Approved by the City Council Feb. 11, 1985

Spyglass Ridge

SPECIFIC PLAN

The City of PISMO BEACH

Richmond Rossi Montgomery

ARCHITECTURE • PLANNING • INTERIORS

416 Higuera Street
San Luis Obispo
California 93401

Spyglass Ridge

SPECIFIC PLAN Feb 85

SPYGLASS RIDGE SPECIFIC PLAN

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1.0 Introduction & Summary

1.1 PURPOSE AND OBJECTIVES OF SPECIFIC PLAN

The purpose of the Spyglass Ridge Specific Plan is to provide for the uniform development of a 56.6 acre site located north of U.S. Highway 101 and Mattie Road and easterly of the Spyglass-Shell Beach freeway ramp.

The objectives of, and requirements for, the Spyglass Ridge Specific Plan are established by the City of Pismo Beach in its Coastal Land Use Plan/General Plan. The Spyglass Ridge property is designated by the General Plan as the Freeway Foothills Planning Area Q and is zoned as "Planned Residential" (P-R). A Specific Plan prepared pursuant to California Government Code Section 65450 et. seq. is required in any area covered by the City's "P-R" zone.

This plan is intended to prescribe, in a manner more precise than the General Plan, appropriate land use, the location and nature of street, drainage and utility improvements, general design and development standards, phasing programs and other related measures to insure the orderly and coordinated implementation of the General Plan and Local Coastal Land Use Plan (LCP) for the Freeway Foothills Planning Area "Q". This Specific Plan accomplished these objectives and constitutes a schematic plan for the development of the properties contained within it.

This Plan constitutes an updated and amended version of an earlier draft Specific Plan affecting the property that was the subject of a 1980 application to the City. This amended plan addresses a number of policy and ordinance changes that occurred as a result of the City's General Plan/Local Coastal Program which was formally adopted in 1983.

1.2 DECRIPTION OF PLANNING AREA

The Spyglass Ridge Specific Planning Area is located northwest of Shell Beach forming a portion of the northeastern boundary of the City of Pismo Beach.

The site lies on a marine terrace on the lower slopes of the Santa Lucia Foothills bordering the inland side of Pismo Beach. Mattie Road, which parallels Highway 101 to the north, marks the southwestern boundary of the site.

The planning area, comprised of four ownerships shown in Figure 4, is composed of open grassy terraces sloping upwards into the steeper chapparral-covered foothills that face the Pacific Ocean. Existing development on the subject property is limited to a few residential structures clustered at the extreme northern and southern ends of the site. The area surrounding the site is dominated by the open landscape of the remaining ocean terraces on the eastern side of the freeway save for some isolated structures and McLintock's restaurant located approximately 1/2 mile south of the site on Mattie Road. To the south of the site, immediately across Highway 101, is a heavily developed residential and commerial area.

1.3 HISTORY OF THE SITE

In December 1979, the Spyglass Ridge property received final State, City, and LAFCO recognition as an annexed property incorporated within the City of Pismo Beach. Prior to that time, the site was zoned A-1 (Light Agriculture-One Acre Minimum) as unincorporated property under the jurisdiction of the County of San Luis Obispo. With the exception of two residential units and coincident farm structures, the property has been used on an occasional basis for agriculture, specifically as rangeland feeding 10-15 head of cattle.

In 1980, the property was the subject of a Specific Plan effort. A two-phase Environmental Impact Report for the Plan was prepared and certified by the City and the Specific Plan was approved by the Planning Commission in 1981. However, when the plan was forwarded to the City Council for action, it was determined that the Specific Plan should not be formally adopted due to feelings that it could be prejudicial to the City's preparation and approval of its overall Local Coastal Program.

The City's Local Coastal Program, adopted in 1983, changed a number of assumptions and requirements affecting the property. Particularly, the area available for development was reduced considerably over that envisioned in the previous draft of the Specific Plan. Also, open space and parking requirements were increased and allowable building heights were reduced. As such, the earlier Specific Plan draft is inconsistent with the City's present General Plan/Local Coastal Program, thus, necessitating the

preparation of this second draft that would render the Spyglass Ridge Specific Plan consistent with the City policy and regulations.

1.4 ENVIRONMENTAL IMPACT ISSUES

The City certified Environmental Impact Report written for the prior Specific Plan draft addressed a number of concerns and contained a variety of mitigation measures that have been addressed in this latest effort. The following listing of environmental concerns and recommended mitigation measures have been extracted verbatim from the Phase II Environmental Impact Report that was certified for the larger and more expansive project envisioned by the first draft of the Spyglass Ridge Specific Plan:

"A. Environmental Concerns

In this report the following concerns are addressed:

- Constraints on development presented by the extremely steep slopes which characterize much of the property.
- Potential increases in runoff and erosion resulting from the property's development.
- Potential disruption of plant communities and wildlife habitat by development and increased human activity on the project site.
- Loss of potential agricultural resources represented by the project site in its present state.
- Possible damage to materials of archaeological or historical significance if such materials are located on the subject property.
- Micro-climate (sun and wind exposure) considerations which may be pertinent to the siting and design of proposed dwelling units.
- The necessity of minimizing adverse impacts on residents of noise generated by freeway traffic.
- Conformance of the proposed specific plan with local ordinances and General Plan policies.
- Constraints which may be imposed on the amount or timing of development by the City's water supply and wastewater disposal capacities.

- Problems relating to access and traffic flows on proposed and existing streets if the proposed specific plan is implemented.

- Potential impacts to police and fire protection services associated with the proposed project.

- The impact to public school capacities which could be generated by implementation of the proposed Specific Plan.

- The provision of housing opportunities for low and moderate income families if feasible.

- Potential impacts of development on the visual quality of the property, particularly as seen from Highway 101.

B. Recommended Mitigation Measures

- Preservation of slopes greater than 30 percent as permanent open space.

- If development is permitted on slopes greater than 30 percent, soils should be recompacted after grading. Landscaping should be used to stabilize soils.

- Additional subsurface drainage should be provided to supplement the proposed surface drainage system.

- Existing vegetation should be retained on steeper slopes and canyons; any exposed surface areas should be revegetated immediately; native plant species should be used for both revegetation and landscaping purposes.

- Noise barriers near the property's southern boundary will have to be between 8.5 and 15 feet high depending on the grade of a given area, in order to effectively mitigate noise impacts.

- Reduction of potential units to comply with City density standards and reduce impacts to resources and public services.

- Expansion of the Addie Street pump station prior to any development on the project site; expansion of the City's wastewater treatment plant prior to completion of the proposed development.

- Improvement of Mattie Road to a two-lane arterial; extension of the proposed bicycle/pedestrian path to the Spyglass freeway overpass.

- Development of some major recreational facilities in conjunction with Phases I and II of the project." (1)

1.5 SUMMARY OF SPECIFIC PLAN PARAMETERS AND PROPOSALS

This revised Specific Plan and the smaller, reduced scale project it proposes reponds to the concerns raised by the Environmental Impact Report and incorporates the essence of the mitigation measures set forth in that report. The Plan further responds to the General Plan and LCP policies and programs that were adopted subsequent to the presentations of the prior draft of the Plan.

In particular, this revised Specific Plan proposal has been developed under and responds to the following parameters:

a. Land Use: Limited medium density residential (Maximum density of 8 units/acre for the area below 30% slope and 250' elevation)

b. Zoning: Planned Residential (PR) (Requires Specific Plan prior to development)

c. Density Calculation Area: 25.9 acres (Area below 30% slope and 250' elevation)

d. Area Suitable for Development: 18.7 acres (Area below 30% slope and 200' elevation, less the hillock preserve and noise buffer areas)

e. Number of Units Allowed: 207 (8 units per acres x 25.9 acres)

In this Specific Plan, and in the Development Plan shown as Figure 7, all allowed residential units are clustered on the lower slopes of the site. No structures are proposed within the 50' wide noise buffer area or in the two hillock preserve areas as required by the Pismo Beach LCP. The slopes above 30% and above an elevation of 200' are left in open space.

There are a variety of unit types ranging from detached single-family to townhouses and condominium flats. The plan provides for comfortably more than the 2.5 off-street parking spaces per unit required by the City's new zoning regulations for condominium developments in excess of 50 units. A small recreation complex, including a pool, tennis court, and neighborhood playground is also proposed.

The circulation improvements include the development of interior streets - all of which will be privately maintained, guest parking facilities, pedestrian paths and emergency vehicle access to all structures.

The Specific Plan also includes proposals for on and off site utility and drainage system improvements. Water and sewer service systems provided by the developer would extend from, and reinforce, the City's present facilities including a new water storage system.

Negotiations with adjacent developers to examine the feasibility of a combined water storage system are being considered. All power, gas, phone and television cable lines would be placed underground within the subdivision.

These general proposals and further specific planning provisions are explained in detail in the text of this report.

2.0 Environmental Setting

2.1 INTRODUCTION

This section summarizes environmental conditions on the project site, as described in the Draft Environmental Impact Report prepared for the previous Specific Plan by Merriam, Deasy & Whisenant, Inc. in May 1979. The purpose of the document was to outline all the factors which will affect residential development on the property and this document remains applicable to the smaller and more restrictive project that is the subject of this Specific Plan effort.

2.2 FEATURES OF THE SITE VICINITY

The 56.6 acres of land that comprise the Spyglass Ridge Specific Plan are located northeast of Shell Beach and are contiguous with the northeastern boundary of the City of Pismo Beach. The property was annexed by the City of Pismo Beach in 1979 (See Figure 1).

2.3 SLOPES

The subject property is characterized by narrow marine terraces rising abruptly into coastal hills. The property slopes generally toward the ocean to the southwest with elevations of between 120 and 500 feet above sea level. Slopes vary from 10% at the toe of the hills to 100% at the higher elevations. (2)

Figure 5, the Development Constraints Map, depicts where slopes are equal to or exceed 30% and shows the 200' and 250' elevation contours used to determine the allowable densities for the planning area as well as the area suitable for development.

2.4 GEOLOGY AND SOILS

The old marine terrace which comprises the more level southern portion of the subject property is covered by a

semi-permeable detritus overburden to an estimated average depth of twenty feet.

The overburden, much of which exists as alluvial fans at the base of rocky slopes, consists of a medium to dark brown, sandy clay and of between 10% and 30% shale rock fragments, ranging in size from coarse sands to boulders. This material is anticipated to have a moderate to high expansion potential.

The break between alluvium on the marine terrace and steeper rocky hillsides is abrupt and extends longitudinally along the center of the property. The slopes above the terrace have thin layers of soil overlying shale rock units which are clearly visible in many areas of the property. These rock units occur in thin layers which are moderately folded but have a general strike in the east-west direction and dip to the north at an average of approximately 40 degrees, primarily into the natural slopes. The soils overlying these rock units, when compacted, are considered good bearing material for standard residential structures.

During field examination, no evidence of massive sliding was observed and slopes appeared to be stable. No evidence of other geologic hazards which might preclude residential development of the subject property was observed (3)

2.5 VEGETATION AND WILDLIFE

Open Field: This type of community predominates in the western portion of the property roughly below the 175-200' elevation. Grassland areas contain introduced annual species which play a critical role in controlling soil erosion. Scattered shrubs, which occur in dense patches throughout the field, include California sage brush, coyote brush and hazardia. Open land species of wildlife include meadow larks, ground squirrels, turkey vultures and golphers (Bowker, 1978).

Coastal Schrub (Coastal Sage Brush): The steep slopes and canyons in the eastern portion of the property, above the 175'-200' contour, support a well-developed, undisturbed coastal scrub community. California sage brush predominates here but other species associated with sage brush, such as hazardia, sticky monkey flower, coyote brush, and honeysuckle also occur. Herbaceous species associated with coastal scrub communities include poison hemlock, wild mustard, hedge-nettle and others. The steeper slopes and canyons provide excellent habitat for a variety of wildlife species.

Coastal Live Oak Woodland: On the subject property, Coast Live Oak occur in steeper canyon areas which retain moisture and have provided protection from grazing activities. Most of the oak woodland in the area occurs off the project site to the east on higher steeper slopes. Wildlife associated with Coast Live Oak woodland include a variety of rodents and other animals such as the owl, hawk, racoon, fox, weasel, opposum and deer.

Chaparral: Relatively dense small patches of chaparral are scattered over the property's grassland area and also occur near the top of some slopes on the site. Chaparral vegetation is evergreen and includes shrubs similar to those found in coastal scrub communities. Wildlife associated with chaparral vegetation is also similar to that which occurs in coastal scrub communities. (4)

2.6 ARCHAEOLOGICAL RESOURCES

There are no recorded archaeological sites on the subject property, and no evidence of cultural or archaeological deposits were found during the preliminary survey. However, there are several recorded archaeological sites within one mile of the proposed project site, the nearest of these located approximately 0.4 miles from the project boundary. (5)

2.7 MICRO CLIMATES (SUN/WIND)

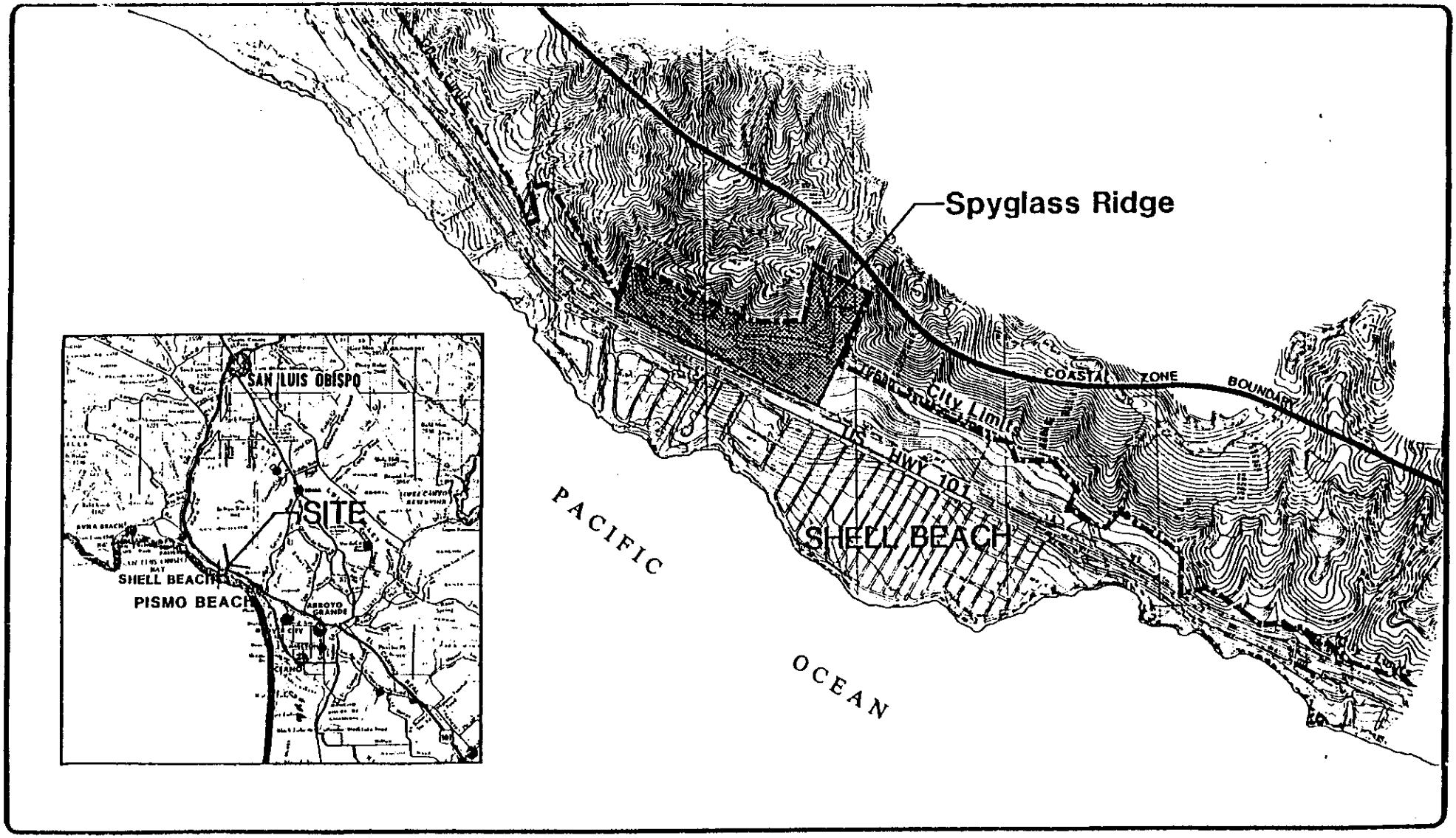
Solar Exposure: The subject property slopes down toward Mattie Road, on which it fronts, in a southerly direction. This orientation provides most of the property with maximum exposure to sunlight.

Wind Exposure: Offshore winds in the vicinity of the property can often be strong, particularly in spring and fall months. Prevailing winds in the area are northwesterly at 7 to 10 miles per hour. (6)

2.8 NOISE

Highway 101 is the primary source of noise at the project site. The entire property slopes steeply towards the southwest, with a major ridge bisecting the area. The ridge is about 40 feet higher than the freeway and provides some attenuation of noise propagating from the near northbound traffic lanes; however, the entire site is fully exposed to noise from the southbound lanes. The attenuation effect of the ridge is minor. (7)

A noise buffer 50' back from the property line abutting Mattie Road demarks an area which must not contain any structures as set forth in the City's General Plan/LCP, and both the Development Plan (Figure 7) and the Development Suitability Map (Figure 6) reflect this restriction.



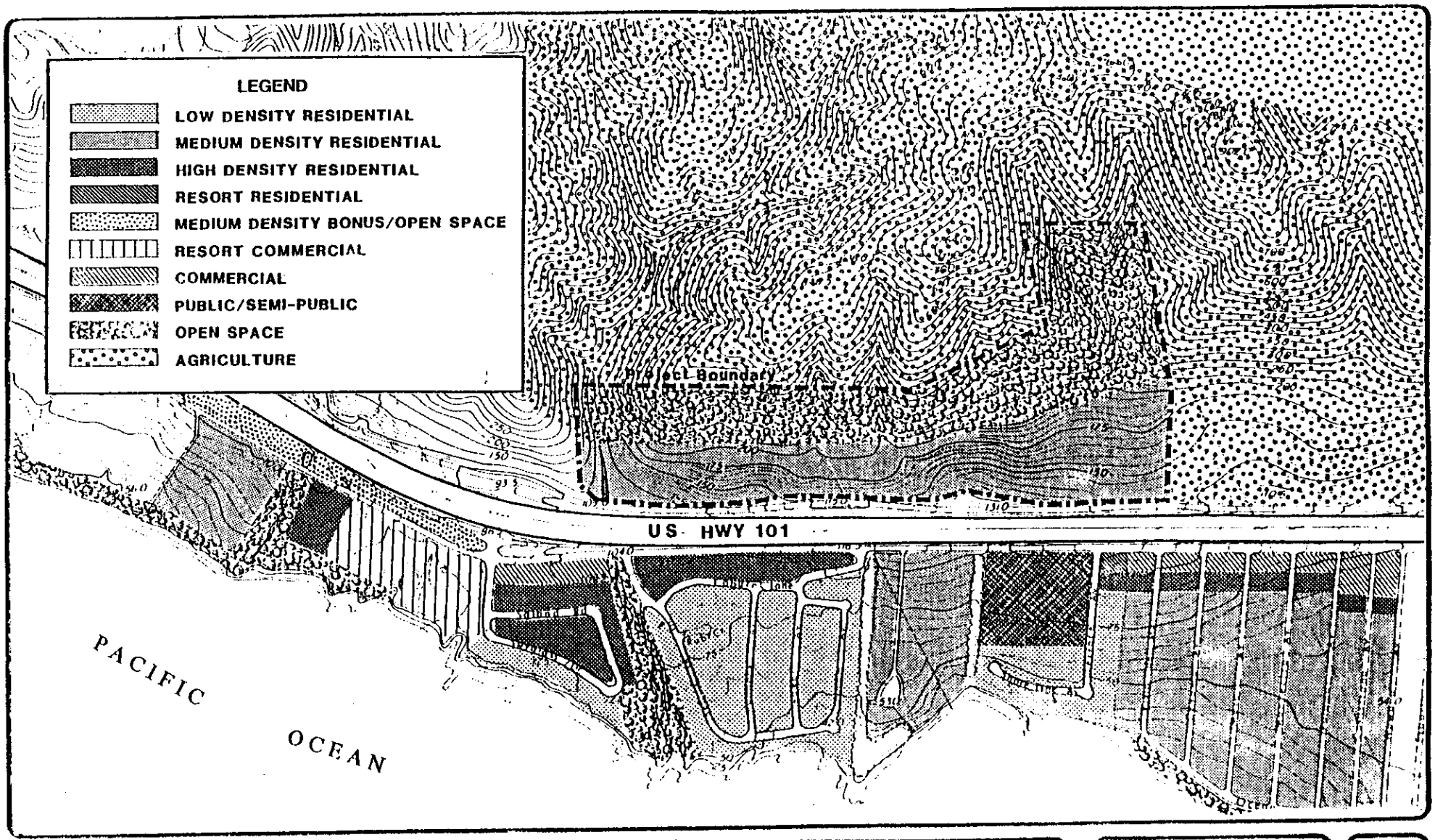
Spyglass Ridge — Richmond Hood Montgomery

SPECIFIC PLAN
The City of PISMO BEACH

no scale

LOCATION MAP

figure 1



Spyglass Ridge — Pathway Montgomery

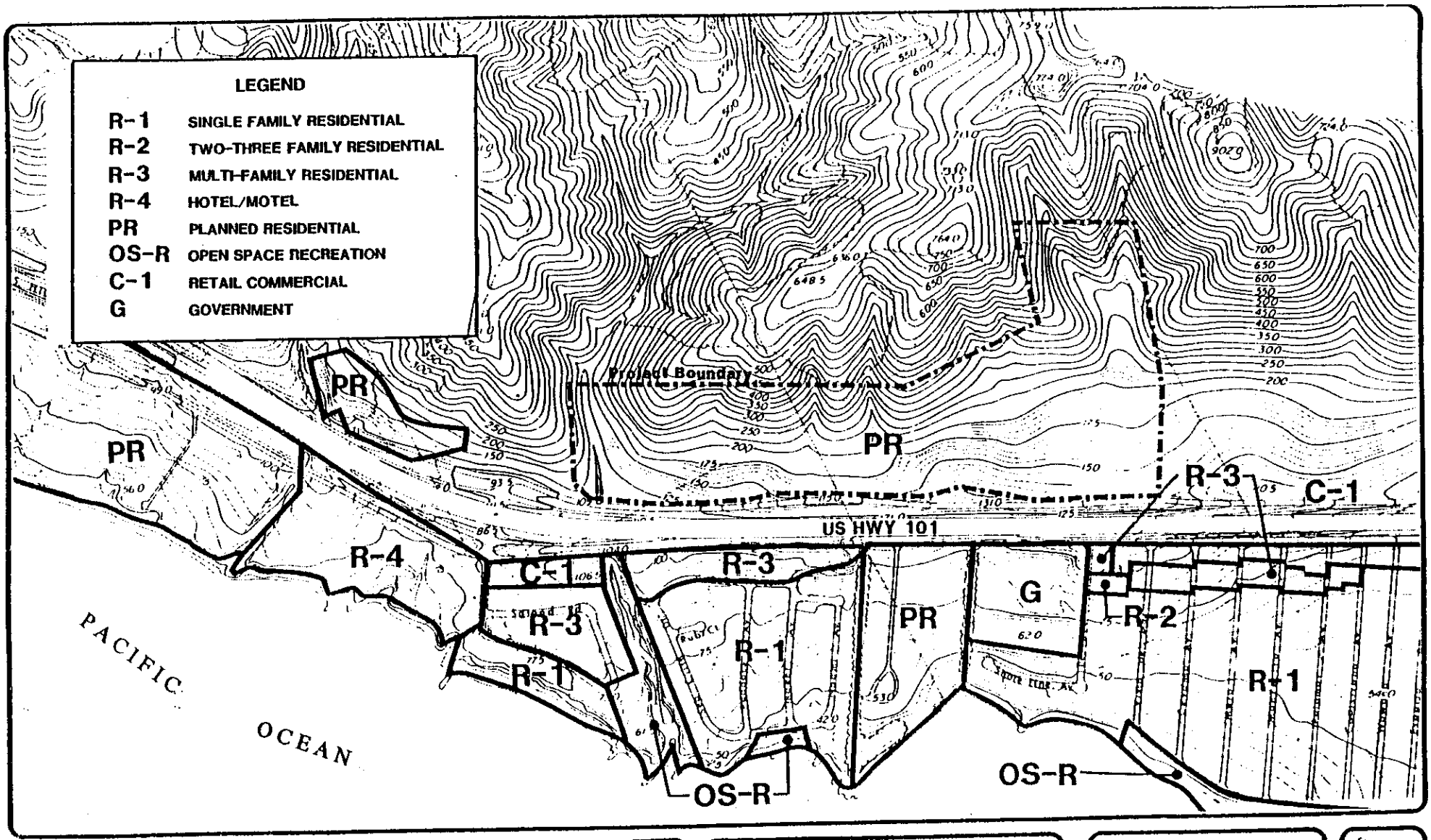
SPECIFIC PLAN
The City of PISMO BEACH

0 250 1000
FT 500

SOURCE: City of Pismo Beach
General PLan/LCP 12/84

General Plan
LAND USE MAP

figure
2



Spyglass Ridge — Richmond Rossi Montgomery

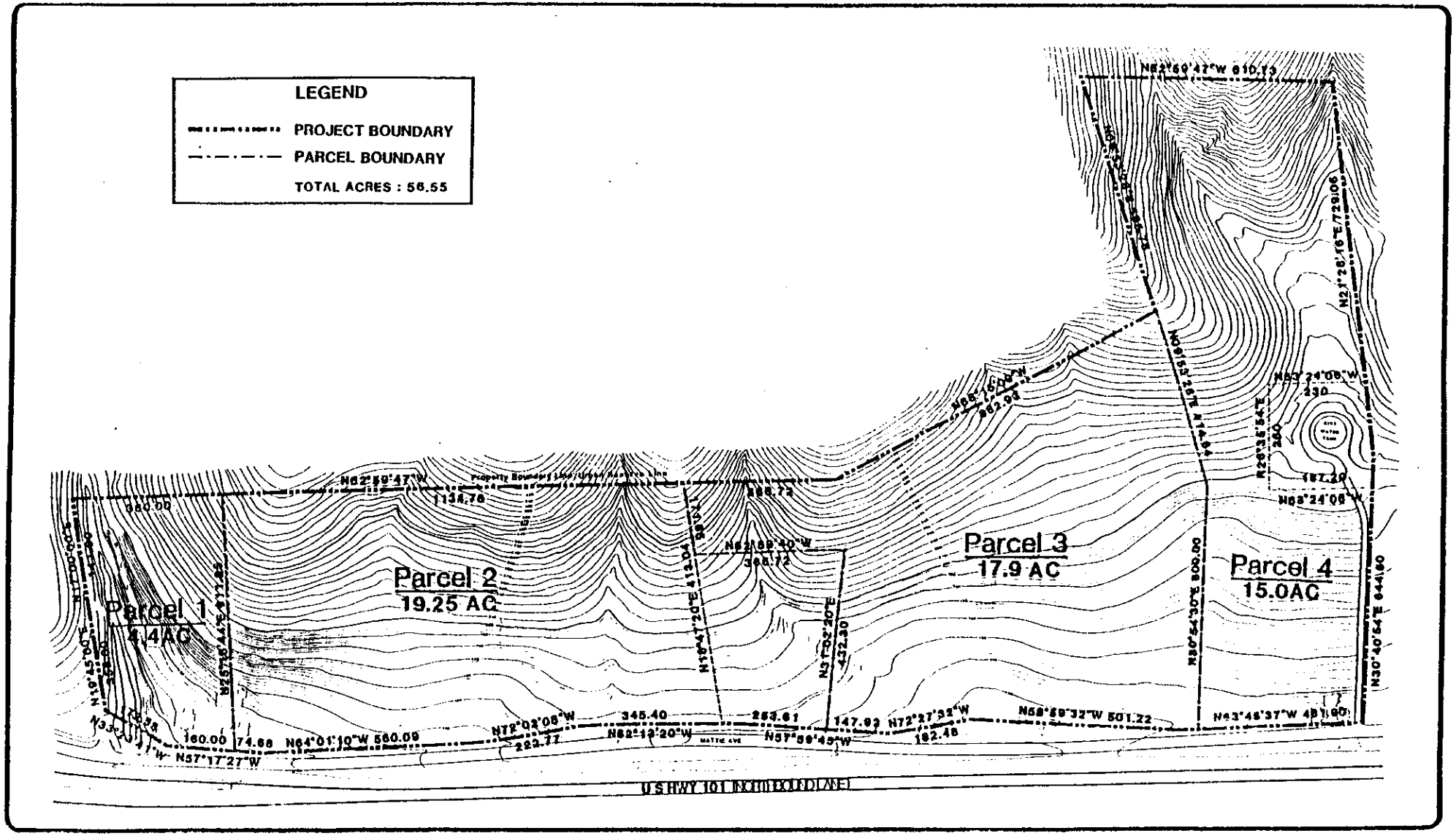
SPECIFIC PLAN
The City of PISMO BEACH

0 250 1000
FT 500

SOURCE: City of Pismo Beach
Zoning Ordinance 12/83

ZONING MAP

figure 3



Spyglass Ridge

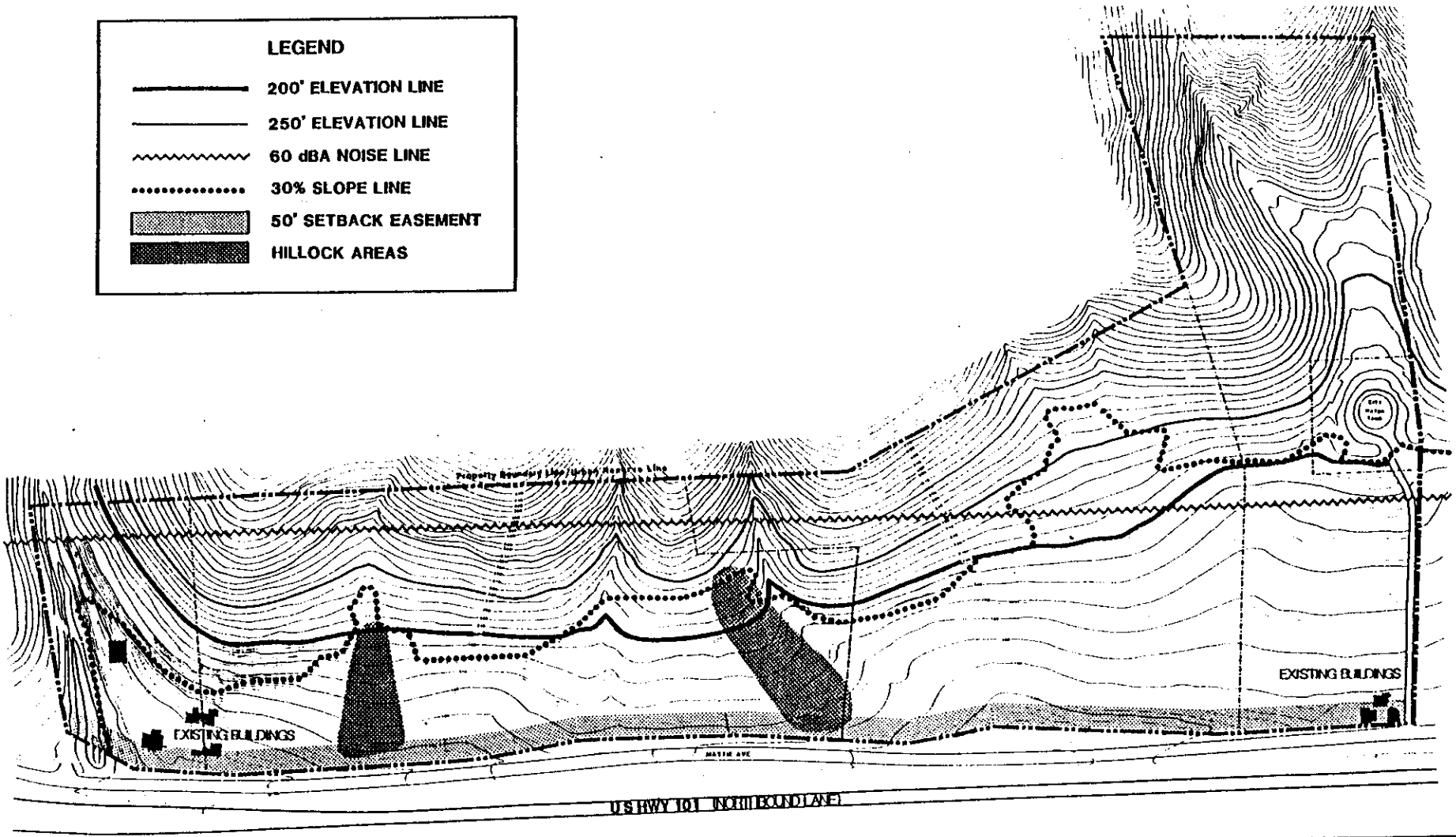
SPECIFIC PLAN

The City of PISMO BEACH

0 100 400
FT 200

OWNERSHIP MAP

figure 4



Spyglass Ridge — Richmond Hassl Montgomery

SPECIFIC PLAN
The City of PISMO BEACH

0 100 400
FT 200

DEVELOPMENT CONSTRAINTS

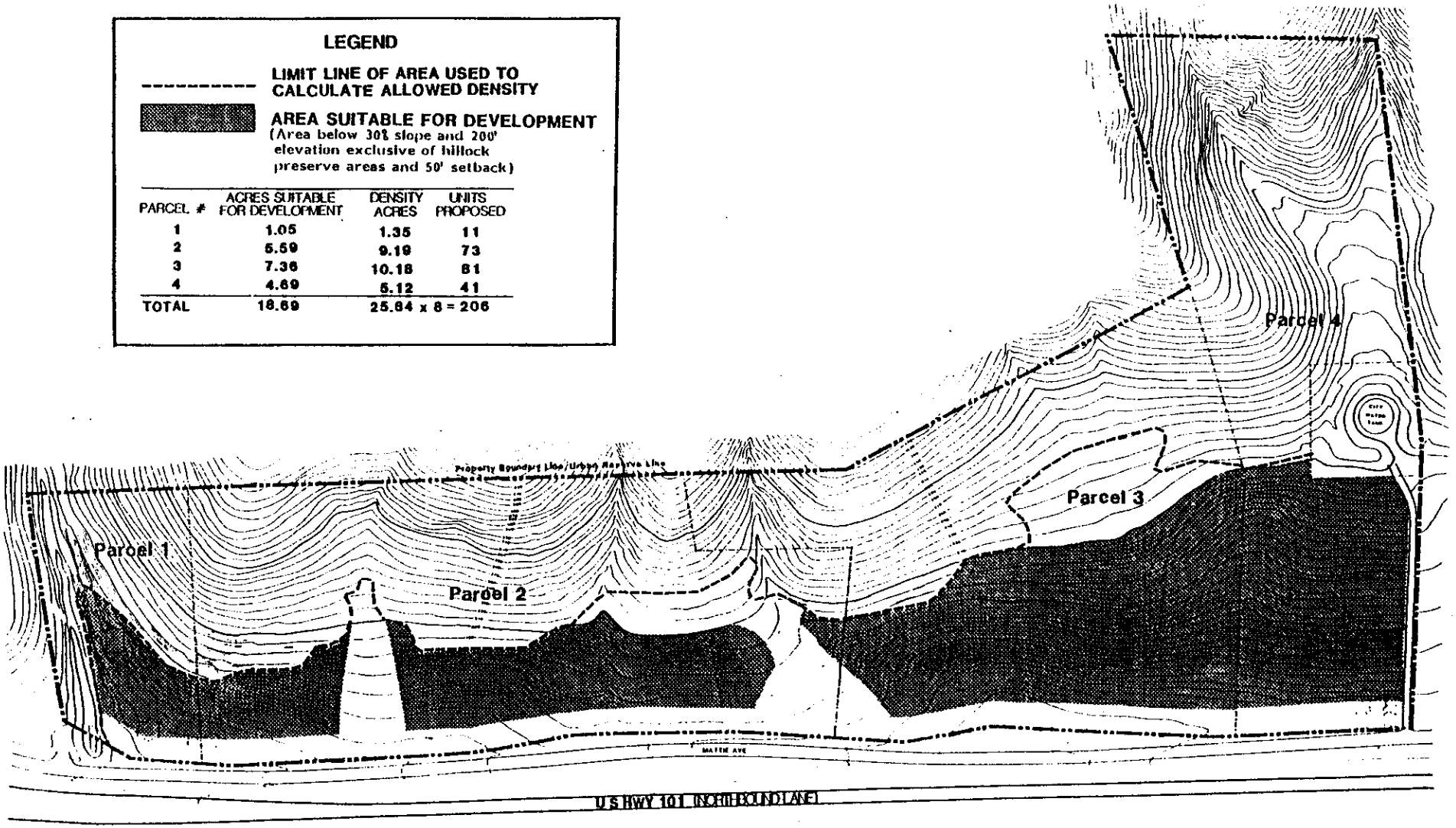
figure 5

LEGEND

LIMIT LINE OF AREA USED TO CALCULATE ALLOWED DENSITY

AREA SUITABLE FOR DEVELOPMENT
(Area below 30% slope and 200' elevation exclusive of hillock preserve areas and 50' setback)

PARCEL #	ACRES SUITABLE FOR DEVELOPMENT	DENSITY ACRES	UNITS PROPOSED
1	1.05	1.35	11
2	5.59	9.19	73
3	7.36	10.18	81
4	4.69	5.12	41
TOTAL	18.69	25.84 x 8 = 206	



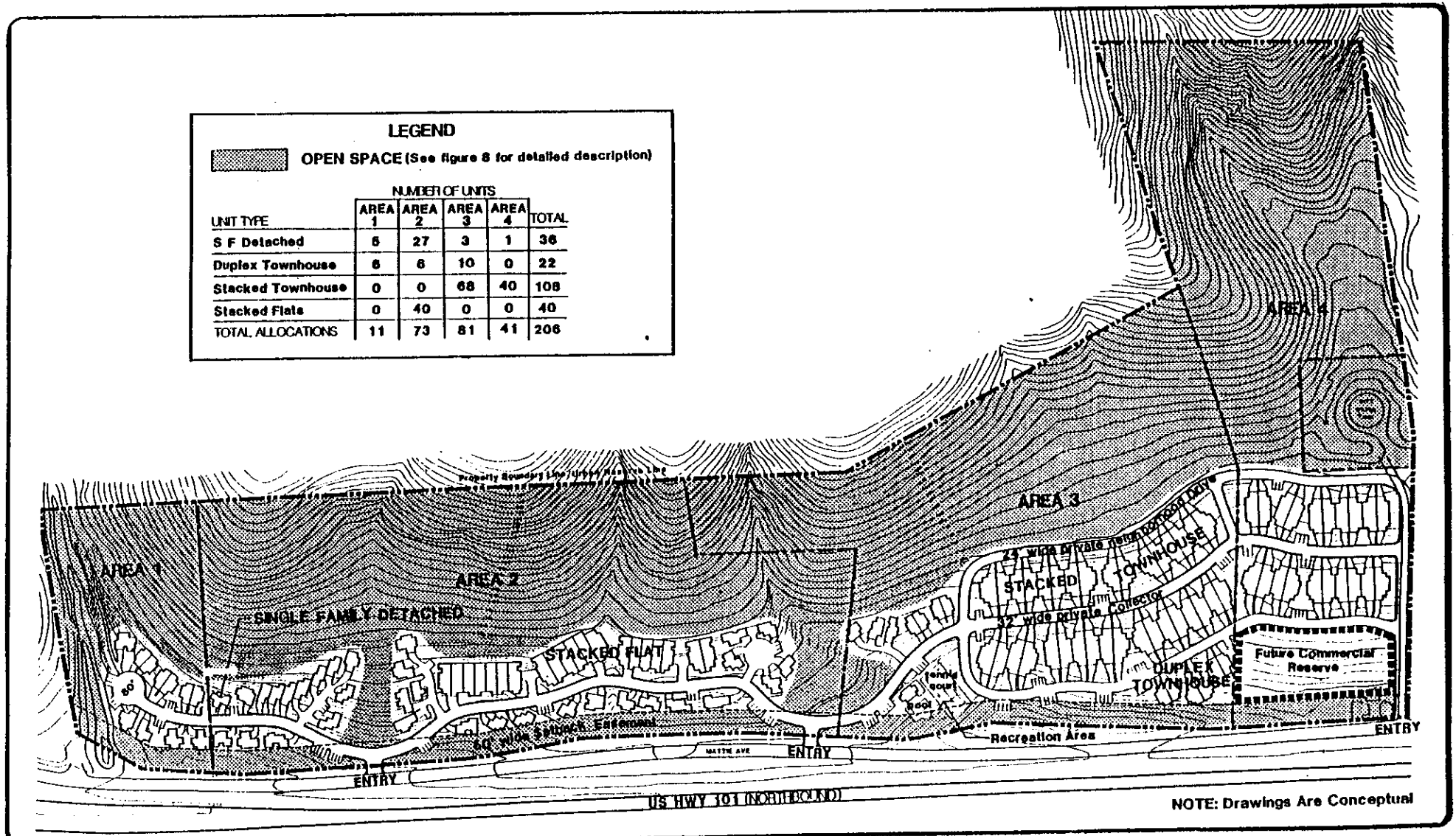
Spyglass Ridge — Richmond Group Montgomery

SPECIFIC PLAN
The City of PISMO BEACH

0 100 200 400 FT

DEVELOPMENT SUITABILITY

figure 6



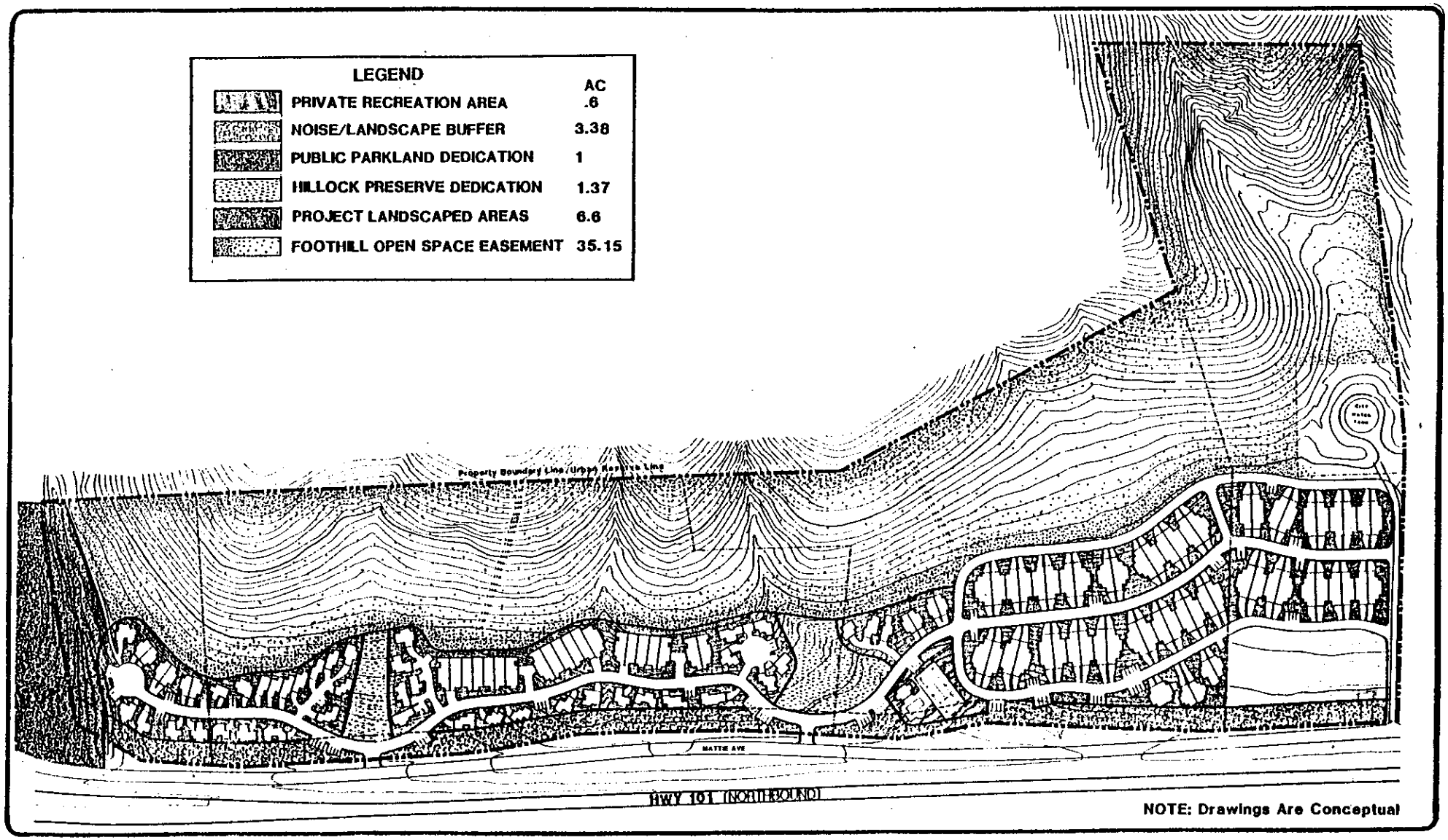
Spyglass Ridge — Richmond Frost Montgomery

SPECIFIC PLAN
The City of PISMO BEACH

0 100 400
FT 200

DEVELOPMENT PLAN

figure 7



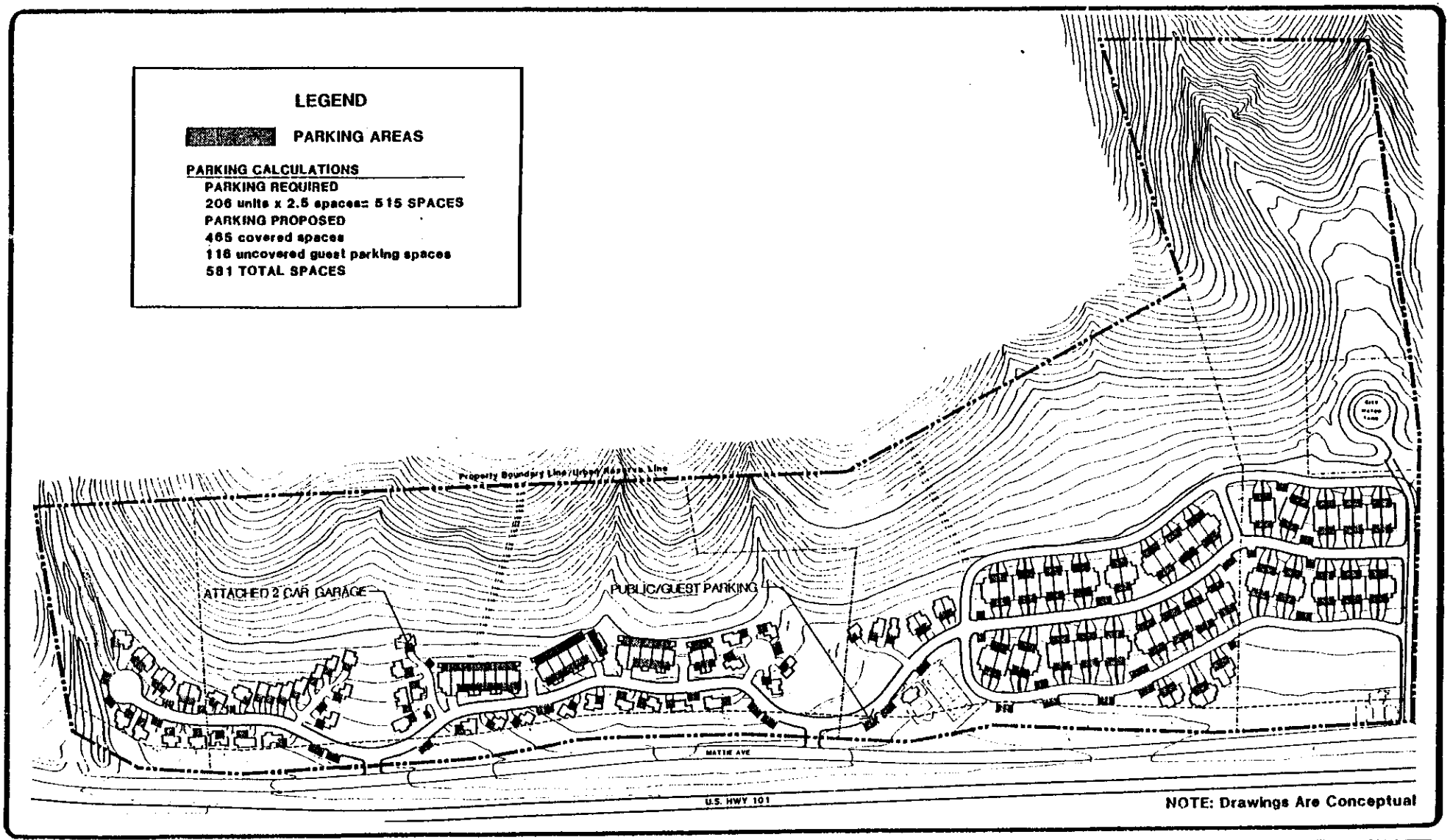
Spyglass Ridge — Richmond American Homes

SPECIFIC PLAN
The City of PISMO BEACH

0 100 400
FT 200

OPEN SPACE PLAN

figure 8



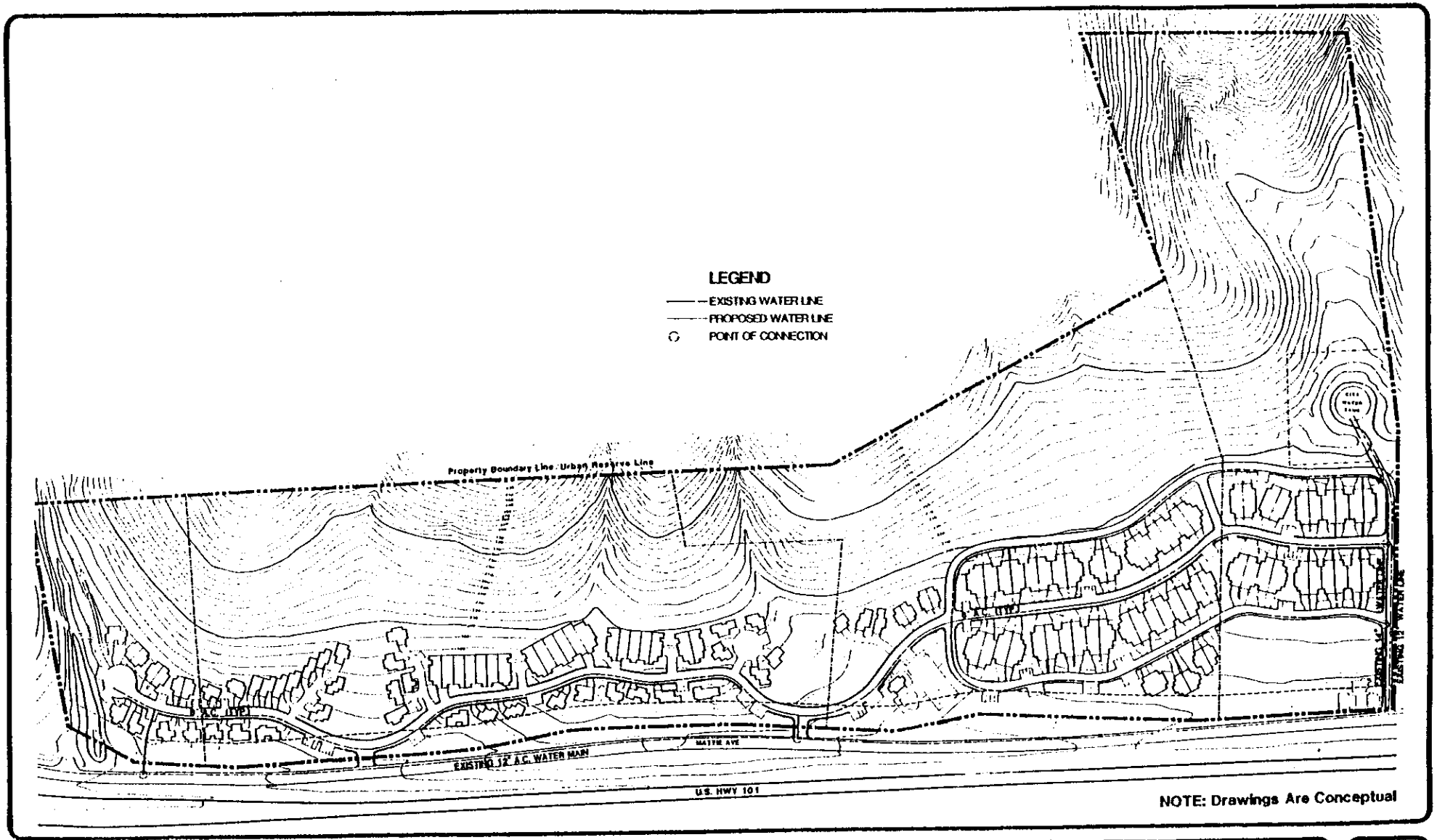
Spyglass Ridge — Richmond Hewitt Montgomery

SPECIFIC PLAN
The City of PISMO BEACH

0 100 400
FT 200

OFF STREET PARKING AREAS

figure 9



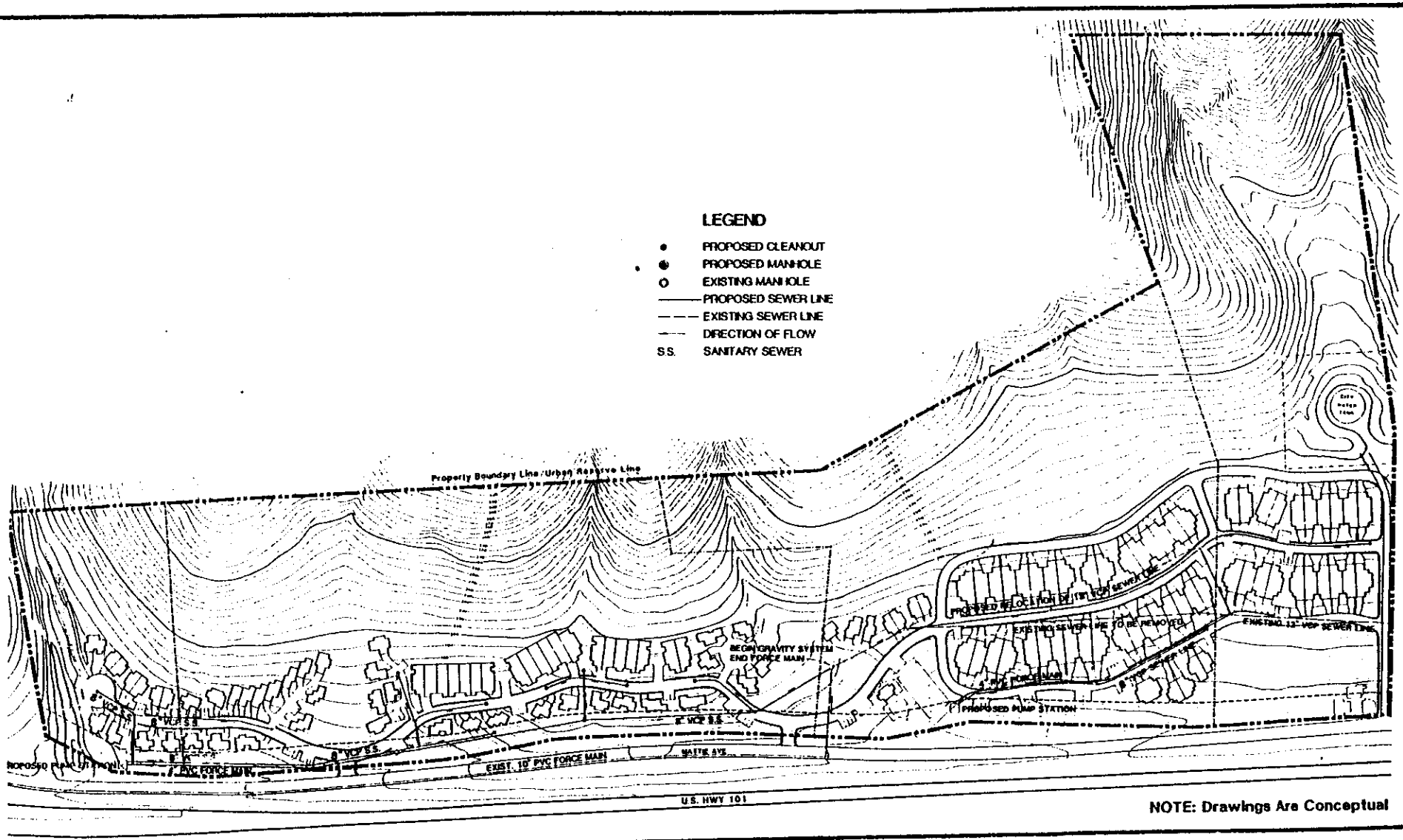
Spyglass Ridge — Richmond American Homes Montgomery

SPECIFIC PLAN
The City of PISMO BEACH

0 40 80 160 FT

PROPOSED WATER PLAN

figure 10



Spyglass Ridge

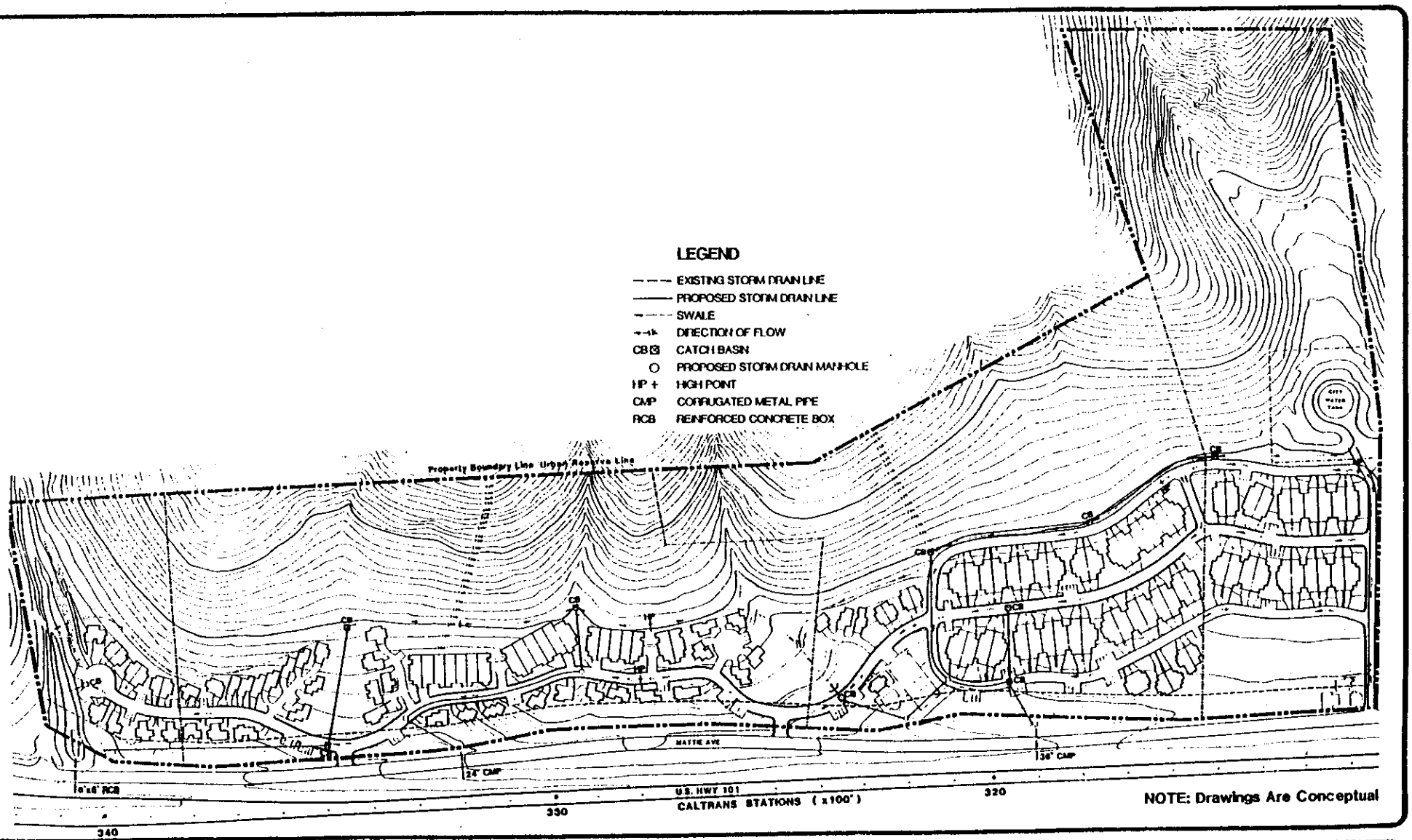
SPECIFIC PLAN

The City of PISMO BEACH

0 40 80 160 FT

PROPOSED SEWER PLAN

figure 11



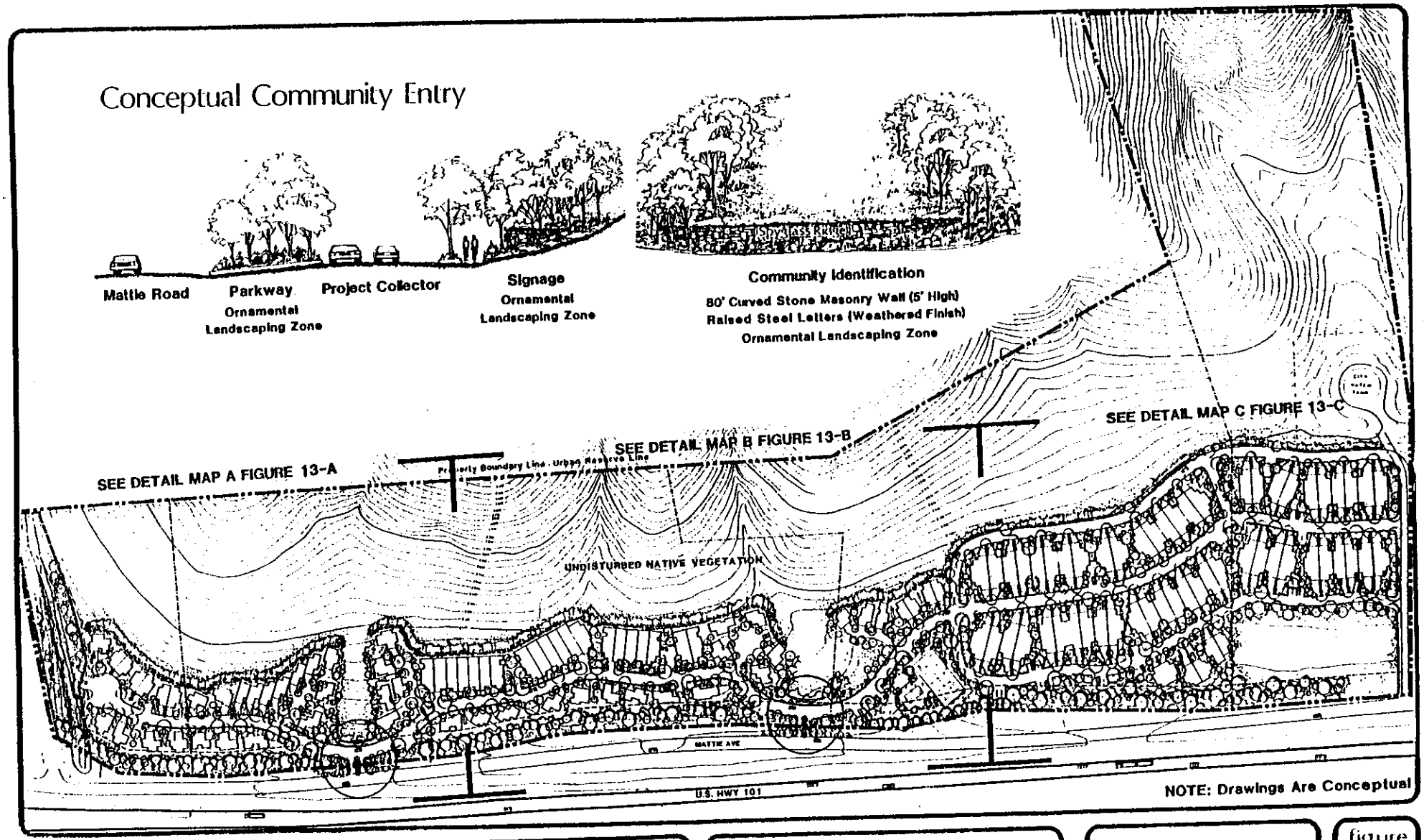
Spyglass Ridge

SPECIFIC PLAN
The City of PISMO BEACH

0 40 160
FT 80

PROPOSED DRAINAGE PLAN

figure 12



Spyglass Ridge

SPECIFIC PLAN

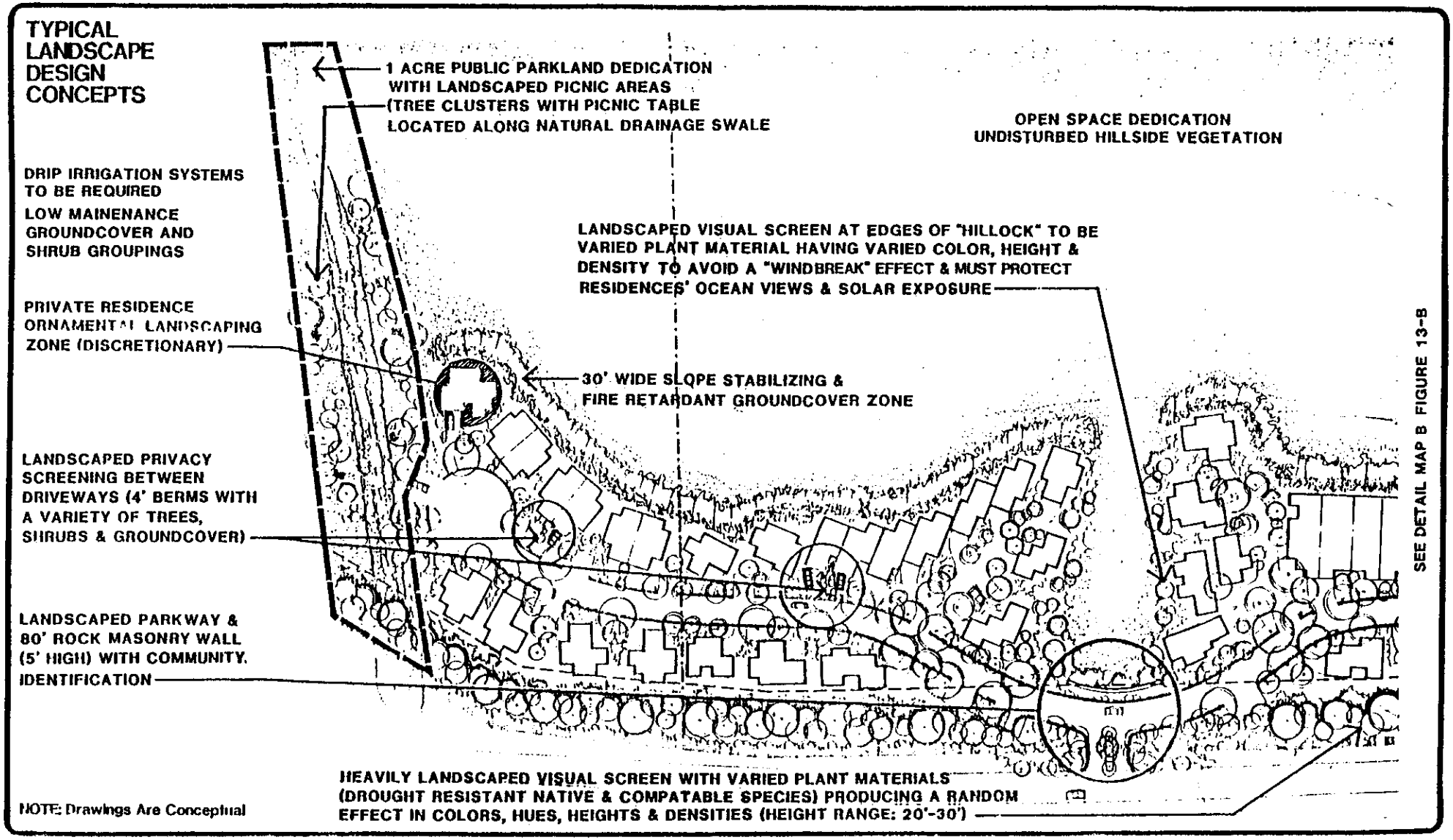
The City of PISMO BEACH

0 100 200 400 FT

LANDSCAPE DESIGN CONCEPTS

LANDSCAPING PLAN

figure 13



Spyglass Ridge

SPECIFIC PLAN

The City of PISMO BEACH

0 40 80 160 FT

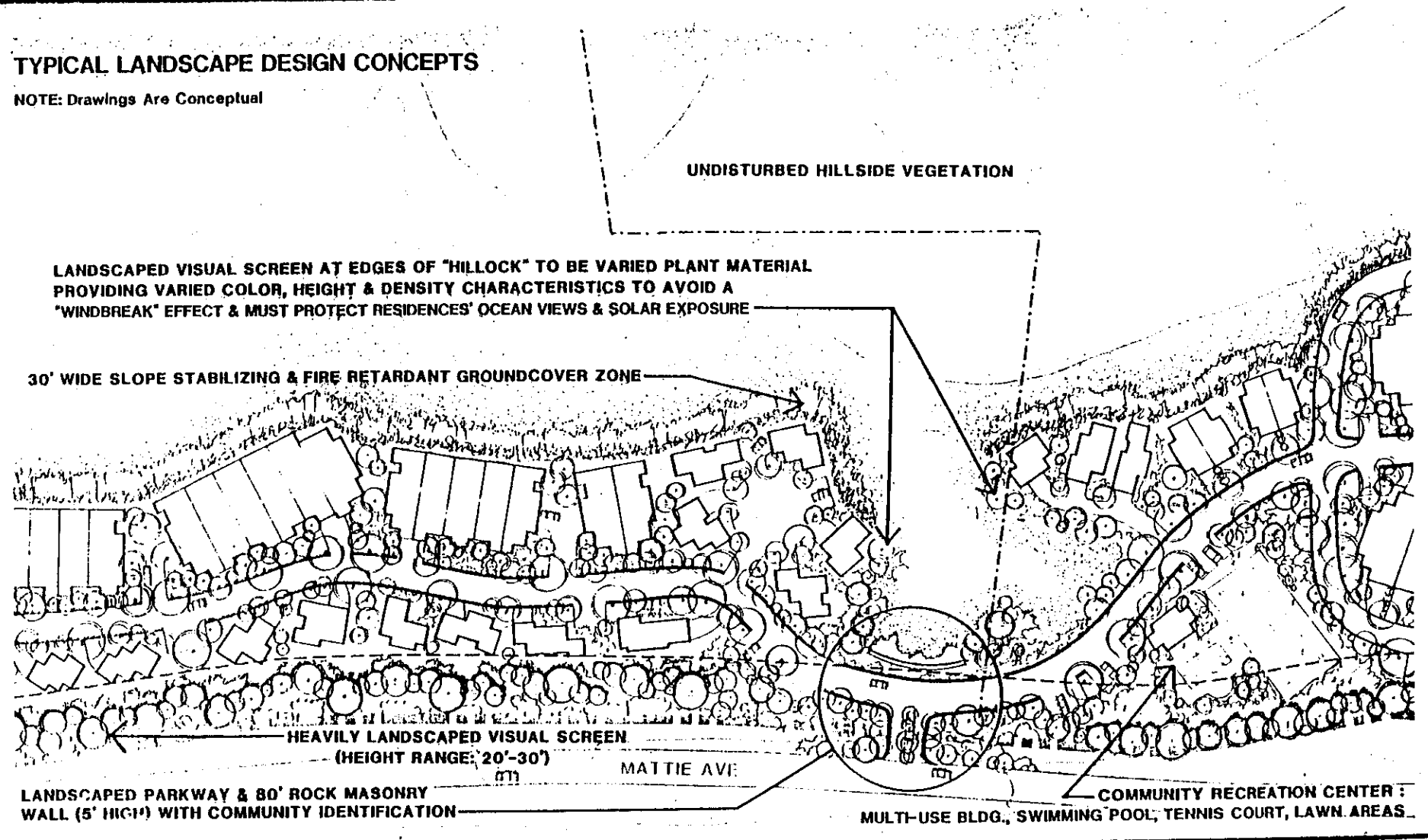
PROJECT DETAIL MAP A

LANDSCAPING PLAN

figure 13-A

TYPICAL LANDSCAPE DESIGN CONCEPTS

NOTE: Drawings Are Conceptual



Spyglass Ridge — Redrawing Robert Montgomery

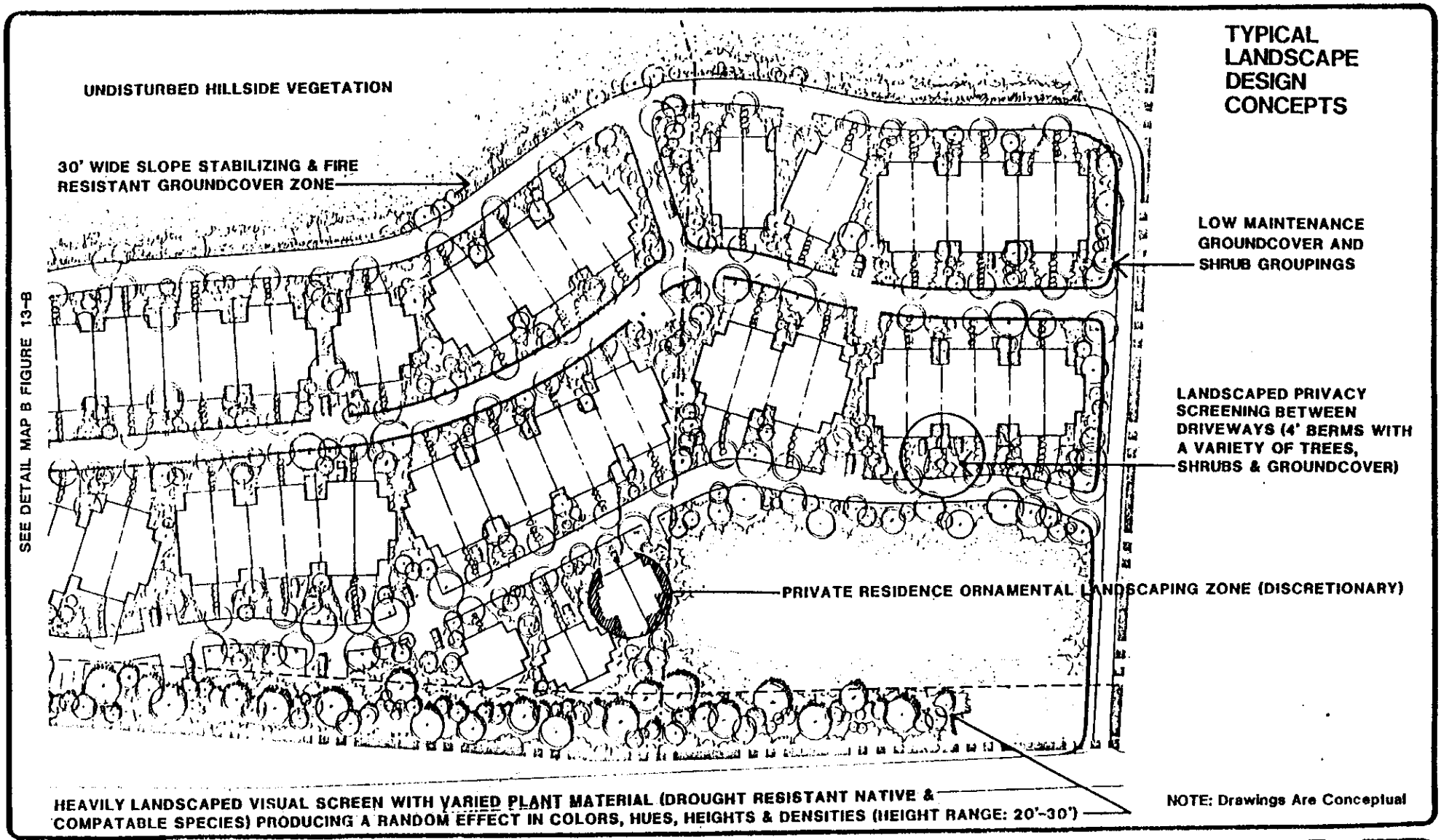
SPECIFIC PLAN
The City of PISMO BEACH

0 40 80 160 FT

PROJECT DETAIL MAP B

LANDSCAPING PLAN

figure 13-B



Spyglass Ridge — Richmond Hass Montgomery

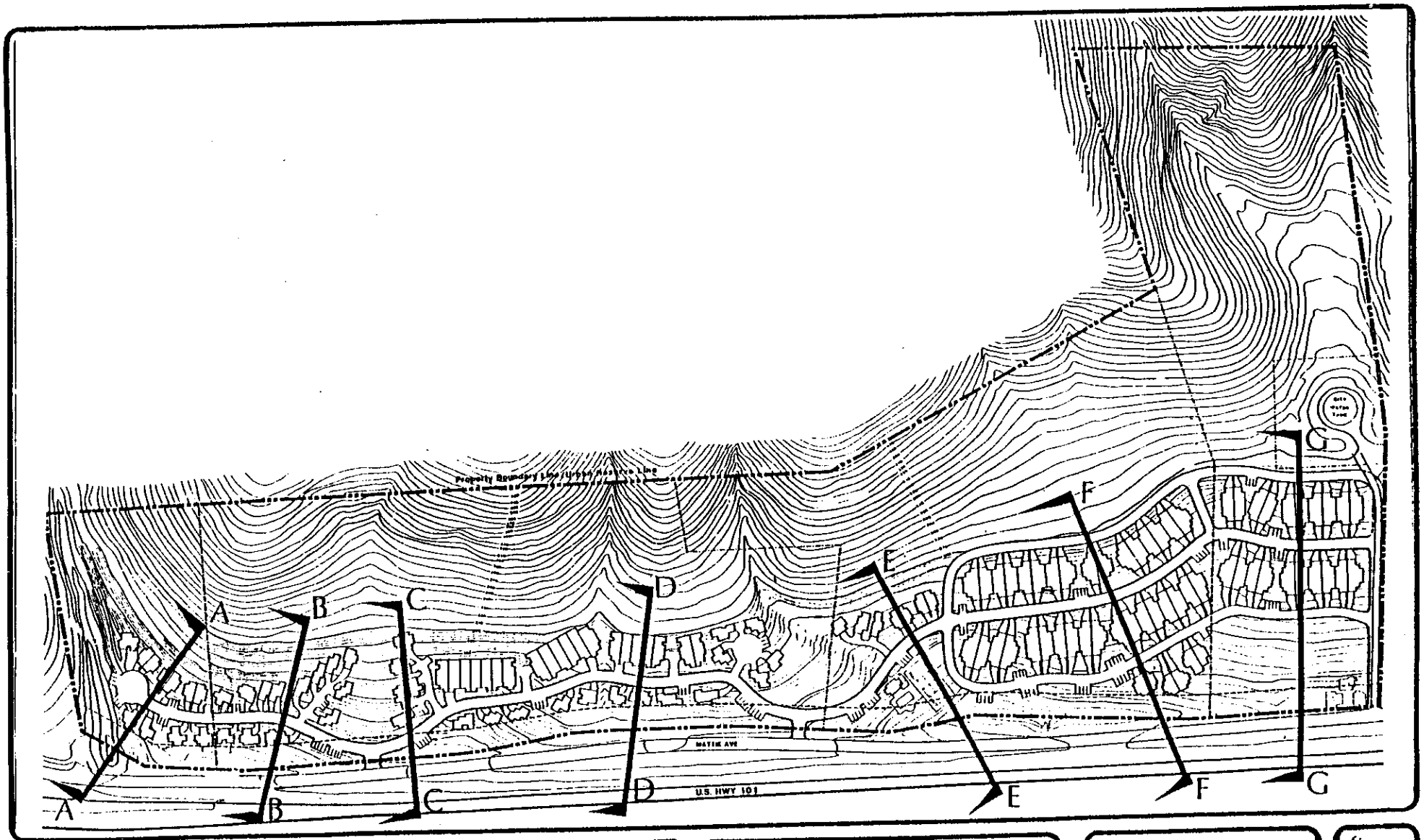
SPECIFIC PLAN
The City of PISMO BEACH

0 40 80 160 FT

PROJECT DETAIL MAP C

LANDSCAPING PLAN

figure 13-C



Spyglass Ridge

Pathmark Road Montgomery

SPECIFIC PLAN

The City of PISMO BEACH

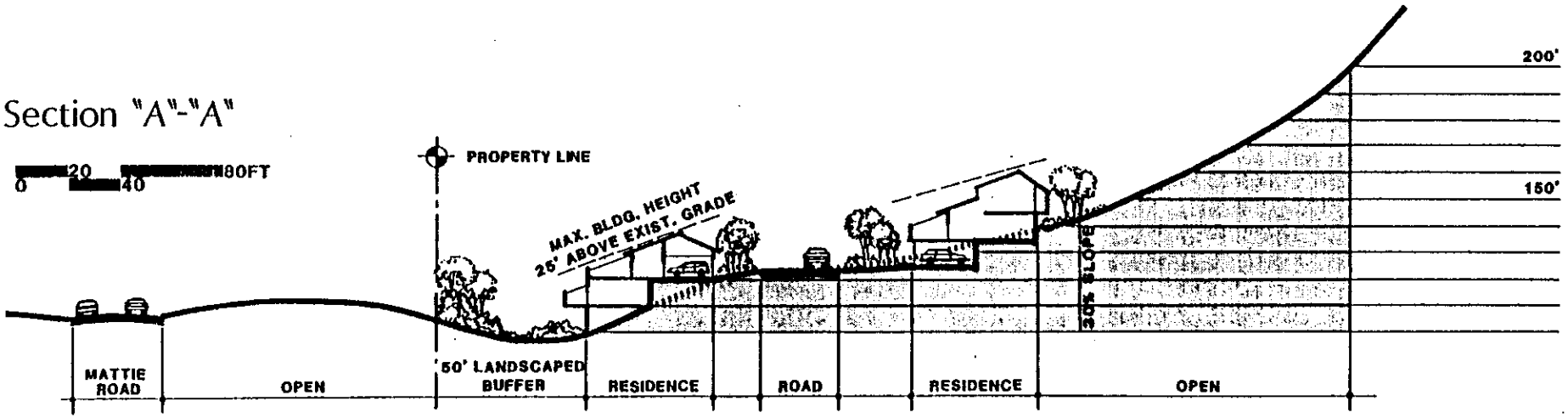
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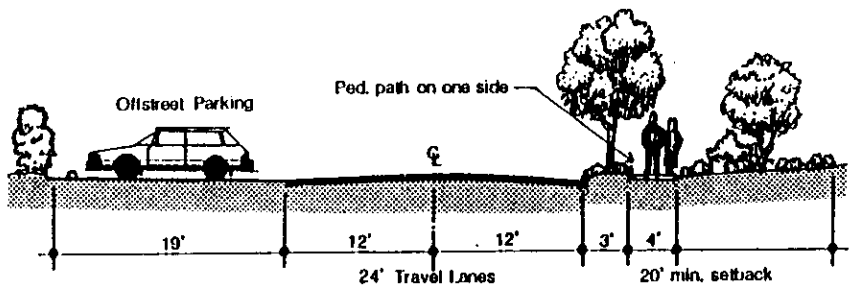
CROSS-SECTIONS INDEX

figure 14

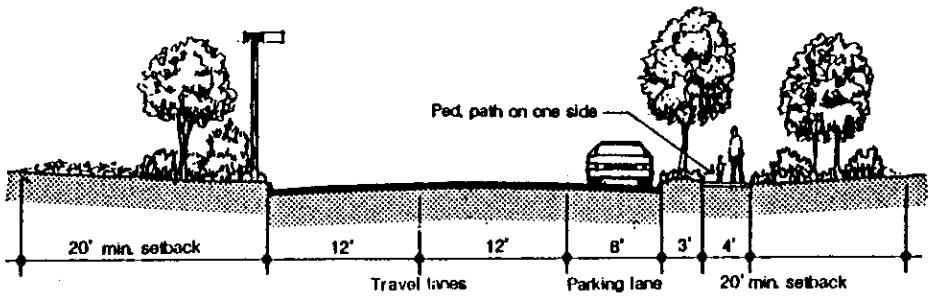
NOTE: Drawings Are Conceptual

Section "A"-"A"





24' Private Neighborhood Drive



32' Private Collector Street

Spyglass Ridge — Redmond Reed Montgomery

SPECIFIC PLAN
The City of PISMO BEACH

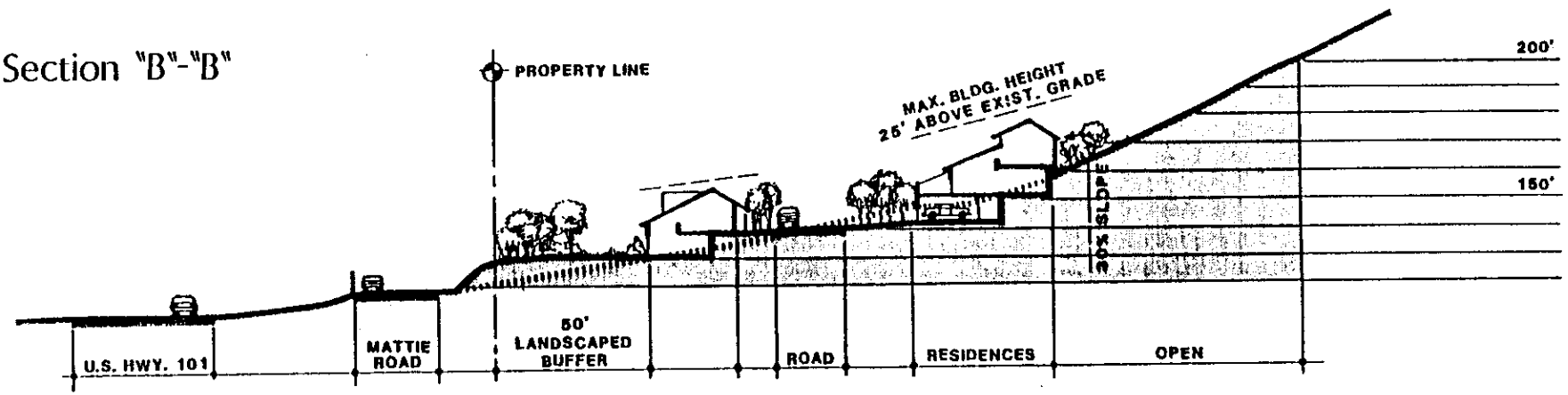
PROJECT CROSS-SECTION

PRIVATE STREET SECTIONS

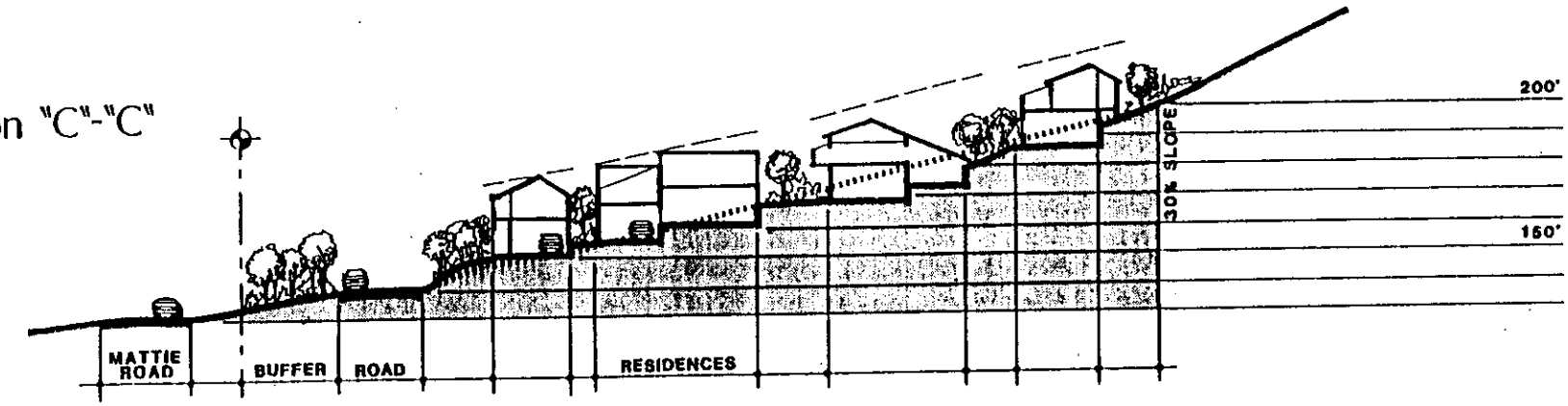
SECTIONS

figure 15

Section "B"-"B"



Section "C"-"C"



NOTE: Drawings Are Conceptual

Spyglass Ridge — Richmond Road Montgomery

SPECIFIC PLAN
The City of PISMO BEACH

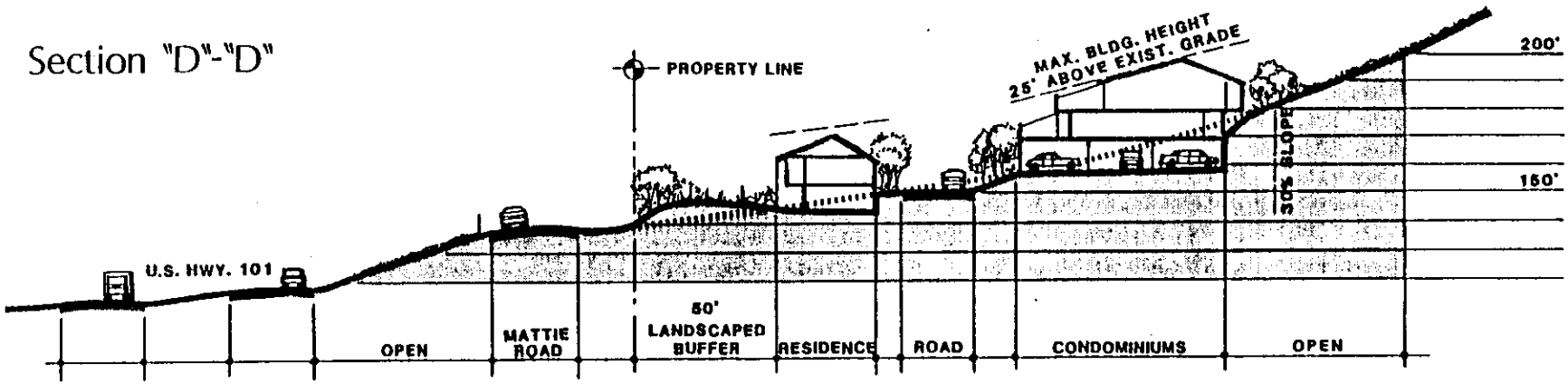
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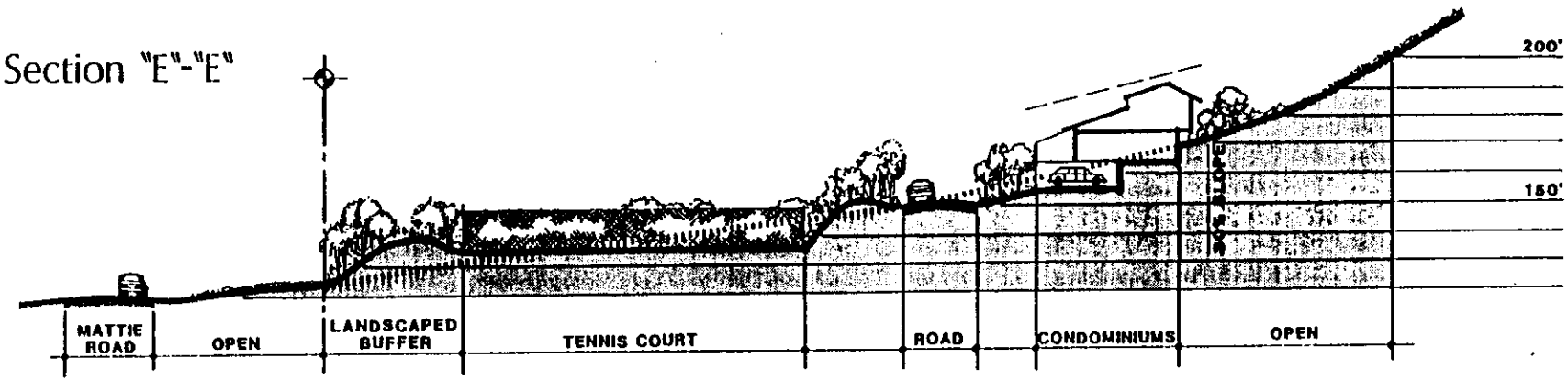
SECTIONS

figure 16

Section "D"-"D"



Section "E"-"E"



NOTE: Drawings Are Conceptual

Spyglass Ridge — Richmond Rossi Montgomery

SPECIFIC PLAN
The City of PISMO BEACH

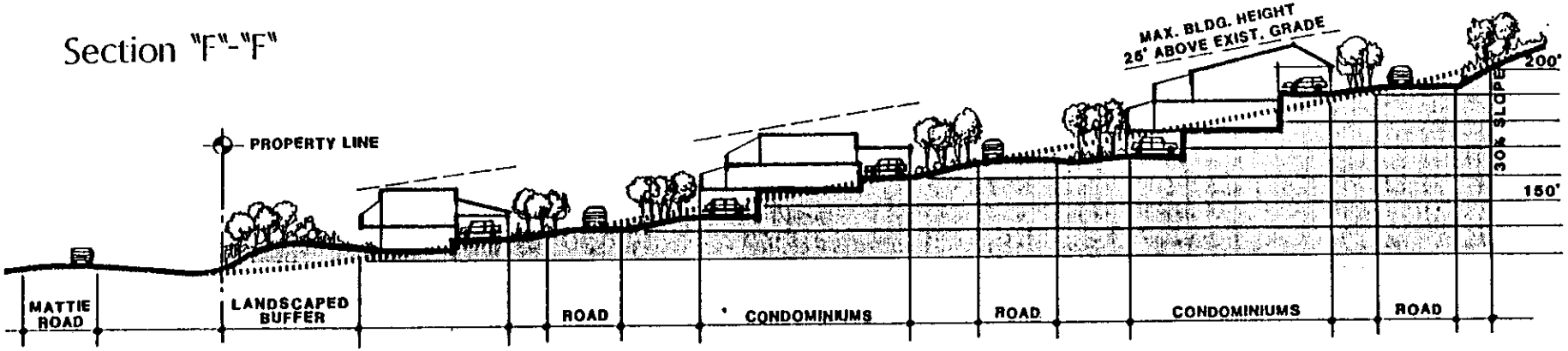
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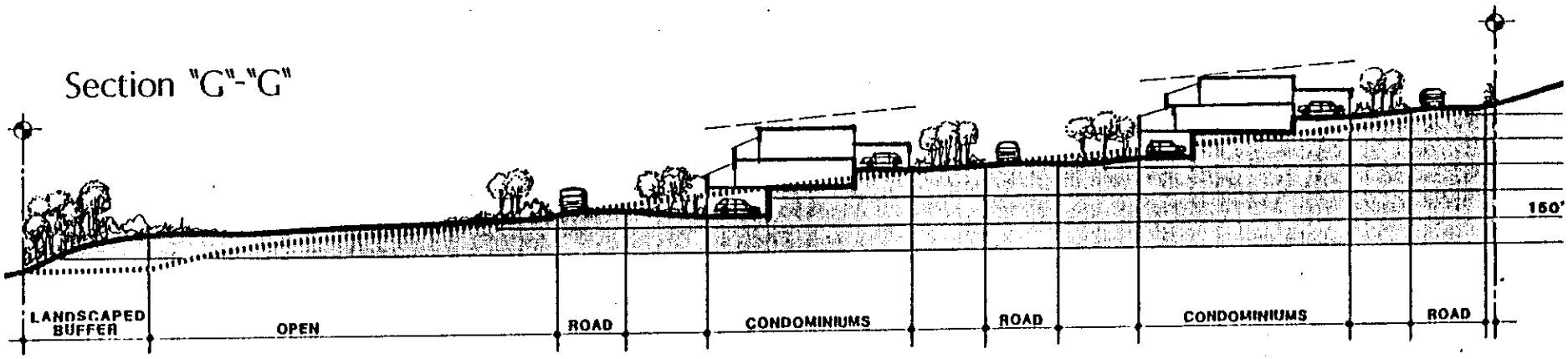
SECTIONS

figure 17

Section "F"-"F"



Section "G"-"G"



NOTE: Drawings Are Conceptual

Spyglass Ridge — Highway Forest Montgomery

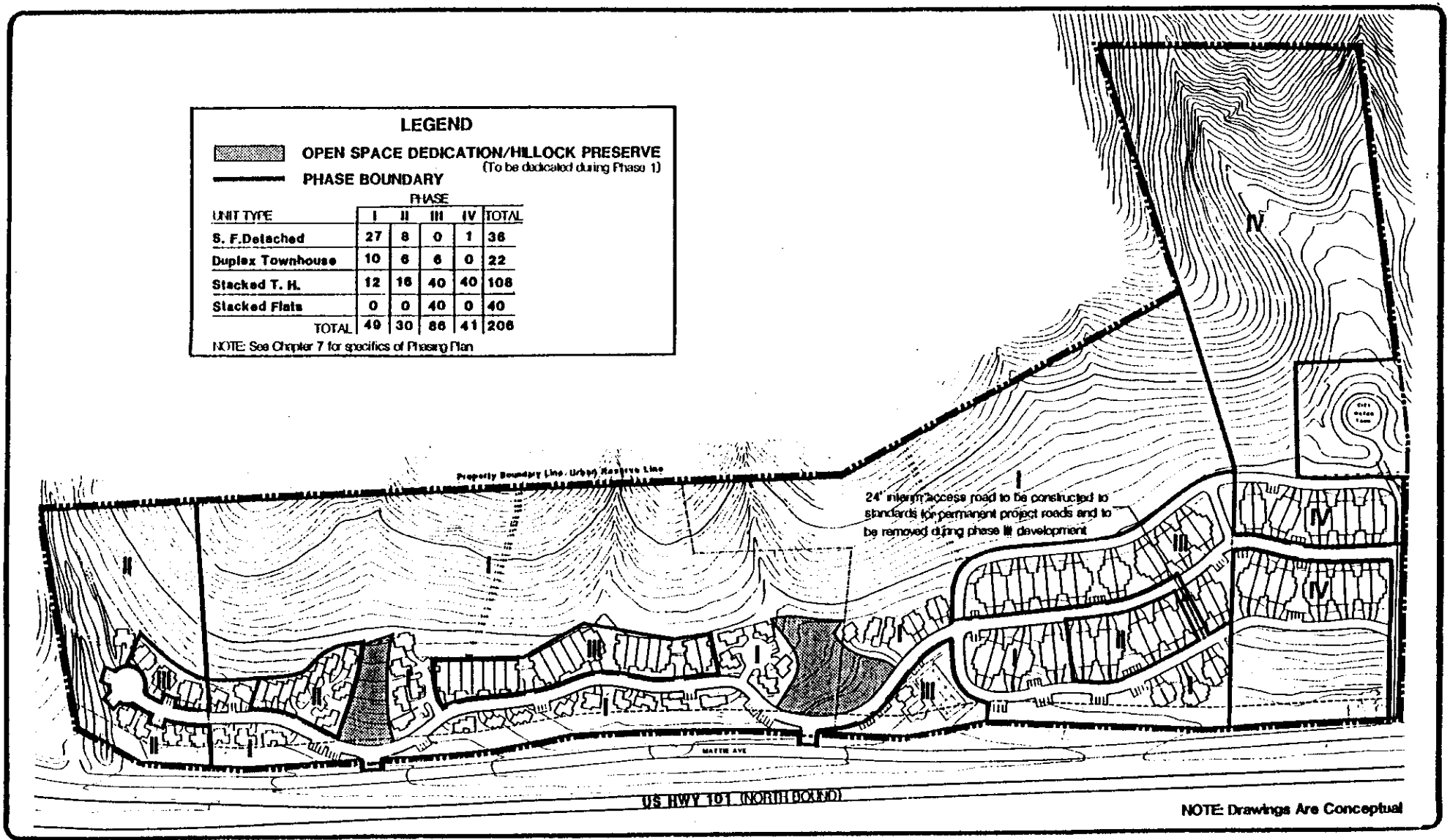
SPECIFIC PLAN
The City of PISMO BEACH

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PROJECT CROSS-SECTIONS

SECTIONS

figure 18



Spyglass Ridge — Richmond Ranch Montgomery

SPECIFIC PLAN

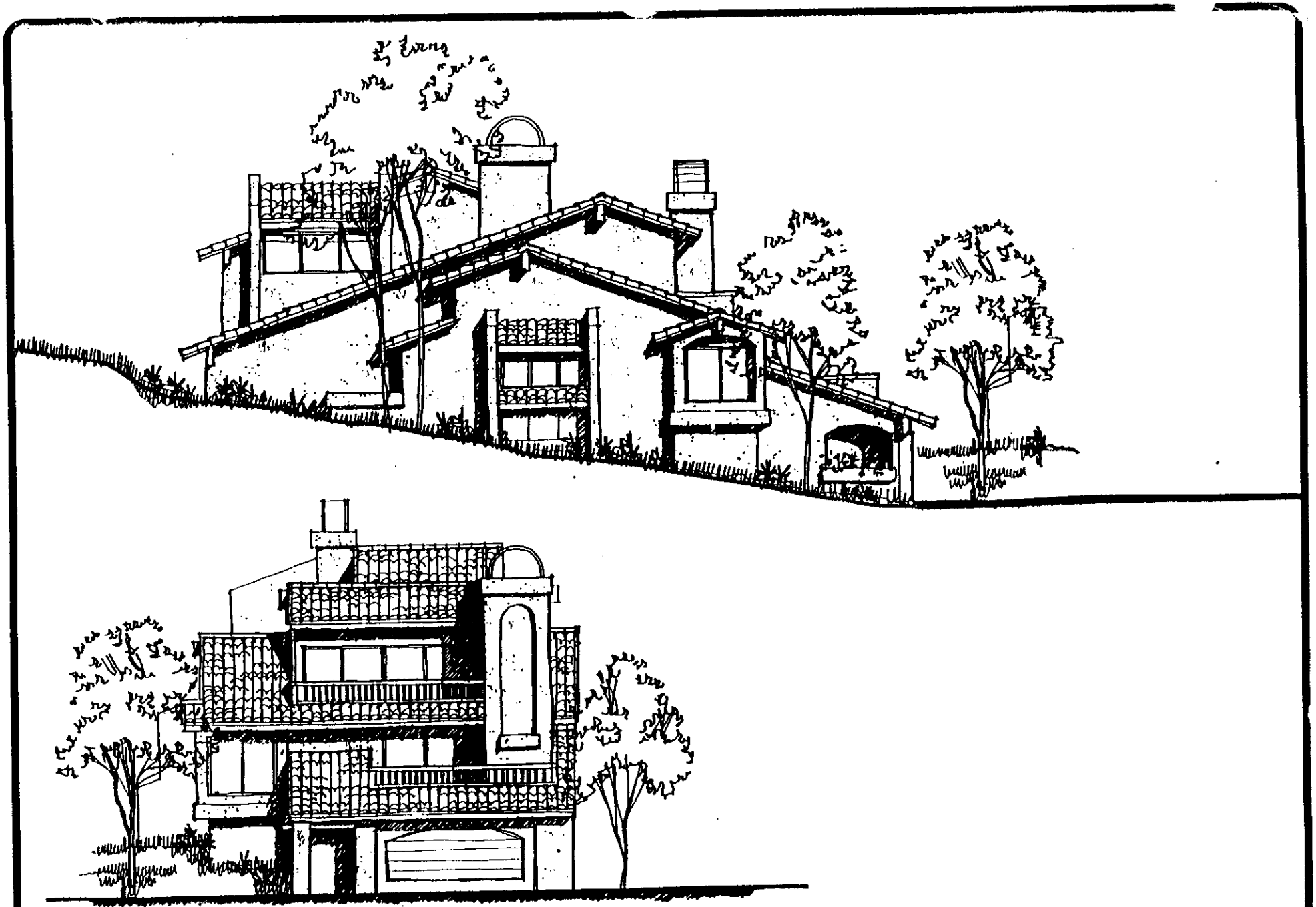
The City of PISMO BEACH

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PHASING PLAN

figure 19



ARCHITECTURAL CHARACTER SKETCHES

Figure 20

3.0 Land Use Proposals

3.1 INTRODUCTION

The Spyglass Ridge Specific Plan envisions two primary land uses: Residential and Open Space/Recreation. A "Commercial Reserve" is also proposed, but its use would not occur for many years and only after the City's General Plan/Local Coastal Plan and this Specific Plan have been amended to include a development plan for this area.

As required by the Pismo Beach LCP, the 206 residential units are clustered on the 20.4 acres falling below elevation 200' and the line demarking 30% slope and above the 50' setback easement. The remaining 36.15 acres are proposed for inclusion in a permanent open space easement. Within the area to be developed there is also a considerable amount of open space, made possible by the cluster type of development.

The number and type of the residential units proposed, as well as the amount of land area devoted to Open Space/Recreational Use, is set forth in the discussions below.

3.2 RESIDENTIAL LAND USE PROPOSALS

A total of 206 dwelling units are proposed for those portions of the the four properties involved below an elevation of 200' and the line demarking 30% slope, and exclusive of the two hillock preserve areas and a required 50' wide buffer area along Mattie Road.

The number of units was determined by multiplying the area allowable for density calculations (the 25.9 acre area below 250' elevation and 30% slope) by the maximum allowable density under the "Limited Medium Density Residential" zone (8 units per acre).

Residential development proposals rely on clustering concepts involving four unit types allocated over each property (sub-area) as set forth in Table 3-A and explained below.

These proposals are reflected on the Development Plan (Figure 7) and further depicted on the site cross section exhibits represented by Figure 14-18.

TABLE 3-A

RESIDENTIAL DEVELOPMENT PROPOSALS

Number of Units

Unit Type	Area 1	Area 2	Area 3	Area 4	Total Unit Types
S.F. Detached	5	27	3	1	36
Duplex/Townhouse Condos	6	6	10	0	22
Stacked Townhouse Condos	0	0	68	40	108
Stacked Flats Condos	0	40	0	0	40
TOTAL ALLOCATIONS	11	73	81	41	206

a. Detached Single-Family Residences

Two to two-and-one-half level detached residences, located primarily on the lowest site elevations but still outside the 50' wide noise buffer along Mattie Road (See Figures 15, 16, 17). Their location allows the smallest bulk structures to buffer views of larger structures located above them while providing for an overlook capacity for the uphill units to view the Pacific Ocean.

b. Duplex/Townhouse Condominiums (1220-1350 sq. feet)

These would be attached, split level, two to two-and-one-half story structures located usually on the uphill side of the primary access road.

Portions of the roofs of the two-car garages for each unit would be used as roof decks. Again, all units would have views of the Pacific Ocean. (See Figure 15 and 17)

c. Stacked Townhouse Condominimum (900-1500 sq.feet)

These units, concentrated in the southern portions of the Planning Area, would be three-story structures built into the hillsides. Each unit would have a two-car garage. The structures envisioned would involve a two-level townhouse with a garage below and a one level flat above accessed by a garage on the same level (See Figure 18). Further, the structures are situated so that the uphill units would have views over the downhill units.

d. Stacked Flat Condominiums (1200-1500 sq. feet)

Flanked between the two hillock preserves near the center of the planning area, these units would be comprised of three-story structures. The first level would be used for parking, above which would be two levels of flats. Again, roof terraces would be a major design element and all units would have views of the Pacific Ocean (See Figure 17).

All residential structures would be built into or onto existing grades as shown in Figures 14-18 and would respect the limitations on height (25' maximum building height above existing grade) and on the number of stories (maximum of three stories) set forth in the Pismo Beach LCP. All residential units have been conceptually designed to have commanding views of the Pacific Ocean.

The residential development would have a unique, Mediterranean village design character that would fit into and compliment the topography (See Figure 20). There would be a combination of flat roof and shed tile roofs, all roof-top terraces with views would be a common design element. Walls would be white or off-white plaster with deep window recesses. The overall result would read as a unique hillside village with great visual variety and excitement using similar building materials as the unifying element.

3.3 OPEN SPACE/RECREATION PROPOSALS

Of the 56.6 acre planning area, the Specific Plan proposes approximately 48.1 acres, or 85% of the planning area as open space.

This open space, as shown in Table 3-B, and graphically depicted on Figure 8, is broken into a variety of functions from the passive scenic open spaces proposed for the upper slopes of the property, to active use private recreation areas within the project itself. The particular proposals for each type of open space/recreation use are set forth below

TABLE 3-B

OPEN SPACE PROVISIONS

TYPE OF OPEN SPACE	NUMBER OF ACRES
a. Hillside Open Space Easement	35.15
b. Hillock Preserve Areas	1.37
c. Noise/Landscape Buffer	3.38
d. Private Recreation Area	.6
e. Public Parkland Dedication	1.0
f. Project Landscaped Areas	6.6
TOTAL ACRES	48.1
PERCENTAGE OF PLANNING AREA IN OPEN SPACE	85%

a. Hillside Open Space Easement

The approximately 35.15 acre area above elevation 200' or the 30% slope breakline, whichever is more restrictive, is proposed for passive open space under an open space easement. No improvements or land disturbance in this area is proposed or allowed. The Phasing Plan in Chapter VII, and shown on Figure 19, indicates the sequence by which open space easements must be dedicated and recorded.

b. Hillock Preserve Area

Two hillock preserve areas comprising a total of 1.37 acres have been identified in the "Area Suitable for Development" (See Figure 5 and 6). Prior to any development in the Specific Plan area, an open space easement shall be dedicated to assure these hillock areas remain in permanent open space.

c. Noise/Landscape Buffer

The Pismo Beach LCP indicates that no development of structures can occur in an area 50' into the property

from the boundary it shares with Mattie Road right-of-way. This area will be the subject of an extensive berming scheme with the berms varying from a minimum of 6 feet and a maximum of 12 feet in height. The berms will be extensively landscaped to the approval of the City Parks, Recreation, and Beautification Commission. Within the noise and landscape buffer area, no structures, except for a swimming pool, tennis court and playground will be allowed.

d. Private Recreation

A small swimming pool, tennis court complex and neighborhood playground are proposed as a part of this plan. A small recreation building outside the 50' noise buffer and a neighborhood playground will also be a part of this complex.

e. Public Park Dedication

An approximately one acre area on the Medina ownership in the extreme northwest portion of the planning area is proposed for public parkland dedication. This area, comprising the sides and bottom of a small canyon, is proposed to be dedicated and improved as small park/picnic area that will provide new public recreational opportunities where none now exist. A small pullout area and a small bay(s) for parallel parking for the public will be provided on Mattie Road along the frontage of the park. The design and number of spaces will be determined by the Planning Commission at such time as the park site is to be improved.

f. Project Landscape Areas

Aside from a number of functional open spaces provided for in the Specific Plan, there are approximately 6.6 acres within the project itself which will remain as open, privately maintained landscape areas, exclusive of road and parking areas. (See Figure 13)

In conclusion, there are 48.1 acres, or nearly 85% of the total planning area proposed for some form of open space. This greatly exceeds the 60% open space requirement set forth in the City's LCP.

4.0 Circulation Proposals

4.1 Existing Conditions

Traffic circulation and physical traffic capabilities of streets in the vicinity of the proposed project were surveyed by Dr. Andrew Jones, Traffic Engineer, in February of 1979 and again as part of a January 1984 E.I.R. Addendum to the Baycliff Village Specific Plan project to the east of Spyglass Ridge.

The subject property fronts on Mattie Road, paved service road along the northeast side of State Highway 101. A maximum theoretical capacity of this road consistent with maintaining an acceptable level of service is between 6,800 and 9,800 vehicles per day. (8) Its present level of use is estimated to be an average of less than 100 vehicles per day. Is is estimated that McLintock's Restaurant located on Mattie Road east of the subject property attracts 300 to 400 vehicle trips during the 5:30 p.m. and 12:00 a.m. period.

Access to Mattie Road and the subject property from Highway 101 is provided by the North Pismo freeway interchange near the Shorecliff Inn to the east and the Spyglass Drive interchange to the west. The current traffic volume of these ramps range from 1400 to 2500 vehicles per day (Cal Trans TASAS Data 1980, 1982). Present traffic volumes at the two interchanges are substantially below their capacities.

The proposed Baycliff Village planned development recently approved by the City will be located east of the subject property on Mattie Road. This development is projected to generate between 1,150 and 1,800 vehicle trips per day and between 154 and 187 trips per peak hour. (9)

4.2 ON-SITE IMPROVEMENTS

The proposed on-site circulation improvements are divided into the following areas:

a. Primary Access Streets
b. Private Collector Street
c. Private Neighborhood drives
d. Pedestrian Paths
e. Off-Street Parking

a. Primary Access Streets

The main entrances to the Spyglass Ridge development will be at three locations along Mattie Road as shown on the Development Plan in Figure 7. These three entrances to the project will enable phasing of the project so as not to obstruct circulation in completed phases. There is a distance of over 1,000 feet between each entrance to enable ease of entry onto and from Mattie Road during peak usage.

The existing road at the southeast border of the Planning Area which presently serves as an access to the City water tank, would be used as one of the three primary accesses as the East Entrance. The other two access points - the West Entrance and Central Entrance - are situated directly opposite the two hillock preserves.

The West and Middle Entrances would have a 60' wide cross section that would have two 12' wide lanes both into and out of the project separated by a 12' wide planting island that would act as a center divider. Each of these two entrances shall have a minimum improved length (vehicle stacking distance) of 60 feet (3 cars). The East Entrance will have a minimum 32' curb-to-curb pavement cross section. An integral curb and gutter will be used along this section of street. (See Figure 13)

b. Private Collector Street

The main interior circulation corridor would be a Private Collector Street which runs the full length of the project. This street will have a 32' curb-to-curb pavement cross section (See Figure 15). This collector would connect to all three Primary Access Streets and would terminate in Sub-area 1 in a 75' diameter turnaround. From this turnaround, an access and utility easement following the alignment of the existing agricultural road will be reserved for use by the property to the immediate east.

c. Private Neighborhood Drives

The private drives which would be located primarily in Sub-areas 3 and 4 would be 24' wide with no curb-side parking allowed (See Figure 15). These drives would be utilized to provide access to individual units, and the width of these drives would allow for adequate backup space for the guest parking bays located at certain points along these drives. (See Figure 9)

d. Pedestrian Paths

Pedestrian paths would be provided along one side of the Private Collector Street and the Private Neighborhood Drives. (See Figure 15) Pedestrian walks would connect to the private recreational area as well as the future public park in Medina Canyon. Pathway materials will be all-weather porous surfaces to aid in drainage.

e. Off-Street Parking

City ordinances require that a project of this size and scale provide a minimum of 2.5 off-street parking spaces per unit. However, this Specific Plan proposes a total of 581 spaces, or a ratio of 2.8 spaces per unit, not counting the driveway areas behind the garages of most units that could be used for tandem parking. (See Figure 9)

4.3 OFF-SITE IMPROVEMENTS

a. Mattie Road Improvements

In response to traffic mitigation measures set forth in the Environmental Impact Reports done for both the Spyglass Ridge and Baycliff Village project, Mattie Road shall be improved as a 60 foot right-of-way with 40 feet of improved roadway. At the West and Middle Entrances, the Mattie Road right-of-way shall be expanded to 64 feet with 44 feet of improved roadway to allow for turning lanes into the Spyglass Ridge project. Improvements along the easterly side of Mattie Road shall include sidewalks developed to current City standards.

b. Bike Paths

Consistent with the City's Bikeway Plan, a Class I Bikeway - a path that is entirely separated from vehicular and pedestrian traffic - shall be provided along the entire property frontage of the site.

5.0 Public Services, Utilities & Drainage Proposals

5.1 WATER SERVICE AND IMPROVEMENTS

a. Existing Facilities

Present Supply: Two sources of water are currently available to the City of Pismo Beach. At present, all the City's water needs are met by water transported from the Lopez Reservoir project, which also serves the communities of Arroyo Grande, Oceano, Grover City and Avila Beach. The City has contracted with the County for a maximum of 886 acre-feet of reservoir water annually to be delivered at a maximum rate of 517 gallons per minute. Additionally, the City is entitled to purchase up to 17.66 percent of any surplus water available.

Groundwater is available to the City from the underlying Arroyo Grande groundwater basin. According to a study made in 1978 (C.D.M. 1972), the Arroyo Grande basin has an estimated safe seasonal yield of between 6,500 and 6,900 acre-feet. The basin is not a significant source of water for the City at this time. Four municipal wells which tap the basin are maintained primarily as a standby system.

The newest of the four wells, well number 5, taps deep levels of the aquifer and so can produce water relatively free of nitrates and other pollutants found in portions of the aquifer near its surface. At present, the City uses only between 35 and 50 acre-feet of water from this well annually, although it has an estimated safe seasonal yield of 700 acre-feet. The three older wells, numbers 1, 3 and 4 are relatively shallow and produce water high in nitrates which are carried to the water table by domestic an agricultural runoff. Nitrate levels fluctuate seasonally, but at most times water from these wells cannot meet State standards for domestic water quality and must be blended with water which is lower in nitrates, such as that supplied by Lopez Reservoir or by well number 5. Assuming that groundwater from the older wells must be blended with purer water at a ratio of 1:1, these wells

can provide an estimated 1,600 acre-feet of water annually, or an amount equal to the amount of purer water available for blending.

However, a study of the City's water supply system in 1972 indicated that two of the three older wells are "quite old and their condition is questionable" (Boyle Engineering, 1972). The condition of these wells may be a significant constraint on their production capacities . . . .

Stored water is contained in seven City reservoirs which have a combined capacity of 2.46 million gallons. Three booster pumps are used to lift water to reservoirs at higher elevations. One of the City's reservoirs is located in the eastern portion of the property. This facility has a storage capacity of 1,015,086 gallons, and a fire flow capacity of approximately 5,600 gallons per minute. A second storage tank will be constructed above the existing tank sometime after the first phase of a recently approved development southeast of the property (Baycliff Village). The proposed new tank will be at an elevation of 350' and have a million gallon storage capacity with a fire flow capacity of 2,000 gallons per minute. (10) The cost for installing the new tank will be covered by an assessment district of which the Spyglass Ridge Development will be a part.

b. Present Demand:

Characteristics of the present City demand for water are presented in the following table:

TABLE 5-A
PRESENT CITY WATER DEMAND
(Source: City of Pismo Beach, 1984)

Average Annual Demand	1,200 A.F.	391 million gallons
Average Monthly Demand		
Peak Month	114 A.F.	37 million gallons
Average Month	100 A.F.	32.6 million gallons
Average Daily Demand	3.3 A.F.	1.1 million gallons
Peak Daily Demand	7.5 A.F.	2.4 million gallons
Average Gallons Per Minute		764 gallons/minute
Average Per Capita Per Day		187 gallons/day

c. Potential Demand:

The City of Pismo Beach is reviewing the demand of projects under construction, in building permit stage, with City approval, and in planning stages. This analysis has provided the City with a water consumption amount through the end of 1986. The water consumption for these various projects is as follow:

The water consumption table on the preceding page (Table 5-B), demonstrates the need for a supplemental service of water. At the time of this writing, water resources are not currently available for the full build-out of the development envisioned in this Specific Plan. Safeguards do exist to prevent overtaxing the City water resources. These include the City's Growth Management Ordinance and the requirement that "will-serve" letters be obtained prior to issuance of building permits. Each phase of development in this Specific Plan must comply with these requirements before proceeding.

d. Proposed Improvements:

The developers of the Baycliff Village project, located approximately 1/2 mile from the Spyglass Ridge Proposed Development, have proposed construction of an additional one million gallon storage tank. This tank would be of sufficient elevation to service the Baycliff Village and Spyglass Ridge developments as well as the other neighboring properties. The tank would be located so as not to be visible from the western side of the mountain ridge. Developers of the Baycliff Village project will receive credit for design as well as other direct costs; property owners who receive benefit from this facility will pay on a per unit basis. The proposal suggests using the existing tank as a holding station from which water would be supplied via pumping stations to the new storage facility. Gravity lines to the development and to the existing "T" at Mattie Road would be connected to the new street main line in Mattie Road.

The Price Street Motel Assessment District has constructed a 16-inch line along the frontage of Mattie Road. The Baycliff Village development has committed to join this District, and this Specific Plan proposes to do the same with the Spyglass Ridge project. This, together with connecting laterals to the system and the proposed future reservoir mentioned above would provide adequate pressure for the proposed development including domestic use, fire protection and landscape irrigation.

The proposed project has an existing 12" waterline in Mattie Road adjacent to the west side of the development and a 12" and 14" waterline along the south boundary which connects to the existing water storage tank. Figure 10 illustrates the proposed waterline alignment within the development and points of connection at Mattie Road and the south property line.

Figure 10 is a conceptual diagram and does not account for the manner in which Spyglass Ridge will connect to any new water lines or storage tanks installed by the Baycliff Village project. Its intention is to illustrate alignment with a looped system. The extent of specific water system improvement requirements shall be delineated during each development phase and installed accordingly.

5.2 SEWER SERVICE AND IMPROVEMENTS

a. Existing Conditions

Present System: The City's wastewater treatment and disposal system is comprised of a primary treatment plant and ocean outfall line. Interceptor lines which run parallel with the coastline in Shell Beach and Sunset Palisades collect wastewater from smaller gravity flow lines.

Four lift stations pump the collected sewage via a 10" force main along Mattie Road adjacent to the Spyglass Ridge project. The 10" force main leaves Mattie Road and deposits wastewater into a 12" sewer interceptor line on the Spyglass Ridge site which gravities to the Addie Street pump station. From here the combined flow from the entire city of Pismo Beach is pumped to the treatment plant. Treated effluent is discharged through a new 4800' long ocean outfall line. This outfall line is shared with Oceano and has a capacity of 8.5 million gallons with 3.7 million gallons allocated for City of Pismo Beach use.

Present Capacity: The City's treatment plant currently operates under Order No. 77-43, NPDWS No. 0048666 of the State Water Quality Control Board. The plant has undergone several expansions and upgrading since it was built alongside Pismo Creek in 1954. The existing plant is designed to treat an average daily flow of 1.2 million gallons and a peak daily flow of 1.8 million gallons. The City's present demand for sewer service is approximately 0.921 million gallons. The demand is generated by an estimated permanent population of 6,000 and a maximum tourist population of 4,000. Sewer service is provided to an equivalent population of 7,200 (total permanent population plus 31 percent of the maximum tourist population).

The City's current average daily wastewater flow represents approximately 77 percent of the treatment plant's capacity. City officials estimate that the

remaining capacity will be adequate to serve an additonal 1,000 units or their equivalent (assuming 250 gallons per day per unit). The following table shows the projections of the treatment plant demand due to upcoming projects.

TABLE 5-B
WATER CONSUMPTION

A.	**Available Resources:**	
	Present Lopez Reservoir Contract	886 a.f.y.
	Present Lopez Reservoir Delivery (8/84)	1200 a.f.y.
	Present Well (Groundwater) Production	700 a.f.y.
B.	**Current Demand:**	
	Existing Domestic Demand	1200 a.f.y.
C.	**Project Under Construction:**	
	Pismo Devco - 49 Single Family Residential Units	12.3 a.f.y.
	Pismo Oaks - 52 Single Family Residential Units	13.0 a.f.y.
	Pacific Estates - 58 Single Family Residential Units	14.5 a.f.y.
	Bello Street (Snellenberger) - 1 Net Residential Unit	0.2 a.f.y.
	Sunset Palisades (SEB,Inc) - 34 SF Residential Units	8.5 a.f.y.
	20 Miscellaneous Single Family Residential Units	5.0 a.f.y.
	Kon Tiki Motel (Phase I) - 46 Motel Units	7.6 a.f.y.
	Price Street Plaza - 17,000 SF Retail Commercial	0.6 a.f.y.
	Seacrest Restaurant - 250 Seat Restaurant	9.8 a.f.y.
	Seaventure Restaurant - 100 Seat Restaurant	3.9 a.f.y.
	Urban Sciences - 21 Unit Bed and Breakfast Inn	3.5 a.f.y.
	Holiday Inn - 170 Motel Units	37.9 a.f.y
	Pier Commercial Building (in process)	15.0 a.f.y.
	Subtotals:	
	214 Residential Units (53.5 a.f.y)	
	237 Motel Units (49.0 a.f.y.)	
	13,550 Retail Square Feet (15.6 a.f.y.)	
	350 Restaurant Seats (13.7 a.f.y.)	131.8 a.f.y.
D.	**Projects in Building Permit Application Stage**	
	Pismo Devco - 95 SF Residential Units (R: T 1130)	23.8 a.f.y.
	Pismo Oaks - 71 SF Residential Units (R: T 1204)	14.0 a.f.y.
	Park Motel Expansion - 18 Additional Units	3.0 a.f.y.
	Sunset Palisades - 22 SF Residential Units (R: T 941)	5.5 a.f.y.
	Detwiler Motel - 52 Units	8.6 a.f.y.
	Quality Inn - (Warmington) - 133 Unit Motel	21.9 a.f.y.
	Klopping - Triplex	0.7 a.f.y.
	McFolin - Triplex	0.7 a.f.y.
	Subtotals:	
	179 Residential Units (44.8 a.f.y.)	
	203 Motel Units (33.4 a.f.y.)	
	0 Retail Square Feet (0 a.f.y.)	
	0 Restaurant Seats (0 a.f.y.)	78.2 a.f.y.
E.	**Projects Approved/Building Permit Application Imminent**	
	Sandcastle Inn - 59 Units	9.7 a.f.y.
	Kon Tiki Inn (Phase II) - 20 Motel Units	4.8 a.f.y.
	Seacrest Motel Expansion - 147 Net Additional Units	24.3 a.f.y.
	Seacliff Condominiums - 13 Residential Units	3.3 a.f.y.
	McKenna/Parkinson - 5 Unit Apartment	1.2 a.f.y.
	Goetsch Condominiums - 5 Residential Units	1.2 a.f.y.
	Sunset Palisades (Phase 3&4)- 70 Residential Units	17.5 a.f.y.
	Pacific Estates (PVP) - 25 Single Family Units	6.3 a.f.y.
	Fernandes - 4 Condominium Units Replacing 2	0.5 a.f.y.
	Baycliff Village - 56 Condominium Units	14.0 a.f.y.
	Pismo Devco-Phase III-Tract 1233) - 50 Residential	12.5 a.f.y.
	Subtotals:	
	228 Residential Units (56.5 a.f.y.)	
	235 Motel Units (38.8 a.f.y.)	
	0 Retail Square Feet (0 a.f.y.)	
	0 Restaurant Seats (0 a.f.y.)	95.3 a.f.y.
F.	**Projects with Full City Approvals/Building Applications Not Received**	
	The Wharf - 76 Motel Units	20.3 a.f.y.
	McLaughlin - 7 Unit Motel	1.2 a.f.y.
	Gregory - 15 Residential Units	3.8 a.f.y.
	Jones - Duplex	0.5 a.f.y.
	Pismo Devco - 58 SF Residential (R: T 1233)	14.5 a.f.y.
	Foresee - Commercial Remodel	0.4 a.f.y.
	Subtotals:	
	75 Residential Units (18.8 a.f.y.)	
	83 Motel Units (21.5 a.f.y.)	
	10,000 Retail Square Feet (0.4 a.f.y.)	
	0 Restaurant Seats (0 a.f.y.)	40.7 a.f.y.
G.	**Projects Pending City Approval**	
	Spyglass Ridge - 206 Residential Condominium Units	51.5 a.f.y.
	Baycliff Village - 167 Remaining Condominium Units	41.8 a.f.y.
	Bonita Homes-44 SF Residential Units (Toucan Village)	11.0 a.f.y.
	McDonald - Replace with 6 Condominium Units	1.5 a.f.y.
	W & H Properties - 4 Unit Residential Apartment	1.0 a.f.y.
	McDermott - 4 Unit Residential Condominiums	1.0 a.f.y.
	Shell Beach Hilton - 332 Motel Units	66.0 a.f.y.
	Williams Brothers - 100,550 SF Retail Commercial	3.5 a.f.y.
	Towbes - 65,000 SF Additional Retail Commercial	2.3 a.f.y.
	Towbes - 85,000 SF C-2 Addition	3.0 a.f.y.
	McDonald-7,000 SF Retail Commer./50 Seat Restaurant	12 a.f.y.
	Subtotals:	
	419 Residential Units (104.8 a.f.y.)	
	332 Motel Units (66.0 a.f.y.)	
	258,350 Retail SF (9.1 a.f.y.)	
	50 Restaurant Seats (0.9 a.f.y.)	180.8 a.f.y.
H.	**Potential Projects/No Application Currently**	
	South Palisades Specific Plan Area (estimated 150 Residential Units)	37.5 a.f.y.
	Vacant SF Parcels (recorded) in Pismo Beach (estimated 155 lots)	38.8 a.f.y.
	Pismo Devco Commercial Site - 28 Acres (estimated 400,000 SF Retail Commercial)	14.1 a.f.y.
	Pismo Devco Motel Site (estimated 200 Motel Units)	33.0 a.f.y.
	Pismo Oaks Motel Site (estimated 150 Motel Units)	24.9 a.f.y.
	Hallmark Motel (North Spyglass - 190 Units)	31.4 a.f.y.
	Subtotals:	179.6 a.f.y.

SOURCES

All Figures as of January 28, 1985

Hilton E.I.R. Projections - 1984
PRC Toups Estimates 1982* (Summarized Below):
Residential = 0.25 a.f./yr.
Resort Commercial = 1.4 a.f./acre/year or 0.165 a.f./unit/year
Commercial = 1.5 a.f./acre/year or 0.03529 a.f./1000 SF/year
HDR Restaurant = 35 gallons/day/seat

WATER CONSUMPTION
Table 5-B

TABLE 5-C
Projections of Sewage Treatment Plant Demand:

Project	Est. Date of Comp. Aver. Demand	Proj. Demand (Base Demand)	Cum. Demand 0.921 m.g.d.
Toucan Terrace	July 1985	28,616 gpd**	0.950 m.g.d.
S.E.B.	July 1985	12,936 gpd**	0.963 m.g.d.
Tract 814	June 1985	19,208 gpd**	0.982 m.g.d.
Price St. Plaza	April 1985	477 gpd**	0.982 m.g.d.
Spyglass Motel	October 1984	4,200 gpd**	0.986 m.g.d.
Seacrest Rest.	November 1984	12,500 gpd*	0.999 m.g.d.
Seaventure Rest.	November 1984	5,000 gpd*	1.004 m.g.d.
Subtotal	Oct.84-July 85	82,930 gpd	1.004 m.g.d.
Kon Tiki Motel	June 1985	9,000 gpd*	1.013 m.g.d.
Whalers Inn	September 1985	16,560 gpd*	1.030 m.g.d.
Shelter Cove Ldg.	September 1985	6,240 gpd*	1.036 m.g.d.
Pismo Oaks	July 1985	21,168 gpd**	1.056 m.g.d.
Seacrest Motel	June 1986 (146 net add)	17,640 gpd*	1.075 m.g.d.
Sandcastle Inn	June 1986	7,080 gpd*	1.082 m.g.d.
Subtotal	June 1985-June 1986	77,688 gpd	1.082 m.g.d.
Hilton Hotel	July 1986	39,840 gpd*	1.122 m.g.d.
Pier Comm. Bldg.	June 1986	9,000 gpd**	1.131 m.g.d.
Baycliff Village		44,688 gpd**	1.176 m.g.d.
Spyglass Ridge		39,788 gpd**	1.215 m.g.d.
South Palisades		29,400 gpd**	1.245 m.g.d.
The Wharf		14,300 gpd**	1.260 m.g.d.

*HDR EIR PROJECTIONS--1984
**PRC TOUPS PROJECTIONS--1982 (summarized below):

** S.F. Residential = 98 gallons per capita per day (est. w/2 people/unit)
* Resort Commercial = 60 gallons per capita pending (est. 2 room occupant/unit)
* Restaurant = 10 gallons per person pending in restaurant (est. 5 people per seat per day)
** Commercial = 1200 gallons/acre/day

Table 5-C indicates the need for future upgrading of the sewage treatment plant and the City is currently reviewing plans for those improvements. The proposed first phase improvements will result in an increase in the plant's design capacity from a maximum daily flow of 1.2 million gallons to 1.7 million gallons.

Currently the capacity of the City's treatment system to serve future development is limited by the deficiency of the aforementioned Addie Stree pump station. It is presently operating at its maximum capacity. The pump station will also have to be upgraded and its capacity increased in order to meet demands generated by any additional development. (City of Pismo Beach 1984)

b. Proposed Improvements:

In order for Spyglass Ridge to be fully developed, the Addie Street Pump Station and sewage treatment plant should be upgraded by the City of Pismo Beach.

A study completed by PRC Toups for the City of Pismo Beach in 1982 indicates that the Addie Street Pump Station will require some upgrading to accommodate Spyglass as well as other proposed projects. An assessment district or other administrative device should be established so that the Spyglass Ridge developments can contribute their fair share of the costs of these improvements.

Improvements to the Spyglass Ridge development are illustrated on Figure 11. The improvements include the relocation of a portion of the existing gravity sewerline, installation of new gravity lines, force mains and two pump stations.

5.3 STORM DRAINAGE

Existing Conditions:

Drainage onto and off the proposed site can be considered as divided into three parts: An eastern area, central area and a western area. The east area is part of a relatively limited drainage area of approximately 38 acres that includes about 22 acres upslope and to the east. Runoff from this area (Q100 = 62 cfs) flows toward Mattie Road where it is collected in a storm drain (freeway station 319+) and carried directly to the base of the bluff along the ocean. Residential areas on the south side of the freeway are not affected by this runoff.

The central area includes approximately 20 acres of the site and an additional ten acres upslope. Runoff from this area (Q100 = 14 cfs) is collected along Mattie Road (freeway station 338+) where it is conveyed under the freeway and then to the barranca which travels directly to the ocean.

The western area is comprised of 195 acres and runoff (Q100 = 137 cfs) is collected in a 6' X 6' reinforced concrete box at Mattie Road (freeway station 347 + 50) and conveyed under the freeway to the aforementioned barranca. No significant springs or seeps were observed on the property in our reconnaissance and none were expected based on geologic conditions. (11) Concerns related to downslope residential areas that affected the Baycliff Village site are not applicable to Spyglass Ridge because runoff from north of Mattie Road is carried directly to the ocean via the barranca (west and central area) and an underground storm drain (east area).

Development Strategies:

The proposed development will utilize two of the three existing culverts; the western and eastern culverts at station 347 + 50 and 319 + 00 respectively. The central culvert will still convey its tributary area of runoff less approximately 2.5 ac. within the development, which will be directed to the western culvert.

An increase in runoff will be generated due to the installation of impervious areas such as streets and buildings within the development. However, the increased runoff will be insignificant compared to the existing site. Table 5-D (below) shows existing and proposed flows for different storms.

TABLE 5-D
STORM DRAINAGE FLOW
Source: Mid State Engineers, San Luis Obispo, CA

Culvert Description	Peak Existing	Peak Proposed
6' X 6' Box Culvert	Q100 = 137 cfs	Q100 = 145 cfs
	Q25 = 92 cfs	Q25 = 99 cfs
Freeway Station 347 + 50	Q10 = 62 cfs	Q10 = 68 cfs
24" Diameter CMP	Q100 = 14 cfs	Q100 = 11 cfs
	Q25 = 9 cfs	Q25 = 7 cfs
Freeway Station 338 + 00	Q10 = 6 cfs	Q10 = 5 cfs
36" Diameter CMP	Q100 = 27 cfs	Q100 = 28 cfs
	Q25 = 18 cfs	Q25 = 20 cfs
Freeway Station 319 + 00	Q10 = 12 cfs	Q10 = 14 cfs

The development's runoff will be discharged directly into the existing storm drain system and be transported to the ocean without the necessity of increasing the capacity of the existing system due to the small increase in flow. The existing culverts will be analyzed at the time of development to determine if culvert inlet conditions can be improved, and/or ponding at the inlet can be increased in order to improved the capacity of the culverts if needed.

Catch basins and swales will be installed along the high side of the development to intercept off-site drainage. This runoff will be transported underground to the existing culverts. Figure 12 illustrates the location of all catch basins, storm drains and the direction of flows for proposed streets.

5.4 SOLID WASTE, OTHER UTILITY AND COMMUNITCATION SYSTEMS AND IMPROVEMENTS

The residential development proposed at Spyglass Ridge, as any development within the City of Pismo Beach, would receive solid waste collection and disposal services from South County Sanitation Company. This company, under contract with the City, provides both routine and special collection and transports most solid waste to the sanitary landfill at Cold Canyon for disposal. No apparent problems would result from this additional development in as much as residential service is currently being provided to similar uses in the vicinity.

Southern California Gas Company proposes to serve the development by extending their existing line at Spyglass Drive and Shell Beach Road across U.S. 101 to Mattie Road, then to the project. The connection to the project from Mattie Road will be made at the West Entrance, this will eliminate the need to continue the gas line any farther than necessary.

Pacific Gas and Electric Company has existing overhead power lines crossing U.S. 101 at the south end of the project boundary. They currently serve the existing residences along Mattie Road and the electrical service would be sufficient to serve new developments. PG&E also has the capability of upgrading their service with the existing power lines. All power lines on our property will be underground.

Pacific Telephone Company will be supplying service to residential development adjacent to McLintock's Restaurant, south of Spyglass Ridge. There will be sufficient underground service on Mattie Road to serve the new development.

5.5 POLICE AND FIRE PROTECTION

a. Existing Conditions

Police service for the subject property will be provided by the Police Department of the City of Pismo Beach. The Department presently employs one chief, one captain, three sergeants, one detective, and six patrol officers in addition to clerical staff. The Department's staff can provide satisfactory service to the City's present population, but will need to be increased in the near future in response to an anticipated increase in the City's population growth rate. Additional equipment and facilities will be required as staff size increases.

Fire protection in Pismo Beach is provided from two stations by a volunteer staff of 28 firemen and a part-time fire chief. This staff is adequate to serve the City's present population, but it will be necessary to increase the Department's size as the City grows.

The subject property would be served by the station located in Shell Beach. Support would also be available from the main station farther south. (12)

b. Potential Problems or Constraints

The subject property is on an existing Police Department patrol route, and its residential development is not expected to present difficulties for patrol officers. However, in combination with other recently approved developments, development of the property will generate a need for additional staff and equipment.

The subject property is within two miles of the Shell Beach Fire Station, and so its development would conform to maximum distance limitations of the National Board of Fire Underwriters. No difficulties are anticipated by Fire Department officials in responding to calls from the subject property; however, the steep grass and chaparral covered slopes which bound the property on the north will be relatively inaccessible and may represent a potential fire hazard to residential development in the area. (13)

c. Development Strategies

Fire hydrants will be located at intervals no greater than 300 feet which will be subject to approval by the City Fire Chief. The hydrants will have a minimum fire

flow capacity of 1,500 gallons per minute with a residual pressure of 20 psi.

Each hydrant will be fed with a 6-inch line with an individual isolating valve.

Figure 13 speaks to the use of fire retardant vegetation between the undeveloped hillsides and the developed area which will be utilized in the minimum 30 foot wide fire "greenbreak."

There will also be a requirement for the use of fire retardant and fire resistant building materials on those buildings adjacent to the north undeveloped hillsides.

6.0 Special Design Concerns & Proposals

6.1 NOISE

Although a masonry wall at either the southern property line or at the northern side of Mattie Road has been suggested in the environmental constraints section of the E.I.R., it is our opinion to seek another alternative to the noise issue. The property is, in fact, subject to substantial freeway noise and certainly noise attenuation structures must be provided.

The development proposal suggests the following solutions:

1. Berming and heavy landscaping of the lower portions of the property along Mattie Road will be provided to help deflect noise away from the units behind (See Figures 14-18). It should be noted that while landscaping will have little, if any, real effect on noise levels, the psychological benefit of not seeing the noise source via landscape will have merit. Varying material heights, clustering of landscaping, etc., has been designed along Mattie Road for just this purpose.

2. Interior noise will be further controlled at the receiver end, i.e. acoustic wall construction and deck and balcony rail designs to shield both interior and exterior deck spaces. This technique would be employed throughout the project.

3. Most of the areas designated for single-family detached residences will receive the full effect of off-site noise. This is due to the areas unobstructed frontage on the freeway and its proximity to the noise source. Here, as noted earlier, construction techniques and noise baffling rail designs will be provided. In addition, the yard areas fronting the freeway will be protected with structures to attenuate noise levels in the outdoor areas while still providing overlooking ocean views from the residences themselves. The recreation area adjacent to Mattie Road will be provided with no deliberate noise barriers.

We believe these specific techniques, in lieu of a continuous wall at Mattie Road, will both adequately deal with the noise issue while providing a development visually more harmonious with the existing landscape.

6.2 SLOPE

As recommended in the environmental constraints section under slope development strategies, the development plan proposed siting the structures at the base of the hills in a way that avoids development on the lower portions of two significant hillock areas. This strategy satisfies several requirements; The wildlife habitats on the higher slopes are left in their natural state and views to these hillside areas will be enjoyed by residents and freeway travelers alike.

6.3 GEOLOGY AND SOILS:

Due to existing geological conditions, the development plan will adhere to the following conditions contained in the environmental constraints section.

a. Grading for any development should maintain slopes no greater than 2:1 (horizontal to vertical) in alluvium material or excavated rock used as fill. Cut slopes in rock as steep at 1.5:1 appear reasonable. Normal benching provisions will be necessary to prepare sloping areas prior to placing fill.

b. The bearing capacity of soils on the subject property should be determined by testing in order to provide a basis for specific soil compaction recommendations. (14)

6.4 VEGETATION AND WILDLIFE:

The development plan calls for no alterations to existing vegetation on the higher slopes. To the uphill side of the structures, however, existing vegetation will be replaced with fire resistive, erosion retarding materials. See the landscaping proposals outlined in Section 6.6 below.

6.5 ARCHAEOLOGICAL RESOURCES:

An archaelogical reconnaissance of the project site was done in May of 1979 by Archaelogist Lawrence Spanne and Buddy Gaitton of the Central Coast Indian Council. The

results of the survey were summarized in the Phase II EIR for Spyglass Ridge and indicate no recorded or previously undetected sites to be present. The project site is therefore not subject to archaeological constraints. However, as development occurs, the following condition shall apply to each phase of development:

> "In the event that archaeological or cultural materials are found on the subject property during its development, work should be halted until the materials can be examined and evaluated by a qualified archaeologist and a local representative of Native American peoples." (15)

6.6 LANDSCAPE DESIGN

A landscape plan, has been designed with an awareness of and sensitivity to the unique visual resources of the Spyglass Ridge and Shell Beach areas and this landscape plan will be effectively implemented throughout the lifespan of the proposed project and it will assure the protection of the valuable visual resource that the hillsides create for neighborhood residents, highway travelers and coastal visitors.

Landscape design criteria will focus upon creating a "natural" setting within the proposed community. "Natural" setting, as described in this chapter, is intended to convey a broad range of vegetation types and growth patterns associated with mature landscapes, typical to the Central California Coast. These patterns are to be integrated into the Spyglass Ridge hillscape in a manner that assures protection of its sensitive visual features, as discussed in the open space chapter of this plan. The landscape proposals are set forth below and in Figures 13, 13-A, B, and C.

The following Landscape Design criteria will be applied to future Development Plans:

1. Plant materials that either reflect or harmonize with existing vegetation along the hillscape will be utilized. Where compatible, non-indigenous vegetation may be used, (i.e. trees, shrubs, ornamental plants and turf) graded land forms which reflect or complement the hillscape, such as berming or gently rolling terrain, will be employed so as to create harmonious transitions between the developed landscape and undeveloped open spaces.

2. A planting barrier (visual screen) between U.S. Highway 101/Mattie Rd. and the development will be created. A screen consisting of dense indigenous (native) species in addition to vegetation of compatible drought and fire resistant varieties will be planted to the approval of the Parks Recreation and Beautification Commission to create a random effect in height and density. The screen will produce a "natural" appearance by utilizing fast growing varieties for establishing a visual buffer as well as slower growing varieties which are typically durable and easily maintained.

   This visual screen will minimize the visibility of "hardscape" such as road pavement and buildings, but it will have a natural "woodland" effect as opposed to that of a typical windbreak.

   As described in Section 6.1, this screen will provide a psychological noise attenuation buffer from freeway traffic noise, for the proposed community. The landscaped screen will eliminate the visual source of noise by blocking residences' views of the freeway corridor while preserving ocean views and the views of distant landscapes.

3. Enhancement of major hillscape features is essential to meet the objectives of the landscape and open space plans. "Hillocks", as identified in the open space section, will be protected by open space easements and maintained in an undisturbed condition. All proposed development adjacent to the hillocks will be buffered from view by selectively sited vegetation (trees and shrubs) to minimize the visibility of structures from neighboring Shell Beach and Highway 101. The visually prominent hillocks will be bound on two sides by an irregular green belt. A "windbreak" effect shall be avoided, in preference to a "rolling hills" vegetation pattern typical to the Central Coast range.

4. Water and energy-intensive ornamental landscaping, are to be minimized throughout the development, but used to articulate and enrich the community's architectural character.

   A privately maintained ornamental landscaping zone shall be allowed for each residence, the size of which shall vary according to specific building models or types. Use of this zone (typically $\pm$ 6 foot radius from exterior building envelope) shall be discretionary, although a specific list of suitable plants shall be reviewed on a project by project basis.

Public maintained ornamental landscaping zones shall be provided at the Community's main entries (in parkways and gateways), at planting areas adjoining the Community recreation building and at entries to individual projects or neighborhoods within the development having unique architectural and landscaping characteristics. These landscaping zones will be subject to review and approval of individual project development plans.

5. The use of water-intensive turf will be limited to public use areas at the Community recreation center in area surrounding the building, pool, and tennis court.

6. Numerous canopy trees along interior private streets will be planted in clusters to create a "natural" pattern to partially seclude buildings. Tree clusters can have several species of deciduous and coniferous varieties with varied height and density characteristics, but shall be sited to protect ocean views and solar orientation of buildings.

7. Hillside fire and slope erosion protection will be provided in a continuous 30 foot wide area on the north facing, upper slopes of development adjacent to the open space easements. Fire and erosion resistive groundcover plant materials will be employed.

8. Public picnic areas will be provided with tree clusters and picnic tables in secluded settings for privacy and sun and wind protection within the one acre public parkland dedication area.

9. No alteration of native vegetation shall be made to uphill open space areas, which will be protected by open space easements.

7.0 Plan Phasing & Growth Management

7.1 GROWTH MANAGEMENT IMPLICATIONS AND PROPOSALS

Due to the City's present growth management regulations, a project of the size and scope envisioned in the Spyglass Ridge Specific Plan would have to be incrementally developed and phased over many years.

The three primary provisions of the present Growth Management Regulations, which were developed as a result of overall water resource and sewage treatment limitations, are as follows:

a. In large projects, a maximum of 50 residential units may be developed in the first year.

b. In each subsequent year following the first, at least 10 residential units may be developed and perhaps more if there ar any left over growth management allocations for that particular year.

c. If any units allocated under the growth management regulations for any particular year are not developed during that year, they are placed in a city-wide common pool to be allocated during the following year, i.e., a project cannot "save up" unit allocations for a number of years.

Under a situation where all growth management allocations are consumed every year, it would normally take a project of the scale of Spyglass Ridge over 17 years to build out to be consistent with the City's growth management program. A build-out period of this duration will create great difficulties in terms of the projects' economic and construction feasibility. As such, this plan proposes a more flexible approach to growth management.

Accordingly, this plan includes the following three provisions to address this particular issue:

a. The unit allocations be banked over time for the project area so they can be saved up and used when a project of a reasonable scale can be developed in a

manner that is economically feasible.

b. If the owners can find, procure, or provide new water supplies to offset the project's overall demand for domestic water, the project may be built-out without respect to the City's growth management regulations.

c. If the Growth Management Regulations are ever amended by the City to allow a more rapid buildout of the project than the present regulations allow, then the buildout of the project could be accelerated accordingly.

7.2 BANKING AND DEVELOPMENT ALLOCATIONS

Under the provision whereby most allocations can be awarded to and banked by the project over periods of time greater than one year, development credits would be incurred by four ownerships in the Specific Plan area proportional to the maximum development potential of each parcel. Each of these four ownerships or parcels is designated as a Sub-Planning Area (See Figure 4). The parcel ownerships and their respective maximum unit counts are set forth in Table 7-A below:

TABLE 7-A
MAXIMUM UNIT ALLOCATIONS

Parcel 1 Sub Area	Acreage	Ownership	Max. Units Allowed
1	4.39	Medina	11
2	19.3	Corea	73
3	17.9	Spyglass Ridge	81
4	15.0	Capana	41
			206

The first year allocation of 50 units for large projects as set forth in the City's present growth management regulations would be distributed proportionately over parcels or sub-areas 2 and 3. In each succeeding year, each of the four sub-areas would incur proportional unit allocations until a total of 206 unit allocations are accumulated for the Spyglass Ridge project. (See Table 7-B)

Under this provision which allows for the banking of growth management allocations, the full project allotment of 206 units would be granted to the Spyglass Ridge project as quickly as they can be earned. However, rather than allowing unused unit allotments to be thrown into the City-wide pool at the end of each year, the development credits incurred could either be used annually or "saved up" and used later consistent with Table 7-B.

The sub-areas that will develop more quickly during the first years will be Areas 2 and 3 - those areas with the largest unit counts. Area 1, with its small overall unit count, will develop slowly over time. Area 4 will save up development credits and will be built out only during the last phase of the plan.

TABLE 7-B
GROWTH MANAGEMENT ALLOCATIONS

MGT. YEAR 1 (1985-1986)	SUB AREA	ANNUAL % ALLOTMENT	UNIT ALLOCATION	NOT TO EXCEED BY 1986
	1	0	0	
	2	47.4% OF 50 DU	24	24
	3	52.6% OF 50 DU	26	0
	4	0	0	0
				50

MGT. YEAR 2+ (1987 +)	SUB AREA	ANNUAL % ALLOTMENT	UNIT ALLOCATION	MIN. PER YEAR AFTER 1986
	1	6% of 10+ DU/YR	.6 DU/YR	11 units
	2	35% of 10+ DU/YR	3.5 DU/YR	49 units
	3	39% of 10+ DU/YR	3.9 DU/YR	55 units
	4	20% of 10+ DU/YR	2 DU/YR	41 units
				156 units

* Annual growth management allotment for the project shall be no less than 10 units and shall be greater if either more units are available to be allocated to the project in any given year or the City revises its regulations to allow greater annual allocations.

To further illustrate how unit allocation could be incurred and used by the Spyglass Ridge project, the following examples are offered:

1. Area 2 could build three (3) units in the second year and save up a development credit of .5 units that could be used in a succeeding year.

2. Area 2 may decide not to use its 3.5 units per year allocation, save up this allocation, and build 14 units after a four year period (3.5 X 4).

3. One sub-area could be allowed to develop more quickly than it earns unit allocations. If Area 4 chooses not to develop for many years but Area 3 wants to to develop more quickly, Area 3 can trade Area 4 for more unit allocations than it would normally earn in a given year. Area 3 could then develop 5.9 units per year rather than 3.9 per, knowing that it will reach its total allocation of 81 units much more quickly than if all sub-areas developed at the same rate.

Under these provision and examples, the Spyglass Ridge project may develop quickly initially, slow down to nothing in the interim years, and build out quickly again in the latter years.

Once the Spyglass Ridge project area incurs its full growth management allocation of 206 units, the developers of the project must build-out and use up this total number of units within one year or all unused allocations will fall back into the City-wide pool of allocations.

For a project of this type and size, it is important that the City's growth management program and this Specific Plan reorganize and respond to the need for this kind of flexibility.

7.3 IMPACT OF NEW WATER SUPPLIES

A principal ingredient of the Specific Plan is the reservation of the right of the owners in the Spyglass Ridge project area to build-out their projects more quickly than would normally be allowed under the City's present growth management regulations if either the owners or the City are able to expand the City's water supply.

If the owners are able to obtain additional water supplies, the project area shall be able to incur a full unit allotment equivalent to the total number of dwelling units that could be sustained by such additional water supplies.

If the City is able to expand its water supply in such a way as to allow the relaxation of its strict growth

management regulations, then the Spyglass Ridge project could develop more quickly consistent with any less restrictive adjustments to its regulation. If the City is not able to expand its current water supply and abandons the existing grownth management ordinance, the preceding growth management allocation plan for Spyglass Ridge shall be subject to change and may include a reduction in the 50 unit first phase guarantee available under the City's current growth management ordinance.

7.4 PROJECT PHASING

Implementation of the Spyglass Ridge Specific Plan will be divided into four phases, each with its own prerequisites that must be completed as a part of, or prior to, development within that phase.

The phases correspond to the combination of the needs of the individual property owners, the utility and service needs of both the planning area and the City, and a logical and sequencial development pattern for each of the respective sub-areas. Phasing proposals are not tied down to any particular time line. Rather, they represent the sequence by which development will occur over the life of the Spyglass Ridge project.

The phases, a discussion of each, and the prerequisites to allowing residential developments within each of these is explained in Table 7-C and illustrated in Figure 19.

I. Phase One

Time Period: 1985 - 1986
Units to be Developed: 49
- Area One: 0
- Area Two: 24 Units (all Single-Family Detached)
- Area Three: 25 Units (3 Single-Family, 12 Townhouse Units)
- Area Four: 0

Prerequisites
- Circulation Improvements:
  - -- Private Collector in Areas 1, 2 and 3
  - -- West and Central Accesses on Mattle Road
  - -- Cul-de-sac in Area 1
  - -- Temporary Loop in Area 3
  - -- Mattie Road Improvements along Areas 1 - 3

Utility Improvements:
- -- Install P.G.& E., Telephone and Cable T.V.
- -- Install entire Water System
- -- Relocation of Sewer Gravity Line
- -- Installation of entire Sewer System except Phase IV

Drainage Improvements:
- -- Install entire Underground System and Catch Basins
- -- Install temporary Drainage System and Catch Basins at Interface of current Phase and existing Site where needed

Open Space Provisions:
- -- Dedication of Hillside Open Space on Areas 2 and 3
- -- Dedication of Hillock Open Space Preserves
- -- 50 Foot Wide Non-Development Easement along Parcels 2 and 3
- -- Dedication of Land Involving Private Recreation Area

Other:
- -- Install Berm and Landscape entire Noise Buffer on Areas 1, 2 and 3
- -- Landscaping and Entry Improvements at Entrances Fronting Hillocks

II. Phase Two

Units to be Developed: 30 Units
- Area One: 5 (Single Family)
- Area Two: 9 (3 Single-Family, 6 Townhouse Condos)
- Area Three: 16 (Stacked Townhouse/Flats)
- Area Four: 0

Prerequisites:
- Circulation Improvements:
  - -- None

Utility Improvements:
- -- Form Assessment District for new City Water Tank in hills above Project

Drainage Improvements
- -- Install temporary Drainage Swales, Pipes and Catch Basins at Interface of current Phase and existing Site where needed

Open Space Provisions:
- -- Dedication of Area 1 Foothill Open Space Easement
- -- Offer of Dedication of Public Park Medina Canyon

III. Phase Three

Units to be Developed: 86
- Area One: 6 (Townhouses)
- Area Two: 40 (Stacked Flats)
- Area Three: 40 (Stacked Townhouse/Flats)
- Area Four: 0

Prerequisites:
- Circulation Improvements:
  - -- Eliminate temporary Loop on Area 3 and extend Private Collector through Area 4 to Tank Road
  - -- Install new Hillside Loop in Area 3
  - -- Improve Tank Road to new Private Collector

Utility Improvements
- -- None

Drainage Improvements:
- -- Install temporary Drainage Swales, Pipes and Catch Basins at Interface of current Phase and existing Site where needed

Recreation Improvements:
- -- Install Swimming Pool, Tennis Court, Recreation Building and expand Playground in Area 3

IV. Phase Four

Units to be Developed: 40
- Area One: 0
- Area Two: 0
- Area Three: 0
- Area Four: 40 (Stacked Townhouse/Flats) (Single Family Residance to Remain)

Prerequisites:
- Circulation Improvements:
  - -- Connect Tank Road to lateral Private Neighborhood Street in Area 3 through Area 4

Utility Improvements:
- -- Install Balance of Sewerline
- -- Extend P.G.& E., Telephone and Cable T.V.

Drainage Improvements:
- -- None

Open Space Provisions:
- -- Dedicate Hillside Open Sapce in Area 4

SPYGLASS RIDGE PHASING PLAN

Table 7-C

8.0 Summary of Specific Plan Requirements

8.01 Conditions, Covenants, and Restrictions

In order to insure good site planning, a unity of architectural design character, sensitive landscape design, and the sound maintenance of all on-site structures, landscaping, and utilities, a set of conditions, covenants and restrictions shall be drafted and approved as a part of Development Phase I. These CC&R's shall include but shall not be limited to the following provisions:

1. Circulation
   - a. Street, sidewalk and driveway widths.
   - b. Street, sidewalk and driveway materials and color.
   - c. Street, sidewalk landscape.
   - d. Street, sidewalk and driveway cross slopes and grading.
2. Building Design
   - a. Foundation design.
   - b. Visual form.
   - c. Height.
   - d. Materials and color.
   - e. Setbacks.
   - f. Landscape.
   - g. Parking standards.
   - h. Fencing.

i. Noise control.

j. Solar considerations.

3. Maintenance

a. Water system.

b. Sewer system.

c. Landscaping.

d. Streets.

e. Unit Exteriors.

f. Pathways.

g. Appurtenances.

h. Parkway on the southwest side of Mattie Road for a period of 2 years.

i. Parkway on the northwest side of Mattie Road.

4. Additions

a. When allowed.

b. Design standards.

c. Homeowners Association approval.

d. Architectural review.

e. Amendments to development standards.

5. Police and emergency access provisions.

6. Control on Medina access easement.

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

8.02 Environmental Processing

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

8.03 Amendment of Plan

Any amendment to this Plan shall follow the procedures and requirements of Government Code Sections 65450, 65451, 65501, 65502, 65503, 65504, 65505, and 65506, and any subsequent State amendments to these sections. Any amendment will be subject to City approval.

8.04 Plan Interpretation

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

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

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

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

8.05 Implementation

This proposed Specific Plan is only one step in a process leading toward eventual development. Some steps have

already occurred and several more remain before construction could commence.

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

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

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

SUMMARY OF FURTHER PLAN REQUIREMENTS.

8.06aa. Any developement in the Specific Plan area shall be consistent with the adopted General Plan/Local Coastal Program Land Use Plan.

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

ac. The Spyglass Ridge Development shall be constructed in phases. Project Development Plans will include, but not be limited to, the following:

- Street construction; on-site and off site.

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

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

ae. Approval of this Specific Plan will precede approval of the Tentative Tract Map, Coastal Permit and Conditional Use Permit for each phase of the development as applicable.

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

ag. As a part of the Phase I Development Plan, it will be necessary to prepare legal descriptions for easements that will be required for the installation of water mains, water storage facilities, sewer lines and where

necessary, right-of-way dedication for Mattie Road widening, and the access and utility easements to the Medina Ranch.

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

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

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

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

ak. Development of the Commercial Reserve area may occur only after the City General Plan/Local Coastal Plan and the Spyglass Ridge Specific Plan have been amended in response to a specific commercial development plan and only after 75% of the total residential development proposed in this Specific Plan has been built out.

al. All residential units, roads, and other structures shall be designed to compliment the natural terrain.

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

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

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

ap. Installation of public utilites shall be undergrounded throughout the project.

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

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

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

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

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

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

aw. The Homeowner Association shall maintian all common areas, including roads, utilties, all on-site private lift stations, driveways, on-site drainage facilities, greenbelts and recreational facilites. The Homeowners Association shall also be responsible for maintenance of all adjacent parkways, including irrigation, trimming and cleaning.

ay. Drainage Plan engineering drawings shall be approved by the City Council prior to issuance of Building Permits for Phase I.

az. A new water tank shall be constructed a minimum of 80 to 100 feet above the highest floor level expected in the Freeway Foothills Planning Area prior to construction of any structure for which adequate residual fire flows, P.S.I., and capacity does not exist. Construction within any of the 4 phases which has adequate gravity flow fire protection may be allowed upon the discretion of the City. No development of Phase II or beyond shall occur until an assessment district or other feasible means of establishing an acceptable financing mechanism for the installation of adequate water system improvements is presented to and approved by the City Council.

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

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

bc. The maximum number of residential units shall not exceed 206.

bd. The existing residential units will be removed or demolished.

be. The first phase growth management allocations of 50 units (large development project) shall be valid for a period not to exceed 12 months from the date a new Conditional Use Permit and Tentative Tract approval is granted by the City.

bf. 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.

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

bi. Re-sodding and revegetation shall be performed on all cut and fill slopes prior to construction of any units.

bj. Interior walkways as well as the adjacent parkway walkway along Mattie Road shall be of meandering design similar to Sunset Palisades.

bk. No building or roads will occur above the 200 foot contour or within areas of existing 30 percent slope. No grading other than for the planting of the fire "greenbreak" is permitted above the 30 percent slope.

bl. Landscaped Fire "greenbreaks" shall be provided along the northeast edge of the proposed development.

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

bn. Fire hydrants will be necessary throughout the development. The location and number of hydrants will

be determined by the Fire Chief. All roofs shall be constructied of incombustible materials and all units shall be separated by fire walls.

bo. All units shall have solar heated water systems adaptability and shall be architecturally designed to accommodate roof mounted solar panels with minimal visual impact. Roof-mounted collectors shall be limited to the "flat-plate" panels. CC&R's shall provide for protection of solar access for said systems per City Zoning criteria.

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

bq. The water system installed as part of Phase I shall be inspected by the City Engineer and Fire Chief to ensure adequate water pressure, flows and fire protection. Required fire flows and water pressure shall be per City Standards and Requirements set forth in this Specific Plan.

APPENDIX A

GENERAL PLAN/LCP CONSISTENCY

The Spyglass Ridge property is designated as the "Freeway Foothills Planning Area Q" in the General Plan/LCP for the City of Pismo Beach, adopted in 1983. There are a number of policies and regulations that apply directly to this area. A discussion of these specific policies and how this Specific Plan responds to them is set forth below:

- POLICY SPO-1: The Freeway Foothills Planning Area shall be designated a Limited Medium Density Residential (up to 8 du/ac) and limited commercial, planned development with considerations given to preservation of scenic resources and open space. The Planning Area shall be developed under a maximum of three (3) Specific Plans, one each for the three geographically separate sub-areas within the Freeway Foothills Planning Area.

  Discussion: Spyglass Ridge Specific Plan provides for the phased development of a 56.6 acre planning area which will be devoted to a Limited Medium Density Residential development with a density of 8 du/ac. The proposed Specific Plan will result in approximately 48 acres (85%) of land - including all of the land above the 200' contour and two significant hillock areas - being preserved as permanent open space.

Program SPO-1: The Planning Area shall be zoned Planned Residential Development. Development shall be clustered at the base of the foothills with ample provision for open space and corridor views of the foothills from U.S. Highway 101.

Discussion: The Freeway Foothills Planning Area is zoned Planned Residential Development. Development of the area will be limited to the foothill area; in no case will development occur above 200' in elevation. Structures will be clustered at the base of the foothills, away from ridge lines or hills. Two scenic corridors (open space) separate clusters of developemnt allowing for preservation of open space within and beyond development as well as unobstructed views of the Santa Lucia Foothills from the highway.

Program SPO-1 (a): Development in this planning area shall be designed to minimize the impacts on views to the foothills from public view areas (including U.S. Highway 101, lateral beach accessways and public beaches) and the visual intrusion of the development into the adjacent U.S. Highway 101 coastal travel corridor. Specifically, the

size, location, and massing of structures shall not obscure the scenic backdrop provided by the foothills to visitors, passing motorists, and residents or detract from the ocean vista and coastal landforms. To accomplish these design objectives, the following development standards shall be incorporated into the specific plan:

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

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

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

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

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

6. Development may be permitted on slopes with gradients up to 30 percent; however, in no case shall development be permitted above a footprint elevation of 200 feet above mean high tide. Density may be calculated on lands up to the 250 foot contour, but in no case on lands with slopes greater than 30 percent.

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

Discussion: In order to minimize the visual impact of development in the Freeway Foothills Planning Area, all of the above development standards have been incorporated into Spyglass Ridge Specific Plan.

The cluster type building arrangement allows for open space within the development and provides scenic corridors for ocean and mountain views, both from the development and Highway 101. It also tends to reduce the visual density of the project. These clustered units are located in the lower elevations on slopes with gradients less than 30%. No structure will be built on elevations above the 200' contour nor on ridge lines, knolls or hummocks. All principle structures have been sited at least 50' away from the right-of-way of Mattie Road, guaranteeing a noise buffer along the

project area. Structures have been designed to minimize the visual intrusion of the development into the travel corridor; stepped structures are being recommended throughout the site. This requires that the structure be low and follow the slope, reducing the bulky appearance of the structure. None of the structures exceed three (3) stories or 25' in height above existing grade. Also, 85% of the site is devoted to open space.

- POLICY SPO-2: Development should consider the special environmental conditions defined in the area.

  Discussion: The steeper slopes and canyons provide excellent habitats for a diversity of wildlife. Since development will occur on the lower elevations, these habitats will not be disturbed. Construction activities and increased human activity in the lower elevations will result in the disruption or displacement of grassland vegetation and associated wildlife. Since annual grassland species play a critical role in controlling soil erosion, replanting will begin immediately after construction is finished. Plant materials will consist of both native and other plant material that will reflect or harmonize with the existing vegetation.

Program SPO-3: All development in the Freeway Foothills Planning Area shall be under Specific Plans. If individual master plans are developed for each major parcel of a specific plan, the plans shall be reviewed in conjunction with one another to determine if design and layout is compatible and that the master plan shall include clustering of units, open space areas, view corridors, private and public recreational areas and a compatible system of roads, bikepaths and pedestrian paths.

Discussion: Development of the Freeway Foothills Planning Area will occur only in a manner consistent with the adopted Spyglass Ridge Specific Plan.

Program SPO-4: A density bonus may be provided to encourage maximum provision for open space areas.

Discussion: No density bonus has been proposed.

Program SPO-5: Limited motel uses may also be considered when they are shown to be compatible with adjacent residential uses.

Discussion: The area shown as Commercial Reserve on Parcel 4 of the Specific Plan may be subject to

development with such uses but only if a Development Plan is approved concurrent with an amendment to both the General Plan/Local Coastal Plan and the Spyglass Ridge Specific Plan.

Program SPO-6: The City shall recommend to the County, as its perogative to exercise review of land uses within the Sphere of Influence, that the County should retain County areas in agricultural, grazing use, and that no development shall occur above the 200 foot contour.

Discussion: Development of the Freeway Foothills Planning Area will not occur above the 200 foot contour, as described in the Specific Plan. Light grazing and natural recreational uses, such as hiking trails, are recommended uses.

Program SPO-7: Prior to development of this area, detailed analysis should be undertaken to determine surface runoff and erosion potential and its effects on the area located west of the freeway.

Discussion: In February 1981, Central Coast Laboratories completed a drainage evaluation for the Spyglass Ridge Development. The site and surrounding slopes can be divided into two primary watersheds, east and west. The western watershed ultimately drains into the barranca at the western boundary of the site. Runoff from the eastern watershed collects in a swale adjacent to Mattie Road and drains off-site. Central Coast Laboratories found that with the exception of the 48" C.M.P. downstream from the project area, drainage facilities for the western watershed appear to be able to accommodate the expected increase in runoff from the development. Potential problems downstream could be alleviated by a larger culvert or supplemented by an additional one. In the eastern watershed, the 36-inch r.c.p. appears to be inadequate. It has been recommended that this r.c.p. be supplemented by some type of overflow facility that would direct flow west to the barranca.

Central Coast Laboratories indicated that surface soils across the site are not considered to be highly erodible due to their high percentage of clay. The only potential problem identified was associated with the build-up of runoff. This, however, would be alleviated by a larger or supplemental culvert.

The complete drainage evaluation and recommendation for the Spyglass Ridge Development prepared by Mid State Engineers is contained in Section 5.3 of this report.

Further detailed drainage studies will be undertaken at each phase of the project.

Program SPO-8: The developers in this planning area shall be required to provide necessary structures to carry surface water runoff from their property without impacting adjacent property or development between the freeway and the ocean.

Discussion: As presented in the discussion following Program SPQ-7, a drainage evaluation prepared for the Spyglass Ridge Development suggested mitigation measures, as outlined in the Specific Plan, and will be implemented to alleviate potential problems downstream.

Program SPO-9: Appropriate erosion control measures should be implemented for construction of any project in this planning area; project designs just contain appropriate erosion control measures and specify methods of maintenance.

Discussion: Due to the high percentage of clay in the suface soil, erosion should not present any problems. However, during rainy periods, it is expected that fire grained sediments will be carried off in storm runoff. Central Coast Laboratories has suggested that a retention basin with limited outfall would reduce downstream erosion. Other potential problems with the barranca would be alleviated by an enlarged or supplemental culvert.

Program SPO-10: An archaeological reconnaissance shall be required prior to any development project in this planning area.

Discussion: An archaeological survey of the subject property has already been undertaken by archaeologists Lawrence Spanne and Buddy Gaittan of the Central Coast Indian Council in May 1979. The results of the study revealed no recorded or undetected sites on the property.

Program SPO-11: Development shall provide mitigations to reduce excessive noise levels within the development where necessary.

Discussion: The Spyglass Ridge development site is, in fact, subject to a substantial amount of freeway noise. Therefore, noise attenuation structures will be provided. Interior noise will be controlled through acoustic wall construction and a solid deck and balcony rail design to shield both interior and exterior deck spaces. Open space areas fronting the freeway will be screened with masonry wall structures to attenuate

noise levels outdoors and at the same time still provide overlooking ocean views.

Program SPO-12: Oak trees shall be protected to the extent feasible.

Discussion: Most of the oak trees on site occur to the east, on the higher, steeper slopes. Since development will occur only at the base of the foothills, the oak community will not be disturbed in any way.

Program SPO-13: Natural vegetation and fire retardant vegetation at the base of the hills shall be incorporated into landscape plans. Exposed cut and fill slopes shall be revegetated as soon as possible.

Discussion: The development plan calls for no alterations to existing vegetation on the higher slopes; only the lowest elevations at the base of the foothills will be disturbed. On the uphill side of structures, existing vegetation will be replaced with fire resistive, erosion retarding, plant materials. The entire project area will be relandscaped immediately following construction, utilizing both native plant materials and those materials harmonizing with the natural vegetation in order to create ground cover in a reasonable length of time.

- POLICY SPO-3: Both public and private recreational facilities shall be provided.

Discussion: Recreational use of the development site will include play and picnic areas, pool and tennis recreational areas, pedestrian paths and an open space preserve encompassing the entire upper 30 acres, approximately, of the property. A public park will be located to the west of the property, including the canyon on the western border. The park will be dedicated for public use by Spyglass Property owners. Facilities will include picnic BBQ areas as well as hiking trails.

Program SPO-14: A public recreation facility shall be provided within the planning area. This facility shall contain both active and passive recreational uses.

Discussion: As presented in the discussion around Policy SPQ-3, a parkland area will be designated for public use on the western border of the property. Picnic and BBQ facilities, as well as hiking trails will be provided.

Program SPO-15: A hiking trail shall be provided in the canyon south of the Spyglass interchange as part of any adjacent future development.

Discussion: Incorporated with the proposed parkland to the west of the property, a hiking trail shall be provided in the canyon designated.

Program SPO-16: Private recreational facilites, in conjunction with homeowner's associations, are encouraged.

Discussion: A homeowner's association will be established to administer common property maintenance such as open space preserves and picnic areas and control specific uses of site amenities such as the pools and tennis courts.

Program SPO-17: Passive open space areas shall be maintained by the future owners and can have limited recreational use.

Discussion: A homeowner's association will be established to administer common property including open space areas.

- POLICY HE-3: The City will assist and encourage the private sector of the housing industry to develop affordable housing for all economic groups by developing appropriate plans and guidelines. Particular emphasis should be focused upon low to moderate income families.

Discussion: Housing developments in the coastal zone must address the needs for low to moderate income housing and the feasibility of incorporating housing to meet these needs within the proposed development. In addition to the broad housing policies of the City's certified Local Coastal Plan, Section 65590(d) of the California Government Code further states:

> "New housing development constructed within the coastal zone shall, where feasible, provide housing units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code. Where it is not feasible to provide these housing units in a proposed new housing development, the local government shall require the developer to provide such housing, if feasible to do so, at another location within the same city or county, either within the coastal zone or within three miles thereof. In order to assist in providing new

housing units, each local government shall offer density bonuses or other incentives, including, but not limited to, modification of zoning and subdivision requirements, accelerated processing of required applications, and the waiver of appropriate fee."

Because of the major concessions of this Plan, including the larger-than-required open space dedications, the limitations on development, the phasing requirements tied to the slow build out rates set forth in the City Growth Management Regulations, and the anticipated high development costs, it is unfeasible for the development of the Spyglass Ridge Specific Plan to provide low to moderate income housing. At such time as the City offers density bonuses or relaxes the building height and locational criteria for the Freeway Foothills Area, the feasibility of providing such housing in the Spyglass Ridge developments would be reevaluated.

APPENDIX B

ZONING CONSISTENCY

Freeway Foothills Planning Area Q is zoned Planned Residential (P-R) and as such prescribes the following condition:

17.033.010 Purpose of Zone: The Planned Residential, or P-R Zone, is designed to facilitate greater flexibility in the development of any area by providing a means for varying designs and structures best suited to environmentally sensitive locations, including geologically hazardous or visually sensitive areas, as delineated in the General Plan/Local Coastal Program Land Use Plan. Land in the Planned Residential Zone shall be subject to the provisions set forth herein.

17.033.020 Uses Permitted Subject to a Conditional Use Permit: Uses permitted in the Planned Residential Zone may include and shall be limited to:

1. Dwelling units in detached, attached or multi-storied structues or any combination thereof;

2. Non-residential uses of a religious, cultural, recreational and commercial nature to the extent they are designed and intended to serve primarily the residents of the planned unit development. No commercial use, nor any building devoted primarily to a commercial use, shall be built or established prior to the occupancy of seventy-five (75) percent of the residential buildings for which it is designed to serve.

   Discussion: The Spyglass Ridge Specific Plan proposes a total of 206 dwelling units, the majority of which includes two and three story townhouses, flats and single-family residences.

   No commercial use is planned at the present time. However, approximately one acre in the southeastern corner of the planning area is reserved for commercial uses. At such time that commercial uses are proposed for this area, both an amendment to the General Plan/Local Coastal Plan and to this Specific Plan will be required. Commercial development proposals will not be considered by the City until such time as at least 75 percent or 155 dwelling units of the total project have been built out.

17.033.120 Site Planning Standards: The standards set forth in this section shall apply to each Planned Residential Development Zone. In its report to the Council, the Planning Commission may recommend such additional standards as it deems necessary or desirable in carrying out the general purpose and intent of this article. The intent of this zone is to encourage and foster sensitive and well-conceived residential development proposals. The following data shall be provided:

1. Plan: The plan may provide for a variety of housing types.

   Discussion: The Spyglass Ridge Specific Plan provides for four different unit types: two and three story townhouse condominiums, flats, and single-family detached residences.

2. Lot Area, Coverages, Setbacks: The plan shall follow the criteria established for lot area, coverages and setbacks in Chapter 17.102.

   Discussion: Criteria for lot area, coverages and setbacks have been set forth by the Pismo Beach LCP and have been adhered to by the Spyglass Ridge Specific Plan. See discussion of General Plan/LCP consistency, Appendix A.

3. Height: The height of buildings shall be flexible, utilizing the limitations established for similar uses by Chapter 17.102 herein as a guideline for R-1, R-2 and R-3 zones, unless specific standards are identified in the General Plan/Local Coastal Plan Land Use Plan. Heights of structures shall be designed consistent with the efficiency of public services and protection of public views from designated scenic highways. Furthermore, the landowner has the burden to show that such height will not have an undue and adverse impact on the landscape, the value of adjoining property or create undue costs for the provision or maintenance of existing public facilities or be prejudicial to a standard of excellence in the form and function of the planned residential development or to the area as a whole.

   Discussion: As determined by General Plan/Local Coastal Land Use Plan, the height of buildings planned for Spyglass Ridge Development will not exceed three stories or 25 feet in height above the existing grade. At the lowest elevations, flat-roofed, single-family residences will predominate, giving way to the two and three story

(including parking) townhouses and flats on the upper portions of the site. All structures are clustered at the base of the foothills, allowing all units both ocean and mountain views.

4. Urban Form: The quality of the physical plan shall demonstrate a standard of excellence in the grouping of buildings, aesthetic control, a harmony and compatibiltiy among several elements; all designed to preserve the quality of the natural landscape and enhance the quality of the development.

   Discussion: An architectural character of Mediterranean hillside design has been proposed. Dwelling units will be stepped structures, following the scope of the hill. Natural and ornamental plant material will be used to soften the effect of development upon the landscape. All structures are clustered at the base of the foothills allowing for the greatest amount of natural open space possible.

5. Density: The density for any P-R Zone shall be within the density range as provided for by the General Plan/Local Coastal Program Land Use Plan. A plan may provide for higher densities within the range if the Planning Commission deems that such higher densities will not have an undue and adverse impact on the landscape, the zone of visual dominance, the value of adjoining property and on the reasonable enjoyment and amenities of neighboring property or create undue costs for the provision or maintenance of public facilities or be prejudicial to a standard of excellence in the form and function of the planned residential development or the area as a whole.

   Discussion: This Specific Plan has complied with the density range of 8 dwelling units/acre, as determined by the General Plan/Local Coastal Land Use Plan. The maximum number of units allowed in the Spyglass Ridge development is 206 units.

6. Non-Residential Uses and/or Structures: Non-residential uses of a religious, educational, recreational or commercial nature shall be designed or intended primarily for the use of the residents of the planned residential development. The burden of proof shall be on the applicant appearing at the public hearings to show that such uses will primarily serve persons residing inside the planned residential development.

Discussion: Recreational facilities within the project area are private and therefore will serve only residents of the development. There is also a proposed public parkland dedication in the Medina Canyon area.

7. Separation Between Buildings: The minimum separation between main buildings in the development, including structures in both residential and non-residential developments, shall be not less than ten (10) feet.

Discussion: Detached residences in the development will be separated by at least ten (10) feet.

8. Parking: All parking requirements under Chapter 17.108 etc. seq. of this Ordinance shall be met.

Discussion: The parking ratio that has been used in this plan will have at least one covered space. In addition to these parking spaces, 66 additional spaces will be developed for recreational and visitor serving purposes.

9. Commercial Uses Within Large (200 or more dwelling units) Residential Developments: Where the planned residential development contains two hundred (200) or more dwelling units, or the project development (based on the Local Coastal Plan) of surrounding areas together with the number of units proposed amounts to three hundred (300) or more dwelling units, five (5) percent of the developable portions of the planned residential unit development may be permitted to be neighborhood serving commercial uses. The commercial uses shall be restricted to those uses permitted in the C-1 Commercial Zone, with specific uses within the class of use being approved by the Planning Commission. The commercial structure or structures shall be of an architectural design compatible with that of the nearby dwelling units.

Discussion: Although no commercial use is planned at the present time, approximately one acre in the southeasternmost portion of the property has been reserved for commercial uses. This area could be developed only after a development plan is incorporated via an amendment to the General Plan/Local Coastal Plan and to this Specific Plan, and after 75% of the total project (155 units) is built out.

10. Open Space: Open space shall comprise at least sixty (60) percent of the gross lot area less road right-of-ways in low density and medium density zones,

and at least forty (40) percent in high density zones designated for residential developments. This open space shall be used for recreational or environmental amenities for collective or private enjoyment by occupants of the development, but shall not include buildings or structures, public or private streets, or driveways. Open space shall be organized in an effort to protect views of the ocean and coastal foothills, as appropriate to the property, based on the approved specific plan. A maximum of fifty (50) percent of the total required open space area may be composed of open space on privately owned properties unless a lower percentage is required in the General Plan/Local Coastal Land Use Plan. Every owner of a dwelling unit or lot shall own, as an appurtenance to such dwelling unit or lot, an undivided interest in the private common open space areas and facilities.

Discussion: Of the 56.6 acres comprising the total project area, 48.1 acres (85%) will be preserved as open space. The majority of this land will remain in its natural state, as an environmental amenity. The remaining land will be utilized for recreational purposes. All open space will be collectively owned and managed by all property owners through a property owners association.

11. Geologic Report: An engineering geological report shall be prepared and submitted by a registered engineering geologist including a description of the geology of the development site, a geologic map and conclusions and recommendations regarding the effect of geologic conditions and marine conditions where applicable on the proposed development.

    Discussion: A preliminary visual examination of the site was conducted by Robert Williams of Central Coast Laboratories in March 1979. The scope of this examination included types, characteristics and distribution of soils, slopes, geologic unit types and geologic suitability of the site for residential development. Further geologic and soils reports will be necessary prior to Conditional Use Permit approvals for each phase.

12. Public and Prive Streets: The location and arrangement of public and private streets shall provide convenient and safe access to all planned residential developments.

Discussion: Circulation within the development will be via two-way private streets with three ingress/egress points.

13. Hillside Developments: See Chapter 17.078.

In accordance with Chapter 17.078 of the Zoning Ordinance of the City of Pismo Beach, (Hazards and Protection (H) Overlay Zone), there will be no grading on slopes greater than 30%. Drainage of storm runoff was discussed in Section 5 of this Specific Plan; surface water runoff will be carried off the property with no detrimental effects on surrounding properties, by employing identified mitigation measures.

14. Title Documents: The adopted final plan shall contain, in appropriate title documents, such proposed covenants, deed restrictions, easements and other provisions relating to bulk, location and density of such residential units, non-residential uses and public facilities as are necessary to fulfill the purposes of this article. Said covenants, easements and other provisions, if part of the plan as finally approved, may be modified, enforced, removed or released only in accordance with the amendment requirements of the City's Certified Local Coastal Program and with the approval of the City Council.

Discussion: Development within the Specific Plan area will be subject to conditions required in covenants, conditions and restrictions (CC&R's), as proposed in this plan. Key elements of the CC&R's will include:

a. Private maintenance circulation elements such as streets, sidewalks and driveways, materials, colors;

b. Design standards for buildings including grading, street and sidewalk lighting, landscaping, visual form, height, setbacks, parking standards, fencing, noise control and solar conditions.

15. Phasing: The Planning Commission may designate divisible geographic sections of the entire parcel to be developed as a planned residential development and shall, in such case, specify reasonable periods within which development of each such section must be completed. The period for completion of the entire development and commencement date for each section thereof may be modified from time to time by the

Planning Commission upon the showing of good cause by the land owner.

Discussion: As established in the Growth Management Plan for the City of Pismo Beach, the rate of development is limited to a level appropriate to service utility capacities. Development of the Spyglass Ridge property will occur in phases, with 50 units to be completed in the first year and a potential minimum of 10 units per year to be completed over the life of this plan.

16. Private Maintenance: Open space, facilities and streets commonly owned by all residents shall be maintained by a homeowners' association.

Discussion: A homeowner's association will be created by the developer to maintain collectively owned open space, streets and other facilities.

17.033.130 Ownership of Common Open Space: Except for property offered for dedication and accepted for public purposes, every owner of a dwelling unit or lot shall own, as an appurtenant right thereto, an undivided interest in the common space and facilities or a share in a corporation which owns said common space or a voting membership in an unincorporated association or organization which owns said common area and facilities.

Discussion: A Homeowner's Association will be created to provide management of commonly owned land and facilities within the Specific Plan area. All property owners within the development own an undivided interest in the common open space.

The General Plan/Local Coastal Plan designates the zoning of the Spyglass Ridge site as Planned Residential (PR). This zone is designed to facilitate greater flexibility in the development of certain environmental sensitive locations delineated in the General Plan/Local Coastal Plan. The PR zone is primarily intended to accommodate dwelling units both attached and detached with some nonresidential uses such as religious, cultural, or recreational facilities. In order to develop the project in the land use designation, a Conditional Use Permit is required for the site. Limited medium density (8 d.u./acre) is allowable with the provision of ample open spaces dedications..

In addition to the PR zone, the site is affected by ten overlay zones. The following are brief statements of the intentions of each of these zones and the way in which this Specific Plan satisfies the requirements of them:

1. Architectural Review

   The purpose of this zone is to "maintain and enhance the character, integrity and visual quality of designated planning areas" in the City of Pismo Beach. Specifically, in the Freeway Foothills Planning Area, structures are required to incorporate substantial setbacks into their design. The split-level and stacked townhouse and condominium designs proposed in this plan visually reduce the impact of multi-level development. Both the mediterranean village style of architecture and the layout of residential units combine to complement the character and topography of the site.

2. Coastal Appeal

   The Medina Canyon Park dedication site falls within the Coastal Appeal zone due to its proximity to the stream located there. Plans for development of the park are consistent with the requirements in the General Plan/Local Coastal Plan. Only this area within the appeal zone is appealable to or by the Coastal Commission.

3. Hazards and Protections

   This overlay zone sets forth limitations and requirements for protection of hillside areas and minimization of potential damage resulting from grading. This overlay zone is referenced on Page B-5 of this plan and the requirements therein will be implemented during subsequent phased development review.

4. Height Limitations

The Specific Plan addresses the requirements associated with this zone, specifically those of the Freeway Foothill Planning Area, by allowing no structure to exceed 25 feet in height from the existing slope.

5. Noise

The major source of noise affecting the subject site is Highway 101. Excessive levels from this source will be mitigated by the creation of 50 foot wide landscaped and bermed noise buffer between Mattie Road and the proposed development. Acoustic construction techniques will be employed in the building design to further separate residences from potentially disturbing exterior noise levels.

6. Open Space

A minimum of 60% Open Sace is required of projects in the PR zone. This plan proposes that 85% of the land be open space so as to ensure the scenic and natural environment of the Freeway Foothills Planning Area indefinitely. Upon construction of each phase of development, specific open space areas will be recorded in open space easements.

7. Public Visitor/Parking

This overlay zone seeks to accommodate the access and parking needs of visitors to coastal and waterway activity areas in the City. Due to the presence of a stream on the site, the Medina Canyon Park dedication site will provide a public trail and 5 to 10 parking spaces along Mattie Road for visitor use.

8. Transfer Density

This zone is intended to preserve sensitive scenic resource and open space areas through the ability to transfer allowable densities of one site to another. The proposed specific plan has achieved 85% open space without utilizing this and has maintained an overall density of 8 units per acre.

9. View Considerations

This overlay zone is intended to protect the visual quality of the Freeway Foothills and states the following: "In the Freeway Foothills Planning Area, all development shall be built on or into existing grades and residential units shall be clustered and located off the

tops of ridges, knolls and hummocks a sufficient distance to retain the silhouette profile of the topographic features." The specific plan proposes cluster development on the site to be restricted to areas above the 200 foot contour and on slopes greater than 30%. Structures will not be built on ridges, knolls, or hummocks. In addition, two prominent "hillocks" are proposed to be restricted from development and dedicated as open space easements. Existing grade will dictate placement of structures to be set into hillside without exceeding 25 feet in height above existing grade.

10. Visitor Serving

The City of Pismo Beach is endeavoring to strengthen commercial activity by allowing coastal dependent attractions in this zone. Secondary, limited, low scale motel uses, compatible with surrounding residential development in the Freeway Foothills area, may be permitted with City approval. Approximately two acres of land in the southeastern portion of the site has been set aside for possible future commercial use. Development of this kind cannot be realized until 75% of the Spyglass Ridge development is completed.

APPENDIX C

COMPREHENSIVE LISTING OF

GENERAL PLAN POLICIES, PROGRAMS, AND ZONING PROVISIONS

The following policies and programs of the General Plan/Local Coastal Plan and provisions of the City Zoning Regulations have a direct bearing upon the Spyglass Ridge site and have been incorporated into this Specific Plan.

1. GROWTH MANAGEMENT

- POLICY GP-1

To monitor and control the City's population growth rate so as to allow for change without detracting from the quality of life.

Program GP-1 (a)

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

- POLICY GP-2

To maintain services to existing areas and not extend services to other areas prematurely.

Program GP-4

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

2. ENVIRONMENTAL RESOURCES

- POLICY S-2

Streams, ponds, and marshes should be protected from adverse impact and maintained for their scenic open space qualities and biological productivity. Aquatic elements are extremely delicate and very productive and should therefore be conserved.

Program S-2

The programs given in the Natural Resources section of the General Plan will apply to this policy.

- POLICY S-5

Geologic characteristics should be preserved and protected as much as possible from damage.

Program S-5

Geological formation of scenic, historic, or educational value should be retained in open space.

● POLICY S-7

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

Program S-8

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

● POLICY S-9 (a)

A runoff control plan designed by a licensed engineer qualified in hydrology and soil mechanics shall be required for all development on slopes greater than 10 percent; such plan shall assure than no increase in the peak runoff rate from the developed site would occur as a result of a 10 year frequency storm over a six hour period.

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

a. Runoff control shall be accomplished by minimizing grading and utilizing non-structural techniques such as on-site percolation galleries. Energy dissipating devices at the terminus of outflow drains shall be required.

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

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

d. Prior to the issuance of a permit for development, a detailed landscape plan indicating the type, size, extent and location of plant materials, the proposed irrigation system, and other landscape features shall be submitted,

reviewed and determined to be adequate and approved. Drought tolerant, native plant materials shall be utilized to the maximum extent feasible.

Program S-9 (b)

All grading activities for roads, future building pads, utilities and the installation of erosion and sedimentation control devices shall be prohibited within the period from November 1 to March 31 of each year, except that the following grading activities may be permitted outside the above time constraints:

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

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

Program S-9 (c)

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

● POLICY S-17

The City will ensure that new development within the City's jurisdiction is designed to withstand natural and man made hazards to acceptable levels of risk.

Program S-18

All new construction in the City should, as a minimum, be built to the most recent safety requirements in the Building Code.

● POLICY S-26

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

- POLICY S-51

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

- POLICY S-27

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

Program S-53

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

Program S-54

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

Program S-55

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

Program S-57

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

- POLICY S-28

Existing and potential incompatible noise levels in problem areas should be reduced through operational or source controls where the City has responsibility for such controls.

Program S-62

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

3. NATURAL RESOURCES

- POLICY NR-1

Designated areas for open space will be provided within the

City limits to serve as protection of scenic resources, habitat for wildlife, ground water retention, erosion control and for passive and active recreational uses.

Program NR-1

Specific guidelines to protect natural resources will be established for significant resource areas within the City.

- POLICY NR-2

New developments shall be sensitive to the Designated Significant Natural Resources Areas located within the City. Development will not be allowed if potential impacts to a designated significant resource cannot be adequately mitigated.

Program NR-2

Removal of designated significant native flora or destruction or displacement of designated significant native fauna should be prohibited except by special permission from the City.

Program NR-3

Adequate vegetal cover should be maintained throughout the study area for the protection against erosion; native vegetation in both urban and nonurban areas should be retained whenever possible.

- POLICY NR-11

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

Program NR-17

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

- POLICY NR-13

Areas designated to be held in permanent open space shall be maintained by the future owners. Transfer density for these permanent open space areas shall be allowed.

- POLICY NR-14

All land use activities in the coastal foothills shall be

carried out in such a manner as to avoid damage to native oak trees. In particular grading and paving shall not adversely effect root zone aeration and stability of native oak trees.

4. VISUAL RESOURCES

● POLICY VR-2

The City wishes to safeguard existing scenic values.

Program VR-4

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

Program VR-5

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

Program VR-8

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

Program VR-13

Existing ordinance should be updated to reflect scenic highway policies. Special attention should be given to the following:

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

● POLICY VR-3

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

● POLICY VR-5

The City will encourage the undergrounding of overhead utility lines.

Program VR-20

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

Program VR-22

The City should develop plans for landscaping City public areas to include street tree planting where feasible. Guidelines and requirements for all new subdivisions should be included.

● POLICY VR-6

The City will encourage street tree planting and general landscaping in the City.

Program VR-24

The City should request the State to complete the landscaping of the freeway, and on and off ramps, and to effect scenic improvments, erosion control, sound control, and safety with due regard to preservation of scenic views.

Program VR-25

The City will control design standards for street lighting and street furniture.

Program VR-26

Design and scenic standards for utility structures, pumps, water tanks, major transmission poles, etc., shall be established for new developments.

5. RECREATION

● POLICY R-6

Major natural systems of marshes, streams and historical areas

should be considered as settings for community or regional parks with appropriate measures taken to protect these areas from human erosion.

Program R-18

The City shall give primary attention in park planning and management in all parks to the preservation of natural beauty and integrity of the land within their natural resource limits. Landscape design should support this concept.

6. CULTURAL RESOURCES

● POLICY CR-1

Sites of designated archaeological and historical significance should be reported.

Program CR-5

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

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

7. PUBLIC SERVICES

Water Services

● POLICY W-1

The City will continue to develop its water, sewer, and public utility services to meet future needs.

Program GP-1 (a), Program W-4 and Program W-3 (a)

New water utilizing development in the Coastal Zone shall be provisionally limited to an amount equivalent to an average annual growth of three (3) percent for a five year period as per the City's certified Growth Management Plan, plus 100 additional residential units (provided they do not utilize more than 25 acre feet of water per

year) plus the development of a single family residence on any existing subdivided parcel designated for single family residences of record on January 23, 1981, and all lands designated for general commercial and/or visitor-serving uses.

● POLICY W-2

An allocation system for currently available and potential future water resources shall be instituted for new development within the certified Urban Service boundary in accordance with Program W-4(a) and Program W-9.

Program W-9

In the event of a shortage of public services as declared by the City Council, the Department of Water Resources, or the California Coastal Commission, the order of allocation of priority of projects being given water and wastewater hook-ups shall be as follows:

Within the Coastal Zone:

1. Presently subdivided parcels within existing development areas;
2. Presently subdivided parcels contiguous to developed areas, or un-subdivided parcels within existing developed area;
3. Un-subdivided parcels contiguous to developed areas;
4. Un-subdivided parcels isolated from either presently developed or subdivided areas;

Within the above categories, prioritizing will occur as follows:

1. Existing subdivided parcels as of the adoption of this Plan;
2. Infill areas zoned for visitor serving uses;
3. Infill areas zoned for commercial uses;
4. Infill of unsubdivided areas zoned for residential;
5. Projects within the City limits adjacent to existing developed areas;
6. Other development.

● POLICY W-3

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

● POLICY W-4

The City shall consider all possible energy conservation

measures and will require those which are cost effective to be implemented in any new development.

Program W-8

The City shall encourage innovative techniques in building layout, design and construction which increase energy efficiency.

8. TRANSPORTATION

- POLICY CE-3

The City will strive for safety, environmental sensitivity and energy efficiency in all transportation designs and improvements.

Program CE-1

New collector streets should be constructed with any new development.

Program CE-5

Street improvements shall be consistent with the Circulation Plan.

Program CE-7

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

Program CE-8

Newly constructed roads should be designed to permit easy and rapid emergency vehicular access.

- POLICY CE-5

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

Program CE-17

Bikeways should be encouraged based upon the recommended Bikeway Plan.

Program CE-19

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

● POLICY CE-6

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

9. POLICIES SPECIFIC TO THE FREEWAY FOOTHILLS PLANNING AREA

● POLICY SPO-1

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

Program SPO-1

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

Program SPO-1 (a)

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

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

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

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

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

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

6. Development may be permitted on slopes with gradients up to 30 percent; however, in no case shall development be permitted above a footprint elevation of 200 feet above mean high tide. Density may be calculated on lands up to the 250 foot contour, but in no case on lands with slopes greater than 30 percent.

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

Program SPO-2

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

Program SPO-3

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

Program SPO-4

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

Program SPO-5

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

● POLICY SPO-2

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

Program SPO-6

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

Program SPO-7

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

Program SPO-8

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

Program SPO-9

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

Program SPO-10

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

Program SPO-11

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

Program SPO-12

Oak trees shall be protected to the extent feasible.

Program SPO-13

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

- POLICY SPO-3

Both public and private recreational facilities shall be provided.

Program SPO-14

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

Program SPO-15

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

Program SPO-16

Private recreational facilities in conjunction with homeowners associations are encouraged.

Program SPO-17

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

- POLICY SPO-4

The City may consider annexation of the County parcels in the middle of the planning area between 1985 and 1990 if it is determined that services are available.

RESOLUTION NO. R-85-15

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH, CALIFORNIA, ADOPTING THE SPYGLASS RIDGE SPECIFIC PLAN FOR RESIDENTIAL DEVELOPMENT IN THE FREEWAY FOOTHILLS PLANNING AREA.

WHEREAS, the City General Plan/Local Coastal Plan and Zoning Ordinance require the preparation of a Specific Plan pursuant to Government Code Section 65450 et seq. prior to allowing development in the Freeway Foothills Planning Area; and,

WHEREAS, Spyglass Ridge Associates filed an application on the Spyglass Ridge Specific Plan for a 225 unit residential development on February 14, 1980; and

WHEREAS, an Environmental Impact Report (Spyglass Ridge Environmental Impact Report, Phase II) was prepared and certified on September 17, 1980; and

WHEREAS, Spyglass Ridge Associates re-filed an application for consideration of a revised Spyglass Ridge Specific Plan for a 206 unit residential development on September 21, 1984; and

WHEREAS, the revised plan represents a reduced scale project which incorporates mitigation measures recommended by the original prepared Environmental Impact Report; and

WHEREAS, the Planning Commission held a duly noticed public hearing on January 8, 1985, for consideration of and to receive public input on the proposed Specific Plan; and

WHEREAS, on January 8, 1985, the Planning Commission recommended the approval of the Spyglass Ridge Specific Plan to the City Council; and

WHEREAS, on February 11, 1985, the City Council of the City of Pismo Beach held a duly noticed public hearing for consideration of and to receive public input on the proposed Spyglass Ridge Specific Plan;

NOW, THEREFORE, The City Council of the City of Pismo Beach, California, does hereby resolve as follows:

SECTION 1:

The Spyglass Ridge Specific Plan is approved and adopted based upon the following findings:

Findings for Adoption of the Specific Plan:

1) That while the proposed development of the site may have had a significant impact on the environment, it will not in this case because the mitigation measures set forth in the Spyglass Ridge Specific Plan Environmental Impact Report (Certified Sept., 1980) have been incorporated into the Specific Plan design and proposal.

2) That the conditions and development surrounding the site is substantially the same as it was when the previously Certified Environmental Impact Report was prepared.

3) The proposed Specific Plan is consistent with the City's General Plan/Local Coastal Plan and implements the policies and programs of the Certified Local Coastal Program.

4) The proposed Specific Plan is consistent with the City's Zoning Ordinance #320.

5) The proposed Specific Plan has been prepared in accordance with Section 66450 et seq. of the Government Code.

6) The Commercial Reserve area shown in the proposed Specific Plan is consistent with the General Plan/Local Coastal Plan and zoning standards for the area, but will require a specific amendment to accomplish physical development after requirements set forth in the Specific Plan have been met.

7) The site is physically suitable for the proposed development as proposed in the Spyglass Ridge Specific Plan.

8) The proposed Specific Plan will ensure a better community environment for the subject site.

9) The proposed Specific Plan will not significantly impact existing drainage facilities as it will not result in an excessive amount of run-off because of the large amount of area preserved in Open Space (85% of site).

10) The proposed Specific Plan minimizes the amount of and unsightliness of cut and fill slopes associated with grading.

11) The proposed Specific Plan will not impair the desirability of investment or occupation in surrounding neighborhoods.

12) Public Services and vehicular traffic systems for the project are adequate as proposed in the Specific Plan.

On motion of Councilperson Carter, seconded by Councilperson Dillon, and on the following roll call vote, to wit:

AYES: Carter, Dillon, Hearn, Eldwayen
NOES: Hubbard
ABSENT: None.

the foregoing resolution is passed and adopted this 11th day of February, 1985.

Nebb Eldwayen, Mayor

ATTEST:

Terry Driscoe
City Clerk

APPROVED AS TO FORM:

A. J. Shaw, Jr.
City Attorney

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Merriam, Deasy & Whisenant, Inc., 1979, Spyglass Ridge Annexation Draft Environmental Impact Report, Phase I: Development Factors Analysis, San Luis Obispo, CA.

Merriam, Deasy & Whisenant, Inc., May 1980, Environmental Impact Report Phase II: Spyglass Ridge Specific Plan prepared for City of Pismo Beach, San Luis Obispo, CA.

END NOTES

1. Merriam, Deasy & Whisenant. Environmental Impact Report Phase II: Spyglass Ridge Specific Plans (San Luis Obispo, CA - 1980), p. 2-3.

2. Merriam, Deasy & Whisenant, Inc., Spyglass Ridge Annexation Draft Environmental Impact Report, Phase I: Development Factor Analysis, (San Luis Obispo, CA - 1979), p. 6.

3. Ibid, p. 8.

4. Ibid, p. 10.

5. Ibid, p. 13.

6. Ibid, p. 14.

7. Ibid, p. 15.

8. Addendum to Environmental Impact Report for Baycliff Village Specific Plan, January, 1984..

9. Ibid.

10. Merriam, Deasy & Whisenant, Inc., pp. 20-23.

11. Ibid, p. 34.

12. Ibid, p. 30.

13. Ibid, p. 31.