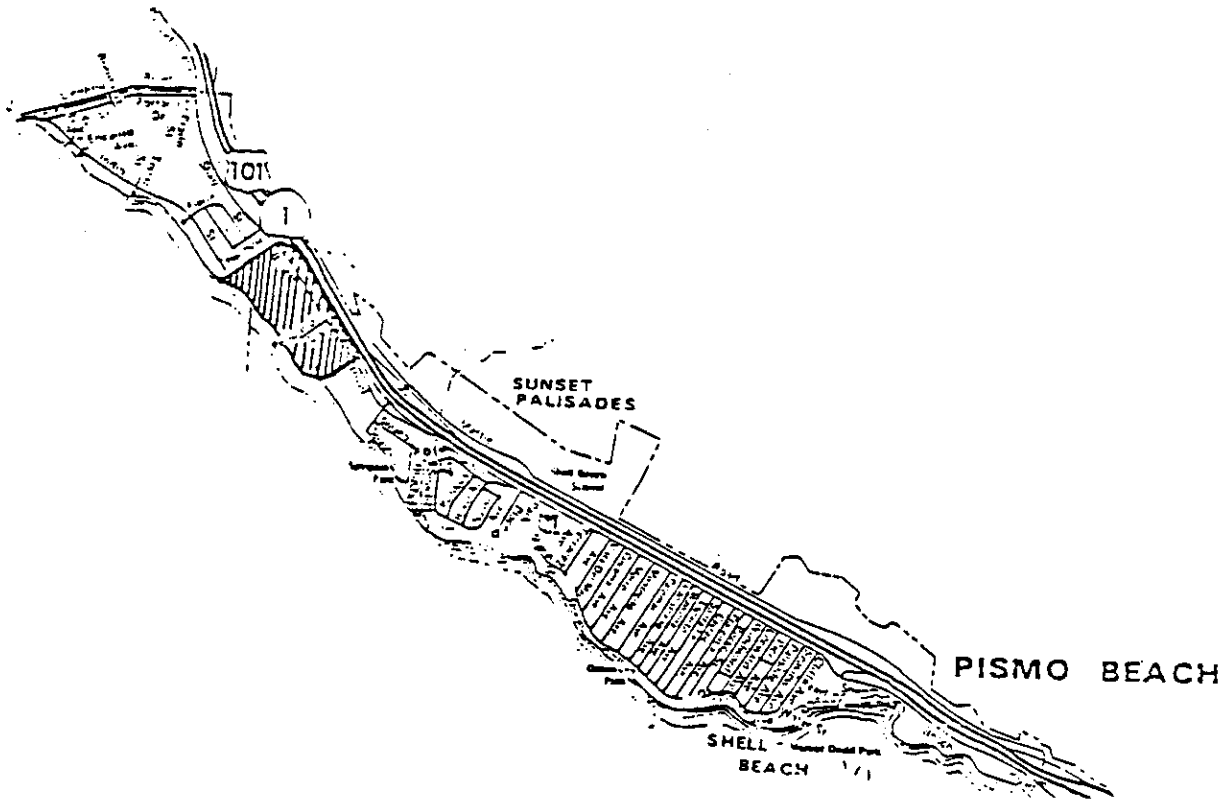
SOUTH PALISADES

SPECIFIC PLAN



SOUTH PALISADES SPECIFIC PLAN

ADOPTED

FEBRUARY 3, 1986 RESOLUTION NO. R-86-16

REVISED

July 14, 1986 RESOLUTION NO. R-86-101

July 28, 1986 ORDINANCE NO. 86-14

SOUTH PALISADES SPECIFIC PLAN

1. Description/Location

The South Palisades Planning Area consists of 21 parcels, including 11 which are very long and narrow (Fig. 1). Although there are six residences, one of which has four additional apartments; the 48± acre area is predominantly undeveloped, and at times used for temporary grazing.

The western boundary of the planning area consists of the ocean bluff tops which range in height from 40-50 feet at the north end to 80 feet at the south end. Although the bluff area is under private ownership, San Luis Obispo County has an easement from the toe of the bluff to the mean high tide line. This Planning area is bounded on the north by the Sunset Palisades neighborhood, which consists of low-density, single-family homes. The southerly boundary is a large barranca and the North Spyglass Planning area, which is (being) developed with hotels and large motels. US Highway 101 is the easterly boundary.

2. Purpose

This 48 acre area is currently subdivided into primarily long, narrow 2 to 4 acre lots, which do not lend themselves easily to the quality development that this prime coastal area deserves. This specific plan has been prepared to facilitate a co-ordinated approach to development which will maximize the potential of the area, while at the same time recognizing the pertinent environmental constraints, and integrating the policies of the City's General Plan/Local Coastal Plan and Zoning Ordinance.

This document is intended to be a "working" Specific Plan; as such it is a synopsis of the Draft Plan prepared by The Morro Group which is acknowledged and accepted as a background report. In all cases where the adopted specific plan differs from the background report, the former shall prevail.

3. Land Use Plan Concepts

This area has been designated by the Local Coastal Plan for limited medium density (7 dwelling units/acre maximum) residential development. The area between Shell Beach Road and Highway 101 is designated as a Density Transfer Zone, so that this portion of the land can be used for open space/recreational activities and the units which could normally be built in this area can be located west of Shell Beach Road. A 100-foot wide strip along the bluff top shall be retained as open space for a public access and recreational area in addition to a 100-year bluff retreat setback.

Clustering concepts in the medium density area are desirable and encouraged. By clustering, developments can be designed for better solar access, larger open spaces and preservation of views. Clustering the housing can also minimize impacts to a sensitive resource such as soils, vegetation and bluff stability.

Common recreation facilities within the developments should be part of the design of the area as well as inclusion of individual open space. A bluff top park for walking and sightseeing will also be established and can overlap into the 100 year bluff retreat area.

It is desirable to design the individual housing cluster developments so that they harmonize with the other developments within the area. The projects need not be the same architectural design. It is preferable that the developments be different but compliment each other. Similar building materials such as tile roofs, wood or stucco exteriors, could be used throughout the entire Planning Area in order to provide continuity. Uniform site planning techniques become key to the success of this approval.

4. Overlay Zones

A number of zoning overlay zones apply to the South Palisades Planning Area. These overlay zones establish development standards and contain special criteria which must be considered when preparing a development plan for this area. These criteria are described in detail in the Zoning Ordinance and Background Report for this specific plan. The pertinent overlays include: A (Archaeology - Historic Sites), AC (Coastal Access); AR (Architectural Review), CA (Coastal Appeal), F (Floodplain), H (Hazards & Protection), HL (Height Limitation), N (Noise), OS-2 (Open Space), P (Public or Visitor Parking), TD (Transfer Density) and V (View Considerations).

5. Environmental Status

The EIR prepared by Walker Planning and Associates (WPA) and the review in the background report prepared by The Morro Group should meet requirements for an EIR for any development in the Planning Area which is consistent with the development provisions in this Specific Plan. 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 for which an environmental impact report has been certified under such provisions after January 1, 1985." The WPA report compiles with this requirement.

However, special environmental studies may be requested by the City for specific areas or issues. These studies can become addendas to the Specific Plan.

6. Recreational Facilities

A. Phasing of Recreational Facilities

Each portion of the parks and open space areas will be developed incrementally as each property is developed. As a standard condition of each development, applicants will be requested to develop their portion of the park. However, due to the high cost of public improvements such as

NOTE: ALL PARCELS SHOWN ARE IN ASSESSORS MAP BOOK NUMBER 10

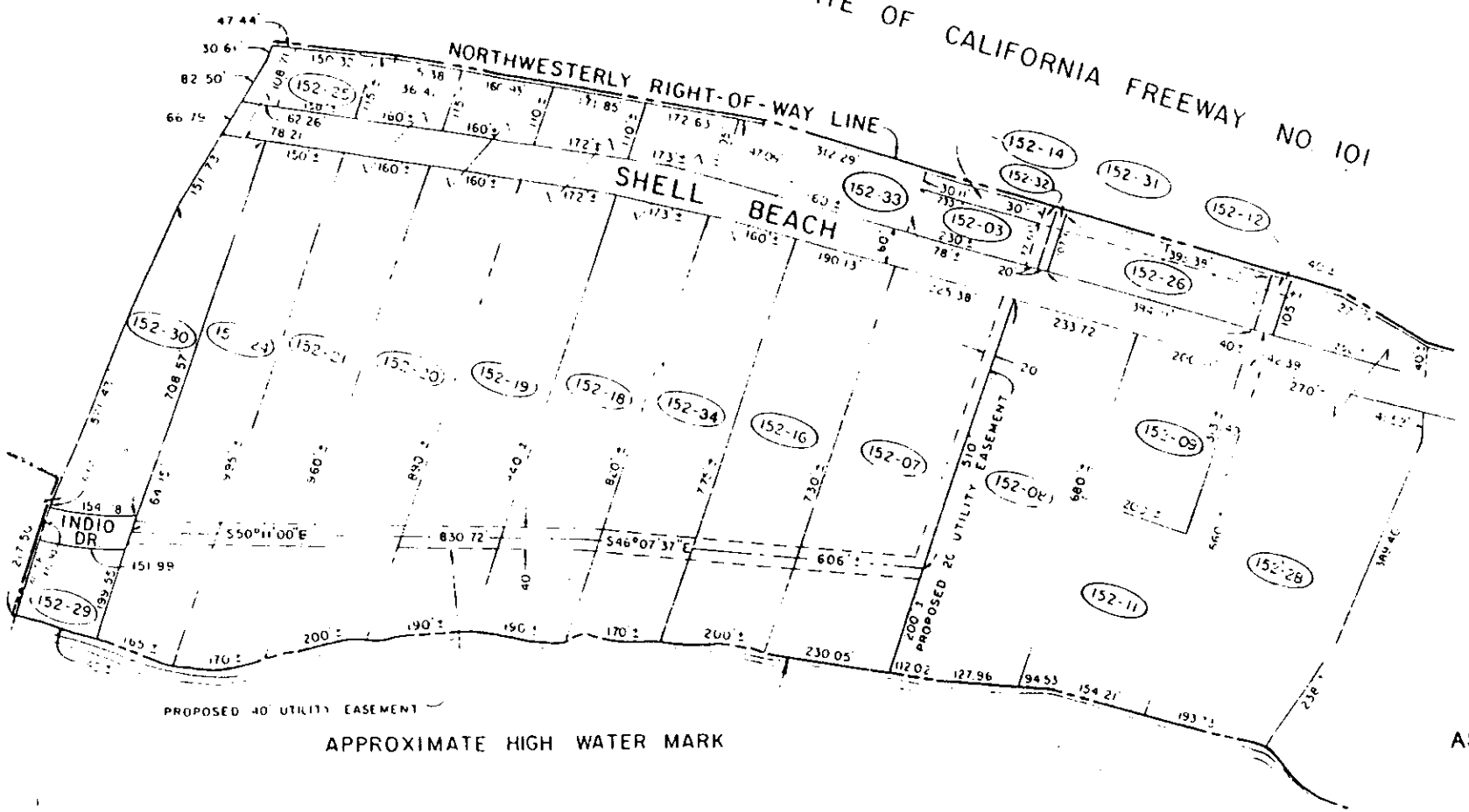


Figure 1

public stairways, bus stop shelters, and pay phones, all properties will be made responsible for paying an in-lieu fee. This fee, which is addressed in the General Plan-Local Coastal Plan, should be based upon the total cost of the stairways and other improvements, and each developer would pay fees based upon the number of units being developed.

If there are unfinished sections of the park due to postponed development of any parcels, the City may desire to establish an assessment district to develop the intervening park area and later charge the developer upon development of that parcel. The site of the existing home within the required park area will probably remain until the owner initiates further development of this property. At that time, the existing home and bungalows should be either moved outside of the setback area or removed from the property.

B. Ownership and Maintenance

(1) Ownership

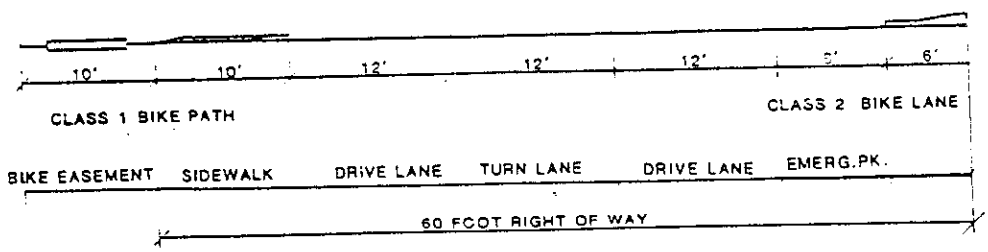
The ownership of recreational areas fall into two categories: public and private. In general, most of the public areas will likely be under the ownership of either the City or the State of California. In some instances, it may be more appropriate for private ownership with provisions for easements for public usage in a manner similar to the Downtown beachfront boardwalk. The residents recreational facilities will be privately owned.

The following park areas will be owned by the public unless there are adequate easements assuring public usage.

Bluff Top Park: This area would be most properly owned and maintained by the State of California since a high percentage of its usage will be by tourists from all over the State. However, if it is determined that the State will inadequately maintain this area, it should then be owned by the City of Pismo Beach.

Beach: The General Plan-Local Coastal Plan requires that the State Department of Parks and Recreation accept ownership of all beach areas. It the State fails to accept the beach area, the City should then assume ownership.

Shell Beach Road Bike Trail: A 10 foot wide easement shall be dedicated, and a Class 1 bike trail constructed along the ocean side of the Shell Beach Road right-of-way. This easement should be consistent with the easement along the Sunset Palisades Planning Area to the north. A 6-8 foot wide Class 2 bike trail shall be constructed on the freeway side of Shell Beach Road.



(2) Maintenance

The maintenance of all publicly owned park areas should be conducted by the City of Pisom Beach or by the entity owning the park, either the City or the State of California. Park areas which are privately owned with overlying easements for public usage shall be maintained by a homeowners association unless the City accepts the maintenance responsibility.

Since the facility will be used by tourists as well as residents, a joint maintenance program between the agency owning it and the homeowners association may be preferable. The individual property owners may wish to retain the property in private ownership since it is adjacent to their developments and of major benefit to the homeowners. The decision for ownership should be made as a part of, or an addendum to, this Specific Plan. In any event, the individual property owners will be responsible for developing their portions of the bluff top park and dedicating the property to the appropriate agency if not held in private ownership.

7. Landscaping

The landscaping element of the South Pallsades Specific Plan provides guidance for both public and private landscaping programs (See Figure 5). In general, the programs for private green space design are intended to coordinate landscaping design between different properties, enhance the design of the projects and to protect and enhance the views from the freeway. The program for the public parkways and parks provide guidance to both the developers and the City in appropriate landscape design.

8. Specific Plan Development Requirements

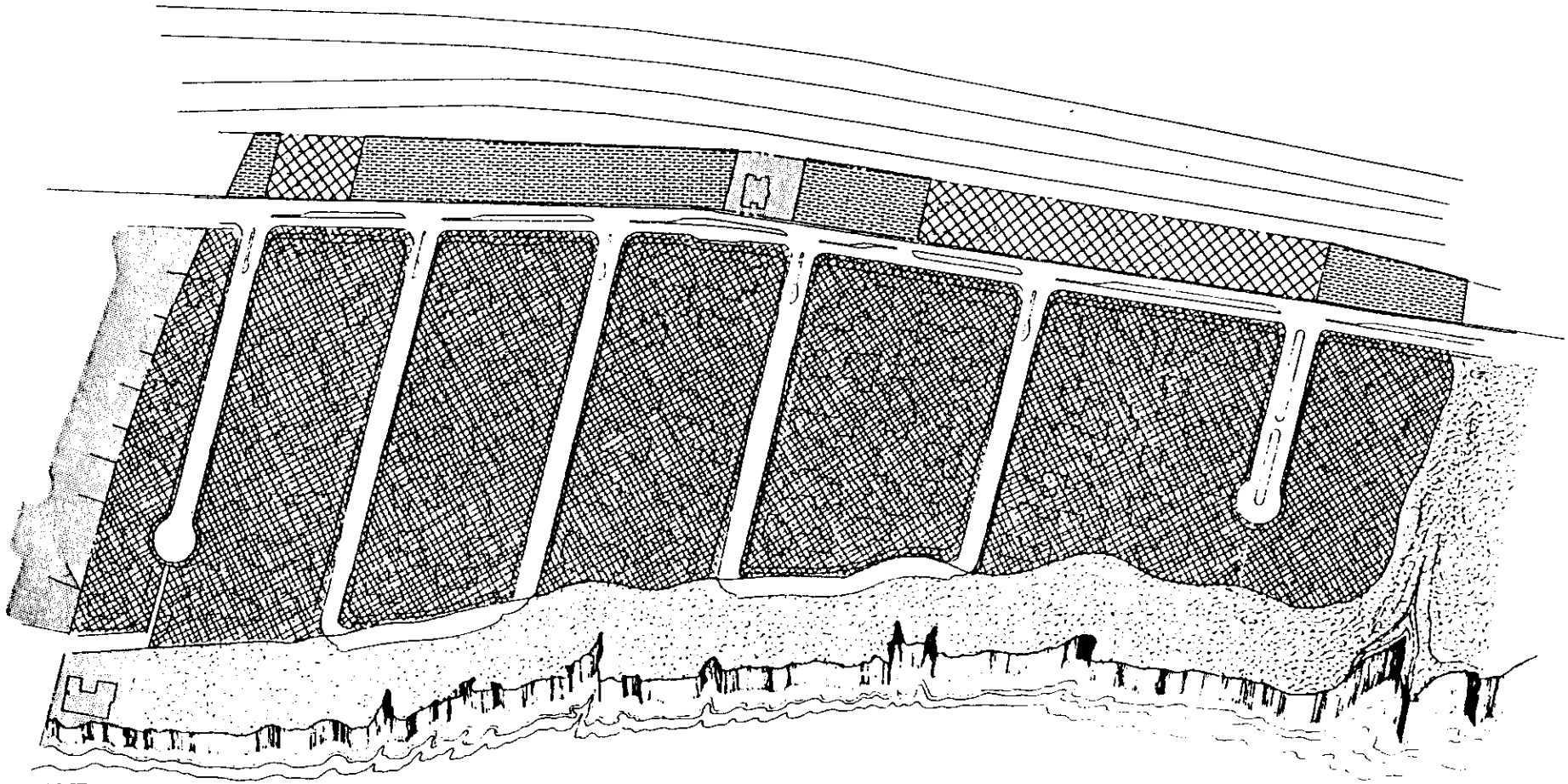
The South Pallsades Specific Plan comprises one entire Planning Area of the General Plan-Local Coastal Plan. The Zoning Ordinance and the General Plan-Local Coastal Plan provide some of the criteria for development of the South Pallsades. The Specific Plan provides the remaining guidelines and standards for the South Pallsades. Figure 2 shows the Specific Plan Generalized Land Use Map and Figure 6 shows the Development Plan.

A. Consistency with General Plan-Local Coastal Plan and Zoning Ordinance, Etc.

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 Ordinance.



Open Space

Cluster Residential

Single Family Residential

Open Space/ Density Transfer

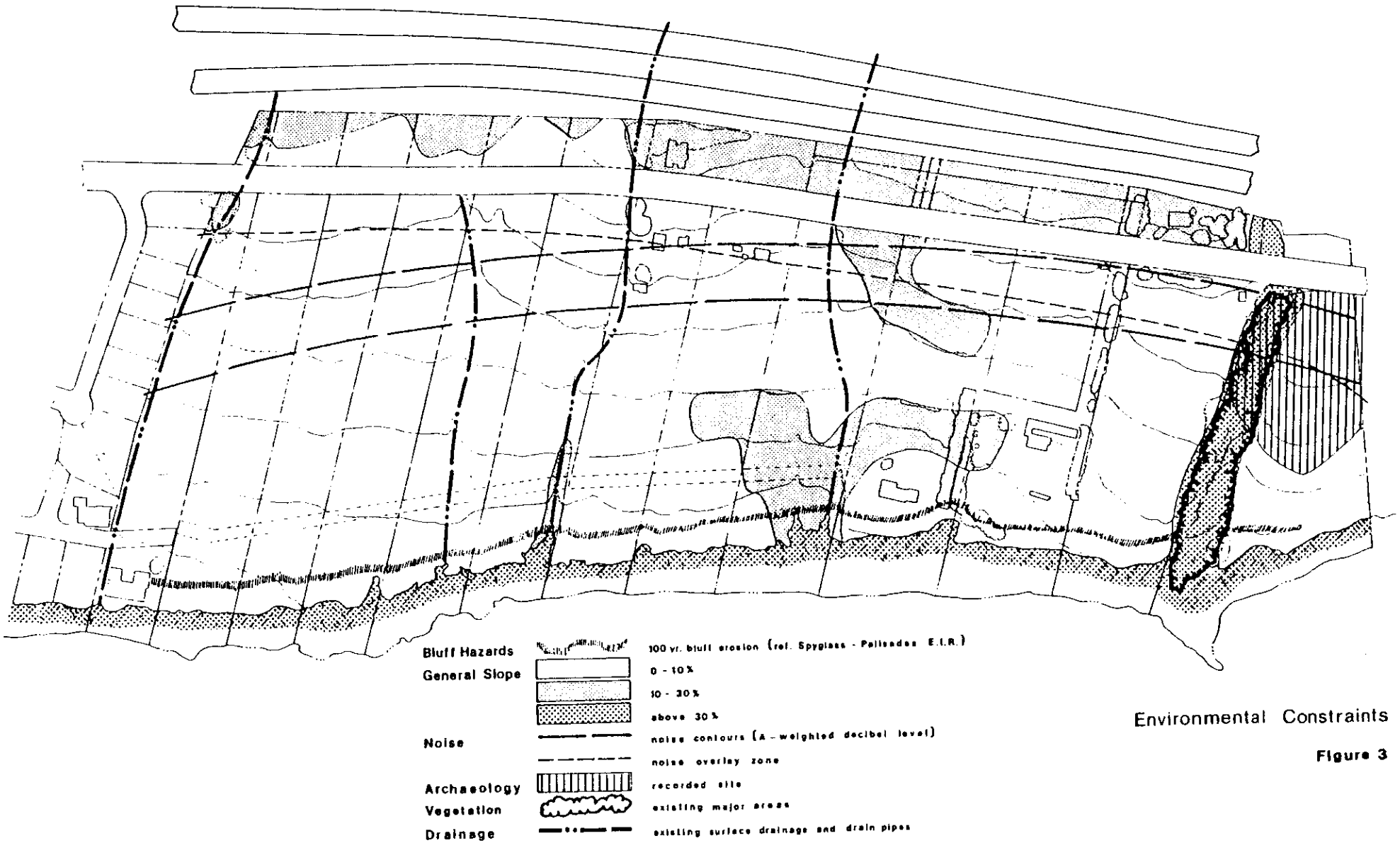
Limited Cluster Residential/ Open Space

(Per General Plan and Local Coastal Plan)

Specific Plan Generalized Land Use Map

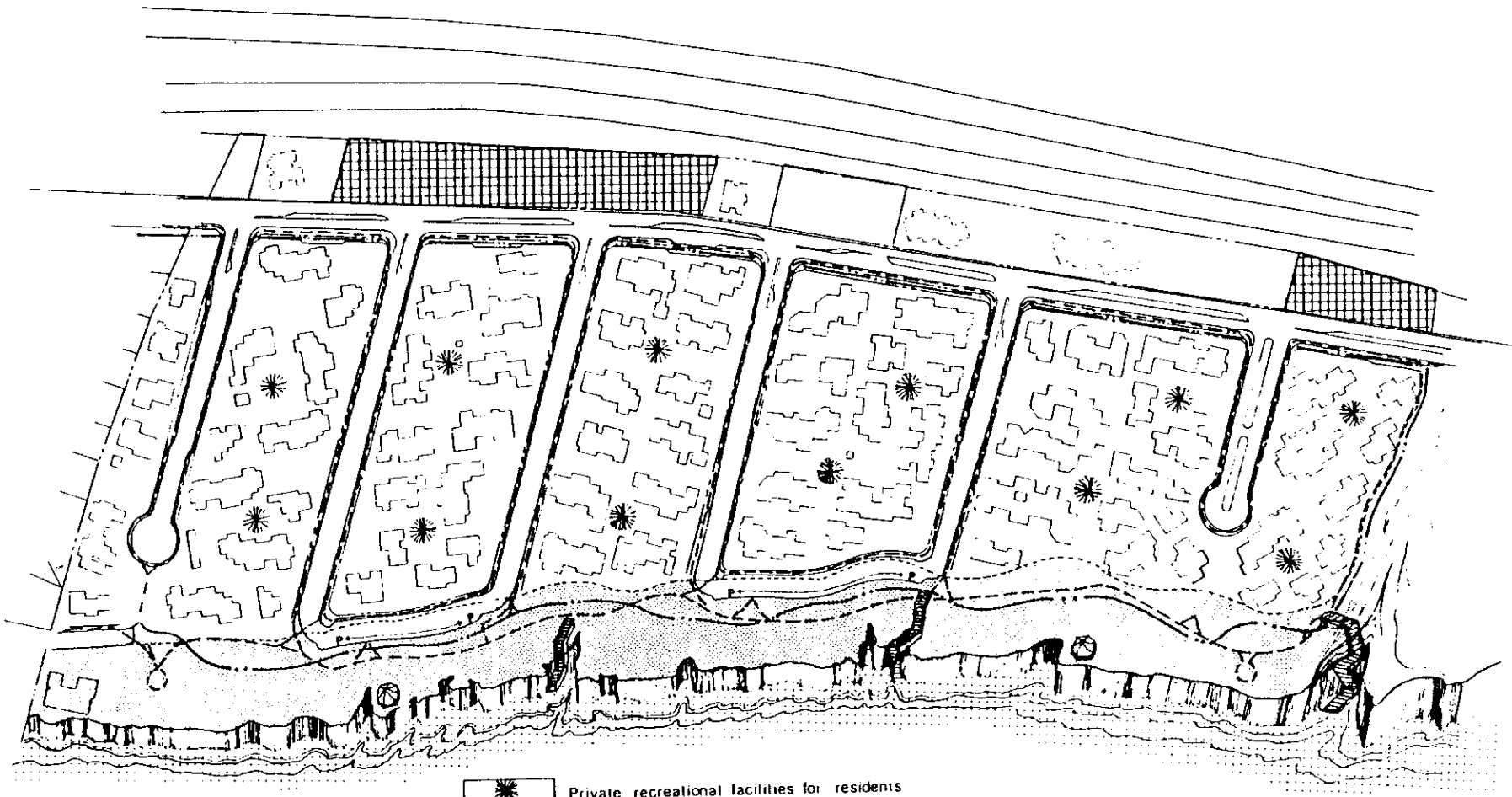
Adopted 2/3/68

Figure 2



Environmental Constraints

Figure 3

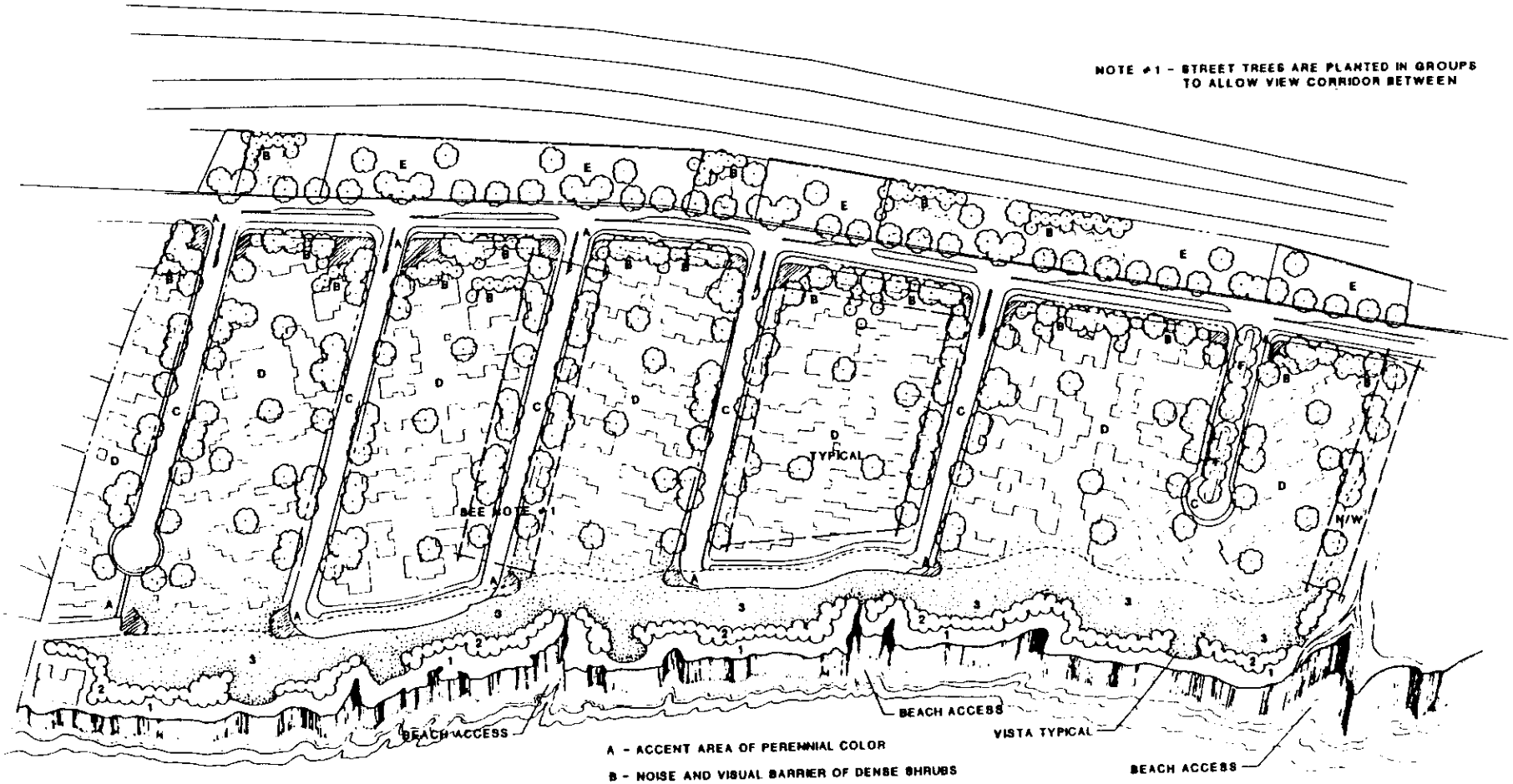


- Private recreational facilities for residents
- Passive public recreation bluff top park per LCP
- Passive and Active public beach recreation area
- Viewpoints / Gazabo
- Major bike trails
- Major pedestrian trails
- Potential mini public park and tourist information booth

Adopted 2-3-86

Public and Private Recreation Plan

Figure 4



BLUFF TOP PARK ZONES

1 - NON-IRRIGATED NATIVE COVER

2 - BUFFER AREA OF LOW SHRUBS

3 - IRRIGATED TURF AND LIMITED DROUGHT TOLERANT GROUND COVER

A - ACCENT AREA OF PERENNIAL COLOR

B - NOISE AND VISUAL BARRIER OF DENSE SHRUBS

C - STREET PLANTING PRIMARILY TREES AND TURF

D - INTERIOR PLANTING OF TREES, ORNAMENTAL SHRUBS AND TURF

E - OPEN SPACE OF TREES, SHRUBS AND NATIVE COVER

F - EXISTING TREES

N/W - "NATURE WALK" FOR PEDESTRIAN ACCESS TO BLUFF TOP PARK

Adopted 2-3-86

Landscape Plan Schematic

PREPARED BY J. ROULLARD

Figure 5

B. Public Facilities and Utilities

B-1 The loop street pattern shall be constructed as required by the General Plan-Local Coastal Plan and as stipulated as a mitigation measure of the Environmental Impact Report.

B-2 The loop road system shall be designed in conformance with City standards and shall allow for public access to the linear park area along the bluff top and City park easement. The loop system shall provide for bicycle trails which shall connect with the bluff top trail along the City park easement.

B-3 Public utilities shall be installed undergrounded throughout the project. This work shall be completed either by each individual developer or as a part of an assessment district.

B-4 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 loop roads and the cul-de-sac.

B-5 The schematic circulation, water, sewer, utility, 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. (See Figures 7, 8, 9 and 10)

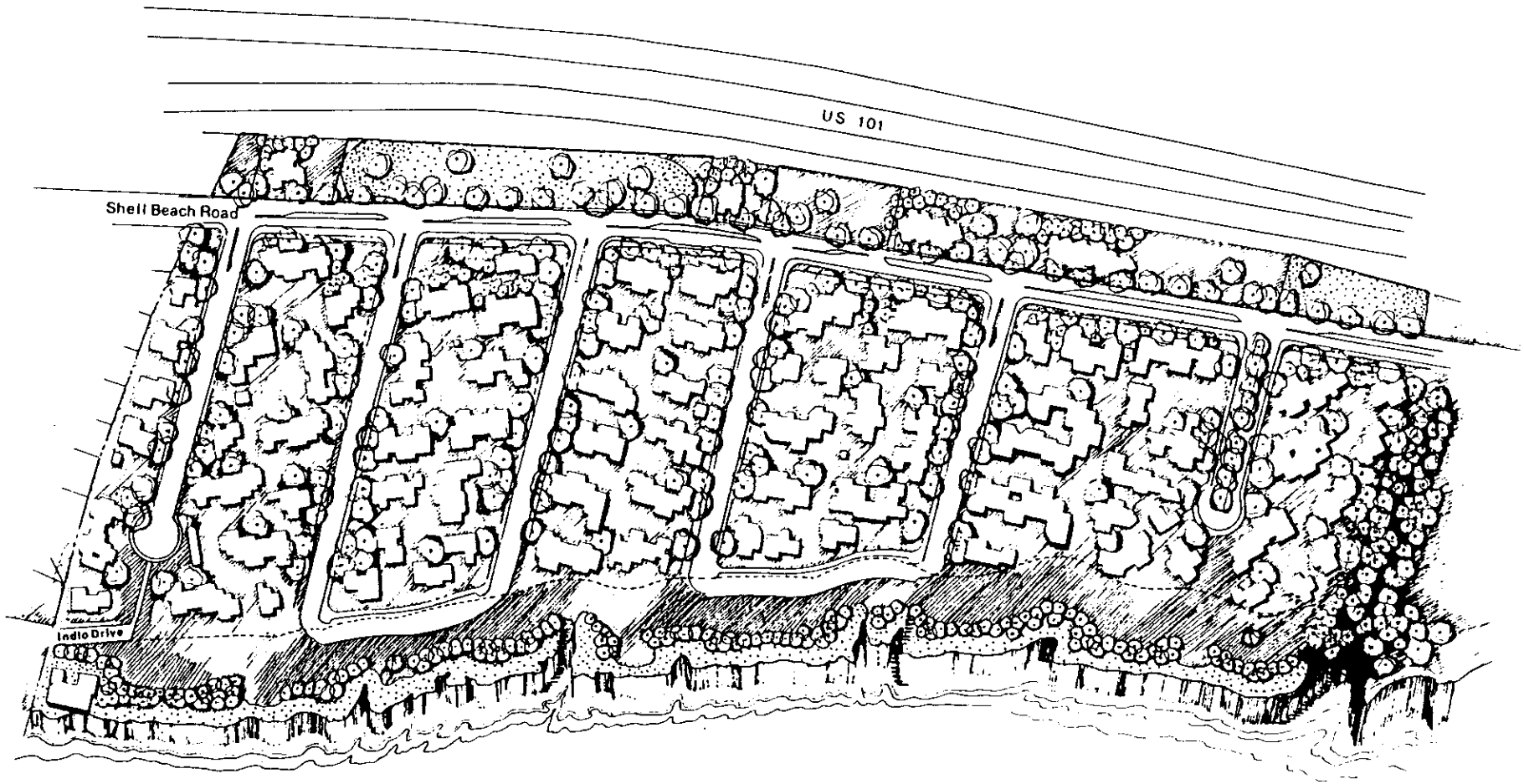
B-6 The 8-inch water lines shall be installed. They shall follow the loop road system and connect with the 12-inch line in Shell Beach Road and with the 8-inch line along the bluff. Individual development plans will specify unit water line configuration. The water plan is shown on the Water Plan Map. Figure 8.

B-7 The 8-inch sewer lines should follow the loop road system and will gravity flow into the 8-inch line along the bluff as labeled "Alternate 1", on the Sewer Map, Figure 9. The existing sewer main lines will be extended to connect the entire planning area. Individual development plans will specify unit sewer line connections.

B-8 The Addie Street Pump Station may be required to be upgraded prior to development unless waived by the City.

B-9 Storm water drainage will follow the loop streets as specified on the Drainage Plan Map, Figure 10. Of importance is that drainage lines will be sized to carry 25-year flood flows from the developments to the bluff edge. Lines will be designed to carry the water over the edge of the bluffs and to the base of the bluffs with proper disperson devices to reduce erosion impacts. Individual developments will specify drainage and the connection with the major drainage system.

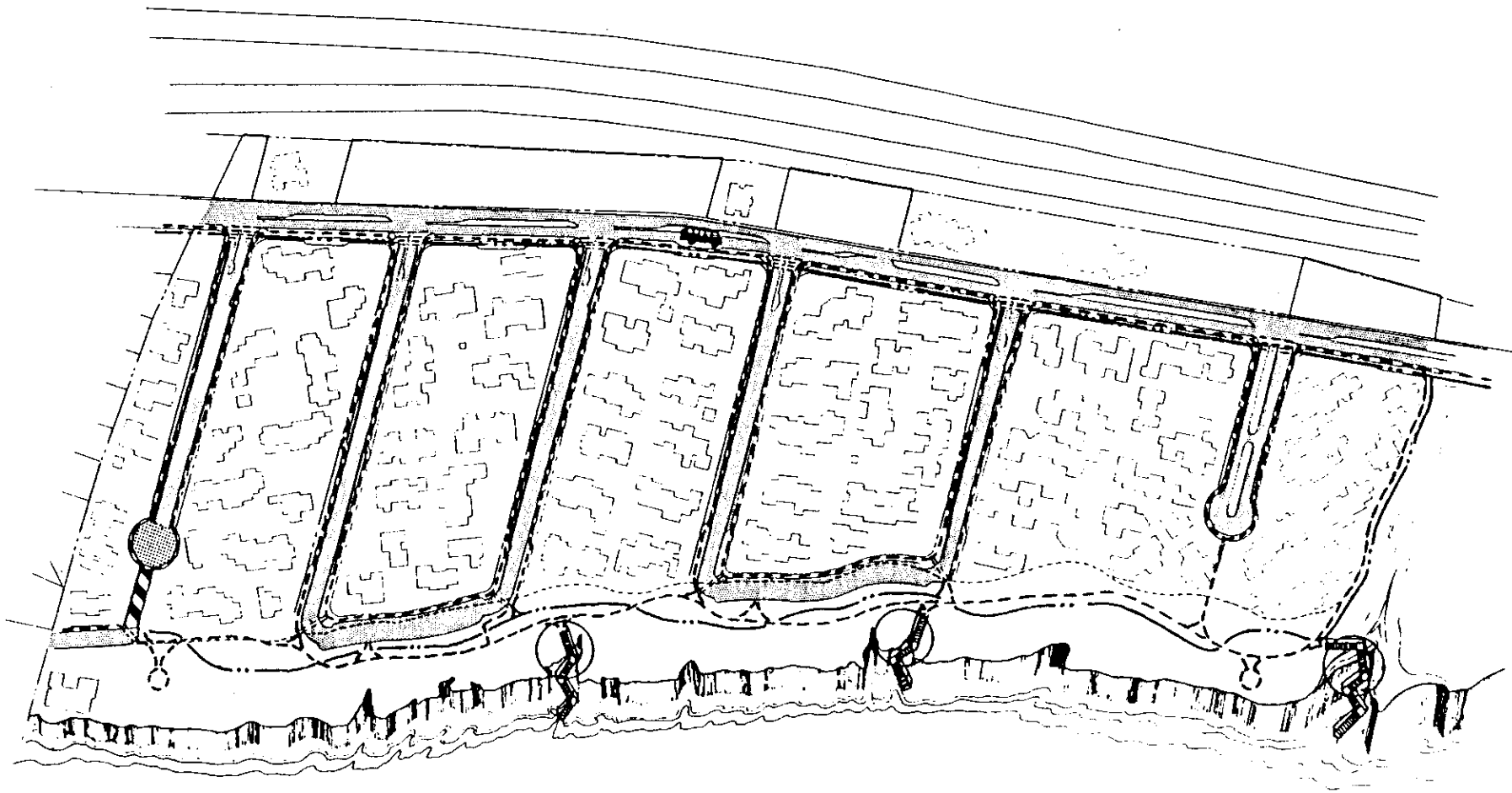
B-10 All lots shall have positive drainage to the street.



Schematic Development Plan

Adopted 2-3-86

Figure 6



Street System

Pedestrian Way

Bicycle Path

Major Activity Node

Street Crossings

Bus Stop

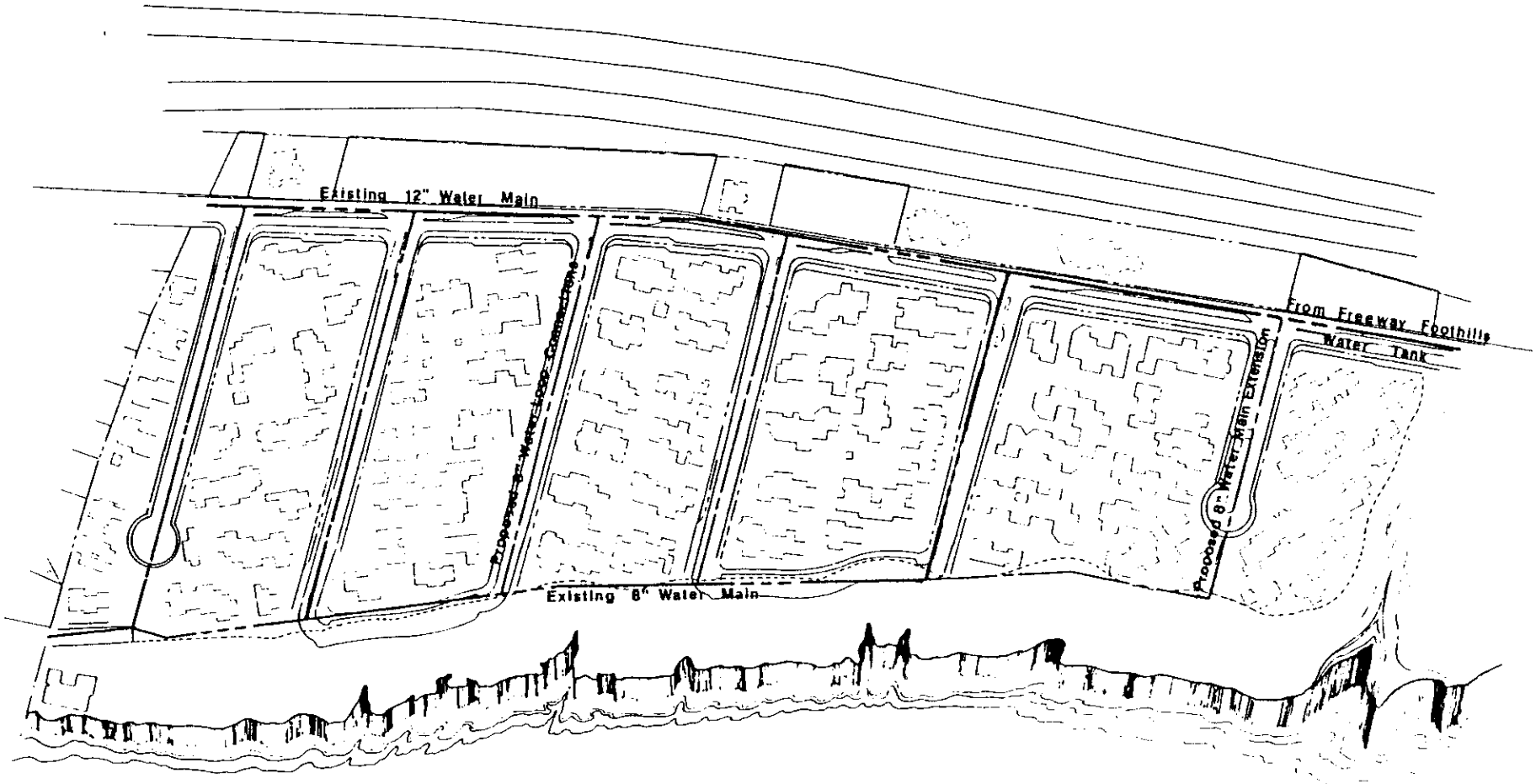
Stairs To Beach

Emergency Access/ Pedestrian Way

Transportation System Plan

Adopted 2-3-86

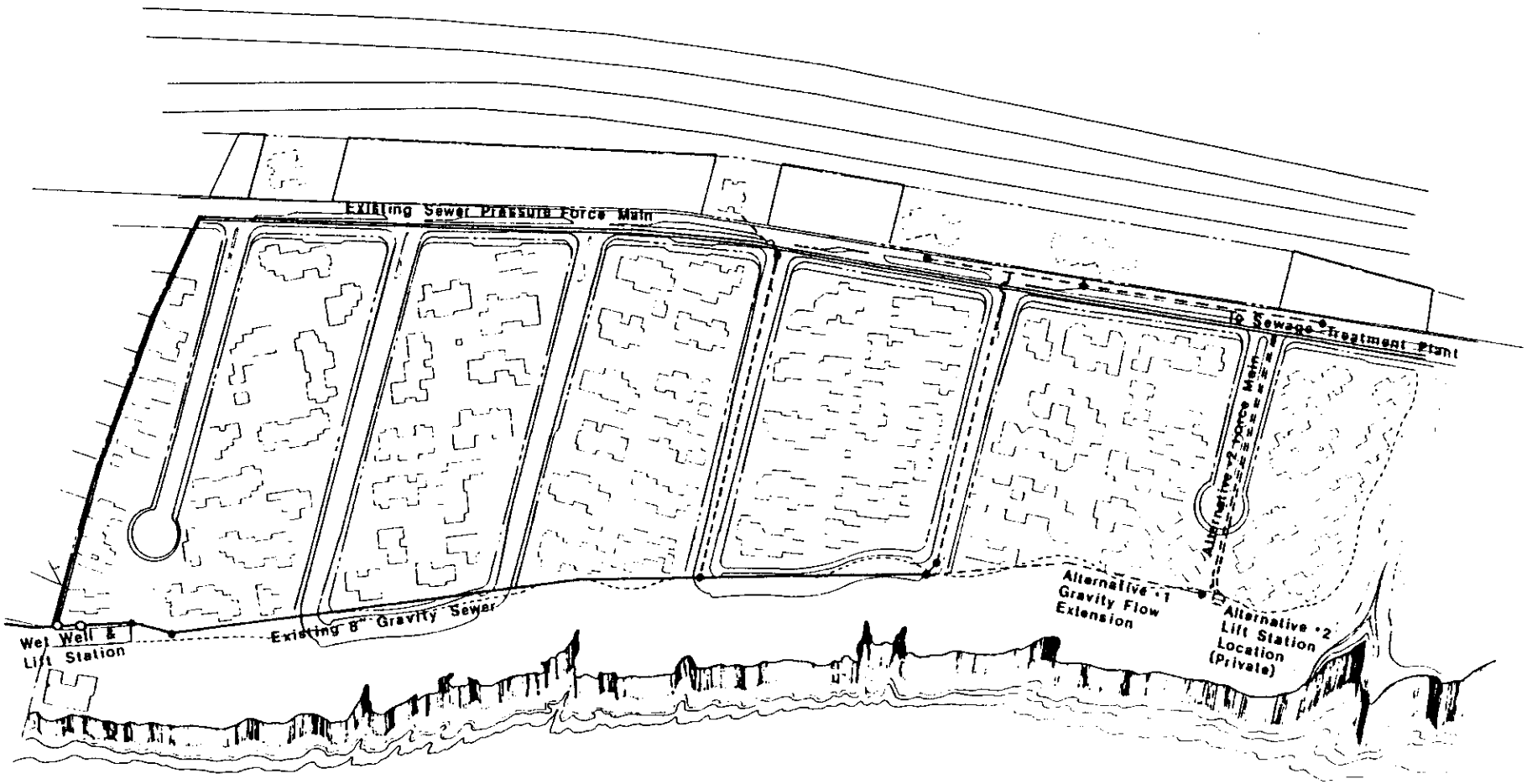
Figure 7



Water System Schematic Plan

Adopted 2-3-86

Figure 8



Sewer System Schematic Plan

Adopted 2-3-68

Figure 9

B-11 Structures should have gutters and down-spouts with runoff conveyed to the street in non-erosive devices (e.g. tight-lines, drives, etc.).

B-12 Drainage and erosion control facilities shall be designed within all properties of the development and shall comply with the Grading and Erosion Control Ordinance.

B-13 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-14 Fire hydrants will be necessary throughout the development. The location and number of hydrants will be determined by the Fire Chief.

B-15 Individual developments may donate a contribution to offset the cost of new school facilities if an overcrowding situation occurs (based upon the determination of the City of Pismo Beach).

B-16 The Union Oil pipeline right-of-way should be relocated to the public open space and utility (water and sewer lines) rights-of-way if feasible. If the pipeline right-of-way cannot be relocated, a safety buffer along the existing right-of-way should be provided.

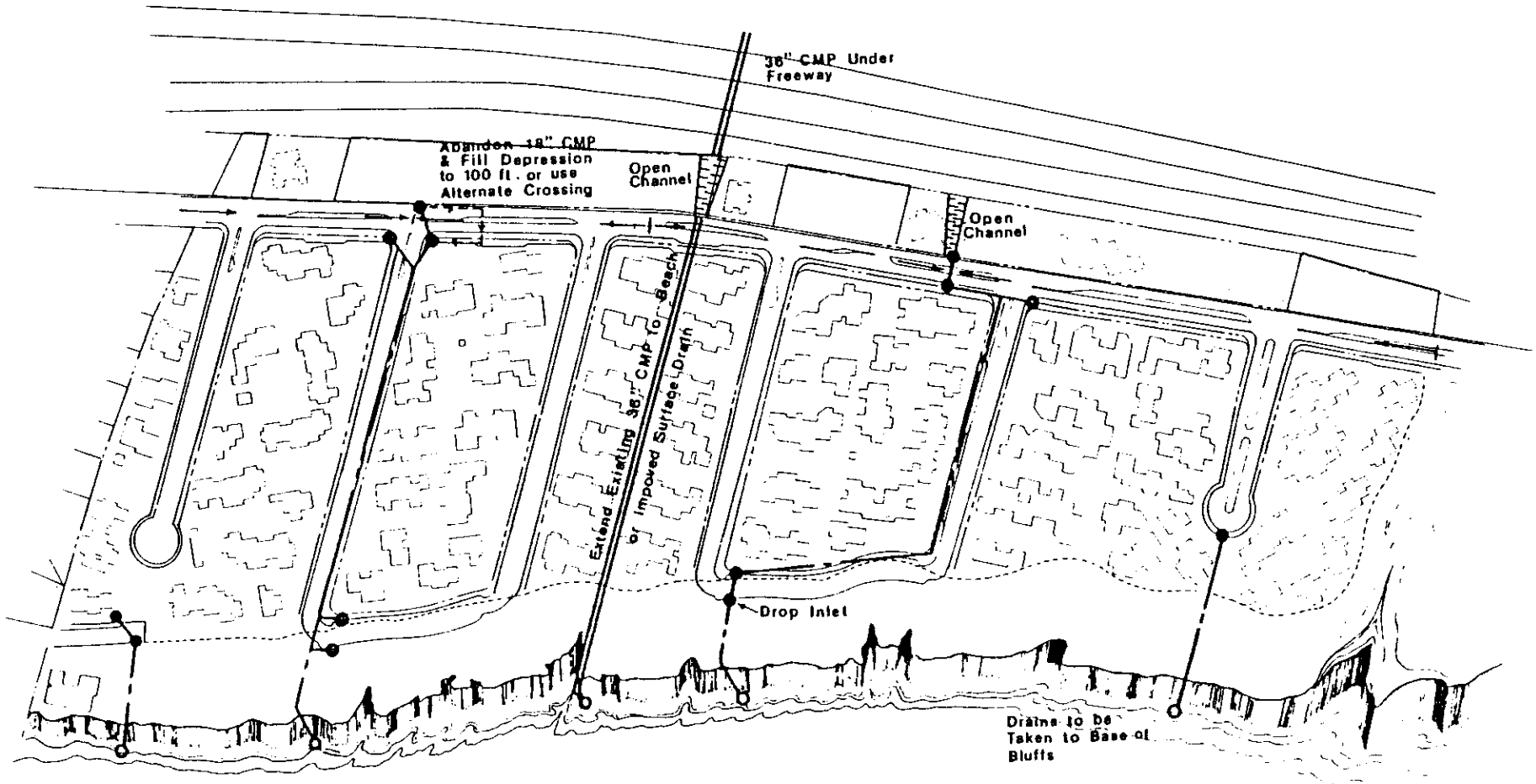
C. Housing

C-1 Housing density transfers and density bonuses shall be consistent with City regulations.

D. Transportation Systems

D-1 Shell Beach Road shall be widened to 44 feet (curb to curb) to accommodate the projected traffic as part of Phase 1 of each property development. All public roads (e.g., loop streets) shall be 40 feet wide (curb to curb) in a 52 foot right-of-way, with two 6 foot wide utility and sidewalk easements (Figure 11) sidewalks shall be at least 4'0" wide. Light standards, fire hydrants, etc., shall be kept out of sidewalk.

D-2 Each phase shall be designed with temporary turn-arounds on the loop roads and temporary emergency access roads as deemed necessary by the Fire Chief.

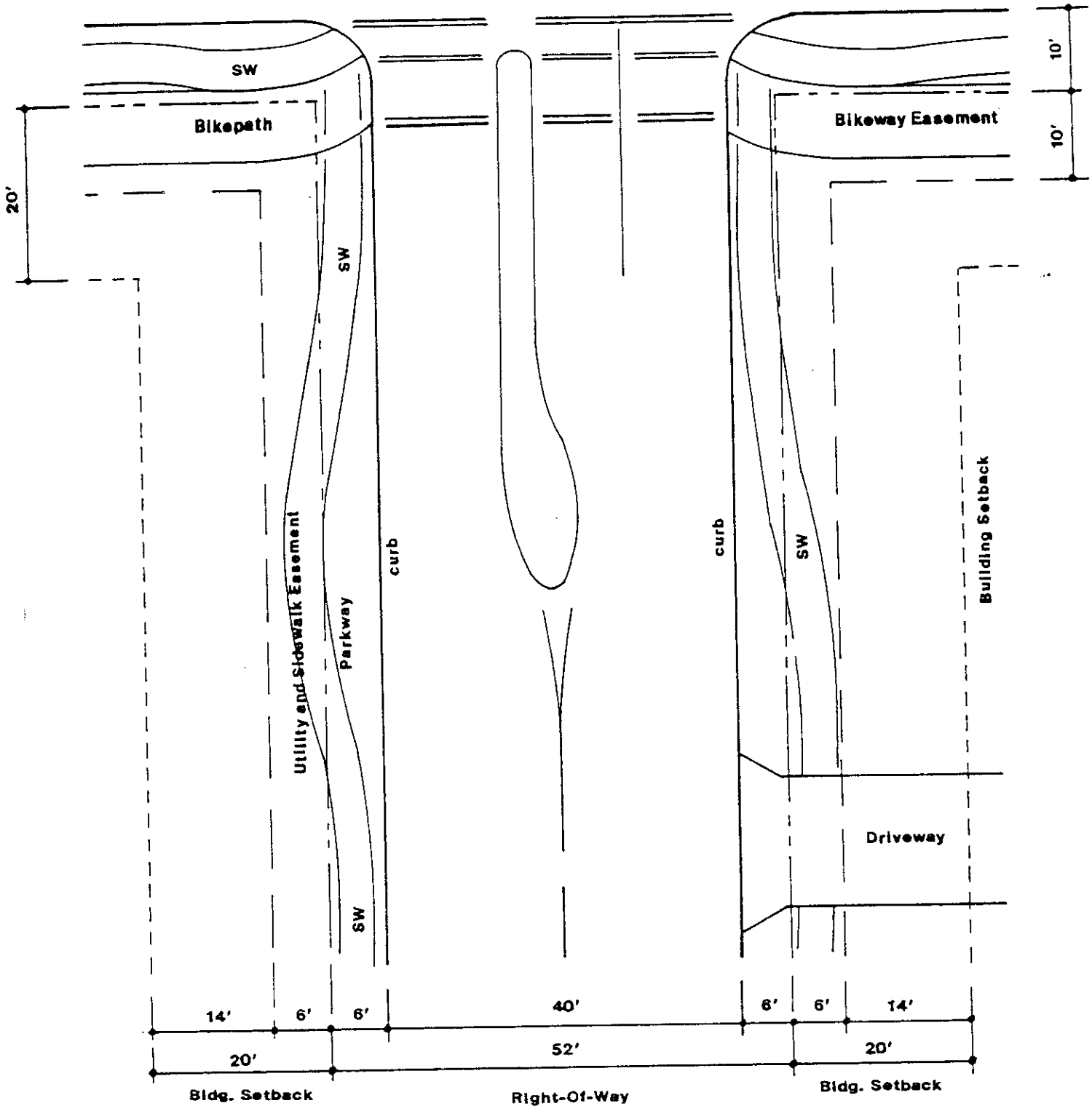


Drainage System Schematic Plan

Adopted 2-3-68

Figure 10

SHELL BEACH ROAD



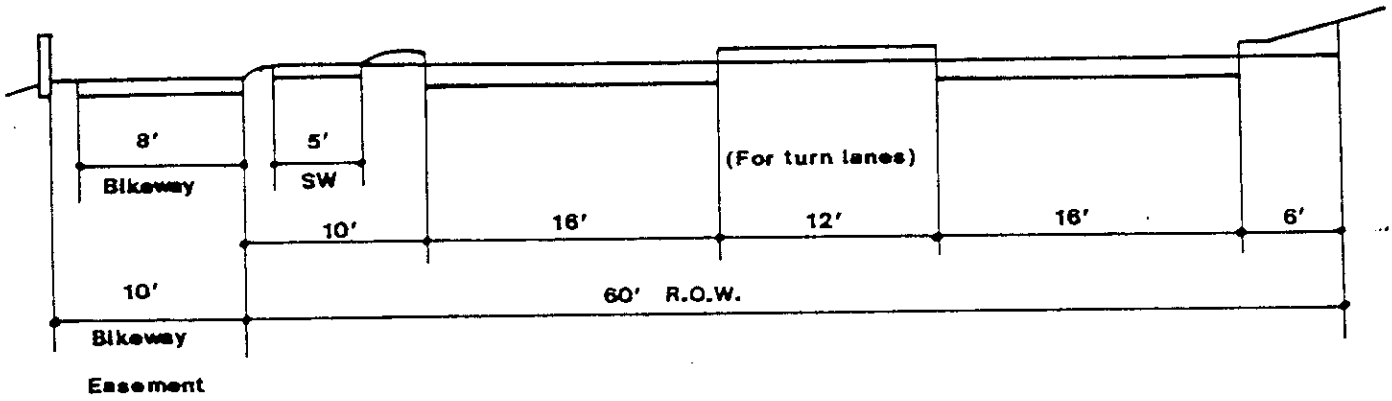
SOUTH PALISADES SPECIFIC PLAN

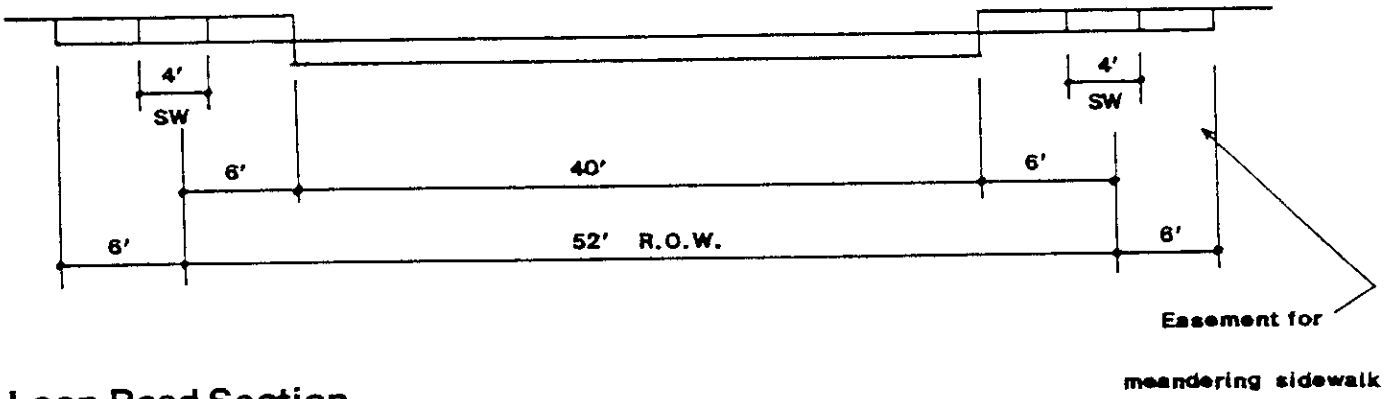
Loop-Road Schematic Design

Adopted 2—3—86

Figure 11

Shell Beach Road Section



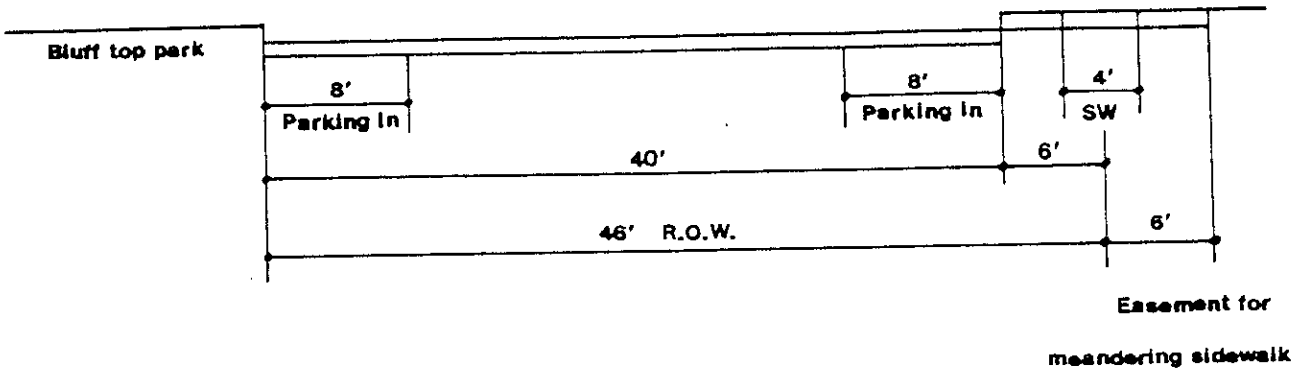


Loop Road Section

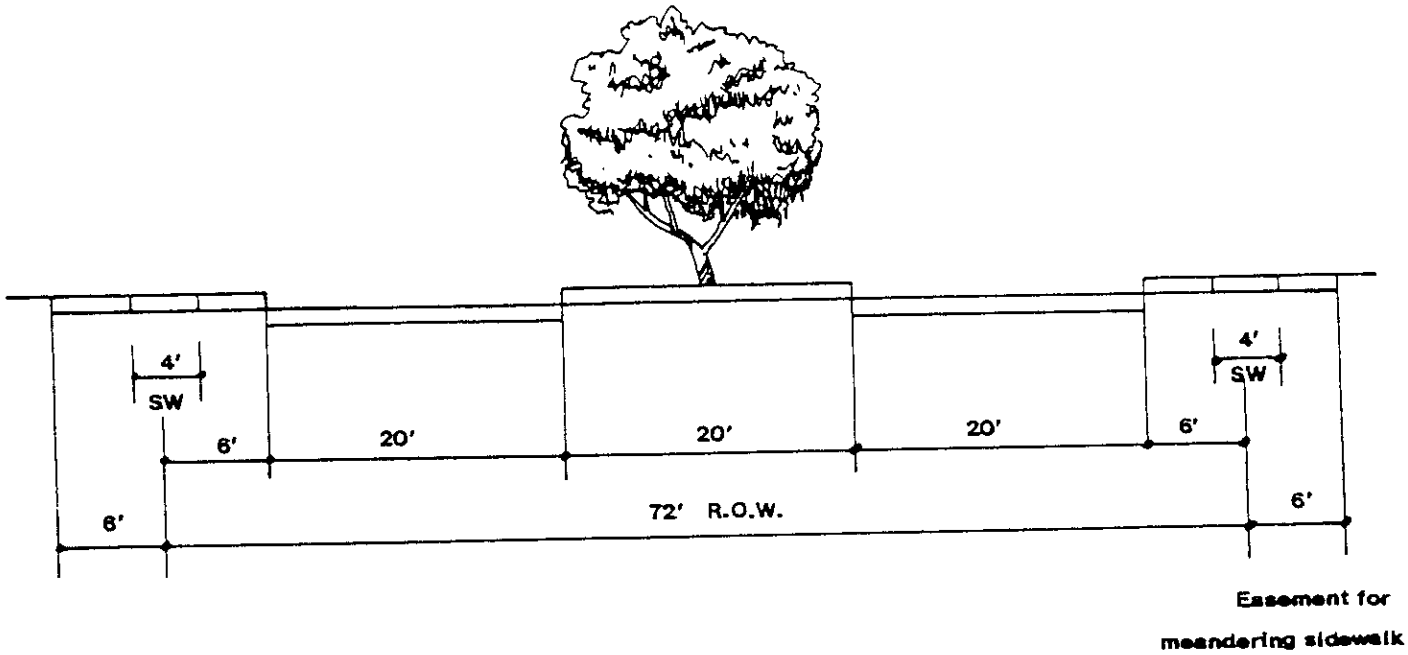
SOUTH PALISADES
SPECIFIC PLAN STREET CROSS-SECTIONS

Figure 12

Loop Road Section Adjacent to Bluff Top Park



South Cul-de-sac Section



SOUTH PALISADES
SPECIFIC PLAN STREET CROSS -SECTIONS

Figure 13

D-3 Interior walkways as well as the adjacent parkway walkway along all roadways shall be of meandering design.

D-4 Bus shelters, bus stops and signs shall be incorporated into the development proposal. Prior to, or along with the approval of the first development, the City shall establish an "in lieu of" fee to distribute the cost of public improvements (such as street widening across the front of single family or open space parcels, bus shelters, pay phone on Shell Beach Road, stairways to the beach, etc.) which are a shared benefit and therefore are not properly assigned to just a few developments.

D-5 All garages shall have automatic garage door openers unless they are located 20 or more feet from a sidewalk or private street.

D-6 Parking should be limited on the loop streets and prohibited on Shell Beach Road. Turn pockets shall be provided on Shell Beach Road and the loop streets. On-street parking shall be prohibited on half-streets.

D-7 Each development shall have its own private street or driveway system consistent with the major loop street system. All private two-way driveways shall be 24 feet in width with standard concrete curbs.

D-8 Standard off-street parking shall be provided for each development consistent with the standards established in the Zoning Regulations.

D-9 One parking space per each unit shall be a covered space.

D-10 Parking backing onto the loop streets is prohibited.

D-11 No private driveways shall have access to Shell Beach Road except for developable properties located between Shell Beach Road and U.S. Highway 101.

D-12 All parking and driveways shall be generously landscaped.

D-13 The general City standards for cul-de-sac turn-arounds, street grades and drainage will be followed.

D-14 A Class 1 bike path shall be provided along the bluff top park as required in the General Plan-Local Coastal Plan.

D-15 The South Palisades bike trail system shall connect with existing off-street bike paths in the Sunset Palisades and North Spyglass areas. The system shall also link with the bluff top park. The trail shall be hard surface with an 8-foot minimum width and a 10-foot minimum width in the bluff top park.

D-16 At intersections, bike and pedestrian trails shall be delineated clearly with a consistent and highly noticeable paving material or stripping.

D-17 Bike and pedestrian trails shall be signed for maximum safety.

D-18 Sidewalks shall be provided along all parkways. The minimum width shall be 4 feet. A bluff top pedestrian trail shall be 6 to 8 feet wide.

D-19 Handicapped curb cuts shall be provided at all locations where crossings are expected.

D-20 Pedestrian trails should be made of durable materials such as brick, asphalt or other hard surfaces.

D-21 Pedestrian trails within residential developments should have a minimum width of 4 feet and should interconnect between developments as much as possible.

D-22 Individual developments may be required to pay a $500 per unit fee for roadway improvements such as any improvements required to the freeway ramps.

D-23 Loop streets shall have one name with a north and south designation.

E. Open Space, Landscaping and Recreation

E-1 Public access either separately or in combination with the Windmark Development shall be provided at the barranca in order to provide better access to the sandy beach at the base of the bluffs. The State Department of Parks and Recreation should accept the offer to dedicate this access and parking area should it be offered as part of the future development plans.

E-2 A minimum of 60 percent of each of the existing parcels within the Planning Area shall be retained in open space.

E-3 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.

E-4 Landscaping and automatic irrigation plans designed by a registered Landscape Architect shall be required for all properties in the development.

E-5 Each development having frontage on the beach and bluff tops shall dedicate and improve, per the standards of the South Palisades Specific Plan, the bluff top park, beach and estimated 100-year bluff erosion area.

E-6 The bluff top parks (Figure 5) shall comprise three landscape zones as follows:

Zone 1 - A 25 foot wide area closest to bluff edge shall be planted with non-irrigated native cover (although City approved

temporary irrigation may be necessary until the landscaping is established).

Zone 2 - A 15 foot wide area shall be planted with low shrubs to form an informal deterrent or buffer between play areas and the bluff top. This will require limited irrigation.

Zone 3 - The remainder of the bluff top shall be planted with a hardy irrigated turf used for high use play area. However, limited use of drought tolerant ground cover may be appropriate in select areas.

E-7 Park area maintenance may be shared by adjoining homeowner associations.

E-8 The barranca on the south end of the Planning Area should be left in its natural state. Other trees within the South Palisades should be protected where feasible. Some of the larger old eucalyptus trees may be removed where they may pose a hazard to homes or vehicles. They should be replaced by new trees chosen for more open foliage when development occurs.

E-9 Tree selection should be limited to tall open foliage trees or low growing trees in order to avoid view blockage from U.S. Highway 101.

E-10 Landscaping in areas adjacent to the freeway should be limited to primarily trees, shrubs and native cover except where active recreational uses are desired. Trees must be very carefully chosen and located so as to not block coastal views. The vegetation should be planted in a manner which would provide a physchological noise buffer between the sensitive residential areas and the noisy freeway.

E-11 Landscaping in private development areas shall be designed to flow from one property to the next in order to achieve a visual continuity in the Planning Area.

E-12 When a structure exists within required open space and bluff setback areas, it will be permitted to remain until development of the parcel upon which that building is situated is developed. At that time, the building shall be either moved out of the open space area or removed entirely.

E-13 Fences and solid walls are to be allowed only along Shell Beach Road and around limited private open space areas of individual units. Common open space shall meet the standards of the Zoning Ordinance and General Plan-Local Coastal Plan and said common areas will be designed to flow from one development into the next.

E-14 No solid walls shall be allowed along the edges of the loop street parkways.

E-15 Parkways and median islands shall be planted with the same landscaping as used in development areas.

E-16 Walls and fences between and around developments are discouraged; however, when permitted they should be the same or similar design throughout the project, and compatible with those of neighboring developments. Walls along Shell Beach Road should match those in the Sunset Palisades area. Wrought iron fences, rather than solid walls or fences should be used along the bluff area.

F. Environmental Protection

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

F-2 No vegetation shall be removed from the edge of the bluffs inland for a distance of 25 feet or from the steep bluff slopes. The bluff edge zone shall be left in natural vegetation or be planted with non-irrigated, natural vegetation when possible. Exposed cut slopes and fill areas shall immediately be revegetated.

F-3 The barranca on the southern boundary of the Planning Area shall be left in its natural state. Where landscaping is necessary or desirable, natural vegetation shall be used consistent with riparian area characteristics.

F-4 An acoustical engineer shall prepare a plan for noise mitigation measures to be instituted in the project design.

F-5 Any development between Shell Beach Road and U.S. 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-6 It is recommended that no windows face onto U.S. Highway 101 in developments between Shell Beach Road and U.S. Highway 101.

F-7 Accepted earthquake construction standards shall be used.

F-8 Standard construction practices consistent with soils characteristics should be used. Soils testing should be conducted as necessary or required.

F-9 An Archaeological surface reconnaissance is required for each development proposal. These studies will be an addenda to the Specific Plan. The results of these investigations shall guide the Planning Commission in its review of specific development proposals. The results of the Commission review shall prevail and shall take the form of project findings and/or conditions to be complied with.

G. Energy

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

G-2 Additional insulation and weather stripping is encouraged. All hot water pipes should be insulated wherever possible.

G-3 Drought tolerant landscaping should be utilized.

G-4 Water conserving equipment should be chosen for faucets, toilets, showers and other water equipment.

H. Other Development Guidelines

H-1 All buildings shall be designed to be consistent with the "traditional seaside" architectural theme.

H-2 All buildings within common loop street areas shall be oriented to harmonize with neighboring residential development

H-3 Flat roofs shall be discouraged throughout the planning area except for the 2.3 acre parcel closest to Hermosa Drive.

H-4 Overviews and view corridors shall be maintained by the limitation of building heights, building setbacks and vegetation restrictions established in the Specific Plan.

H-5 All roofs shall be constructed with Class A non-combustible roofing material. Similar/compatible roofing shall be used throughout the planning area.

H-6 Siting of buildings must include careful consideration of intervening open spaces so as to maintain an open and uncongested appearance.

H-7 The maximum number of residential units shall not exceed a density of seven units for developable acre.

H-8 The properties located between Shell Beach Road and U.S. Highway 101 shall be encouraged to be left in open space with density transfers to the ocean side of Shell Beach Road.

H-9 All development between Shell Beach Road and U.S. Highway 101 shall be kept well below the level of the freeway and in no case will flat roofs be permitted. Additional open space and landscape buffers will be required for residential development on these parcels.

H-10 All units, roads and other structures will be designed to utilize the natural terrain.

H-11 Multiple access points shall be provided 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-12 All collector roads (loop or cul-de-sac) shall be public, all roads through the interior of the projects shall be private, all private roads shall be subject to police enforcement to ensure that fire lanes continually remain open.

H-13 Signing shall be in accordance with a sign program approved as a part of any development proposal. Signing shall be generally restrained, limited in size and number so as to identify rather than advertise the development. Similar signing with respect to overall design and materials is encouraged so as to promote the sense of community for this area.

H-14 The Homeowners Associations shall maintain all on-site common areas, including roads, driveways, on-site drainage facilities, greenbelts and recreational facilities. The Homeowners Associations shall also be responsible for maintenance of all adjacent walkways, including irrigation, trimming and cleaning as specified within this Specific Plan. No development will be permitted without a Homeowners Association.

I. General Regulations

This Specific Plan, the Zoning Ordinance and the General Plan-Local Coastal Zoning Plan contain detailed regulations for the development of South Palisades. The table below summarizes several of the more important criteria for development.

Development (Def.): The construction of a new residence; or the reconstruction of an existing structure which (1) substantially extends its life, or (2) enlarges its size more than 10% beyond its area at the time of adoption of this plan.

DEVELOPMENT STANDARDS

DESIGN ELEMENT	DEVELOPMENT STANDARD
Maximum Building Height:	
- First row of buildings nearest bluff top park	15 feet
- Buildings located between Shell Beach Road and Freeway	Below nearest freeway lane elevation
- Remaining Planning Area	25 feet
Minimum Building Setbacks:	

DESIGN ELEMENT	DEVELOPMENT STANDARD
- From Public rights-of-way	20 feet
- From Property lines	Min. 1/2 bldg. height (measured to the top plate)
- Between Principal Buildings	Average Building height
Maximum Exterior Noise Acceptable	60 dBA
Minimum off-street private parking	Per Current Zoning Ordinance
Maximum Density based on developable property area	7 units per gross acre minus the unbuildable areas
Minimum Lot Size:	6,000 sq. ft.: single family 25,000 sq. ft.: condominiums As approved by City Council: Townhouse/PUD
Maximum lot coverage excluding streets, park dedication and unbuildable areas	40 percent
Minimum open space excluding streets; park dedication, and unbuildable areas	60 percent
Maximum total building area	60 percent
Minimum planting area	40 percent
Maximum wall height	42 inches in all setback areas. 72 inches for small private enclosures. 60 inches around swimming pools.
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	
Maximum Interior Noise Acceptable	45 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.

10. Administration

This Specific Plan and any subsequent amendments may be adopted by the City Council by Resolution following hearings as prescribed by State Law and City Policy.

The Planning Commission shall be authorized to issue Conditional Use Permits, Development Permits, Coastal Permits, etc., for development proposals which conform to the standards of the Specific Plan.

The Planning Commisison may grant a use permit and approve projects which do not conform to the standards of this plan when it has been clearly shown that the proposed project is better than could otherwise be developed; provided, however, that any change is consistent with the Local Coastal Plan and underlying zoning.

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

RESOLUTION NO. R-86-101

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH AMENDING THE GENERAL PLAN/LOCAL COASTAL PLAN TO CHANGE THE STREET PATTERN AS SHOWN ON FIGURES DE-5 AND LUP-1

WHEREAS, In 1979 & 1980 Walker Planning Associates did prepare an Environmental Impact Report for the Sunset Palisades/Spyglass Planning areas, and

WHEREAS, In 1981 the Council amended the General Plan and adopted a Local Coastal Plan which incorporated the recommended street pattern for the South Palisades Planning area.

WHEREAS, the Planning Commission and City Council did hold public hearings on October 8, and November 19, 1985, January 6, and February 3, June 17 and July 14, 1986, and did find the following:

(1) That El Portal, Encanto and Hermosa Avenues provide adequate access to the Sunset Palisades areas.

(2) That extending Indio Drive into the South Palisades area will increase the traffic impacts on the Sunset Palisades neighborhood without benefiting the South Palisades area.

(3) That adequate coastal access will be provided utilizing the loop street system as described in the South Palisades Specific Plan.

NOW, THEREFORE, be it resolved by the City Council of the City of Pismo Beach that Figure DE-5 and LUP-1 of the General Plan are hereby amended to delete the public roadway connection between Indio Drive and the northerly street in the South Palisades area, retaining, however, the emergency connection and public pedestrian and bikeway paths, as shown on Exhibits A & B attached.

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 14th day of July, 1986, and on the following roll call vote to wit:

AYES: Councilmembers Carter, Dillon, Hubbard, Elqwayen.

NOES: Councilmember Hearn.

ABSTAIN: None.

ABSENT: None.

Nebb Eldwayen
Mayor

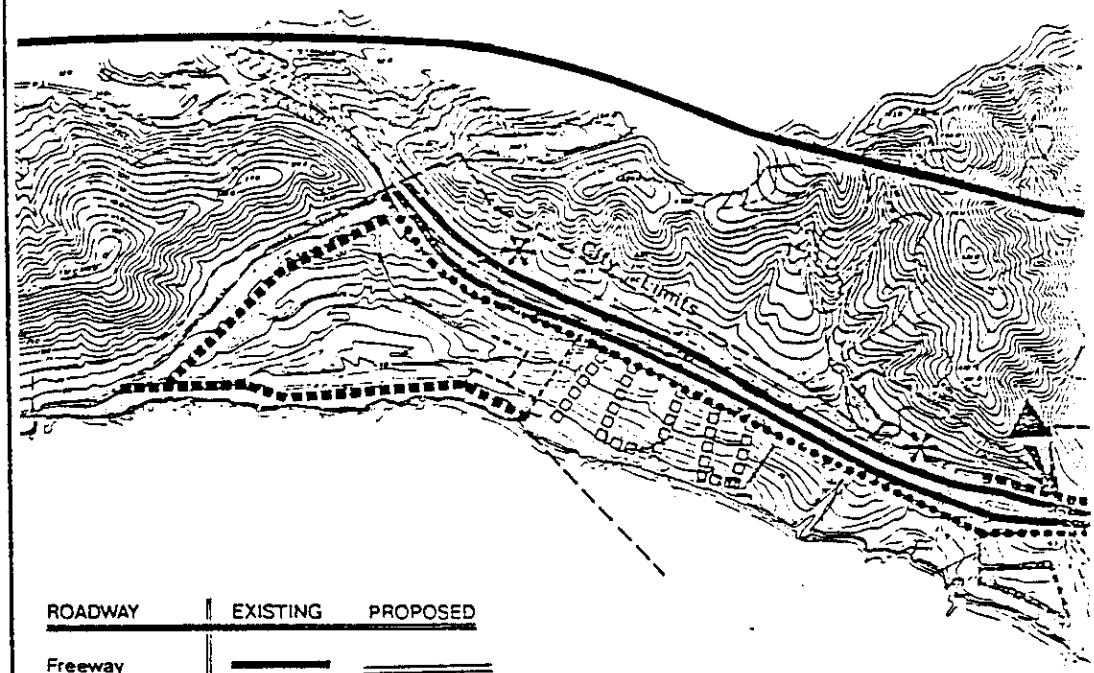
ATTEST:

Terry A. Briscoe
City Clerk

APPROVED AS TO FORM:

A. J. Shaw
City Attorney

The City Of PISMO BEACH



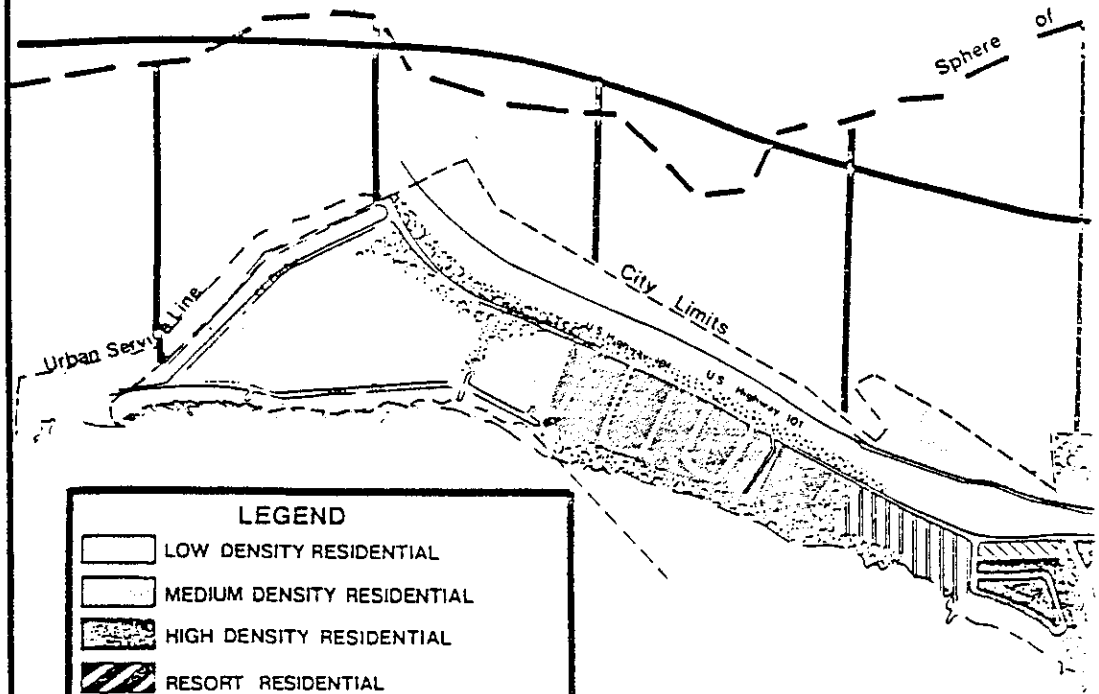
ROADWAY	EXISTING	PROPOSED
Freeway	═══	═══
Arterial	••••••••	//////////
Collector	▪▪▪▪▪▪▪▪	□□□□□□□□
Local	--------	
Scenic Highway	✳	
Interchange	▲	△

EXHIBIT A

FIGURE DE-5

PREPARED 1980

The City Of PISMO BEACH



LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- RESORT RESIDENTIAL
- MEDIUM DENSITY BONUS / OPEN SPACE
- MOBILE HOME PARK
- RESORT COMMERCIAL
- COMMERCIAL
- PUBLIC / SEMI-PUBLIC
- OPEN SPACE
- ROADS
- URBAN RESERVE
- INDUSTRIAL
- AGRICULTURE

EXHIBIT B

FIGURE LUP-1

ORDINANCE NO. 86-14

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH ESTABLISHING A PRO RATA FEE FOR THE DISTRIBUTION OF COST ASSOCIATED WITH THE PREPARATION OF THE SOUTH PALISADES SPECIFIC PLAN AND FOR THE CONSTRUCTION OF PUBLIC FACILITIES SUCH AS STAIRWAYS TO THE BEACH, PAY PHONES, ETC.

WHEREAS, the City Council did on February 3, 1986,determine that Mr. Stu Baker of Bayridge Engineering should be reimbursed, by the developers of the other properties in this area, for the cost ($10,327.15) incurred in preparation of the Specific Plan for the South Palisades area; and

WHEREAS, the City Council of the City of Pismo Beach did on February 3, 1986 adopt a Resolution R-86-16 establishing a Specific Plan for the South Palisades Planning area; and

WHEREAS, the Specific Plan (Item D-4) provides that the City shall establish an "In lieu of" fee to distribute the cost of public improvements such as street widening across the front of single family or open space parcels, pay phone on Shell Beach Road, stairways to the beach, etc., since these are shared benefits and therefore not properly assigned to just a few developments; and

WHEREAS, it has been estimated that there are approximately 34.3 acres of developable land in the Planning area which will result in the ultimate development of 240 units in this area;

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

Section 1:

A subdivider or developer shall pay to the City,prior to City Council approval of a Final Map or prior to issuance of Building Permits, whichever occurs first, an amount equal to $43.03 times the maximum number of units permitted on the site, to help defray the cost of preparing the South Palisades Specific Plan. The City shall forward said amount of Mr. Stu Baker, of Bayridge Engineering, or his successor in interest. It shall be the responsibility of Mr. Baker or his successor in interest to provide the Finance Department with a current mailing address. The City shall have no obligation other than to mail one letter to the latest name and address provided by Mr. Baker or his successor in interest. The provisions of this section shall expire on December 31, 2001.

Section 2:

The City estimates that it will cost approximately $345,750.00 to construct the following:

Stairways to the Beach (2 at $100,000 each). $200,000

Pay phone installation (2 @ $2,000 ea.). . . . . $ 4,000

Widening of Shell Beach Road (2,120 lineal feet of frontage x 10 ft. width x $1.25 sq. ft.)	$ 26,500
SUBTOTAL.	$230,500
Inflation and Contingencies (@ 50% of estimate).	$115,250
Total	$345,750

A subdivider or developer shall pay prior to recordation of a Final Map or issuance of Building Permits, whichever occurs first, to the City an amount equal to $1,440.63 times the maximum number of units permitted on the site to help defray the cost of the above listed public improvements.

At such time as sufficient funds are collected, or as otherwise deemed necessary, the City shall construct said improvements either independently or along with the adjoining development.

Section 3: No Accrued Interest

No interest shall be paid or accrue on any funds subject to such refund. Refunds shall be made only if, after all public facilities are installed, excess funds have been collected.

Section 4: Effective Date

This ordinance takes effect 30 days from and after the date of its passage, and within 15 days of its adoption, this ordinance shall be posted in three public places within the City of Pismo Beach, to wit:

1. United States Post Office, Pismo Beach
2. United States Post Office, Shell Beach
3. City Hall

INTRODUCED at a regular meeting of the City Council held this 14th day of July, 1986, on motion of Councilmember Hubbard, seconded by Councilmember Hearn, and on the following roll call vote, to wit:

AYES: Councilmembers Hubbard, Hearn, Carter, Eldwayen.

NOES: Councilmember Dillon.

ABSTAIN: None.

ABSENT: None.

Nebb Eldwayen
Mayor

ATTEST:

Terry A. Briscoe
City Clerk

PASSED AND ADOPTED at a regular meeting of the City Council held this 28th day of July, 1986, on motion of Councilmember Hubbard, seconded by Councilmember Dillon, and on the following roll call vote, to wit:

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

NOES: None.

ABSTAIN: None.

ABSENT: None.

Nobb Eldwayen
Mayor

ATTEST:

Terry A. Briscoe
City Clerk

APPROVED AS TO FORM;

A.J. Shaw, Jr.
City Attorney