SPEC.PLANS
17.

T O U C A N T E R R A C E

SPECIFIC PLAN

PREPARED FOR PISMO DEVCO, INC.

For Development of the Southernmost Third

of the Oak Park Heights Planning Area

Adopted by the City Council on May 31, 1983
Resolution #1777 Adopted June 13, 1983

Prepared by:

The City of Pismo Beach
Community Development Dept.

in conjunction with

Tartaglia & Hughes

RESOLUTION NO. 1777

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH ADOPTING THE ATTACHED TOUCAN TERRACE SPECIFIC PLAN FOR THE DEVELOPMENT OF THE SOUTHERNMOST 150+ ACRES IN THE OAK PARK HEIGHTS PLANNING AREA, INTERSECTION OF OAK PARK ROAD AND U.S. HIGHWAY 101.

WHEREAS, an Environmental Impact Report was prepared for this property pursuant to the City's Environmental Impact Report Guidelines and procedures and subsequently certified by the City Council on August 23, 1982, and recertified on January 10, 1983; and,

WHEREAS, this Specific Plan provides for the planned development of the aforementioned property consistent with the City Council's Planning and Zoning Ordinance; and,

WHEREAS, this Specific Plan is intended to provide the steps and procedures that will be utilized in the complete development of this property; and,

WHEREAS, the Planning Commission and City Council have reviewed the Specific Plan according to the City's established guidelines and procedures.

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

Section 1: That the attached Specific Plan, marked Exhibit "A", is hereby adopted for the property and does thereby become an addendum to the City's General Plan for this property.

UPON MOTION of Councilmember Eldwayen, seconded by Councilmember Carter, the foregoing Resolution is hereby passed and adopted at a regular meeting of the City Council held this 13th day of June, 1983, on the following roll call vote, to wit:

AYES: Eldwayen, Carter, Hubbard, Richardson
NOES: None
ABSTAIN: None
ABSENT: Mellow

Bill Richardson, Mayor
City Council
City of Pismo Beach

ATTEST:

Marion L. Houston
City Clerk
City of Pismo Beach

APPROVED AS TO FORM:

A. J. Shaw, Jr.
City Attorney
City of Pismo Beach

TOUCAN TERRACE

SPECIFIC PLAN

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INTRODUCTION

Toucan Terrace is a proposed planned unit development to be located in the southern-most portion of the City of Pismo Beach, California, at the intersection of U.S. Highway 101 and Oak Park Boulevard. The proposed development is situated on a rolling 154.5 acres site, characterized predominantly by slopes of 10 percent or less with panoramic views of the ocean and the community of Pismo Beach. Its developer, Pismo Devco, is a locally owned company which proposes to develop the property into a planned unit development with mixed use housing projects, a regional commercial center, as well as a large resort-type motel complex.

The project has been carefully researched by various consultants and aspires to conform to the goals set forth in the community's general plan and also meet the market demands as perceived by the studies carried out.

Toucan Terrace will set its own tone for development in the Pismo Beach area. It will have a distinct character, commensurate with the coastal heritage that is associated with this region. It will provide attractive detached housing that makes for a meaningful quality of life. Careful thought has been given to all of the various living systems that will be incorporated into the project. Cut and fill operations will be restrained to a minimum level of activity; housing will be essentially built into the existing terrain; energy conservation will be incorporated in the development; and the social issues associated with affordable housing have been addressed in a sensitive and realistic fashion.

1. Objective of this Specific Plan: The primary objective of this Specific Plan is to provide the necessary information which is required for the uniform development of the Toucan Terrace Project. The project is located at the northeasterly corner of Oak Park Boulevard and U.S. Highway 101 (see Figure 1) and contains 154.5 acres. The site is shown as Parcel A on Parcel Map CO-78-249. The project area is located within Oak Park Heights Planning Area "N" as detailed in the City of Pismo Beach 1980-1995 General Plan.

   This plan outlines the existing land use, proposed land use, proposed development requirements for construction/ buildout and the various steps and procedures to be utilized in the successful completion of the entire project. This plan will be considered as a supplement to the General Plan and Zoning Ordinance, and would in several instances supersede, while not being contradictory to, selected City regulations by establishing more detailed and specific site development standards.

2. Project Site History: The project site is currently utilized as range feeding for cattle ranch operation. There is some evidence that indicates that some farming activity has existed in the past on the project site.

   Records indicate that an oil well was drilled on the project site and subsequently abandoned.

   Prior to coming under the ownership of Pismo Devco, the project site was proposed to be developed under a Seascape Village development concept. The proposed development consisted of 750 residential units, a motel/ restaurant complex and a commercial area.

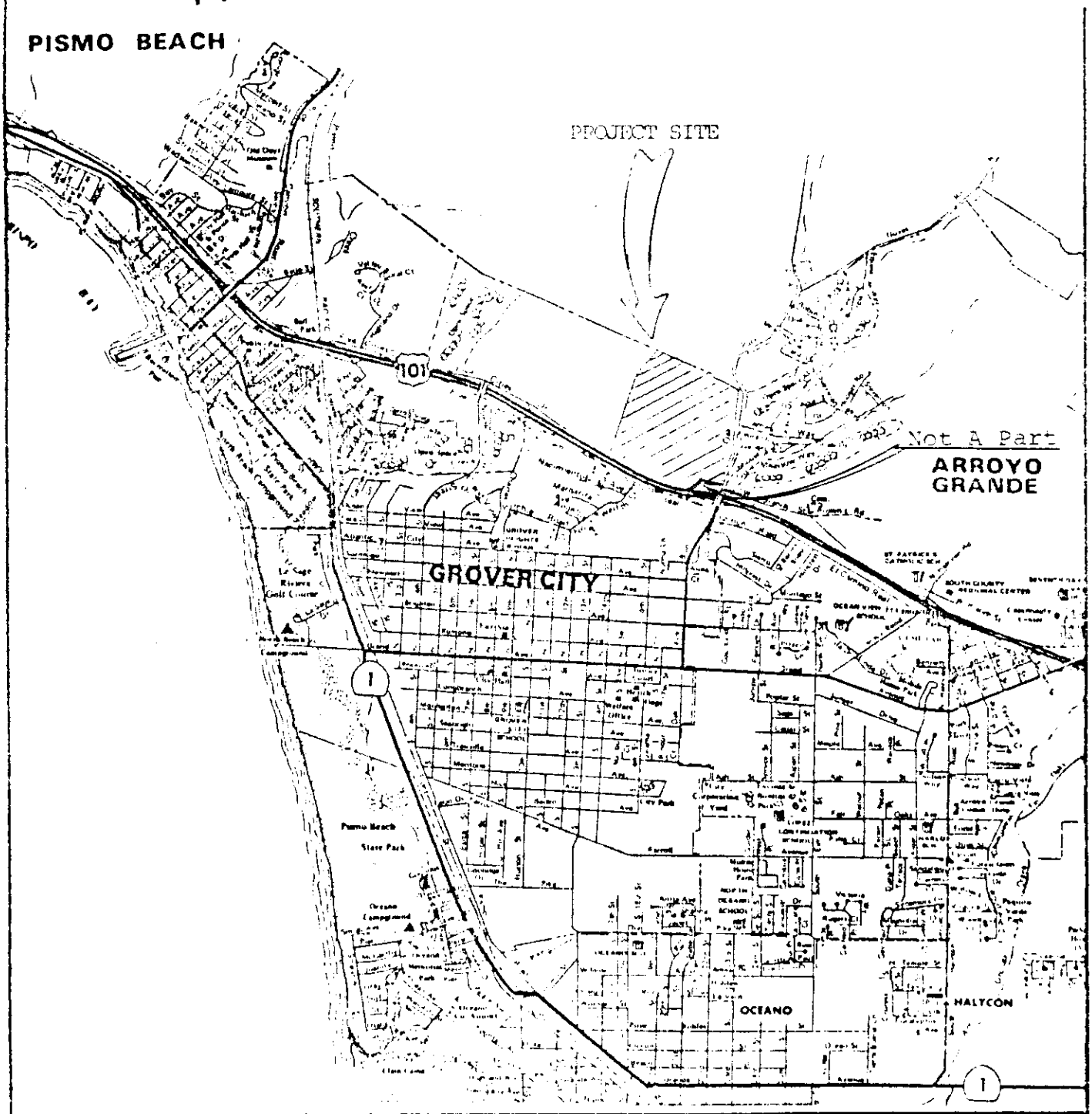
   As a portion of the preliminary development work for Seascape Village, Chambers Consultants and Planners (CCP) prepared an Environmental Impact Report for the property which was certified by the Pismo Beach City Council on August 23, 1982. Subsequently on January 5, 1983, as part of the Toucan Terrace preliminary environmental application, the City of Pismo Beach Planning Commission recommended to the City Council that their findings indicate that the original Environmental Impact Report (E.I.R.) prepared for the Seascape Village Project, with amendments, was adequate to consider the Pismo Devco proposed Zone Change and General Plan Amendment requests. At their January 10, 1983 meeting, the City Council concurred with the Planning Commission recommendation and a similar determination was made relative to the adequacy of the E.I.R.

3. Plan Summary: The Toucan Terrace Specific Plan is intended to outline the steps and procedures that will be utilized in the complete development of the proposed project. Proposed land uses will be described in conjunction with the associated improvements such as streets, water distribution systems, sewage collection systems, storm drainage improvements and utility installations. Design standards, development requirements, General Plan requirements and other local policies and programs will be addressed to ensure that an orderly program will be established for the development of the Toucan Terrace project.

   This Specific Plan is intended as a guide for the development of the entire site and for the off-site improvements that will provide services and facilities for all areas of the project site. The improvements will include all project improvements, the construction of Price Street from Oak Park Boulevard to the west property line and the widening of Oak Park Boulevard along the east boundary of the site. In addition, the developers of this property should agree to participate in an assessment district or other program for circulation improvements that affect the overall Planning Area (i.e., Price Street Bridge Connection). Off-site water and sewer and street improvements relative to the proposed Toucan Terrace project will also be covered by this Specific Plan. Section IV of this plan provides a complete description of street, drainage, utility and off-site improvements.

VICINITY MAP

FIGURE 1

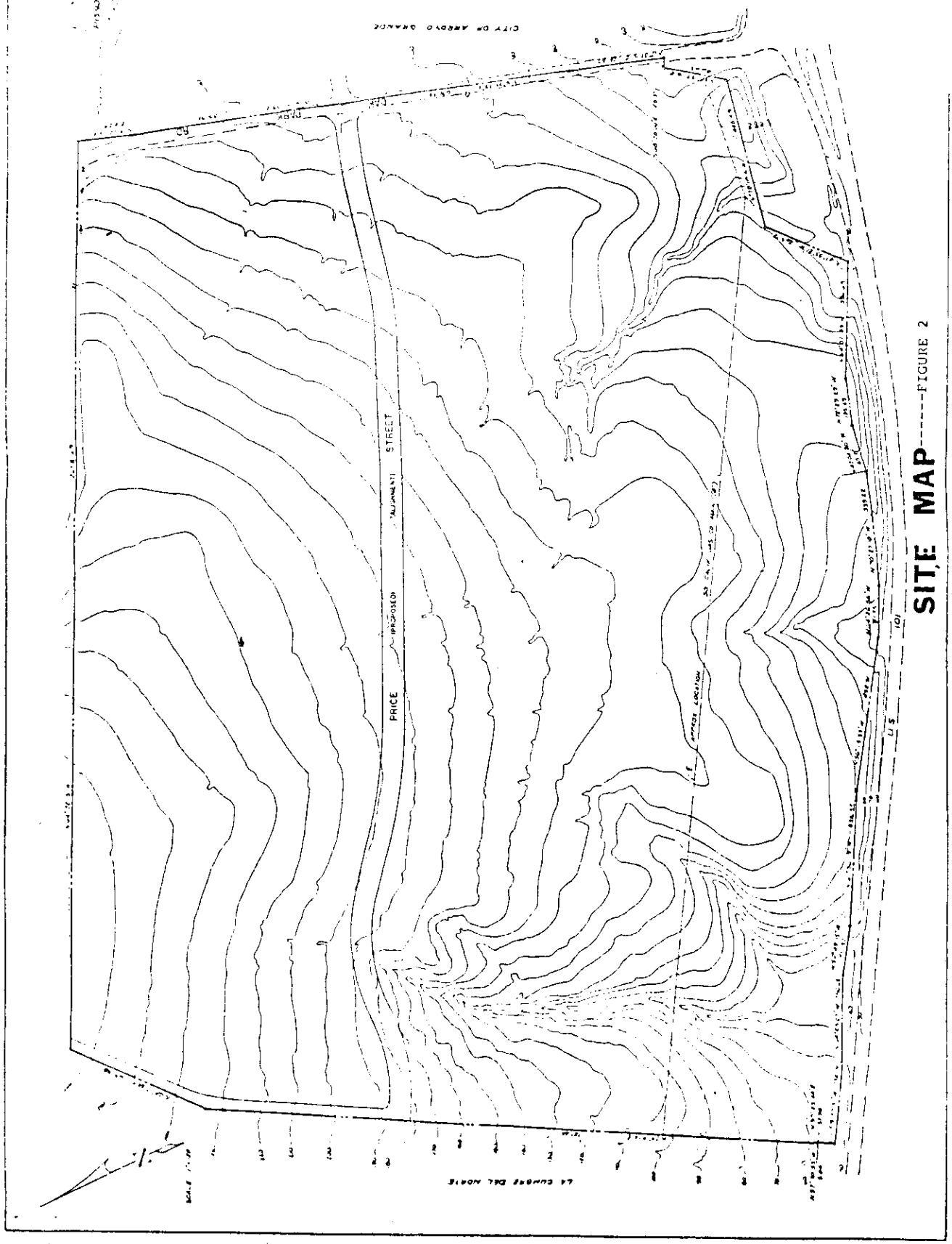


VICINITY MAP

Figure 1

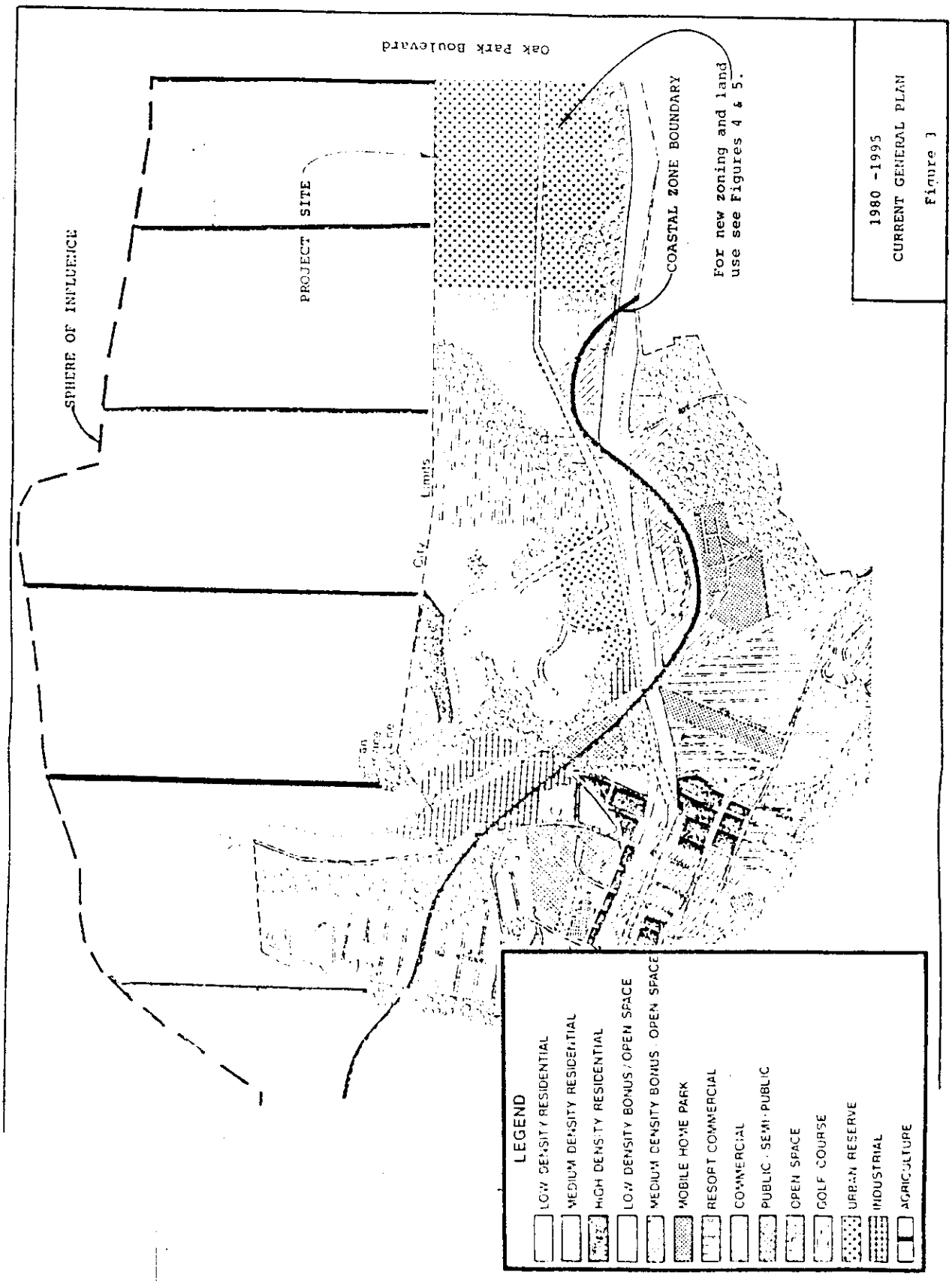
SITE MAP

FIGURE 2



CURRENT GENERAL PLAN

FIGURE 3



SECTION I

LAND USES

1. Existing Land Use--Vacant Property: The existing site is presently being utilized for agricultural purposes, mainly livestock grazing. Historically this is the only use that the site has experienced.

   Southern California Gas Company has an 8 inch, high pressure gas main which is situated approximately 500 feet north of the U.S. Highway 101 right-of-way line across the entire length of the site. The utility company has indicated its willingness to relocate the gas main when the property owner presents a development plan and time schedule.

2. Adjacent Land Uses: The parcel of property which borders on the site on the immediate north and is adjacent to Oak Park Boulevard is currently being developed as a private school for the Central Coast Christian Academy of Arroyo Grande and contains approximately 27 acres. This parcel is designated as Parcel C of Parcel Map CO-78-249.

   The parcel of property which also borders the project site on the north and is west of the Central Coast Christian Academy site is vacant and is currently being utilized as grazing land for livestock. This parcel is designated as Parcel B of Parcel Map CO-78-249.

   Both parcels (B and C) are in the unincorporated County area.

   The parcel of property situated immediately to the west of the project site is currently vacant and is proposed for development as the La Cumbre Del Norte project (Lenco Development). This proposed project is master planned and consists of R-1, P-R, R-3, R-4, C-1 and O-S zoning. The master plan for the Lenco property provides for condominium, elderly and single family detached residential housing, hotel-motel, and retail commercial development with open space areas and golf course being included. The total proposed project area includes 149 acres.

   The area which borders the project site on the south consists primarily of State Highway 101 with a small parcel of property (2± acres) at the corner of Oak Park Road and Highway 101. This small parcel of property is currently vacant, designated urban reserve for future development, and is not included as a part of this project.

   Oak Park Boulevard, which bounds the project site on the east, is the common City limit line between the cities of Pismo Beach and Arroyo Grande. Development that is occurring or which is proposed within the City limits of Arroyo Grande immediately to the east of the site, is under the Oak Park Acres development project. Their development consists of approximately 195 acres and includes single family housing, commercial, motel, professional offices, athletic facilities and retail store improvements.

3. Proposed Site Land Uses: The Toucan Terrace site is divided into seven areas of land use (see Figure 4) for the purposes of development. Some areas will have similar individual land uses and all are described as follows:

   Phase Area 1: Area 1 is designated for single family, medium density development with emphasis on lower cost housing. In addition to the lower cost housing units proposed for Area 1, recreation facilities will be included as a part of the area development. Recreation vehicle parking areas and walking paths are also to be included within the improvements of Area 1.

   Phase Area 2: Area 2 is designated for resort commercial use such as motel development and would include restaurant facilities.

   Phase Areas 3, 7 and 6: Areas 3 and 6 will be developed with medium density use while area 7 will have a development of low density use.

   Phase Areas 4 and 5: Areas 4 and 5 are designated for retail commercial development and would include the various type retail store facilities which are allowable under the regulations under the zoning ordinance.

   In summary, the land uses that are proposed for the site include single family residence with a portion of the homes to be lower cost housing. Recreation facilities will be constructed adjacent to the open space area in which other outdoor recreation facilities could be constructed. Other land uses include motel and restaurant development, and commercial development consisting of retail stores.

   The proposed improvements and land uses for the site as outlined in this report shall be consistent with all requirements of the General Plan and other requirements of the City and any other affected agencies.

4. Site Land Uses and Zoning: The approved current site zoning as shown on the Zone Change Map (Figure 5) has been changed from the previous "U"/ Unclassified designation. The site has been divided into several areas and the zoning for each area is as follows:

   Area 1: M-H, Manufactured Home Subdivision;

   Area 2: R-4, Hotel/Motel, resort commercial development;

   Area 3: P-R, One-Family Planned Residential, medium density development;

   Area 4: C-1, Retail Commercial with Major Commercial Center;

   Area 5: C-1, Retail Commercial.

   Area 6: P-R, One-Family Planned Residential, medium density development;

   Area 7: P-R, One-Family Planned Residential, low density development, single family lots;

5. Zoning Regulations: The current zoning regulations of the City of Pismo Beach shall be applicable to the Toucan Terrace project except for the following special conditions:

P-R and M-H Zones:

Purpose of Zone: The One-Family, P-R or M-H zones are intended to provide areas that are suitable for single family home development containing all necessary public utilities, public facilities and services.

Permitted Uses and General Provisions:

1. Signs permitted in the P-R Zone shall comply with the requirements of Article VII, Section 7.6 and Section 7.7 of the Zoning Ordinance.

2. Maximum building height shall be 25 feet as measured from site grade.

3. Front yard setbacks for residences in Phase Area 1 may be a minimum of 12½ feet with a 20 foot setback to any garage, with the exception of corner lots in the MH zone, wherein a five foot minimum side yard setback to the garage is permissible provided provisions are made for automatic garage door openers on any such corner lots and that the CC & R's for the project contain adequate restrictions on use of the garage.

4. Minimum side yard setbacks in Phase Area I shall be 3 feet for all garages, provided fire resistive materials are used, and 5 feet for residences.

5. Minimum lots sizes in Phase Area 1 shall be 5,000 square feet.

Open Space (OS) Zone -- Zoning regulations for the Open Space Zone will prescribe the following conditions:

Purpose of Zone -- The Open Space or OS Zone is established to implement the intent and recommendations of the Open Space, Conservation and Recreation Element of the General Plan. Included within the Open Space Zone are four subzones. Only Zone OS-1 is applicable to the Toucan Terrace project and is as follows:

1. OS-1: It is the intent of this subzone to provide natural open space with a minimum of man-made structures and changes to the natural slope, fauna and/or flora. All uses in this zone are subject to conditional use permits.

   Application: OS-1 will be for public or privately owned open space property or easements.

6. Policies and Programs Specific to the Toucan Terrace Project
The following General Plan Policies and Programs are specific to the Oak Park Heights Planning Area and are applicable to the Toucan Terrace Project.

Policy SPN-1: This area is appropriate for development on a carefully controlled and phased basis.

Program SPN-1: Single Family or low density land uses will be permitted in certain portions of Oak Park Heights.

Program SPN-3: Height limits should also be established for the Oak Park Heights area in order to preserve views from the area to the ocean and the views of the area from the freeway. In addition, an overlay zone should be established requiring architectural review of any units built under the R-1 designation.

Program SPN-6: The City may provide incentives for the private development of low and moderate cost housing particularly for the elderly in this planning area.

Program SPN-7: Industrial uses shall be highly selective and be of such a use that no major drainage, wastewater, solid waste or air pollutant sources are emitted in conjunction with the industrial use. Industrial uses shall incorporate landscaping and exterior treatments which blend in with the surrounding area and are visually attractive from major viewpoints.

Program SPN-8: Special consideration must be made to ensure that development will not increase current soil erosion or create contamination of Pismo Marsh. Energy conservation methods such as site planning and solar collections, either passive or active systems, should also be encouraged.

Program SPN-10: A connection of Price Street to James Way shall be incorporated into the master plan of the area.

Program SPN-12: The following land use concepts are recommended for consideration when developing a specific plan for the southern third of the planning area:

a. Uses along Oak Park Road should include a Community Commercial Shopping Center with a major store and professional office space;
b. Mixed residential uses including provision for moderate income housing and modular units;
c. Public and private recreation uses;
d. Green belts incorporating pedestrian trails and bike paths; and
e. Extension of Price Street to James Way in Arroyo Grande.

Policy SPN-4: Development shall consider special environmental conditions defined in the area.

Program SPN-13: A grading and drainage report shall be required for any new development to ensure that adequate control measures are taken to protect downslope parcels.

Program SPN-14: An archaeological reconnaissance shall be required prior to any development project in this planning area.

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: The City shall in January of each year complete a review of housing unit growth in order to retain an average annual growth rate of 3 percent. This review shall consider the history of housing growth over the previous two years and shall determine the maximum number of housing unit permits which may be issued during the year without unreasonably restricting growth for the two following years. When it appears likely that the number of permit applications will exceed the number which may be issued, the City Council by resolution shall adopt a priority plan for the issuance of permits. This priority system shall utilize the priority established by Policy W-2 and such other considerations as are then determined to be in the best interest of the City.

Program GP-2: New water utilizing development in the Coastal Zone shall be provisionally limited to an amount equivalent to an average annual growth of three 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.

Program GP-3: Within five years of the date of the certification of the City's Local Coastal Plan, or concurrent with the Coastal Commission's normal five year review period of the Local Coastal Plan, the City shall demonstrate to the Coastal Commission that it has readily available water resources to accommodate projected growth beyond the initial five (5) year period of the City's certified Local Coastal Plan. Subsequent to said demonstration to the Coastal Commission's satisfaction, the City may permit new development which would result in new net water demands beyond those projected for the five (5) year review period of the City's certified Local Coastal Plan.

Program GP-4: Pursuant to the City's Growth Management Allocation System, the City shall, prior to permitting construction of all future water using developments, make the specific finding that water resources to serve such development exist and are presently available on a sustained basis.

Program GP-6: The City shall thoroughly investigate fiscal impacts relating to provisions of services for new development.

Program S-7: Construction of structures or pathways on easily erodible areas should be prohibited unless appropriate compensatory measures are taken.

Policy S-9: The City's existing Hillside Regulations of the Zoning Ordinance shall remain in effect, and the requirement of grading shall continue to be restricted above 30 percent slope. In addition, the City shall prepare a grading ordinance which incorporates the following policies:

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

b. Development shall be designed to fit the site topography, soils, geology, and any other existing conditions and be oriented to minimize grading and other site preparation.

c. Native vegetation such as trees shall be preserved. Mature oak trees shall not be removed unless the tree is diseased or damaged.

d. Grading shall occur only during the dry season, between April and December.

e. All measures for removing sediments and stabilizing slopes shall be in place before the beginning of the rainy season.

f. Sediment basins shall be required in conjunction with initial grading operations and maintained throughout the development process if necessary.

g. All cut and fill slopes in a completed development shall be stabilized immediately with planting of native annual grasses and shrubs, or appropriate non-native plants with accepted landscaping practices.

h. Provision shall be made to conduct surface runoff waters that will occur as a result of development to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development.

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

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

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

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

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

c. Prior to the commencement of any grading activity, the permittee shall submit a grading schedule which indicates that grading shall be completed within the permitted time stipulated in Program S-10 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.

Policy S-24: **The City should institute measures to ensure that seismic safety hazards are minimized or avoided in new developments.**

Program S-52: Site analysis of potential noise problem areas should be required prior to development.

Program S-56: 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-63: The City should consult with developers and builders during the permit application process regarding potential noise problems to reduce noise levels in new and existing developments.

Program NR-3: Adequate vegetal cover should be maintained throughout the study areas for protection against erosion; native vegetation in both urban and non-urban areas should be retained whenever possible.

Policy NR-14: Runoff into the creek in the Oak Park Heights Planning Area leading to Pismo Marsh shall be stringently controlled in relation to minimizing adverse impacts on Pismo Marsh as per adopted policies contained elsewhere in this report.

Policy NR-15: Areas designated to be held in permanent open space shall be maintained by the future owners. Transfer densities for permanent open space areas otherwise developable shall also be allowed.

Policy CR-1: Designated or potentially significant archaeological and historical sites should be protected.

Program CR-2: All projects requiring construction which lie within the areas designated on the current Archaeological and Historic Resources sensitivity map (Figure DE-1) shall be subject to review to determine if significant archaeologic and historic resources are present on the project site.

Program CR-6: Where development occurs on a privately held archaeological site, mitigation measures prepared by a qualified archaeologist shall be incorporated into the design including construction methods which will minimize the impacts of the development on the archaeological resources.

Program CR-7: Where damage or destruction of archaeological resources stemming from development of a recognized site cannot be avoided, or mitigated, the site shall preserve the fullest archaeological record possible for future analysis and evaluation using the most current archaeological methods available.

Program VR-1: The City shall request the State to declare U.S. Highway 101 and official State Scenic Highway within the City limits.

Program VR-4: Any new development along designated scenic highways should not significantly obscure, detract nor diminish the quality of scenic views.

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.

Policy VR-5: The City will encourage the undergrounding of existing and proposed overhead utility lines.

Policy VR-6: The City will encourage street tree planting and general landscaping in the City.

Program VR-23: Landscaping programs shall be adopted which include the maintenance of mature trees and conditions for their removal. The City shall require adherence to good landscaping practice; that is, consider compatibility with soils, atmospheric conditions, topography, existing developments, appearance, and maintenance as well as resistance to disease, shape, life span, availability, and height in relation to scenic obstruction.

Policy R-4: The City recognizes that its residents need neighborhood parks, activity centers and an all purpose park.

Policy R-8: The City shall make every effort to establish adequate neighborhood parks with necessary access links in developing areas.

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

Program HE-12: The City will encourage Planned Unit Developments as one method to provide affordable housing.

Policy HE-4: The City recognizes the need to maintain, insofar as feasible, a proper balance between low-to-moderate income housing and other housing.

Program HE-15: A density bonus will be considered for the construction of units which are deemed to be affordable to low and/or moderate income families. A density bonus in excess of the specified General Plan density range may be granted for low and/or moderate income housing. In no event may the percentage of the bonus exceed the percentage of low to moderate income housing in the project.

Program HE-17: The City will encourage developers to include accommodations for the elderly in developments near community facilities and services.

Policy HE-6: To maintain an optimum balance between mobile homes and other categories of housing.

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-8 and Program W-9.

Program W-12: Allocation of the City's unused treatment capacity in the Coastal Zone remaining at the time of certification of the City's Land Use Plan shall be consistent with the development priorities contained in Programs W-8 and W-9. Treatment capacity to service new visitor serving development as provided in Program W-8 shall be specifically reserved for such uses.

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

Program W-17: The City shall encourage innovative techniques in building layout, design and construction which increase energy efficiency.

Program W-19: The City shall encourage innovative techniques in water conservation, such as:

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

Program W-20: The City of Pismo Beach shall develop a plan which provides police and fire equipment to accommodate future growth.

Program CE-2: A roadway system should be constructed concurrent with Oak Park Heights Planning Area development which will connect this area with the downtown area and provide off-freeway access through the entire southern City area.

Program CE-16: Class I bike paths should be installed on portions of State Highway 1 and on all new major arterials appropriate for bicycle use.

Policy LUP-1: The residential areas shall provide a balanced number and appropriate locations for single and multi-family dwellings based on adopted density standards. A wide variety of densities and housing types should be encouraged.

Policy LUP-2: Residential property development should be commensurate with the community facilities capabilities, particularly water availability and sewage treatment plant capacity.

Policy LUP-4: Development should be sensitive to the site and surroundings. Use of flexible and innovative concepts shall be encouraged.

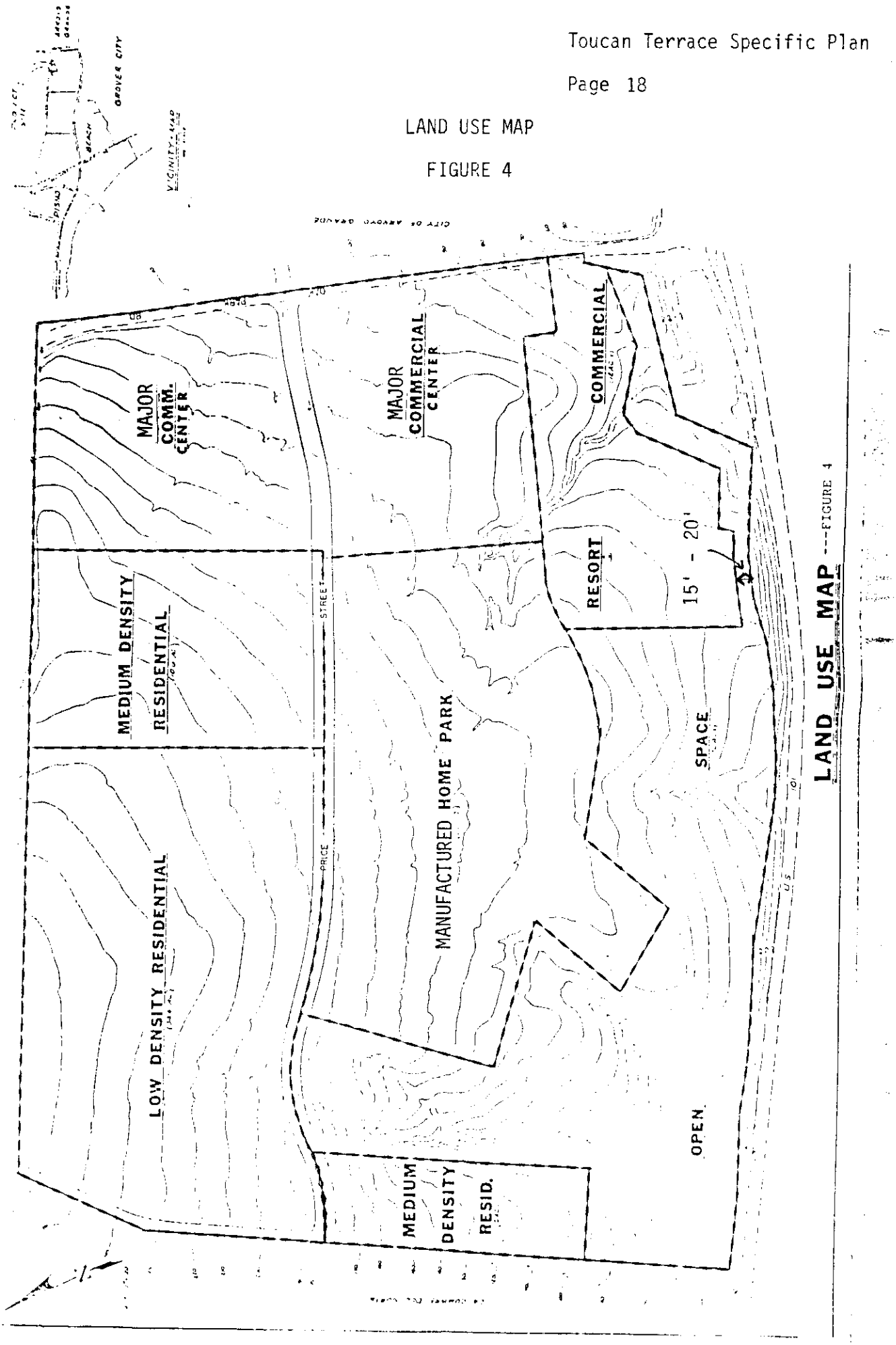
Policy LUP-5: When possible, new areas will be developed using the planned unit development concept.

Policy LUP-12: Resort Commercial land uses should be oriented toward all tourist income levels.

Policy LUP-23: No development shall occur in the Urban Reserve areas until the areas are redesignated to other land uses.

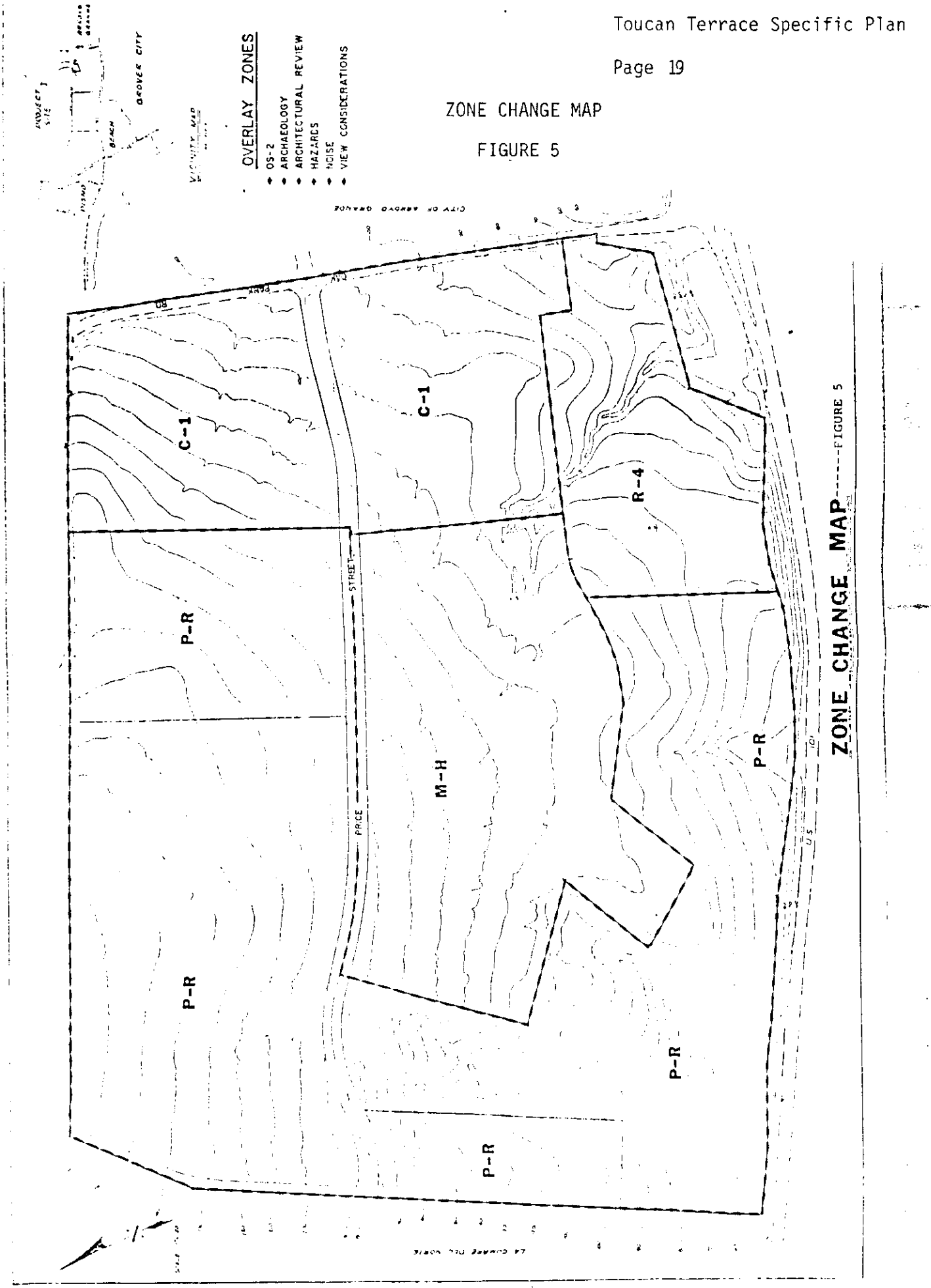
LAND USE MAP

FIGURE 4



ZONE CHANGE MAP

FIGURE 5



SECTION II

CONSIDERATIONS

1. Proposed Development Areas: The proposed project will be developed in multiple phases. The area south of Price Street, generally identified as Phase Areas I (Areas 1, 1A, 2, 3 and 4), are to be substantially developed prior to the initiation of development on the north side of Price Street. The north side of Price Street, generally identified as Phase Areas II (areas 5, 6 and 7) are to be developed following Phase Area I. Growth Management Unit Allocations (pursuant to Ordinance #310) should not be required for areas 1, 3 and 6 provided the housing units to be constructed in these areas comply with the lower cost housing criteria established by Section VII of the Specific Plan. Area 7 is not proposed as affordable housing and therefore would require Growth Management Unit allocations prior to recordation of a subdivision map.

Phase I:

Area 1 - Single family, manufactured home area (lower cost housing), medium density, 123 units.

Area 1A - Open Space.

Area 2 - Resort commercial, motel restaurant improvements.

Area 3 - Single family (lower cost housing) medium density housing, 23 units.

Area 4 - Retail Commercial, major center, retail shopping stores.

Phase II:

The second phase, Phase II, will consist of the following areas and development:

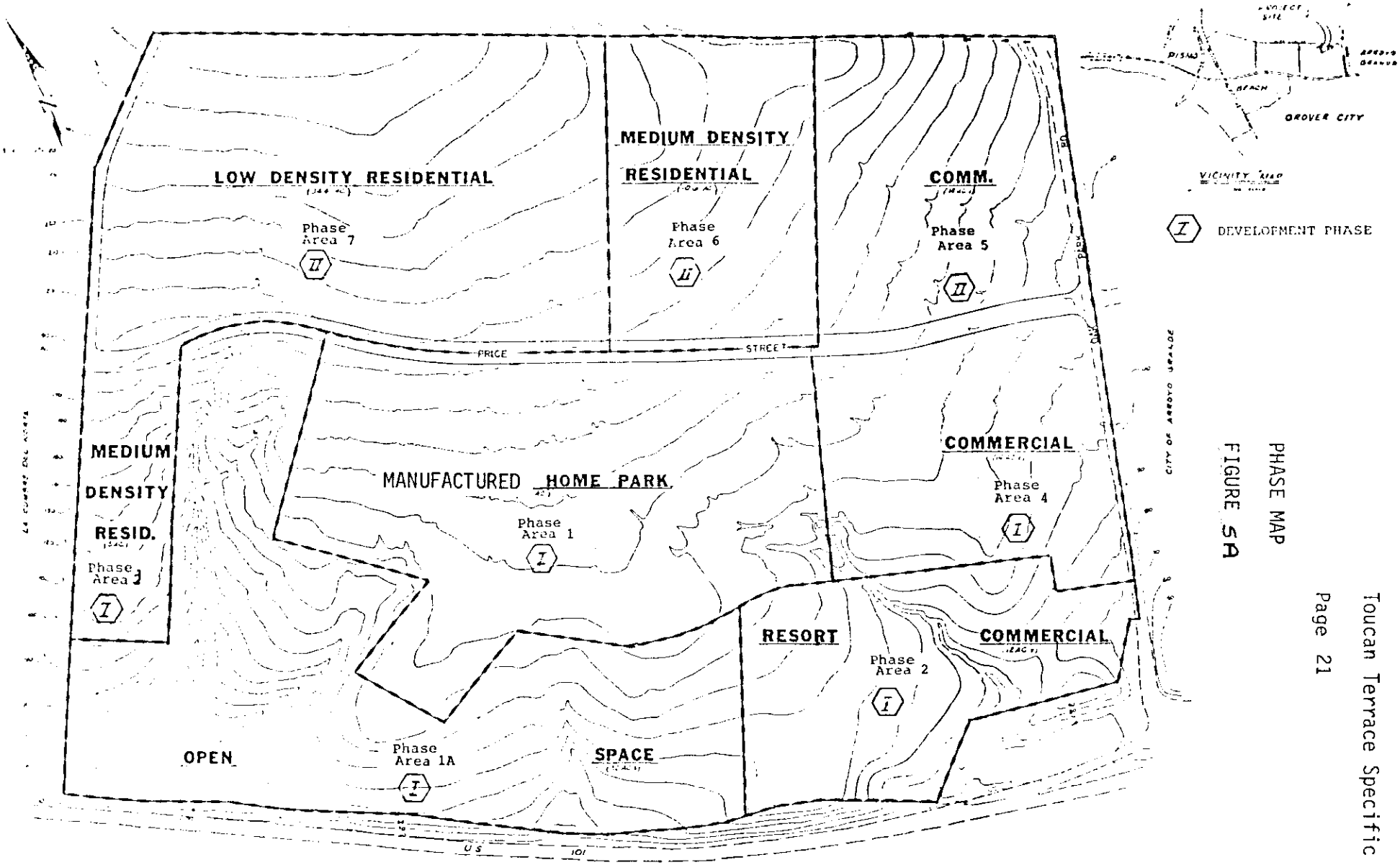
Area 5 - Retail Commercial, major center, retail shopping stores.

Area 6 - Medium density residential housing (lower cost housing), 64 units.

Area 7 - Single Family, low density housing, 94 units.

2. Methods of Development. Phase Areas 1, 3 and 6: Proposed development in these three areas is categorized as "lower cost housing" and generally is described in the Introduction of this Plan. The specific criteria for the sale of units to be classified as "lower cost housing" is described in Section VII of this Specific Plan. The number of proposed residential units for each area is as follows:

Area 1 - 123 units;
Area 3 - 23 units;
Area 6 - 64 units.
Total - 210 units.



PHASE MAP ------FIGURE 11

PHASE MAP

FIGURE 5A

Construction of these residential units as specifically detailed by this specific plan will be utilized using manufactured housing concepts.

The procedure that will be followed in the selection and construction of a residential unit will be:

1. The prospective buyer will select and make arrangements for the purchase of a particular lot.

2. The home buyer will then choose a manufactured home plan for the selected lot (see Appendix C).

All activity in steps 1 and 2 above will be coordinated through the developer.

3. After the lot and exterior treatment selections have been completed, the developer will prepare an individual plan for the lot which will indicate the placement of the modular residential unit, finished floor elevation determination, lot grading and all additional on-site improvements which will be necessary for the complete construction of the residence.

   This plan shall then be submitted to the Community Development Department for a Zone Clearance. The Community Development Department shall review the plan to ensure that the unit type and design are those approved by the City and that the unit design and placement meet all City Zoning and Specific Plan requirements. It shall be the responsibility of the Community Development Department to ensure that, through these controls, similar manufactured units shall not be located on adjacent lots.

Area 7 - The proposed development that will occur in Area 7 will be considered as a custom type of residential development. The developer will construct improvements as detailed in Section IV of this Plan and sell individual lots to potential home owners. It will be the responsibility of the home owner to have the necessary plans prepared, submitted to the City for approval and retain the services of a building contractor to construct the residence, subject to City standards in the R-1 zone.

The individual lot sizes in Area 7 are approximately 10,000 square feet with 98 residential building sites proposed. Growth Management unit allocations shall be required prior to recordation of this subdivision.

Area 1A - Area 1A is the designated "Open Space" area consisting of 32 (±) acres. Development in open space areas will be minimal with the walking trails, bicycle paths and a picnic area that will be developed, as well as other passive recreational facilities. Development plans for this area shall be reviewed and approved by the Parks, Recreation and Beautification Commission. If the Parks, Recreation and Beautification Commission determines that additional park improvements are necessary, then they may make such recommendations to the City Council for their review.

Improvements that are not related to open space development that will be installed in the area will consist of water main installation and the construction of storm water retardation ponds. These improvements are discussed in detail in Section IV of this plan.

Areas 2, 4 and 5 - Areas 2, 4 and 5 may be developed by entities other than Pismo Devco, Inc. Additional development plans and schemes will be prepared for these areas.

Area 2 will be developed with a hotel/motel with meeting facilities in addition to recreational facilities, restaurant and associated parking. Preservation of oak trees will be required in this area. There will be a permanent, maintained open space buffer along the U.S. Highway 101 property boundary of this area as shown on Figure 4, Land Use Map.

Areas 4 and 5 are to be a major commercial shopping area. The area to be serviced is envisioned to be the south county area. The two areas are to be developed in a shopping mall type arrangement, with the orientation of buildings to possibly include department stores, clothing stores, home furnishings and the like in order to serve a wider, regional retail market. Parking areas shall be terraced and designed into the existing moderate slope of the terrain. The buildings developed in these commercial areas should be of a consistent architectural theme as much as possible. Access should be oriented to major thoroughfares with landscape buffers between local streets and adjoining land uses. An overall signing program shall be developed with the center plans. Benches, fountains, restrooms and other amenities shall also be considered in design of the mall. Bicycle and bus transit facilities shall be provided as well. Widening of Oak Park Road will be accomplished as a part of this area's development.

3. Soils and Geology

A. Existing Conditions: A "Preliminary Soils Investigation" was conducted by San Luis Engineering, Inc., on July 23, 1980, at which time three exploratory borings were drilled at various locations on the site. These borings ranged in depth from ten to thirty feet deep.

Generally the overlying soil is a gray silty sand that ranges from two to four feet. Beneath the gray silty sand in one boring was a high plasticity, greenish silt while in the other two borings the overlying soil was underlain by a gray to yellow sandstone.

There was no evidence that ground water was encountered in any of the three borings. However, since these borings were performed during the summer months, it is possible that a similar drainage situation as exists on the PVP property may be encountered.

The "Preliminary Soils Investigation" indicates that the soil which exists on the site is relatively firm and can be easily worked with standard earth moving equipment. However, prior to the start on any

design activity for development, a detailed soils investigation will be conducted and a complete soils report prepared. This final report shall summarize various test results such as additional soil borings taken, load bearing values determined, R-Values determined, cut and fill slope requirements and any additional pertinent information which would be important in the design and construction of the project. Proposed cross-lot drainage will significantly reduce the cut and fill activity needed on the site.

Site Geology has been addressed in the E.I.R., which was prepared by Chambers Consultants and Planners and states:

> Geology of significance is encompassed by two basic formations; namely, the Pliocene age Squire member of the Pismo Formation, and Recent age Alluvial deposits.
>
> The Pismo Foundation occupies more than 90 percent of the site and consists of gray-white and greenish-gray, poorly bedded, firm sandstone with occasional interbeds of siltstone and conglomerate. It is mantled by 2 to 4 feet of silty sand topsoil.
>
> The Alluvial deposits consist of silty and clayey sands derived from the weathering of bedrock materials. These deposits only occupy the lower elevations of the site, and are in turn underlain by the Pismo Formations.

B. Construction Considerations: The "Preliminary Soils Investigation" and the E.I.R. for the site indicate silty sand soil conditions existing on the project site. These soil conditions are subject to erosion which will be mitigated with proper design and construction procedures.

The Final Soils Report will identify the cut and fill slopes that should be utilized in design and construction of all improvements which include street construction, lot grading and retardation basins and cross-lot drainage.

Preliminary investigations indicate the presence of scattered rock on he project site. In areas where fill slopes will be constructed, some of the excavated rock will be utilized for erosion control. Erosion control by the use of natural rock will be accomplished by placing rock on the fill slopes in a single layer over the complete area of the slope.

Natural rock energy dissipators will be constructed at the outlet end of each storm drain line that conveys storm water to a natural drainage swale.

In the areas where cut slopes will be made during construction, at the conclusion of construction, the slopes remaining will be irrigated and planted with grasses that are native to the area to prevent erosion. Undeveloped, open space slopes will be left in natural grass conditions that prevail on the site presently.

4. Vegetation and Landscaping: Vegetation that exists on the site consists of annual rasses and scattered coast live oak trees. Generally all trees are outside of the proposed areas of construction and the design of improvements shall be conducted in a manner in which the existing trees will not be disturbed.

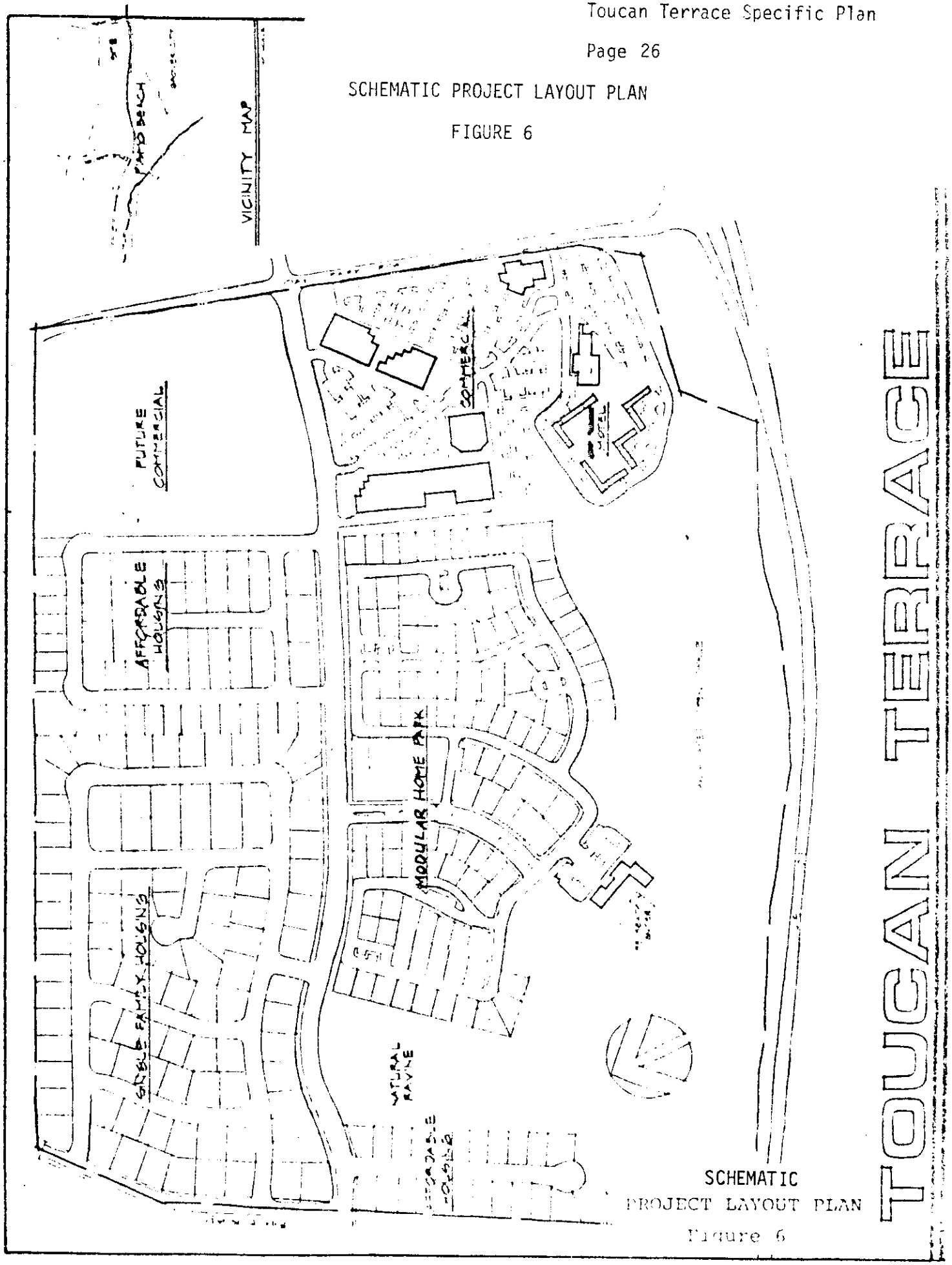
   The development plan does not propose any changes in the vegetation in the open space areas. However, a landscape and irrigation plan (see Appendix D) for the development in Areas 1 and 3 along Price Street will be prepared and submitted to the City for approval as a part of Phase Area I work.

5. Architectural Styles and Requirements: The manufactured home designs specifically established by this Specific Plan and described in Appendix C by manufacturers and model numbers, as well as the exterior improvements further described in Appendix C, will be the home designs submitted for installation on this site. Further clarification or additional model styles and exterior treatments may be permitted through the approval of a Conditional Use Permit for any specific phase of the development. Planning Commission approval for major modified designs not specifically incorporated herein shall be required as a part of Conditional Use Permit processing.

   The placement and building requirements for the manufactured home units shall meet the regulations as set forth for the City of Pismo Beach R-1 zoning, except as modified by this Specific Plan.

SCHEMATIC PROJECT LAYOUT PLAN

FIGURE 6



SCHEMATIC
PROJECT LAYOUT PLAN
Figure 6

SECTION III

PLANNED RESIDENTIAL CHARACTERISTICS

1. Manufactured Home Park (Lower Cost Housing): Toucan Terrace Manufactured Home Park will differ from the typical mobile home park by the fact that there will be no metal buildings allowed and each and every house will have a double garage, with the lot and home to be sold in fee simple. The developer proposes to install 5 model homes as demonstrators and will allow the buyers to select their own lot to place their choice of house with an elevation stylized to fit the buyers' taste. A judicious monitoring will be in effect to avoid duplicate floor plans in proximity to each other. This will hold true with elevation selection which necessarily will be extremely broad due to the fact that the homes will be setting on level lots to lots with 10 percent grade. To give the buyers further advantages over the ordinary subdivision, in some cases, the floor plan may be varied by the selection of practically any floor plan manufactured. Contrary to the ordinary mobile home park, the residential (front) setback of all homes will be minimum of 12½ feet with a minimum 20 foot long driveway to a double garage which will accommodate the parking of 2 cars on each lot in addition to other designated offstreet parking accommodations, to offset the no parking on streets. Corner lots may require special considerations for parking. Side yard setbacks will be a minimum of 5 feet, except as noted in Section I, Subsection 5.4 of this Specific Plan.

   All rear and side yards will be fenced by the developer. Due regard will be taken to accommodate surface drainage (see Section IV) by the installation of storm sewers as required by the City Engineer. In addition, every building will be equipped with gutters and downspouts.

   A Homeowners' Association will be set up to provide for the maintenance of the adjoining open space as well as their streets and recreation center. The Association shall be formed with a set of rules and bylaws that will be reviewed and approved by the City Attorney. These rules and bylaws (CC & R's) should also provide for parking controls, home additions, materials of construction and the like as well as the procedure for the CC & R's to be amended and refined by the owners themselves. Changes in the rules and bylaws, however, will be submitted to review and approval by the City of Pismo Beach. Said CC & R's shall include a provision that the City shall maintain the main water and sewer lines in the Manufactured Housing Park and the remaining water and sewer lines and streets shall be maintained by the Homeowerns' Association.

2. Manufactured Home Park Amenities: An architecturally pleasing recreation hall will be constructed on the knoll with a view of Pismo Beach and the Pacific Ocean. This building will be equipped with a kitchen to facilitate the enjoyment of bingo parties, luncheons, and other social activities. The center will also be equipped with a large jacuzzi and other recreational facilities as determined in the Conditional Use Permit processing for Phase Area I. Adjoining the recreation hall is a beautiful grove sheltered by stately oak trees wherein there shall be placed

Bar-B-Que and picnic facilities for the owners. As per the City's General Plan, no healthy, live oak trees will be removed where feasible. The amenities operated by the adjoining resort hotel may also be opened to the owners of the Manufactured Home Park for extremely nominal fees. These fees and the use program, as applicable, will be described in the CC & R's for the site.

The method of control and fee determination will be included as a part of the overall hotel plan.

3. Hotel Amenities: The hotel amenities may be made available to Toucan Terrace homeowners as the option of the hotel operators and will be established as a part of that project's Conditional Use Permit processing. **In addition, the open space buffer described along the freeway shall be maintained by the hotel operators.**

4. Lower Cost Housing: In the attempt to produce housing to come within what is called "lower cost housing", the developer proposes a program which combines the best of factory housing production and site construction techniques to lead to a cost effective and innovative subdivision. All of the proposed housing will be modern, 2 bath dwellings with many luxurious features, not found in lower cost housing tracts and will be sold in fee title.

The developer proposes to develop these plans for residential development in Areas 3 and 6. Area 3 is proposed to be constructed concurrently with the Manufactured Home Park. It is proposed to use the models from the Manufactured Home Park as demonstrators for the prospective buyers with a wide range of options available to the buyers. The methods described in the Manufactured Home Park Characteristics will be adapted for use on these lots. Due regard will be given to drainage, with gutters and downspouts on each house and due regard to surface drainage (see Section IV). The marketing of these houses will be primarily aimed to first home buyers.

4. Amenities (Areas 3 and 6): The amenities of a development are always an important consideration. However, it must be pointed out that in this development, the main thrust is lower cost housing and the desired target area is the young, first home buyer.

In an effort to approach the true spirit of "lower cost housing", the City will be looking at this development as an experiment in "no-frills" tract development. There is no proposal to build any tennis courts, swimming pools, or other similar amenities. In lieu of this, the homeowners of Toucan Terrace may be offered a membership in various recreational amenities at the adjoining resort hotel. The hotel may offer the use of a swimming pool, tennis courts, jacuzzi, sauna and other facilities to the homeowner in separate packages at an extremely nominal monthly fee that will allow him to select the recreation of his choice and enjoy it at considerably less cost than the usual homeowner's dues. In addition, the membership is not mandatory and may be used intermittently or not at all.

SECTION IV

PUBLIC SERVICES AND UTILITIES

1. Wastewater System

A. The wastewater system for the City of Pismo Beach consists of three main components: the collection system, the wastewater treatment plant and the effluent disposal system.

The collection system has been constructed in various stages as property development has occurred within the City and as a part of construction of various individual projects which were intended to upgrade existing facilities.

The original wastewater treatment plan for the City consisted of a septic tank in the downtown area and an ocean outfall line. In 1952 the existing treatment plant was constructed adjacent to Pismo Creek and in 1970 a new ocean outfall line was installed. During 1976-77, the capacity of the plant was increased to 1.2 mgd and current plans for the system propose a new force main which will be utilized to connect the treatment plant to the South San Luis Obispo County Sanitary District's new ocean outfall line and therefore the existing City outfall line would be eliminated.

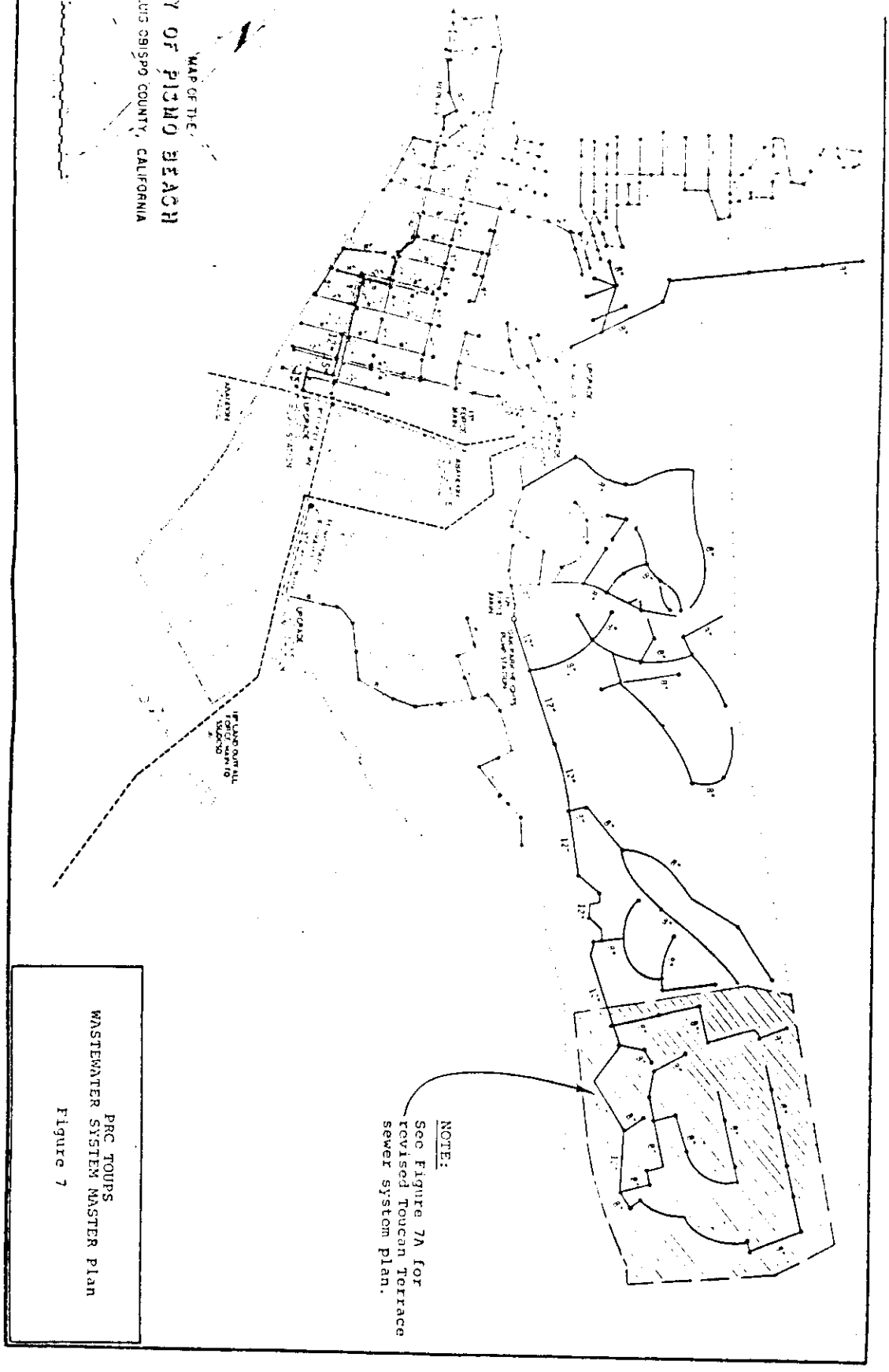
In August, 1982, the City of Pismo Beach had a Comprehensive Wastewater System Master Plan Report prepared by PRC Toups at which time the existing system was analyzed and proposed improvements were recommended.

As shown on the Wastewater System Map (see Figure 7), the portion of the existing collection system which would be the service point for the Toucan Terrace project is situated in Highland Drive immediately north of Five Cities Drive. The service point is a manhold at which the collection system line increases in size from 8 inches to 15 inches in diameter and carries the untreated sewage directly to the City's wastewater treatment plant.

B. Proposed Facilities: The Wastewater System Master Plan for the City of Pismo Beach has divided the City into seven service zones. The service zone which encompasses the Toucan Terrace project site is the Oak Park Heights Service Zone. The service zone includes all land within the City limits north of U.S. Highway 101 and east of Pismo Creek. Within this service zone are two proposed developments in addition to the Toucan Terrace project. These are the La Cumbra Del Norte and PVP developments which are situated to the west between the project site and Highland Drive.

WASTEWATER SYSTEM MASTER PLAN

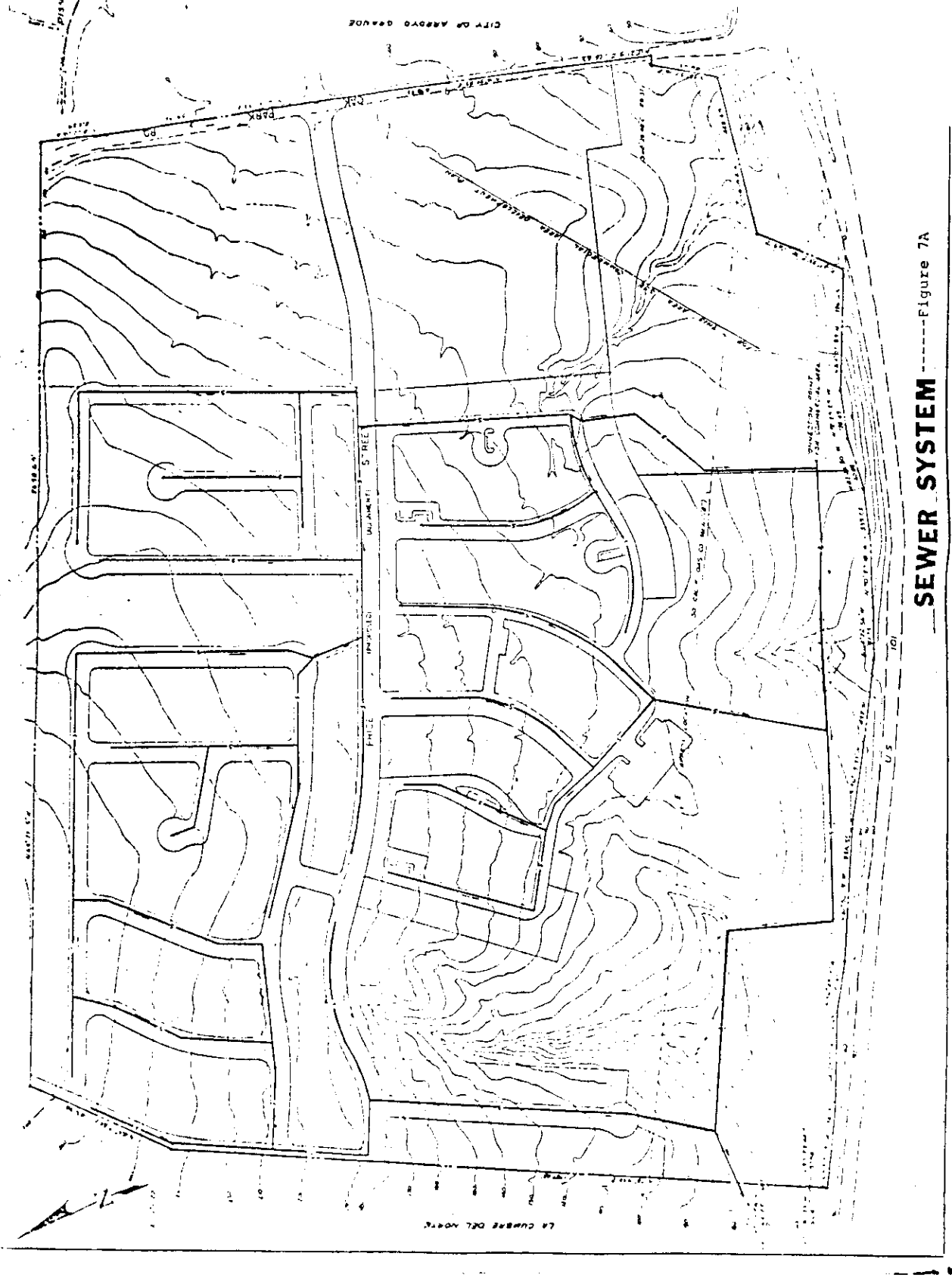
FIGURE 7



PRC TOUPS
WASTEWATER SYSTEM MASTER Plan
Figure 7

SEWER SYSTEM MASTER PLAN

FIGURE 7A



The proposed facilities which will be required to provide services to the Toucan Terrace project will also serve the PVP and La Cumbra Del Norte developments (see Figure 7). The proposed improvements will include a pump station in the PVP property approximately 1,000 feet east of the connection point in Highland Drive and a force main to convey the sewage from the pump station to the Highland Drive connection point, at which intersection the sewage would then flow by gravity to the wastewater treatment facility. East of the proposed pump station, the system will consist of a gravity main which will generally follow the contour of the lands. The gravity main as proposed in the PRC Toups master plan is 12 inches in diameter and will traverse through the PVP and La Cumbre Del Norte properties in the Price Street extension and extend into the project site. The 12 inch main will be continued into the interior of the Toucan Terrace site to a point at which the design flows will permit a smaller main to be installed with the minimum size being an 8 inch line (see Figure 7A). Payback provisions shall be established between this property and the PVP and Lenco/Chye properties should this property extend utility improvements across their property as a condition of development.

Actual line sizes for the interior collection system for the proposed project will be determined during the final design stage of the project plans in consultations with the City Engineer. Storm water will be dissipated on site by retention ponds and shall not be permitted to drain into the City's sewage treatment plant collection system.

All proposed sewer improvements will be designed and installed in accordance with the requirements set forth in the City of Pismo Beach Subdivision Regulations and the San Luis Obispo County Engineering Department Standard Improvement Specifications and Standard Drawings, as applicable or as otherwise required by the City Engineer.

Prior to plans for the construction of Phase I of the project, the City shall initiate expansion of the sewage treatment plant.

2. Water Systems

A. Existing Supplies: The City of Pismo Beach currently receives its domestic water supply from two sources, the Arroyo Grande Plain-Tri Cities Mesa Subarea Groundwater Basin and Lopez Reservoir.

Within the Arroyo Grande Plain-Tri Cities Mesa Subarea, the City of Pismo Beach owns four wells, Numbers 1, 2, 4 and 5. Of these, Well No. 5 is the newest, has the largest capacity and provides the best quality water. In recent years, Well No. 5 has provided all of the ground water used by the City primarily because of its newer and better condition and the quality of the water is much higher than from the other three wells. Recent negotiations between the various users of the groundwater basin have concluded with the City securing the use of not more than 700 acre feet on an annual basis.

The water which is supplied to the City of Pismo Beach from the Lopez Dam and Reservoir, which was constructed in 1969-70, is delivered through the Lopez Conduit System. Pismo Beach receives water at three locations from the system which are the El Portal, Vista Del Mar and Pismo turnouts. Total annual contractual allotments from the reservoir are 886 acre feet.

Additional, future water supplies which may be necessary could be derived from potential water development projects such as the State Water Project, the Nacimiento Project and wastewater reclamation. Estimates by the California State Department of Water Resources Project and the PRC Toups Master Water Plan indicate that there should not be a pumping overdraft or water quality degredation of the Tri Cities subarea basin groundwater supply before 1990.

B. Existing Facilities: In April, 1982, the City engaged the services of PRC Toups to prepare a Comprehensive Water System Master Plan Report. The report considered the following items which are relative to the development of the proposed project:

1. Inventory existing supplies and facilities.

2. Develop projected water demands.

3. Evaluate existing distribution facilities.

4. Develop a master plan of water system facilities.

5. Prepare a documentation report of the water system Master Plan.

The Master Water Plan considered the proposed developments in the Oak Park Heights Planning Area when analyzing the existing system and making recommendations for future expansion and upgrading.

The existing water distribution system facilities which are recommended to be utilized as a point of source and supply for the proposed Toucan Terrace project in addition to other developments, are located at the intersection of Highland Drive and Five Cities Drive.

These facilities, which have been master planned to serve the project area, consist of a 12 inch main which was installed under Highway 101 adjacent to the Southern Pacific Railroad Tracks. It was determined in the PRC Toups Water Master Plan that this line will be adequate for providing suction pressure to the proposed pump station which is recommended for installation at the intersection of Highland Drive and Five Cities Drive. No other facilities exist adjacent to the project area which could supply domestic water to the project area.

C. Proposed Facilities: The proposed water system facilities that would be installed to serve the Toucan Terrace Project consist of both off-site and on-site facilities. The City shall maintain (through easements) the main line water and sewer improvements; however, other utility lines (water and sewer) and roads will be the responsibility

of the homeowners' association for the Manufactured Home Park. Depending on the timing of developments of the PVP and La Cumbre Del Norte projects, most off-site improvements could be installed by those respective developments prior to the start of construction of the Toucan Terrace Project. Should these improvements not be constructed prior to applications for development, the property developers will be required to install these improvements (both on and off-site) with a "payback" arrangement for off-site line installations similar to the discussion under sewage facilities. These off-site improvements will consist of a pumping station in the vicinity of the Highland Drive and Five Cities Drive intersection, a 1.0 million gallon storage tank (Oak Park Reservoir 2) 1800 feet east of the project site including easements (Brisco property) and transmission lines through the PVP and La Cumbra Del Norte developments, or such other improvements as otherwise approved by the City Engineer. All proposed improvements and recommendations are contained in the PRC Toups Water Master Plan and will be reviewed and approved by the City Engineer.

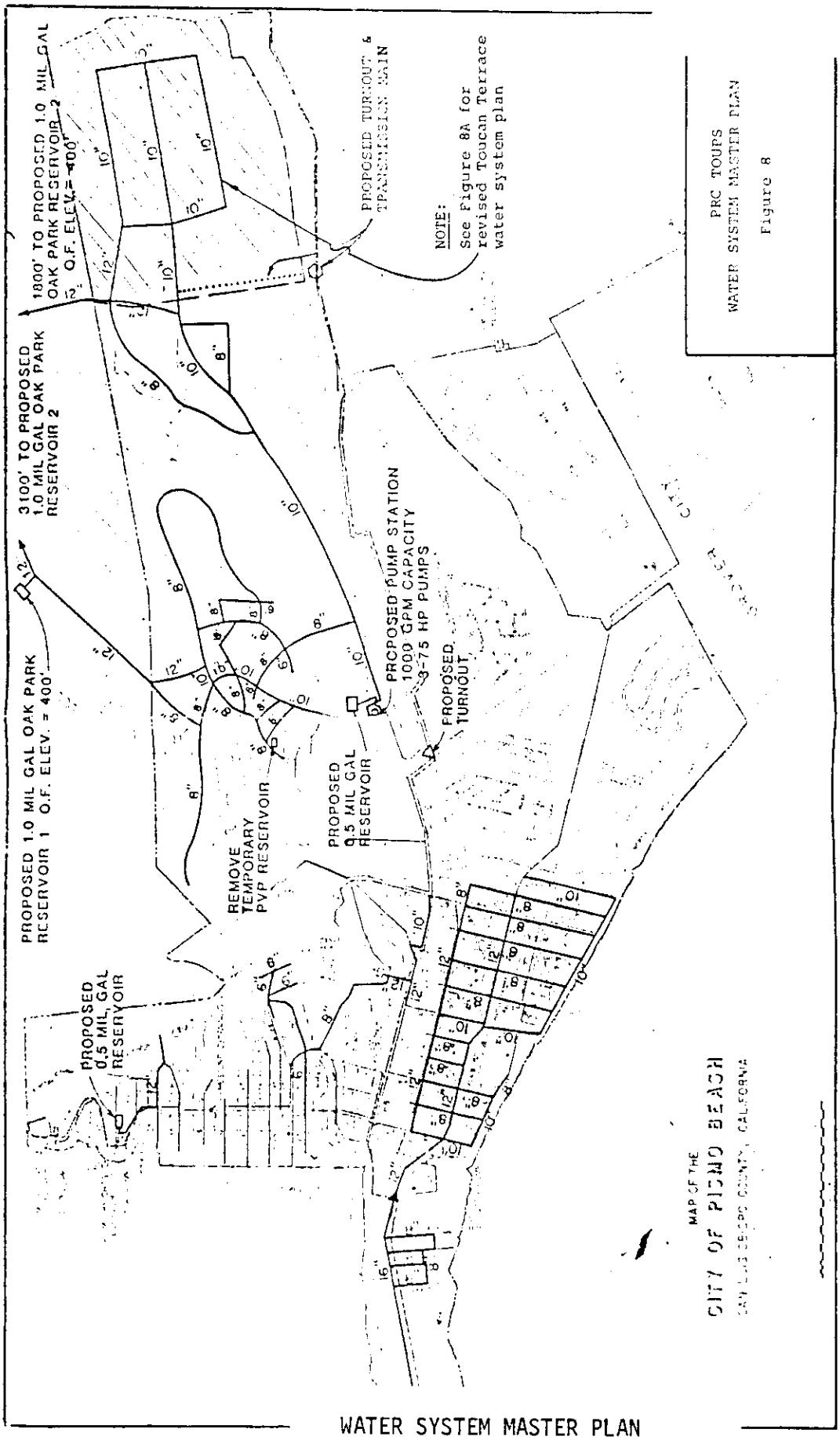
As an alternate to the proposed off-site improvements recommended in the Water Master Plan, the developer will investigate the possibility of installing an additional turnout in the Lopez Feeder Line. The turnout would be located south of the project area on the southerly side of U.S. Highway 101 in the vicinity of the prolongation of the west property line of the project site (see Figure 8).

The investigation of the alternative of constructing a new turnout and installing the transmission line to the proposed water storage will be accomplished in conjunction with the San Luis Obispo County Engineering Department and the City Engineer, provided the equivalent fire fighting capacities are maintained as required by the City. Their approval will be required on improvement plans prepared for such an alternative. The City Engineer shall present his recommendations on specific system improvements to the City Council for review and approval prior to recordation of Phase I of the project.

If the off-site improvements have not been installed prior to the development of the Toucan Terrace Project, then they will be installed as part of the project improvements with reimbursements being made to the Pismo Devco developer when the PVP and La Cumbre Del Norte Projects are initiated (see earlier discussion).

The on-site water system improvements (see Figure 8A) will consist of transmission mains, distribution lines, service lines, fire hydrants and appurtenances.

Water line sizes will vary from 6 inch to 12 inch with the final size designed on the basis of flow requirements which will be determined from approved development densities and land uses in consultation with the City Engineer.

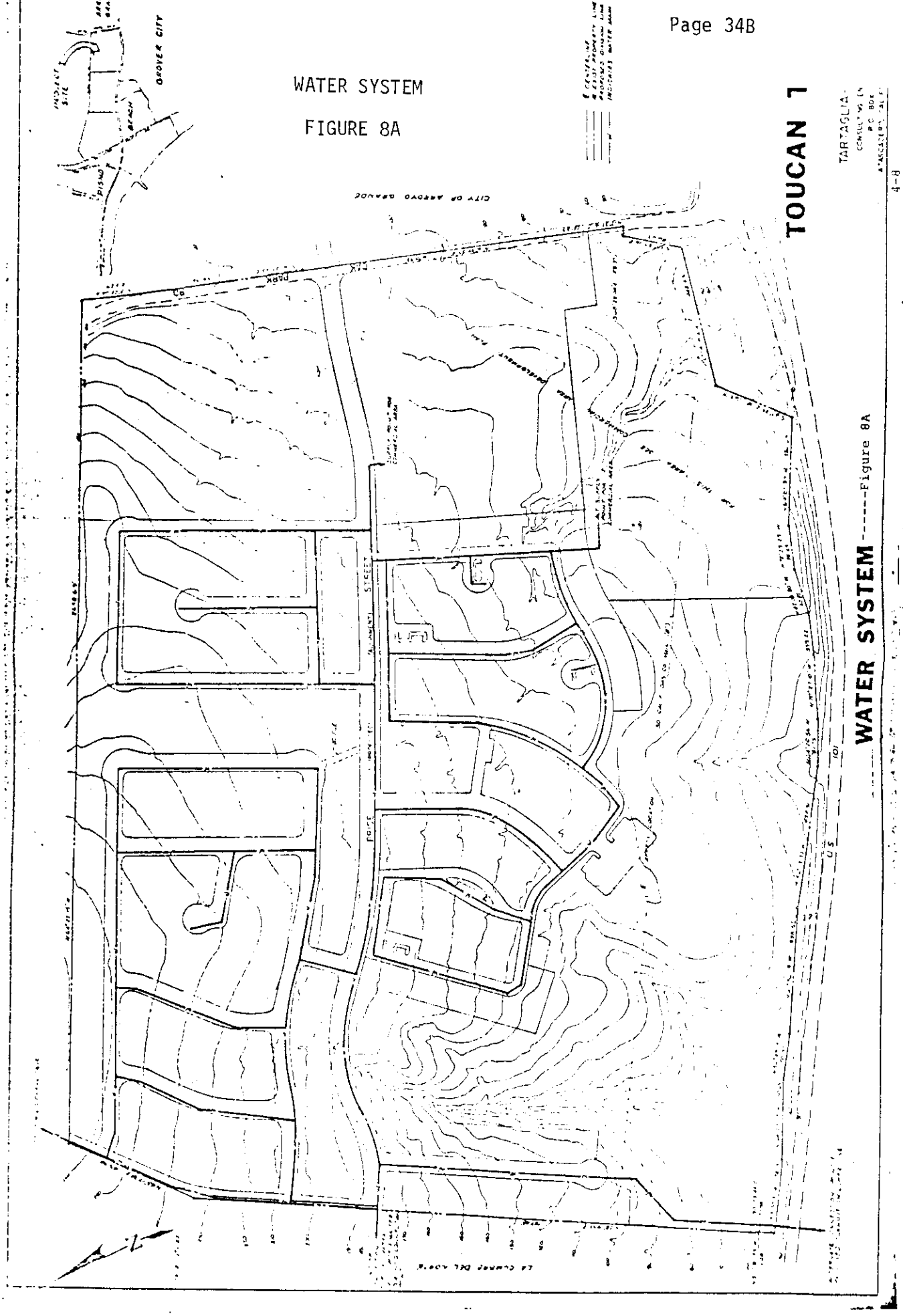


WATER SYSTEM MASTER PLAN

FIGURE 8

WATER SYSTEM

FIGURE 8A



Fire hydrant spacing, locations and fire flows used for design purposes shall be in accordance with the requirements of the City of Pismo Beach Fire Department.

All water system improvements will be designed and installed in accordance with the San Luis Obispo County Standard Improvement Specifications and Drawings, Pismo Beach Subdivision Regulations and Health Department requirements as set forth by the state and local agencies referred to above.

3. Unclassified Property at the Oak Park Road/U.S. 101 Intersection: The small property located at the Oak Park Road/U.S. Highway 101 intersection that is described as "not a part" of this Specific Plan (see Figure 1, Vicinity Map) must still be planned for and should logically be discussed in terms of public services as a part of this plan. Specifically, the Conditional Use Permit plans for the adjoining motel (R-4 zone) property should include appropriate provisions and/or conditions to permit the connection of water and wastewater services to this property. This connection will be done at the small property owner's expense when and if that property develops; however, the securing of easements and the like will ensure easy connection when development is anticipated and proposed. The City Engineer shall verify that the Toucan Terrace utility line layouts will accommodate service to this property. The City shall work with the owner(s) of the adjoining "not a part" parcel to develop these improvement plans and locations.

4. Solid Waste: The proposed Toucan Terrace project will be served by the South County Sanitation Company for the purposes of solid waste collection and disposal. Solid waste collection and disposal services are available on a routine basis or at varied times on special request. Solid waste is disposed of in the sanitary landfill at the Cold Canyon landfill site. Present capacity of the landfill is unknown although no limitations on service of the property were identified in the Environmental Impact Report for the site.

5. Police and Fire Protection:

   A. Police Protection: Police protection will be provided by the City of Pismo Beach Police Department. The station which would serve the Toucan Terrace development is located adjacent to the City Hall at 1000 Bello Street, approximately 2¼ miles from the project site.

   B. Fire Protection: The E.I.R. has suggested an expansion of existing firefighting facilities and equipment to mitigate inadequacies in the City's fire protection system. A method to accommodate this situation would be to charge a "fee" to each residential tract that would be built by the developers of this Specific Plan, PVP and La Cumbre Del Norte of the Oak Park Heights Planning Area. The fee would be determined in the same manner of an assessment fee in which "each would pay in accordance with the benefits derived." This program would be set up and administered by the City.

In lieu of an established fee program at the initiation of this project, the developers shall be required to provide one quarter (¼) of the "up-front" costs for the lease/purchase of a rapid response, highway capable fire engine, as determined by the Fire Chief. This cost will be spread to the respective properties in the Oak Park Heights Planning Area and the City, one quarter (¼) each. These fees will be collected from each parcel as they develop in the future (future subdivisions).

Water storage for fire flows for the development will be provided by the water storage tank master planned on the Brisco property east of the project site or as alternately proposed on the Kvidt property and will be connected to the City systems as shown on the Master Plan Water Facility Maps (see Figures 8 and 8A).

6. Storm Drainage

A. Existing Conditions: Storm water which originates on the project site and storm water from the adjacent properties is considered in six different areas (see Figure 9). The drainage areas as shown on the map have been determined utilizing the existing ground contours. Generally these drainage areas will remain substantially the same in size and configuration after the final project design is completed, since the natural slopes will be followed as closely as possible in an effort to minimize excavation and utilize contour building concepts.

The project site contains two main natural flow drainage channels which are located in Drainage Areas 1 and 3 and two smaller drainage channels which exist in Drainage Areas 2 and 4. These natural channels will be the principal means to convey the storm water across the site and into adjacent waterways.

B. Proposed Facilities: The storm drainage study for the site will be completed as a part of the final design of project improvements. The drainage study and design of the proposed improvements will be performed in accordance with the requirements of the San Luis Obispo County Standard Improvement Specifications and Drawings and the City of Pismo Beach Subdivision Requirements. As a part of the complete drainage study, the existing facilities in the U.S. Highway 101 right-of-way will also be analyzed in an effort to determine their capacities and to ensure that they are compatible with on-site drainage improvement design. Final review and approval of the drainage study and design recommendations shall be the responsibility of the City Engineer.

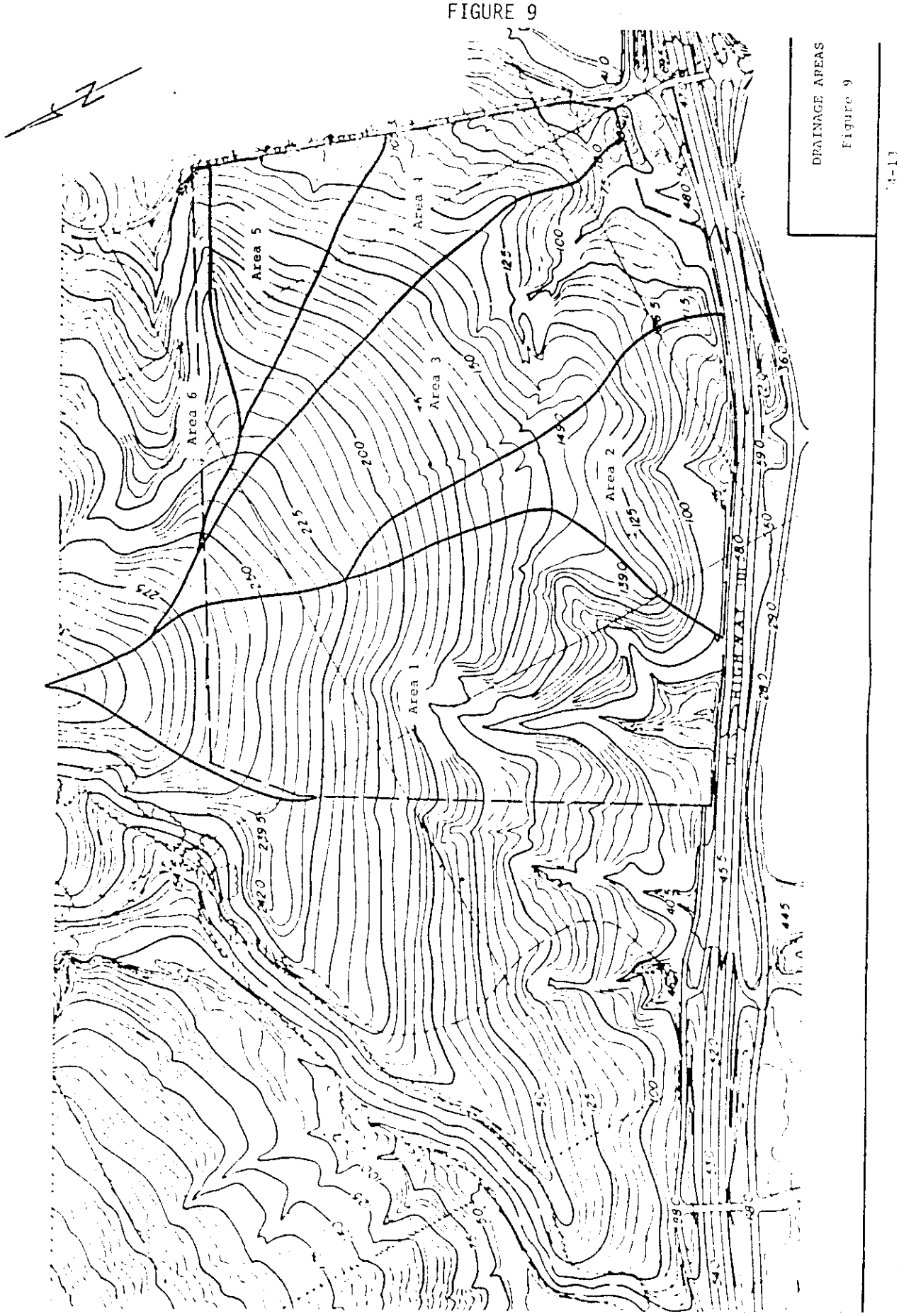
Site drainage will generally be accomplished by surface flow, the use of storm drain lines and the natural drainage channels (see Figure 9A). The installation of drainage structures and conduits will be included in project design to eliminate the possibility of sheet flow across streets in normal storm flow situations.

The E.I.R. recommends the installation of ponds for the purposes of providing stormwater retardation and desiltation facilities. These facilities would be located in the natural drainage channels in drainage areas 1, 2 and 3. These retention basins will be designed with due consideration of scenic views from U.S. Highway 101.

Due to the characteristics of the silty-sandy soil on the site, erosion and silt buildup in the retardation basins is a concern. Erosion control will be considered as an item of construction work and will be accomplished by the application of straw, planting of grass and the placement of natural stone rip rap on the excavation and embankment slopes of the project as discussed in Section II-3B.

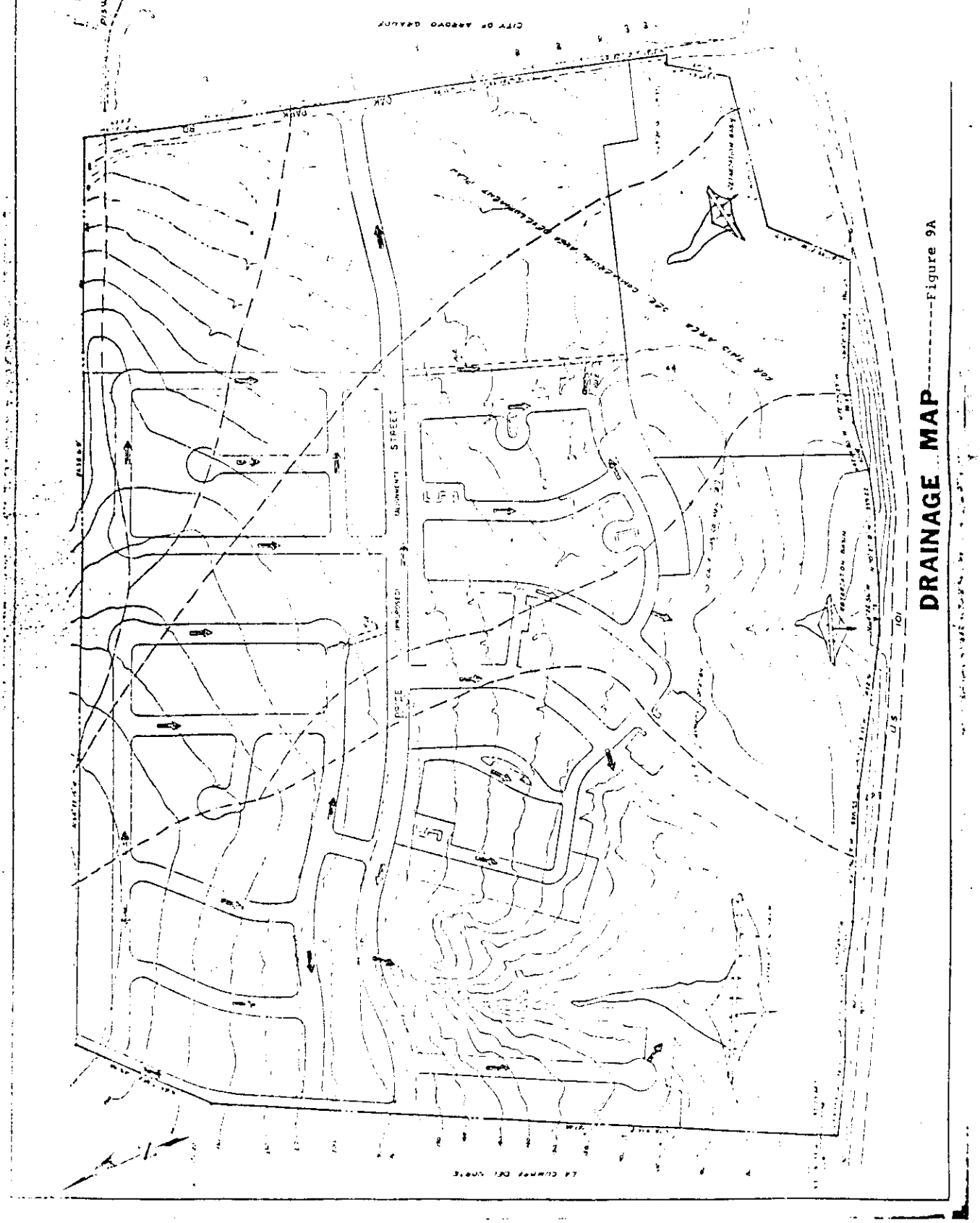
DRAINAGE AREAS

FIGURE 9



DRAINAGE MAP

FIGURE 9A



Generally the natural drainage channels in each drainage area will be utilized to convey the storm water away from the project site except in drainage Areas 5 and 6. In these two areas, drainage will occur in a southerly direction to Oak Park Road. Provisions for conveying the water across or along Oak Park Road will be incorporated in the plans for the widening of Oak Park Road as a part of the development of Phase I of the project.

7. Public Utilities: The project site does not contain any public utilities except for the Southern Counties Gal Company 8 inch gas main that crosses the site in a north-south direction. The effects of proposed project development in relation to the existing gas main will be analyzed and coordinated with the gas company. If conflicts do arise between the proposed developments and the gas main facility, then either the final designs will incorporate necessary changes or the gas main will be relocated depending on whichever solution is determined to the the best for all interested parties.

The Southern Counties Gas Company will not permit a local service to be connected to the existing 8 inch gas main. The source of gas service for the project will be provided by the main in Oak Park Road.

Other necessary utility services that will be provided by the local utility companies are telephone (Pacific Telephone Company), electricity (Pacific Gas and Electric Company) and cable television (Sonic Cable TV Company). Provisions for energy-efficient, decorative street lighting (other than the standard system) shall be incorporated into the project as a part of Phase I.

The procedure that will be utilized to coordinate all project utilities will be to provide "preliminary" plans to each utility company during the initial design stage of Phase I of the project and to request each company to submit their comments and system layouts to the design engineer. These designs and comments will be incorporated into the final project design. Final project plans will also be approved in part by each utility.

All utility design and installation will be performed in accordance with the requirements of each utility and the City of Pismo Beach Subdivision Regulations, including but not limited to City review of all utility undergrounding as required by the General Plan.

SECTION V

CIRCULATION CONDITIONS

1. Existing Traffic Conditions: Adjacent traffic facilities that will serve the proposed project consist of Highway 101 and Oak Park Boulevard. The State of California will not permit any access to Highway 101. Therefore the only adjacent traffic facility that will be affected by the proposed project will be Oak Park Boulevard which connects to State Highway 101 by means of a full interchange near the south westerly corner of the project site.

   The traffic conditions that currently exist on the adjacent roadways adjacent to the project site have been addressed in the E.I.R. prepared by Chambers Consultants and Planners and contains the following information:

   Oak Park Boulevard is currently developed as a two-lane roadway which extends over Highway 101 into Grover City.

   A diamond-type interchange exists on Oak Park Bouleverd at Highway 101. Daily traffic volumes vary from 3,400 north of Highway 101 to 9,000 south of Highway 101. James Way extends easterly of Oak Park Boulevard as a two-lane facility with daily traffic volume of 840.

   A frontage road, El Camino Real, exists on the southerly side of Highway 101 and is continuous from Pismo Beach to Arroyo Grande. On the north side of Highway 101 a frontage road extends easterly of Oak Park Boulevard. Highway 101 is a four-lane facility adjacent to the site and had a 1980 daily traffic volume of 31,000. All intersections in the area are STOP sign controlled.

2. Proposed Traffic considerations: Future local vehicular traffic will utilize the street system layout as shown on Figure 6 for circulation within and adjacent to the project area.

   The proposed street right-of-way widths as shown for the Manufactured Home Phase Area 1 have been determined based on City of Pismo Beach regulations and are 32 feet for the interior streets of the manufactured home park with on-street parking prohibited (Area 1) which includes a proposed 70 foot wide entrance street and center median island.

   All interior street right-of-way widths for the residential development in Area 3, 6 and 7 are proposed to be 40 feet (local streets) and 60 feet (collector streets) as required by the City's Subdivision Regulations and the City Engineer.

   Price Street, which traverses through the site in an east-west direction, is designated as an arterial street in the 1980-1995 General Plan. The designated right-of-way shall be 84 feet with 64 feet curb-to-curb paving (arterial street without center island).

Provisions for pedestrian traffic will be incorporated in the overall project design in accordance with current City subdivision standards, San Luis Obispo County Standard Specifications and Drawings and requirements set forth by the City Engineer.

The additional widening requirements for Oak Park Boulevard will also be determined utilizing criteria which will be provided by the City Engineer as a part of Phase I of site development.

In consideration of the design for the construction of Price Street and widening of Oak Park Boulevard, a separate traffic analysis has been made to determine the impact of future traffic that will be generated by the proposed project. This traffic analysis and recommendations are included in Appendix A of this Plan.

3. Pedestrian Traffic: Provisions for pedestrian traffic are a standard part of regular street design and are a requirements of the City's Subdivision Regulations.

4. Bicycle Paths: A bicycle path connection along Price Street shall be incorporated into Phase II of site development, pursuant to the City's General Plan. This path will be a Class I bike path, separated from vehicular traffic on Price Street.

5. Access to the Motel and Shopping Center: Due to the terrain of Oak Park Road, a single, joint access to the commercial areas south of Price Street shall be installed with a center divider island.

SECTION VI

DEVELOPMENT RELATED CONCERNS

1. Cultural Resources: A field survey was conducted to determine the existence of any cultural resources during the preparation of the E.I.R. by Chambers Consultants and Planners. It was determined that a possible prehistoric site existed and the site was designated as CA-SLO-1054.

   To determine the actual boundaries and depth of the site, a complete archaeological survey will be conducted by Robert O. Gibson, Archaeologist (see Appendix B). Construction in the area of the archaeological site (CA-SLO-1054) shall be prohibited until a complete archaeological survey has been conducted and appropriate mitigation measures are adopted by the Planning Commission.

2. Noise: In considering the development of the Tentative Tract Map for both the Manufactured Home Park (Area 1) and Affordable Housing units (Areas 3 and 6), efforts have been made to protect the health and welfare of the future resident, evident by the physical site layout.

   The City of Pismo Beach has adopted a Noise Element of the General Plan which shows noise/land use compatibility for: residential areas up to 60 dB Ldn, transient lodging up to 70 dB Ldn. The State of California has established that for new multi-family residential housing, the interior living space must be protected from the intrusion of exterior (outdoor) noise so that the levels from this source do not exceed a Community Noise Equivalent Level (CNEL) of 45 decibels.

   A. Existing Conditions: The assumptions for the existing conditions for this report shall reflect that data as documented in the published E.I.R. dated May 1982, for the Moreland Development Company by Chambers Consultants and Planners (see Figure 10).

   B. Conceptual Design Measures: The first option for reducing the impact of traffic noise on the outdoor space, as suggested in the above described E.I.R., has been particularly utilized as evidenced by the site plan; move the residential areas away from the roadway. For those areas that fall between U.S. Highway 101 and the 57 dB Ldn contour, the second option would be utilized; provide acoustical shielding between the roadway and outdoor areas of importance. To reduce the noise reaching the interior of the units, improvements in the exterior building shell materials and structure shall be implemented. Examples of such measure would be 2 X 6 stud construction with additional insulation within the cavity and also applied to the face as required, windows to be double glazed and closed and possibly other measures deemed necessary. The development of these residential units and various noise mitigation measures will be based upon an Acoustical Engineering Design Report to be prepared by the developers and submitted to the Community Development Department for review and approval prior to construction of units within the 57 to 60 dB range.

NOISE CONTOURS MAP

FIGURE 10

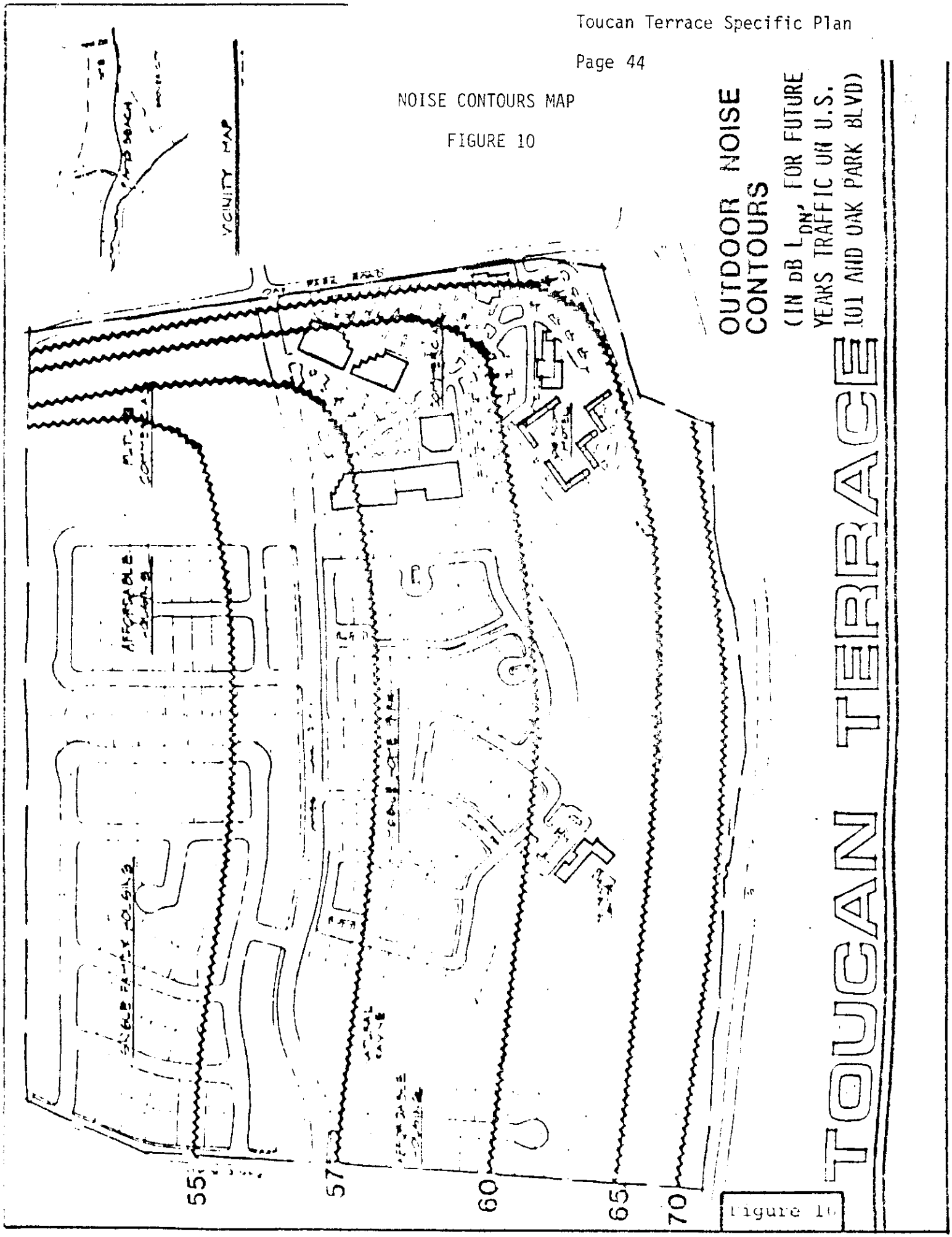


Figure 10

3. Open Space: Over 32 acres of this proposed development has been set aside as Open Space. This land for the most part is a gently sloping terrain stretching from the development to U.S. Highway 101 with one deep natural ravine that divides the 26 homes (Area 3) from the Manufactured Home Park. The sloping area is spotted with oaks and the ravine abounds with wooded glens along with many spectacular settings which includes caves.

   This Open Space area provides an ideal park type setting within the project while retaining the natural beauty of the local area.

   Open Space designation (OS-1) in the Zoning Ordinance states:

   > "It is the intent of this subzone to provide natural open space with a minimum of man-made structures and changes to the natural slope, fauna and/or flora."

   The requirements set forth for OS-1 blend extremely well with the project development plan.

   Since the soil is extremely vulnerable to erosion, the developer will limit construction activity in the steeper slopes of the Open Space area to improvements consisting only of a picnic area, walkways and retardation ponds.

   In this manner, the open space will be limited to visual enjoyment by the general public and place the onus of managing and maintaining this space by the immediate adjoining properties, namely the Manufactured Home Park Homeowners Association.

4. Visual: The travelers on the 101 Highway both north and southbound, will have a panoramic view of Toucan Terrace dominated by two knolls fronting on the highway. Special architectural attention should be paid to the buildings on these two knolls, one of which will be the restaurant of the hotel and the other is a recreation facility of the Manufactured Home Park. The beautiful open space stretching from the knolls to the highway will be left in its natural state for the enjoyment of the passersby. The site is extremely visible from U.S. Highway 101 and thereby special attention to unit design and landscaping must be made during all levels of project review in this site.

5. Residential Building Concerns

   A. Solar Heating: Pismo Devco has given attention to the use of Solar Energy on this project. Bearing in mind that this is an affordable housing project and taking into consideration that the Pismo Beach climate does not lend itself to the use of Solar Energy as well as does some areas and after due consideration, it has been determined that each and every house of the affordable homes will be plumbed and wired for the easy installation of solar panels to facilitate the buyer arranging for the use of solar energy at his own option.

   B. Energy Conservation: It is customary in manufactured homes to use oversized 2 x 6 exterior walls with R-19 fiberglass insulation plus R-22 in the ceiling. In addition, there are automatic Day/Night Dual Set Thermostats to control heat use. To conserve water, the installation of

water restrictor shower heads and faucets as well as water saving toilets will be incorporated into the residential units. To restrict heat loss from the water heaters, insulation jackets will be installed. Installation of these features will be reviewed at the time of phase construction.

C. Contour Building: Most cities, including Pismo Beach, are requesting that the developers "contour build" the subdivisions instead of using the old method of creating step-down pads. Contour building is almost universally used in the east and was only replaced in the west in the early 1940's and needless to say, each method has certain merits. The main objection to contour building is a cross drainage of the lots. This disadvantage can and will be addressed by the developer by the judicious placement of garages on the upside or downside of the lot, plus occasional drainage swales to forstall any buildup of a substantial amount of water. Also, all houses will be equipped with gutters and downspouts to channel the water in the desired direction.

The development and placement of each lot, including the residential unit, will be treated as an individual situation under the close supervision of the developer. At the time of unit and lot selection, plans shall be submitted to the Community Development Department for review and zoning clearance approval prior to construction. These plans shall include specific architectural and grading/drainage provisions as highlighted in this plan for review, in addition to other information required at the hearings.

D. Unit Designs: Although there is no particular architectural theme proposed, generally, all buildings will be specially designed so as to create interest in the house designs and diversity in the subdivision. Appendix C, Exterior Treatment, describes several unit floor plans and exterior designs that are to be approved as a part of this Specific Plan. It is evident at this time that the developer may wish to deviate from the described architectural treatments. In this event, it will be the responsibility of the Community Development Department to evaluate the modified unit designs proposed and determine their consistency with the overall subdivision layout. In the event that it is felt that the modified units appear to be a major modification to the previously approved subdivision design, the proposed units may be reviewed by the Planning Commission for consistency with previously approved units.

E. Zoning Standards: All setbacks, heights, lot coverages, etc., identified in the City's Zoning Regulations, shall be applicable to each zone respectively, with the single exception of yard setbacks in the Manufactured Home Park (Area 1).

In Area 1, residential unit areas shall have a minimum front yard setback of 12½ feet with a minimum 20 foot setback to any garage unit, with the exception of 5 foot setbacks on corner lots (see Section I.5). Otherwise the R-1 standards for the Manufactured Home Park shall be applicable. Additionally, adequate off-street guest parking shall be provided.

6. Major Shopping Center: All development in these areas (Areas 4 and 5) shall be designed primarily in the theme of a mall and shall meet the standard C-1 zoning standards for parking, setbacks, etc. This area should be connected (bicycle and pedestrian) to the other development areas of the site with special attention given to a safe and convenient pedestrian connection between the two commercial areas.

   Design of the commercial facility should be compatible with the adjoining residential areas and shall be reviewed as a separate development permit application subsequent to this specific plan. Vehicular access to Oak Park Road and Price Street should be limited to the fewest number of entrances and exits necessary for adequate ingress and egress to the sites.

7. Proposed Resort Hotel: The resort hotel is designed to fulfill a gap in the type of tourist facilities not generally available in the South San Luis Obispo County area. Most local tourist facilities only offer the basic needs for guests which is generally dictated by lack of space to permit larger scale operations.

   As this proposed project will eventually encompass some twelve (12) acres, it is possible to provide a facility which has many amenities for guests that are presently not available. These amenities will include, but are not limited to, pool/spa areas, tennis courts, putting green, shuffleboards, defined jogging trails, gift shop, indoor or outdoor weddings, and possibly a future health spa/racquetball area. The hotel owners may cooperate with the developer of the residential areas of the development to provide opportunities to use these facilities as well as the motel guests. A nominal yearly fee to defray a part of the maintenance costs may be charged.

   The architecture being developed for the complex is following traditional Spanish lines with heavy stucco exterior walls and mission type roof tiles. Also an extensive use of colored ceramic tiles and massive wood beams will prevail throughout the buildings. The service facilities will include dining room, lounge, convention/ conference site, executive conference/ dining, and an upstairs gift shop. All designs are being developed to provide guests with pleasant garden type settings with lush landscaping areas. Where possible, decorative light standards (cast column/ arm type with four (4) globe mountings) will be utilized and security type quartz vapor will be located to provide adequate night visibility while care will be taken as to direction and area coverage.

   The hotel units are proposed to be designed with quiet elegance in mind. Stained glass lamps, ceramic tiles and tasteful wall coverings will greatly enhance this effect. Normal units will be approximately 400 square feet and two (2) hospitality suites will compliment the executive dining/ conference facility. Two (2) to three (3) penthouses are being designed to serve those that desire this type of view and privacy.

   Parking will meet or exceed the City requirements for the proposed hotel and accessory uses. All parking areas shall contain landscaped buffers/ planters with associated automatic irrigation.

The general landscaping theme will follow the use of hardy evergreens (Monterey and Italian cypress) and ground cover junipers with judicious location of palm tree placements. Types and locations are reflected on the site plan, but it is intentioned that the complex landscaping be compatible and harmonious with what one could expect to find in a typical Spanish/Mediterranean hotel. The noted fountain area will be profusely landscaped and will include extensive use of annual and perennial flowering plants.

The hotel related facilities shall meet the standard requirements for the R-4 zone.

As the main complex is located several hundred feet from Oak Park Road, the entrance will be well defined and landscaped to eliminate any confusion to a guest. Open space areas will be provided between the complex and the freeway as required by the General Plan (see Land Use Map, Figure 4). Oak tree areas shall also be left in open space. The hotel and the regional commercial shopping center will add to rather than decrease the City revenues due to bed tax revenues, and sales tax increase.

8. Growth Management Consistency: As proposed, this project involves the construction of the following residential units:

Phase Area I, Area 1	Manufactured Home Park	123 units
Phase Area I, Area 3	Single Family Housing	23 units
Phase Area II, Area 6	Single Family Housing	64 units
Phase Area II, Area 7	Single Family Housing	94 units
Total units proposed		304 units

This is consistent with the General Plan, which sets a maximum density of 304 residential units for this area.

The applicants have proposed Areas 1, 3 and 6 to be "lower cost" housing units that, among other things, would be exempted from unit allocations pursuant to the Growth Management Ordinance. Area 7 is proposed to be custom built single family residences on larger lots and will require the securing of Growth Management Unit Allotments prior to recordation of those 94 lots.

SECTION VII

LOWER COST HOUSING CRITERIA

The project developers have proposed that Phase Areas 1, 3 and 6 (210 detached, single family residential units) be constructed under the "affordable" housing exemption provided for in the City's Growth Management Ordinance. The developers have proposed that the concept of lower cost housing be used in the development of this property. In order to qualify as "affordable" housing units, the City must establish the following criteria for which each unit shall adhere in order to be determined "affordable". In establishing these criteria, the City finds that Lower Cost Housing is a form of housing that qualifies under the "affordable" housing exemptions.

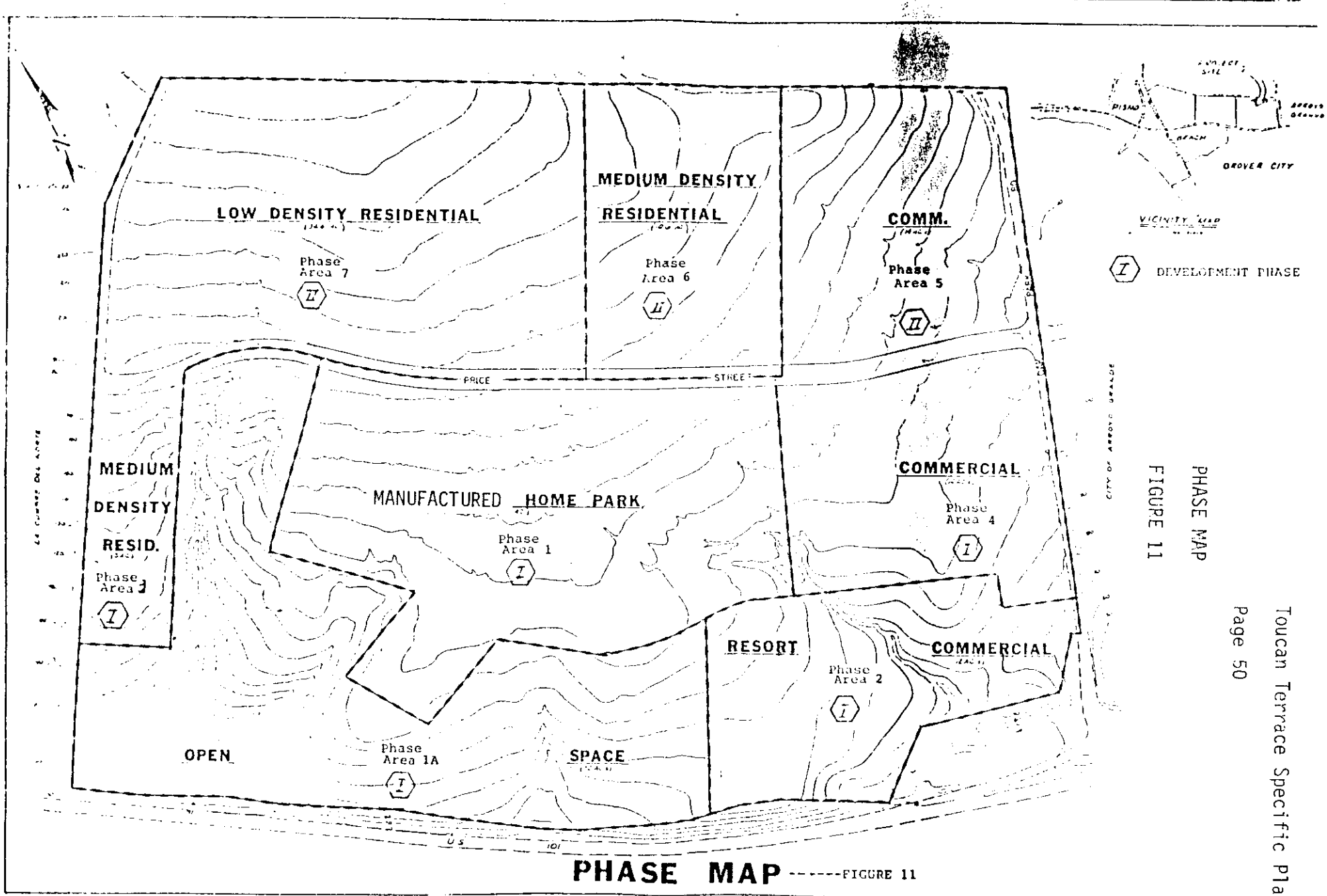
At the present time, the City of Pismo Beach has dealt with "affordable" housing on a case by case basis. Typically, rental housing has been the exclusive form of "affordable" housing constructed in the City. To date, no housing projects have been pursued in Pismo Beach that have established strict criteria for fee ownership of "affordable" housing.

Phase Areas 1, 3 and 6 of the Toucan Terrace project represent 206 units of Lower Cost Housing. This will be housing that will be made available for fee title ownership based on the following criteria as set forth in the Mortgage Subsidy Act of 1980.

> Purchase Price: The purchase price of each residence must not exceed 110 percent of the average area purchase price of homes in the Standard Metropolitan Statistical Area ("SMSA"). The Department of Treasury has issued "safe harbor" purchase price numbers which are the figures generally utilized in determining the average area purchase price. According to current "safe harbor" figures, the average area purchase price in San Luis Obispo County is $81,700 for homes not previously occupied. It is expected that an average area purchase price study will be done which will increase these figures.

Based on these standards, a ceiling price of $89,870 will be established for all homes in Phase Areas 1, 3 and 6. No homes in these areas shall be permitted to be sold for a higher price and maintain Growth Management Ordinance Unit Allocation Exemptions.

It is conceivable that in the future, this base index method could rise or fall, dependent on this area's economy. Should this occur, it will be possible to adjust the sales price ceilings up or down as appropriate through an amendment to this specific plan.



PHASE MAP ------FIGURE 11

PHASE MAP

FIGURE 11

SECTION VIII

SUMMARY OF SPECIFIC PLAN REQUIREMENTS

The preceding description must be taken as a whole and development in the project area must be consistent with all aspects of this Specific Plan. Following is a list of the requirements for Toucan Terrace:

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

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

3. The Toucan Terrace site shall be constructed in phases; Phase I (Phase Areas 1 and 3) comprising 146 units are the first residential phase (see section on unit allocations). Also in Phase I, but as separate developments, the Commercial Center (Area 4) and the resort hotel (Area 2) will be constructed per the standards herein. Separate Conditional Use Permits or Development Permits will be required for each separate but integral part of the Specific Plan Area. Project Development Plans will include:

- Street construction; on-site and off-site
- Water distribution system; on-site and off-site
- Water storage facility ; off-site
- Water transmission main; on-site and off-site
- Wastewater collection system; on-site and off-site
- Wastewater transmission line and pumping facilities; on-site and off-site
- Landscape and irrigation plans
- Utility installation plans
- Drainage facilities; on-site.

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

5. Approval of this Specific Plan will precede approval of the Tentative Tract Map for each phase of the development, as applicable.

6. Project Development plans shall be submitted concurrently with the review of the Tentative Tract Map for each phase of the development, or in the event that no tract map is required, Development Plans will be processed expeditiously.

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

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

- City of Pismo Beach
- Pacific Telephone Company
- Pacific Gas and Electric Company
- Southern California Gas Company
- San Luis Obispo County for alternate turnout for water supply if feasible and for water tanks and lines in County areas.

9. If Pismo Devco precedes either PVP or La Cumbre Del Norte, the City of Pismo Beach will determine a method to be utilized for reimbursement of initial facilities costs.

10. Affordable housing units, as defined and delineated herein, shall be developed consistent with the criteria established in Section VII.

11. The procedure for selection and construction of any residential unit will include a review by the Community Development Department of the unit selection. The City shall issue Zone Clearance for the unit based upon the provisions of this plan (see following requirements).

12. House plans which deviate significantly from the styles approved in the Specific Plan shall be reviewed by the Planning Commission for consistency with this Specific Plan.

13. Phase Areas 4 and 5 shall be developed as a Major Commercial Shopping Center. This area will service the South County Area and will be developed as a pedestrian mall consistent with the specific provisions of this plan.

14. Phase Area 2 shall be developed as a resort hotel with meeting facilities, restaurant and recreational facilities. These recreational facilities may be made available to the housing development at a nominal fee. (See detailed discussion in Plan).

15. All phases of the project will be designed to fit the natural terrain.

16. Drainage and erosion control facilities shall be designed within all phases of the development.

17. Landscaping and automatic irrigation plans 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. Portions of the natural open space should be landscaped with native or compatible plant materials. Installation of modular units as proposed by this Specific Plan are intended to achieve the following: (see specifics in Section VII)

a. "Affordable" housing relative to typical house costs in Pismo Beach and in the area.
b. To provide flexible housing arrangements within the context of R-1 type housing.
c. Experimentation with typical recreational amenities, as a part of tract development.
d. Sale in fee title of each lot will go with each unit.

18. Development of all phases shall meet the requirements and standards defined in Section III of the Specific Plan. Any deviations from these standards shall require an amendment to this Specific Plan.

19. Public facilities such as necessary Fire Fighting facilities and equipment and Police manpower and equipment will be provided in the first phase of the development with provisions for payback to the developer when adjoining properties in Oak Park Heights develop.

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

21. The widening of Oak Park Blvd. to accommodate the projected traffic shall be accomplished as a part of Phase 1 of the site development.

22. A Class II bike path will be provided along the Price Street extension.

23. Construction of a joint access point off Oak Park Road to the hotel and Shopping Center south of Price Street will be installed to mitigate traffic hazards and congestion on Oak Park Rd.

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

25. Roads, water lines and sewer lines will be maintained by the Homeowners' Association for the Manufactured Home Park (as reflected in the CC & R's for the project), except that the main water and sewer lines in this area shall be the responsibility of the City through an easement acceptable to the City Engineer.

APPENDIX 1-A

Traffic Analysis Report

Appendix A

Traffic Analysis Report

TOUCAN TERRACE

DEVELOPMENT PROJECT - PISMO BEACH, CA.

TRAFFIC IMPACT ANALYSIS

PROJECT NO. 83-11

March 7, 1983

SUBMITTED TO:

Mr. Robert Tartaglia
Tartaglia-Hughes Engineers
Atascadero, CA 93422
for
Mr. William Barnett
Pismo Development Company

SUBMITTED BY:

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CHAPTER 1

SUMMARY AND RECOMMENDATIONS

1.1 REPORT SUMMARY

The Toucan Terrace Development Project will occupy a 150 acre site at the north west corner of the intersection of Oak Park Boulevard and Highway 101 in the City of Pismo Beach. A total of 192 residential units, 123 mobile home lots, 28 acres of commercial property and 12 acres of a planned motel and convention complex, are scheduled for the site.

Access to the property will be from Highway 101 or local streets via Oak Park Boulevard which is adjacent to the site. The major road through the project, Price Street, may someday be extended to provide another alternate access.

Average weekday vehicle trip ends (AWVTE) for the proposed project are as follows:

Residential	1920	AWVTE
Mobile Home Park	660	AWVTE
Commercial Property	8590	AWVTE
Motel and Convention Complex	1080	AWVTE
TOTAL DEVELOPMENT	12,250	AWVTE

Virtually all of these trips would be directed toward Oak Park Boulevard and Highway 101.

Price Street and Oak Park Boulevard will have a high level of service when developed to four lane facilities. Oak Park Freeway overcrossing would have a reduced level of service approaching capacity. This overcrossing currently operates at level of service A and would be reduced to C-D due to this project.

It would appear that traffic signalization may already be warranted at the 101 off-ramps and Oak Park Boulevard. This should be determined as soon as possible. However, a complete traffic analysis of the interchange is beyond the scope of this report.

An analysis was done however, indicating that traffic from this project would seriously impact the capacity of Oak Park and 101 southbound ramps if signal were installed.

The internal circulation patterns for the proposed development are adequate in general, with minor exceptions as noted in the report.

1.2 CONCLUSIONS

It is my conclusion that traffic generated from this proposed 150 acre development will significantly impact Oak Park Boulevard. This traffic can be accomodated if Oak Park is improved to four lanes with left turn pockets. There will be an impact on Highway 101 and the associated interchange.

The capacity of the overcrossing will be brought down to level of service C-D. While it is very likely that traffic signalization is needed now at the freeway ramps, it will definitely be required when this project is fully developed.

When signalized, the traffic from this project will seriously impact the intersection capacity of Oak Park Boulevard and 101 southbound ramps reducing the level of service to D-E. This will put this intersection at or near capacity. Only a widening of the overcrossing to four lanes or a reduction of the commercial area planned for this development will solve this problem.

1.3 RECOMMENDATIONS

Mitigation measures for construction of the total development are as follows:

1. Construct Price Street to a standard as required by the City. This is currently the designation as an arterial by the Pismo Circulation Plan. However, traffic generated by this project can be accomodated by a two lane facility. Additional study of cumulative traffic impacts due to other adjacent developments should be done to determine right of way and street section. Parking should not be permitted on this street.

2. Construct one-half of Oak Park Boulevard along the frontage of this project to arterial standards as development occurs.

3. Contribute to the cost of traffic signal construction at the intersections of Oak Park Boulevard and Highway 101 on/off-ramps.

4. Have additional traffic analysis performed when more detailed plans are available on the commercial property and motel/convention complex, regarding ingress and egress interior circulation and driveway locations.

5. Oak Park Boulevard crossing over 101 will need to be widened to accomodate four lanes of traffic plus left turn lanes. Or the project's commercial area will have to be scaled down to reduce traffic.

6. If transit service exists in the area, encourage extension of bus service to the project site. Also provide convenient bus stops and shelters.

CHAPTER 2

EXISTING CONDITIONS

2.1 GENERAL

This report is an analysis of the traffic impacts of the Toucan Terrace Development Project proposed for construction in the City of Pismo Beach, California. The report includes a projection of the number of daily and peak hour vehicle trips to and from the development, a distribution of these trips onto the existing street system, a determination of project related impacts, and a discussion of mitigation measures which will minimize these impacts.

The proposed project will occupy a 150 acre site at the northwest corner of the intersection of Oak Park Boulevard and U.S. 101. The project would include a 123 lot mobile home park, 192 single family homes, 14 acres of developed commercial property and another 14 acres of "future" commercial area. A motel and convention complex is planned on 12 acres of the site. The remainder of the site will be landscaped open space. A vicinity map is shown as Figure 1. A Master Plan for the total development is shown in Figure 2.

Although the residential, mobile home and commercial elements of this development plan will most likely be phased, this report will address the total cumulative impact of this project at ultimate buildout of the 150 acre site.

The term "study area" used in this report refers to the transportation corridor of a portion of Price Street in Pismo Beach, Oak Park Boulevard and the Highway 101 interchange.

For purposes of this report all street directions are referenced off U.S. 101 as being North-South. Therefore, Oak Park Boulevard is referenced as an East-West street while actually being northeast to southwest.

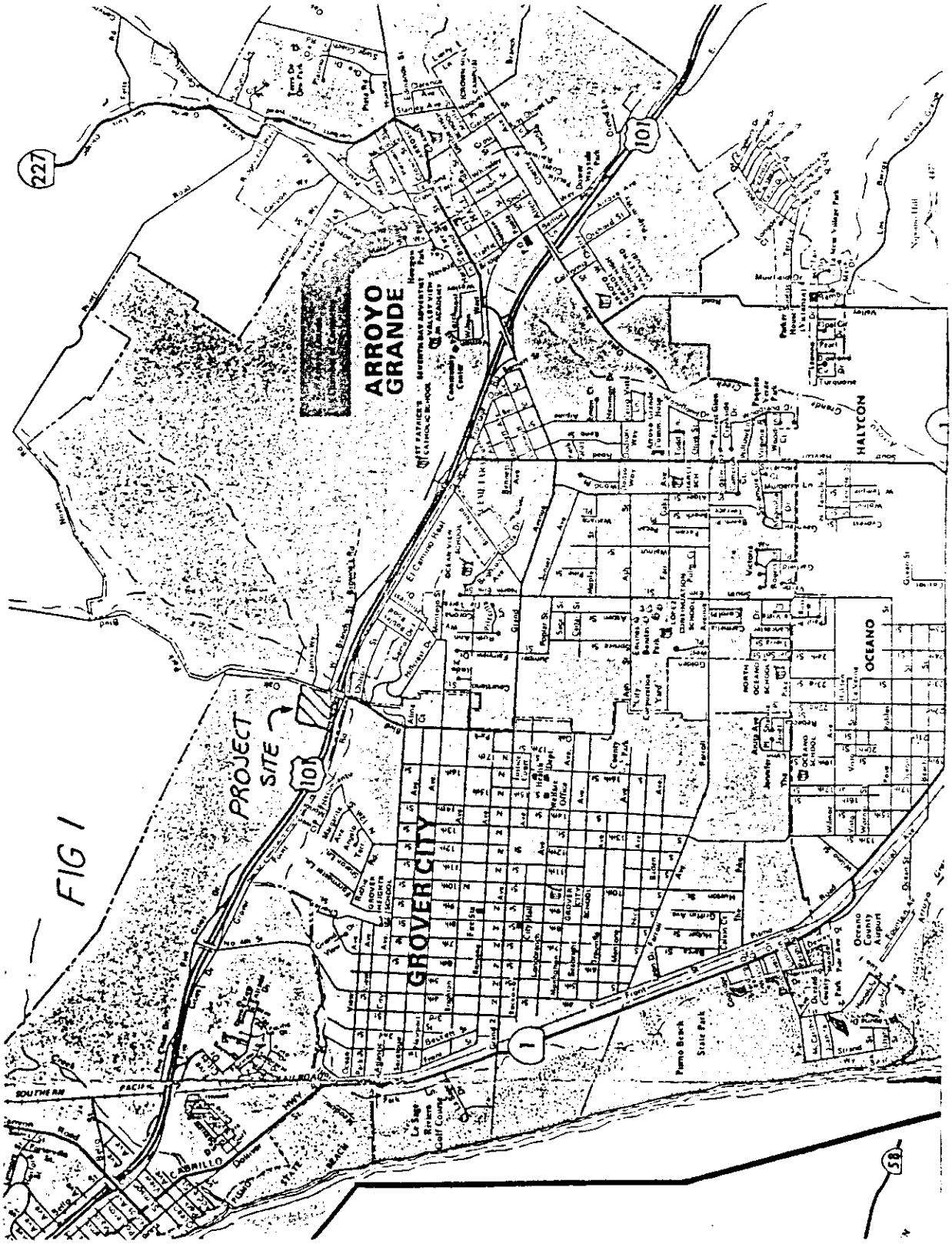
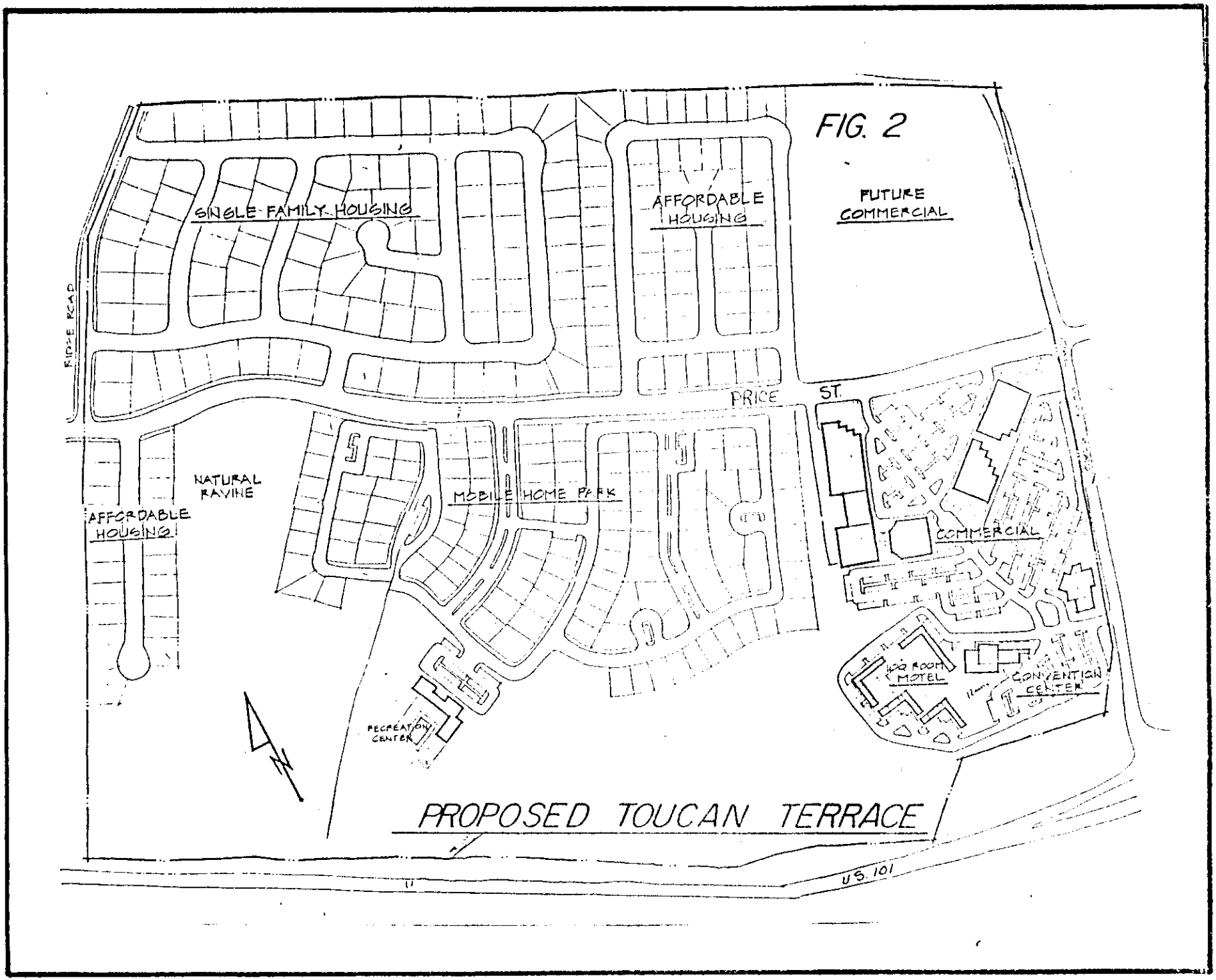

ARROYO GRANDE
GROVER CITY
PROJECT SITE
HALCYON
OCEANO
227
101
1
58

FIG 1


FIG. 2
SINGLE FAMILY HOUSING
AFFORDABLE HOUSING
FUTURE COMMERCIAL
RIDGE ROAD
PRICE ST.
NATURAL RAVINE
MOBILE HOME PARK
AFFORDABLE HOUSING
COMMERCIAL
100 ROOM MOTEL
CONVENTION CENTER
RECREATION CENTER
PROPOSED TOUCAN TERRACE
U.S. 101

2.2 CONTIGUOUS STREETS AND ACCESS

Highway 101, a four lane freeway connecting Northern and Southern California coastal areas is located immediately west of the project site. Access to the project is via Oak Park Boulevard which borders boundary of this project, and crosses over Highway 101. There is a diamond interchange at this location.

Access to the project for non-freeway traffic is also via Oak Park Boulevard freeway overcrossing.

Oak Park Boulevard is classified as an Arterial Street in the City of Pismo Beach Circulation Plan. It is currently a two-lane, two-way road with minimal left turn channelization.

Alternate access will eventually be provided to this site via the proposed "Price Street". This is an arterial which would run north-south through the project. This street is shown on a map of the Pismo Beach Circulation Plan, Figure 3. This proposed project would construct the first leg of this street in Pismo Beach.

Since the only road currently serving this project is Oak Park Boulevard, all traffic from the project will be distributed to this street when assessing the impacts of the project. However, when Price Street is extended, some traffic will use that alternate route.

2.3 TRAFFIC DATA

The majority of the date included in this report came from data gathered by the author. Manual turning counts were taken on March 3, 1983 during the p.m. peak hour of 4:45 - 5:45.

Some data was obtained for this report from the Seascape Village, Oak Park Heights Environmental Impact Report completed in mid-1982.

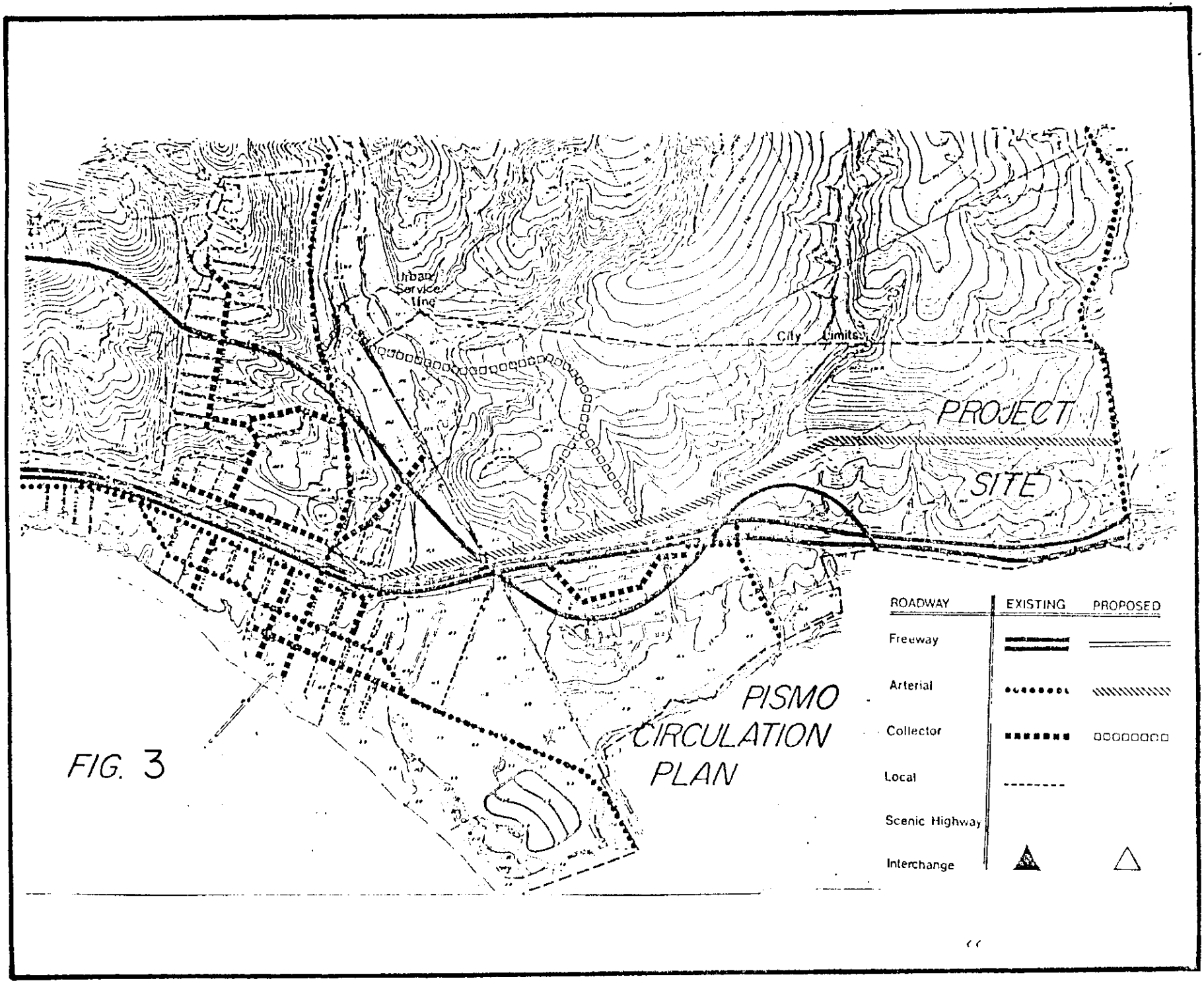


FIG. 3

PISMO CIRCULATION PLAN

Information was also obtained from Caltrans regarding traffic volumes on 101. Oak Park Boulevard has daily traffic volumes of 3,400 east of Highway 101 and 9,000 west of 101. James Way extends easterly from Oak Park Boulevard as a two-lane facility and has a daily traffic volume of 840.*

On the west side of 101 is a frontage road, El Camino Real. This road is adjacent to the southbound off/on ramps for 101. The frontage road extends from Pismo Beach to Arroyo Grande. The West Branch Street frontage road is also present east of 101 and adjacent to the northbound off-ramp.

Highway 101 had a 1980 ADT of 31,000. Table I shows the most recent Caltrans counts on the ramps.

TABLE I*

CALTRANS VOLUME COUNTS - HIGHWAY 101 AND OAK PARK BOULEVARD

LOCATION	DATES	
	September 1981	December 1981
S/B Off-Ramp	2,440	1,770
S/B Off-Ramp	1,090	710
N/B Off-Ramp	1,180	840
N/B Off-Ramp	2,530	1,480

*Source Caltrans, San Luis Obispo

All intersections in this vicinity are currently controlled with stop signs. No traffic signals are installed but there have been discussions regarding the need for signals at this complex intersection according to Pismo Beach officials.

Turning movement counts were done by the author on March 3, 1982 during peak hour traffic. Counts were taken between the hours of 4:00 - 6:00 p.m. at the following intersections:

El Camino Real and Oak Park Boulevard
Highway 101 S/B on/off-ramp and Oak Park Boulevard

*data from Seascape Village EIR

Highway 101 N/B on/off-ramp and Oak Park Boulevard

Cemetary Road and Oak Park Boulevard.

The results of these counts can be found in the Appendix.

CHAPTER 3

ANALYSIS

3.1 GENERAL

It is most likely that the proposed project will be developed in phases. The traffic impacts of the project will vary depending on when each particular phase of the project is completed. However, since the timing and implementation of phases is not known, this analysis concentrates on the project as a whole including total development traffic impacts.

When alternate access is provided to Oak Park Boulevard, via Price Street, the impacts of this development will be lessend in this corridor. Since the timing of alternate access route construction is not known, the only accurate analysis is the assignment of all traffic to Oak Park Boulevard.

3.2 TRIP GENERATION

The Institute of Transportation Engineers Trip Generation Manual lists an average trip generation rate of 10.0 trip ends per unit for single family detached housing and a generation rate of 5.38 trip ends per occupied mobile home unit. Motels have an average trip rate of 10.14 per occupied room. The convention center was given a trip rate of 12.3 trips/1000 G.S.F. Commercial areas have an average trip rate of 60.4 per 1,000 gross sq. feet. 66,000 gross sq. feet of building space was assumed for each 14 acre parcel. Additionally, 28,000 gross sq. feet of office space was assumed for each 14 acre parcel with a trip rate of 12.3 per 1,000 gross sq. feet.

Projected average weekday vehicle trip end (AWVTE) and peak hour trip ends for each segment of the proposed development are listed in Table 2.

TABLE II

TRIP GENERATION - TOTAL PROJECT DEVELOPMENT

PROJECT ELEMENT	TOTAL TRIPS (AWVTE)	% OF TOTAL	A.M. PEAK	P.M. PEAK	ENTERING	EXITING
Residential (192 units)	1,920	16%	154	192	121	71
Mobile Home Park (123 lots)	660	5%	54	73	45	27
Commercial Property (28 acres)	8,590	70%	502	849	406	443
Motel & Convention Complex (12 acres)	1,080	9%	81	83	41	42
TOTAL DEVELOPMENT	12,250			1,197	614	583

The residential portions of the project were considered to be single family detached dwellings with a generation rate of 10 trip ends per day. This translates to 1,920 trips per day. However, if apartments, condominiums or other more intense land use is adopted the generation rate will drop in a range of 5-6 trip ends per dwelling unit.

The total commercial area consists of approximately 28 acres. For the purposes of this report it was assumed that 66,000 gross sq.ft. of commercial buildings and 28,000 sq. ft. of office space would occupy each 14 acre site. This area generates 70 percent of all traffic from this project. Total generated trips is estimated at 8,590.

The motel and convention complex were based on a 100 room motel and a convention complex were of approximately 6,400 sq. ft. It was assumed that these facilities would compliment each other in terms of traffic. A total of 1,080 trips are projected from this area.

Figure 4 shows the exiting P.M. peak hour traffic in the study area. As can be determined from the figures, the freeway on/off-ramps carry the majority of the traffic.

It is interesting to note that 68 percent of the southbound off-ramp traffic turns right onto Oak Park Boulevard going to Grover City. Sixty-two percent (62%) of the northbound off-ramp traffic turns left on Oak Park Boulevard heading towards Grover City. On the Oak Park overcrossing, 35 percent of the traffic turns left onto the northbound freeway on-ramp.

The heaviest traffic (28% of total) movement is the southbound freeway off-ramp with 374 vehicles during peak hour. The other heavy movement is Oak Park Boulevard coming from Grover City with 22 percent of the total intersection traffic.

3.3 TRIP DISTRIBUTION

Vehicle trips entering and exiting the project site were distributed onto Oak Park Boulevard in the proportion of 97 percent westbound, 3 percent eastbound.

Since there are three proposed access points onto Oak Park Boulevard (2 driveways and 1 major road) the traffic was split according to estimated generated traffic available to use each particular access.

Figure 5 shows the typical weekday traffic generated from the proposed project at ultimate buildout. An additional 12252 trips would be added to Oak Park Boulevard.

Figure 6 shows the P.M. peak hour traffic that will be generated by the project at ultimate buildout. The project will add 1,197 trips to Oak Park Boulevard adjacent to the site. The heaviest projected movements will be the northbound on-ramp with 233, the southbound off-ramp with 246 and Oak Park Boulevard into Grover City with an estimated 240 vehicles.

FIGURE 4

EXISTING PEAK HOUR TRAFFIC

MARCH 3, 1983 4:45 - 5:45 p.m.

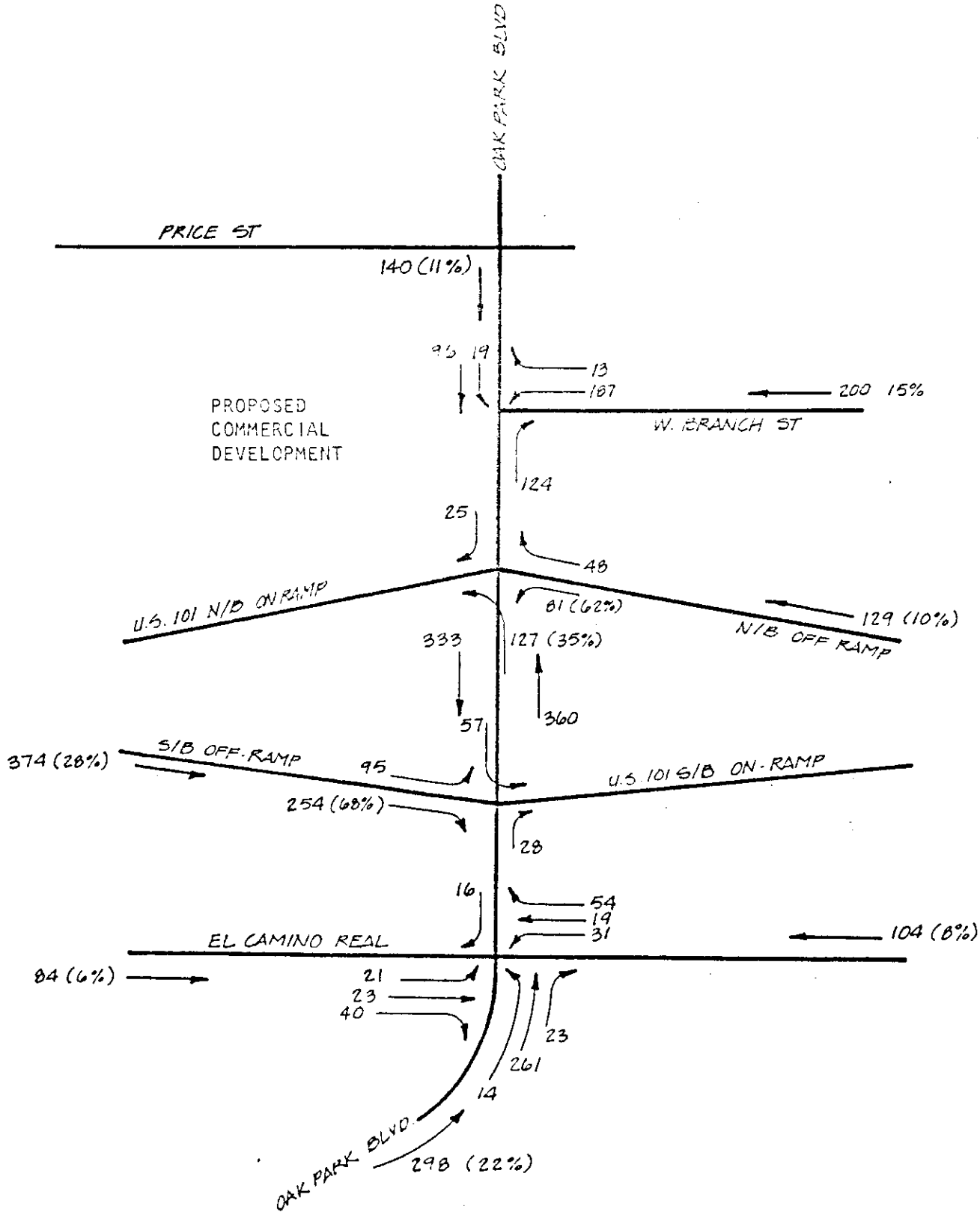


FIGURE 5

TOTAL DEVELOPMENT

TYPICAL WEEKDAY TRAFFIC (AWVTE)

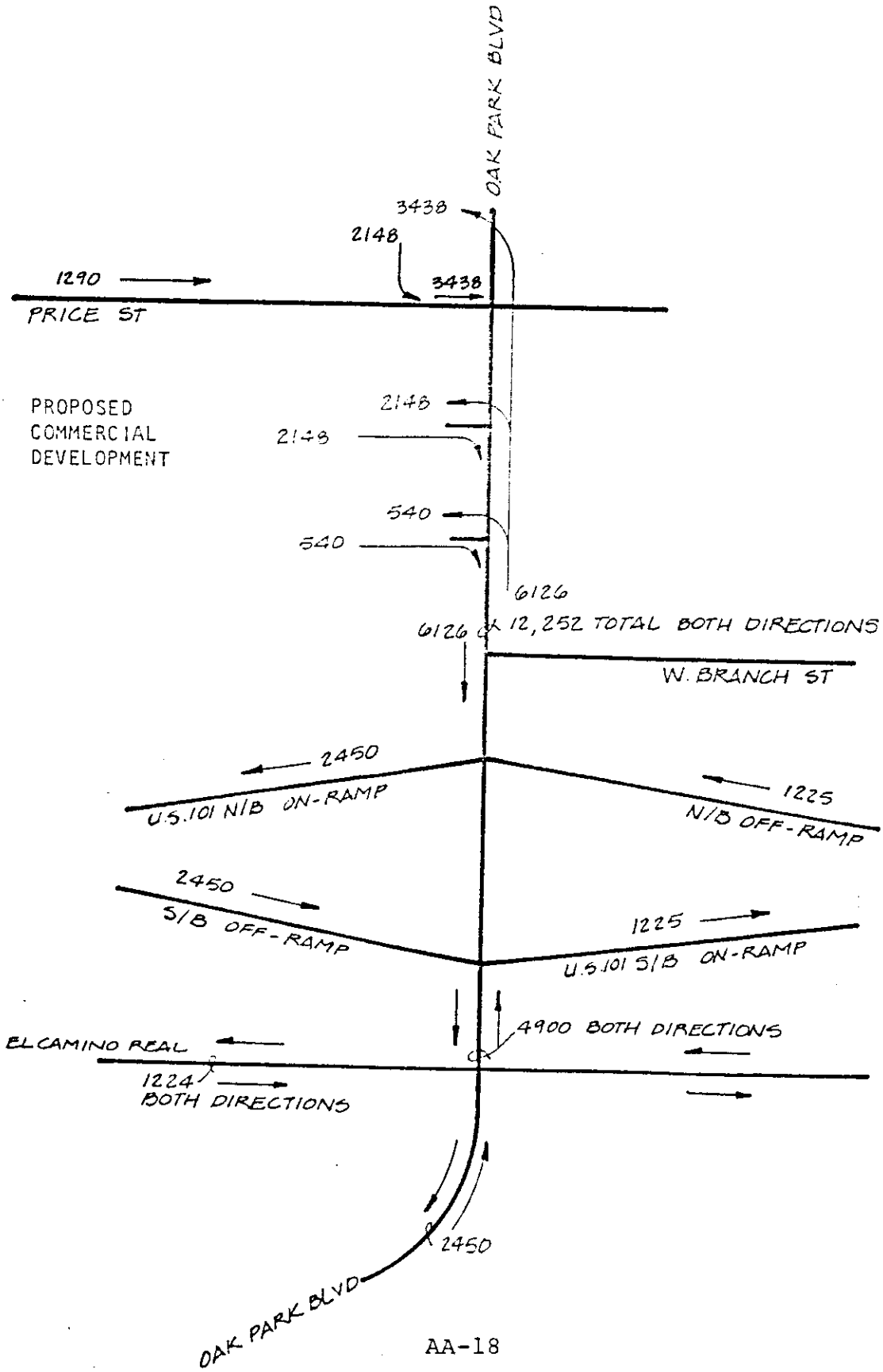
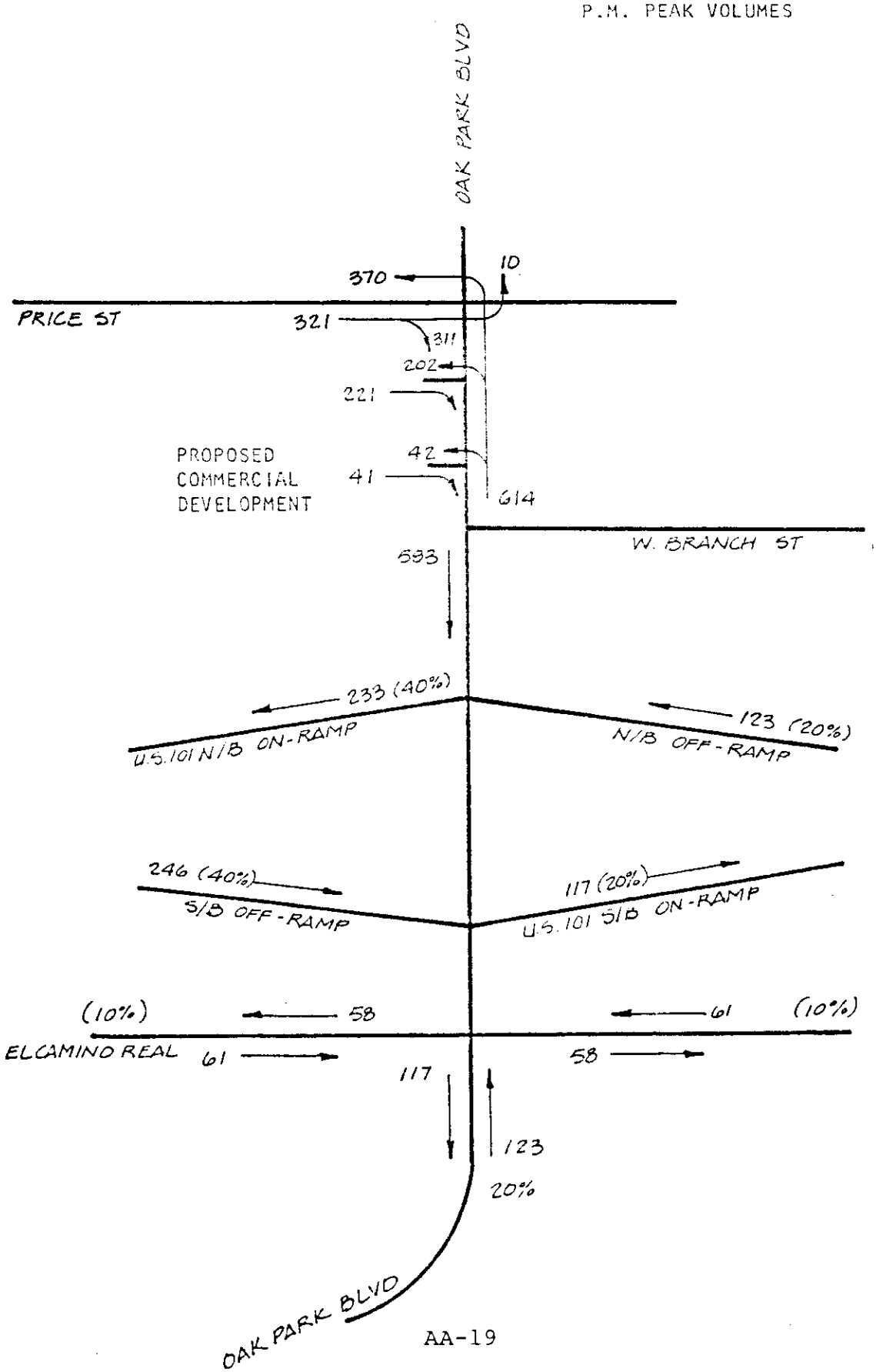


FIGURE 6

TOTAL PROJECT DEVELOPMENT

P.M. PEAK VOLUMES



3.4 INTERSECTION AND ROADWAY PERFORMANCE

Since intersections are generally the capacity restraints of any roadway system, the impacts of traffic increases are more significant at intersections than between intersections. The following intersections were analyzed as part of this study.

1. Price Street and Oak Park Boulevard
2. The two driveway locations for the project off Oak Park Boulevard.
3. Oak Park Boulevard and Highway 101 northbound on/off-ramps.
4. Oak Park Boulevard and Highway 101 southbound on/off-ramps.

Price Street and Oak Park Boulevard

The projected peak hour traffic volumes from this project are shown in Figure 6. Three hundred twenty-one (321) vehicles are projected to exit Price Street and 370 vehicles are projected to make left turns to enter Price Street. One hundred fifty-three (153) vehicles during the peak hour currently travel this stretch of Oak Park (see peak hour count in Appendix). The volumes fall well below those needed to warrant a signal at this intersection. It is recommended that stop signs be installed on Price Street to control traffic. However, as other development projects on either side of Oak Park Boulevard are constructed this intersection should be monitored for future signalization.

Proposed Access Driveways - Oak Park Boulevard

The projected peak hour traffic volumes at these locations are shown in Figure 6. Two hundred two (202) and forty-two (42) vehicles respectively are expected to make left turns entering the project. These driveway intersections are also well below the typical volumes needed to warrant a traffic signal. Additional comments will be made in this report regarding access points.

Oak Park Boulevard and Highway 101

The intersections of Oak Park Boulevard and the 101 northbound ramps and 101 southbound ramps are analyzed in this section. The performance of these intersections was determined using the critical lane analysis method. The analysis assumes traffic signals exist at each intersection. The Critical Lane Analysis Level of Service (LOS) for each location is shown in Table III. Details on the calculations for determination of LOS are in the Appendix.

TABLE III

INTERSECTION PERFORMANCE

INTERSECTION	1983 EXISTING LEVEL OF SERVICE	1983 + TOTAL DEVELOPMENT LEVEL OF SERVICE
OAK PARK BOULEVARD AND HIGHWAY 101 NORTHBOUND ON/OFF-RAMPS	A	C
OAK PARK BOULEVARD AND HIGHWAY 101 SOUTHBOUND ON/OFF-RAMPS	A	D-E

It can be seen from this table that if three phase signal installantions were installed at these two intersections a Level of Service C would be maintained at the northbound on/off-ramps, but the southbound ramp intersection would be near capacity. Therefore, the traffic generated from this proposed project would adversely affect signal operation at this location.

Roadway Performance

For the purpose of analyzing roadway capacities, 2 lane volumes of 400, 900, 1,400 and 1,700 vehicles per hour in both directions were used for Level of Service A, B, C, and D operation. For 4 lane facilities the volumes of 1,200, 2,000, 3,000 and 3,600 were used. *

* Highway Capacity Manual, Special REport 87

The effect of traffic from the proposed development on roadway segments leading to Highway 101 are listed in Table IV. These roadway Levels of Service should be used only as a guide. A true measure of adequacy of operation is relationships of intersection performance which are listed in Table III.

TABLE IV

ROADWAY PERFORMANCE AND LOS

PEAK HOUR VOLUMES

STREET SEGMENT	1983	1983 + TOTAL DEVELOPMENT	% INCREASE	LOS
PRICE STREET (4 lanes)WITHIN PROJECT	N/A	555		A
OAK PARK BLVD. (4 lanes) PRICE ST. TO 101 NORTHBOUND RAMPS	220	1,417	544%	B
OAK PARK BOULEVARD (2 lanes) FREEWAY OVERCROSSING	693	1,534	121%	C-D

Therefore, assuming Price Street and Oak Park Boulevard are four lane facilities, they will operate at an acceptable Level of Service and will adequately handle the projected traffic from this project.

The freeway overcrossing which is a two lane facility will be impacted and will operate between Level of Service C and D. This overcrossing will have to be widened to accomodate four lanes of traffic to provide adequate capacity to service the traffic volumes from this project.

3.5 PROJECT IMPACTS

The following is a discussion of project related impacts at intersections and on roadway segments in the study area. This discussion deals only with 1983 and project generated traffic volumes and does not consider future developments which may have cumulative impacts on this area.

Price Street

Price Street, the major north-south street through the project, does not now exist. It is shown in the Pismo Beach Circulation Plan as an arterial street with 84 feet right-of-way and 64 feet curb to curb. This is shown in Figure 7. Price Street would be constructed in phases as development of this 150 acre site progresses. The traffic volume generated on Price Street from this project is 6,874 ADT. This amount of traffic can be handled by a two lane, two-way roadway with left turn lanes.

For the purposes of this report Price Street is assumed to be an arterial street as per the Pismo Circulation Plan. A determination of the adequacy of this street to carry the total cumulative development traffic in the surrounding areas is beyond the scope of this report. However, a traffic engineering analysis should be sponsored jointly by Pismo Beach and Arroyo Grande to study the potential traffic impacts of all undeveloped land which may affect Price Street, Oak Park Boulevard and Highway 101 interchange.

While the street dimensions and right-of-way requirements for Price Street may be unsettled at this time, the fact that Price Street will function as an arterial is clear. It would be my recommendation that no direct lot access be allowed to Price Street. Access should be allowed only via approved street intersections.

Additionally, no parking should be allowed on Price Street thereby further defining the role of this facility. Care should be taken to provide area for emergency stopping when street width is finally determined. When Price Street is eventually continued to the north, the impact of this development will be lessened as traffic will be provided an alternate to Oak Park Boulevard.

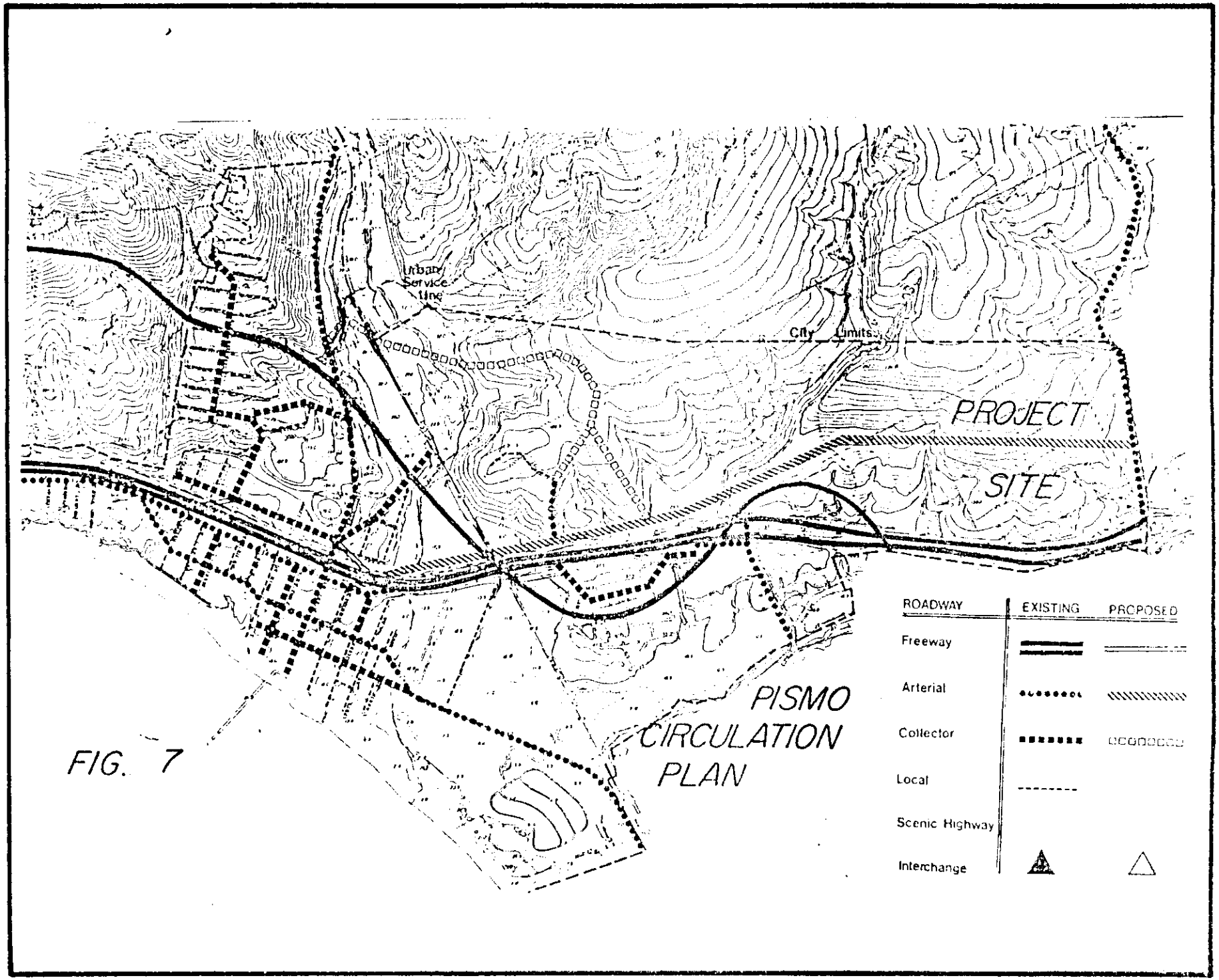


FIG. 7

PISMO CIRCULATION PLAN

Oak Park Boulevard

Oak Park Boulevard will be the street most directly impacted by this project. Traffic on this road between the project and Highway 101 will increase to approximately 12,252 vehicles per day. The road must be widened to four lanes to accomodate this traffic and future development.

The Pismo Beach Circulation Plan calls for this street to be a four lane arterial street. The developers of this project should be required to widen his half of Oak Park to the ultimate street section.

Highway 101 Interchange

This interchange with Oak Park Boulevard has some very interesting geometrics due to the closely spaced adjacent frontage roads. Recent development of a K-Mart Commercial Center along with residential subdivisions has greatly impacted this interchange. Niether Pismo Beach, Arroyo Grande or Caltrans have current traffic counts in this area. Since peak hour volumes for this interchange are running in the area of 1,300 vehicles per hour currently, an analysis should be made, through the jurisdictions involved, of the hourly traffic volumes. Analysis of signal warrants at this location will probably show the interchange is close to meeting warrants.

It is estimated that this project will add 123 trips to the northbound off-ramp and 246 trips to the southbound off-ramp during the P.M. peak hour.

A total of approximately 1,197 trips will be added to this interchange during the P.M. peak hour. There will be a need for signalization which must incorporate the frontage roads involved at full project buildout.

3.6 ACCESS AND INTERNAL CIRCULATION

Single Family Housing

The general layout of this area seems adequate. The street called Ridge Road which abuts this area seems unecessary unless it is a master plan requirement

of Pismo Beach. It could be eliminated altogether and the interior connecting streets modified. The single connection to Price Street should be carefully evaluated. I would suggest that two outlets to Price Street be provided. This is due to the large traffic volumes that will be generated by 104 single family units at one entrance.

Mobile Home Park

The general layout of the Park seems somewhat awkward as the main entrance does not lead the driver anyplace in particular. However, the intersection with Price Street is well spaced from other access points. The local strees interior to the Park are generally well connected with good circulation patterns. I would suggest the main entrance be redesigned to terminate at the main recreation center or investigate the feasibility of widening the road on the southerly boundary of the Park to provide continuity to the main entrance. A left turn pocket should be provided at the intersection with Price Street.

Commercial Area and Motel/Convention Center Complex

The current proposal shows two access points off Oak Park Boulevard and three access points off Price Street. Although the concept at this time is only conceptual there are a few traffic engineering suggestions that will help the overall traffic situation when final concept plans are developed.

1. As a general concept the motel/convention complex should be physically separated from the commercial area. A small greenbelt may be appropriate. This will prevent the commercial/office traffic from "detouring" down to this entrance and overloading this access point.

2. The entrance to the motel/convention complex should be removed as far north as possible from the Oak Park-101 interchange.

3. The commercial area will be generating a large amount of traffic. Care must be taken in the design of access locations off Oak Park Boulevard. Improperly designed, an access point may require an additional traffic signal. With the close proximity of Price Street, this should be avoided.

4. The location of access onto Price Street seems adequate. The driveway closest to Oak Park must be kept back to allow traffic to exit the site.

5. Attention should be made to access points of the northerly "future commercial" site as well as the points mentioned above.

6. The City should consider requiring supplemental traffic reports when more defined plans are available for the commercial areas. These reports should address the internal circulation and access points to Price Street and Oak Park Boulevard.

General

As a general comment, the final design of street intersections in the project should strive to avoid four-way intersections and incorporate "tee" intersections. This greatly reduces the conflict points at intersections and will ultimately provide safer circulation patterns.

Access street to Price Street should be adequately spaced. Consideration should be given to prohibiting parking on Price Street.

Adequate visibility of and from all street intersections should be provided by benching slopes and providing good landscape design and maintenance. The minimum sight distance required in both directions at each intersection on Price Street and Oak Park Boulevard is 350 feet (40 mph design speed).

3.7 SIDEWALKS

Sidewalks should be provided on both sides of all residential streets and Price Street and Oak Park Boulevard. In the mobile home park sidewalks may be optional except on the major collector streets where sidewalk should be provided on one side.

3.8 OTHER AREA PROJECTS

A number of other area projects are proposed in this general area. Although it is beyond the scope of this report, the impact of those developments on Price Street and Oak Park Boulevard must be taken into account in a comprehensive manner.

This is critical in the determination of two major facilities, 1) the required right-of-way and ultimate street section of Price street and; 2) the Oak Park/101 interchange and determination of overcross widening and signalization.

CHAPTER 4

A P P E N D I X

LEVEL OF SERVICE CRITERIA

Level of Service	Maximum Sum of Critical Volumes for All Phases (vehicles/h)
A	≤1000
B	1150
C	1300
D	1450
E	1600
F	>1600

OAK PARK AND NORTHBOUND ON-OFF
AT PROJECT BUILDOUT

PHASE DIAGRAM	MOVEMENT	RIGHT & THROUGH MOVES (3)	FACTOR (4)	LANE VOLUME 3 X 4	OPPOSING LEFT TURN VOLUME		CRITICAL LANE VOLUME
A	EB	851	1.0	851	-0-		851*
	WB	704	1.0	704	127		831
B	NB	252	1.0	252	-0-		252*
C	NB	200	1.0	200	-0-		200*
						TOTAL	1,303

LEVEL OF SERVICE C

AT PROJECT BUILDOUT
OAK PARK AND SOUTHBOUND ON-OFF

A	EB	284	1.0	284	274		558*
	WB	683	1.0	683	14		697*
B	SB	620	1.0	620	-0-		620*
C	NB	253	1.0	134	82		216*
	SB	258	1.0	124	31		155
						TOTAL	1,533

LEVEL OF SERVICE D-E

EXISTING TRAFFIC
OAK PARK AND NORTHBOUND OFF-ON

A	EB	233	1.0	233	-0-		233*
	WB	96	1.0	96	127		233
B	NB	129	1.0	129	-0-		129*
C	NB	200	1.0	200	-0-		200*
						TOTAL	562

LEVEL OF SERVICE A

EXISTING TRAFFIC
OAK PARK AND SOUTHBOUND OFF-ON

PHASE I DIAGRAM	MOVEMENT	RIGHT & THROUGH MOVES (3)	FACTOR (4)	LANE VOLUME 3 X 4	OPPOSING LEFT TURN VOLUME	CRITICAL LANE VOLUME
A	EB	284	1.0	284	99	383*
	WB	276	1.0	276	14	290
B	SB	254	1.0	254	-0-	254*
C	SB	63	1.0	63	21	84
	NB	73	1.0	73	31	104*
					TOTAL	741

LEVEL OF SERVICE A

Determination of Peak Hr.

	E.F.R. (Hwy 84 E/B)	W.F.R. (Hwy 84 W/B)	W.F.R. (Hwy 84 W/B)	101 OFF S/B	101 OFF N/B	Oak Park W/B Exit	Oak Pk Bike 360 OFF	Oak Pk 4/8 @ NB OFF	Oak Pk S/B @ NB OFF	TOTAL
4-4:15	27	11	17	23	14	31	26	19	35	203
4:15-4:30	66	16	16	60	22	61	64	22	75	402
4:30-4:45	39	21	17	67	25	71	64	26	68	398
4:45-5:00	41	26	19	79	32	64	66	34	90	451
5:00-5:15	63	30	16	82	33	93	90	36	95	538
5:15-5:30	54	19	22	111	32	97	68	37	91	531
5:30-5:45	42	29	27	114	32	79	74	33	84	514
5:45-6:00	52	21	?	81	21	54	55	34	81	399

2,03

P.H. 4:45-5:45 p.m.

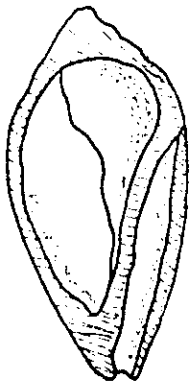
APPENDIX 1-B

Archaeologist's Letter

March 4, 1983 letter from Robert O. Gibson, Archaeologist

Appendix B

Archeologist's Letter



ROBERT O. GIBSON, ARCHAEOLOGIST

P.O. Box 102 Paso Robles, Calif. 93446 Phone (805) 238-5411

March 4, 1983

Mr. Robert C. Tartaglia
7360 El Camino Real, Suite C
P. O. Box 1930
Atascadero, CA 93423

RE: Proposal for Preliminary Archaeological Subsurface Testing at SLO-1054, Toucan Terrace, Pismo Beach, CA.

Dear Mr. Tartaglia:

I have reviewed the CCP report of archaeological surface survey for the above. The survey methods appear to be complete and resulted in recording of a historic dump dating post A.D. 1940, and a prehistoric archaeological site, SLO-1054.

SLO-1054 is located on a knoll and identified by noting shell fragments in rodent backdirt. The knoll is overlooking an unnamed drainage area that feeds the now largely dried up "Pismo Lake". Several other areas around this "Lake" have been surveyed and a number of archaeological sites have been recorded including SLO-439, SLO-825, SLO-832. Occupation of these sites varies from as early as 8500 years ago to as recent as 500 to 1000 years ago. Archaeological sites in this area are significant to many areas of research and important to the history of our County.

Because some 150 acres are involved in the overall parcel, and because planning is still at an early stage, this site can probably protected in several different ways once its boundaries and nature are known. Therefore, I propose that a preliminary archaeological subsurface test be conducted at SLO-1054 in order to determine the depth, boundaries, internal composition and significance of the archaeological site. I propose to auger 8 to 12 four inch diameter holes and screen the soil with 1/8 and 1/16" mesh. All cultural materials will be washed, sorted and identified. A report of results will include recommendations for treatment of SLO-1054 in the context of the proposed development.

Attached is a cost estimate for the above scope of work. Please contact me if you have any questions or require additional information.

Sincerely,

Robert O. Gibson

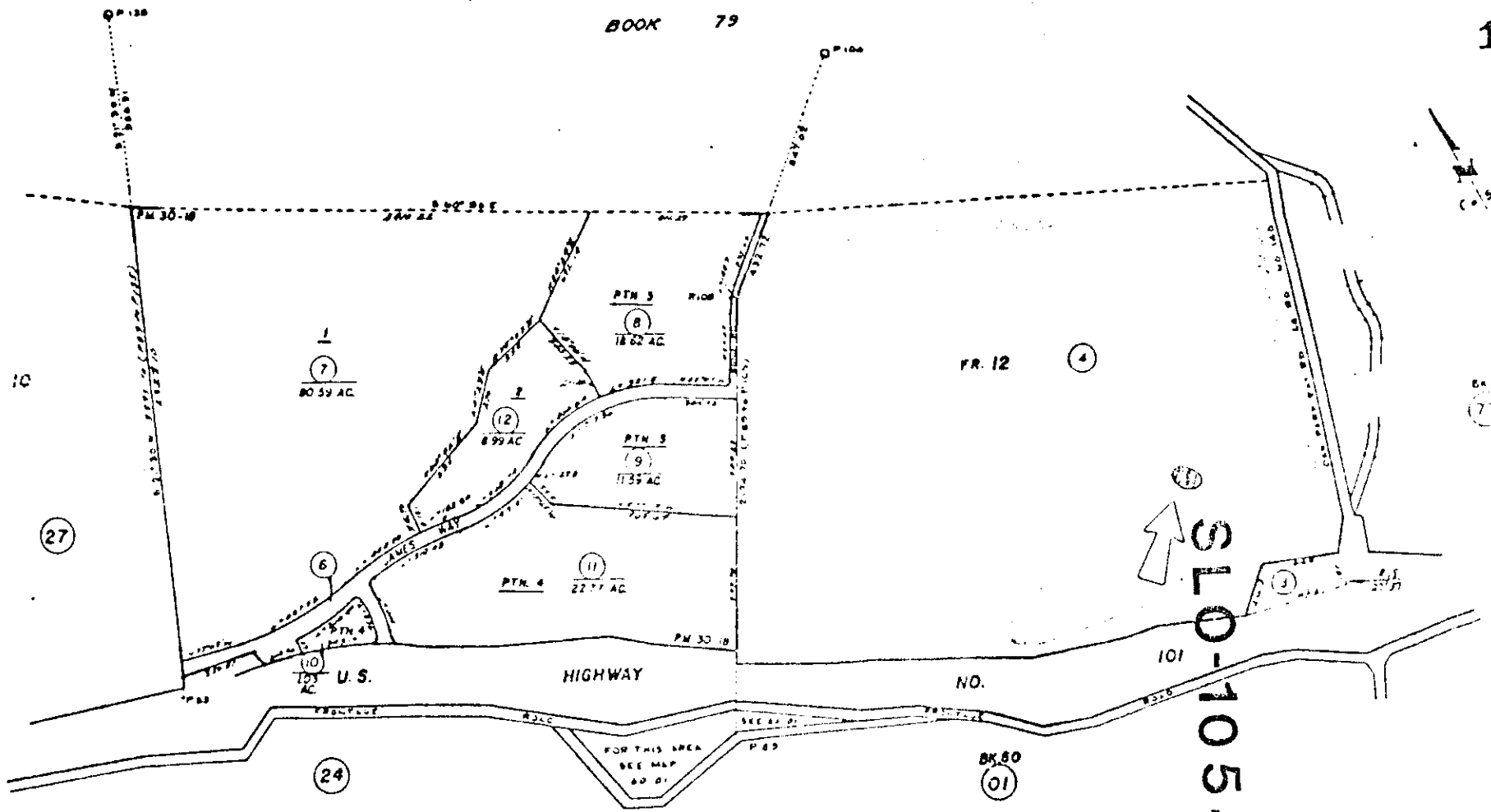
Robert O. Gibson
Archaeologist

AB-2

TAX AREA CODE NO. 5— 28

11

BOOK 79



REF. "OAK PARK HEIGHTS ANNEXATION"

REV 5-10-81

NOTE—ASSESSOR'S BLOCK & LOT NUMBERS SHOWN IN CIRCLES

RANCHO EL PISMO
CITY OF PISMO BEACH
SAN LUIS OBISPO COUNTY
CALIFORNIA

PTN. CITY OF PISMO BEACH

AB-3

5-2

APPENDIX 1-C

Architectural Treatment

Appendix C

Architectural Treatment

APPENDIX C

EXTERIOR TREATMENT

Pismo Devco proposes to make use of manufactured houses to supply affordable housing on the lots so designated which include the Mobile Home Park. The developer proposes to utilize extensive experience and special knowledge of design and land development to convert the "box look" manufactured house to the final result: an attractive, consumer-desirable and importantly, cost-effective dwelling.

The development of each residential unit is separated into three phases for both the floor plan and the frontal elevations. These phases indicate the steps that will be taken in the development of each residence. Emphasis will be placed on the frontal elevations which will make the standard two section manufactured home become highly attractive examples of California residential architecture.

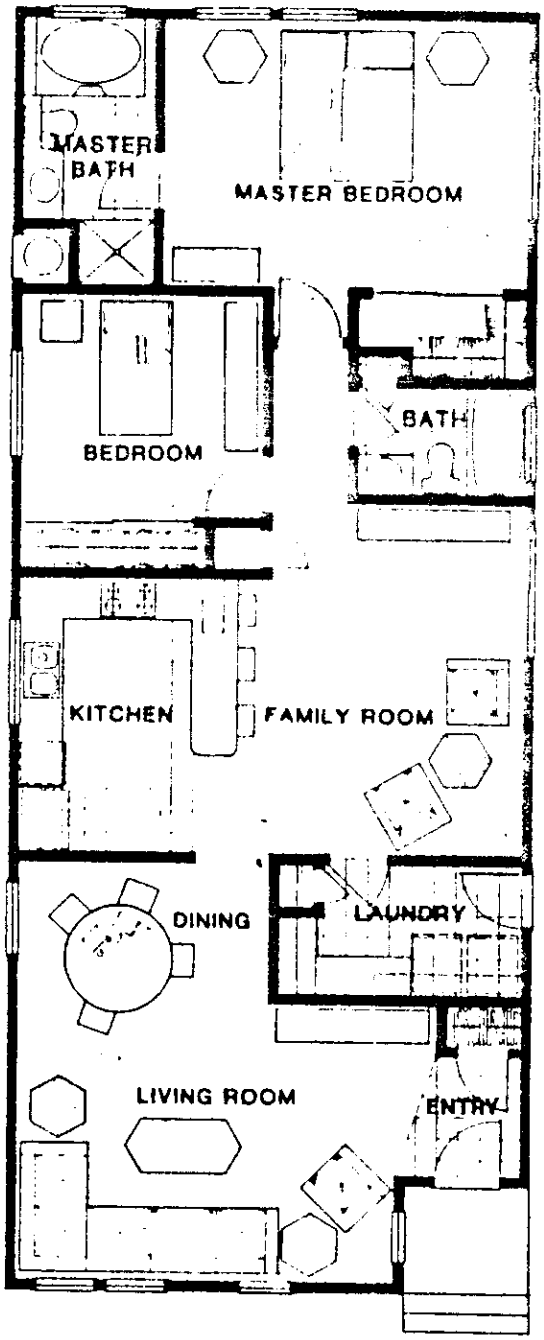
Six models (floor plans) will be available to the buyer to select from. All six models are shown in this appendix. Model 1 has been used as an example to indicate the phasing of the floor plan and frontal elevation (exterior treatment).

In addition to the Model 1 example, miscellaneous street elevations A through C are included indicating the various exterior treatments which will be available. The design portion of the residential development involves the use of site-built garages, often with engineered roof trusses that extend onto the house roof or beyond the garage to create attractive entry ways. False pilasters, plant-ons, bay windows, wing walls, brick veneer and flower boxes will be included in the various methods used to develop pleasant exteriors.

Exterior color decor shall be limited to so-called earth colors with selection by the buyer and final approval by the developer to avoid a repititious effect. The developer proposes to allow the buyers a wide latitude in exercising their preferences in floor plans, elevations and landscaping with due control maintained by the developer to insure a wide separation of similar choices to avoid a stereotyped neighborhood.

Standard features which will be included in the affordable homes will include:

1. Double garage
2. Concrete driveway
3. Front yard landscape
4. Gutters and downspouts
5. Fenced rear and side yards
6. Heavy composition roof
7. Concrete or wood patio
8. Smoke alarm
9. Plumbed and wired to facilitate the installation of solar heat.
10. Carpets

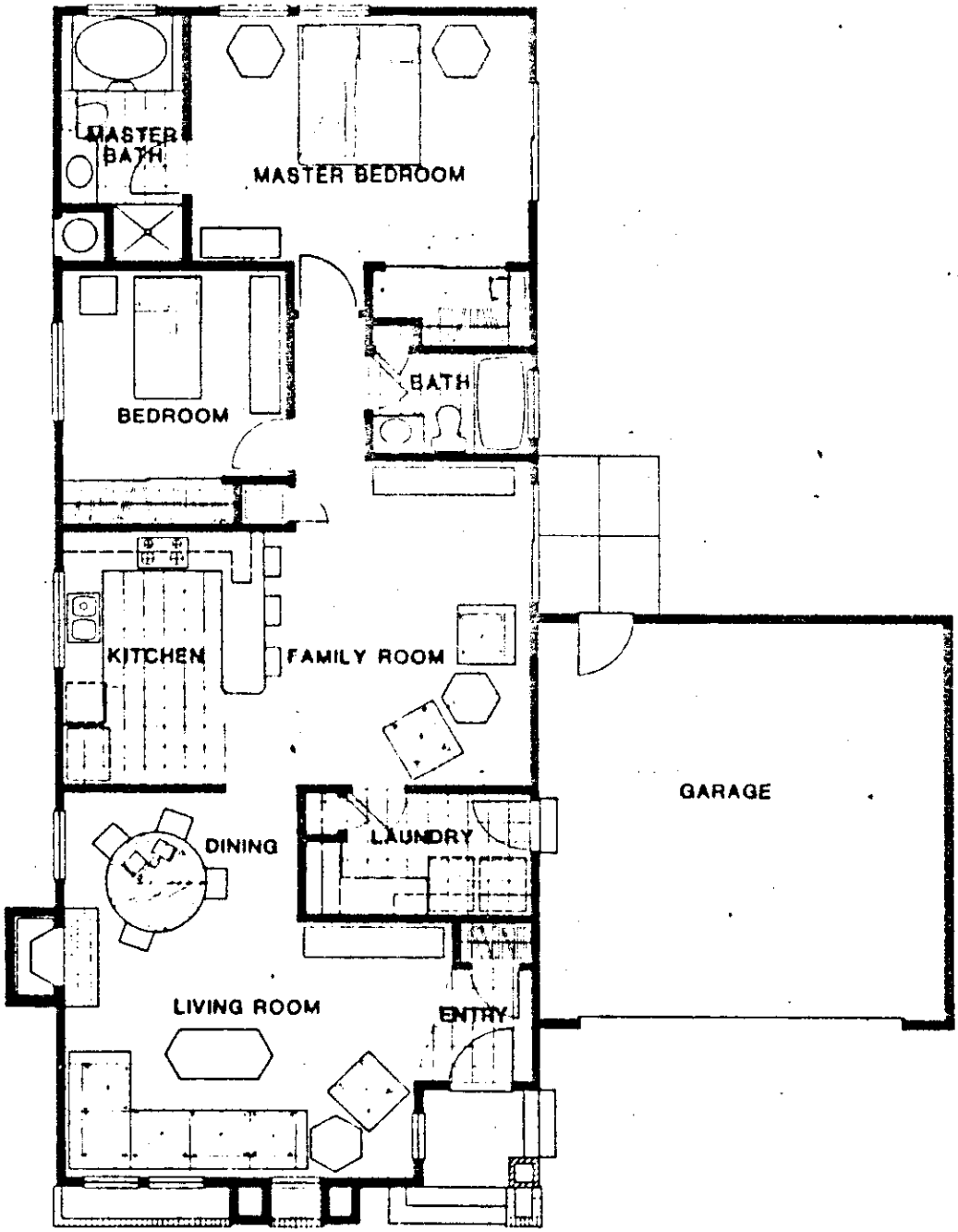


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TYPICAL FLOOR PLAN

1/4"=1'-0"

PHASE 1
MANUFACTURED HOUSING
BASE MODEL

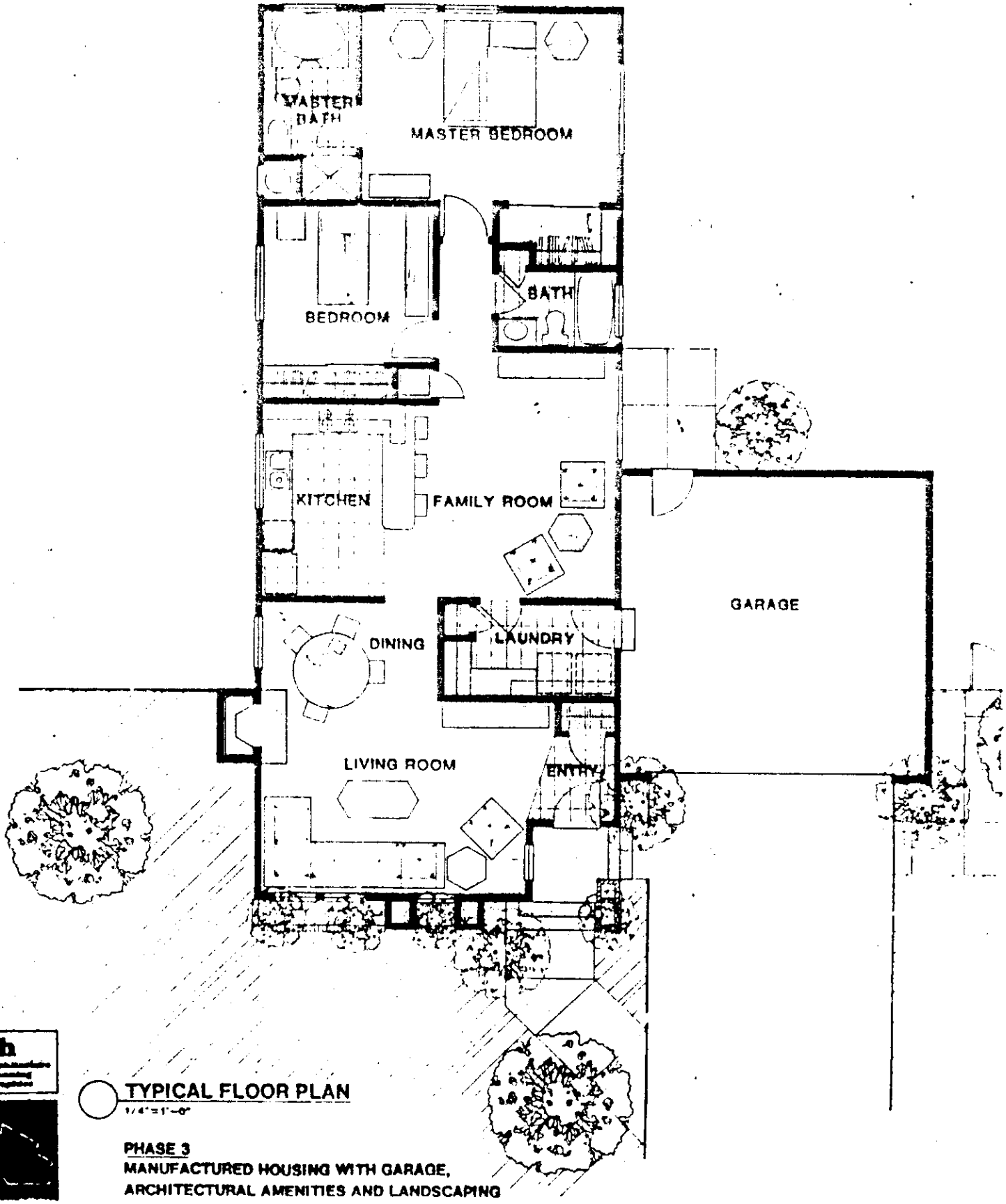


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TYPICAL FLOOR PLAN

1/4"=1'-0"

PHASE 2
MANUFACTURED HOUSING WITH GARAGE AND ARCHITECTURAL AMENITIES

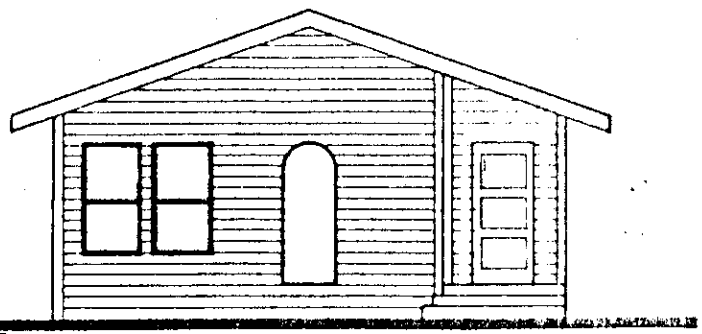


gfh

TYPICAL FLOOR PLAN

1/4"=1'-0"

PHASE 3
MANUFACTURED HOUSING WITH GARAGE, ARCHITECTURAL AMENITIES AND LANDSCAPING



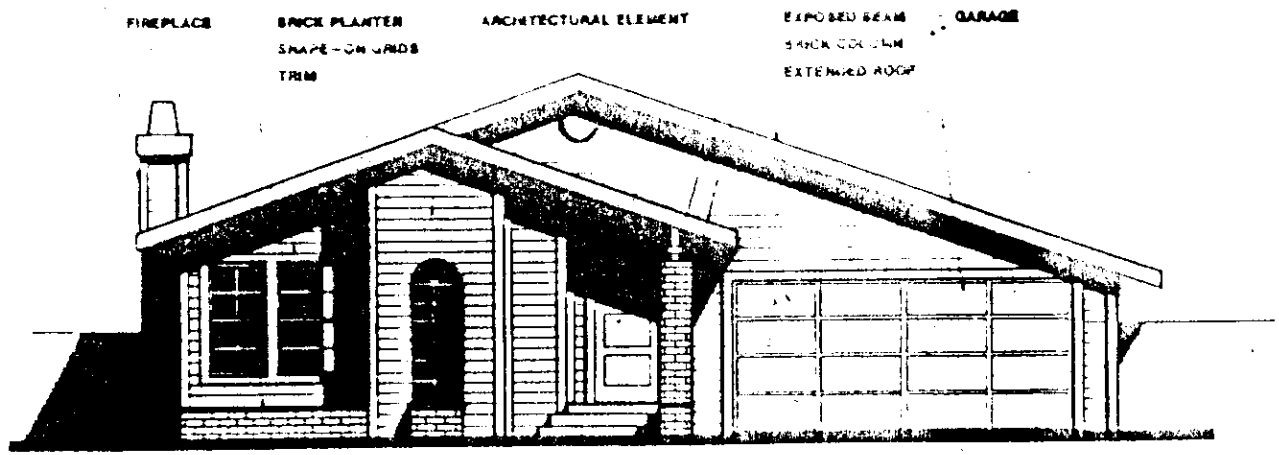
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TYPICAL FRONT ELEVATION

1/4"=1'-0"

[redacted]

PHASE 1
MANUFACTURED HOUSING
BASE MODEL

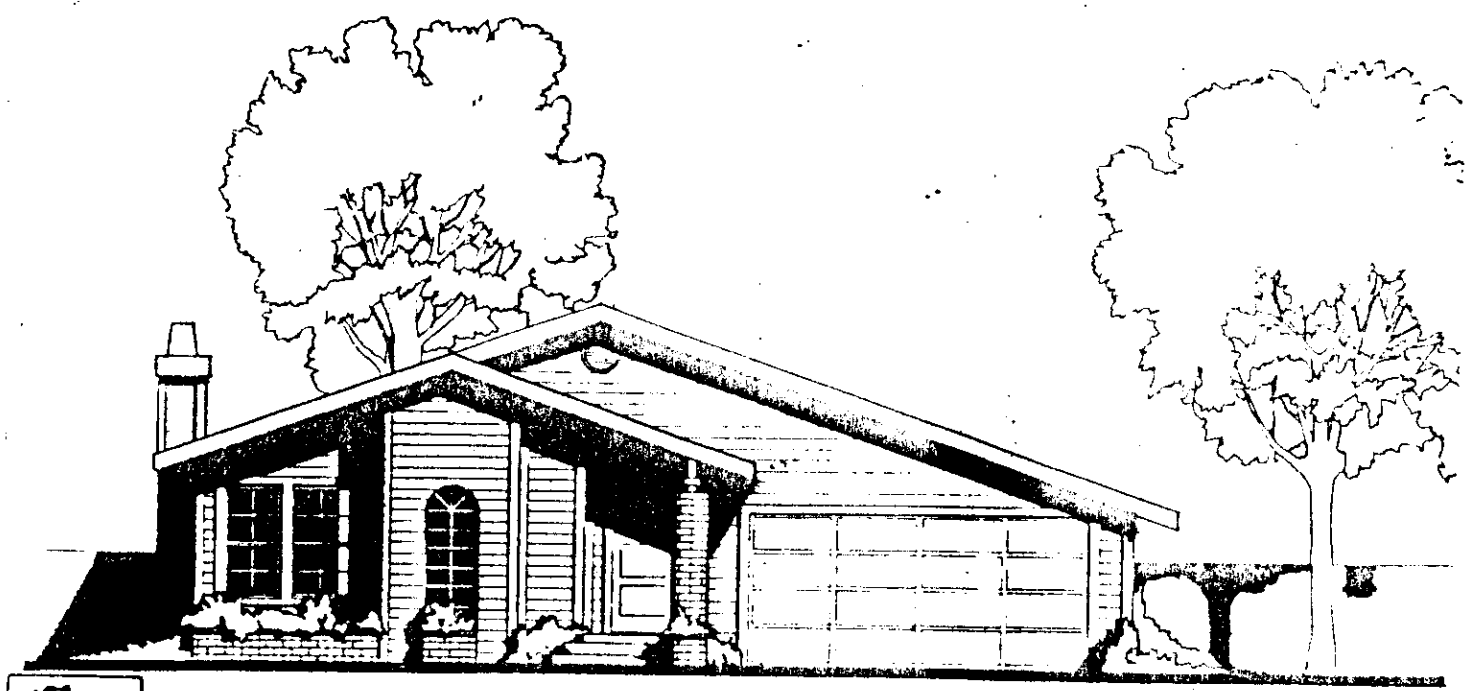


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TYPICAL FRONT ELEVATION

1/4"=1'-0"

PHASE 2
MANUFACTURED HOUSING WITH GARAGE AND ARCHITECTURAL AMENITIES



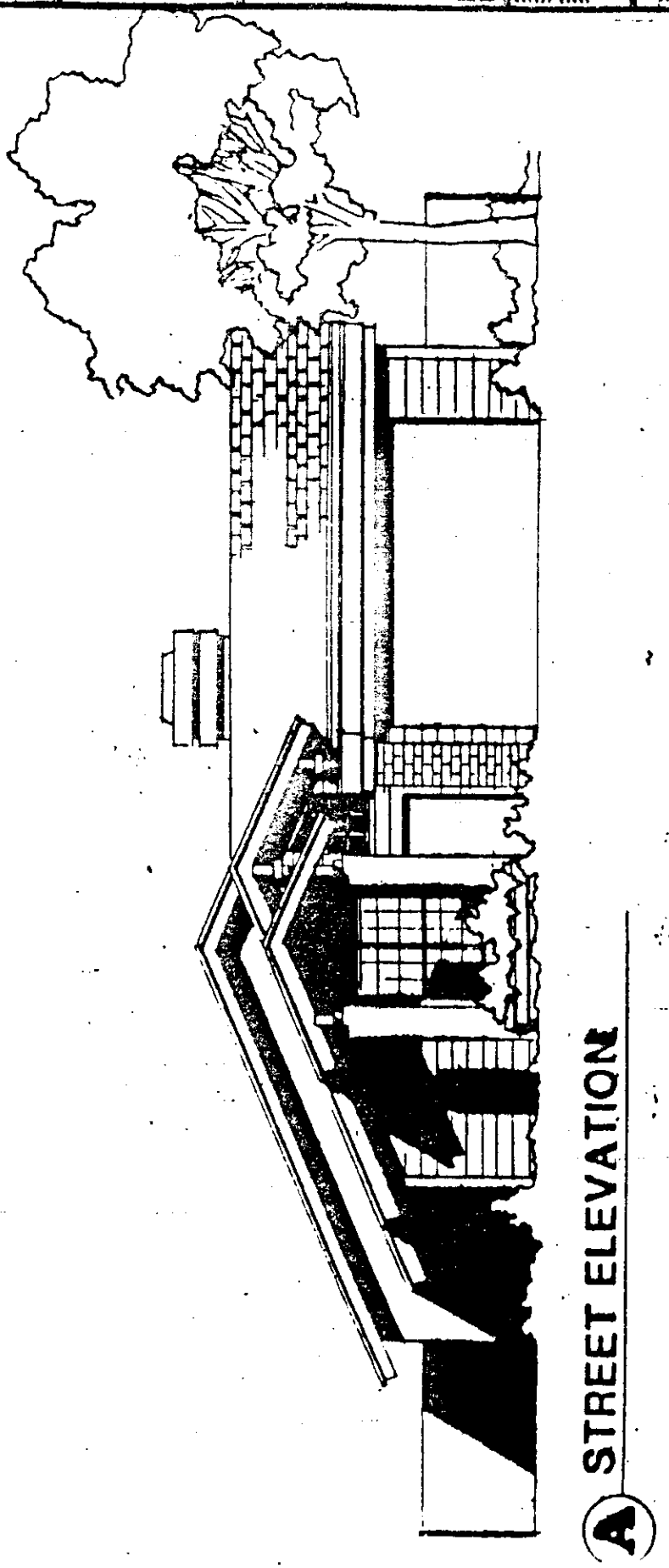
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TYPICAL FRONT ELEVATION

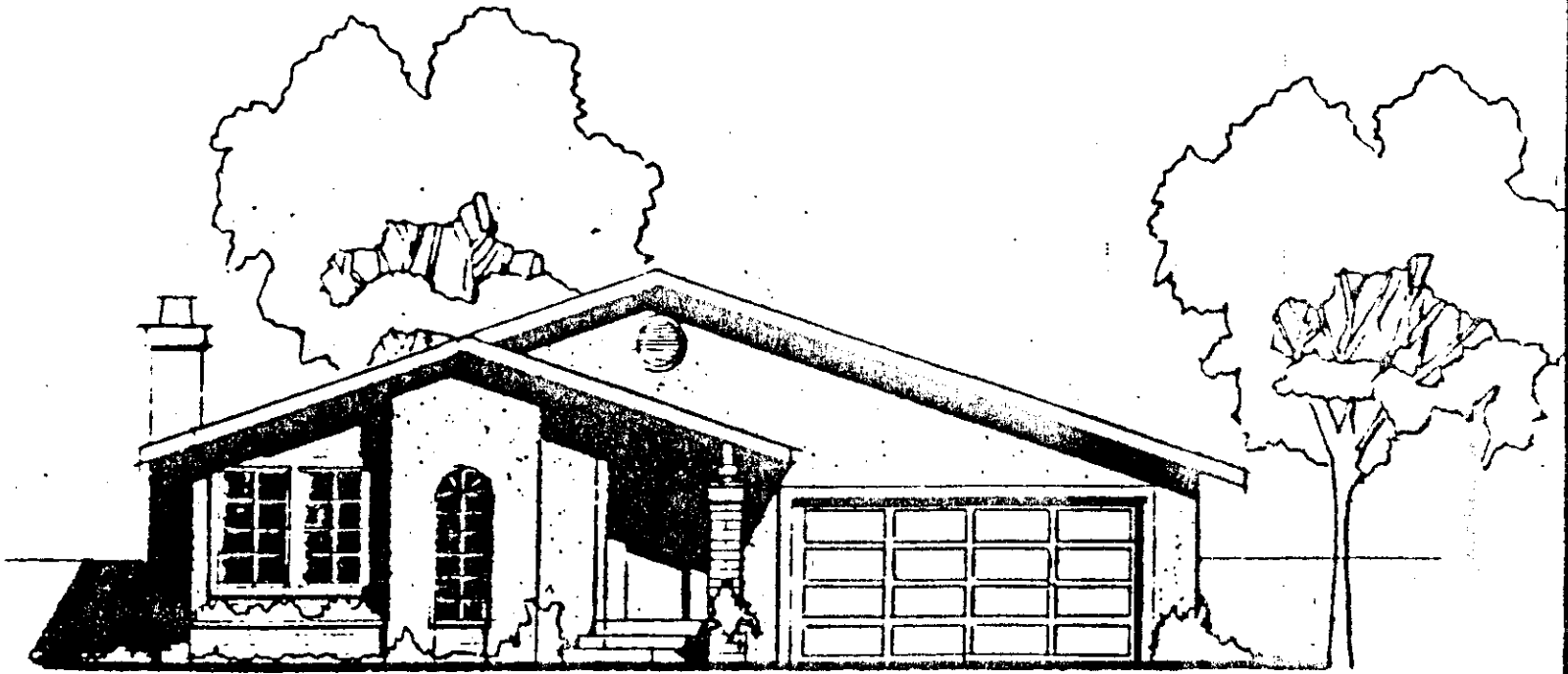
1/4"=1'-0"

PHASE 3

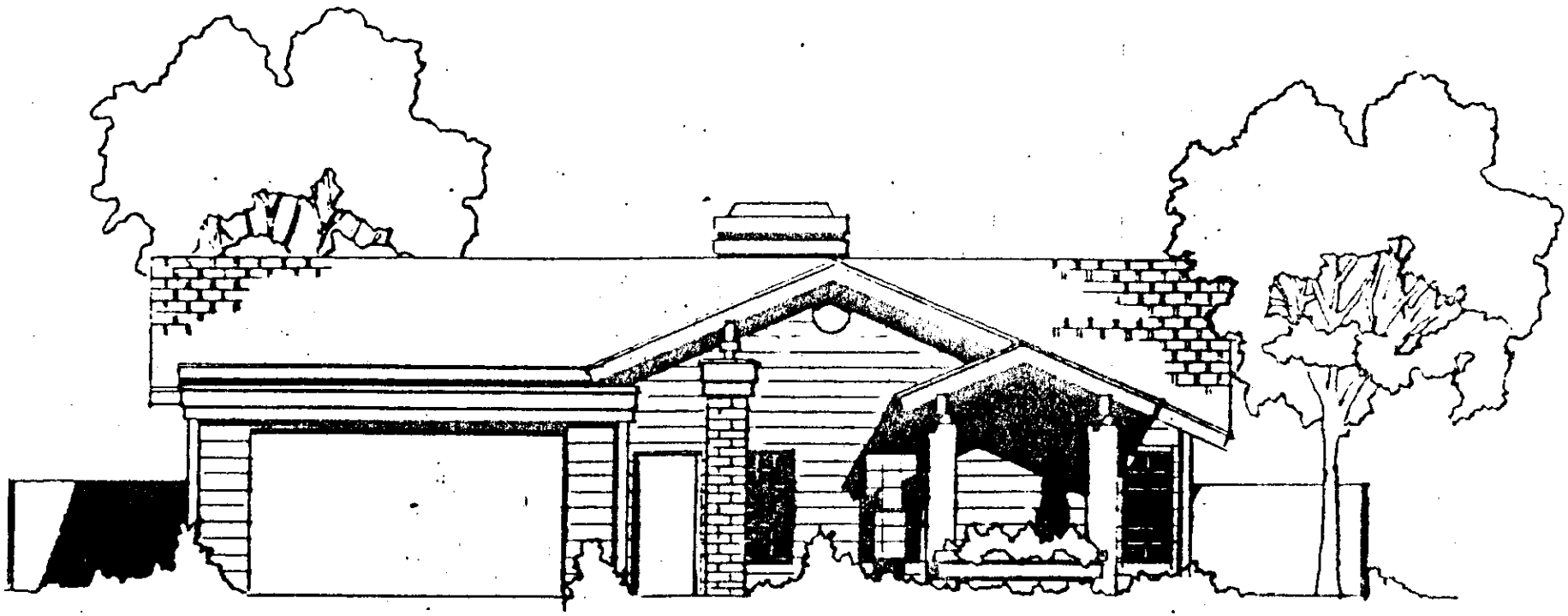
MANUFACTURED HOUSING WITH GARAGE,
ARCHITECTURAL AMENITIES AND LANDSCAPING



A STREET ELEVATION



B STREET ELEVATION



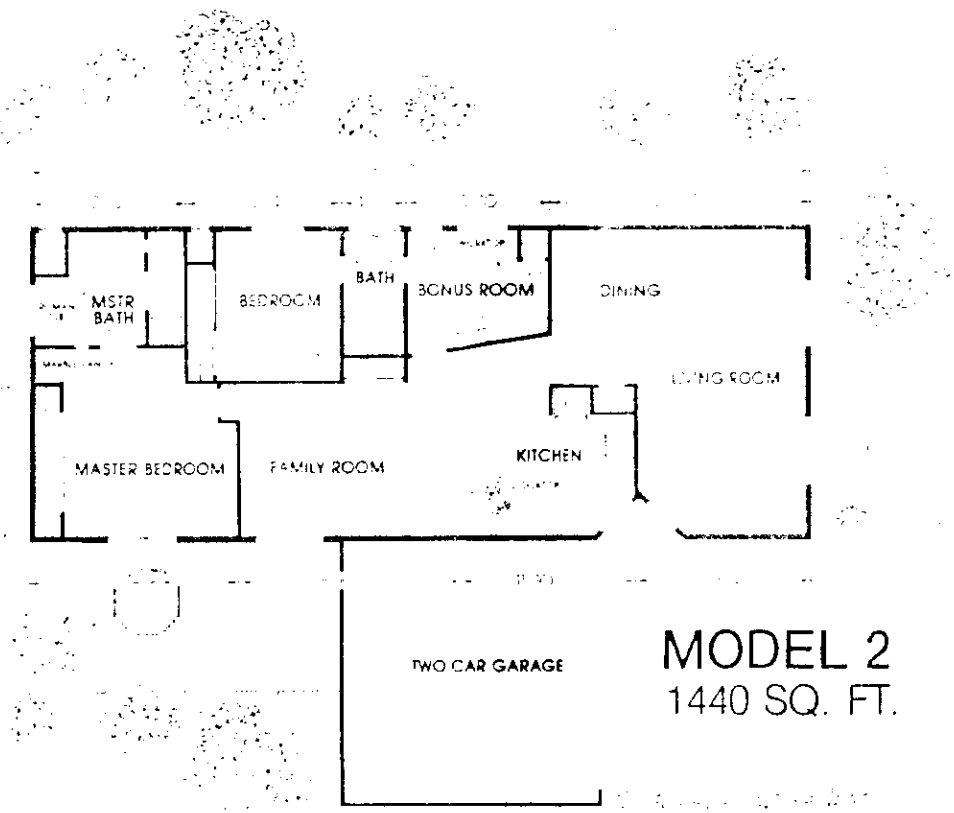
STREET ELEVATION

EXTERIOR ELEVATIONS

Model 2

Approx. 1440 Sq. Ft.
2 Bedroom, 2 Bath, Bonus Room, Cathedral Ceilings

This beautiful designer home is quality, comfort and convenience from top to bottom. From the efficient circular kitchen arrangement with appliance garage, the spacious family room with sliding glass doors to the patio area and the bonus room work area are just a few of the many features. The master suite is elegant with a marble vanity, Roman tub and stall shower. Another great value . . .

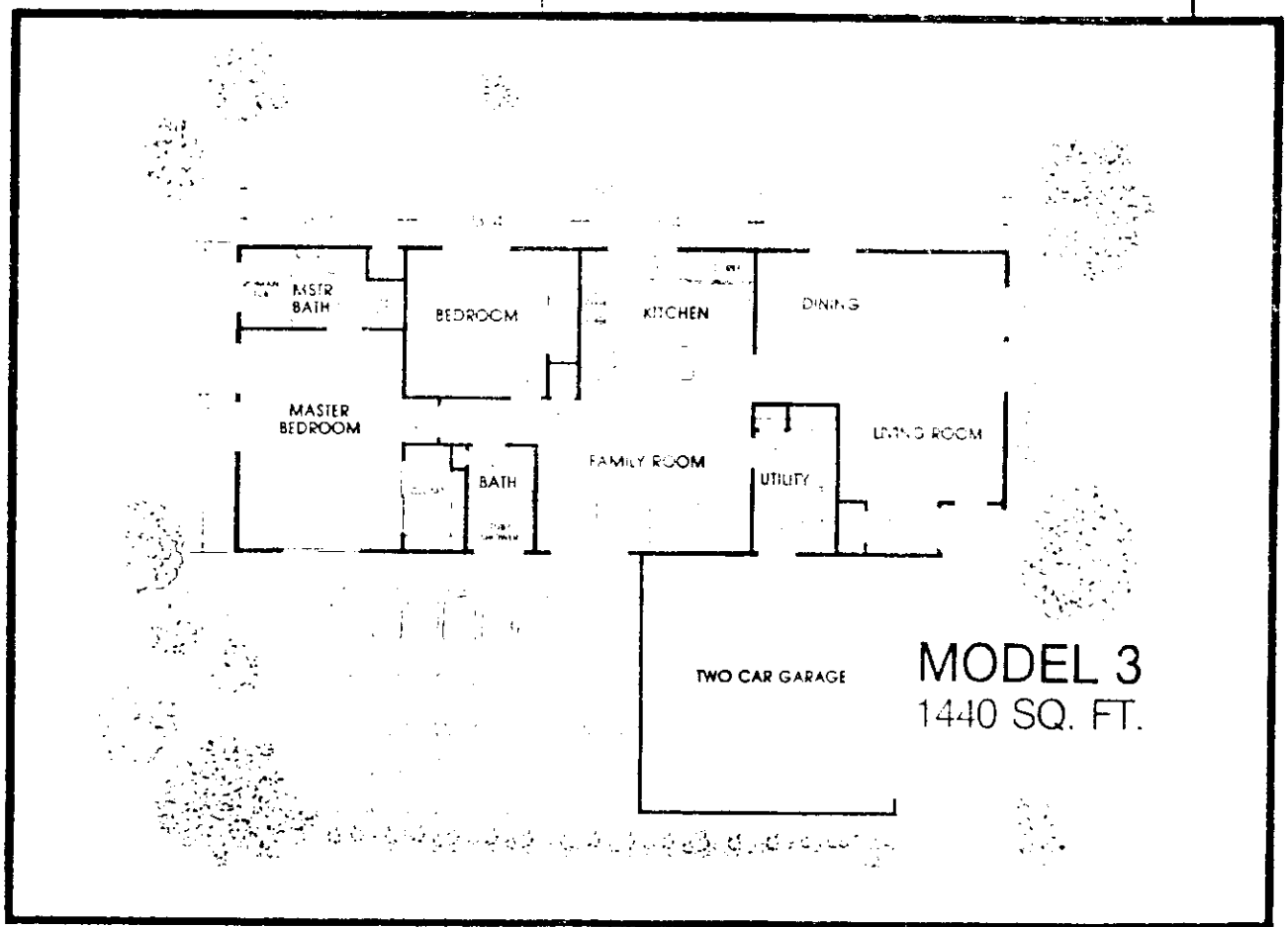


MODEL 2
1440 SQ. FT.

Model 3

Approx. 1440 Sq. Ft.
2 Bedroom, 2 Bath, Utility Room, Cathedral Ceilings

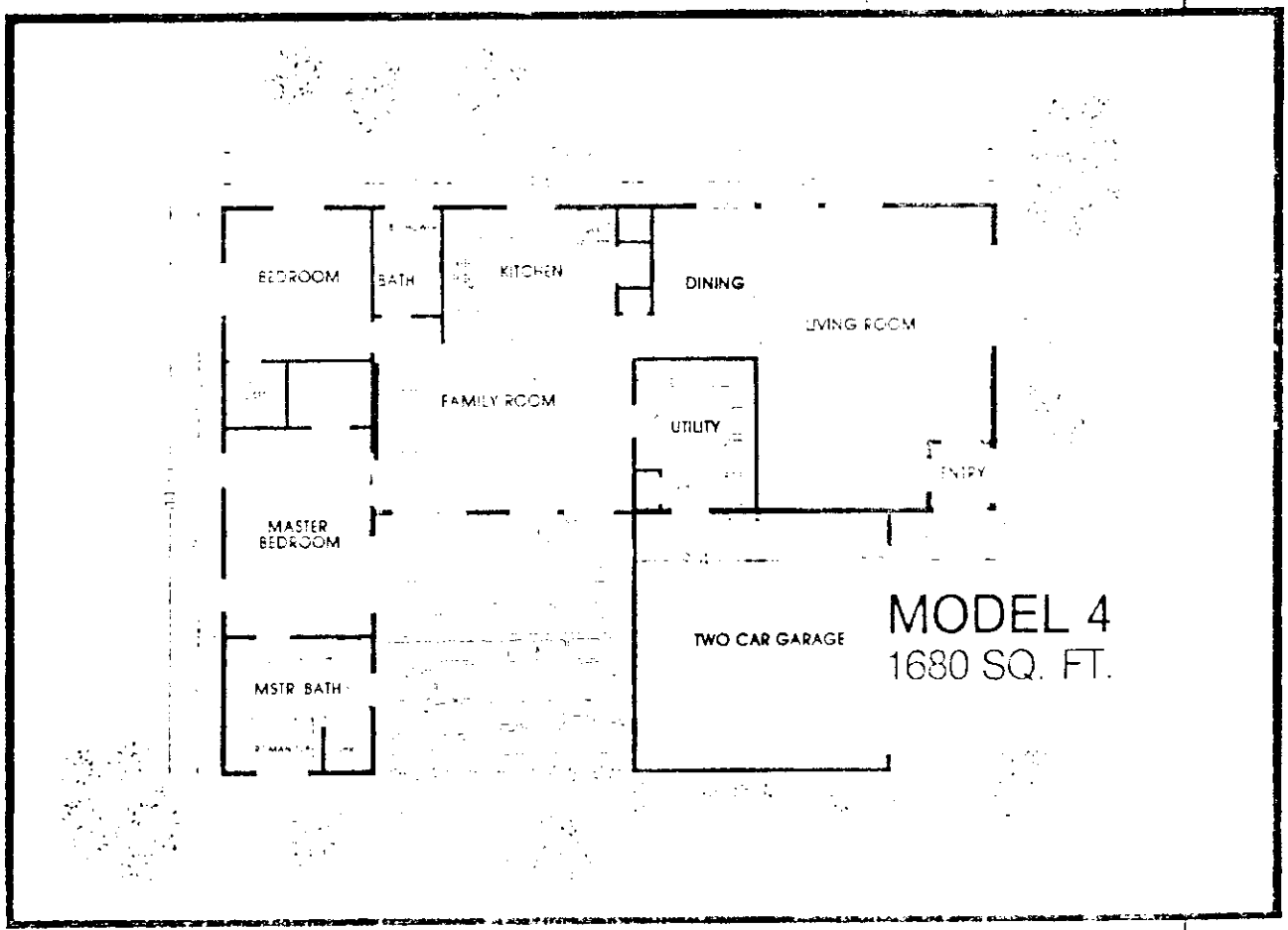
If you appreciate and enjoy the luxury of a beautifully designed kitchen/dining area and gorgeous master suite, you'll love this new home. The master bedroom features a walk-in wardrobe, sliding glass doors to the patio area and an elegant bath with Roman tub and stall shower. You'll see why the advantages of built-in quality in this tasteful home make it a special and delightful experience.



Model 4

Approx. 1680 Sq. Ft.
2 Bedroom, 2 Bath, Utility Room, Cathedral Ceilings

The master suite in this new home is a masterpiece of design. The large walk-in wardrobe, sliding glass doors and cathedral ceiling are thoughtful modern accents. This new home gives you what good living is all about. The free flowing space through the huge den, extra large living room and dining area provide a perfect location for family activities or entertaining. The two bedrooms are both served by their own full baths. Beauty, Comfort and Convenience . . .

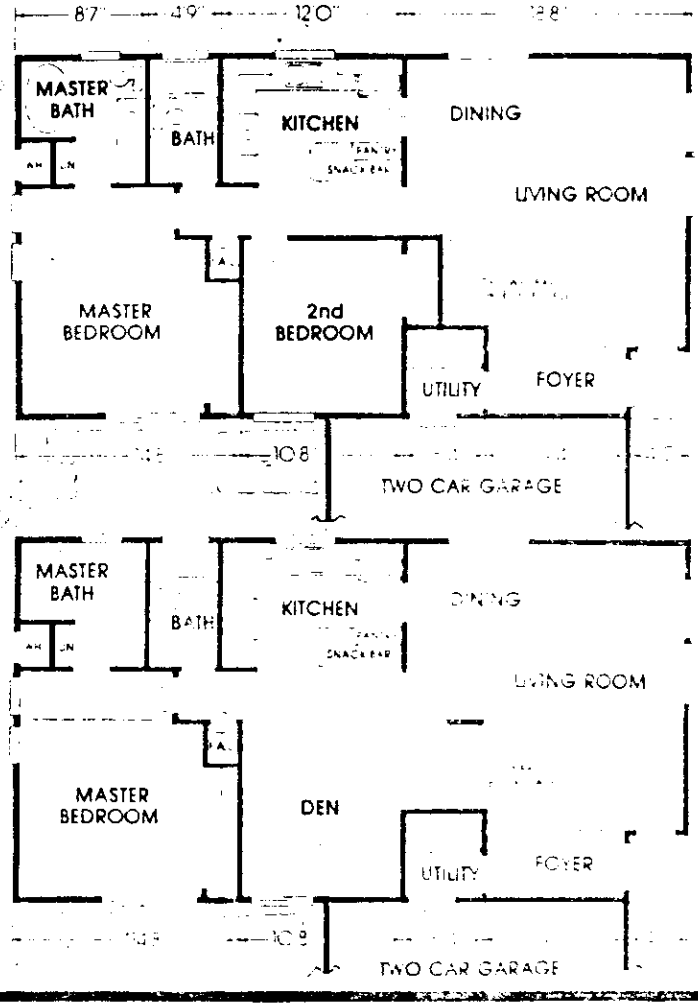


Approx. 1056 Sq. Ft.
2 Bedroom, 2 Bath Or 1 Bedroom, Den
Utility Room, Cathedral Ceilings,
Dry Wall Interior

Sliding glass doors in the master bedroom, cathedral ceilings, a beautifully modern kitchen and handsome spacious dining-living area highlight this tastefully designed home. This model offers two convenient floor plans... Your choice between an open den with sliding glass doors, and wet bar/bookcase or two full bedrooms. With either choice you get the excellent craftsmanship, innovation, quality and livability you want.

An affordable solution..

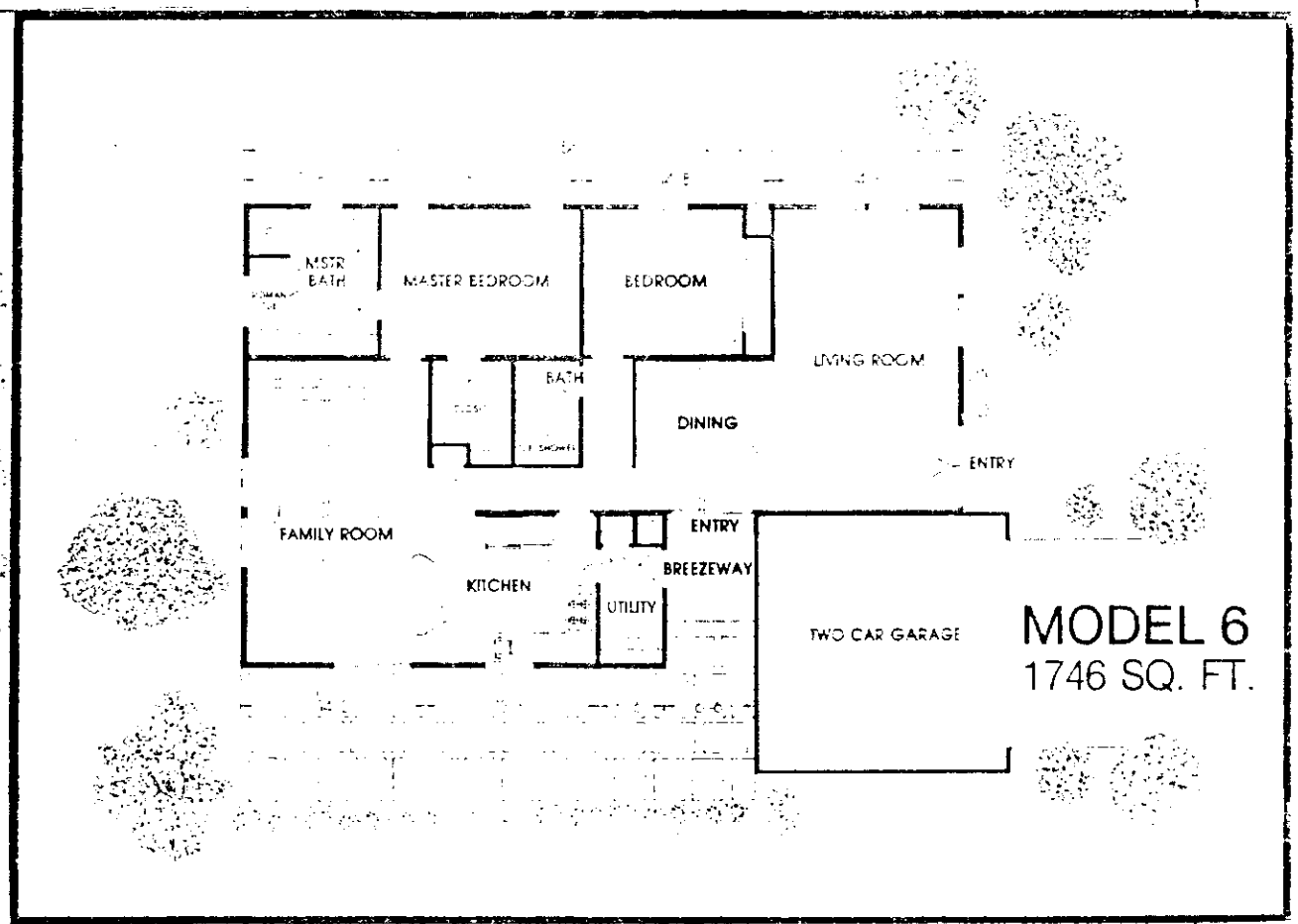
OPTIONAL FLOOR PLAN



Model 6

Approx. 1746 Sq. Ft.
2 Bedroom, 2 Bath, Utility Room, Cathedral Ceilings, Family Room with Fireplace

You'll be gratified to see how we built this new designer home around your needs. The spacious living, dining and family areas all reflect the impressive yet subtle quality in excellent craftsmanship. Innovation, quality and livability. An affordable solution . . . yet all the features and amenities you have always wanted are here for your convenience and pleasure. Another great value . . .

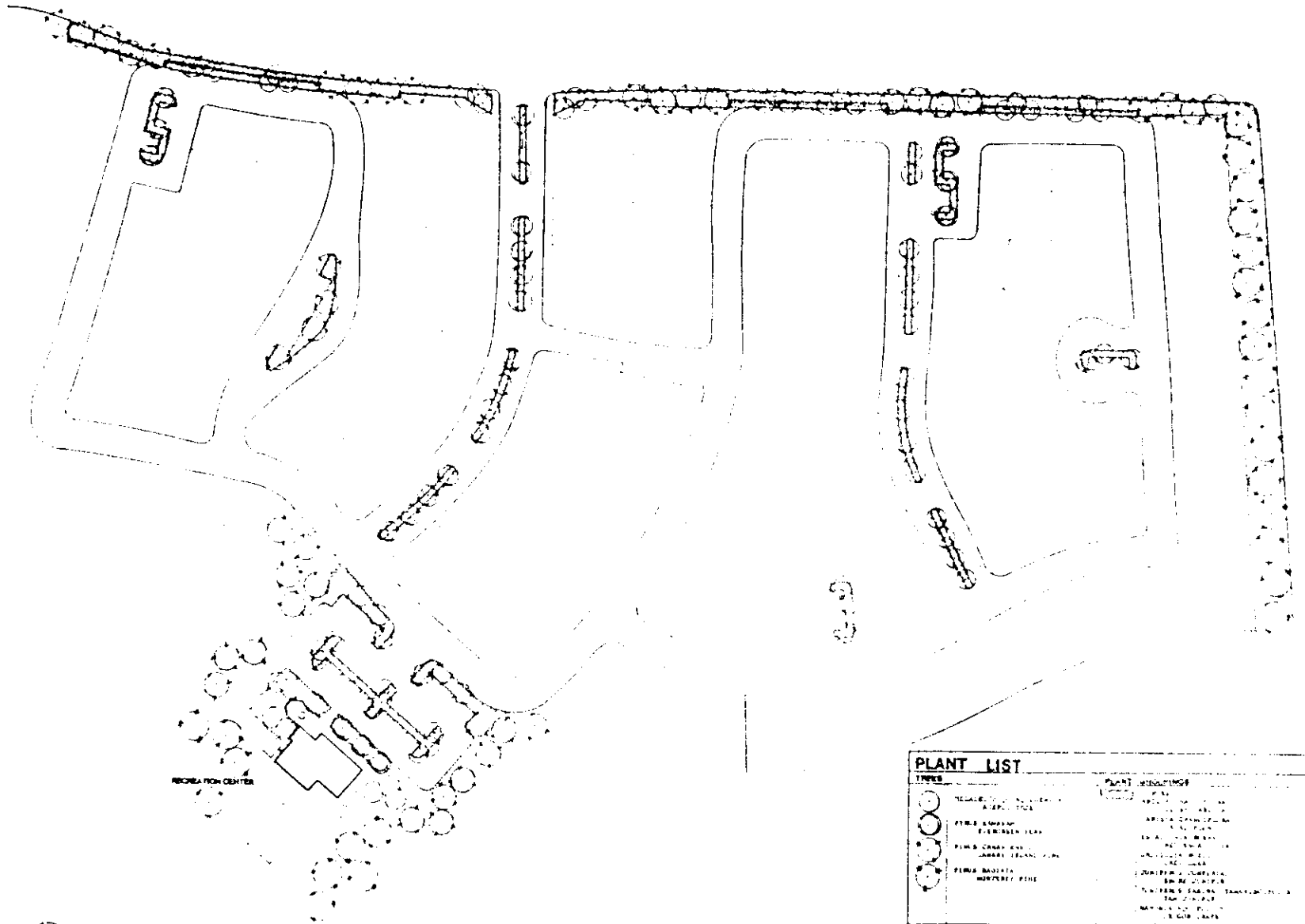


APPENDIX 1-D

Landscape Plan

Appendix D

Landscape Plan



LANDSCAPE PLAN

TOUCHAN TERRACE
PHASE 1: MANUFACTURED HOUSING
PISMO BEACH, CALIFORNIA

PLANT LIST

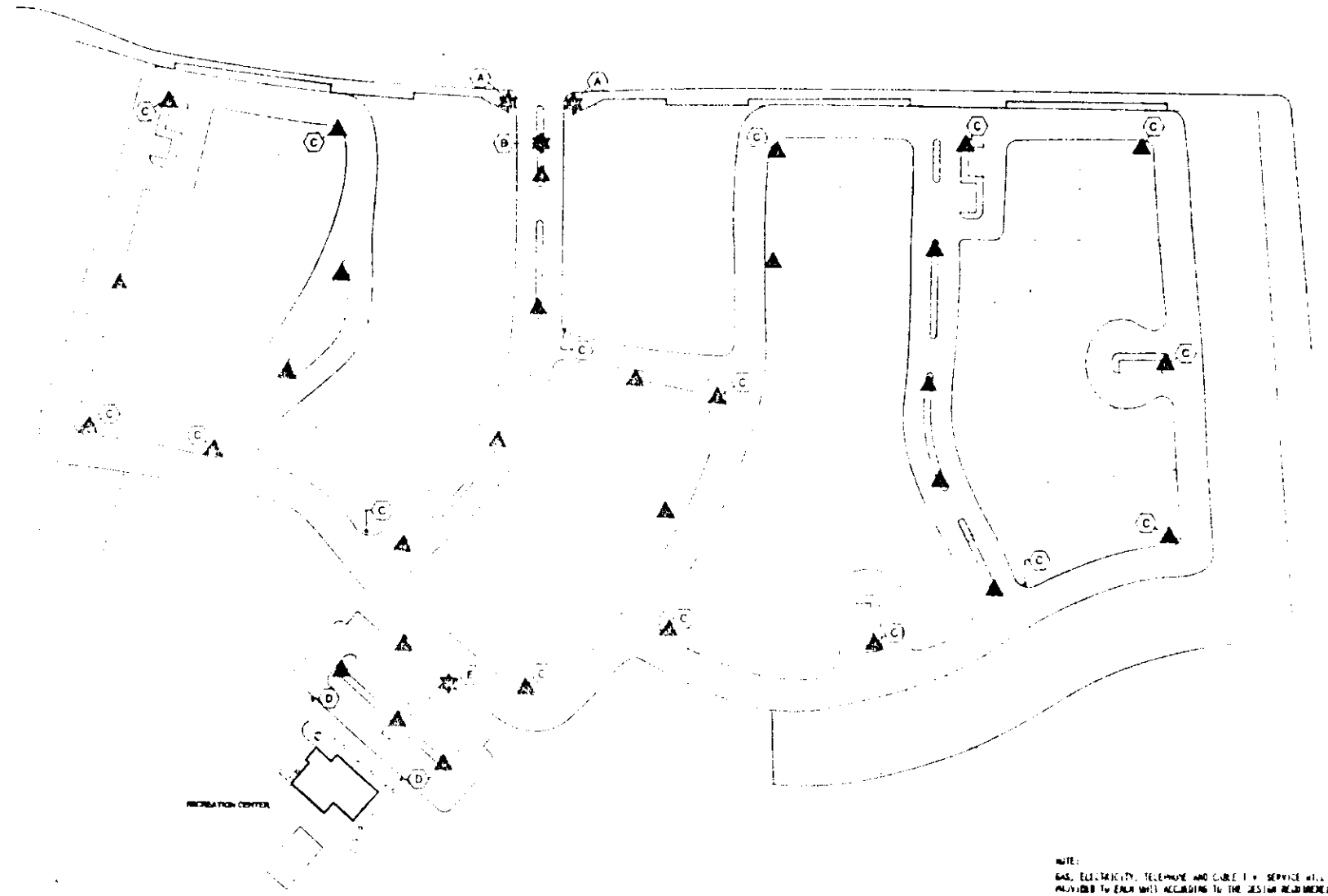
AD-2

APPENDIX 1-E

Lighting and Signage Plan

Appendix E

Lighting and Signage Plan



NOTE:
GAS, ELECTRICITY, TELEPHONE AND CABLE T.V. SERVICE WILL BE PROVIDED TO EACH UNIT ACCORDING TO THE SYSTEM REQUIREMENTS OF THE UTILITY COMPANIES.

PROJECT LIGHTING			
SYM	DESCRIPTION	LOCATION	HT.
▲	STREET POSTS	ALONG MAJOR STREETS	12-16 FT.
◆	SECURITY LIGHTING	ALONG STREETS "A"	
	STREET LIGHT	ALONG STREET "A"	
		ALONG PEDESTRIAN WALK	3 FT.

PROJECT SIGNAGE			
SYM	DESCRIPTION	LOCATION	SIZE
(A)	ENTRANCE SIGN (TOUCHAN TERRACE)	REFER TO PLAN	50 S.F.
(B)	ENTRANCE DIRECTORY	REFER TO PLAN	32 S.F.
(C)	STREET SIGNS	ALONG WALK IN AT ALL STREET INTERSECTIONS	
(D)	DIRECTIONAL SIGNS	SIGNS SHALL BE PLACED AT ALL INTERSECTIONS	
(E)		REFER TO PLAN	24 S.F.

LIGHTING & SIGNAGE PLAN

TOUCHAN TERRACE
PHASE 1: MANUFACTURED HOUSING
PISMO BEACH, CALIFORNIA

AE-2

PISMO DEVCO
P.O. BOX 2007
PISMO BEACH, CALIF.

TOUCHAN TERRACE

APPENDIX 2

Supplemental Traffic/Engineering Analysis

JOHN R. McCARTHY, P.E.
Traffic and Transportation Engineering

420 Janice Street • Paso Robles, California 93446 • (805) 238-9585

Mr. Robert Tartaglia
Tartaglia-Hughes Engineers
Atascadero, CA

RE: Toucan Terrace Project

Dear Bob:

In accordance with our phone conversation the other day, I understand that there is concern regarding the vertical grade of Price St. and speed of the traffic to travel that street. There are a number of design concepts that can be used to help control traffic speed and provide good traffic flow.

1) STREET WIDTH
The ultimate width of Price St. needs to be determined by the City. The most important considerations on width are a) the extent of development the City will allow and b) the amount of traffic that will be using Price St. for traffic circulation in that area.

However, it should be made clear that wider streets will encourage faster average travel speeds. Therefore, while good planning necessitates anticipation of ultimate road widths, making streets wider than needed will tend to increase the speed of the traffic.

The traffic from this project can be adequately handled with two lanes of travel, as stated in my report.

2) REMOVAL OF PARKING LANES
The removal of parking lanes can be one way to effectively decrease the pavement width. This is one mechanism to help keep the motorists speed down.

3) LANDSCAPED MEDIAN ISLANDS
While islands are not known to slow down traffic on steep grades, they can provide a "buffer" area for opposing traffic flows and thus avoid "head on" collisions.

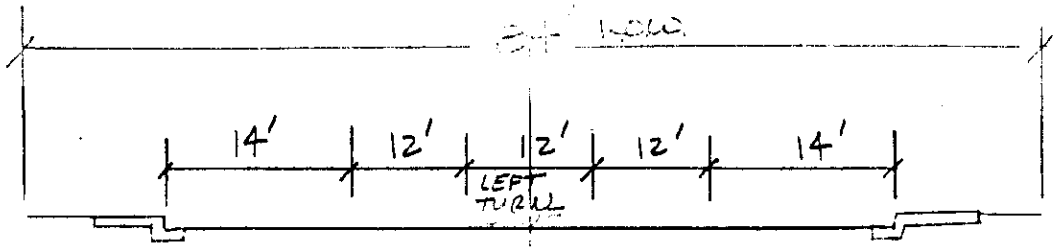
4) VERTICAL ALIGNMENT
If it is feasible to create a flat approach area at major intersection locations, this will tend to slow traffic down after coming off a down-grade. If topography allows this type of treatment I would highly recommend it.

5) HORIZONTAL ALIGNMENT
Horizontal alignment can sometimes be modified to help slow traffic down if a number of curves are placed in the road. However, I would not recommend this approach on Price St. due to its functional classification and necessary sight distance.

JOHN R. McCARTHY, P.E.
Traffic and Transportation Engineering

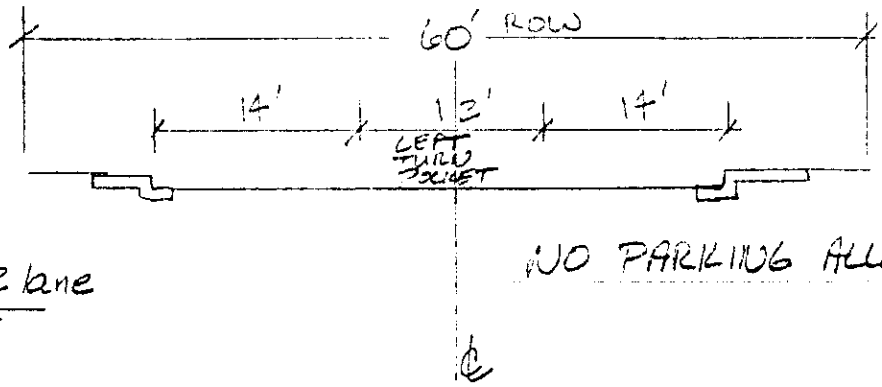
420 Janice Street • Paso Robles, California 93446 • (805) 238-9585

6) I have taken the liberty to sketch a few typical street cross sections you may want to consider for this project to help with speed control.



NO PARKING ALLOWED

SECTION A 4 lane



NO PARKING ALLOWED

SECTION B 2 lane

NOTE!

Additional width for right turn lanes should be considered at major entrances, the commercial entrance in particular.

I hope these suggestions will help in the design of your project.

Sincerely

John R. McCarthy P.E.