. A total of 1,010 units have been approved by the City within the original Pismo Oaks Master Plan and the P.V.P. schematic map. The remaining 50 units are available for the City to allocate as deemed appropriate.

PVP Investments (to the west) will be requesting a General Plan Amendment to increase their density by 25 units, or one-half of the "floating" units. If PVP's

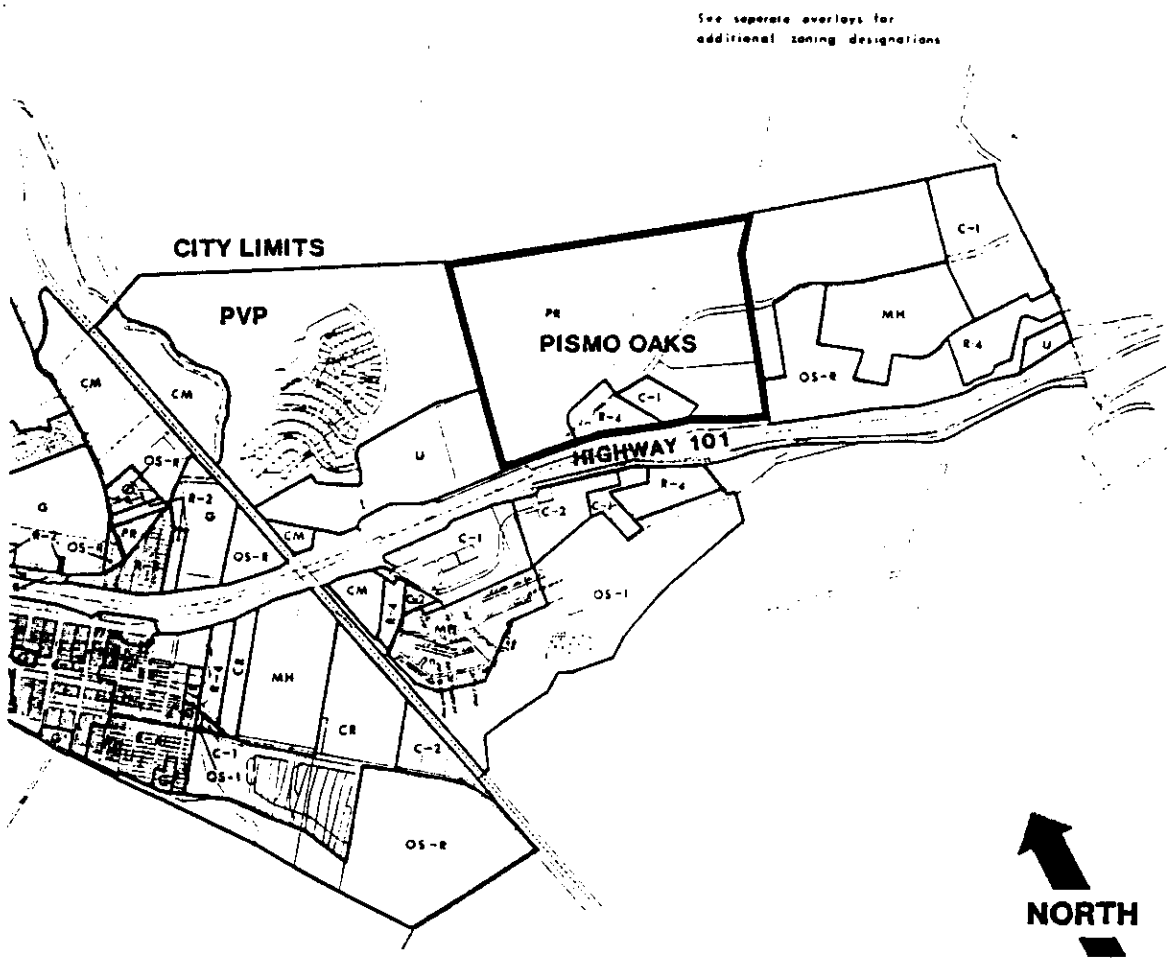
request is not approved, Lifestyle will relegate 25 units density from the R-3 apartment zoned area to PVP, thereby being fair and equitable as each Developer will receive 25 of the 50 "floating" units.

The 4 acre R-4 property located on the southeast corner of James Way and Fourth Street was designated on the original Master Plan as a motel site. No changes are proposed by this amendment. Any future changes would require amendment to this Specific Plan.

This Specific Plan will replace the 1979 Master Plan and the 1984 Amendment. This Specific Plan establishes design criteria to guarantee compliance with the General Plan and, for the area within the Coastal Zone, the Local Coastal Plan (LCP). The Plan sets forth general development limitations and standards for Pismo Oaks to ensure the harmonious development of land uses and the efficient construction of public utilities.

B. RELATED DOCUMENTS AND ENVIRONMENTAL STATUS

There are a number of City documents and plans which apply to the Pismo Oaks Specific Plan area. The General Plan/Local Coastal Plan, and Zoning Ordinance, and Subdivision Ordinance and the Grading and Erosion Control Regulations all apply to the design and general land uses of



EXISTING ZONING AND LOCATION MAP

Figure 1

Pismo Oaks. The Water Master Plan and Waste Water Master Plan prepared by PRC Toups, Inc. specify the general design of City public utilities. Those plans are incorporated in this Specific Plan by reference.

The Environmental Impact Report (EIR) prepared by Walker Planning Associates in 1978 for a 1000 unit development proposed at that time for the property serves as the environmental resource document for the project. The 1984 Master Plan Amendment updated the 1978 EIR and additional traffic data was supplied in the Five Cities traffic study. The 1984 Master Plan amendment approval specified that no additional EIR's would be required for development in conformity with the plan. The 460 units now proposed for the residential area are still well below the number of units addressed by the EIR. It is determined that the EIR still adequately addresses the project impacts expected for the development proposed in this Specific Plan. No additional EIR's will be necessary for development which is undertaken pursuant to and in conformity with this Specific Plan.

C. CITY RESOLUTION ADOPTING SPECIFIC PLAN

RESOLUTION NO. R-86-146

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH ADOPTING A SPECIFIC PLAN FOR THE PISMO OAKS SECTION OF THE OAK PARK HEIGHTS PLANNING AREA.

WHEREAS, in 1977 the City Council certified as complete an Environmental Impact Report prepared by Walker Planning Associates, which analyzed the impacts of the anticipated development for the Oak Park Heights area; and

WHEREAS, the development described in the Master Plan which was approved in 1979, and subsequently amended in 1984, and the proposed Specific Plan conform to or are less intensive than the anticipated development; and

WHEREAS, the Planning Commission did on August 19, 1986 and September 3, 1986, hold public hearings to consider the proposed Specific Plan; and

WHEREAS, the City Council did on October 8 hold a public hearing to consider the proposed Specific Plan, with further public hearings on 10/27;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pismo Beach as follows:

Section 1:

The previously accepted E.I.R. adequately analyzes the impacts which will result from the anticipated development; therefore, a new E.I.R. or Negative Declaration is not needed.

Section 2:

The proposed roadway, bridge and freeway ramp changes which are describe in the Plan will improve the traffic safety in this area.

Section 3:

The proposed density and land uses will conform to the General Plan/Local Coastal Plan.

Section 4:

The proposed boundary changes of the City park will retain the overall 40+ acre area, and not significantly diminish the quality/usability of the park land.

Section 5:

That at least 0.8 million gallons of water storage capacity will be added to serve this area.

Section 6:

The Council hereby adopts the proposed Specific Plan and directs the applicant, Lifestyle Development Company, to furnish the City with a "camera ready" copy of the plan which incorporates all text and map changes as discussed and approved by the Council.

UPON MOTION of Councilmember Carter, seconded by Councilmember Dillon, the foregoing Resolution is hereby passed and adopted at a regular meeting of the City Council held this 27th day of October, 1986, on the following roll call vote, to wit:

AYES: Carter, Dillon, Hubbard, Hearn, Eldwayen.

NOES: None.

ABSTAIN: None.

ABSENT: None.

Nebb Eldwayen
Mayor

APPROVED AS TO FORM:

A.J. Shaw, Jr.
City Attorney

ATTEST:

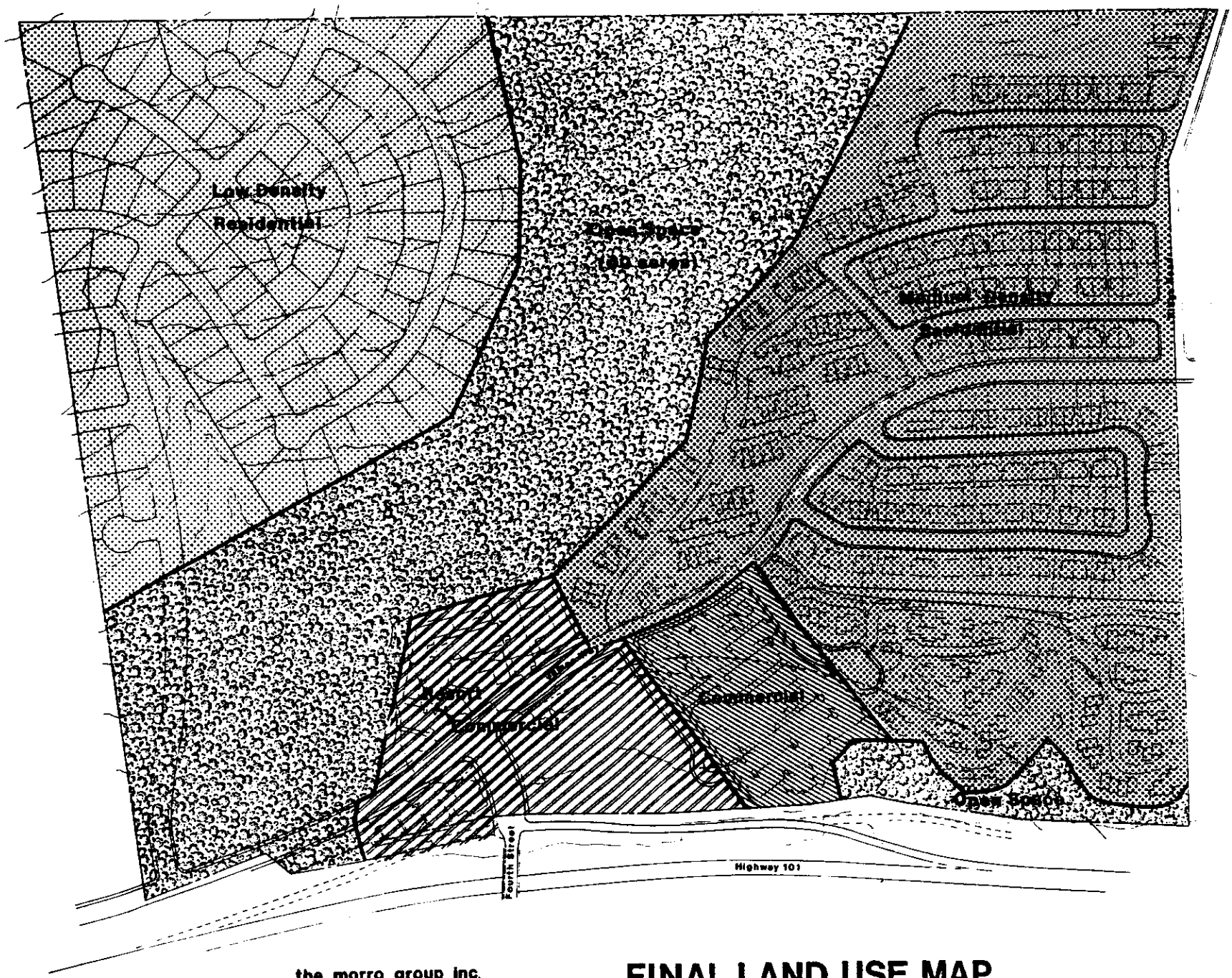
Terry A. Briscoe
City Clerk

II. DEVELOPMENT PLAN

A. LAND USE PLAN CONCEPTS

The General Plan/Local Coastal Plan divides Pismo Oaks into five land uses: Limited Medium-Density Residential, Low-Density Residential, Commercial, Resort Commercial and Open Space. Program SPN-5 establishes an absolute maximum of 1,060 units over the Pismo Oaks development and P.V.P. property west of Pismo Oaks. Of these 1,060 units, 460 are proposed for the Pismo Oaks Specific Plan, an increase of 50 units over the 410 originally approved by the City. These units are being requested to be allocated from the 50 "floating" units. These "floating" units are extra units which are available from the General Plan. No amendments to the City's General Plan are proposed at this time.

The General Plan/LCP designates low-density residential for the northwest part of the Pismo Oaks area and limited medium-density for the eastern half of the property. The plan specifies that the Pismo Oaks area should be developed as a Planned Development with single family residential, cluster housing, multi-family residential, commercial, motel, park and recreational uses. Steeper slopes and oak woodland areas are to be retained as open space.



PISMO OAKS

SPECIFIC PLAN

NORTH

0 100 200 300

SCALE

the morro group inc.

FINAL LAND USE MAP

10/27/86

Figure 2

The development layout proposed in this Specitic Plan also incorporates street connections with the proposed development of the P.V.P. property. If the P.V.P. plan changes, those changes will be incorporated in the Pismo Oaks street plan when feasible and appropriate. This Specific Plan is, to the degree feasible, compatible with the proposed Specific Plan for the P.V.P. property.

B. ZONING AND OVERLAY ZONES

Pismo Oaks has three primary Zoning designations: Planned Residential (PR), Commercial (C-1) and Hotel-Motel (R-4). In addition, there are several Overlay Zones which apply to the property: Archaeology (A), Architectural Review (AR), Flood Plain (F), Hazards and Protection (H), Noise Problems (N), Open Space (OS-2) and View Considerations (V).

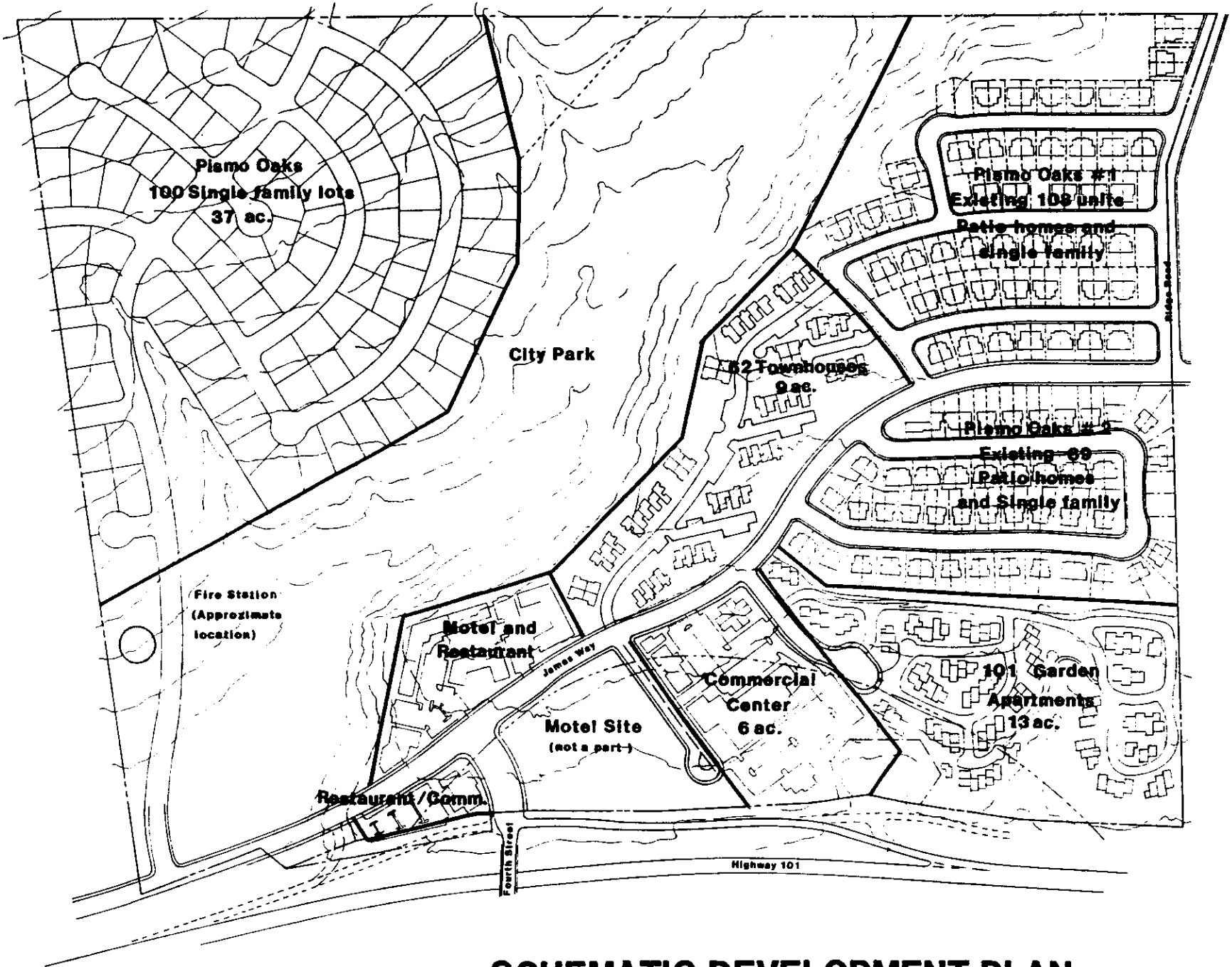
Under the PR Zone, any proposed use requires that a Specific Plan be approved. The criteria and standards for development under this Specitic Plan are contained in the Zoning Regulations. No special design regulations are necessary other than those contained in the Zoning, Subdivision and Grading and Erosion Control Ordinances.

C. DEVELOPMENT PLAN LAYOUT

Part of the 150 acre Pismo Oaks property has been developed with the first two phases of 108 and 89 patio units. Of the remaining 120 acres, 40 have been dedicated to the City of Pismo Beach for use as a park and a fire station site. The 4 acre motel site at the southeast corner has been sold to a separate developer. Therefore, this Specific Plan addresses development over approximately 76 acres of the original 150 acre neighborhood.

The development is anticipated to be constructed in phases, although the exact order of development is unknown at this time. The development plan is intended to allow flexibility while providing for the integration of future uses with existing uses.

The northwest 37 acre area is proposed to be developed with 100 units on large lots of an average of over 8,000 square feet each. The lots and street system should be designed to conform to the natural gently sloping terrain so that grading for building pads and erosion can be minimized. Lots shall drain to the street or to an approved underground drainage system. It is anticipated that quality homes would be developed on these large lots.



PISMO OAKS

SPECIFIC PLAN

NORTH

0 100 200 300

SCALE

10/27/86

the morro group inc.

SCHEMATIC DEVELOPMENT PLAN

Figure 3

The nine acre site located near the center of Pismo Oaks is approved for 62 townhouse condominiums. The units are anticipated to be one and two stories in height with two to three bedrooms each. Open space areas will be owned in common unless developed for single family lots (For which a Plan amendment would be necessary). The site affords views of the ocean and tree covered slopes of the adjacent public park.

The 13 acre residential site located east of the commercial site is proposed for 101 garden apartments. The garden apartments will be clustered and will be designed to conform to the terrain.

The overall density of these three residential areas of 263 units is almost 4.5 units per acre which is well below the maximum range allowed in the General Plan of 6 units per acre.

The commercial site is about 6 acres, and may accommodate a possible future post office or other compatible land uses. The commercial site is anticipated to be developed with commercial and professional uses.

The motel site located north of James Way would be developed in two phases, with the first phase including a dinner-house restaurant and the second phase comprising a

hotel-motel and associated uses. The 1 acre R-4 property located on the southwest corner of James Way and Fourth Street is proposed for a restaurant or other tourist-serving commercial use. The current resort-commercial designation still applies to the 4 acre parcel located southeast of James Way and Fourth Street.

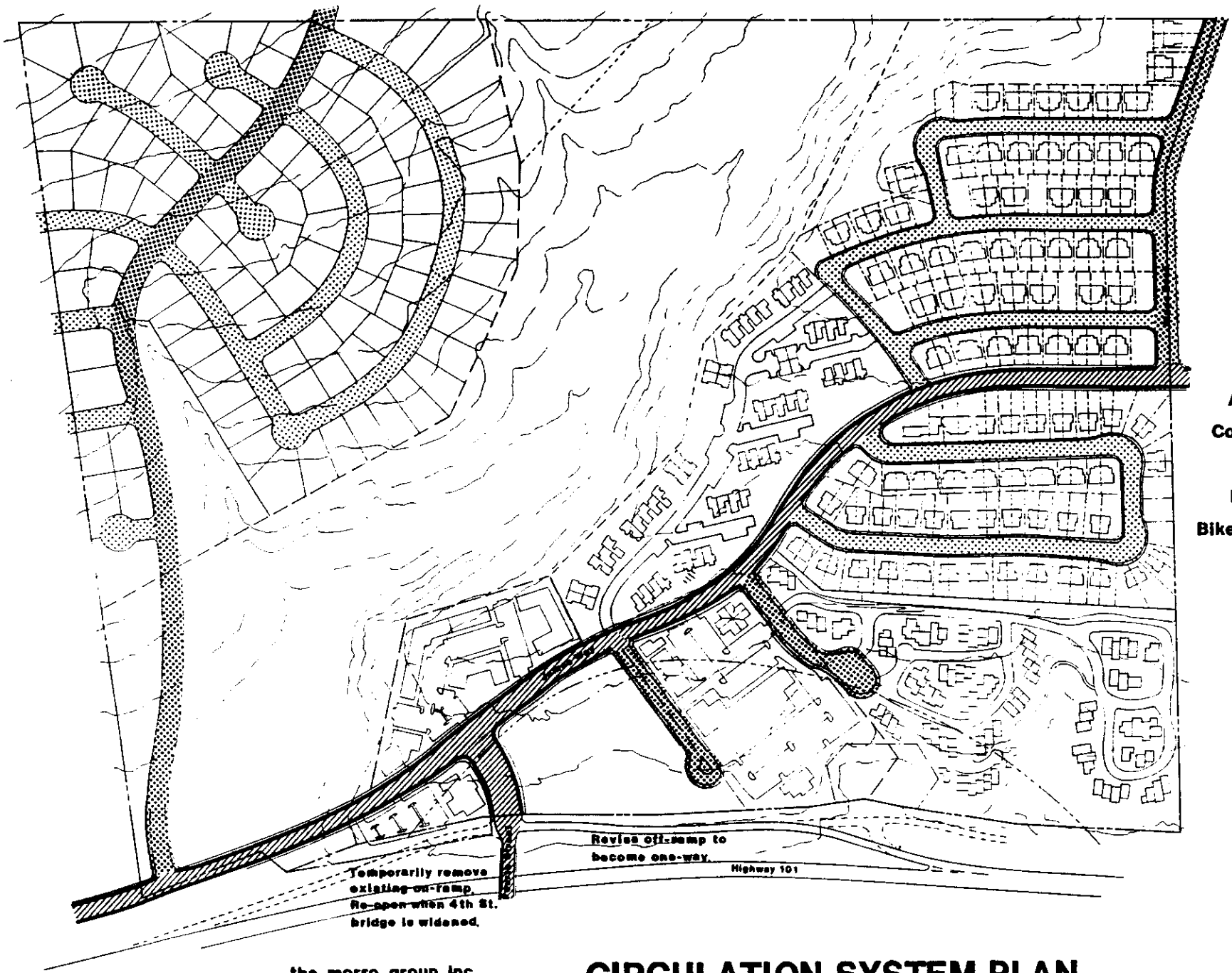
D. STREET SYSTEM

James Way and Fourth Street are the two arterials which provide access to Pismo Oaks. Access driveways to Fourth Street are prohibited and access to James Way is limited to a small number of driveways and local streets. Fourth Street and James Way were developed to a suitable width to allow for turn-lanes at cross-streets and driveways to ensure the free-flow of through-traffic. Parking is also prohibited on these two streets which further increases the capacity and reduces traffic conflicts. Bike lanes will be provided along both James Way and Fourth Street. These lanes can also serve as emergency parking lanes.

The streets in the 62 unit townhouse area are proposed as private. These streets will be 36 feet wide, curb-to-curb as shown on figure 5. In order to provide maximum developable areas beyond this 36', no additional right-of-way will be required. Any utility extensions paralleling the 36' road segment will be provided in private utility

easements. However, if this property develops with single-family lots, all streets will be public and will have rights-of-way of 56 feet. Shamrock Lane shall be extended through this area. All other streets are public and will be designed to City standards for local and collector roads. The streets in the 37 acre area are proposed to connect with the P.V.P. development being planned for the property to the west. An access road to the County property to the north is also proposed in the event annexation should occur in the future. Either a cul-de-sac shall be installed at this point or the area of the street shall remain landscaped until such time as the adjacent property is annexed.

In order to accommodate both the City's and Caltran's needs, the northbound on and off-ramp system at Fourth Street has been modified to conform to a standard half diamond interchange design. Widening of the Fourth Street bridge shall also occur at that time. The off-ramp is proposed to be slightly re-aligned to eliminate the existing hook intersection with the old frontage road. The frontage road has been changed to a one-way off-ramp to connect with Fourth Street. The existing frontage road on the north side of Fourth Street is eliminated. The existing hook on-ramp at Highland Drive may serve as a temporary on-ramp while the Fourth Street bridge is being widened. When the bridge is widened by Cal Trans and James Way extended to Five Cities Drive, the ramps at Highland Drive will need to



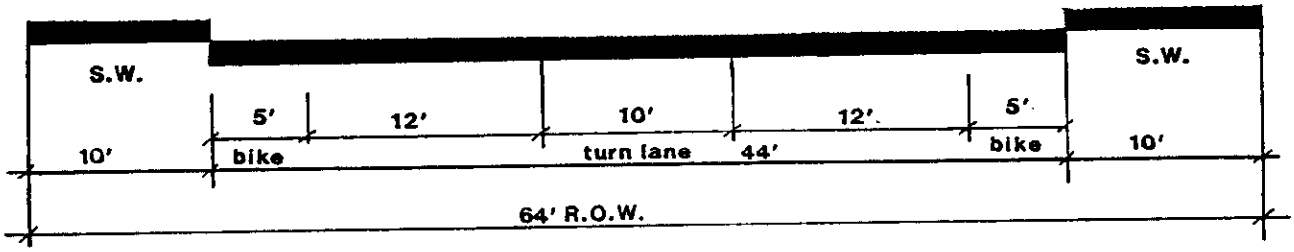
the morro group inc.

CIRCULATION SYSTEM PLAN

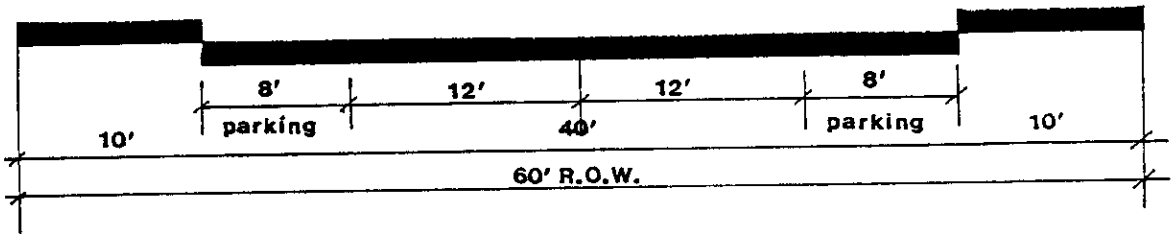
10/27/86

FIGURE 4

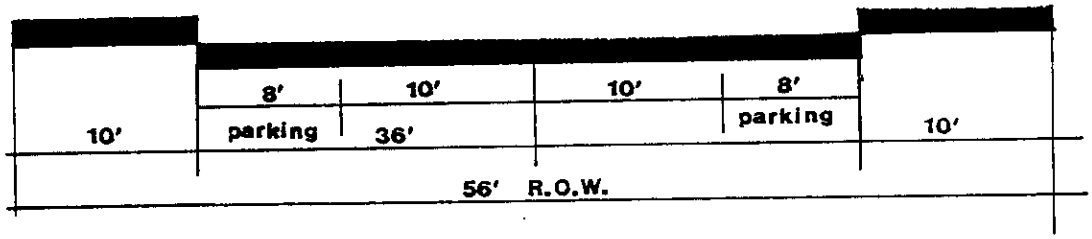
James Way



Collector Street

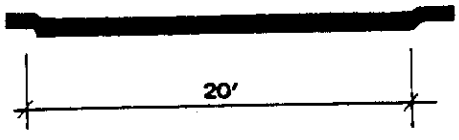


Local Street

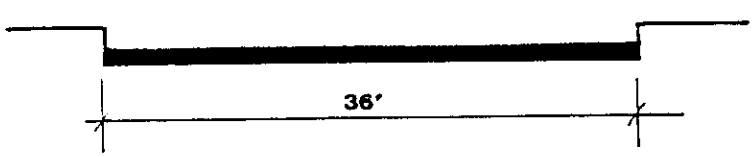


Private Streets

Driveways



Private Roads



SCHEMATIC STREET SECTIONS

Figure 5

be closed. The City will promote this alternative with Caltrans.

This re-design will have many advantages over the existing design. First, the old frontage roads are eliminated in lieu of one-way ramps which increase the safety at the intersection with Fourth Street. Second, the re-alignment of the southbound off-ramp would improve its safety. Third, removal of the existing northbound on-ramp at Fourth Street temporarily eliminates the need for an extra left turn lane on the Fourth Street bridge. With these improvements, the existing two lane bridge may be temporarily satisfactory although future widening will be necessary as described in this plan. Traffic on James Way and Fourth Street should not be adversely affected as development occurs. The development of the P.V.P. and Toucan Terrace properties shall cooperate in the construction of the following highway modifications (payment of equitable fees or participation in City programs):

(1) Improvement (widening) of the 4th Street bridge will be necessary.
(2) The northbound 4th Street ramps shall adhere to a half diamond configuration replacing the existing two-way frontage roads.
(3) Northbound on and off-ramps at Highland and Five Cities Drive should be removed after the new

northbound "diamond" ramps at Fourth Street are installed and James Way extended. Said improvements will be determined by the City in conjunction with Cal Trans.

(4) Two (2) signal installations, one at 4th Street and James Way and one at northern 101 ramps and 4th Street Bridge are needed.

Each of these items (1-4) should be funded either by fees paid from new development, a redevelopment agency or other acceptable method. The cost of the bridge widening should be shared between all Oak Park Heights projects, the Five Cities commercial developments, Cal Trans, and Grover City. Oak Park Heights circulation fees should be used to assist in financing these freeway ramp and traffic circulation improvements.

Any redevelopment area should encompass the commercial properties which most affect the Fourth Street bridge. The commercial properties located south of U.S. 101 should be included. Otherwise, road fees should be used to assist in financing needed improvements. Developments south of the freeway should be responsible for their share of the expense of widening the Fourth Street bridge and other related developments. Northbound on-ramps at Highland Drive would only be removed after the new northbound "diamond" ramps are installed and operational at Fourth Street. The westerly extension of James Way to the PVP boundary and ultimately to

Highland Drive should be coordinated with Fourth Street bridge improvements. Prior to the bridge widening, improvements should include the westerly extension of James Way to what is now Five Cities Drive and Highland Drive, with the northbound on and off ramps at Highland retained until bridge reconstruction is underway. This extension will be coordinated with development of the P.V.P. property. If realignment of the James Way lift station or related sewer force main at the westerly property boundary is necessary to accommodate the extension of James Way, this will be done at City expense. A re-alignment of James Way to avoid this lift station should also be considered.

Two traffic signals may also be necessary in the future as development of Oak Park Heights occurs. These signals are to be located at the intersection of James Way and Fourth Street and the intersection of the northbound freeway on and off-ramps and Fourth Street. These signals would also be funded by Oak Park Heights roadway fees or redevelopment funds or other acceptable method.

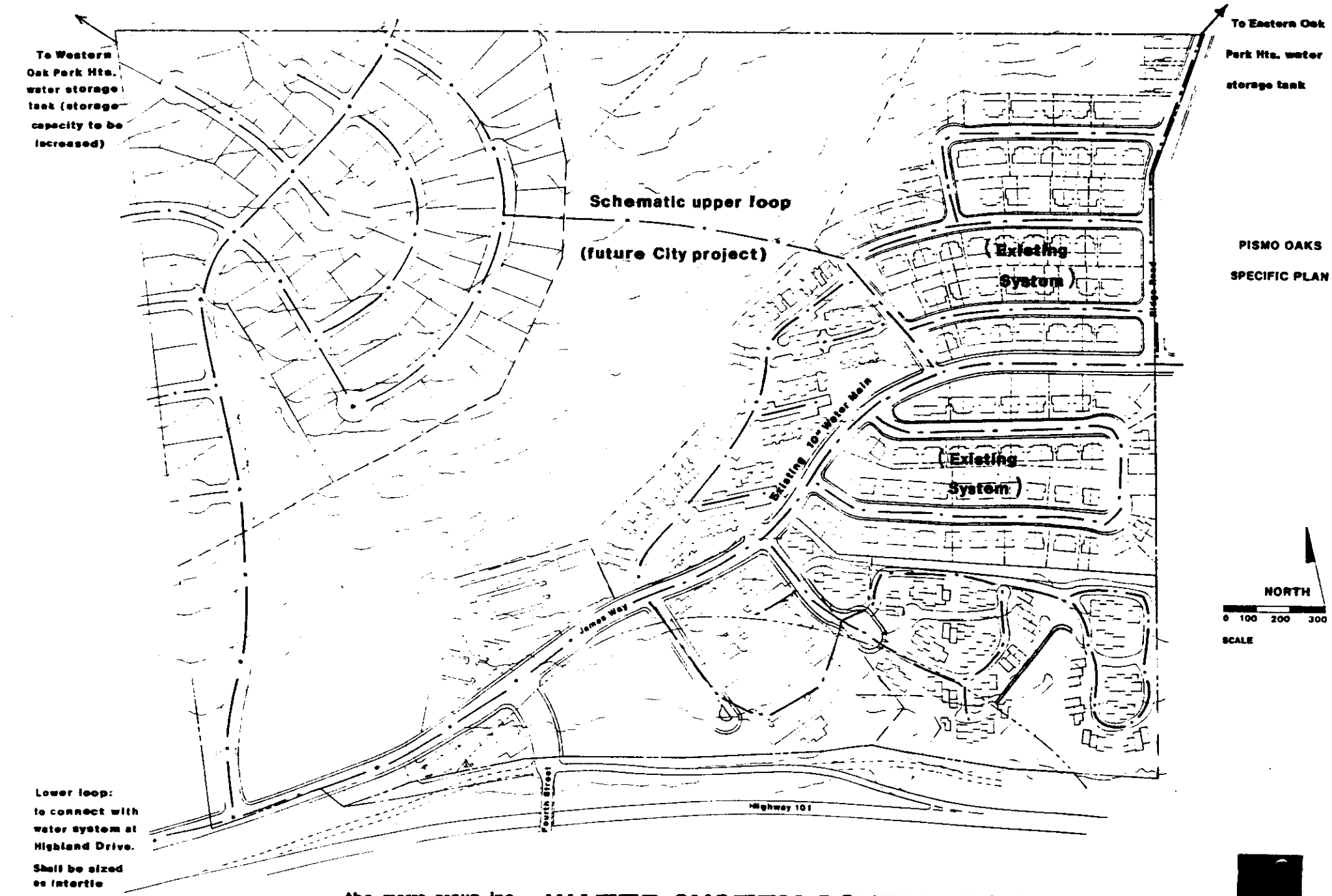
E. PUBLIC FACILITIES

1. Water System

The City's PRC Toups Water System Master Plan (1982) calls for the construction of two 1.0 million gallon storage

tanks to serve the ultimate development of the Oak Park Heights Planning Area. At this time, there are two storage reservoirs of 350,000 and 850,000 gallons each located in the County at the 370 foot elevation and 320 foot elevation respectively. The 350,000 gallon tank located north of the P.V.P. property will be augmented by new facilities by the Oak Park Heights developments (P.V.P. and Pismo Oaks) as noted by the hydraulic analysis prepared by the project engineer. Prior to any new development in Oak Park Heights northwest of the 40 acre park, the City will form an assessment district, establish special in-lieu fees or require the developers (with City payback provisions being applicable) in Oak Park Heights northwest of the 40 acre park to provide additional water storage capacity and construct the southern intertie in James Way. Additional water storage to an ultimate 0.8 million gallons is needed to provide for the fire and domestic needs of Oak Park Heights. (Refer to water analysis for Pismo Oaks on file in the City Public Services Department.)

The water system for Pismo Oaks will be sized to accommodate the domestic and fire-flow requirements of the various uses. The existing 10 inch water main in James Way should be adequate to meet the requirements of the commercial, motel and garden apartment development. An intertie or "loop" between the two reservoirs shall be constructed by the developer with any fee credits as



the morro group inc.

WATER SYSTEM SCHEMATIC PLAN

10/27/86

Figure 6

established under City policy. This intertie or "loop" shall be constructed with the development of the northern 37 acres. It is possible that a second connection might occur between the 37 acres and tract 1204 as a City project and at City expense. Figure 6 indicates the existing and proposed water systems for Pismo Oaks. The proposed system is schematic and final engineering will be necessary prior to construction.

2. Sewer System

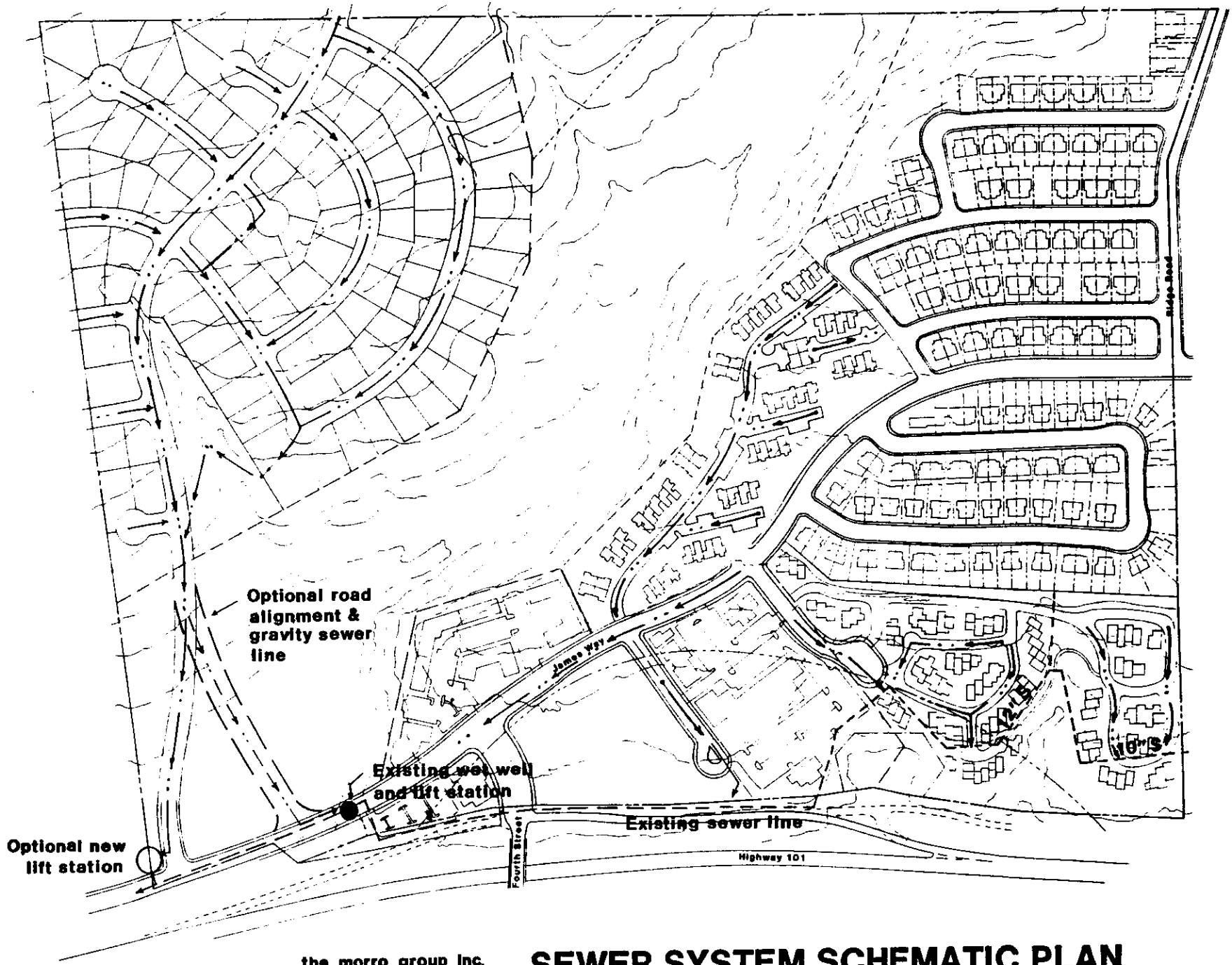
The primary 12 inch sewer main has been constructed along the south area of Pismo Oaks. A lift station is located west of Fourth Street and the sewage is pumped to the 15 inch gravity line at Highland Avenue. This lift station was originally planned to be located on the P.V.P. property, west of Pismo Oaks but instead, it was placed just west of Fourth Street, within the extension of the James Way right-of-way. If this lift station must be relocated to accommodate the proposed extension of James Way, this relocation or extra costs in road rerouting of James Way will be done at City expense. A sewer force main, installed as a result of locating the lift station at its present location, may have to be relocated for the westerly extension of James Way. The relocation of this sewer force main shall also be accomplished at City expense. (Refer also to Sewer Payback Ordinance 332 and Resolution R 86-60).

Sewers for the eastern part of Pismo Oaks will be designed to gravity flow into either the existing 10 and 12 inch sewer or the wet well at the existing (or relocated) lift station. There are three potential alternative solutions for the sewage system which will serve the 100 lot subdivision:

Alternative 1: Provide a gravity flow sewer to connect with the existing (or relocated) lift station located west of the R-4 properties by building up the collector access road to an elevation which would permit gravity flow into the wet well. A slight re-alignment of the road, as shown on the Sewer System Figure 7, would shorten the length of this line.

Alternative 2: Construct a new lift station near James Way to serve the 100 lot subdivision and pump the sewage through a force main into the existing lift station.

Alternative 3: Construct a new joint-use litt-station to serve both the 100 lot subdivision and the future uses in the southern portion of the P.V.P. development.



the morro group inc.

SEWER SYSTEM SCHEMATIC PLAN

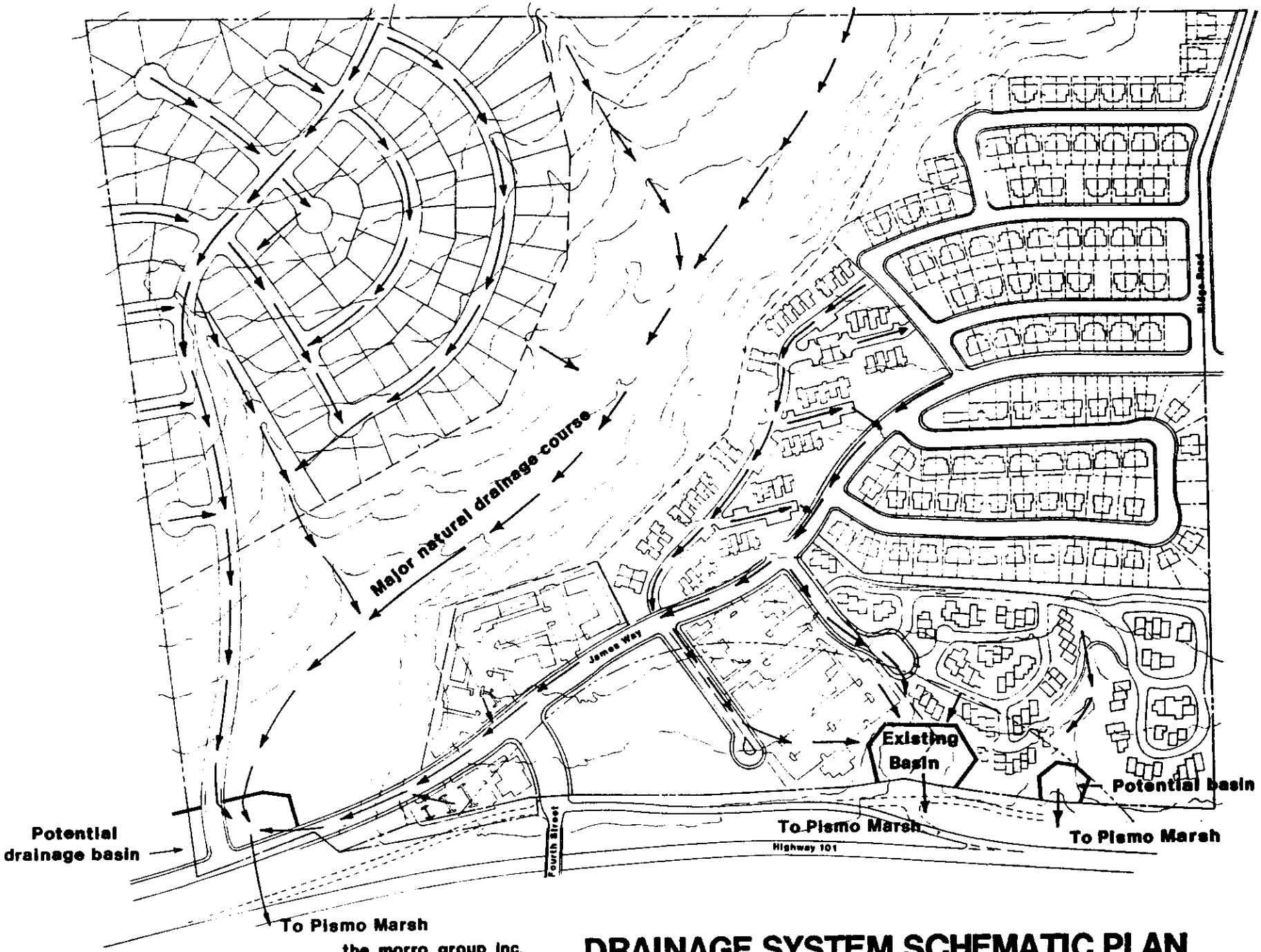
10/27/86

Figure 7

The ultimate design solution will be dependent upon final engineering of the system. The system will have to be sized to accommodate the projected sewage from the proposed development.

3. Storm Drainage System

Pismo Oaks has a wide variation of terrain with slopes ranging from almost 0 to well over 30 percent. The area generally drains to the south, and is collected at the freeway by various drainage pipes. The flow is then released on the south side of the Highway 101 into channels which lead to the Pismo Marsh ecological area. One drainage basin has been completed north of the freeway east of Fourth Street. One or two additional basins may be necessary to retain the flows from the proposed future phases of the development. One basin is proposed for the southwest corner of the property on the City owned park land. This area is the natural drainage for much of the 37 acre property. Design of this basin could be accomplished in such a way as to maintain the open-space character and recreational use of the park and offsetting park or other public improvements should be provided to offset the loss of any park area. Development of open turf fields, gravel parking and paths should be the extent of these improvements. (See also Park Section regarding placement of turf fields and paths).



PISMO OAKS

SPECIFIC PLAN

NORTH

0 100 200 300

SCALE

the morro group inc.

DRAINAGE SYSTEM SCHEMATIC PLAN

10/27/86

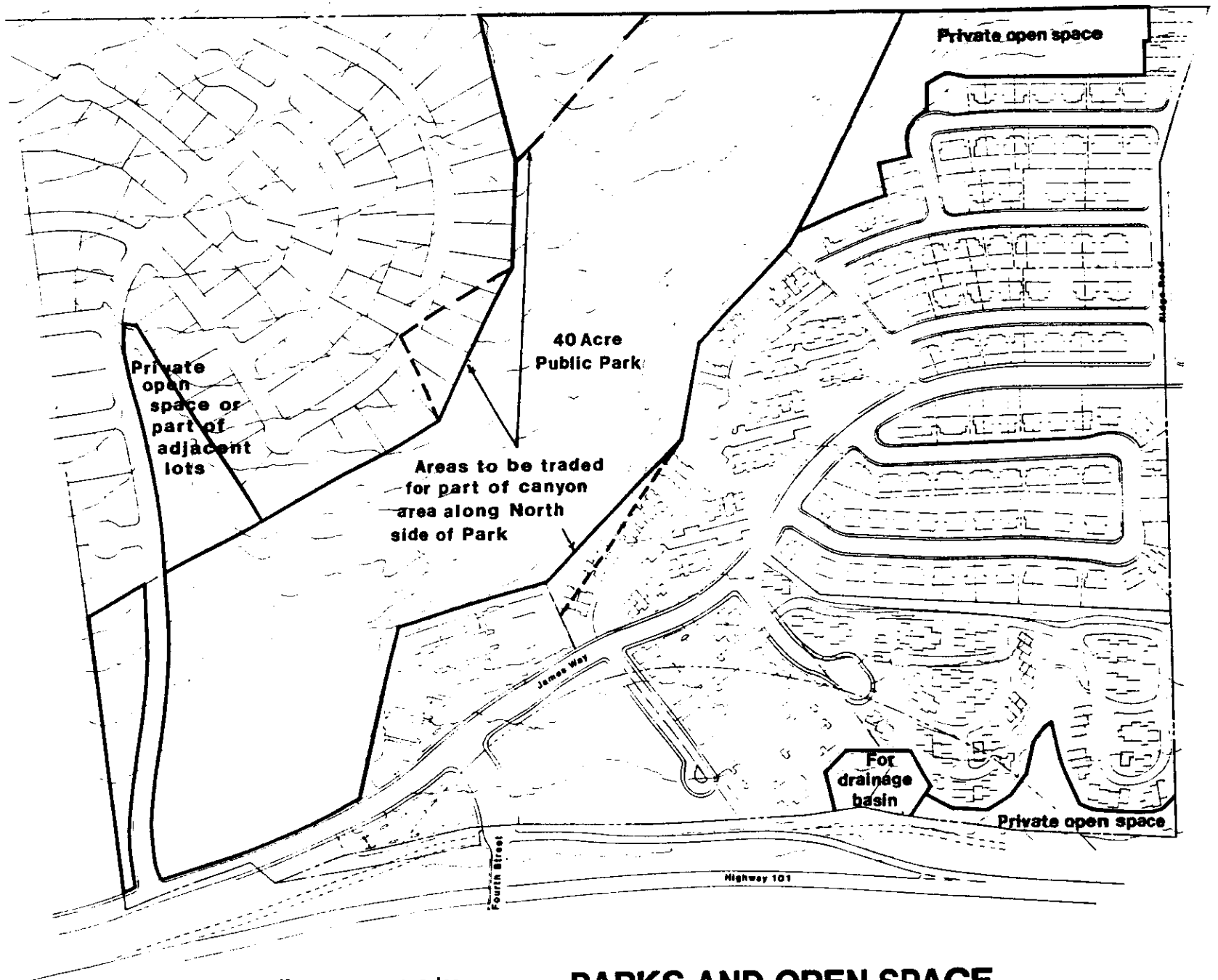
Figure 8

A secondary drainage occurs near the southeast boundary of the site. A small retention basin may be necessary at this point. An engineered drainage plan will be required to address drainage flow patterns, storm drains, if any, and drainage retention basins. This system will be sized for existing runoff and for increased runoff due to increased impervious surfaces created by development.

4. Open Space and Parks

Upon approval of development of the first two phases of the Pismo Oaks, 40 acres were dedicated for use as a City park. Initial plans to develop this space as a City golf course have apparently been dropped by the City. At this time, the future types of recreational uses of this Basin property have not been determined. However, as described in the last section, it may be necessary to use a small part of the park space nearest the freeway for a siltation basin to protect the nearby Pismo Marsh ecological habitat. Also, there is a dirt road through this City property, which serves as an agricultural easement between the City of Pismo Beach and Leo Brisco, et. al. (Reference Resolution R 85-102).

Park dedication requirements for the future phases of the project have been met by the dedication of the 40 acre park. In addition, the steep slopes areas and retention



PISMO OAKS

SPECIFIC PLAN

NORTH

0 100 200 300

SCALE

the morro group inc.

PARKS AND OPEN SPACE

10/27/86

Figure 9

basins adjacent to Highway 101 are proposed to be left in open space. If a siltation basin is necessary in the park area, a turf play area should be provided as described in the storage Drainage System Section.

The Specific Plan proposes to amend the park configuration by exchanging land in one of two canyons along the 100 lot area for the park area along the top of the oak covered hill adjacent to the townhouse area and for a small triangular shaped area along the east boundary of the 37 acre area. The amount of city park area is proposed to remain 40 acres after the exchanges have been completed.

5. Police and Fire Protection

Structures will be designed to incorporate security devices such as adequate door locks, proper window locking devices and other measures recommended by the Police Department. Neighborhood watch programs could also be established for the residential areas. The commercial uses are anticipated to have burglar alarm systems.

The water systems will be engineered to provide for the fire flows and capacities necessary to meet the needs of the development. Fire hydrants will be located on City streets and, where necessary, within developments as required by the City Fire Department. Roofing materials will be fire

retardant and fire green-belts shall be used to separate structures from fire-prone open-space areas.

6. Schools

Pismo Oaks is served by the Lucia Mar School District. Since there are no schools in the immediate vicinity, children are bussed to school. The District currently has a school fee to provide for new temporary facilities.

III. IMPLEMENTATION

A. DEVELOPMENT CRITERIA AND RESTRICTIONS

The City's zoning criteria for the P-R, C-1 and R-4 zones will guide the design of the development as well as the various overlay zones which apply to the property. The Specific Plan Development Requirements in the next section provide additional criteria.

In addition, conditions, covenants and restrictions (CC & R's) may be established for the 62 unit townhouse development. These CC & R's may address maintenance design, common area maintenance and additions, as well as safety provisions and other pertinent issues.

B. PHASES AND GROWTH MANAGEMENT

It is anticipated that the Pismo Oaks development will continue to be developed in phases. Each phase of the plan will require prior approval by the City. These phases will be designed so that each phase could stand on its own in the event that future phases are postponed or delayed. For example, a restaurant is currently proposed as a first phase of the R-4 property located north of James Way at Fourth

Street. A motel is proposed to be developed as the second phase of this property. The parking and driveways for the restaurant will meet the requirements of a freestanding restaurant until development of the motel, at which time the parking and driveways will be integrated into the motel development plan. Other parts of phasing of Pismo Oaks will be designed similarly.

Each phase of the project will be assessed against any applicable growth management regulations established by the City. The phases will have to be consistent with the regulations applicable at the time of development of each phase.

C. AMENDMENT OF THE PLAN

Any amendment to this plan shall follow the procedures and requirements of Government Code Sections 65450, 65451, 65501, 65502, 65504, 65505, and 65506, and any subsequent State amendments to these sections. Any amendment will be subject to City review.

D. ENVIRONMENTAL PROCESSING

The EIR prepared by Walker Planning and Association for Pismo Oaks should meet requirements for an EIR for any development which is consistent with the development

provisions in this Specific Plan since it was prepared for a much more intense development than is now proposed. Section 65453(b) of the Government codes specifies that "No environmental impact report or negative declaration need be filed pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code for any residential project, including any land subdivision or zoning change, which is undertaken pursuant to and in conformity with a specific plan which an environmental impact report has been certified under such provisions after January 1, 1980." The WPA report complies with this requirement as specified in the 1984 Master Plan Amendment approved by the City.

E. PLAN INTERPRETATION

This Specific Plan is more detailed in its description of development intentions in Pismo Oaks than the General Plan-Local Coastal Plan. It is inevitable, however, that questions will rise regarding the intent or interpretation of specific proposals. Such interpretations shall be the responsibility of the City of Pismo Beach.

If a definition of a term is in question, then the definitions contained in the General Plan-Local Coastal Plan and Zoning Ordinance shall apply. If no definition is given, the term is subject to City interpretation.

If questions arise concerning the precise location of a land use boundary or whether a specific use is allowed, more accurate maps or standard specifications approved by the City may be used to resolve disputes. In such disputes, the decision of the City Council will be final.

The schematic circulation, water, sewer, drainage and subdivision plans contained within this Specific Plan are based on preliminary survey and engineering. In all instances, more precise plans will be required consistent with the schematic concepts of this Specific Plan.

F. CITY REVIEW AND PROCESSING AND IMPLEMENTATION

Pursuant to State Law and the City's Zoning regulations, the Planning Commission will hold public hearings on the Pismo Oaks Specific Plan, incorporate any changes required and recommend that the City Council approve it. The City Council will then hold separate public hearings on the Specific Plan, incorporate any changes and approve and adopt the plan.

Once this Specific Plan has undergone the approval process, separate development plans can be submitted for review and approvals consistent with City-regulations. The individual development plans will require Tentative Tract Maps and development plans containing details such as lot

dimensions, grading plans, utility line locations and sizes, locations of easements and other data required by the City's Regulations. These individual development plans will be reviewed for consistency with this Specific Plan, the General Plan-Local Coastal Plan and with other City requirements.

As each individual development is approved or conditionally approved, the Conditional Use Permit and Tentative Tract Map are valid for two years during which time final maps, plans, specifications and agreements must be accepted by the City and recorded with the County. As part of final map approval, the developers are required to pay certain fees, provide performance bonds, join any assessment districts and comply with other public regulations or requirements then in effect. Time-extensions are possible based upon the criteria established under the City's Zoning and Subdivision requirements.

The City Planner shall be authorized to approve minor modifications for previously approved developments, which conform to the provisions of this plan.

IV. SPECIFIC PLAN DEVELOPMENT REQUIREMENTS SUMMARY

The Zoning Ordinance and the General Plan-Local Coastal Plan provide some of the criteria for development of the Pismo Oaks. The Specific Plan provides the remaining guidelines and standards for Pismo Oaks.

A. CONSISTENCY WITH GENERAL PLAN-LOCAL COASTAL PLAN AND ORDINANCE AND OTHER CITY ORDINANCES

A-1 Any development in the Specific Plan area shall be consistent with the adopted General Plan-Local Coastal Program Land Use Plan.

A-2 Development of all properties shall meet the requirements and standards of the Specific Plan. Any deviations from these standards shall require an amendment to the Specific Plan.

A-3 The development shall comply with the City's Growth Management Plan.

B. PUBLIC FACILITIES AND UTILITIES

B-1 The major street system comprising James Way (formerly south Price Street) and Fourth Street shall be constructed by the developer as required by the General Plan-Local Coastal Plan prior to any development north of the 40 acre park site. (See also section on Transportation Systems.)

B-2 Public Utilities shall be installed underground throughout the project.

B-3 As a part of the Project Development Plans work, it will be necessary for the Developer to prepare legal descriptions for easements that will be required for the installation of water mains, sewer lines and right-of-way dedication for the roadways.

B-4 The schematic circulation, water, sewer, drainage and subdivision plans contained within this Specific Plan are based on preliminary survey and engineering. In all instances, more precise plans will be required consistent with the schematic concepts of the Toups Reports and other adopted plans.

B-5 Water lines shall be installed. A southern loop intertie between water tanks will be provided within James Way by the developers. Oversizing of this James Way intertie shall be subject to City fee credits. A northern intertie through the park or north of the City limits may be provided by the City if and when deemed necessary. Required fire flows must be met for each development. Individual development plans will specify unit water line configuration. The conceptual water plan is shown on the Water Plan Map. Figure 6.

B-6 Prior to any new development in Oak Park Heights northwest of the 40 acre park, the City will form an assessment district, establish a special in-lieu fee or require the developers in Oak Park Heights to provide additional water storage capacity. Additional water storage capacity to an ultimate 0.8 million gallons is needed (based upon the engineering study prepared by John Wallace and Assoc., which is on file with the City Planning Department).

B-7 The sewer system for the eastern portion of Pismo Oaks will be designed to gravity flow into either the existing sewer line or the existing lift station located west of the R-4 properties. The

sewers for the 100 lot (37 acre) subdivision will follow any one of the three alternatives described in the Sewer System section of the Specific Plan: 1) Gravity flow into the existing lift station, 2) Construct a new lift station to serve the 100 lot subdivision, or 3) Construct a new joint-use lift station to serve both the 100 lot subdivision and the southern portion of P.V.P. (Figure 7)

B-8 Storm water drainage will follow the streets and natural water courses as specified on the Drainage Plan Map, Figure 10. The drainage system will be sized to carry 25-year flood flows from the developments to the existing inlets along the freeway. Individual developments will specify drainage and the connection with the major drainage system.

B-9 All lots shall have positive drainage to the street or other approved drainage course.

B-10 Drainage and erosion control facilities shall be designed within all properties of the development and shall comply with the Grading and Erosion Control Ordinance of the City of Pismo Beach.

B-11 As required by code, all areas disturbed by grading shall be planted with temporary, or in the case of finished slopes, permanent erosion retardant vegetation. Native species shall be planted wherever feasible. Such plantings shall be accomplished under a plan prepared and submitted by a licensed landscape architect and shall consist of seeding, mulching, fertilization, and irrigation adequate to provide 90 percent coverage within 90 days of the time of planting. Planting shall be repeated if the required level of coverage is not established within the time period stipulated above. This requirement shall apply to all disturbed soils, including stockpiles, and to all building pads and road cuts.

B-12 Fire hydrants will be necessary throughout the development. The location and number of hydrants will be determined by the Fire Chief.

C. HOUSING

C-1 Housing densities shall be consistent with City regulations.

D. TRANSPORTATION SYSTEMS

D-1 James Way shall be extended westward from the intersection with Fourth Street at a width of 44 feet (curb-to-curb) to connect with the section of James Way which will be developed on the adjacent P.V.P. property. (This extension will be coordinated with development of the P.V.P. property.) James Way will include two travel lanes, left-turn lanes at road intersections and driveways and on-street bike lanes. The right-of-way of 64 feet may be adjusted where the total width is unnecessary along the freeway right-of-way.

D-2 The existing northbound on-ramp at Fourth Street will be temporarily abandoned (if approved by Caltrans) and the existing on-ramp at Highland Drive will serve as the replacement while the Fourth Street bridge is widened at which time the on-ramp at Fourth Street will be re-opened and the on-ramp at Highland Drive will be abandoned. The existing northbound off-ramp will be re-aligned to remove the sharp angle east of Fourth Street. The off-ramp will be one-way only. Oak Park Heights development road fees or a redevelopment agency or an assessment district should be

considered as possible methods to assist Cal Trans in the financing of these improvements as well as for future widening of the north half of the Fourth Street bridge.

D-3 All garages shall have automatic garage door openers unless they are located 20 or more feet from a sidewalk or private street. (This applies only where setbacks of garages are not required to be 20 feet.)

D-4 Parking should be limited on the local and private streets and prohibited on James Way and Fourth Street. Turn pockets shall be provided on James Way and Fourth Street. Access from Fourth Street to adjoining properties is prohibited.

D-5 All private two-way driveways shall be a minimum of 20 feet in width except where perpendicular, parking necessities 24 foot wide driveways.

D-6 Standard off-street parking shall be provided for each development consistent with the standards established in the City of Pismo Beach Zoning Regulations.

D-7 At least one parking space per unit shall be a covered space. Off-street resident and guest parking will be provided for the townhouse and apartment developments as required by code.

D-8 No private residential driveways shall have access to James Way or Fourth Street. Driveways to commercial and motel land uses will be permitted on James Way provided, however, that they shall be limited to as few as possible while still providing adequate access.

D-9 All parking and driveways shall be landscaped in the townhouse, apartment, motel and commercial areas as required by code.

D-10 The general City standards for cul-de-sac turn-arounds, street grades and drainage will be followed.

D-11 At intersections, bike and pedestrian crossings shall be delineated clearly with a consistent and highly noticeable paving material or striping.

D-12 Bike lanes along James Way and Fourth Street shall be signed for maximum safety.

D-13 Sidewalks shall be provided along all parkways. The minimum width in residential areas shall be 4 feet unless otherwise provided by code. Sidewalks in commercial areas should be a minimum of 8 feet wide.

D-14 Handicapped curb cuts shall be provided at all locations where crossings are expected or as otherwise required by the City.

D-15 Pedestrian trails within residential developments should have a minimum width of 4 feet.

D-16 Developments shall be required to pay the Oak Park Heights circulation fee established by the City Council.

E. OPEN SPACE, LANDSCAPING AND RECREATION

E-1 Park dedication requirements have been met for the remaining phases of Pismo Oaks due to previous dedication of the 40 acre park site.

E-2 Park areas will be traded between the City and property owner for the areas shown on the development plan. Developer will be responsible

for filing the necessary documents to accomplish this exchange.

E-3 Landscaping and irrigation plans shall be required for all properties in the development except the single family lots.

E-4 A turf play area, gravel parking and pathway will be provided in the park area by the developer to offset the loss of park area for use as a drainage basin.

F. ENVIRONMENTAL PROTECTION

F-1 Any development must include appropriate mitigation measures described in the certified Environmental Impact Report prepared for Pismo Oaks and any supplements and addendums unless the City Council has specifically deleted the mitigation measure on the basis of overriding concerns.

F-2 Noise studies may be required for residential development which encroaches closer than 300 feet to the nearest freeway lane.

F-3 Any development within 300 feet of Highway 101 shall incorporate interior and exterior noise alternatives to reduce noise to acceptable levels of 45 dBA for the interior and 60 dBA for the exterior.

F-4 Accepted earthquake construction standards shall be used.

F-5 Standard construction practices consistent with soils characteristics should be used. Soils testing should be conducted as necessary or required.

G. ENERGY

G-1 Buildings should be oriented to achieve optimum solar accessibility. Design should include as many south facing windows as possible with properly designed overhangs.

G-2 Drought tolerant landscaping is encouraged.

G-3 Water conserving equipment should be chosen for faucets, toilets, showers and other water equipment.

H. OTHER DEVELOPMENT GUIDELINES

H-1 The maximum number of residential units shall not exceed 460 nor shall the average density exceed 6 units per acre over all residentially designated areas.

H-2 All units, roads, and other structures will be designed to utilize the natural terrain to the extent feasible.

H-3 Multiple access points may be required in each development for police and emergency vehicles. These access points can be limited to emergency access and can incorporate innovative designs such as use of ecobricks and landscaping, etc.

H-4 All private roads shall be subject to police enforcement to ensure that fire lanes continually remain open.

H-5 Any Homeowners Association shall maintain all on-site common areas, including private roads, driveways, on-site drainage facilities, greenbelts and private recreational facilities. The Homeowners Association shall also be responsible for maintenance of all adjacent walkways,

including irrigation, trimming and cleaning as specified within this Specific Plan.

H-6 Neighborhood watch programs should be established in each of the residential areas.

H-7 During development of the 100 lot, 37 acre subdivision, a 16,000 square foot site will be graded for a future fire station to be located within the City owned 40 acre park. Utility stub-outs will be provided for the fire station. The exact location shall be determined by the City.

I. GENERAL REGULATIONS

Along with this Specific Plan, the Zoning Ordinance and the General Plan-Local Coastal Plan contain detailed regulations and policies for the development of Pismo Oaks. The following table summarizes several of the more important criteria for development.

DEVELOPMENT STANDARDS

DESIGN ELEMENT	DEVELOPMENT STANDARD
Maximum average density over all buildable residential areas.	6 units/acre
Maximum Building Height	
P-R Zones	As established by Use Permit-Generally 25 feet for single-family areas and 35 feet for multiple family areas.
C-1 Zones	42 feet
R-4 Zones	35 feet
Minimum Building Setbacks	
P-R Zones, single family	
Front	20 feet
Side (interior)	5 feet**
Side (Street)	10 feet
Rear	10 feet
P-R Zones, multi-family*	
Front	15 feet
Side (interior)	5 feet
Side (street)	10 feet
Rear	10 feet
C-1 Zone	0 feet (except when adjacent to residential uses-see Zoning Ord.)
R-4 Zone	
Front	15 feet
Side (interior)	5 feet
Side (street)	10 feet
Rear	10 feet
Minimum off-street parking	Per Current Zoning Ordinance

*can vary if approved by Use Permit
** unless a greater setback is required by the Planning Commission

DEVELOPMENT STANDARDS (Cont'd)

DESIGN ELEMENT	DEVELOPMENT STANDARD
Minimum Lot Size	
P-R Zone*	
Single family areas	5,000 sq. ft.
multi-family areas	5,000 sq. ft.
R-4 Zone	20,000 sq. ft.
C-1 Zone	Per Use Permit
Maximum lot coverage, less street and unbuildable areas	
P-R Zone, all	40 percent
R-4 Zone	55 percent
C-1 Zone	80 percent
Recommended maximum building area	
P-R Zone*	
Single family	80 percent
multi-family	125 percent
R-4 Zone	125 percent
C-1 Zone	200 percent
Minimum Planting Area	
P-R Zone	40 percent
R-4 Zone	20 percent
C-1 Zone	10 percent
Maximum wall height	42 inches in all setback areas. 72 inches for small private enclosures. 60 inches around swimming pools.

* can vary if approved by Use Permit

DEVELOPMENT STANDARDS (Cont'd)

DESIGN ELEMENT	DEVELOPMENT STANDARD
Architectural Extensions	Limited to criteria in Section 17.102.150.
Slope Criteria	See regulations of Hazards and Protection Overlay Zone, Section 17.078, and the Grading and Erosion Control Ordinance.
Noise Criteria (Residential Areas)	
Maximum Interior Noise Acceptable	45 dBA
Maximum Exterior Noise Acceptable	60 dBA

This table provides the general criteria. It is recommended that the Zoning Ordinance of the City of Pismo Beach be consulted for precise development criteria.