City of

Pismo Beach



General Plan & Local Coastal Program

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INTRODUCTION

Purpose of the General Plan

The California Government Code requires that each city and county adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning." The Pismo Beach General Plan/Local Coastal Program (GP/LCP) is the constitution of Pismo Beach and the guide for long-term physical development and conservation through a framework of goals, policies, and actions. The GP/LCP is a legal mandate that governs both private and public actions.

The GP/LCP provides a general policy framework and works in conjunction with other planning and regulatory documents, such as ordinances and zoning laws. The GP/LCP is implemented by the Pismo Beach Municipal Code, Title 17, Zoning Code (Zoning Code). Additionally, a large portion of the City lies within the Coastal Zone and thus it is subject to the Coastal Act of 1976 (Coastal Act), which requires the City to have a Local Coastal Program certified by the California Coastal Commission (CCC) to maintain the ability to issue Coastal Development Permits.

The Local Coastal Program consists of the Land Use Plan and the Implementation Plan, which generally provides policies and standards, respectively. Although the General Plan and Zoning Code affect areas of the city within the Coastal Zone and outside of the Coastal Zone, only specific components of those documents comprise the Local Coastal Program.

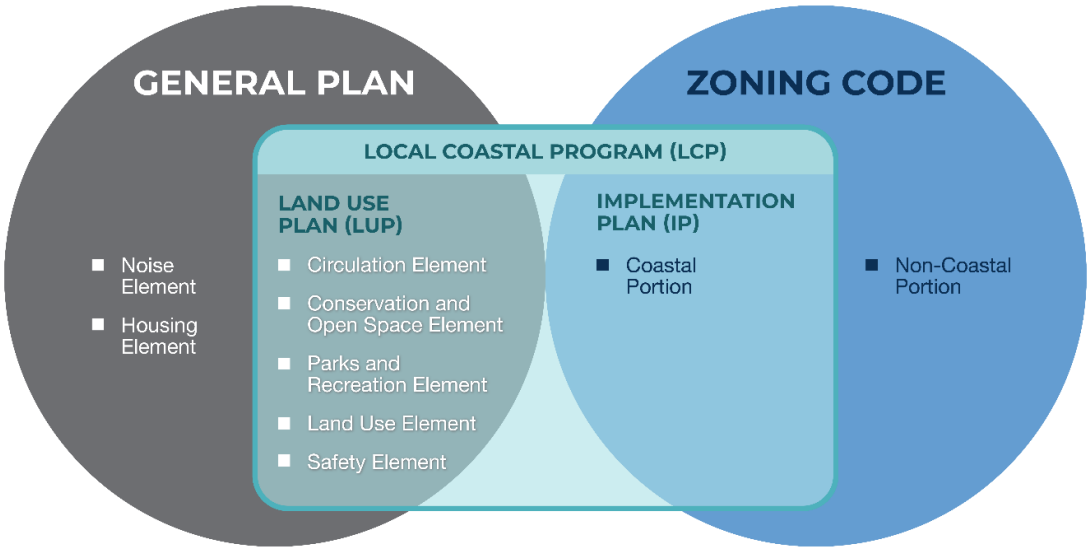


Figure I-1, Relationship of the City's General Plan, Zoning Code and Local Coastal Program

Figure I-1, Relationship of the City's General Plan, Zoning Code and Local Coastal Program, identifies the components of the General Plan and Zoning Code that are part of the Local Coastal Program, and are therefore subject to the Coastal Commission certification process. Components of the General Plan and Zoning Code that are not part of the Local Coastal Program are not subject to the Coastal Commission certification process.

The Local Coastal Program meets both the state general plan requirements and local coastal plan requirements. Following the original certification of the Local Coastal Program in 1984, the City gained development review authority for the majority of its Coastal Zone. The CCC retains review authority for development on any tidelands, submerged lands, or on public trust lands, whether filled or unfilled. The CCC also retains the ability to appeal any City permit action for development with the following characteristics:

- Located between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance
- Located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff
- Located in a sensitive coastal resource area
- Constituting a major public works project or a major energy facility

The GP/LCP also includes policies and procedures for planning and adapting to sea level rise. These sea level rise policies incorporate best available science and the latest state guidance, including the California Ocean Protection Council's Sea Level Rise Guidance[1] and CCC's Sea Level Rise Policy Guidance,[2] Guidance for Residential Development,[3] and Guidance for Critical Infrastructure[4] .

Organization of the General Plan

The California Government Code requires seven mandatory topics for general plans, called "elements" (Land Use, Conservation, Open Space, Safety, Noise, Circulation, and Housing)[5]. Elements may be combined and commonly are. For example, the GP/LCP combines the Conservation and Open Space Elements.

Cities may also adopt other topics that carry the same weight as mandatory elements. The GP/LCP adds a Parks and Recreation Element. All topics carry equal weight and are designed to be consistent with each other. The GP/LCP includes the following chapters:

Chapter I, Introduction. A "user's guide" with information on the purpose and organization of the GP/LCP, as well as how to use the GP/LCP.

Chapter II, Land Use Element. The Land Use Element guides the placement and character of future development, shaping where people will live, work, recreate, and shop in Pismo Beach. The Land Use Element addresses the community's values and desires, while providing strategies for managing growth, enhancing quality of life, and adapting to the changing environment and demographics of Pismo Beach. The Land Use Element also addresses topics unique to Pismo Beach such as coastal and historic resources. It presents the

1 California Ocean Protection Council. 2018. State of California Sea Level Rise Guidance: 2018 Update." Accessed July 5, 2023. https://www.opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf.

2 CCC (California Coastal Commission). 2018. "Sea Level Rise Policy Guidance." Last updated November 7, 2018. Accessed July 5, 2023. https://documents.coastal.ca.gov/assets/slr/guidance/2018/0_Full_2018AdoptedSLRGuidanceUpdate.pdf.

3 CCC. 2019. "Sea Level Rise: Coastal Adaptation Planning Guidance for Residential Development." Accessed July 5, 2023. https://www.coastal.ca.gov/climate/slr/vulnerability-adaptation/residential/.

4 CCC. 2021. "Sea Level Rise: Coastal Adaptation Planning Guidance for Critical Infrastructure." Accessed July 5, 2023. https://www.coastal.ca.gov/climate/slr/vulnerability-adaptation/infrastructure/.

5 OPR (Governor's Office of Planning and Research). 2023. "General Plan Guidelines and Technical Advisories." Accessed July 3, 2023. https://opr.ca.gov/planning/general-plan/guidelines.html.

pattern of land uses for the ultimate development of Pismo Beach for the GP/LCP's horizon year of 2040.

Chapter III, Conservation and Open Space Element. The Conservation and Open Space Element guides the protection of natural, scenic, and cultural resources and conservation areas important to the environment and sustained economic prosperity of Pismo Beach. This element helps to identify how Pismo Beach's local natural environment will look in 2040.

Chapter IV, Safety Element. The Safety Element describes each of the hazards to which Pismo Beach is vulnerable, and presents goals, policies, and actions to increase the City's resilience to hazards through education, maintaining an effective emergency response, and protecting life, property, and natural landforms in potential hazard areas.

Chapter V, Noise Element. The Noise Element identifies the City's approach to regulating environmental noise and limiting community exposure to excessive noise levels. The Noise Element identifies and analyzes the major noise sources in the community; provides data and guidance to inform a pattern of land uses that minimize exposure of community residents to excessive noise; protects quiet areas within communities; and addresses existing and foreseeable noise problems.

Chapter VI, Circulation Element. The Circulation Element identifies a comprehensive plan for multimodal transportation improvements that will maintain consistency with the Land Use Element. This Element establishes a citywide strategy to achieve long-term mobility and accessibility for travel modes within the city.

Chapter VII, Housing Element. The Housing Element addresses the City's plans to meet its housing needs, particularly the availability, affordability, and adequacy of housing supply. The Housing Element defines strategies and programs that will serve all socioeconomic groups.

Chapter VIII, Parks and Recreation Element. The Park and Recreation Element is an optional element of the GP/LCP, and includes an access component, which is required by the Coastal Act. This Element should be viewed in the context of the background, principles and policies found in the Conservation and Open Space Element, much of which is integral to recreation and access concerns.

Chapter IX, Glossary. The glossary provides definitions of terms and phrases that are specialized for the purposes of the GP/LCP or may not reflect common usage. The definitions in this glossary serve to ensure the consistent and intended interpretation and application of the policies in the GP/LCP, but do not provide permit requirements, review procedures, or development/performance standards. The definitions in the glossary incorporate Coastal Act guidance.

The former, optional Design Element, Facilities Element and Growth Management Element have been removed in the GP/LCP. Components of the Design Element have been incorporated into the Land Use Element. The Facilities Element has been incorporated into various elements, including Land Use, Conservation and Open Space, and Safety. The Growth Management Element has been removed due to State housing laws.

How to Use the General Plan/Local Coastal Program

The GP/LCP serves as a citywide guiding document. It guides decisions made for the city over the GP/LCP's horizon (year 2040), and serve several important roles:

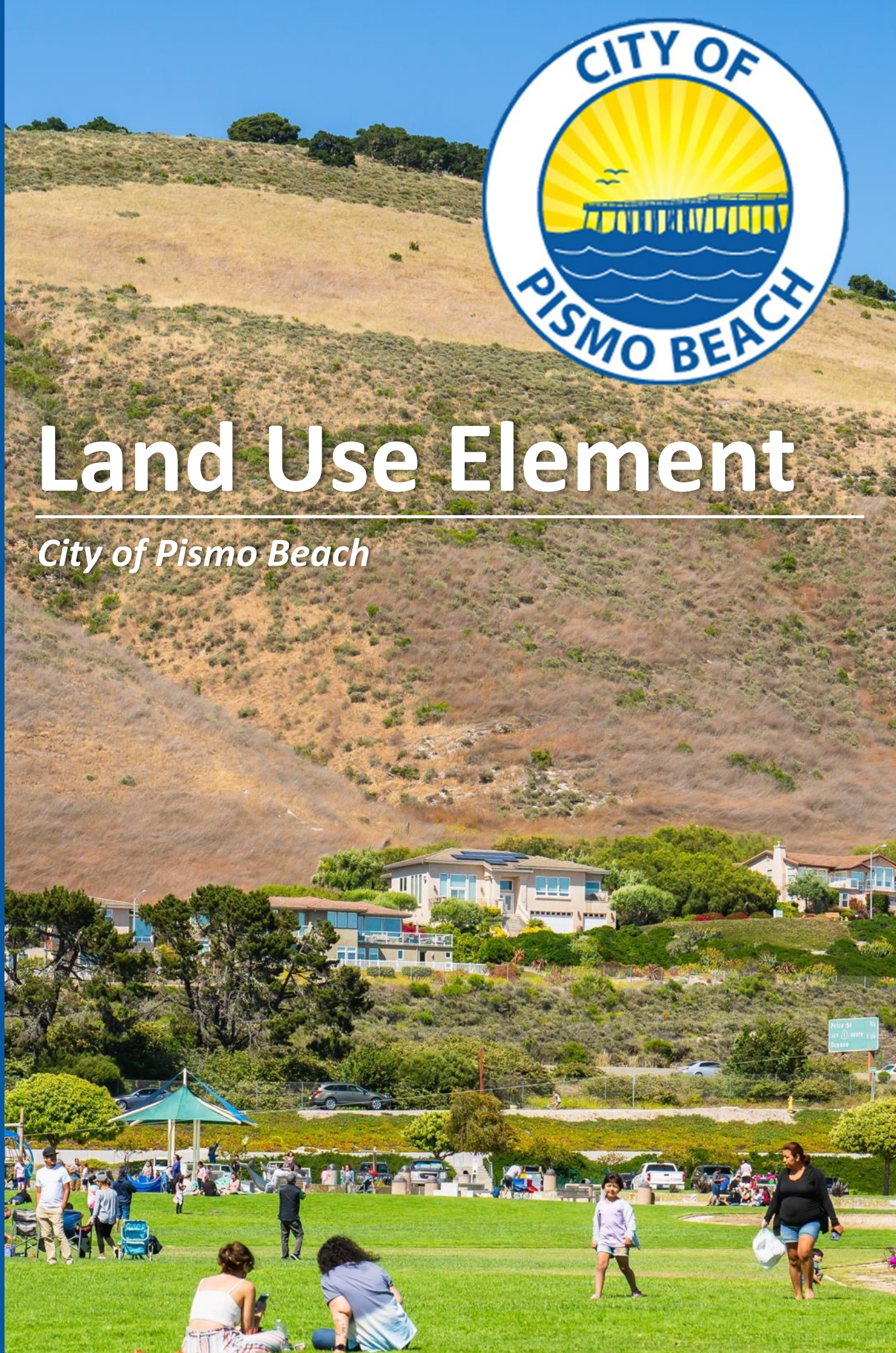
(1) Set direction for City administration, City staff, and elected and appointed officials regarding the long-range land use needs of those who live, work and recreate in Pismo Beach;

(2) Inform residents, community organizations, business owners, developers, designers, and builders of the City's plans for the future and development priorities; and

(3) Communicate the future form of Pismo Beach communities to ensure accountability of decision makers in achieving the goals of Pismo Beach.

There are many regulatory and policy components to the GP/LCP. The following informs on how the GP/LCP shall be used and interpreted:

- **Guiding Principles**: Guiding principles within each element set the framework for implementing the community vision. Guiding principles also serve as the base metric for interpreting the GP/LCP goals, policies, and actions.
- **Goals**: Goals are the general direction-setter that expresses the community's values. They may be abstract in nature and are generally not quantifiable or time dependent.
- **Policies**: Policies are specific statements or diagrams that guide decision-making. They indicate a commitment of the City to a particular course of action. A policy may be carried out through actions.
- **Actions:** Actions are identified steps or techniques for carrying out the policies of the GP/LCP.
- **Maps and Tables:** Maps and tables provide background information, technical justification and/or other policy information.



Land Use Element

City of Pismo Beach

LAND USE AND COMMUNITY DESIGN ELEMENT

1. Introduction and Purpose

The Land Use Element directs the placement and character of future development, shaping where people will live, work, play, and shop in Pismo Beach. The Land Use Element addresses the community's values and desires, while providing strategies for managing growth, enhancing quality of life, and adapting to the changing environment and demographics of Pismo Beach. The Land Use Element also addresses topics unique to Pismo Beach such as coastal resources, planned residential redevelopments, overnight coastal accommodations, and historical resource and character sites.[1] Buildings of historic, architectural, or cultural interest add to the ambiance of the City and should be honored, preserved, and protected.

The Land Use Element consists of narrative, goals, policies, and actions, as well as a Land Use Map that outlines the future development of Pismo Beach. It presents the pattern of land uses for the ultimate development of the City for the GP/LCP horizon (year 2040) through the land use designations shown on the Land Use Map. Text and maps should be considered collectively as project approvals or future amendments are made. The Land Use Element identifies local goals that presents how Pismo Beach's local environment will look in 2040, policies that measure progress toward the goals, and actions that identify the regulatory tools the City can use to meet those goals.

1.1 Relationship to State Law

The Land Use Element is the City's fundamental land use policy document, and it provides the basic policy direction for the City's development and conservation for the next 20 years. In accordance with the requirements of State law for General Plans (Government Code Section 65300), the Land Use Element must designate the general distribution, location and extent of land for housing, business, industry, open space, education, public facilities, and other categories of public and private uses of land. It must also include standards of residential density and building intensity for the various areas covered by the General Plan.

The Land Use Element must also be consistent with the coastal resource protection policies of the Coastal Act. Coastal Act policies (PRC 30212.5, 30213, 30220-30223 and 30250(c)) require provisions for public and low-cost recreation and visitor serving facilities by requiring that suitable land be designated for these uses and that these uses be given priority. This Land Use Element contains policies and land uses designed to maintain and expand the mixture of both public and private recreational and visitor-serving facilities in the City.

1.2 Relationship to Other General Plan Elements

The Land Use Element has the broadest scope of all the elements and acts as the foundation for setting the goals and development policies for all other elements. By setting the foundation, the Land Use

[1] The City of Pismo Beach includes one historical place listed on the National Register of Historic Places: the John Price House. The National Register of Historic Places does not list any qualifying or eligible historic places in Pismo Beach. See Policies 2.3 and 2.4 for relevant historic building policies and actions.

Element is often referred to for a complete understanding of the purposes, intentions, and development requirements throughout the rest of the GP/LCP.

The Housing Element of the Pismo Beach General Plan outlines how the City will accommodate Pismo Beach's regional housing needs assessment (RHNA) as determined by the California Department of Housing (HCD) and Community Development and the San Luis Obispo Council of Governments (SLOCOG). The City's Housing Element was last updated in 2019; it was approved by City Council in 2019 and then certified by HCD in March 2020. The Land Use Element provides the land use designations and policy to support implementation of the Housing Element.

The Circulation Element provides the street system, street design and transportation improvements necessary to address the transportation needs resulting from the land use designations defined in the Land Use Element. The Pismo Beach Circulation Element[2] was updated in 2018 and 2023. It includes goals and policies that will be reinforced and implemented through the Land Use Element, including policies to reduce vehicle miles traveled by enhancing pedestrian, bike and transit infrastructure, and policies that promote transit-oriented developments.

In addition, the Parks, Recreation, and Access Element outlines policies to achieve the overall parks and open space system as determined by the Land Use Map contained in this Element. The Parks, Recreation, and Access Element includes an access component required by the Coastal Act, which ensures the continued development and maintenance of public access to the Pismo Beach coastline. The Land Use Element sets forth land use regulations for coastal access and as well as non-coastal recreational access. Pismo Beach currently offers a variety of parks and recreational opportunities; therefore, it is important for the City to maintain a comprehensive park and recreation program, which can be implemented through appropriate zoning.

The Safety Element contains goals and policies regarding coastal hazards and the potential impact of hazards on the development covered by this Land Use Element. The policies of the Safety Element ensure that the goals of the Land Use Element are implemented in a manner that ensures safety over the life of the development. The Land Use Element sets forth the land use regulations for areas vulnerable to certain hazards. For example, the Land Use Element sets limitations on the types of development proposed in a floodplain. In imposing any restrictions, it is the intent of the GP/LCP to protect the public health, safety and welfare and to minimize a development's exposure to hazards consistent with the Coastal Act.

The Conservation and Open Space Element provides the framework for protecting biological and ecological coastal resources. The conservation issues focus on the natural resources of Pismo Beach including air, water, biology, archaeology and physical geography. The intent of the Conservation and Open Space Element is to guide the management of these resources to enhance the quality of life of residents and visitors and to prevent waste, exploitation, destruction, or neglect. The Land Use Element establishes the open space designation, which contains regulations that help conserve the resources further addressed in the Conservation and Open Space Element. When viewed with this Land Use Element, the goals and policies work to create a vibrant community that protects and enhances its

[2] The updated Circulation Element was approved by the CCC in 2018 with suggested modifications related to the extension of Mattie Road, which were later accepted by the City.

natural resources, one of the many aspects that make Pismo Beach a desirable community for its residents and visitors.

The Noise Element ensures that residents, businesses, and workers in the City, as well as visitors to the City, will not be subjected to excessive levels of noise. Further, the Noise Element aims to protect the long-term values of both public and private investment by preventing the deterioration of properties as a result of incompatible noise intrusion. The Land Use Element applies these methods to land use planning and zoning decisions. The Land Use Element aims to reduce incompatible land uses that would result in noise intrusion.

Together, the GP/LCP Elements form an integrated, internally consistent plan, providing goals, policies and actions that reinforce each other and work together towards achieving the community vision.

1.3 Relationship to Community Vision

Consistent with the Community Vision described in the introductory chapter, the City has developed guiding principles to set the framework for this Land Use Element. The Land Use Element strives to implement the community vision through its goals, policies, and actions, and is built around the following guiding principles:

Preserve the Historic Ambiance of Pismo Beach

Pismo Beach contains the historic "Classic California" ambiance of a small California beach town. This is particularly evident in the Downtown Core and Shell Beach Village. Although difficult to define, the preservation of this ambiance is important, and the City shall encourage its protection. This ambiance provides an attractive experience by creating a link to the past, a sense of place, and a slower pace. The Land Use Element sets forth the tools for preservation of historic neighborhood character and retention of the classic downtown setting framed by original landmark architecture and character properties. The historic character provides the setting to attract vibrant downtown uses that serve the needs of residents and visitors.

Support the Visitor Population While Enhancing the Quality of Life for all Residents

The California coast is an extremely desirable place to live, work and recreate that belongs to all the people. As such, congenial and cooperative use by both residents and visitors is recognized. Such use should capture the best attributes of the City and creatively determine the acceptable place, scale, intensity, rate and methods for development consistent with resource protection and public benefit. The Land Use Element provides the tools for an economy built on visitor-serving uses that balances commercial and residential development. Through protection of existing visitor-serving overnight accommodations and promotion of the development of new retail and service businesses, the City can best support the visiting population that is so essential to the Pismo Beach economy, while also enhancing the quality of life for residents with a healthy year-round economy.

In addition to accommodations and retail services, the Land Use Element provides policy for the health and well-being of local residents and visitors alike. These policies strive to be the catalyst for healthy and desirable living environments through the use of design guidelines, appropriate zoning, transit accessibility, and pedestrian and bicycle facilities.

Manage Growth Effectively

With the focus of this GP/LCP is on providing a high quality of life for Pismo Beach citizens and visitors and protecting the community's natural and coastal resources, the Land Use Element strives to provide a high level of service and infrastructure, and plan for new development that is thoughtfully concentrated within its urban boundaries. Through tools such as enforcement of development fees and annual reporting, the City can effectively manage and maintain its high level of service, valued resources, and the infrastructure needed to complement the City's growth. The Land Use Element also provides the tools and incentives for the City to direct new development that responsibly concentrates development in areas where infill and adaptive reuse will contribute to a high quality of life for the entire community.

Preserve and Protect Natural Resources

The ocean, beach and the abutting land are recognized as an irreplaceable natural resource to be enjoyed by the entire City and region. The Land Use Element provides the tools to direct new development to preserve and enhance the natural resources of Pismo Beach, including the ocean and beaches, hills, valleys, canyons and cliffs, and the Pismo and Meadow Creek streams, marsh and estuaries. The Land Use Element provides policies that further enhance the requirements provided within the Coastal Act. Land use policies shall retain ridgelines, hillsides, open space, and the other unique natural features within Pismo Beach. The Land Use Element guides planning decisions in the Coastal Zone that ensures public coastal access, while maintaining coastal preservation and protection. (See related principles and policies in the Conservation Element and Safety Element.)

2. City Structure and Neighborhood Form

2.1 Existing Land Use Form and Pattern

Pismo Beach's existing land use form is shaped by its topography, linear coastal orientation, natural resources and circulation patterns. The City is served by four main arteries: Highway 101, Cabrillo Highway (Highway 1), Shell Beach Road and Price Street, which all run northwest–southeast through the City. Price Canyon Road, Fourth Street, Oak Park Boulevard, and James Way are also main connector roads. **Figure LU-1**, Pismo Beach LAFCO-approved City Border, shows the City's existing boundary as defined by the Local Agency Formation Commission (LAFCO). For clarity and ease of use, the remaining figures in this General Plan document do not include the submerged lands offshore that are within the City's boundary. **Figure LU-2**, Built Form and Land Use Pattern, shows the City's existing land use form and pattern as of 2020 and **Figure LU-3,** Existing Conditions, presents a map of the City's existing land use conditions.

As depicted in **Figure LU-3**, Existing Conditions, the majority of the City lies within the Coastal Zone. Pismo Beach offers many opportunities to use and enjoy the coast, including the many public beaches, the iconic Municipal Pier, the Pismo Beach State Beach and campground, several oceanfront and bluff-top parks, and numerous public access trails that link the community with the Pacific Ocean. Pismo Beach also offers a range of overnight accommodations including hotels, motels, State campground and privately owned RV sites, and short-term vacation rentals. These uses are important for sustaining the tourist industry of Pismo Beach while also supporting visitor access to coastal resources. An inventory of these uses as of 2019 is presented in **Table LU-1**, including the total number of units and their price ranges.

Table LU-1
Overnight Accommodations[1]

Accommodation	Number of Units	Price Range (per night)[2]
Campground and RV parks	515	$35-55
Hotel and motel	1,980	$66 – 391
Short-term vacation rentals	Approx. 340[3]	$65 – 1,114

1 **Source:** City of Pismo Beach 2019. City of Pismo Beach Low-Cost Visitor Accommodation Technical Memorandum. October 29, 2019. https://pismobeach.org/DocumentCenter/View/53764/LCVSA-Study-.

2 The prices shown for campground and RV parks and hotel and motel categories reflect the least expensive options available for that date, as some hotels and motels surveyed have multiple price levels.

3 A search of STR websites with no dates of stay entered produced 334 available STRs.

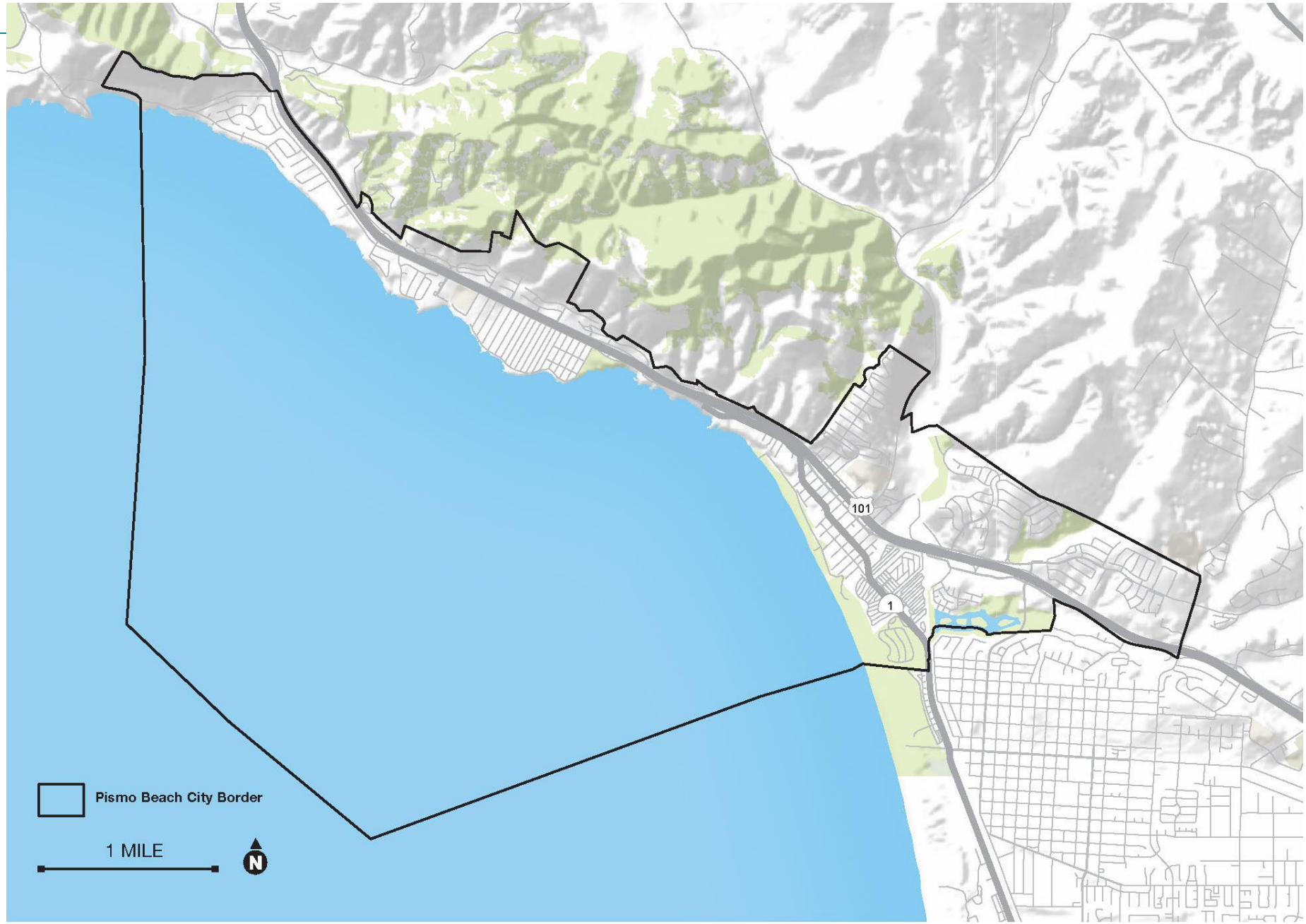


Figure LU-1, Pismo Beach LAFCO-approved City Border



Figure LU-2, Built Form and Land Use Pattern

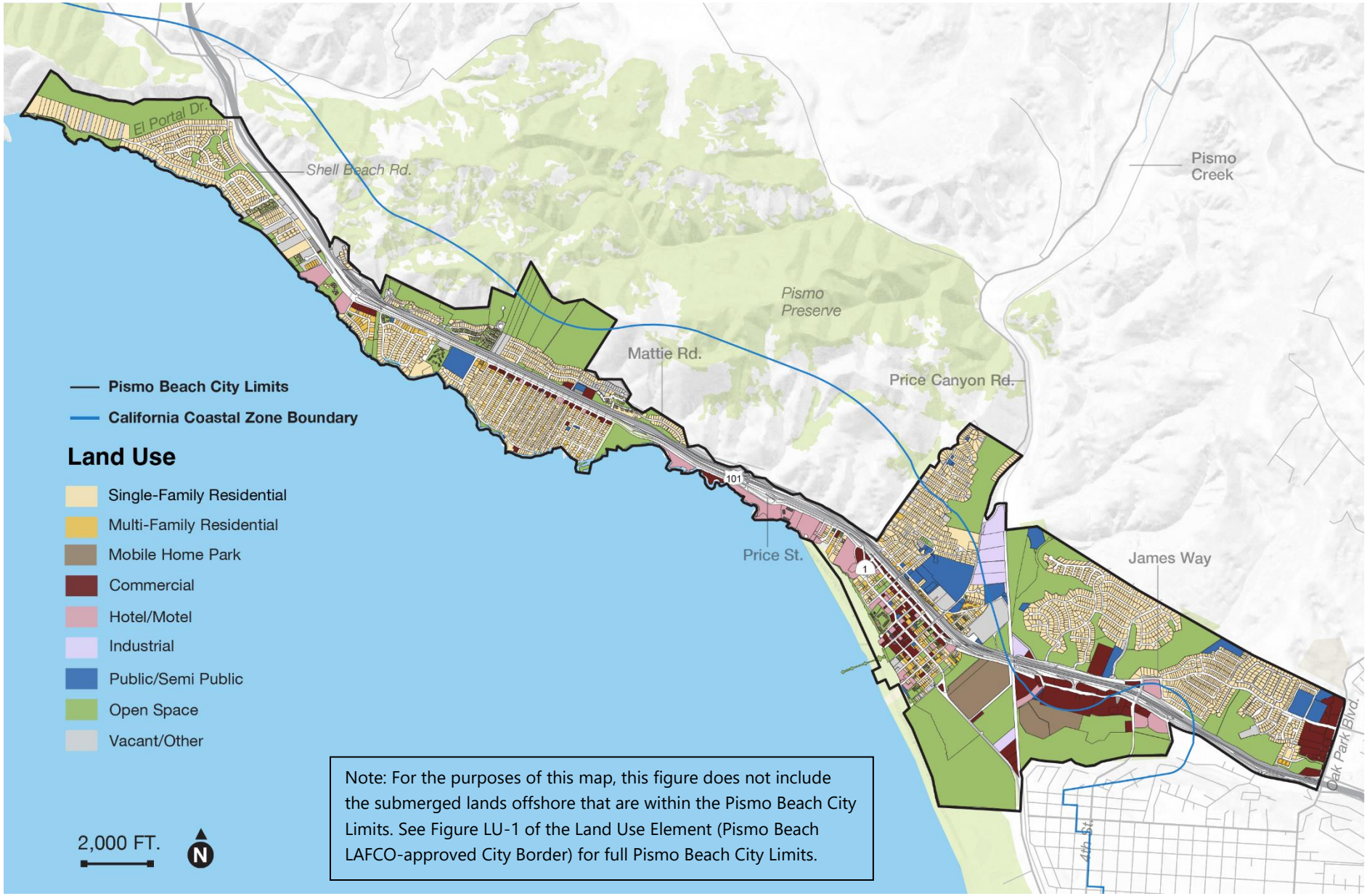


Figure LU-3, Existing Conditions

The following sections describe the City's existing land uses at the neighborhood planning scale, as well as the City's sphere of influence. **Table LU-2,** Existing Development by Neighborhood Planning Area, provides a breakdown of the land uses contained within each Planning Area. As shown Table LU-2, the City of Pismo Beach includes an assortment of residential, commercial, office, public and open space uses.

Table LU-2
Existing Development by Neighborhood Planning Area (2019)

Planning Area	Residential (units)			Visitor Serving (rooms)	Retail, Service, Office (1,000 square feet)			Open Space (acres)
	Single Family	*Mobile Home*	*Multi-Family*	*Resort Commercial*	*Commercial*	*Industrial*	*Public/Semi-Public*	*Open Space*
Sunset Palisades/The Bluffs/South Palisades	478	0	0	0	253.5	0.0	0.8	97.0
North Spyglass/Spyglass	108	0	71	298	500.9	0.0	1.1	7.3
St. Andrews/Spindrift	228	0	25	0	51.0	0.0	8.8	9.1
Shell Beach/Dinosaur Caves	910	0	44	24	321.5	0.0	9.7	13.6
Motel	79	0	0	572	2028.6	0.0	0.0	25.2
Downtown Core	512	0	279	596	1,672.7	0.0	16.4	150.1
Pismo Creek/Pismo Marsh	417	515	141	370	2,491.2	142.9	21.7	211.9
Oak Park Heights	1,189	0	0	120	1,968.9	1,172.6	207.8	113.4
Pismo Heights	656	0	46	0	0.0	0.0	49.2	3.4

Table LU-2
Existing Development by Neighborhood Planning Area (2019)

Planning Area	Residential (units)			Visitor Serving (rooms)	Retail, Service, Office (1,000 square feet)			Open Space (acres)
	Single Family	*Mobile Home*	*Multi-Family*	*Resort Commercial*	*Commercial*	*Industrial*	*Public/Semi-Public*	*Open Space*
Freeway Foothills/Mattie Road	404	0	0	0	306.6	0.0	5.6	177.9
Total	**4,981**	**515**	**418**	**1980**	**9,594.9**	**1,315.5**	**321.1**	**808.9**

2.1.1 Neighborhood Planning Areas

Pismo Beach is organized into neighborhood planning areas, each with its own name and unique characteristics. The first General Plan in 1992 contained 18 planning areas, which are consolidated into 10 planning areas for this updated GP/LCP, described briefly below. To preserve their identities, no changes to the names of the planning areas were made, they were simply combined. All these planning areas are predominantly built-out to their maximum development potential based on their designated land uses and associated density limits, with little to no developable acres remaining. As such, infill development and adaptive reuse are encouraged and commonly used practices within the City. **Figure LU-4,** Neighborhood Planning Areas, presents a map of these neighborhood planning areas. The current approximate development within each planning area is provided in Table LU-2 above.

Sunset Palisades/The Bluffs/South Palisades

The Sunset Palisades/The Bluffs portion of this planning area is an ocean-oriented, low-profile residential neighborhood with a backdrop of coastal foothills. The Bluffs/Sunset Palisades areas are almost totally developed with low-density residential use and only a few scattered vacant residential lots. It includes the Ontario Ridge area, now known as The Bluffs, which was annexed to the City in 1990 and has been developed since 1992.

The bluff-top area along the ocean fronting The Bluffs subdivision consists of a 9-acre open space/recreational parcel under ownership of The Bluffs homeowner's association, but with public access rights. The base of this bluff area includes an intertidal habitat and natural resource area, which should be protected. There is not public access to this sensitive habitat area. Damage by wave conditions is possible and bluff erosion is an ongoing process. Fifty-three acres of land on the upper slopes of The Bluffs are in permanent open space.

The Sunset Palisades neighborhood extends from Highway 101 to the ocean and comprises land on both sides of Shell Beach Road, 6 acres of private open space in a gated community, and the 5.7-acre Palisades public park. Archaeological resources are evident in this area. The property between Shell Beach Road and U.S. Highway 101 has historically been utilized as open space with limited residential development. This area is subject to high noise levels from both Highway 101 and Shell Beach Road. The bluffs along the Sunset Palisades stretch of coast are primarily under private ownership. Homes along these ocean-fronting bluffs have provided their own stairways to small beaches. Some of these have been damaged in past storms. Seawalls have also been constructed in the area to protect structures from damage.

South of Sunset Palisades, South Palisades includes clustered multifamily and single-family residential development. Each parcel in this area includes 60% of open space, preservation of views from U.S. Freeway 101 to the ocean, and a 100-foot-wide lateral access dedication to the City for public parks and open space along the entire cliff. The ocean bluffs range in height from 40–50 feet at the north end to 80 feet at the south end of the planning area. San Luis Obispo County has an easement from the toe of the bluff to the mean high tide line. A sandy beach extends for most of the length of the oceanfront in this area. See the Public Access and Recreation Element for the locations of coastal access points.

North Spyglass/Spyglass

This planning area comprises resort commercial and residential uses. North Spyglass, located north of Spyglass Drive, consists of three large parcels with three major hotels (the Dolphin Bay Resort, Cliffs Hotel, Spyglass Inn). A key aspect of the area includes a 50-foot-wide lateral access at the top of the bluffs, a beach access stairway, and related public parking at the northern barranca. A bluff-top trail spans the entire portion of this planning area that provides access to the beach adjacent to the Cliffs Hotel and the South Palisades area. At the base of 50-foot bluffs is a narrow sandy beach accessible during normal tide. Bluff erosion is severe in this area.

South of Spyglass Drive is the Spyglass community, which is a fully developed residential area with multiple housing types, a small commercial center and the Spyglass Public Park. The area serves as a gateway to Pismo Beach as both Highway 101 on- and off-ramps are located in this area.

St. Andrews/Spindrift

St. Andrews Tract is comprised of predominantly low-density residential, with open space along the northern border and high-density residential and the Pismo Beach Fire Department Station 63 on the northern end of Coburn Lane. South of the St. Andrews Tract area is Spindrift, a planned residential community consisting of multifamily housing uses in the larger southern parcel and single-family residential and open space/recreational uses to the north, west, and east.

Shell Beach/Dinosaur Caves

This planning area covers Shell Beach and the neighboring Terrace Avenue and Dinosaur Caves areas. The Terrace Avenue area is home to Shell Beach Elementary School and a mix of low, medium, and high-density residential uses. South of the Terrace Avenue area is Shell Beach, also known as the Village, which is predominantly medium-density residential, with high-density residential between the medium-density residential and commercial uses bordering the west side of Shell Beach Road. The Village residential neighborhoods were developed around the original commercial area along what was once the old highway and consist of a large collection of single-story homes constructed between 1920 and 1950. These homes provide a framework of small-scale development that lends to the small-town character of this beach community. Just south of Cliff Avenue is Dinosaur Caves Park, which offers walking trails, a playground, and ocean views on an 11-acre park. The Dinosaur Caves planning area extends south covering a resort commercial parcel, currently the Inn at the Cove. Completed in 2021, the Shell Beach Streetscape Project is a an 18-block section of Shell Beach Road in Downtown Shell Beach between Cliff Avenue and Terrace Avenue, with a multipurpose trail, signage, and lighting, making the area more multimodal. Additionally, the City adopted the Shell Beach Design Standards and Guidelines in 2017, which provides additional guidance to protect the existing Village character with future residential, commercial, and mixed-use development and redevelopment within the Shell Beach community.

Motel District

South of the Dinosaur Caves planning area is the Motel District, which comprises of resort commercial uses (primarily hotel and restaurant) with some medium-density residential uses along Franklin Drive, Wilmar Avenue, and Harbor View Avenue.

Downtown Core

This planning area has a variety of land uses, including resort commercial; commercial; public/semi-public; open space; high-density residential, including condominium and multi-family apartments; and low-density residential uses. This planning area serves as Pismo Beach's downtown that provides uses like shops, restaurants, cafes, art studios, and the Pismo Beach Pier. The Pismo Beach Pier, plaza, and boardwalk offer stunning ocean and sunset views, as well as recreational fishing and walking. The Downtown Core creates a public hub for residents and visitors to eat, shop, and recreate in a small beach-town environment. In addition to the General Plan, the 2014 Downtown Strategic Plan serves a complimentary guiding document Plan for the downtown and its vision. Completed in 2021, the Pier Plaza Project included reconstruction of the entire pier parking lot and pier plaza areas with the addition of new features for public recreation and beach access, including restrooms, seating areas, and children's play area. This project includes a full reconfiguration of the parking lot into a more inviting, revitalized area.

Pismo Creek/Pismo Marsh

The Pismo Creek/Pismo Marsh planning area is separated from the Downtown Core planning area by Pismo Creek and bisected by the railroad tracks; it has no interior road connections to the Downtown Core area. This planning area is composed of mobile home park, commercial, open space, and industrial uses. Along Pismo Creek, this planning area is currently used as commercial recreational areas in the form of recreational vehicle (RV) parks. The relatively large parcels in the center of the Pismo Creek planning area are residential mobile home parks. The Pismo Creek/Pismo Marsh planning area comprises open space in the form of Pismo Marsh, the Monarch butterfly grove, creek open space, walking trails, and campground uses. The commercial area is the home of the Pismo Beach Premium Outlets, which provides a range of retail for local and regional residents and visitors. Other commercial uses include the 5 Cities Shopping Center, gas stations, and restaurants. Resort commercial uses include trailer and RV sales, storage facilities, and hotels.

Oak Park Heights

The Oak Park Heights area includes the entire northeast quadrant of the City lying northeast of the 101 Freeway, northwest of North Oak Park Boulevard and Southeast of the Southern Pacific Railroad. The area consists of the three neighborhood sub-areas of Toucan Terrace, Pismo Oaks, and Pacific Estates. The Land Use Element includes policies for the entire area as a whole, including these three sub-areas.

The Oak Park Heights planning area contains low- and medium-density residential uses with open space areas surrounding the residential. Additionally, there are commercial areas at the southern boundary of Pismo Beach and along Highway 101. The commercial uses along the southern City boundary contain mixed commercial centers, medical centers, post office, and the commercial uses along Highway 101 are office parks and hotels. On the eastern side of this planning area is the City's sewage treatment plant, baseball fields, and the Pacific Gas and Electric transport and storage facility. Pismo Creek runs through the planning area which creates flooding constraints.

Pismo Heights

The Pismo Heights planning area comprises of low-density residential with some medium-density residential in the southern portion and high density residential along Highway 101. The Pismo Heights planning area is almost completely built out and provides many with dramatic views. The area includes Frances Judkins Junior High School, the Old City Hall complex and Boosinger public park. Open space is located east of the low-density residential and public/semi-public uses are located in the southeastern portion of the Pismo Heights area.

Freeway Foothills/Mattie Road

The Freeway Foothills planning area is located east of Highway 101, and consists of low and medium density residential neighborhoods, planned residential, a restaurant and small shopping complex which is the current City Hall location, and a small undeveloped parcel at the northern end of the area. The Freeway Foothills planning area includes the specific plan areas of Baycliff, and Spyglass Ridge, and other residential development associated with the Mattie Road area. This area is highly visible from U.S. Highway 101 above Shell Beach and Sunset Palisades. The Freeway Foothills provide an important visual and open space backdrop for the entire northern one-half of the City. The planning area itself has spectacular ocean views. The planning area is physically separated from the other City areas by U.S. Highway 101. Only two cross-highway accesses exist which connect to Mattie Road from Shell Beach Road/Palisades Drive and Price Street. These accesses are via freeway underpasses located at Spyglass Drive and just north of the Shorecliff Lodge.

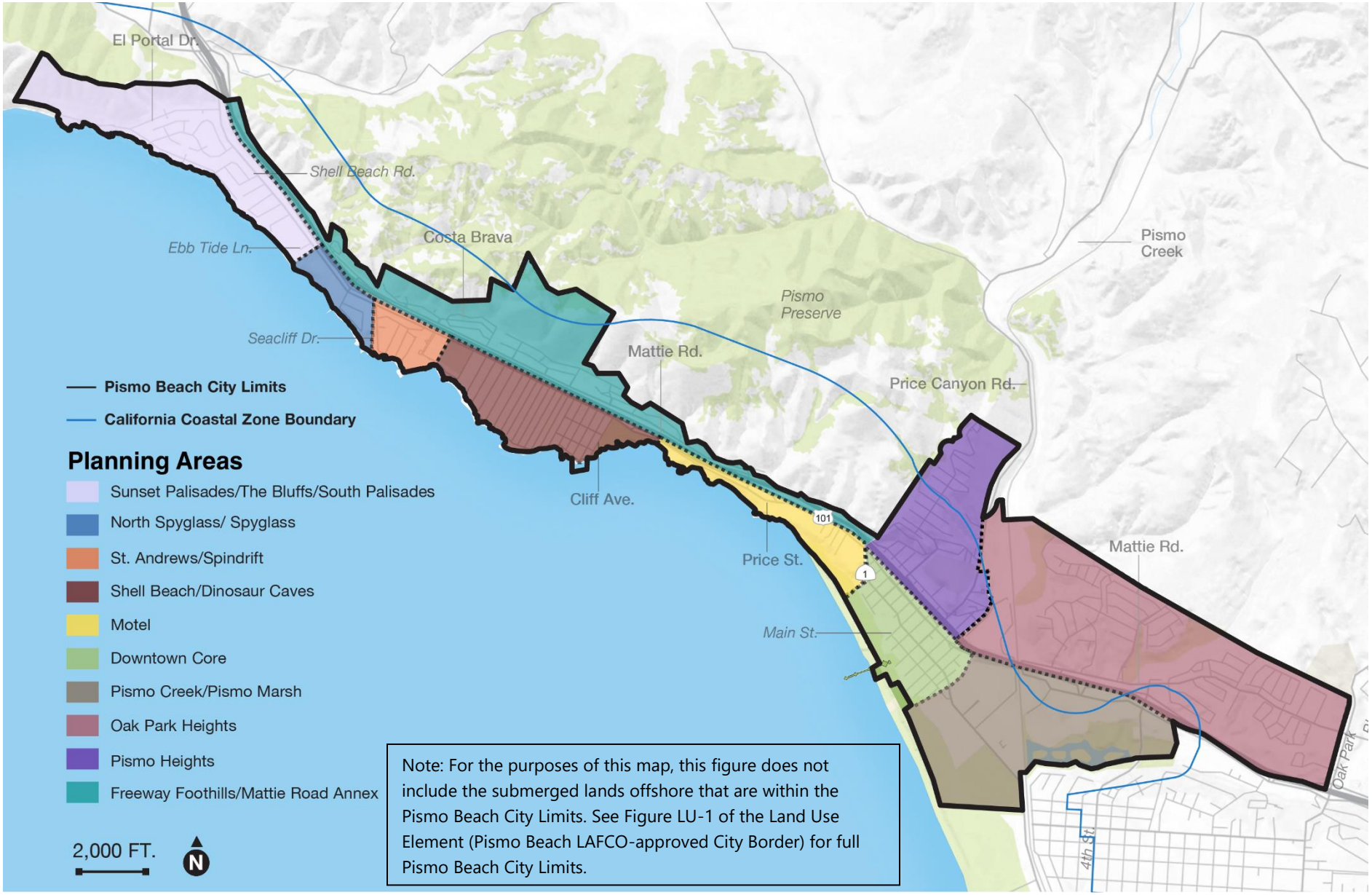


Figure LU-4, Neighborhood Planning Areas

2.1.2 Sphere of Influence and Extended Planning Area

The Cortese/Knox/Hertzberg Local Government Reorganization Act of 2000 (CKH Act) requires the LAFCO to update the Spheres of Influence (SOI) for all applicable jurisdictions in the County. A SOI is defined by Government Code 56425 as "…a plan for the probable physical boundary and service area of a local agency or municipality." The SOI generally considers a 20-year, long-range planning tool, which bears relation to an incorporated area and represents its potential future maximum extent. If a jurisdiction is reasonably capable of providing needed resources and basic infrastructure to disadvantaged unincorporated communities within the sphere of influence or contiguous to the SOI, it is important that such findings of infrastructure and resource availability occur when revisions to the SOI and annexations are proposed by the agency or property owners. It is prudent for LAFCO to analyze present and long-term infrastructure demands and resource capabilities of the City of Pismo Beach. LAFCO accomplishes this by evaluating 1) the resources and services that are currently available, and 2) the ability of the City to expand such resources and services in line with increasing demands.

California planning law requires the City to adopt a general plan within its City limits and also for any land outside its boundaries that in its judgment bears relation to its planning. This is a means by which the City can communicate its concerns for the future of lands under the jurisdiction of the County or neighboring cities. One way to do this is through the designation of an "extended planning area," which may extend beyond the City limits and the SOI area.

The City adopted a Sphere of Influence Update in September 2019, which provides a service review with written determinations that address the required legislative factors. Based upon the information contained in this review, the LAFCO determined that the Pismo Beach SOI be updated as shown in **Figure LU-5**, Sphere of Influence Boundaries. The decision is consistent with the Memorandum of Agreement agreed to by the City and County. The SOI includes land in Price Canyon and along Oak Park Boulevard and a small area along Mattie Road. The Price Canyon area of the SOI includes four parcels totaling approximately 1,100 acres. The Los Robles del Mar area of the SOI, west of Oak Park Boulevard, includes two separate parcels. One parcel is an approximately 152-acre ownership and the second site is a private school site of approximately 30 acres. A small area located closer to Mattie Road was added to the SOI in 2016 for a Preserve parking lot and restroom facilities. The SOI defines the area to which the City intends to provide municipal services and allow the development of some urban land uses for the lifetime of this document. The Land Use Element strives to take a proactive role to planning the areas within the SOI, as well as provide its citizens quality levels of service from the City by using local controls. These local controls include restrictions on land uses and parcel sizes in the SOI.

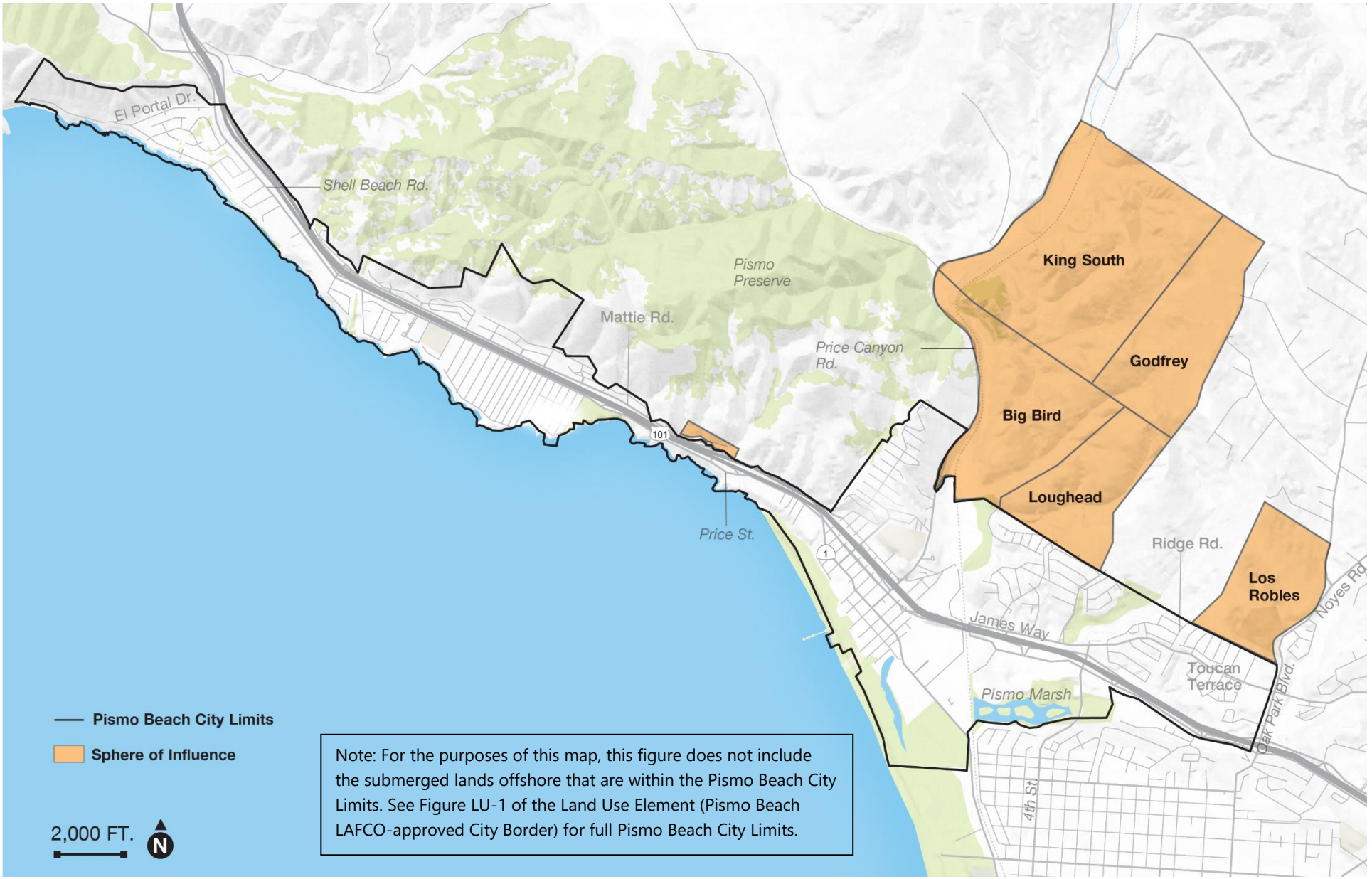


Figure LU-5, Sphere of Influence boundaries

2.2 Land Use Designations and Density

The following land use designations, shown in **Figure LU-6**, Land Use Map, are meant to be broad enough to give the City flexibility in implementing the GP/LCP, but clear enough to provide sufficient direction regarding the expected type, location and relation of land uses planned in the City. See Land Use Policies LU-1.1 through LU-1.7 for more information on each land use designation. The City's Zoning Ordinance contains more detailed provisions and standards. More than one zoning district may be consistent with a single GP/LCP land use designation.

Pismo Beach Land Use Designations

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Very High-Density Residential Overlay
- Mobile Home Park
- Commercial
- Resort Commercial
- Central Commercial
- Mixed Use
- Industrial
- Public/Semi-Public
- Open Space

Pismo Beach Land Use Densities

The density/intensity standards regulate how much development is permitted on a site. Development intensity is controlled by a measure known as Floor Area Ratio (FAR), which refers to the ratio between a building's total floor area and the total area of the site. For instance, a one-story building occupying one-half of a parcel has an FAR of 0.5; a two-story building occupying a quarter of the same parcel also has an FAR of 0.5. For residential uses, the density standards are often expressed as the number of housing units per gross acre (dwelling units/acre, or DU/A); FAR and slope are also used to determine the intensity in some residential districts. Density and FAR are standard measures of site intensity that are used to evaluate development and during the site planning review process. FAR applies to the entire development on a site, inclusive of any residential component; however, any parking garage space is not required to be included in the FAR calculation, although parking garages are subject to various other development standards and design guidelines. **Table LU-3,** Land Use Density/Intensity Limits, summarizes the density and intensity ranges for each land use designation, as well as the total acreage in each land use category. As established by the Zoning Ordinance or use permit, height limitations shall comply with whichever standards require the greatest restrictions for heights.

Table LU-3
Land Use Density/Intensity Limits

Land Use Designations	FAR or Density ***Coastal Zone/ Non-Coastal Zone***	Height [1,2] ***Coastal Zone***	Implementing Zone(s)	Total Acreage
Low-Density Residential	1 to 8 units per ac.	25 feet	R-1, R-R	76.5
Medium-Density Residential	9 to 15 units per ac.	25 - 35 feet	R-2, R-R	247.5
High-Density Residential	16 to 30 units per ac.	25 – 35 feet	R-3, R-R	22.2
Very High-Density Residential Overlay	20 to 50 units per ac.	35 - 45 feet[3]	R-3	1.1
Mobile Home Park	Maximum 12 units per ac.		M-H	58.5
Commercial	Maximum FAR of 2.0	25 - 42 feet	R-4, R-R, C-R, C-1, C-2, C-M	32.5
Resort Commercial	Maximum FAR of 1.25	35 feet	RR, R-4, and CR	73.9
Central Commercial	Maximum FAR of 1.25	35 feet	R-4, R-R, MU	66.4
Mixed-Use	Residential 1.25 maximum Commercial uses: 2.0 maximum	25-35	C-1, C-2, MU	57.2
Industrial	Maximum FAR of 0.5	25 feet	C-M	30.2
Public/Semi Public	Maximum FAR of 2.0	25 feet	G	468.38
Open Space	N/A	15 feet	OS-1, OS-R	32.21

1 Coastal height limits are provided to ensure that the scenic and visual qualities of coastal areas are considered and protected consistent with Coastal Act Section 30251.

2 Please refer to the City of Pismo Beach Municipal Code for additional requirements.

3 Buildings may be up to forty-five (45) feet in height where the Planning Commission finds that significant public views to and along the coast and other scenic areas are protected.

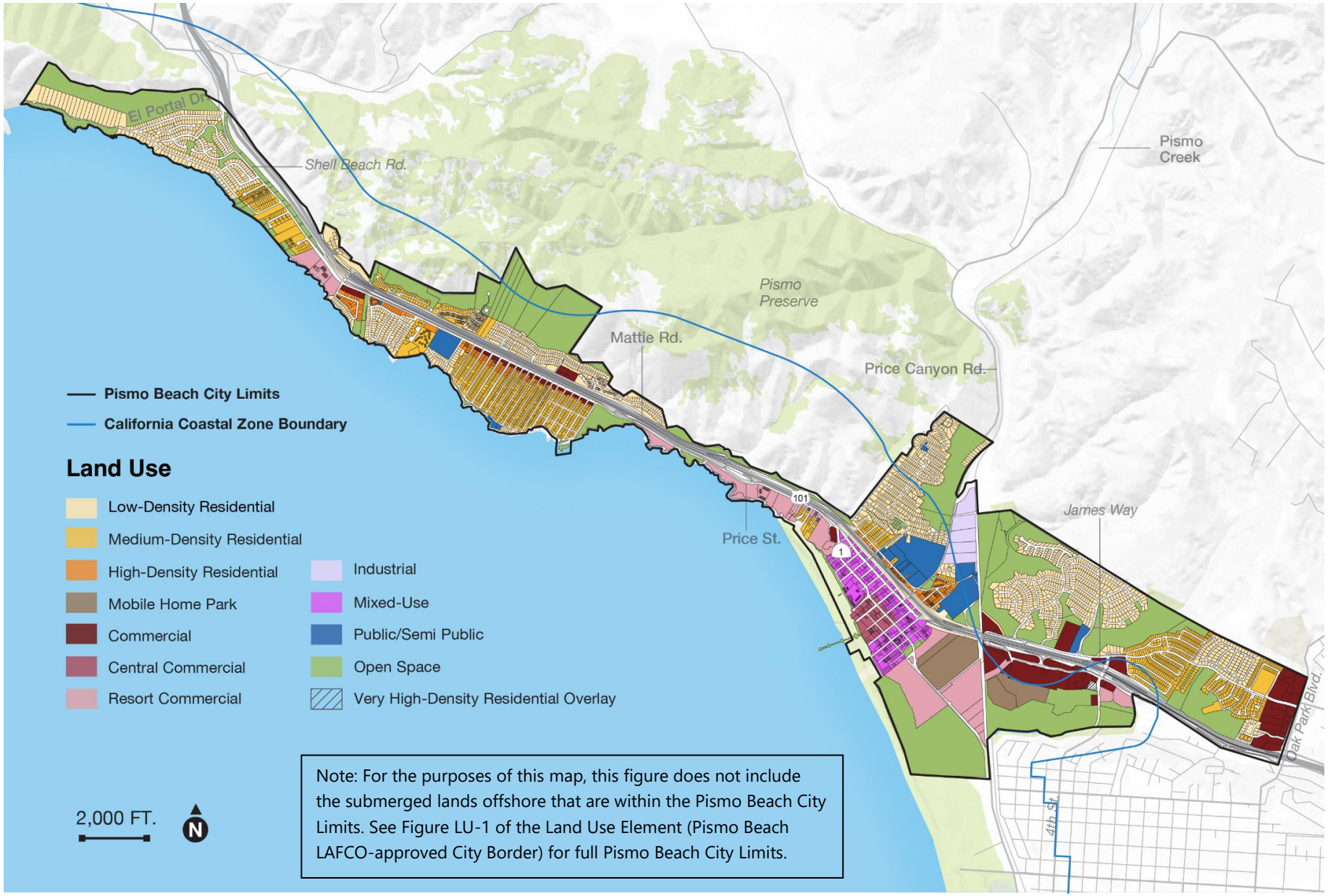


Figure LU-6, Land Use Map

2.3 General Plan/Local Coastal Plan Buildout

Likely development under the GP/LCP is referred to as buildout. **Table LU-4** provides the projected development at full buildout of the GP/LCP. The GP/LCP has a 2040 horizon; however, the plan does not specify or anticipate when buildout will occur, as long-range demographic and economic trends are difficult to predict. The designation of a site for a certain use also does not necessarily mean that the site will be developed or redeveloped with that use during the planning period, as most development will depend on property owner initiative.

With much of the City currently "built out," or developed, and the preservation of open space a priority, undeveloped land available for development is limited in Pismo Beach. Most of the development over the next 20 years is likely to take place on sites that are currently vacant and or underutilized, where the value of the land is worth substantially more than the value of the structure on the land. In addition, future development may come from expanded development on sites with existing structures or redevelopment of sites and structures that come to the end of their useful life over the next 20 years.

There are a number of smaller vacant sites in Pismo Beach, but many of these sites face significant development constraints. Many of the larger vacant lots are located in the Sunset Palisades, Pismo Heights, Freeway Foothills, and Oak Park Heights planning areas, east of planned residential developments. Ultimately, many of these vacant lots are located along the outskirts of the City boundary, on steep slopes or face other environmental constraints, so development opportunities are limited.

Most of the vacant and underutilized sites not located in limiting areas in Pismo Beach tend to be in the Downtown Core planning area and along the Highway 101 corridor in the Shell Beach and Freeway Foothills planning areas. The sites located in these areas may be appropriate for different types of development, depending on their land use designation, parcel size, and other factors. It is likely that much of the growth and change in Pismo Beach over the next 20 years will occur in these areas, which are well served with existing public facilities and services, including transportation facilities, and commercial and community uses. Given the large number of adjacent underutilized and vacant sites in the Downtown Core planning area, this area in particular is a good candidate to experience growth and change in the coming years.

Table LU-4
Projected Development at Full Build Out

Land Use	Number of Vacant or Underutilized Parcels	Potential Increase in Population	Potential Increase in Dwelling Units	Potential Increase in Jobs	Potential Increase in Non-Residential Building Area
Commercial	42	N/A	N/A	242	420,928
Central Commercial	26	N/A	N/A	33	248,000
High Density Residential	139	289	162	-12	—
Mixed Use	48	1,221	722	272	108,000
Medium Density Residential	32	471	228	0	—
Public/Semi Public	1	-2	-1	10	6,340
Total	**288**	**1,979**	**1,111**	**545**	**783,268**

2.3.1 Jobs-Housing Balance

Jobs-housing balance refers to the condition in which a single community offers an equal supply of jobs and housing, which theoretically would reduce the need for people to commute in or out of town for work. In reality, the match of education, skills and interests is not always accommodated within the boundaries of one community. Still, matching the jobs-housing balance to the workforce needs to availability of housing types/prices can potentially reduce commute travel. To measure a community's jobs-housing balance, it is typical to look at employed residents rather than housing units. A jobs-to-employed residents' ratio of 1.0 would indicate parity between jobs and employed residents, although because of regional interdependencies, inter-City commuting will still result. Pismo Beach has been primarily established as a residential tourist community, with smaller commercial and employment centers, and, traditionally, many residents have commuted out of the City for work.

SLOCOG's 2015 Regional Land Use Model estimated that Pismo Beach contains 4,898 jobs, which comprises 4% of the region's jobs. Pismo Beach contains 5,649 housing units, which is 4.7% of the region's housing units. Therefore, Pismo Beach's jobs/housing ratio is 0.86 (SLOCOG 2019 RHNA). As shown in **Table LU-5**, SLOCOG's 2019 Regional Transportation Plan (RTP) estimates Pismo Beach's housing supply to increase to 6,364 units by 2030 and jobs to increase to 5,309 by 2030. Therefore, Pismo Beach's 2030 estimated jobs/housing ratio is 0.83.

Table LU-5
Pismo Beach Jobs and Housing Units

Year	Jobs	Housing Units	Employment/Housing Ratio
2015	4,898	5,649	0.86
2030	5,309	6,364	0.83

Data sources: SLOCOG 2050 Regional Growth Forecast (Beacon Economics and SLOCOG, 2017)

2.3.2 Growth Management

Section 30250(a) of the Coastal Act requires new residential, commercial, or industrial development to be located near existing developed areas, where it will not have significant adverse impacts, either individually or cumulatively on coastal resources.

Coastal Act policies already reflect many Smart Growth[1] principles by requiring, for example: that new development be concentrated in areas able to serve it (PRC 30250), that public works facilities be designed and limited to accommodate needs generated by development (30254), that urban-rural limit lines be established (PRC 30241) and that new development minimize energy consumption and vehicle miles traveled (PRC 30253d). However, other Coastal Act policies must also be addressed in new development and land use plans to further smart growth. For example, the conversion of visitor serving land uses to a higher density mixed-use residential/visitor serving use may be appropriate in limited circumstances where it can be demonstrated that priority visitor serving uses are adequately provided for within the local jurisdiction factoring in future demand for these uses.

This Land Use Element reinforces measures to concentrate residential, commercial and related development within areas where services and infrastructure are already provided and where growth will not have significant adverse impacts on coastal resources. Furthermore, this Land Use Element continues to prioritize land uses in the Coastal Zone that are coastal-dependent and provide lower cost visitor and recreational coastal facilities. Smart Growth tools to promote and incentivize sustainable urban development, including transit-oriented development, are included in the goals, policies and actions of this Element, while protecting and accommodating priority uses and protecting public access and sensitive habitat, scenic, archaeological and other coastal resources. Furthermore, the GP/LCP buildout does not exceed available public services.

3. Goals, Policies, and Actions

The goals, policies, and actions of this section of the Land Use Element along with the GP/LCP Land Use Map constitute the physical framework that implements the community vision and guiding principles as provided in the Introduction to the GP/LCP.

Citywide Policies

The following goals, policies, and actions apply to all land within City limits, including all planning areas and land in the Coastal Zone.

[1] Smart Growth is an approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and community engagement.

GOAL LU-1

A community with a variety of well-regulated land uses that support the diverse needs of both residents and visitors.

Policy LU-1.1: Variety of Residential Uses. The City shall include land use designations to accommodate all income groups and a wide variety of densities and housing types.

Action LU-1.1a: Range of Housing Types. In order to provide a variety of housing choices for all income groups, the City shall modify the zoning code to ensure the available zoning is consistent with the latest adopted Housing Element, and create residential areas with a wide variety of densities and housing types.

Action LU-1.1b: Clustered Development. Encourage clustered developments in new projects to increase and protect open space, improve visual qualities, and potentially decrease cost of municipal services.

Action LU-1.1c: Density Bonus. The City shall comply with density bonus requirements required by State law, while protecting coastal resources.

Action LU-1.1d: Protection of Existing Mobile Home Park. The City shall retain the ordinance to protect the existing mobile home park in the Pismo Creek/Pismo Marsh planning area in order to retain its lower cost housing.

Policy LU-1.2: Commercial Uses. The City shall include land use designations that allow for visitor-serving, neighborhood and regional commercial uses.

Action LU-1.2a: Attractive and Stimulating Surroundings. The Commercial land use designations shall allow visitor-serving, neighborhood and regional commercial uses. Commercial areas should be enjoyable places in which to shop and work. This means providing pedestrian scaled design, landscaping of building and parking lots, street trees, screening of storage areas and the banning of out of scale advertising.

*See also **Action LU-2.1e**, Pedestrian Scale.*

Action LU-1.2b: Residential Mixed Uses Encouraged. Where appropriate, residential uses are encouraged on upper floors in all commercial areas within the Downtown Core and Shell Beach planning areas, with active ground-floor commercial uses on Shell Beach Road, Price Street, Dolliver Street, Cypress Street, Main Street, Pomeroy Avenue, and Hinds Avenue.

*See also policies under **Goal LU-7** for related policies and actions. Short-term rentals and vacation rentals prohibited in Shell Beach mixed-use projects.*

Action LU-1.2c: Thoroughfares. The more intensive commercial uses, such as supermarkets, malls, and visitor-serving uses, shall be encouraged to locate along the major thoroughfares.

Action LU-1.2d: Drive-Thru Services Prohibited. In order to maintain and promote a more pedestrian-oriented beach community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, the City shall prohibit any new development of drive-thru services in restaurants, banks, dry cleaners and other business establishments in the Downtown Core and Shell Beach Planning Areas.

Action LU-1.2e: All Income Levels. Where resort commercial uses are allowed, visitor-serving accommodations for all income levels shall be promoted through appropriate zoning and the policies included under **Policy LU-4.2,** Protection of Visitor-Serving Overnight Accommodations.

Action LU-1.2f: R.V. Parks Restricted. R.V. parks shall be restricted to the Pismo Creek/Pismo Marsh planning area.

Action LU-1.2g: Non-Visitor-Serving Uses. In resort-commercial zones, residential and/or non-visitor-serving commercial uses may be permitted on lands designated within this category only if one of the following findings is made:

1. The size, shape or location of the parcel make it inappropriate for a visitor-serving use; or
2. The use is low-or moderate-income housing that is clearly subordinate and accessory to an on-site hotel or motel use and is established for, and limited to occupancy by, employees of the hotel, motel or other nearby visitor-serving establishments. Uses that shall be specifically prohibited include office space for general or medical businesses, and non-retail commercial services.

Action LU-1.2h: Condominium Hotels/Timeshares. The conversion of hotels, or other overnight visitor accommodations except short-term rentals, into airspace condominium units, also known as timeshares or fractional-ownership hotels, may be allowed through a coastal development permit approved by the City Council, provided that such units are clearly designed as hotel rooms or suites rather than dwelling units, are restricted to occupancy on a transient basis, and appropriate mitigation or in-lieu fees for the loss of visitor-serving accommodations is provided. Approval of any such conversion shall be subject to conditions that will assure the development functions primarily as visitor-serving accommodations. Such conditions shall require recordation of enforceable deed restrictions limiting occupancy by any individual to a maximum of 30 calendar days per year, cumulative; compel participation in a rental program open to the general public on the same basis as non-condominium hotels; and discourage design features that would be characteristic of long-term occupancy. Mitigation or in-lieu fees shall be required commensurate with the loss or impact to the existing visitor-serving accommodation being converted.

Policy LU-1.3: Mixed-Use Designation. Provide for a wide variety of land uses including visitor lodging, commercial retail, restaurants, service uses, offices, and residential uses through the mixed-use land use designation and a mixed-use zoning designation.

Action LU-1.3a: Mixed-Use Designation and Zoning District. Focus the mixed-use designation within the Downtown and create a mixed-use zoning designation for other areas appropriate for mixed-use as directed by this Element. Downtown mixed-use shall be community serving for local residents, including food markets, drug stores, and health services, and for mixed use projects including commercial, residential, hotels, and motels, and other multiple-use projects.

Action LU-1.3b: Variety in Configuration. The City shall allow for a variety in configurations of mixed-use development while providing a strong relationship to the street and supporting a pedestrian-oriented setting.

Action LU-1.3c: Priority of Uses. When considering mixed-use development projects, active commercial uses shall, at a minimum, be located on the first floor. Affordable residential uses shall be encouraged on upper floors. In Shell Beach short term rentals are prohibited, ground floor residential uses may be approved through a conditional use permit.

Action LU-1.3d: Transitional Areas. Mixed-Use designations should be designed to promote transitional areas between core commercial areas and residential zoning, and to foster new commercial and mixed-use development in proximity to transit access.

Policy LU-1.4: Non-Polluting Industrial Uses. The Industrial land use designations shall permit nonpolluting, warehousing, distribution, assembly and light manufacturing uses.

Action LU-1.4a: Pismo Creek and Pismo Marsh Impacts. Industrial development shall not adversely impact the sensitive habitats of Pismo Creek or Pismo Marsh.

Action LU-1.4b: Industrial Standards. Industrial uses shall comply with industrial regulations and standards, including air pollution, noise, waste disposal, access for delivery vehicles and light and glare. These uses should be designed to present a pleasant appearance and shall include appropriate landscaping.

Action LU-1.4c: Open Storage Yards. With exception to Recreational Vehicle storage facilities, open storage yards of material and equipment are discouraged and subject to design review, and may be prohibited.

Policy LU-1.5: Public/Semi-Public. The Public and Semi-Public category shall designate land in public ownership that should be developed for public use and various public facilities.

Action LU-1.5a: Intended Uses. The Public/Semi-Public designation is intended for uses such as public buildings, schools, family care facilities, community centers and other public facilities.

Policy LU-1.6: Preserve Open Space. Open space lands, including public and private parks, shall not be developed intensively with buildings or other structures.

Action LU-1.6a: Height Limit. The City shall not permit buildings and structures that exceed 15 feet within Open Space designations.

Action LU-1.6b: Retain Ridgelines and Hillsides. Retain ridgelines and prominent hillsides as open space through appropriate clustering and/or transfer of density to other parts of a development site.

Action LU-1.6c: Citywide Open Space Network. The City shall include the lake, creeks, and marsh as part of a Citywide and regional network of open space, parks, and – where appropriate – trails, all fostering understanding, enjoyment, and protection of the natural landscape and wildlife.

Action LU-1.6d: Permanent Open Space. The area between Shell Beach Road and the 101 Freeway shall remain in permanent open space. No further land divisions shall be approved in this area.

Action LU-1.6e: View Corridors. Through appropriate zoning, open space shall be arranged to maximize view corridors from public viewing areas to protect and maintain views of both the ocean and coastal foothills, as well as the visual sense of the coastal terrace landform. Accordingly, common open space shall have continuity throughout the Coastal Zone and shall not be interrupted by fences or other structures.

Action LU-1.6f: Freeway Underpass Open Space. The open hills on the eastern end of the Spyglass underpass of Highway 101 shall remain in permanent open space.

Action LU-1.6g: Fire and Drought Tolerant Vegetation. In landscaped open space areas, the City shall require the use of water efficient and fire-tolerant vegetation.

Action LU-1.6h: Barrancas. A barranca is a narrow, deep gully or arroyo with steep sides. Pismo Beach's barrancas are located perpendicular to the coastal bluffs. The barrancas shall be left in natural open space and used as view corridors to the ocean.

See GP/LCP Element Public Recreation and Access for policies regarding access requirements in open space areas.

GOAL LU-2

A community with a classic California and small-town beach atmosphere.

Policy LU-2.1: Neighborhood Preservation. The City shall preserve, protect, and enhance the City's neighborhoods and strive to preserve and enhance their identity.

Action LU-2.1a: Priority Land Uses. Coastal-dependent uses shall have priority over other uses on or near the shoreline. Pismo Beach's coastal dependent uses shall include but not be limited to tideland, beaches, and the pier. Non-coastal-dependent uses that shall be prioritized, but not over coastal-dependent uses, on or near the shoreline shall include visitor-serving uses and accommodations, commercial recreation facilities and public open space.

Action LU-2.1b: Special Communities. New development shall, where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Action LU-2.1c: Context-Sensitive Development. Modify the zoning ordinance to include bulk and scale regulations consistent with existing community character. These regulations should protect coastal views, encourage appropriate building articulation, and avoid dominating over other development in the adjacent vicinity.

Action LU-2.1d: Compatible Uses. Enforce buffers and screening techniques to reduce the impact of noise, air pollution, traffic, or other nuisances from industrial or certain commercial uses.

Action LU-2.1e: Pedestrian Scale. Enforce pedestrian-focused design guidelines and zoning standards, including setbacks, landscaping, and urban design features for pedestrian corridors leading to commercial, recreational, or coastal areas. For mixed-use projects, ground-floor uses shall include active commercial uses. Other than commercial uses that are not public, active commercial uses shall have a transparent and aesthetically pleasing façade that invites pedestrian activity by design.

Action LU-2.1f: Coastal Views Protection. The public scenic and visual qualities shall be considered and protected. All development shall be sited and designed to protect views to and along the ocean and coastal areas; minimize alteration of natural landforms; be of low scale, limited heights, and appropriate building articulation; be visually compatible with the character of the surrounding area; and, where feasible, restore and enhance visual quality in visually degraded areas. Building heights shall be limited to the applicable height provided in the Zoning Ordinance.

Action LU-2.1g: Side and Rear Yard View Corridors. Where side and rear yards provide a view from the street to the ocean or a view to attractive hills and valleys, the yards should be maintained as open visual access corridors the width of the required yard setback. These areas shall be open to the sky and free from all visual obstructions (except for a see-through gate or fence) from the front property line to the rear property line. Design review shall be required to implement this action item. Existing structures are exempted from this policy as of the date of adoption of this General Plan/Local Coastal Program.

Action LU-2.1h: Scenic Views Adjacent to the City. The City shall encourage the County to retain the Ontario Hill and the hillsides adjacent to U.S. Highway 101 and Price Canyon Road as open space or grazing land and prohibit development on slopes over 30%.

Policy LU-2.2: Landscaping. In order to keep a certain high visual quality throughout Pismo Beach, the City shall enforce landscape standards that enhance views and structures lacking interest or variation.

Action LU-2.2a: Street Trees. The City shall review and amend, as appropriate, its comprehensive Preferred Street Tree List and Identifying Zones for the Planting of Said Trees (Pismo Beach Resolution No R-94-95) to ensure that the street trees list maximize shade, add a sense of enclosure to the streets and address die-off and replacement strategies while maintaining views. In addition, street trees shall be located adjacent to the curb with the sidewalk between the trees and the buildings. This provides a pedestrian scale to the street and creates a psychologically safe and pleasant walking area. Street trees shall generally be required every 35-50 feet per street side. Trees shall be relatively mature, 24-inch box minimum.

Action LU-2.2b: Parking Lots and Large Asphalt Areas. Parking lots and large asphalt areas such as gas stations shall be extensively landscaped with trees in order to remove the harsh visual impact and create a more friendly pedestrian-oriented scale. The City shall develop incentives to encourage the owners of large pre-existing parking lots and asphalt areas to install extensive landscaping. Such incentives could include design advice or assistance, certificate or awards, public recognition, or assistance from various nonprofit organizations.

Action LU-2.2c: **Large Buildings**. Large public and private buildings and structures shall be heavily landscaped with trees and shrubs to break up the massive scale and create a more friendly pedestrian-oriented environment.

Action LU-2.2d: Special Tree Preservation. A number of special and important trees or tree grouping exist within Pismo Beach which shall be preserved. The types of trees that shall be preserved include oak trees.

Action LU-2.2e: Freeway Landscaping. The U.S. Highway 101 cut and fill banks and median strips shall be landscaped. The City shall develop jointly with Caltrans a landscaping design and implementation program for these areas.

Action LU-2.2f: Tree Maintenance. A Landscaping Program for each new subdivision and commercial development shall be required. The program shall include the maintenance of mature trees and conditions for their removal. The Landscaping Program shall include best landscaping practices that consider compatibility with soils, climatic conditions, topography, existing developments, appearance and maintenance as well as resistance to disease, shape, life span, availability and height in relation to scenic obstruction.

Action LU-2.2g: Native and Water Efficient Landscaping. The City shall require native and water efficient landscaping with drip irrigation within all new development and redevelopment that requires discretionary approval in conformance to City water conservation policies.

Action LU-2.2h: Special Landscape Features. Special landscape features shall be preserved including but not limited to:

- The large rock in the U.S. Highway 101 center divide – 'Crater Rock'.
- Rock formations in the Judkins School and Boosinger Park areas, including donated hillside lots
- Dinosaur Caves

Policy LU-2.3: Historic Ambiance. Preserve and enhance the historic ambiance that is most apparent in the Downtown Core and Shell Beach planning areas.

Action LU-2.3a: Local Historic Inventory. Create and maintain an inventory of buildings of historic, architectural or cultural interest and adopt appropriate programs for recognition and preservation of such structures as local landmarks. Historic buildings shall be defined as over 50 years and deemed of importance to the history, architecture, or culture of the City or region. The buildings included in this inventory shall be placed on the City's website and also provided in the public notice when a conditional use or demolition of that building is being considered by the City.

Action LU-2.3b: Special Landmarks. Major buildings in the Downtown Core and Shell Beach Planning Areas should be identified as local landmarks and encouraged to be restored and preserved. As these local landmarks age or show sign or aging, the City shall support the facial and structural upkeep of these landmarks through façade improvement programs or similar programs.

*See **Action LU-2.4b**, Historic Resources, for additional policy related to historic ambiance.*

Policy LU-2.4: Funding for Preservation Projects. Work with local nonprofits, preservation groups, and the private sector to establish funding partnerships to raise local funds for preservation projects.

Action LU-2.4a: State Historical Building Code. The City shall enforce the State Historical Building Code in permitting repairs, alterations and additions necessary for the preservation, rehabilitation, relocation, related construction, and change of use or continued use of a qualified historical building.

Action LU-2.4b: Historic Resources. Inform owners of historic resources of the Rehabilitation Tax Credit and the benefits of the Certified Local Government program such as grant funding available through the California Office of Historic Preservation, via flyers, brochures, or City-linked webpages.

Action LU-2.4c: Mills Act. The Mills Act acts as an economic incentive for restoration and preservation of qualified historic buildings by private and property owners. The City shall investigate the costs/benefits of applying limited use of the Mills Act within the City. Should the City find value in this pursuit, the City shall establish criteria and determine how many contracts the City will allow in Pismo Beach's jurisdiction, then administer and implement tax abatement for qualifying building restoration and preservation.

Action LU-2.4d: Archaeological Overlay Zone. Continue to implement the Archaeological Overlay Zone to preserve, protect, and maintain land and water areas, structures and other sites that have significant historical, archaeological or cultural importance and provide for the designation of areas that may be of unique value for scientific or educational purposes.

GOAL LU-3

City Design. A functional community that is designed with compatible facades, architectural styles, and colors.

Policy LU-3.1: Building Site Design. Enforce design criteria for new development within the City.

Action LU-3.1a: Zoning Ordinance Modifications. To allow for creative site planning, the Planning Commission shall allow modifications to the Zoning Ordinance so long as modifications are consistent with the GP/LCP goals and policies. Minimum access standards for emergency vehicles shall be maintained at all times. Specific criteria and findings shall be developed for when these modifications would be permitted.

Action LU-3.1b: Entrances. Entrances to residential buildings, to individual dwelling units within the building, and to commercial structures should be readily identifiable from the street, parking area, or semipublic areas and designed to be of a pedestrian scale.

Action LU-3.1c: Curb Radius. Curb radius shall be established by City street standards and specific local conditions. The goal shall be to reduce curb radius as much as possible to shorten the pedestrian route across the street and lessen the car lane dimensions of the intersection.

Action LU-3.1d: Walls and Facades. Architectural features shall be consistent throughout a development, even when a portion of the development is hidden from public view. Project perimeter walls should complement surrounding architecture and neighborhood environment and should avoid monotony by utilizing elements of horizontal and vertical articulation.

Action LU-3.1e: Special Design Considerations. Special design considerations shall be made for areas of the City where special concern for urban design is necessary. These sites and features shall be included and addressed in the Zoning Ordinance, Architectural Review Overlay Zone. These areas may include, but are not limited to, places where preserving views and minimizing view impairment is a concern.

Action LU-3.1f: Colors. Maintain visually pleasing, natural colors that blend with the landscape throughout the City.

Action LU-3.1g: Multifamily Residential Design Criteria. The City shall enforce the following criteria for multifamily development:

3. Unit's Relation to Street. Generally the street frontage should consist of residential units with windows, doors, balconies and porches facing and in reasonably close proximity to the street, both in terms of height (i.e., units at street level, rather than raised) and in distance from the street (minimum setback). This type of orientation reinforces the traditional beach, active street environment and also increases street safety with "eyes" on the street. Whenever possible street level frontage should consist of residential units rather than parking lots or parking structures.
4. Architectural Elements. Architectural elements such as porches, bay windows, balconies, entrances and windows all signal human habitation and are essential ingredients in creating street-level interest and human scale and shall be required in new developments on all stories.
5. Building Articulation. Building surfaces shall be articulated by creating changes in plane or height or shape to break down the bulk and scale of larger building masses and create a respectful transition between the existing neighborhood context and the new structure. Offsets should be meaningful in relation to the size of the building and shall normally not be less than 2 feet. Street facades limited to two stories shall be required where such a limit reinforces the existing neighborhood character. Upper stories, when allowed, should be set back from the front facade of the lower story.
6. Utilities. Utilities such as gas meters, electrical meters and panels, fire control panels, telephone, CATV panels, and similar devices shall normally be screened from conspicuous public view in a manner which does not conflict with City and safety regulations. Mechanical equipment, tanks, ducts, elevator enclosures, cooling towers, or mechanical ventilators shall be contained within an enclosed penthouse or other portion of a building having walls and roofs with construction and appearance similar to the main building.

GOAL LU-4

A community economy built on visitor-serving uses while maintaining services for year-round community members.

Policy LU-4.1: Balanced and Blended Land Uses. Maintain an appropriate balance between visitor-serving uses and neighborhood-supporting commercial uses.

Action LU-4.1a: Balanced Commercial and Residential Development. Through careful and appropriate zoning, blend and balance commercial and residential development within the City to provide services for residents and visitors.

Action LU-4.1b: Support for Local Businesses. Work with local business groups and associations, to promote local businesses to local residents, and to encourage local residents to support Pismo Beach businesses.

Action LU-4.1c: Local Signage Program. Establish and give emphasis to a distinctive local character in Pismo Beach retailing through a comprehensive local signage program.

Policy LU-4.2: Protection of Visitor-Serving Overnight Accommodations. Provide for, protect, and encourage a range of visitor-serving overnight accommodations in the City. Lower-cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Action LU-4.2a: Promotion of Visitor-Serving Overnight Accommodations, Especially Lower-Cost. Promote overnight accommodations in the Coastal Zone for visitors of all income levels. Overnight accommodations are reserved for transient uses only (30 days or less). Encourage new overnight visitor accommodation developments to provide a range of rooms and room prices in order to serve all income ranges.

Action LU-4.2b: Conversion Prevention and Mitigation. Conversion of low-cost visitor-serving lodging or overnight accommodations to other non-visitor-serving types of uses or high-cost overnight visitor accommodations shall be prohibited unless the cost of rehabilitation is greater than 50% of the market value of the structure or the City finds, based upon supporting data, that the existing use can no longer be made economically viable. Where conversion or demolition is allowed, the City shall mitigate the loss with the order of priority being onsite replacement, offsite replacement, and then in-lieu fees.

Action LU-4.2c: Survey of Accommodations. Perform a survey in the City every 5 years or at the time of a new hotel, motel, inn, RV park, or campground application approval (whichever occurs first after the previous most recent survey) for all hotels, motels, inns, RV parks, or campgrounds. The survey should include documentation of the number of accommodations (for 2- to 4-person occupancy), type, ownership, and their average costs, as well as a map. Upon completing the survey, use the City classification threshold to determine what proportion of hotels, motels, inns, RV parks, and campgrounds can be considered low-cost visitor serving accommodations. This process will be completed using a search for peak season dates to reflect realistic prices for the most popular times for visitors. The City's dollar amount threshold should also be updated at the time of the survey using the Consumer Price Index to adjust for inflation.

Action LU-4.2d: Affordability Classification. Prior to approval of new development involving overnight accommodations, establish a classification method to define whether the proposed facility providing overnight accommodations is lower, moderate, or higher cost within the Pismo Beach hotel submarket. Classification criteria may include Average Daily Rate (ADR) during peak summer season and per person value.

Action LU-4.2e: Mitigation for New Higher-Cost Overnight Accommodations. In the Implementation Plan, require new high-cost overnight accommodations to provide 25% of the units at a lower-cost rate with the order of priority being onsite provision, offsite provision, or in-lieu fees.

Action LU-4.2f: In-Lieu Fee Program. Specific detailed information regarding calculation and use of any required in-lieu fees as part of a mitigation program for project impacts to the availability of low-cost visitor-serving accommodations within the City shall be included as a condition of approval of the Coastal Development Permit (CDP) for the visitor accommodations. Fees shall be adequate to cover the cost of mitigation proportionate to the impact of the development for which the CDP is issued. All in-lieu fee payments shall be deposited into a fund established by the City that shall be in an interest-bearing account and shall only be used for the provision of new lower-cost overnight accommodations within the City's Coastal Zone. The fee shall be determined in the Local Coastal Program Implementation Plan (IP). Funds may be used for activities including land acquisition, construction, and/or renovation that will result in additional low-cost visitor accommodations or other visitor facilities, as well as permitting costs. The specific low-cost requirements for any project funded by the in-lieu fee program shall be determined through the CDP process of the in-lieu fee funded project.

Action LU-4.2g: Updates to Development Fees. Continue to enforce and regularly update development fees, including the Commercial Impact Fee, which requires new commercial development and hotels to pay an impact fee to the City's Rental Housing Fund. The funds shall continue to be used to assist housing for low- and very low–income households.

Action LU-4.2h: Access to Day-Use Facilities. In areas of the City where retail, restaurants, and recreational uses are not located within a 10 minute walk, the City shall require that new mid-price hotel and motel projects that do not have lower-cost accommodation options to incorporate non-overnight facilities and amenities, either within or as a component of the development, which will be generally available for passive public use. Such amenities may include public plazas and spaces, restaurants, retail units, gardens, viewing areas, free Wi-Fi, bike parking facilities, or other day-use features that may be used by the general public at no or relatively low cost. The quality and quantity of amenities will be considered in the Coastal Development Permit review process. This policy does not prohibit a new hotel or motel project from charging a user fee or resort fee for active amenities, such as pool and spa access, recreation activities and equipment, or organized group activities on the property.

Action LU-4.2i: Range of Pricing. The City shall in no event (1) require that overnight room rental be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private land; nor (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Action LU-4.2j: Feasibility Analysis. Require an analysis of the feasibility of providing low cost visitor accommodations for any application involving the expansion, reduction, redevelopment, demolition, conversion, closure, cessation, or new development of any project involving visitor overnight accommodations, with the exception of short-term rental lodging that is within residential units. If the proposed rates are not lower cost, the feasibility study shall explain why providing lower cost accommodations on site as part of the project is not feasible, or whether the proposed project includes amenities that would serve as a lower cost option for families (e.g., additional beds per unit, suite facilities, kitchen facilities, etc.). This explanation shall address the land value, development costs, a breakdown of the estimated annual revenues (including average daily rate and occupancy rates), a breakdown of the estimated operating costs, and any other information necessary to address the

feasibility of providing lower cost accommodations on site. The feasibility analysis shall be prepared at the applicant's expense.

Action LU-4.2k: Lodging Business Improvement District. Maintain and continue to enhance the Pismo Beach Lodging Business Improvement District (LBID) with the purpose of providing revenue and defraying the costs of services, activities, and programs promoting lodging operations in the LBID.

Action LU-4.2l: Maintenance of Campgrounds and RV Parks. Regularly maintain and improve campgrounds and RV parks. This may include improvements to accessibility, trails, and amenities.

Action LU-4.2m: Regulation of Short-Term Rentals. Continue to allow and regulate short-term rentals and homestays, defined as the renting (for 29 days or less) of dwelling units, without discretionary review in Single-Family Residential zoning districts.

Policy LU-4.3: Public Recreational Opportunities. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Action LU-4.3a: Protect Public Beaches and Parks. Continue to provide and protect public beaches and parks as a means of providing free and lower-cost recreational opportunities.

Action LU-4.3b: Beach Recreational Uses. Minimize development on the beach in order to prevent loss of sandy beach area and maintain the beach as primarily open space for public access and recreation. Reserve sandy beach areas for low intensity recreational activities that do not require intensive development. Recreational uses that can be accommodated elsewhere shall be discouraged on the sandy beach (i.e., sport courts and similar facilities permanently displacing sandy beach). Non-sandy, beach-dependent active recreational activities shall be discouraged and accommodated elsewhere.

Action LU-4.3c: Priority of Public Recreational Facilities. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Policy LU-4.4: Shopping and Service Needs. Retain and attract businesses such as outlets and hotels that meet the shopping and service needs of the City and area-wide residents and visitors.

Action LU-4.4a: Shopping and Services Strategy. Conduct a market analysis to identify and attract the types of businesses that will meet the shopping and service needs of Pismo Beach and area-wide residents.

Action LU-4.4b: Locally Produced Retail. Pursue attracting local retail, specializing in Central Coast-produced food and other regional products, such as San Luis Obispo County-produced agriculture.

GOAL LU-5

A community that supports the health, safety, and sustainability of all residents, visitors and structures.

Policy LU-5.1: Complete Neighborhood. Provide well-connected and complete neighborhoods that enable healthy lifestyles and provide for the daily needs of residents.

Action LU-5.1a: Mixed-Use Neighborhoods. Create standards for each commercial zone to allow for mixed-use-residential areas within proximity and walking distance of commercial, office, recreation, and public uses. Furthermore, identify opportunities to provide a mix of commercial- and recreation uses within walking distance of residential neighborhoods to enable and encourage walking and biking between uses.

Action LU-5.1b Transit Accessibility. Locate and design all new commercial and high-density residential development to facilitate provision or extension of transit service to the development to the extent feasible. Major employment, retail, visitor-serving facilities, and entertainment districts and major coastal recreational areas should be well served by public transit and easily accessible to pedestrians and people who bike.

Action LU-5.1c: Noise Requirements. The City shall require all new commercial and residential development to meet the noise requirements of the compatibility guidelines in the Noise Element. For areas where the noise environment is conditionally acceptable for a particular land use, development shall be allowed only after noise mitigation has been incorporated into the design of the project to reduce noise levels to levels specified in the Noise Element.

Policy LU-5.2: Pedestrian Orientation and Safety. Through appropriate zoning and discretionary approvals, strive to create safe, walkable environments that include elements such as good lighting, safe crosswalks, and street trees that allow people of all ages and abilities to exercise and safely access public transportation, community centers, recreation, schools, and goods and services.

Action LU-5.2a: Access to Recreation. Require discretionary projects adjacent to natural recreational opportunities such as the Pacific Ocean, Pismo Creek, or foothills to install public pedestrian access, where feasible.

Action LU-5.2b: Pedestrian-Oriented Development. Discourage new "strip" commercial development with large street-fronting parking lots. New commercial developments should address enhancing the pedestrian environment through buildings oriented and accessible from the sidewalk, transparent ground-floor facades, pedestrian lighting and pedestrian-scaled buildings.

Action LU-5.2c: Access Assessment. Conduct an assessment for pedestrian access along the extent of Highway 1/Price Street/Shell Beach Road within the City and identify areas where pedestrian access and safety are of high priority.

Action LU-5.2d: Ground Floor Commercial. In pedestrian-oriented environments, require commercial uses to be located on the ground floor of mixed uses to provide convenience and visibility for customers.

Action LU-5.2e: Pedestrian-Scaled Street Lights. Pedestrian-scaled streetlights shall be used throughout the community in new developments except for safety lighting used for intersection lighting. The City shall also consider a pedestrian scaled streetlight program for each planning area, as done for the Shell Beach planning area.

Policy LU-5.3: Sustainable Community Strategies. Ensure land uses decisions and community strategies are designed to reduce energy and water consumption, waste and noise generation, air quality impacts; and support multimodal transport for a sustainable Pismo Beach.

Action LU-5.3a: Sustainable Infrastructure. The City shall:

1. Promote infrastructure expansion where it will be more efficient and effective and does not promote growth inducement or result in adverse impacts to coastal resources.
   See also Goal LU-7 for policies and actions related to growth management.
2. Focus infrastructure improvements in designated growth areas and contiguous to existing development.

Action LU-5.3b: Sustainable Design Incentive Program. Consider the feasibility of providing incentives for new and renovated projects that incorporate sustainable design features such as the construction of new buildings that reduce energy demand though natural features, such as green roofs and walls or energy efficiency above and beyond the current building code. Inform applicants of the benefits and incentives for green building practices and pursuit of LEED certification.

Action LU-5.3c: Trail and Bikeway System. Update and expand the trail and bikeway system to connect residential uses to commercial uses, and workplace and recreation nodes. Such trails and bikeways shall consider following natural features like Pismo Creek and the shoreline, while avoiding adverse impacts to the natural features.

Action LU-5.3d: Transit-Oriented Development. Support the development of multifamily residential and mixed-use projects around the City's transit station, by allowing a reduction in the parking requirements or other development standards, and require new development to incorporate or improve pedestrian, bicycle, and where applicable, transit facilities.

Action LU-5.3e: Mobility Capital Improvement Projects. Consider long-term capital improvement projects that improve mobility infrastructure when updating land use and zoning designations.

Action LU-5.3f: Urban Heat Effects. Reduce heat effects of urban development by requiring new development to incorporate, as appropriate, features such as reduced hardscape, light or heat reflective roofing, and shade trees.

See also Circulation Element for goals, policies, and actions relating to planned vehicular, bicycle, and pedestrian improvements.

Policy LU-5.4: Civil Engagement and Public Participation. Proactively and meaningfully engage community residents in the planning and development process.

Action LU-5.4a: Culturally Appropriate Channels. Allow for proper civil engagement through the use of culturally appropriate and accessible channels, including providing appropriate language services; holding meetings, focus groups, and/or listening sessions at a variety of venues throughout the community; and using participatory facilitation techniques.

See also the Conservation and Open Space Element for policies and actions related to tribal cultural correspondence.

GOAL LU-6

A community that provides and maintains a high level of service and infrastructure to all development.

Policy LU-6.1: Community-Serving Facilities. Ensure adequate community-serving facilities such as senior centers, recreational facilities, childcare facilities, places of worship, and educational institutions to serve current and future residents.

Action LU-6.1a: Density Bonus. The City may grant a density bonus or provide other incentives for developers of commercial or industrial projects to include a childcare facility within their project.

Action LU-6.1b: Senior Housing and Facilities. The City shall explore participation in or promotion of the Department of Housing and Urban Development (HUD) rental housing programs, the Senior Citizens' Ordinance, and the Low Income Housing Tax Credit Program, to protect and maintain existing senior housing and facilities, and promote new senior housing in Pismo Beach that is available for all income levels.

Action LU-6.1c: Placement of Community-Serving Facilities. Through appropriate zoning, allow for community-serving facilities to be developed near residential uses and transit stops.

Action LU-6.1d: Community-Serving Capital Improvement Projects. Consider long-term capital improvement projects that improve community-serving facilities and services when updating land use and zoning designations.

Policy LU-6.2: Maintenance of Infrastructure. Continue to regulate new and existing development and infrastructure so as not to overburden the City's infrastructure.

Action LU-6.2a: Infrastructure for New Development. To balance the residential and commercial long-term needs, require new development to pay the full cost of additional infrastructure (sewer, water etc.) needed to support the new development either directly or through development impact fees.

Action LU-6.2b: Annual Reporting. Require the Department of Public Works to prepare an annual or biannual report for the City's water, wastewater, and stormwater infrastructure capacity.

Action LU-6.2c: Regional Infrastructure Capacity. Coordinate with regional utility services when assessing Pismo Beach's growth capacity and zoning.

Action LU-6.2d: Agency Coordination. Pismo Beach shall work to achieve mutually beneficial goals with the County, other cities in the County area, and various interested agencies in addressing area-wide or regional issues of concern, such as traffic, water supply, transit, waste management, air quality, and others.

Action LU-6.2e: SLOCOG Compliance. Continue compliance with the goals and policies of the San Luis Obispo Council of Governments (SLOCOG) Regional Transportation Plan.

Action LU-6.2f: Infrastructure Improvements. The City shall give preference to infrastructure improvements that support or enhance desired land uses and projects and ensure that those improvements are consistent with Coastal Act and GP/LCP policies.

Action LU-6.2g: Water and Wastewater Services. The City will provide adequate water and wastewater services commensurate with the anticipated amount of population growth estimated in Table LU-4.

Action LU-6.2h: Impact Fees Required. The City shall establish impact fee programs to the extent that a nexus can be demonstrated between the cost of providing a facility or service and the needs created by new development.

GOAL LU-7

A community where growth is concentrated in corridors and neighborhood centers where adaptive land reuse will contribute to a high quality of life for the entire community.

Policy LU-7.1: Growth Areas. Prioritize growth in areas that complement adjacent neighborhoods, consider market and policy demand for housing and commercial needs, and revitalize economically obsolete uses.

Action LU-7.1a: Existing Developed Areas. New residential, commercial, or industrial development shall be located within, contiguous with, or in close proximity to existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50% of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

*See also **Policy LU-5.3d,** Transit-Oriented Development, for additional policy related for focusing development in proximity to transit.*

Policy LU-7.2: Adaptive Reuse. Support and incentivize adaptive reuse of buildings and sites to utilize existing infrastructure while enhancing the character of the community.

Action LU-7.2a: Incentivize Adaptive Reuse. Incentivize adaptive reuse projects through expedited and discounted permitting and density bonuses, where appropriate.

Policy LU-7.3: Proactive Growth Planning. Proactively maintain and plan for areas in the City as well

as the sphere of influence.

Action LU-7.3a: Project Review in SOI. Continue to review all proposals affecting the sphere of influence (SOI) (as shown in **Figure LU-5**) and communicate the City's position on the future use of the SOI to the applicable decision-making body. San Luis Obispo County shall be requested to refer all planning studies and applications for development permits located in the SOI to the City of Pismo Beach prior to taking any action.

Action LU-7.3b: Extended Planning Area/Sphere of Influence. Continue to identify areas outside the SOI to be included in the SOI in the future and identify these areas as "Extended Planning Areas."

1. The City shall comprehensively evaluate the boundaries and potential land uses of the SOI at least every 10 years, but more often if appropriate. Such evaluations shall address, among other factors, whether the supply of land is adequate to accommodate projected housing needs allocated by the San Luis Obispo Council of Government (SLOCOG).
2. At each periodic comprehensive evaluation, the City Council shall determine whether the public interest would be served by designating additional lands to be provided municipal services and developed with urban uses.

Action LU-7.3c: **SOI Amendments.** An amendment of the SOI to include additional lands shall be subject to environmental review pursuant to CEQA.

1. Any landowner of property within an Extended Planning Area may request the City to consider an amendment of the SOI boundary to add their lands to the SOI. Any such proposal shall also identify the requested land use designation and any other necessary or appropriate amendments to the various Elements of the General Plan. In considering such requests, the City Council shall determine whether the public interest would be served by designating additional lands to be provided municipal services and developed with urban uses.
2. A proposal to amend the SOI to include additional lands may be considered concurrently with an annexation request. Such requests for concurrent processing shall be subject to the provisions under **Action LU-7.3d**: Annexations.

Action LU-7.3d: Annexations. All annexations of land into the City of Pismo Beach shall comply with the following requirements and criteria:

1. Annexation Study and Procedures: The City, or experts under contract to the City, shall prepare a detailed annexation study addressing all of the items identified herein. The costs of preparing the annexation study, including City administrative costs, shall be borne by the property owner(s) requesting the City to consider the annexation.
    a. A Comprehensive Study of Fiscal Impacts to the City: A comprehensive and detailed analysis of the fiscal impacts of the annexation shall be prepared, addressing the full range of revenues and expenditures. Onetime capital costs of facilities as well as recurring operating costs and revenues shall be evaluated.

b. Study of Fiscal Effects on Other Governmental Entities/Tax Agreements. The effects of the annexation upon other taxing entities should be analyzed. Proposed tax-sharing agreements will be prepared.

c. General Plan Amendment: An accompanying amendment of the Land-Use Element, and other Elements if necessary, shall be prepared for review and adoption, which states detailed City policies for the following:

- The distribution, location and extent of the proposed uses of the land within the annexation territory, including open space;
- Standards for density and building intensity;
- Parks, open space, and conservation of natural resources;
- The proposed distribution, location, phasing and extent of major components of traffic circulation, wastewater collection and treatment, water sources, drainage, schools, and other public services and facilities appropriate to serve development within the annexation territory;
- Phasing of future development, and standards and criteria by which development will proceed.

d. Analysis of the City's Capacity to Provide Facilities and Services: The study shall assess the ability of the City to provide the various municipal facilities and services that will be necessary to accommodate the proposed annexation and planned development therein. These should include wastewater collection and treatment; storm-water management; water supply and distribution; streets and circulation; fire protection; police services; parks; and others as appropriate.

e. Pre-zoning Ordinance: A detailed pre-zoning ordinance shall be prepared for review and adoption which addresses the following:

- Zoning district designations for the territory
- Any special zoning district regulations and standards
- Applicable overlay zones
- Any special development standards
- Any special design criteria for future development

2. Environmental Document: An environmental document pursuant to CEQA shall be prepared by the City or by an expert under contract to the City.
3. Specific Plan: The City Council shall determine whether a Specific Plan shall be required to be prepared. If required, the Council shall decide if the Specific Plan will be prepared and considered at the same time as the annexation request or following completion of the annexation.
4. Policy Criteria for Approvals of Annexations: The following policy criteria, shall be employed by the City in, reviewing and taking action on annexation requests:
   a. Positive or neutral fiscal impact to the City
   b. Compliance with existing General Plan policies
   c. Capacity of City to provide services and Infrastructure to Accommodate Proposed Development

d. Availability of service/infrastructure concurrent with need.

5. City request to LAFCO: Following City Council approvals of the annexation study, general plan amendment, pre-zoning ordinance, and the related environmental document pursuant to CEQA, the City shall transmit the annexation request to LAFCO for its consideration.

Action LU-7.3e: Roadway Distances. Areas proposed for future growth should address roadway distances that would connect the new areas of development together with the existing City and would promote maximum connectivity between different land uses through walkways, bike paths, transit, or other means.

Action LU-7.3f: **Adjacent Development**. Any proposals within the SOI shall be phased such that properties adjacent to the existing City Limits are developed as part of the first phase of development.

Action LU-7.3g: Residential Growth Rate. The City's residential growth rate shall be managed to assure that the amount of new development is commensurate with the availability of public services and infrastructure and will not result in a deterioration of the quality of service to existing or new residents.

Action LU-7.3h: Required Plans. The City shall not allow development of any newly annexed private land until the City has adopted a specific or development plan for land uses, open space protection, roads, utilities, the overall pattern of subdivision, and financing of public facilities for the area.

Action LU-7.3i: Land Divisions. Land divisions, including lot line adjustments, shall be designed to minimize impacts to coastal resources and public access. A land division shall only be approved if the created parcels are consistent with the associated land use designation, maximum density or intensity designated by the Land Use Map, contain an identified building site that could be developed or redeveloped consistent with all of the policies and provisions of the Land Use Plan and the City of Pismo Beach Municipal Code.

*See policies and actions under **Goal LU-8** for regulation on new development to avoid or minimize adverse impacts on coastal resources.*

GOAL LU-8

A community that protects and enhances natural and coastal resources within Pismo Beach.

Policy LU-8.1: Natural Resources Compatibility. Require all land use proposals to respect, preserve and enhance, to the maximum extent feasible, the sensitive habitats, natural landforms, scenic resources, and other coastal resources of Pismo Beach. Development shall only be authorized when the proposed use is allowed per the applicable land use designation, and when it meets all applicable GP/LCP policies and standards.

Action LU-8.1a: Identify and Map Natural Resources. The City shall prepare and maintain geographic information systems-based maps of the City, identifying the natural resources such as wildlife habitats and open space, viewsheds, terrain, and hillsides. The natural resource map shall also show development constraints such as flood hazard areas, geological hazard areas, soil hazard areas (subsidence, liquefaction), and Very High Fire Hazard Severity Zones. The maps shall provide the basis

of determining where urban development is most appropriate, and where other needs of the community, or requirements to protect coastal resources, outweigh the desire or need for urban development. As a result of the findings of these maps, the City shall re-evaluate its land use designations and future plans for undeveloped areas and revise the Land Use Map accordingly. Any revisions to the land use designations or Land Use Map shall require a GP/LCP amendment certified by the CCC.

Action LU-8.1b: Coastal Resources. New development and improvements to existing development shall be sited and designed to avoid adverse impacts on coastal resources, including environmentally sensitive habitat areas, wetlands, and other areas of the City of biological or natural significance. Development shall be consistent with the resource protection policies of the GP/LCP, including the Conservation and Open Space Element.

Action LU-8.1c: Marine Life. Institute measures, such as signing and policing, to prohibit removal of tide-pool marine life.

Action LU-8.1d: Reduce Adjacent Density. Prohibit land divisions within environmentally sensitive habitat. Discourage development immediately adjacent to environmentally sensitive areas to keep development intensity as low as possible.

Action LU-8.1e: Watershed Planning. Protect and enhance the Pismo Creek through collaboration with the County on maintaining an up-to-date comprehensive Pismo Creek/Edna Area Watershed Management Plan.

Action LU-8.1f: Floodplain Overlay Zone. Continue to implement the Floodplain Overlay Zone to restrict, prohibit or condition development within hazardous floodplain areas to assure that the type and intensity of use are consistent with the protection and preservation of people, property and significant resources and consistent with all policies of the GP/LCP, including but not limited to the policies of the Safety Element.

Action LU-8.1g: Special Environmental Conditions. Due to the sensitive nature of the South Palisades area and North Spyglass area, include in all development applications archaeological analysis, surface water runoff and erosion analysis, and U.S. Highway 101 noise mitigation, as applicable. Geologic reports for development near the bluffs shall also be required consistent with the requirements of the GP/LCP.

Policy LU-8.2: Maximizing Public Access. Ensure that public accessways and public recreation areas are maintained and enhanced and continue to play an important cultural, social, and economic role within the City of Pismo Beach.

Action LU-8.2a: Public Access for New Development. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; or (2) adequate access exists nearby. Dedicated accessways shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Action LU-8.2b: Coastal Access Overlay Zone. Continue to implement the Coastal Access Overlay Zone to specify the area subject to coastal appeal to protect public access and ensure new developments provide public access through public easements, deed restrictions, dedications.

Action LU-8.2c: Public Parking and Wayfinding. Maintain all existing public on-street and off-street parking spaces and provide adequate wayfinding signage notifying the public of the public parking opportunities and identifying the location of the access way.

Action LU-8.2d: Permitted Development. Development permitted in the areas zoned for public beach access or open space recreation shall be limited to structures and facilities designed to accommodate passive recreational use of the area, including but not limited to stairways, benches, tables, refuse containers, restrooms, bicycle racks and public parking facilities. In no case shall any development except public access paths and public stairways be permitted within the bluff setbacks.

Action LU-8.2e: Maintenance and Enhancement of Public Areas. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and with the provision of on-site recreational facilities to serve new development.

Action LU-8.2f: Land Use Plan Designations. Figure LU-6, Land Use Map, shall officially designate land uses for the Coastal Zone.

Action LU-8.2g: Where there are conflicts between the policies set forth in this GP/LCP and those set forth in the City's zoning, or any other ordinance, the policies of the GP/LCP shall take precedence. Any proposed changes to the land use designations defined here or shown on **Figure LU-6** shall require a GP/LCP amendment approved by the CCC.

Action LU-8.2h: Legal Non-Conforming Structures and Uses. Require new development to meet all current development standards. Structures legally built prior to the effective date of this GP/LCP that do not conform to the GP/LCP shall be considered legal non-conforming structures.

Neighborhood Planning Areas

Sunset Palisades/The Bluffs/South Palisades

GOAL LU-9

An ocean-oriented residential neighborhood with an emphasis on preservation of natural resources, open space, coastal views and scenic corridors.

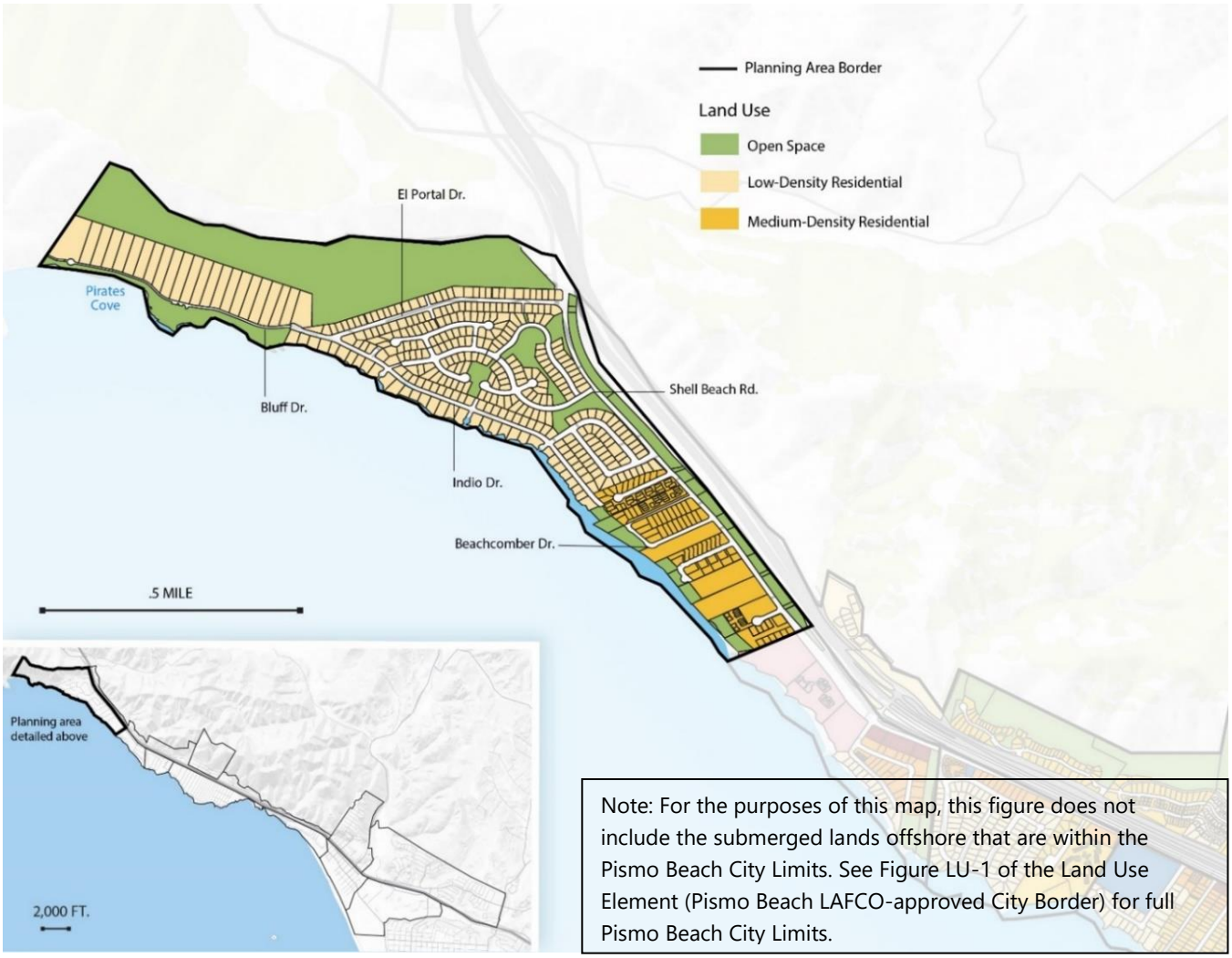


Figure LU-7, Sunset Palisades

Policy LU-9.1: Height of Structures.

Action LU-9.1a: El Portal Drive, Indio Drive. No structure shall exceed 15 feet in height when measured from the highest point of the site natural grade to the highest point of the structure; nor shall any such structure exceed 25 feet in height when measured from the highest point of the roof above the center of the building footprint to the elevation of the natural grade directly below that point.

Action LU-9.1b: Remainder of Sunset Palisades Area. No structure shall exceed 15 feet in height as measured from the height of the center of the finished building pad grade as designated in the final tract Grading Plan at the time of recordation.

Policy LU-9.2: Open Space. Maintain the area between Shell Beach Road and the 101 Freeway as permanent open space. No further land divisions shall be in this approved area.

Action LU-9.2a: Open Space Character. Require that any development approved on site maintain the open space character. The amount of site area that may be developed with improvements shall not exceed 5,000 square feet or 60% of gross site area whichever is lesser.

Policy LU-9.3: Bluff-Top Access and Protection. Protect the bluffs, coastal tidal and subtidal areas, and access points in this planning area, consistent with all policies of the GP/LCP, including but not limited to the policies of the Safety Element.

Action LU-9.3a: Vertical Access. Limit vertical access-ways to the rocky beach and inter-tidal areas in order to protect the coastal tidal and subtidal areas

Action LU-9.3b: Bluffs and Sunset Palisades Beach Access and Bluff Protection. Lateral beach access dedication shall be required as a condition of approval of discretionary permits on oceanfront parcels consistent with the Parks, Recreation, and Access Element. No new public or private beach stairways shall be allowed on Indio Drive. Damaged, non-conforming stairways utilized for ocean emergencies, animal rescue, fire-fighting access, or public safety may be repaired if a hazardous condition results from the damage. Any damaged stairway shall be assessed by a City inspector to determine the presence of a hazardous condition.

Action LU-9.3c: South Palisades Bluff-top and Access Dedication. Increase the width of the lateral bluff-top conservation/open space and access dedication requirement set forth in the Parks, Recreation, and Access Element to a distance equal to the sum of the bluff retreat line over the anticipated lifespan of the proposed development when considering sea level rise, and a 1.5 factor of safety, and an additional 100 feet for all development on the shoreline in the South Palisades area. The bluff retreat line and 1.5 factor of safety shall be determined based on the results of site-specific hazard and geotechnical analyses conducted in conformance with the requirements of the GP/LCP. Acquire funding through new development for the future park improvements and trail/bicycle path amenities in this area.

*See also **Policy LU-8.2**, Maximizing Protection of Coastal Resources, and the Safety Element, for additional guidance on coastal access and recreation.*

Action LU-9.3d: Topaz Street and Encanto Street Viewpoints. Develop the Topaz Street and Encanto Street undeveloped accesses as coastal viewpoints rather than as stairways. Low-lying drought tolerant prickly vegetation, which will deter undesignated access paths, should be planted at the top of the bluff. Park benches are recommended to encourage use of these areas as viewpoints, sited and designed to minimize impacts on views. Attractive railings that minimize impacts on views and do not result in bluff instability should be used to protect the bluffs rather than chain link fencing. The Topaz cul-de-sac may be eliminated in favor of a pocket park or expanded viewpoint. The access points should be maintained so that the landscaping of abutting properties does not intrude on them.

North Spyglass/Spyglass

GOAL LU-10

A planning area with a mix of visitor-serving hotel uses and a variety of housing types, with access to parks, the beach, and neighborhood shopping.

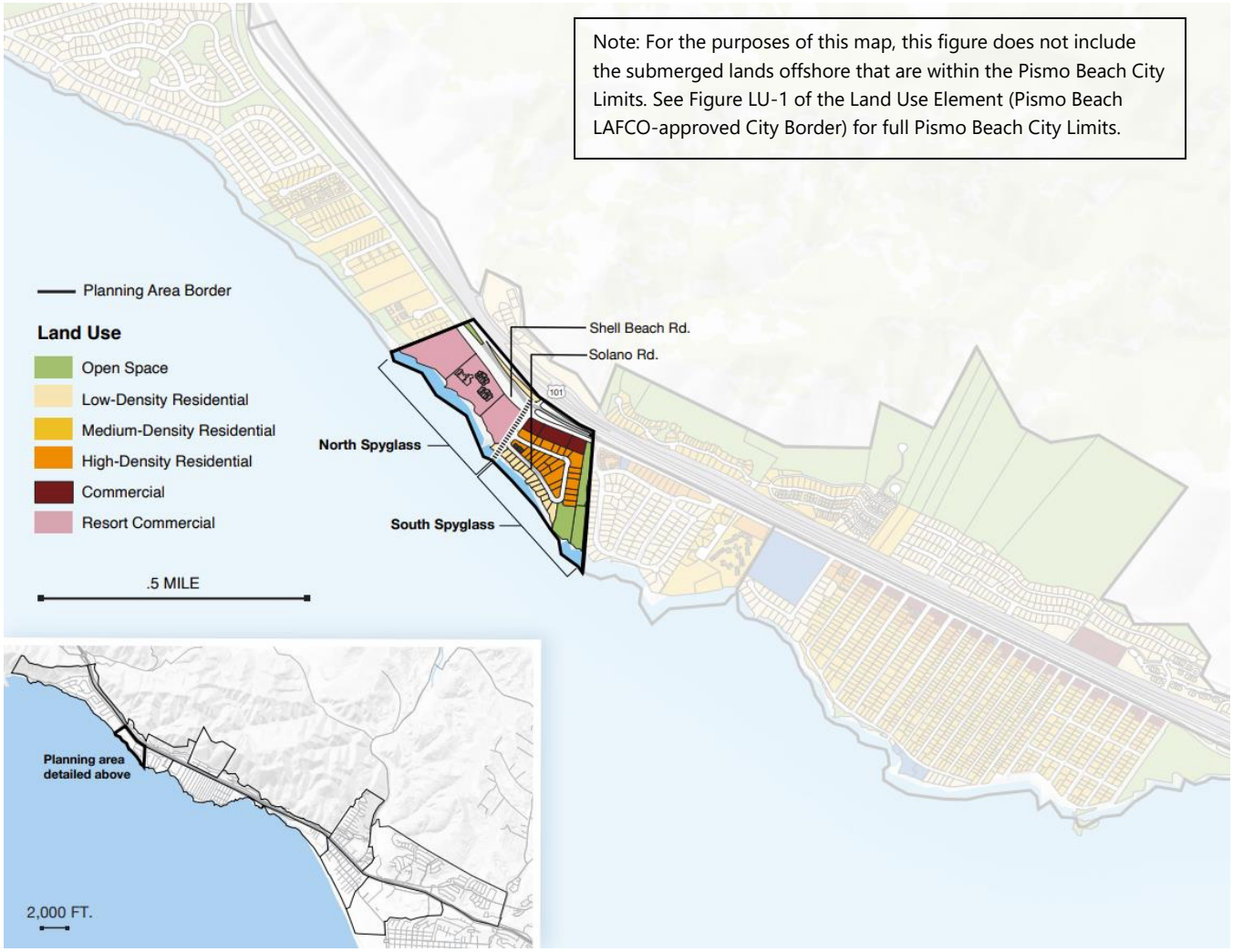


Figure LU-8, North Spyglass / Spyglass

Policy LU-10.1: Bluff-Top Access and Protection. Protect the bluff-top open space, residential uses, hotels, and coastal access areas in this planning area.

Action LU-10.1a: North Spyglass Dedication Requirement. Increase the width of the lateral bluff-top conservation/open space and access dedication requirement set forth in the Parks, Recreation, and Access Element to a distance equal to the sum of the bluff retreat line over the anticipated lifespan of the proposed development when considering sea level rise, and a 1.5 factor of safety, and an additional 50 feet for the North Spyglass portion of this planning area. The lateral blufftop access dedication requirement shall not be applicable to the Spyglass portion of this planning area.

Action LU-10.1b: Access Path. Require that future development of the Spyglass Inn include a requirement for a path between Spyglass Drive and the public lateral access, through the existing parking lot. As such, an easement would be granted to the City for lateral public access.

Action LU-10.1c: Spyglass Bluff Setback and Protection Require bluff-top setbacks for new development and substantial redevelopment in Spyglass consistent with the requirements outlined in the Public Safety Element. Reduced front yard setbacks shall comply with zoning code.

Action LU-10.1d: Side Yard Views. Protect side-yard views on properties on the west side of Solano Road consistent with **Action LU-2.1g,** Side Yard View Corridors.

Policy LU-10.2: Design and Safety Guidelines. Protect open space areas and improve the streetscape and walking environment for pedestrians.

Action LU-10.2a: Freeway Underpass Open Space Area. Support the San Luis Obispo County requirements for the open hills on the eastern end of the Spyglass underpass of the 101 Freeway to remain in permanent open space.

Action LU-10.2b: Underground Utilities. Place overhead utilities on Shell Beach Road underground.

Action LU-10.2c: Landscaping. Require that new development, including additions or upgrading of existing development, be fully landscaped and complementary to the Shell Beach Road frontage. Extensive landscaping shall be required for large asphalt areas such as gasoline service stations and parking lots. The east side of Shell Beach Road adjacent to the Spyglass interchange should be landscaped to present an inviting entry area into the City.

Action LU-10.2d: Spyglass Interchange Pedestrian Underpass. Work with Caltrans to develop a sidewalk at the Spyglass interchange underpass.

Action LU-10.2e: Improved Beach Access from Spyglass Park. Improve the beach access from Spyglass Park for pedestrian access to the beach below Spyglass Park consistent with the Parks, Recreation, and Access Element and the Safety Element.

St. Andrews Tract/Spindrift

GOAL LU-11

A residential neighborhood where new additions and replacements are compatible with the scale and character of the existing development and where bluff tops, coastal access, trees and bird habitat are protected.

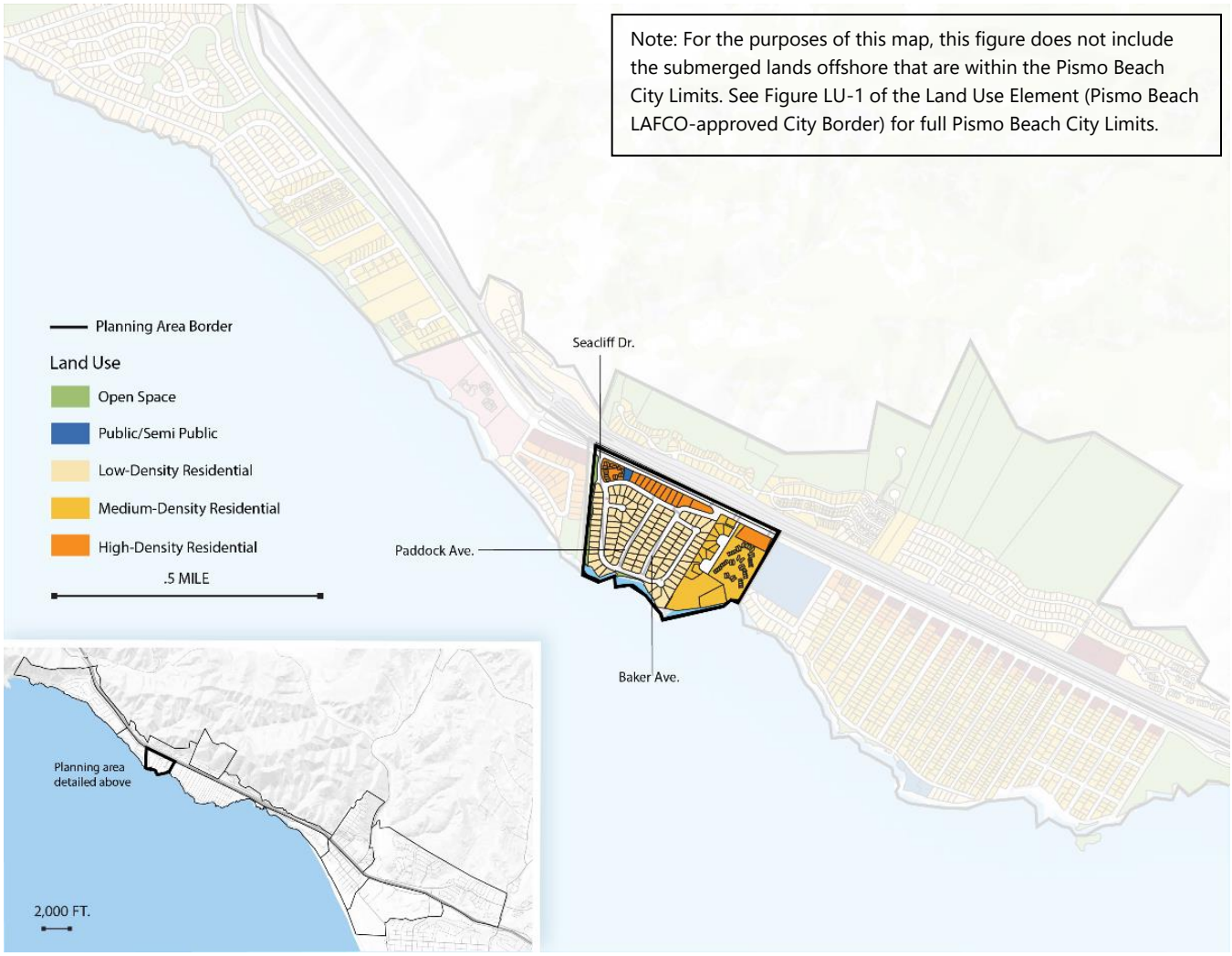


Figure LU-9, St. Andrews Tract/Spindrift

Policy LU-11.1: Bluff-Top Open Space and Access. Protect the bluff-top open space and coastal access areas in this planning area.

Action LU-11.1a: Spindrift Lateral Access. Require the lateral bluff-top conservation/open space and access dedication of the Parks, Recreation, and Access Element to be increased to a distance equal to the sum of the bluff retreat line over the anticipated lifespan of the proposed development when considering sea level rise; a 1.5 factor of safety, consistent with the Safety Element; and an additional 50 feet.

Policy LU-11.2: Development of Estates in Spindrift. Discourage any further development of the estates fronting the ocean; however, if further development is proposed, give special attention to public access, view corridors, mature trees, and bird habitat.

Action LU-11.2a: Public Access. Require public access in the lateral bluff-top open space. And, to protect the bluff top, require public access improvements and landscaping compliant with geologic report recommendations.

Action LU-11.2b: View Corridors. Special attention shall be given to preserving view corridors to the ocean.

Terrace Avenue/Shell Beach/Dinosaur Caves

GOAL LU-12

A planning area focused on conserving the existing housing stock and character and improving the commercial and pedestrian environment of Shell Beach to enhance this beach community.

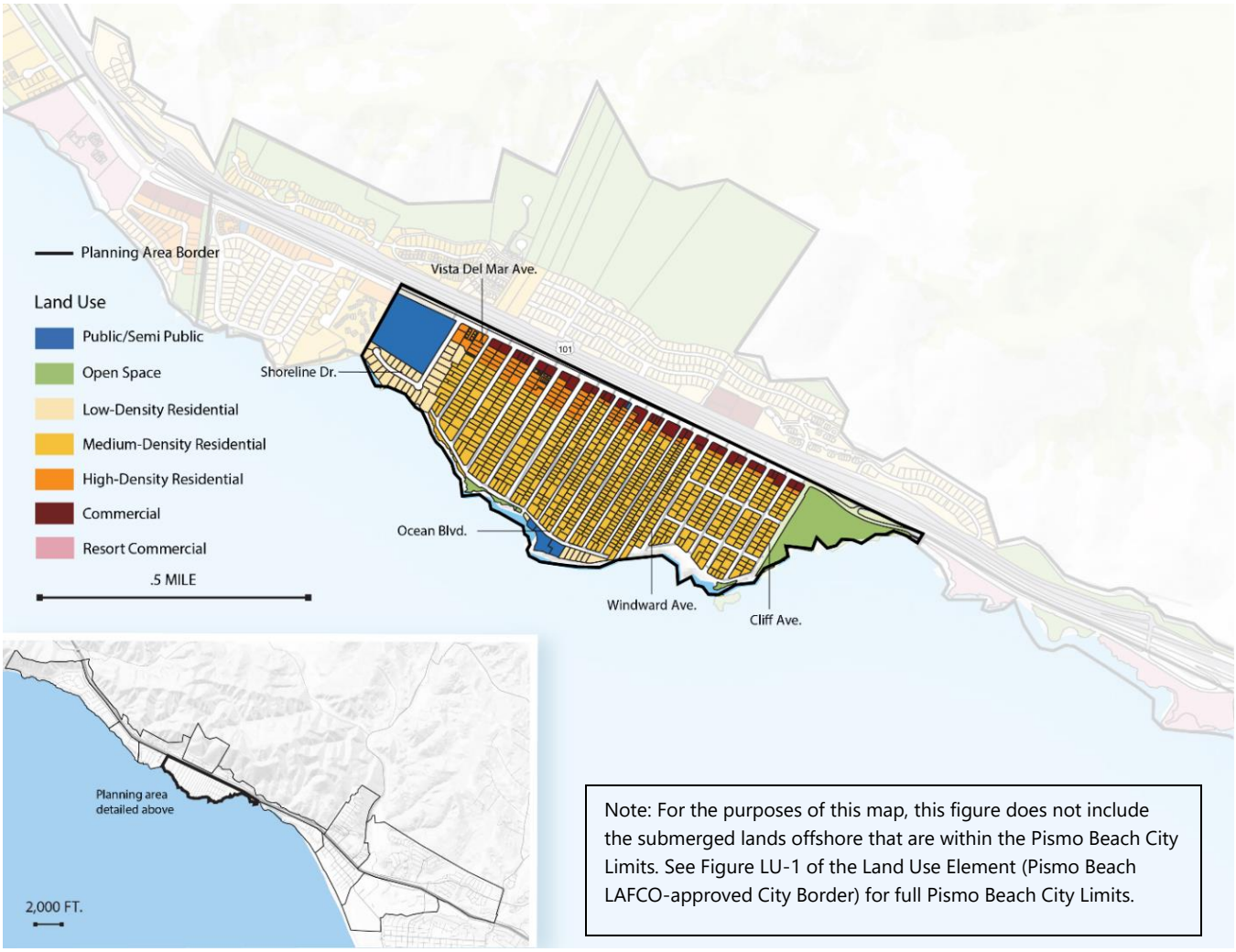


Figure LU-10, Terrace Avenue/Shell Beach/Dinosaur Caves

Policy LU-12.1: Access and Mobility. Address coastal access and pedestrian mobility issues and opportunities within the Shell Beach/Dinosaur Caves planning area.

Action LU-12.1a: Shell Beach Access. Limit access and driveways on Shell Beach Road. Require a pedestrian easement for development approvals in the Shell Beach portion of the planning area for properties between Shoreline Drive and Ocean Boulevard for access to the Eldwayen Ocean park stairs to the beach. The City shall consider purchasing a 20-foot pedestrian access easement over its 20-foot wide sewer easement running between Terrace Avenue and Vista Del Mar Avenue to allow for public pedestrian and bicycle access.

Action LU-12.1b: Lateral Access at Ocean Boulevard. Pursue opportunities to create lateral pedestrian pathways connecting Ocean Boulevard to Shoreline Drive to the north and to Boeker Avenue and Windward Avenue to the south. This requirement shall be implemented as part of project approval, private gifts or dedications or possibility through public acquisition.

Action LU-12.1c: Dinosaur Caves Site Public Access Facilities and Bluff Top Erosion. Design and construct public access facilities to be easily moved to a more landward location if they become endangered by bluff erosion. For the purpose of this policy, public access facilities mean, and is limited to, public paths, walkways, restrooms, bicycle racks, observation decks or platforms, benches, and picnic tables and landscaping. Any facilities shall be a safe distance from the edge of the bluff, as determined by the geological study.

See also the Safety Element for guidance on bluff-top setbacks.

Action LU-12.1d: Sidewalks. Maintain sidewalks from the Spyglass Highway 101 interchange to Shell Beach School in the Shell Beach Planning area shall be maintained and improved for safe pedestrian and handicapped access.

Policy LU-12.2: View Protection. Protect side-yard views on properties on the west side of Shoreline Drive and views from U.S. Highway 101.

Action LU-12.2a: Ocean View Protection. Ensure that the height, bulk and scale of any development on the Dinosaur Caves property shall not detract from the ocean view from U.S. Highway 101.

Policy LU-12.3: Shell Beach Shoreline Qualities. Protect the unique shoreline qualities of Shell Beach.

Action LU-12.3a: Bluff Top Parks. Pursue all available sources to provide the necessary funds to improve and maintain the parks along the Shell Beach bluffs.

Action LU-12.3b: Boeker Street Vista Point. Designate the vista point at the end of Boeker Street as a bird observation area and leave it in its natural state for neighborhood use.

Action LU-12.3c: Drainage and Landscaping. Make drainage pipes in the park areas as inconspicuous as possible and landscaping park areas with drought resistant, low maintenance plants.

Action LU-12.3d: Erosion and Animal Control. Continue the program of erosion and animal control to protect the park areas.

Policy LU-12.4: **Commercial Revitalization.** Continue to improve Shell Beach Road commercial strip.

Action LU-12.4a: Shell Beach Road Streetscape Plan. Continue to implement and update when appropriate the Shell Beach Road Streetscape Plan for improved signage, street trees, sidewalk improvements, pedestrian scale streetlights, public parking, and public art. Require that new developments are consistent with the Shell Beach Streetscape Plan during the plan review process.

Action LU-12.4b: Revitalization Grants. Consider the use of grant funds to provide for the plan and for low interest loans for commercial revitalization.

Motel District

GOAL LU-13

A planning area that serves as a key focus for Pismo Beach's visitor-serving industry with special consideration given to retaining and upgrading existing motel uses and preserving ocean views and bluff access.

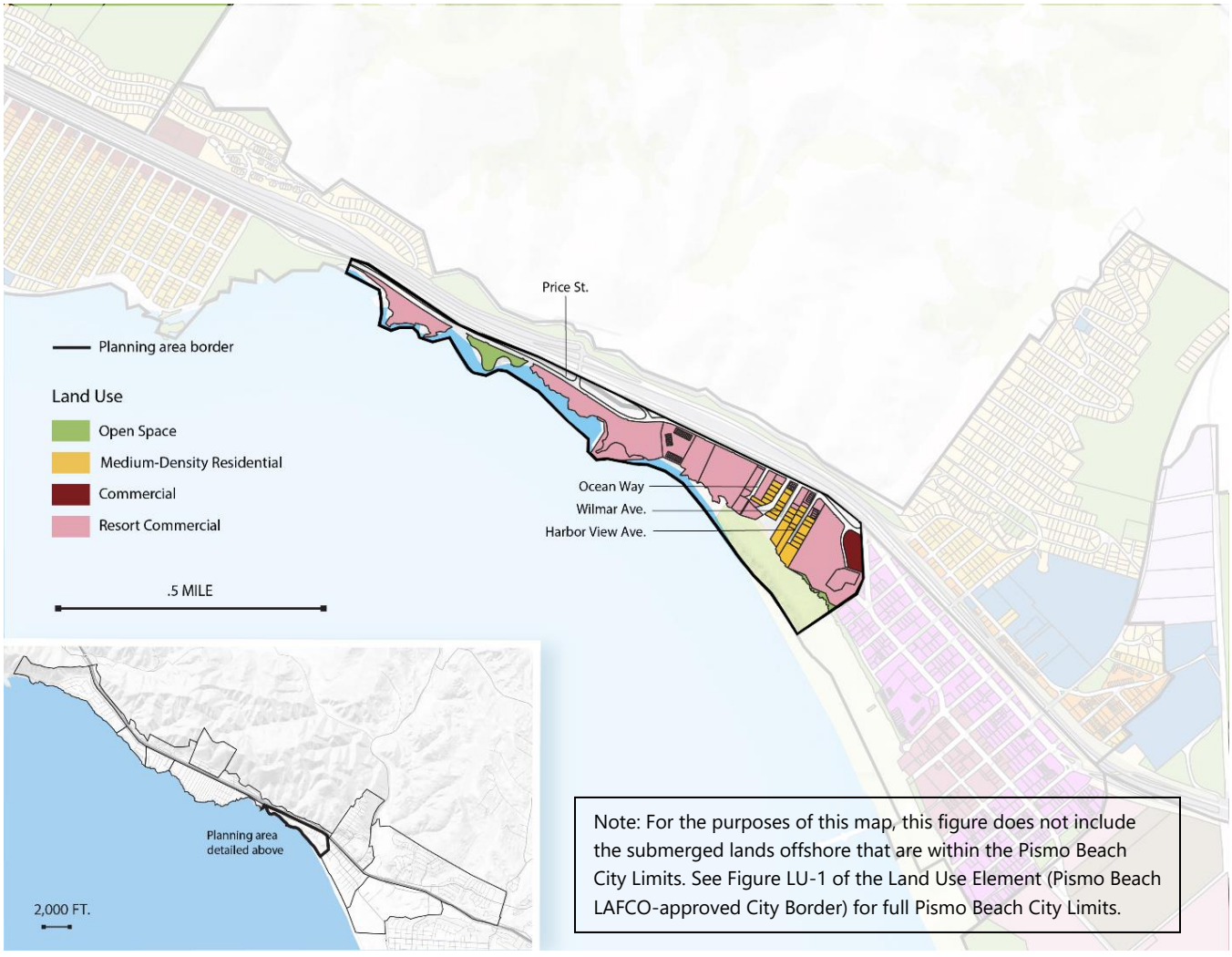


Figure LU-11, Motel District

Policy LU-13.1: Lateral Bluff-Top Access and Open Space.

Action LU-13.1a: Access Dedication. Require that the width of the lateral bluff-top access dedication be up to 25 additional feet beyond the sum of the bluff retreat line over the anticipated lifespan of the proposed development when considering sea level rise and a 1.5 factor of safety consistent with the Safety Element, depending upon the size of the parcel and the location of existing structures. It shall be the intent to develop a continuous bluff-top path within the lateral open space area; development approvals shall require installation of pathway segments in a manner that connects with adjacent segments.

Action LU-13.1b: Access Conditions of Approval. Require vertical and lateral public access-ways to the beach and along the bluff-top, respectively, as a condition of development permits if not already adequately provided, except where the configuration of the bluff makes vertical access infeasible, or satisfactory vertical access is already provided nearby. More frequent vertical access-ways may be required to serve particular concentrations of hotel and motel units.

Policy LU-13.2: **Views.** Ensure that new development protects ocean views and that the barrancas be preserved as natural view corridors.

Action LU-13.2a: Views from Highway 101. New structures should be carefully sited and designed to provide ocean corridor and/or over- views from U.S. Highway 101. A visual analysis for such views shall determine the extent of building height for properties fronting Price Street

Action LU-13.2b: Views from Barrancas. The barrancas shall be left in natural open space and used as view corridors to the ocean.

Action LU-13.2c: Underground Utilities. Underground the existing overhead utilities on Price Street.

Downtown Core

GOAL LU-14

A vibrant Downtown area that acts as a destination for all, providing motel and hotel uses, as well as supporting uses such as commercial, mixed-use, high-density residential, and recreation.

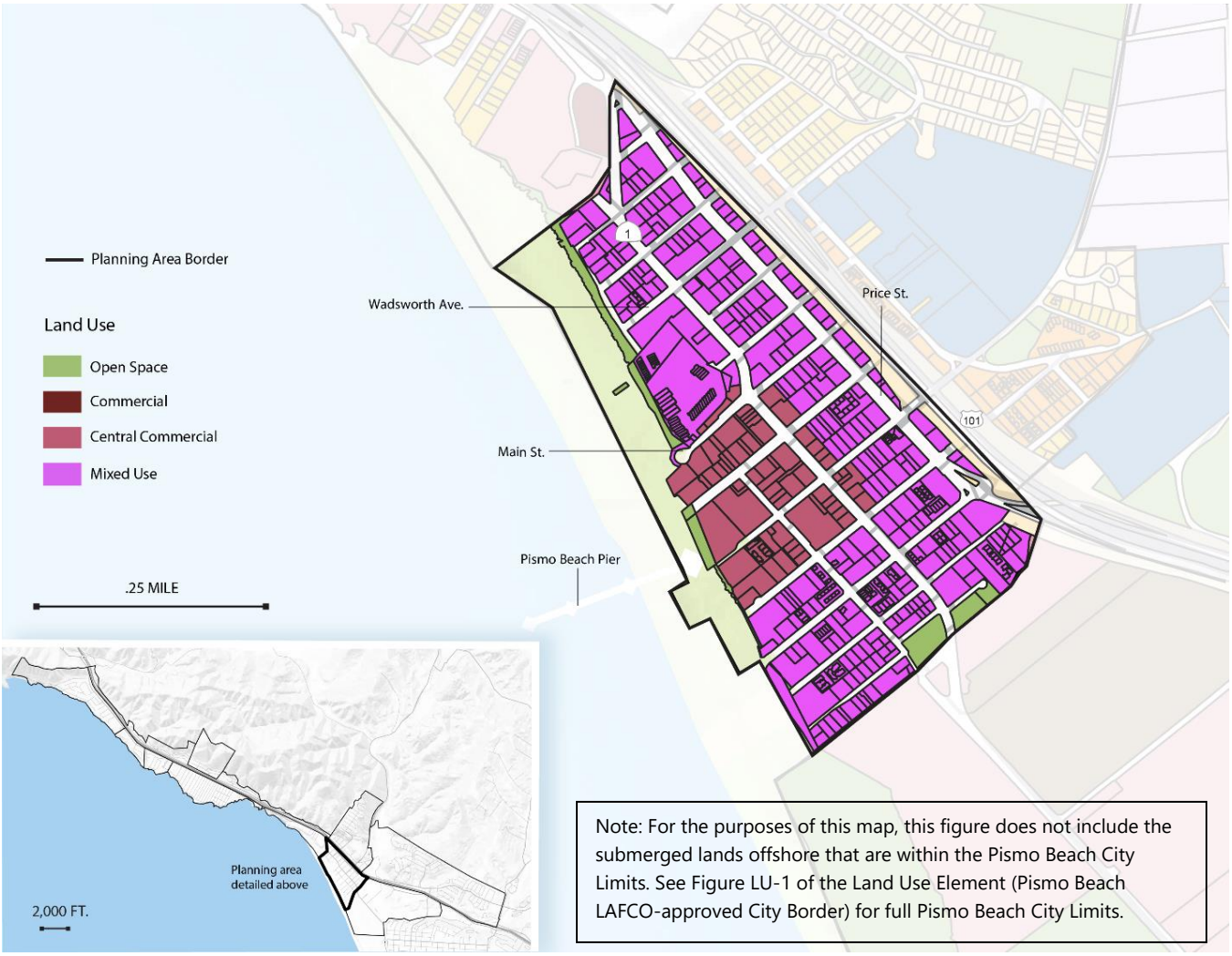


Figure LU-12, Downtown Core

Policy LU-14.1: Downtown Focus for Residents and Visitors. Protect Downtown Pismo Beach as a City focal point with a blend of cultural, commercial, professional, residential and recreational uses catering to both visitors and residents of all ages.

Action LU-14.1a: Local Signage Program. Establish and give emphasis to a distinctive local character in Pismo Beach retailing through a comprehensive local signage program.

Action LU-14.1b: Oceanfront Boardwalk. Maintain a continuous pedestrian boardwalk along the ocean frontage to Pismo Creek. This boardwalk shall include pedestrian amenities such as, but not

limited to, seating, signage, lighting and landscaping. Properties adjacent to the future boardwalk location shall be required to dedicate up to 20 feet of the ocean frontage of the property for the boardwalk. Installation of the boardwalk may be required as a condition of approval of development projects. The amount of dedication shall be subject to the size of the ocean-facing parcels and the area required to minimize bluff erosion identified in geologic studies submitted with development applications. The boardwalk will connect into the Pismo Creek trail.

Action LU-14.1c: Pismo Creek Trails. A creekside trail system shall be developed on both sides of Pismo Creek from its mouth at the ocean, to an inland location deemed to be feasible and reasonable within this planning area, based on agreements with landowners. Public improvements such as trashcans and seating may be included with the development of the creek trails. Dedication of a portion of properties adjacent to Pismo Creek for a public pathway shall be required with new development applications. These dedications shall include the buffer zone as identified in the Conservation and Open Space Element.

Action LU-14.1d: Interpretive Panels or Signage. Appropriate interpretive panels shall be provided for the pier, boardwalk and Pismo Creek trail. These may be required as a condition of approval of development projects. Funding should be sought from a variety of sources.

Action LU-14.1e: Pedestrian and Cyclist Emphasis. Emphasis should be placed on creating a walkable and bikeable environment, with pedestrian and bike routes clearly identified and accessible particularly within commercial and visitor serving areas, as well as oceanfront boardwalk, the pier and Pismo Creek Trail. Development projects and public facilities should place focus on creating vibrant and interesting places that encourage walking and biking.

Pismo Creek/Pismo Marsh

GOAL LU-15

A planning area oriented to visitor-serving activities, regional commercial uses, mobile home park, industrial and open space with a focus on protecting Pismo Creek, the marsh habitat, and coastal views.

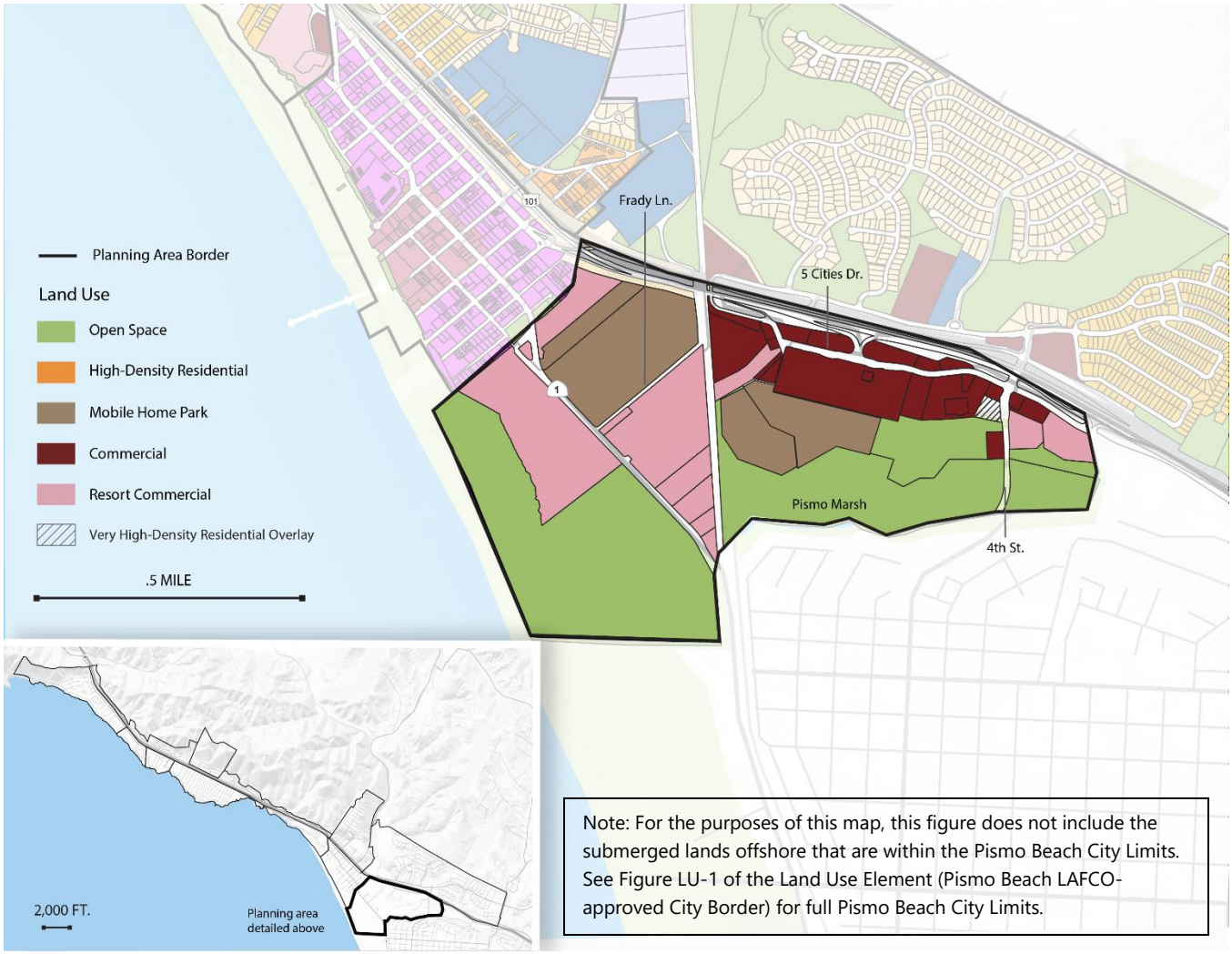


Figure LU-13, Pismo Creek/Pismo Marsh

Policy LU-15.1: Pismo Creek. Preserve Pismo Creek in its natural state with special attention given to preserving scenic, recreational and education resources.

Action LU-15.1a: Riparian Woodland. Protect and enhance the riparian woodland along Pismo Creek for the purpose of improving the scenic quality as well as its ecological value. As stated in LU-1.3a, industrial development shall not adversely impact the sensitive habitats of Pismo Creek or Pismo Marsh.

Action LU-15.1b: Acquisition of Property. Collaborate with property owners and the State for easements and dedication of trails on property adjacent to Pismo Creek mouth and those portions of properties located within the creek channel.

Action LU-15.1c: Public Amenities. Provide benches, paved paths, and signs for the Pismo Creek trail area as soon as the access to these areas is established.

*As stated in **LU-1.3g**, R.V. parks shall be restricted to the Pismo Creek/Pismo Marsh planning area.*

Policy LU-15.2: Improvements to City Entrances. Improve these locations as aesthetic entrances into the City and Route 1 as a complete street.

Action LU-15.2a: Landscaping. Request the State to include a coordinated landscaping plan for both sides of State Highway 1 in conjunction with plans for the widening of State Highway 1 (see Circulation Element).

Action LU-15.2b: Pedestrian and Bicycle Improvements. Request Caltrans to include curbs, gutters, and pedestrian and bicycle pathways consistent with the City's complete streets plan in conjunction with the plan to widen State Highway 1 (see Circulation Element).

Action LU-15.2c: Right-of-Way Improvement. Landscape and curb the right-of-way at the intersection of Cypress and Dolliver Street to prohibit informal parking.

Action LU-15.2d: Eucalyptus Grove and Butterfly Habitat. Enter into an agreement between Pismo Beach, Grover Beach, and the Southern Pacific Railroad to preserve the eucalyptus grove and butterfly habitat at the entrance to Pismo Beach and Grover Beach.

Action LU-15.2e: RV Storage Area Screening. RV storage areas should be attractively fenced, and their street frontages planted with trees.

See also Circulation Element for policy related to State Highway 1 and bicycle and pedestrian improvements.

Action LU-15.2f: Mobile Home Park. Retain the existing mobile home parks since they provide lower cost housing.

Action LU-15.2g: Mobile Home Park Ordinance. Retain the ordinance to protect the Hacienda Del Pismo mobile home park use.

Action LU-15.2h: Tree Plantings. Encourage the owners of this park to plant street trees to improve the appearance and livability of the park.

Action LU-15.2i: **Fourth Street Vacant Parcel.** Preserve the vacant one-acre parcel lying between Fourth Street and the Pismo Marsh as the only remaining parcel within the City that has good visual and physical access to Pismo Marsh. In addition to providing public parking and signage, the City could lease the remainder of the site for a restaurant and/or low- and moderate-income housing.

Action LU-15.2j: City Entrance. Retain and improve the Fourth Street entrance to the City in its natural open space appearance.

Action LU-15.2k: New Welcome Sign. To create a more pronounced, modern gateway into Pismo Beach, the City shall consider a new "Welcome to Pismo Beach" sign, along with gateway trees.

Action LU-15.2l: Improved Pismo Marsh Sign. Create an improved Pismo Marsh sign.

Action LU-15.2m: Screen Shopping Center. Provide screening of the back of the Pismo Outlets shopping center with trees.

Action LU-15.2n: Access to Marsh. Provide access to the marsh for viewing purposes from N 4th Street.

Action LU-15.2o: Pismo Coast Shopping Center (5 Cities Drive). Encourage redevelopment of the Pismo Coast Shopping Center with retail, mixed use, and housing opportunities.

*See also actions under **Policy LU-1.4**, Mixed Use Designation.*

Oak Park Heights

GOAL LU-16

A planning area with a mix of residential, open space, commercial and resort commercial uses with a focus on preserving open space, ocean views and views of Oak Park Heights.

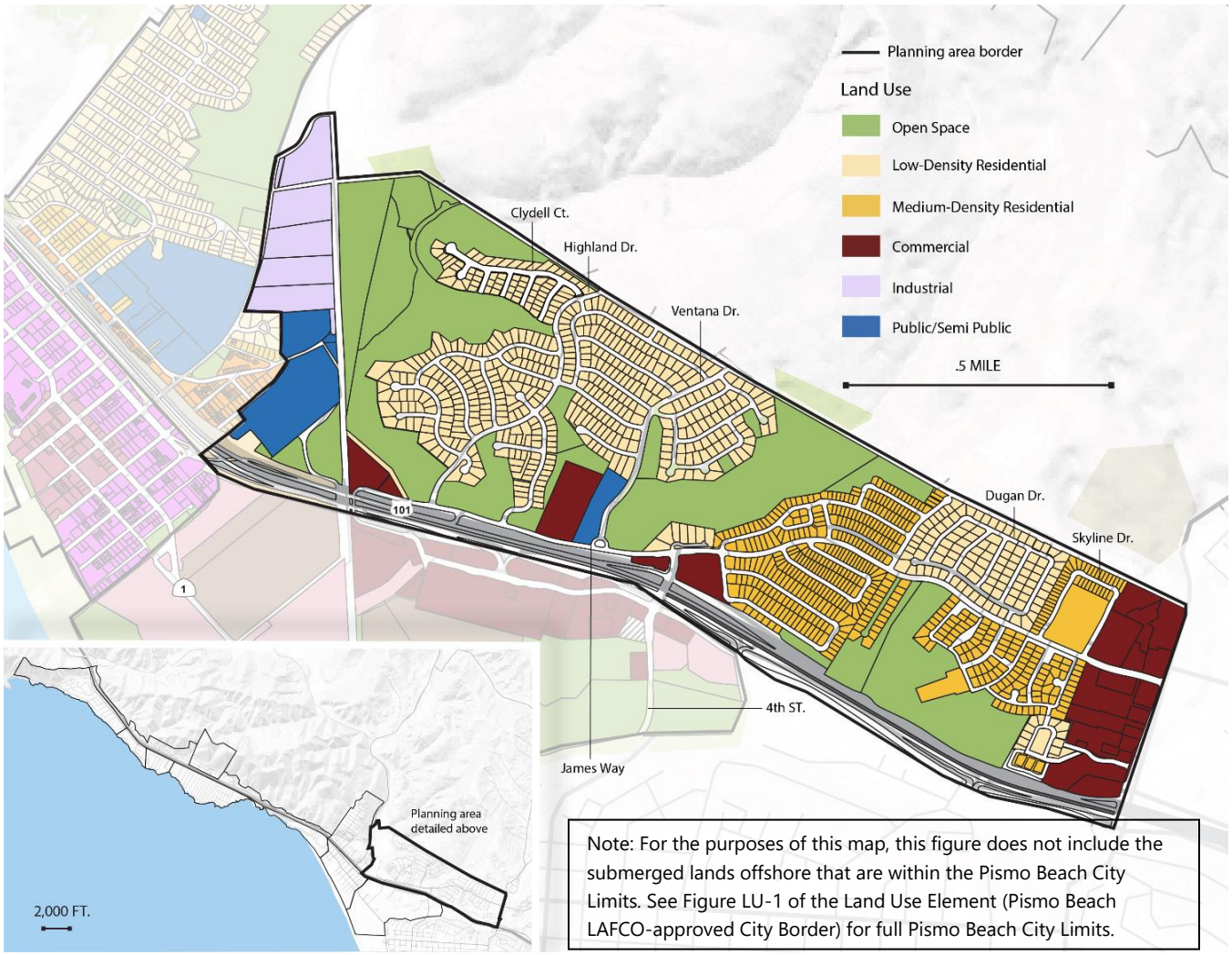


Figure LU-14, Oak Park Heights

Policy LU-16.1: View Preservation. Preserve public views from Oak Park Heights to the ocean and views of Oak Park Heights from the freeway.

Action LU-16.1a: Require Architectural Review. For development in Oak Park Heights, ensure that public views are protected from Oak Park to the ocean and of Oak Park from the freeway during City staff review of coastal development permit applications, where applicable.

Action LU-16.1b: Landscaping. Oak Park Boulevard is the dividing line between Pismo Beach and Arroyo Grande and also serves as the southern entry to the City. The City shall maintain the existing variety of trees species in the median and along the sidewalk of Oak Park Boulevard. Any replacement trees shall be tall (35 feet on center) and narrow such as Monterey cypress or Canary Island pine for the most dramatic effect.

See also Conservation and Open Space Element for related policy regarding scenic resources and highways.

Policy LU-16.2: Open Space. Preserve the open space area in its natural state with a minimum of human-made structures and changes to the natural slope, fauna and flora.

Action LU-16.2a: Parks. Open space land use designations include public parks and private lands intended to remain in open space or private parks. Open space lands shall not be developed intensively with buildings or other structures.

Action LU-16.2b: Price Canyon Adobe Area. The Price Canyon Adobe area should be acquired by or dedicated to a public agency for use as a natural park and local museum. A master plan should be prepared for the Pismo Creek area and adobe including trails and public facilities, potentially including educational opportunities. In addition, areas designated to be private open space shall be maintained by the future owners. Non-sensitive and non-hazard areas so designated may be developed for open recreational purposes.

Action LU-16.2c: Open Space Preservation. Maintain the hillside between Reef Court, Coral Court and the railroad as open space, not to be used for a road access; steep slopes, canyons and oak woodlands shall also be retained in open space.

See also Conservation and Open Space Element for related policy regarding preservation of open space.

Policy LU-16.3: Open Space. Housing Opportunities. Allow a diversity of residential and mixed-uses within certain areas to enable additional housing opportunities in a mixed-use environment.

Action LU-16.3a: Pacific Coast Plaza Shopping Center (Oak Park Blvd). Permit high-density residential uses in this shopping center, on upper levels or over parking lots.

Pismo Heights

GOAL LU-17

A planning area with a mix of residential housing types, as well as the Frances Judkins Junior High School, the public safety complex, and Boosinger public park.

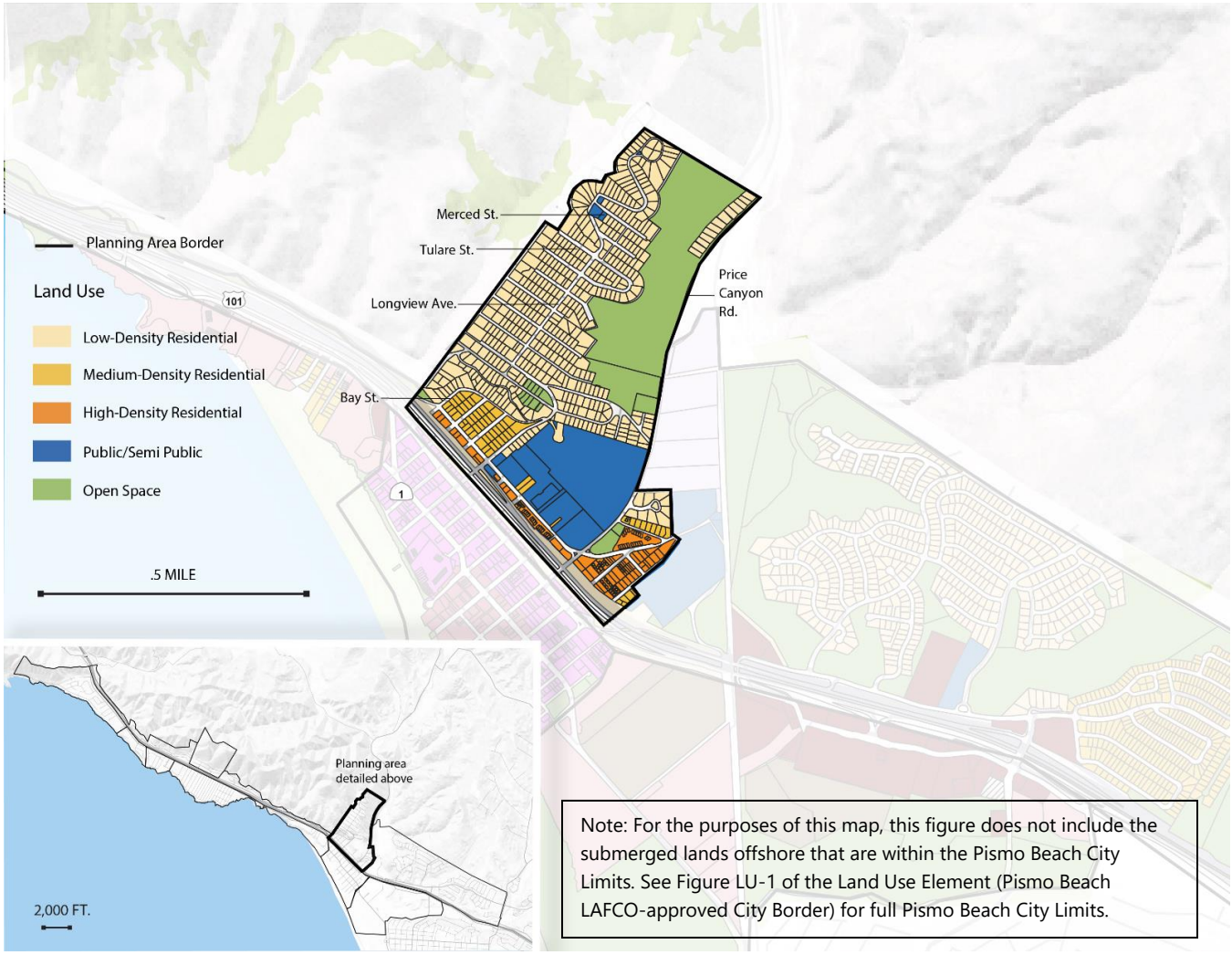


Figure LU-15, Pismo Heights

Policy LU-17.1: Archaeological Sites. Protect known archaeological sites in the planning area.

Policy LU-17.2: County Property. Ensure that development on County property adjacent to Pismo Heights is coordinated with the City.

Action LU-17.2a: County/City Coordination. Coordinate between the County and City any development outside the City limits but adjacent to Pismo Heights because of its possible effect on Pismo Heights.

Policy LU-17.3: Residential Restrictions. Restrict residential uses in steep slope areas to protect open space and reduce wildfire risk to homes.

Action LU-17.3a: Residential Restrictions. Prohibit creation of new lots above Stratford and Longview Streets and ensure that new development complies with slope best management practices in conformance with the Conservation Element.

Freeway Foothills/Mattie Road

GOAL LU-18

A planning area with a mix of housing types, open space and commercial uses with an emphasis on preservation of the spectacular views and foothills that provide an important visual and open space backdrop for the entire northern one-half of the City.

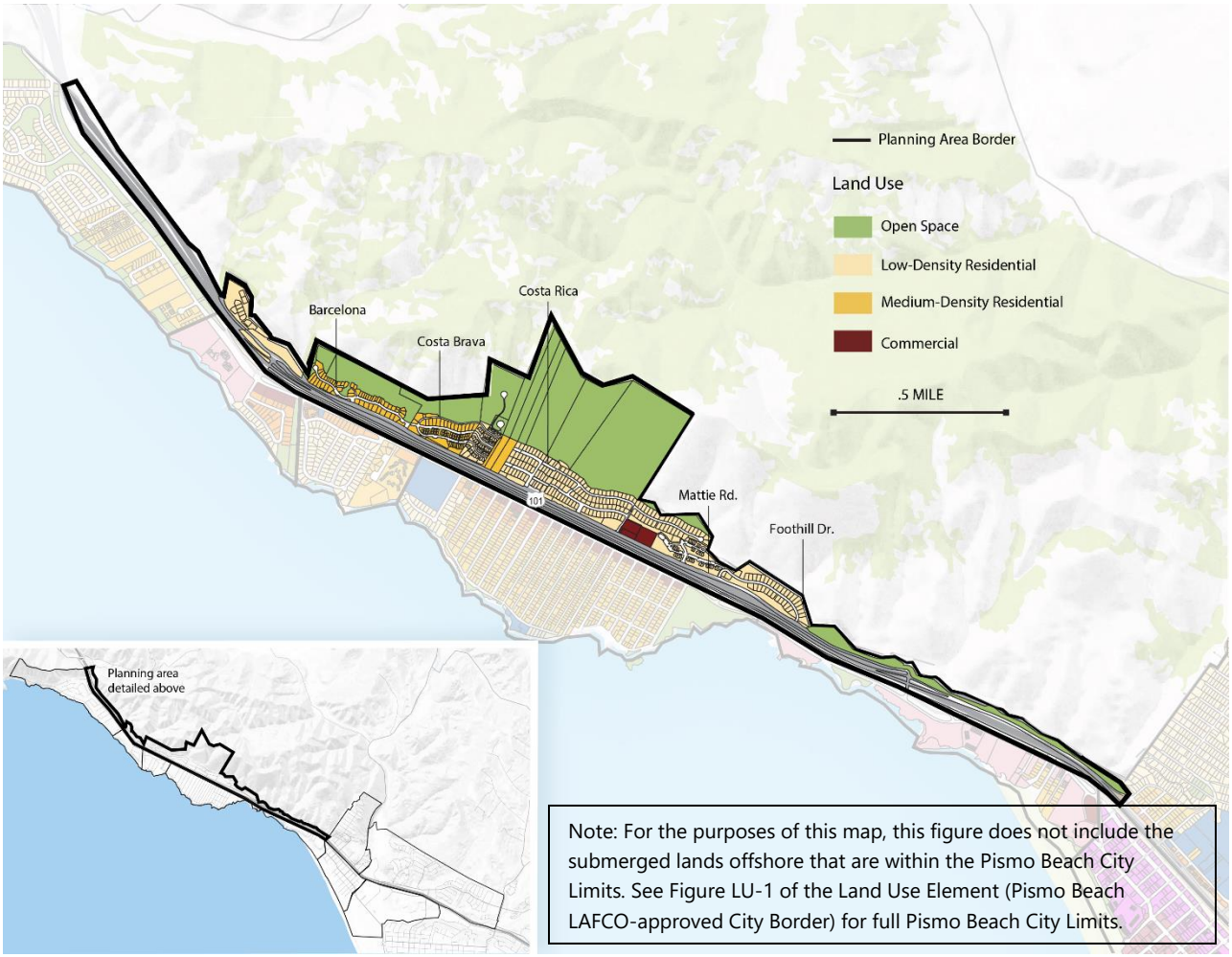


Figure LU-16, Freeway Foothills/Mattie Road

Policy LU-18.1: Foothill View Preservation. Ensure development is designed to minimize the impacts on views to the foothills from public view areas (including U.S. Highway 101, lateral beach access ways, public beaches and the City pier) and the visual intrusion of the development into the adjacent U.S. Highway 101 coastal travel corridor.

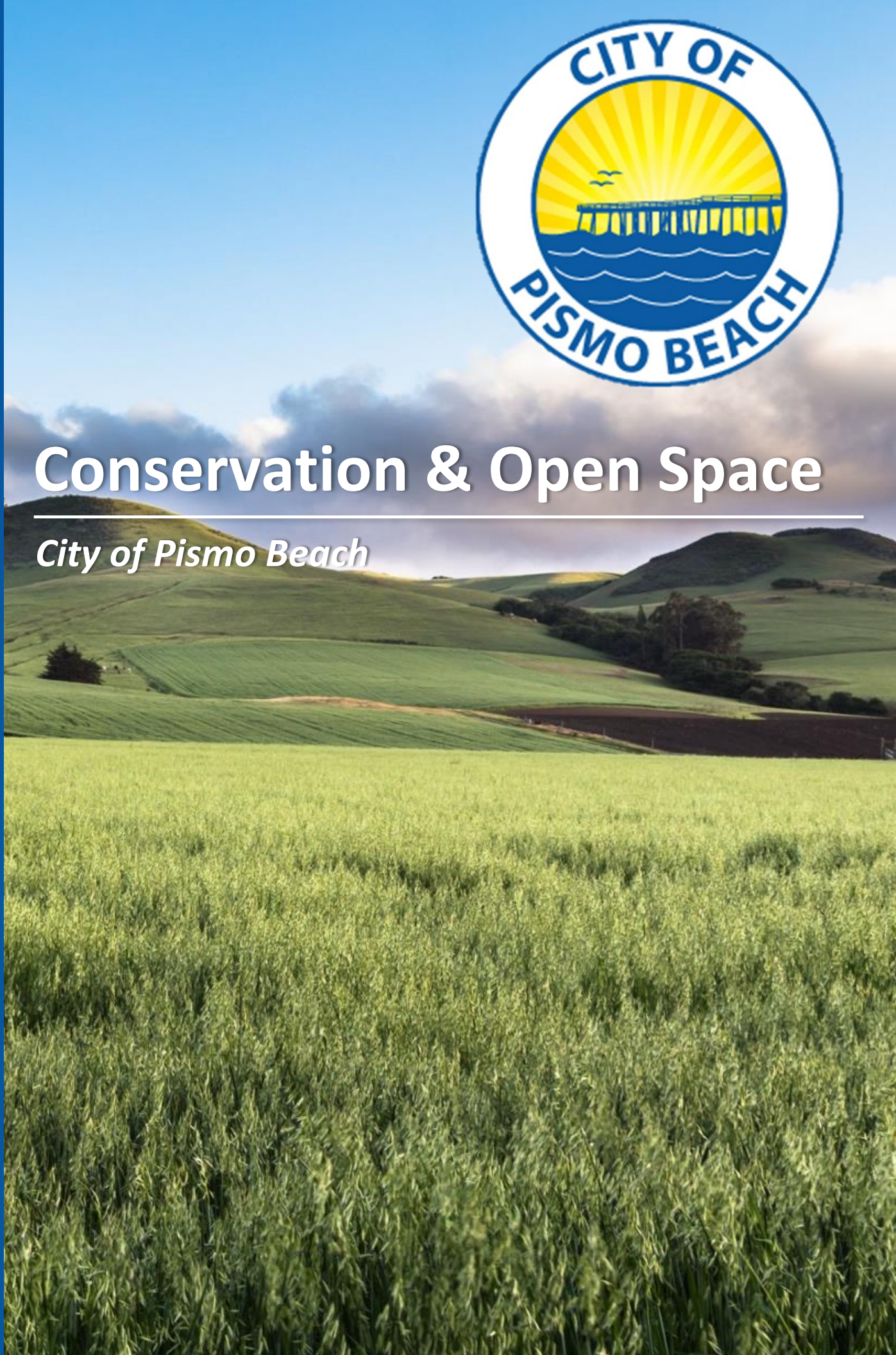
Action LU-18.1a: Minimize Development. Development in the Freeway Foothills planning area shall seek to maximize scenic values while paying special attention to minimizing erosion hazards. Retaining the designated open space land uses as open space and minimizing development within the open space designation shall be encouraged through bonuses and transfer densities.

Action LU-18.1b: Development Guidelines. Review new development projects to require that the size, location and massing of structures, including sound walls, shall not obscure the scenic backdrop provided by the foothills to visitors, passing motorists, and residents or detract from the ocean vista and coastal landforms. To accomplish these design objectives, the following development standards shall be incorporated into all new development within the Freeway Foothills planning area:

- All development shall be on or into existing grades. Multi-parcel residential site terracing and similar mass grading will not be allowed. Each permitted structure shall provide for individual adaptation to the existing landform, rather than modification of the landform to accommodate a particular design.
- Residential units shall be clustered and located off the top of ridges, knolls or hummocks a sufficient distance to retain the silhouette profile of the topographic feature.
- A minimum of 60% of the planning area shall be retained in open space. A scenic or open space easement prohibiting any development above the 200-foot contour shall be required to be dedicated to the City as a condition of approval of any development below the 200-foot contour.
- No buildings or grading shall be permitted on slopes over 30%. The areas over 30% shall be retained as permanent public or private open space. Development may be permitted on slopes with existing natural gradients up to 30%; however, in no case shall development be permitted above a footprint elevation of 200 feet above mean high tide. Density may be calculated on land up to the 200-foot contour, but in no case on lands with existing natural slopes greater than 30%.
- Colors used on building and structures should be earth tone to blend in with the foothills.
- The right-of-way, open space and fences along Mattie Road shall be landscaped and improved to enhance the views in this area.
- Development of the commercial area shall include provisions for a bus turnout and shelter.

Policy LU-18.2: Recreation and Open Space. Provide public hiking trails linked to Pismo Creek Trail and Pismo Preserve.

Action LU-18.2a: Hiking Trail. Provide a public hiking trail in the canyon south of the Spyglass interchange as part of any adjacent future development, and if possible locate the trail to facilitate a future hillside or ridgetop connection to the Pismo Creek trail corridor via the Pismo Beach Coastal Ridge Path and Pismo Preserve.



Conservation & Open Space

City of Pismo Beach

CONSERVATION AND OPEN SPACE

1. Introduction and Purpose

The Conservation and Open Space Element of the combined Pismo Beach General Plan/Local Coastal Program (GP/LCP) guides the protection of natural, scenic, and cultural resources and conservation areas important to the environment and sustained economic prosperity of Pismo Beach. How the City of Pismo Beach (City) manages its resources directly relates to the overall quality of life in Pismo Beach. The Conservation and Open Space Element identifies local goals that presents how Pismo Beach's local natural environment will look in 2040, policies that measure progress toward the goals, and actions that identify the regulatory tools the City can use to meet those goals.

1.1 Relationship to State Law

The Conservation and Open Space Elements are required elements of General Plans that work together to protect, preserve, and enhance environmental quality (OPR 2017). The Conservation Element identifies natural resource areas and ecosystem benefits which should be preserved and enhanced, whereas the Open Space Element identifies and designates areas that should be preserved as undeveloped and that may be used by the community as natural and/or recreational resources. As these elements work together, they are combined in this GP/LCP.

This element also works with the City's zoning code / coastal implementation plan. The zoning code / coastal implementation plan further identifies areas to be preserved and/or used for recreational activities. Areas focused on preservation have a zoning code / IP designation of Open Space – Preservation (OS-P). is intended to provide for natural open space and the protection of environmentally sensitive habitats in selected areas of the City while allowing a minimum of structural improvements in these areas. Areas focused on recreation in the zoning code / IP are designated as Open Space – Recreation (OS-R). The OS-R zone is intended for areas with significant natural resources, environmentally sensitive habitats, and/or scenic views to be protected and used for recreational uses where compatible with those characteristics. These areas include public parks, beaches, and sports fields. The zoning code /IP contain the allowable uses and standards for these open space areas. The City of Pismo Beach Zoning Map shows where these designations occur.

Consistent with the Coastal Act, this GP/LCP also includes protections for coastal resources, including the scenic and visual qualities of coastal areas, open space along the coast, marine and upland habitats and sensitive coastal biodiversity, air quality, and water quality (Coastal Act Sections 30230, 30231, 30240, 30251, 30252, 30253). These coastal resources are afforded high priority for protection under the Coastal Act, and by extension, the GP/LCP.

In addition, per the Migratory Bird Treaty Act, the City shall provide protections for the breeding, roosting, and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets), as well as owls or raptors. This element provides standards and regulations for development within or in proximity to nesting and foraging bird habitat that is consistent with federal and state laws.

1.2 Relationship to Other General Plan Elements

The Conservation and Open Space Element is closely related to both the Land Use Element and Safety Element. The conservation areas identified in the Conservation and Open Space Element will be reflected in the Land Use Element and inform the surrounding uses to be compatible with the natural functions and benefits of such uses. The Safety Element identifies areas and resources that are at risk from natural hazards and forecasted changes due to climate change, as well as areas unsuitable for development.

1.3 Relationship to Community Vision

Consistent with the Community Vision described in the introductory chapter, the City has developed guiding principles to set the framework for this Conservation and Open Space Element. This element strives to implement the community vision through its goals, policies, and actions, and is built around the following guiding principles:

Enrich Natural Resources Essential to Protecting Pismo Beach from Health and Natural Hazards

Together, the Pacific Ocean, beaches, hills, climate, and related ecosystems create the foundation of Pismo Beach. These natural resources have steered the development of Pismo Beach into the quaint beach town it is today. The unique geographical character of Pismo Beach provides for both benefits and constraints for future development within the City. For example, the hills and ocean that flank Pismo Beach on either side expose the community to certain hazards while providing rich amenities that contribute to its beautiful and attractive environment. This element shall provide guidance and provisions for development that avoid geologic and other hazards while protecting and enhancing the City's natural resources. Natural resources enhance the quality of life of residents and visitors and should not be wasted, destroyed, or neglected. In particular, clean air and water are essential to the health of the community and therefore the City will strive to protect and responsibly manage these invaluable resources. Pismo Beach is an integral part of the larger California coastal community, linked by shared resources that are prized by the state, national, and even international community. Solutions for cooperative use will always be based on retaining the area's fragile charm and resources. Pismo Beach will continue to cooperate with all regional agencies to meet or exceed both federal and state clean air and water standards.

Support Access to Coastal Resources and Open Spaces

Pismo Beach's coastal resources and open spaces are key factors in what makes the community a tourist destination. Therefore, preserving the productivity and accessibility of the City's coastal resources and open spaces is essential to enhancing the visitor-based economy. These areas generally provide many of the scenic, historic, economic, recreation, open space, and ecological values for the community. The City will strive to enhance and protect the various conservation areas that act as suitable coastal and inland habitat, migratory corridors, and ecologically valuable topography. These conservation areas enhance the quality of life of residents and visitors and shall not be wasted, destroyed, or neglected.

Conserve and Protect Pismo Beach's Unique Coastal Geography that is a Key Factor in Ecological Function

The ocean, coastal cliffs, riparian, and shoreline resources are vital to Pismo Beach for their wildlife habitat, recreational use, open space, scenic value, and the City's overall economy. These areas have been conserved through conservation easements, environmental protection regulations, and jurisdictional authorities. Continuing and improving upon the City's efforts to conserve and protect these conservation areas discourages and constrains the expansion of urban sprawl.

The freeway foothills northwest of Pismo Heights are both a visual and open space asset to the community as well as a sensitive environmental resource. The City will preserve the area's native flora and fauna and preserve the foothills as an undeveloped visual backdrop for Pismo Beach. The Pismo Creek/Price Canyon and environs are another key natural resource and open space area and the major inland entrance to the City, which the City will continue to manage as a public resource for the community.

Protect Pismo Beach's Past, Present, and Future Culture

It is important that the City protect its tribal cultural, historic, and archaeological resources to tell the story of the community's past and protect resources that lend importance to the community's unique character and identity. This element will provide the tools for the City to preserve, protect, and responsibly manage historical, tribal cultural, archaeological, and paleontological resources. The policies and actions provided herein are intended to supplement the relevant state laws such as Senate Bill 18 and Assembly Bill 52 and the California Environmental Quality Act (CEQA).

2. Natural Resources

Pismo Beach is located in a special environmental setting on a narrow marine terrace bordered by the beach and ocean on one side and the hills on the other. The Conservation and Open Space Element focuses on the natural resources of Pismo Beach including air, solar energy, soils, water, and dark skies. The intent of policies and actions in this element is to guide the management of these natural resources to enhance the quality of life of residents and visitors and to prevent waste, exploitation, destruction, or neglect. Because the supply of natural resources is limited, the importance of conservation planning cannot be underestimated. Pismo Beach residents and visitors depend heavily on natural resources, whether they be safe water, clean air, renewable energy sources, or healthy soils. The natural resources of Pismo Beach are highly inter-related and must be viewed in context with one another when considering development within the City. Responsibility for conservation of natural resources lies not only with the City Council, Planning Commission, California Coastal Commission, and other governmental and permitting bodies, but also depends on the wise use of natural resources by every resident and visitor to the community.

2.1 Air Quality

The clean air and pleasant climate of Pismo Beach are an important asset of the City that attracts residents and visitors alike. Rising population and increased tourism have caused some degradation of the air quality of the region, most notably through the increase in the number of vehicles in the City, subsequent increase in vehicle miles traveled in recent years, and particulate matter emissions from the Oceano Dunes to the south due to high winds blowing sand and dust into the air. Air quality is regulated by various state and federal agencies and must meet certain standards to comply with the law.

Pismo Beach is in an air quality basin known as the Coastal Plateau. This plateau is 5 to 10 miles wide and varies in elevation from sea level to about 500 feet above mean sea level. Stationary sources of pollutants in the region are controlled through the permit processes and monitoring of the Air Pollution Control District (APCD). In the Pismo Beach area, major stationary sources include the Avila tank farm, UNOCAL and the oil wells in Price Canyon. Smaller sources include gas stations and dry-cleaning establishments. The APCD monitors vapor recovery equipment and processes at these sources.

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are clean air standards established to protect the public from high levels of air pollutants. The San Luis Obispo County APCD is a regional agency that works to preserve air quality through implementing regulations and programs to assist the county in reaching attainment for those NAAQS and CAAQS. San Luis Obispo County suffers from high levels of particulate matter several times a year and has received the nonattainment designation for current ozone standards. **Table CO-1** details San Luis Obispo County's NAAQS and CAAQS attainment status based on pollutants defined by the California Air Resources Board. If pollutants are in nonattainment, implementation plans are put in place to outline actionable steps for the county to work towards attainment. The GP/LCP should be consistent with these implementation plans.

Table CO-1
San Luis Obispo County Air Quality Attainment Status

Pollutant	Federal Designation	California Designation
Ozone (O3)	Nonattainment Eastern San Luis Obispo County - Attainment Western San Luis Obispo County	Non-Attainment
Respirable Particulate Matter (PM10)	Unclassified/Attainment	Non-Attainment
Fine Particulate Matter (PM2.5)	Unclassified/Attainment	Attainment
Carbon Monoxide (CO)	Unclassified	Attainment
Nitrogen Dioxide (NO2)	Unclassified	Attainment
Sulfur Dioxide (SO2)	Unclassified	Attainment
Lead	No Attainment Information	Attainment
Visibility Reducing Particles	No Federal Standards	Attainment
Sulfates	No Federal Standards	Attainment
Hydrogen Sulfide	No Federal Standards	Attainment
Vinyl Chloride	No Federal Standards	No Attainment Information

Source: APCD 2019.

Note: Attainment = meets the standards; Nonattainment = does not meet the standards; Unclassified = insufficient data to classify; Unclassified/Attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

2.2 Renewable Energy

Pismo Beach has multiple resources that can be used to generate energy including solar. Passive solar-powered homes and businesses ensure that City operations are as energy-efficient as possible.

The Renewables Portfolio Standard is a state law mandating increased procurement of renewable energy by California utilities. Under the targets of the Renewables Portfolio Standard, all electricity providers in the state must procure at least 50% of the electricity they sell from eligible renewable resources by 2030. The Renewables Portfolio Standard is administered jointly by the California Energy Commission and the California Public Utilities Commission. These mandates along with technology advances increase the demand for renewable energy.

2.3 Geology, Soils, and Minerals

The City has no active mineral operations within their jurisdiction, nor does it have any land classified as a grade II machine-readable zone (MRZ-2) for containing concrete-grade aggregate within their jurisdiction. No oil fields lie within Pismo Beach, nor are there any active offshore drilling operations. New offshore drilling would require not only federal and state permits, but also county voter approval for onshore facilities supporting offshore drilling. This is due to Measure A, a measure adopted by San Luis Obispo County in 1986 (County of San Luis Obispo 1992).

Class I soil is considered to have slight limitations for agricultural use, while Class II soil has moderate limitations for agricultural uses, which could include a reduction of plant choices or a need for moderate conservation practices. Approximately 18 acres of prime, Class I soil exists within the City; however, this area is currently used for recreation as it covers Pismo Beach Golf Course and North Beach Campground (County of San Luis Obispo n.d.). Approximately 33 acres of Class II soil is contained within the City, which is used primarily for residential or commercial purposes. All soils below Class II have severe limitations for agricultural uses and will not be addressed in this element (USDA n.d.).

2.4 Water Supply and Quality

Water supply is an important resource that needs to be used efficiently. Pismo Beach currently receives water from three sources: Lopez Lake, the State Water Project, and groundwater (Pismo Beach 2015). A formal groundwater management plan has not been prepared for the City, Tri-Cities area, or the Northern Cities Management Area. The City is a participant in Central Coast Blue, a regional recycled water project that will create a new, high-quality, and reliable water supply for the Five Cities communities. Currently the water from the Pismo Beach Wastewater Treatment Plant and the South San Luis Obispo County Sanitation District Wastewater Treatment Plants is being treated and discharged to the ocean. Central Coast Blue will provide an opportunity to capture this lost water and use it to recharge the Santa Maria Groundwater Basin (SMGB) to create a sustainable water supply for the community. Central Coast Blue is expected to be operational in 2024.

Water quality is regulated by various state and federal agencies and must meet certain standards to comply with the law. The Pacific Ocean is among the City's most significant natural water resources and is protected against development that would significantly alter its quality as a natural resource and the quality of the surrounding landscape and natural features. The Pismo Lake Ecological Preserve (Pismo Lake) and Pismo Creek are among Pismo Beach's most significant inland freshwater resources, and as

such have been protected by the City against significant alteration. Urban runoff from the surrounding watershed impacts the biological diversity and water quality of the Pacific Ocean, Pismo Lake, and Pismo Creek.

The Coastal Act requires the protection and enhancement of marine and coastal water resources, including water quality. Protection of coastal water resources requires not only minimizing pollutants in runoff, but also minimizing alterations in a site's natural hydrologic balance, including the runoff flow regime. The City's GP/LCP establishes a high standard for coastal water resource protection and provides an important planning and regulatory framework for enhancing coastal nonpoint source (NPS) pollution control and minimizing changes in watershed hydrology. The primary threat to the City's water quality is intrusion of seawater into groundwater aquifers, which has been mitigated by maintaining a net outflow of groundwater into the ocean and reducing groundwater pumping to maintain levels above mean sea level. In addition, development has increased the amount of impervious surfaces and concentration of runoff into stormwater piping as opposed to natural infiltration back into the groundwater table. The City has met all federal and state standards for drinking water in 2018 and abides by their own certified LCP that aids in maintaining high standards for resource protection of water and coastal assets. The County of San Luis Obispo routinely monitors the water supply for chlorite and chlorate presence, both byproducts of the water treatment process. The City maintains best practices by alternating disinfectants used in water treatment and monitoring chemical levels that can potentially degrade the quality of water or pose a risk to residents.

Nonpoint Source Pollution

NPS pollution is the most significant cause of water pollution in the nation in both coastal and inland regions. NPS pollution is pollution from many sources, diffused over space and time. Common occurrences of NPS are excessive use of fertilizer; pesticide runoff from upstream agricultural areas; and oil, grease, and other toxic chemicals running off from energy generation sites or industrial production zones. This type of water pollution likely affects Pismo Beach through runoff from agricultural installations and through excess soil and dust entering water from grading and construction.

The City complies with the U.S. Environmental Protection Agency and State Water Resources Board approved Total Maximum Daily Load to monitor and maintain water quality for use and particulate material. The Total Maximum Daily Load identifies maximum levels of given pollutants that are acceptable per volume in a water body, designates responsible parties for managing and controlling pollutant levels, establishes quantitative measurements of water quality, and sets forth implementation to achieve acceptable levels of pollutant loading.

Point Source Pollution

Point source pollution is any singular, identifiable source that discharges pollutants. In Pismo Beach, sewage systems and factories present the most significant production of point source pollution.

2.5 Dark Skies

Preserving dark sky from light pollution at night is important for sustaining the life and health of wildlife. The presence of bright lights at night has been proven to disrupt the normal foraging and breeding behaviors of seabirds. These birds can also experience "light entrapment," a state in which they continually circle around light sources and become confused or disoriented, and as a result are trapped near the light source until the

next dawn.

Plankton and fish are also adversely affected by bright artificial light sources, as they tend to be attracted to water that is typically better lit by artificial lighting. This behavior has been observed by predators, who recognize and use the artificial light to aid in hunting.

The main sources of light pollution in Pismo Beach are streetlights and exterior lighting for the downtown area, as well as lighting bordering scenic Highway 101.

3. Scenic Roadways and Vistas

3.1 Scenic Roadways

As shown in **Figure CO-1**, Scenic Roadways and Vistas, there are scenic roadways throughout Pismo Beach offering views of a variety of landscapes. The policies and actions provided in this element supplement federal and state mandates relating to scenic resources and highways. There are no California register scenic highways within the City limits; however, there are multiple eligible scenic highways. Additionally, the City has designated the following roadways as scenic:

- Highway 101
- Price Canyon Road
- Highway 1/Dolliver Street
- Shell Beach Road
- Ocean Boulevard

3.2 Scenic Vistas

As indicated throughout this GP/LCP, what draws people to Pismo Beach is its small beach town character and its sweeping coastal views. Pismo Beach's scenic value boosts the City's tourist-based economy while enhancing the residents' quality of life. With these benefits in mind, this element provides policies and actions that protect and enhance the scenic roadways and vistas in Pismo Beach. As shown in **Figure CO-1**, Scenic Roadways and Vistas, the City has designated areas along the coast as scenic vistas that offer panoramic views of the Pacific Ocean and coastline. Additional scenic resources that are not depicted on Figure CO-1 may exist and are also protected by this GP/LCP.

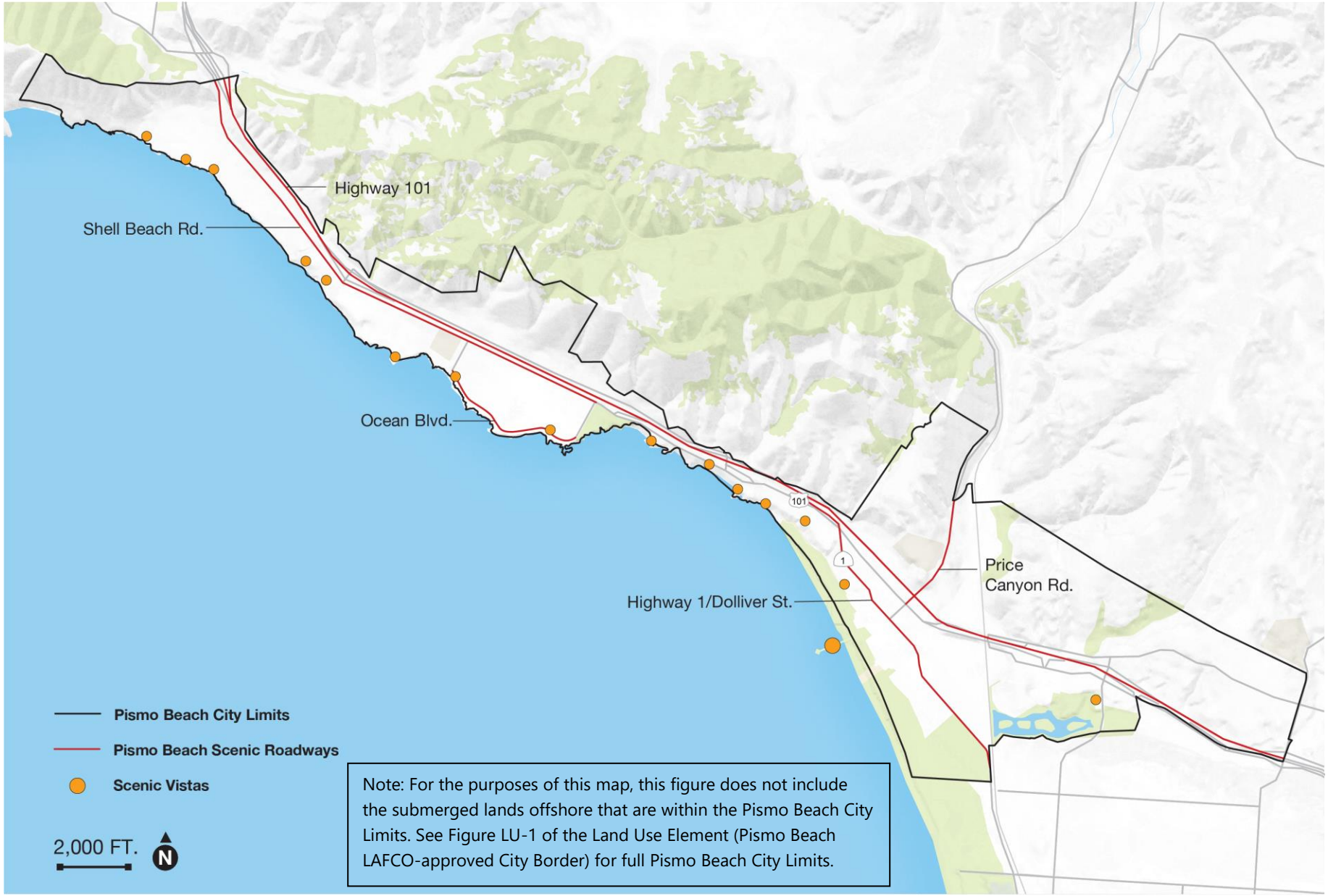


Figure CO-1 Scenic Roadways and Vistas

4. Cultural Resources

4.1 Historical, Archaeological and Tribal Resources

Cultural resources include archaeological, tribal, and historic resources. Archaeological sites resulting from thousands of years of human settlement along the coast are among the most fragile of resources. These sites are declared culturally and historically important and should be conserved. Protection of these resources is established in CEQA, the California Public Resources Code, and the California Health and Safety Code. The Central Coast area, including Pismo Beach, was the home of the Chumash people at the time of early explorations and settlements by Europeans. Evidence of the culture and occupations by the Chumash may be found at numerous sites in the vicinity of Pismo Beach. In addition, an important archaeological site directly adjacent to Francis Judkins Junior High School, on Lucia Mar School District Property, exists in the Pismo Heights planning area. Most of the City's archaeological data comes from studies conducted as part of the CEQA process. The City maintains an updated classified record of this data for the use in the processing of development proposals.

In addition to policy requirements related to archaeological or paleontological resources, the Coastal Act was updated in 2004 to require intergovernmental consultation with Native American tribes. The new provisions require cities and counties to contact, and consult with, California Native American tribes prior to amending or adopting a general plan or specific plan, or designating land as open space.

There is one officially designated historic building in Pismo Beach, listed on the National Register of Historic Places: the John Price House. The Price Historical Park was later formed and dedicated to the City and a private non-profit group was established to care for the Price House and grounds. The Price House Park contains many historical components, including the Meherin House and the Ortega-Price Adobes. The Meherin House was home to the daughter of John Price, Mary Anne Price, and her large family. The house was originally constructed in Shell Beach but was relocated twice to where it now rests in the Price Historical Park. The Ortega-Price Adobe area is a registered archaeological area with restricted public access. The Ortega-Price Adobes reflect the progress in adobe construction and use. As one of the largest City Parks in Pismo Beach, the 7.15-acre Price Historical Park provides a rich and interesting historical context for the City.

5. Conservation Areas

Pismo Beach contains important conservation areas, or areas within the community that contain a large number of diverse plant and animal species. These areas include the ocean and shoreline habitats, butterfly groves, riparian and wetland habitats, and foothills. These conservation areas vary in plant and animal communities, location, ownership, use and jurisdictional requirements. The City will make best efforts to consult with applicable agencies including the State Parks Department on any planned improvements within the General Plan / Local Coastal Program project area, including those portions of Pismo State Beach, operated by the City under a lease agreement. In addition, many of these conservation areas are designated as environmentally sensitive habitat area (ESHA) and some of the areas, such as Pismo Lake and Pismo Creek, are wetlands. **Figure CO-2**, Conservation Areas, displays the location of each conservation area.

Environmentally Sensitive Habitat Area

Some of the conservation areas within the City's Coastal Zone are considered environmentally sensitive habitat area (ESHA) (as identified by the coastal icon) and thus are afforded additional protection under the Coastal Act and therefore, this GP/LCP. ESHA is defined in the Coastal Act as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments" (Section 30107.5). ESHA designations are based on the presence of rare, sensitive, or especially valuable species or habitats.

Historically, the following types of habitats have generally been found to meet the definition of ESHA:

- Habitat areas that are rare or especially valuable from a local, regional, or statewide basis.
- Habitat areas that support plant or animal species designated or candidates for listing as rare, threatened, or endangered under State or Federal law.
- Habitat areas that support species designated as Fully Protected or Species of Special Concern under State law or regulations.
- Habitat areas that support plant species for which there is compelling evidence of rarity (e.g., those designated 1b (rare or endangered in California and elsewhere) or 2 (rare, threatened, or endangered in California but more common elsewhere) by the California Native Plant Society).
- Areas of particular biological, scientific, or educational interest, including large continuous expanses of native trees and vegetation.

Examples of ESHA in Pismo Beach include portions of Pismo State Beach, Pismo Lake, Price Canyon, Pismo Creek, Pismo Preserve, Meadow Creek, dunes habitat of the Pismo State Beach, and the Monarch Butterfly Grove. An important component of the combined GP/LCP is to ensure that ESHA is identified and protected in future development proposals consistent with Coastal Act requirements.

*See **Policy 3.2**, Environmentally Sensitive Habitat Areas, for policies related to ESHA determinations, protections, and buffers, among other related policies.*



Figure CO-2 Conservation Areas

5.1 Ocean/Shoreline Habitats

The Pacific Ocean is the most significant conservation area for Pismo Beach. It is also the most vulnerable and complex of resources due to the varied and intense uses to which it is subjected. The City's shoreline can be divided into six areas: Northern Rocky Beaches, Southern Beach Community, Intertidal Zone, Subtidal Zone, coastal bluffs, and coastal dunes. These shoreline areas host a large number of diverse plant and animal species, from tide pool organisms to shore birds and terrestrial mammals.

In addition to being Pismo Beach's most significant conservation area, the ocean is Pismo Beach's largest and most valuable marine and coastal resource and thus is protected consistent with the Coastal Act (Section 30230). The ocean provides ecological, recreational, economic, and aesthetic value, among others. The community's lineal physical form and related circulation patterns reflect the residents' strong desire to be as close as possible to the water. Historically, the community's economic basis was the ocean, and today Pismo Beach still heavily depends on the ocean for tourism. The kelp beds and sand dunes and other coastal habitats are also important marine resources that preserve biodiversity and the overall health of the coastal region.

Northern Rocky Beaches

North of Pismo State Beach is an area defined by rocky beaches and points and sea cliffs. This area includes the Dinosaur Caves, Shell Beach, and Sunset Palisades locations. Many birds nest, feed, roost, and float in these areas, such as black oystercatcher, Brandt's cormorant, brown pelican, double-crested cormorant, pelagic cormorant, peregrine falcon, pigeon guillemot, and western gull. Shell Beach includes cliffs and a small sand and cobble beach. Seal haul-outs (i.e., sites where seals temporarily leave the water) may also occur for California sea lions and harbor seals. Marine life is abundant within the reefs and rocky area abutting the beach, and is covered in the intertidal and subtidal sections, below. North of Shell Beach are the South Palisades and Sunset Palisades areas, which continue the line of cliffs, rocky points, and reefs, with occasional sandy pocket beaches dotting the coastline.

Southern Beach Community

The beach from the southern City limits to approximately 3 miles north is predominantly an area called Pismo State Beach, which is under the ownership of the State of California, controlled by the California Department of Parks and Recreation and managed by the City. This location is a wide, sandy beach that provides the opportunity for both passive and active recreational and educational activities.

At the southern end of the City are sand dunes that are considered part of the coastal strand community, which is composed mainly of beach and primary dunes, with some coastal dune scrub habitat mixed in. Since the plant life must adapt to constantly shifting sand conditions created by the winds, plants that are low growing and often succulent are typical of the plant community.

Intertidal Zone

The intertidal zone is a unique area between the high tide and low tide lines. This stretch of shoreline spends multiple times each day covered and uncovered by water. Its form varies and can include hard, fine sand or a rocky tide-pool substrate. Within the boundaries of Pismo State Beach, the State Lands Commission has jurisdiction over all matters concerning the area's wildlife populations and manages the intertidal zone.

Populations of the Pismo clam live in the intertidal zone and a variety of bird species also feed in the intertidal zone. The federally endangered black abalone also has a chance of living in rocky intertidal reefs off of Pismo Beach. Recreational activities include bird watching, tide-pooling, walking, and jogging. At high tides, this zone is also popular for surf fishing. In the past this area was used intensively by clammers until the clams disappeared from the area; however, management of the area by the California State Department of Parks has allowed for clams to repopulate to a degree. Despite this, there is only a limited possibility that the clam beds will ever reach the population size they once had.

Subtidal Zone

The subtidal zone is an area between the mean-lower low tide line and the point where the ocean reaches a depth of 100 feet. Subtidal land is under the jurisdiction of the State Lands Commission. Along Pismo State Beach, this area is generally a sand or mud bottom and is relatively level. In the northern half of the City, the subtidal zone is rocky near the shore.

Portions of Pismo Beach's subtidal zone are home to kelp beds which are a supremely important habitat. The federally endangered black abalone can be found in rocky reefs in the subtidal zone. The threatened sea turtles found at times in the subtidal zone are East Pacific Green Turtles and Olive Ridley Sea Turtles. The Leatherback Sea Turtle and North Pacific Loggerhead Sea Turtle are found in the area and are endangered. The subtidal zone also includes the following endangered mammals: Blue Whale, Fin Whale, Guadalupe Fur Seal, Humpback Whale, Southern Resident Killer Whale, North Pacific Right Whale, Sea Otter, Sei Whale, and Sperm Whale (NOAA 2012). Other marine mammals found in this area are the Dali Porpoise, Gray Whale, North Pacific Pilot Whale, and Pacific White Sided Dolphin.

Coastal Bluffs

The coastal bluffs of Pismo Beach include an approximately five-mile shoreline planning area characterized by sheer cliffs that end directly in the Pacific Ocean. The bluffs range from ten to one hundred feet in height and recede rapidly due to both natural events and development that has caused fluctuation in the stability of the cliffs and outermost sediment.

The bluffs represent significant recreational and aesthetic resources that are an important piece of the community's character and play a large role in both current and future development along the shoreline. Developments on top of the bluffs are endangered by erosion and subject to considerable setbacks and other mitigation measures to ensure that development will not occur in locations that are in imminent danger of erosion. Residential and recreational development are the primary uses that occupy bluff areas, including The Bluffs residential planning area and South Palisades Park. Coastal bluff erosion is addressed in the Safety Element.

Coastal Dunes

Dunes are formed from beach sand that is blown inland by prevailing winds and stabilized gradually over time by vegetation. The dunes within the City boundary border the coast west of Pismo Creek. They developed as a series of parallel ridges generally aligned with the prevailing northwesterly winds. The dunes extend up to a third of a mile from the north to south. The dune vegetation is a mosaic of native and exotic species.

The coastal dunes also pose a threat to air quality in Pismo Beach as dust and particulate matter from the dunes gets swept off into the air, causing a reduction in air quality. However, because of their ecological importance and rarity, coastal dunes are likely to be considered ESHA.

5. 2 Monarch Butterfly Grove

Pismo Beach is among the top five cities in the state for annual butterfly population, a result of massive migrations of Monarch Butterflies between October and late February. The City's Eucalyptus trees provide shelter for the thousands of butterflies that seek safety from freezing winters. Pismo Beach's most significant butterfly habitat is the Monarch Butterfly Grove at Meadow Creek, located at the southern boundary of the City. This area is a sanctuary for butterflies in the winter, which is the most sensitive part of the monarch's life cycle. Land uses for this area include educational, scientific, and recreational use.

5.3 Riparian and Wetland Habitat

Riparian habitat is the environment associated with lands adjacent to freshwater sources. These areas fulfill an important role in Central California, performing a variety of biological and recreational functions. Habitat can vary but is generally characterized by plant and animal communities requiring more moisture than that which is available from precipitation. Pismo Beach has three such areas of importance including the Pismo Lake, Pismo Creek, and Pismo Beach Monarch Butterfly Grove. Each supports a different variety of species and are unique features in Pismo Beach.

Wetlands are defined in the Coastal Act as "lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens" (Section 30121). California Public Resources Code defines wetlands as "land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate" (Section 13577[b]). Based on these definitions, wetlands under the Coastal Act may only display one of the wetland parameters typically used to define wetland areas, unlike the U.S. Army Corps of Engineers, which uses a three-parameter definition under its federal authorities. In addition, the Coastal Act definition of wetland does not distinguish between wetlands according to their quality; therefore, poorly functioning or degraded wetlands are afforded the same protection under the Coastal Act. Examples of wetlands within Pismo Beach include Pismo Lake and Pismo Creek.

*See **Policy 3.6,** Wetland Protection, for required standards to protect wetlands in Pismo Beach for their scenic, recreational, water quality and habitat values.*

Pismo Lake

Pismo Lake, also known as Pismo Lake Ecological Preserve, is a wetland located in the southeastern portion of the City. It is primarily a freshwater marsh, though an area of salt marsh vegetation also exists in the southwest portion of the preserve. Pismo Creek originally fed this marsh, however Meadow Creek is now the sole freshwater water source for Pismo Lake. Meadow Creek continues from Pismo March

and runs along the northwest side of the butterfly preserve, until it outlets in front of the North Beach campground. The marsh is 54 acres and is under the ownership and management of the California Department of Parks and Recreation.

The California Department of Fish and Wildlife has estimated that as many as 59 species of birds, 24 species of mammals and four species of reptiles and amphibians may be found in the relatively undisturbed lake habitats. Therefore, it plays an important role as habitat for a wide variety of wildlife. It also provides a vital link in the Pacific Flyway used by numerous species of migratory birds. Many sensitive plants and plant communities are found here and are identified in **Table CO-1**. Western pond turtles were the only sensitive reptile or amphibian found in the marsh (Coastal San Luis Resource Conservation District 2010).

The preserve's management does not allow interpretive, educational or passive recreational access to the marsh at this time.

Pismo Creek

The Price Canyon foothills feed Pismo Creek, a 5.5-mile stream originating in the San Luis Valley. This creek flows westward, forming a major inland entrance to Pismo Beach. Pismo Creek is an intermittent creek, meaning the creek bed is generally dry in the summer and fall, but seasonally flows with up to 5 feet of freshwater, defining it as a wetland under the Coastal Act. At low tide, a sand bar prevents the creek from draining into the ocean and creates a small, intermittent lagoon at the mouth of the creek. Pismo Creek offers habitat for various fish including the federally endangered tidewater goby and threatened South-Central California Coast Steelhead and Green Sturgeon (USFWS 2019).

5.4 Foothills

Foothills are an important conservation area and a major aspect of the visual character of Pismo Beach. They act as a backdrop for Pismo Beach and a complement to the Pacific Ocean. The City has four major coastal foothill areas: the Freeway Foothills, Pismo Heights Foothills, Oak Park Heights Foothills, and the Price Canyon Foothills. Much of these areas include heavily grazed, open grassland, pockets of oak woodland, riparian corridors, and chaparral vegetation. Portions of steep topography in these foothills have constrained growth and shaped the soil, hazards, and species present in the area.

These foothills are designated as Open Space in the Land Use Element and are intended to protect areas with significant natural resources, environmentally sensitive habitats, and/or scenic views. Land use on open space is meant to be less intense, and often includes recreation and limited residential uses. Additionally, open space lands are not intended to be intensively developed with buildings or other structures; however, there are some permits which can be obtained for these structures. **Figure CO-3**, Open Space and Conservation Areas, displays all open space designated land uses, as well as an overlay showing the aforementioned conservation areas. It should be noted that not all open space areas are conservation areas, as some do not serve as habitat, but rather are used for recreation, education, public assembly, or more.

Freeway Foothills

The Freeway Foothills abut Highway 101 to the north, and are the predominant landform in northwestern Pismo Beach. The hills consist of grassland with pockets of oak woodlands and coastal scrub. Barrancas, or finger canyons, line the hills and add texture and valuable habitat to the area. The freeway foothills are primarily privately owned, therefore, access to this area is largely restricted.

Within and adjacent to the stretch of Freeway Foothills is the Pismo Preserve. The Pismo Preserve is almost 900 acres of open space located on the eastern portion of the Freeway Foothills. It is owned and managed by the Land Conservancy of San Luis Obispo County. Access to the preserve is provided via a parking lot off of Mattie Road whereby visitors can enjoy over 11 miles of trails for hiking, mountain biking, and horseback riding. The preserve includes multiple plant communities, including grassland, coastal scrub, maritime chaparral, oak woodlands, and sycamore and willow riparian corridors. The preserve contains oak woodlands and coastal ridgelines that provide ecological value (LCSLO 2019).

The Freeway Foothills offer habitat to federally threatened South-Central California Coast Steelhead, federally endangered California red-legged frog, and other species of concern such as the southwestern pond turtle.

Pismo Heights Foothills

The Pismo Heights Foothills area occupies the northeastern portion of Pismo Beach, on the eastern side of State Highway 101. This area has been almost completely developed by residential and public uses. The developed nature of this area makes the scenic views from the highest geographical areas of Pismo Heights an important element of the area's open space. Conserving the remaining open space in Pismo Heights is important because of the fragile biodiversity of those areas, the potential for more sites of archaeological importance, and considerable presence of oak trees that are to be preserved.

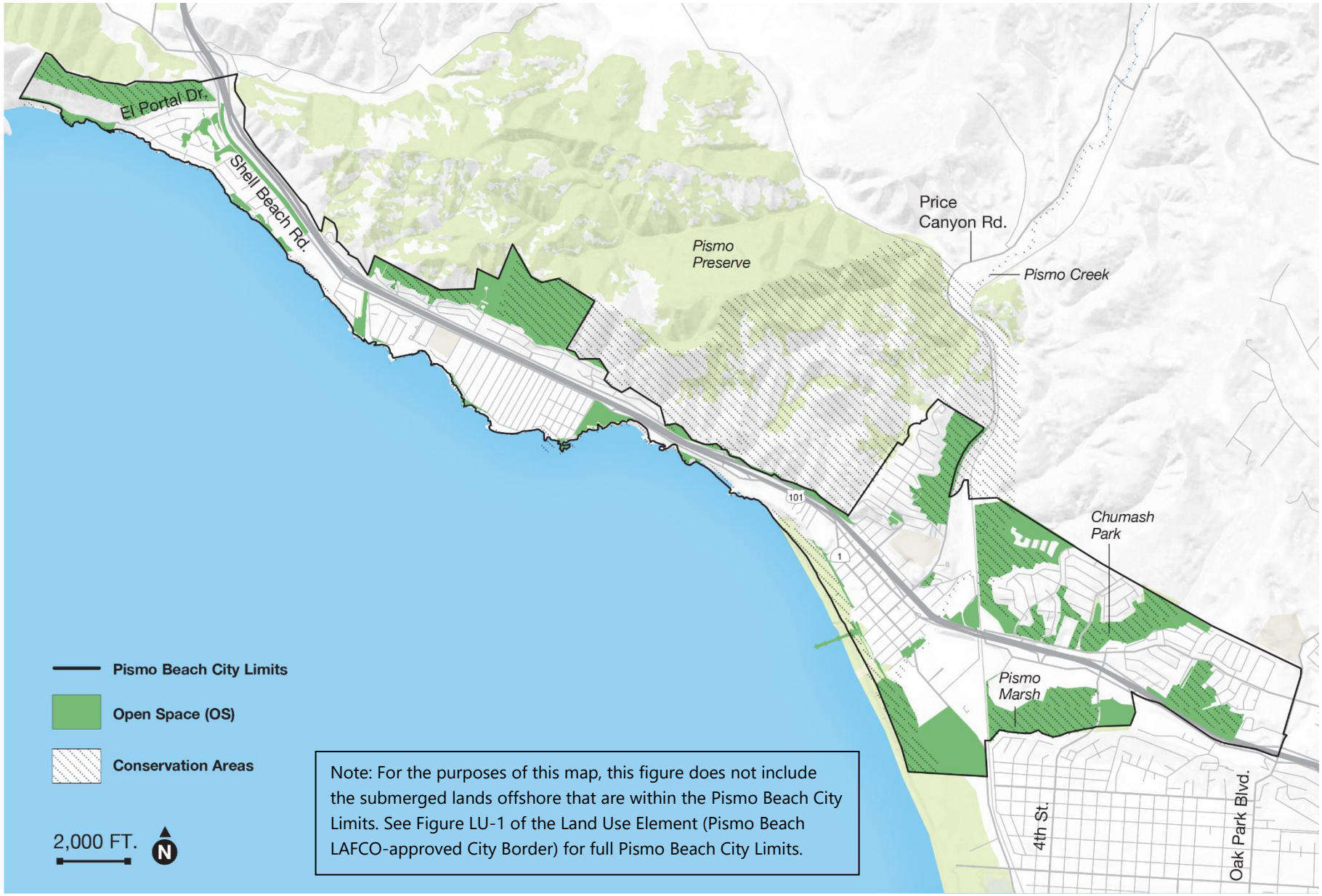


Figure CO-3 Open Space and Conservation Areas

Oak Park Heights Foothills

The Oak Park area is located in the southeastern portion of Pismo Beach. Due to residential development and grazing, only pockets of grassland, native chaparral, oak woodlands, and riparian corridors remain. The eastern portion of this area contains open land, oak woodlands and riparian area and forms a complex habitat that is particularly sensitive to certain disturbances. It also drains into the sensitive Pismo Lake habitat area, giving it extra ecological importance. Because only pockets or corridors of biodiversity are left, it's more important to conserve them and keep connectivity between Pismo Lake and other areas possible.

Price Canyon Foothills

The Price Canyon Foothills drain into the northeastern portion of Pismo Creek. It is similar to the Pismo Preserve, and contains pockets of oak woodlands and sycamores, as well as willows and cottonwood and other riparian tree species among the surrounding grazing land. Much of this land is not directly within City limits, but its conservation is integral to the quality of Pismo Creek. The habitat consists of open grazing land, oak woodlands and riparian areas surrounding the creek.

6. Climate Change

It's important to note that Pismo Beach's natural resources and conservation areas will likely be impacted by climate change. In addition to changes in temperature and rainfall, increases in sea level are anticipated to alter the physical characteristics of wildlife habitat and plant/vegetation communities—inundating beaches, converting dry beach to intertidal or subtidal areas, and relocating the intertidal areas of wetlands to a more inland or upland location. The species that depend on these habitat areas will either be lost or relocate with the habitat. Other climate change concerns with regards to sensitive coastal habitats include: 1) increased erosion of habitats due to sea level rise, 2) loss of wetland habitat due to sea level rise, 3) increased competition from non-native species as native species become more vulnerable, 4) increased fires and 5) loss and fragmentation of migration corridors. Each of these concerns will be important policy considerations for the GP/LCP.

7. Goals, Policies, and Actions

GOALS COS-1

A community that conserves the important natural resources of Pismo Beach for the community's health, safety and enjoyment, including air quality, renewable energy, geology and soils, minerals, water quality and supply, and dark skies.

Policy COS-1.1: Improve Air Quality. The City shall support health and enjoyment for those who live or work in the City and for visitors.

Actions COS-1.1a: Community Trip Reduction. In order to reduce pollution, the City shall emphasize various procedures to reduce the number of vehicle trips and the number of vehicle miles traveled in the community. Techniques shall include, but not be limited to, transportation management measures such as vanpools, carpools, and subsidized transit passes; jobs/housing

balance; bikeways and facilities; pedestrian facilities; and related infrastructure and transit improvements.

See the Circulation Element, Land Use Element, and Housing Element for related policies.

Action COS-1.1b: **City Employee Trip Reduction**. Develop, implement, and promote a TDM program for City employees that includes incentives to reduce single-occupancy vehicle trips, such as ride matching services and assistance, flexible work schedules or telecommuting opportunities, end of trip facilities (parking, showers, lockers), subsidized transit passes, etc.

Action COS-1.1c: Electric Vehicles. Establish electric vehicle parking spaces and charging requirements to lower pollution and reduce the City's reliance on gasoline.

Action COS-1.1d: City Fleet Replacement. Develop and adopt a low- and zero- emissions replacement/purchasing policy for official City vehicles and equipment. This would not apply to vehicles with special performance requirements.

Action COS-1.1e: Public Outreach. The City shall sponsor and participate in a number of public outreach events such as Bike Week, Rideshare Week, Earth Day, Children's Day in the Plaza, Clean Air Month, and grant workshops. Through websites, e-newsletters, air quality forecasting, brochures/flyers, media interactions and presentations the City shall work to provide easy to understand information to all individuals throughout Pismo Beach.

Action COS-1.1f: Regional Programs. Continue to support and participate in regional air quality planning programs. In addition, continue to support the efforts of the San Luis Obispo County Air Pollution Control District Strategic Action Plan, as amended.

Action COS-1.1g: Manage Toxic Air Contaminants. Continue to address and enforce federal and state regulation that aim to maintain attainment. Through implementation and enforcement of CEQA mitigation, the City shall manage toxic air contaminants to protect public health and meet state-mandated risk compliance thresholds.

Action COS-1.1h: Emissions Reduction Target. By 2020, reduce community-wide greenhouse gas emissions to 15 percent below 2005 levels. By 2040, reduce greenhouse gas emissions by 53.33 percent below the 2020 target, placing the community on a path to meet the state's 2050 greenhouse gas emissions reduction goals.

Action COS-1.1i: Climate Action Plan. Continue to implement and regularly evaluate the Pismo Beach Climate Action Plan and greenhouse gas inventory to evaluate progress, celebrate successes, and adjust strategies as needed to meet emissions goals.

Action COS-1.1j: Greenhouse Gas Inventory. Continue to update the greenhouse gas inventory to determine whether emissions are within recommended levels.

Action COS-1.1k: Greenhouse Gas Reduction Strategies. Pursue a variety of greenhouse gas reduction strategies across the transportation, residential, waste, and commercial sectors, commensurate with their share of the community's greenhouse gas emissions.

Action COS-1.1l: Zero Net Waste. Strive for zero waste operations including providing waste and recycling services, recycled building materials, and community outreach for waste reduction strategies.

Policy COS-1.2: Renewable Energy. Support and incentivize renewable energy and non-renewable energy consumption.

Action COS-1.2a: Solar Incentives. The City shall promote and inform development applicants and existing home-owners and businesses of the following solar incentives and other incentives as may be appropriate:

- California Solar Initiative Rebate Program
- California Alternative Rates for Energy Program
- California Energy Commission – New Solar Homes Partnership
- GRID Alternatives - Single-Family Affordable Solar Housing Program
- Community Action Partnership of San Luis Obispo Energy Services
- emPower San Luis Obispo

Action COS-1.2b: Community Choice Energy. Evaluate the feasibility of a regional Community Choice Aggregation program to procure electricity from renewable resources.

Action COS-1.2c: Energy Audits for Community Buildings. Complete energy audits and benchmarking of all City-owned or -operated facilities, leveraging existing programs, such as Pacific Gas & Electric's Automated Benchmarking Service or the U.S. EPA's ENERGY STAR Challenge program.

Action COS-1.2d: Energy Efficient Upgrades. Establish a prioritized list of energy efficiency upgrade projects and implement them as funding becomes available.

Policy COS-1.3: Soil Conservation. The City shall provide regulations that conserve valuable soils.

Action COS-1.3a: Mining. Mining and removal of materials (sand, gravel, and other minerals) for commercial use shall be prohibited.

Action COS-1.3b: Oil. Offshore drilling or other activities, which may endanger the ecological resources of the coast, shall be prohibited within the City boundaries, which extend outward into the ocean for three miles. These activities shall also be discouraged in nearby offshore areas beyond the City's boundaries.

Policy COS-1.4: Water Supply. The City shall provide residents and visitors of Pismo Beach a reliable and sustainable water supply through the use of new or enhanced water supply programs, water conservation efforts, and routine reporting.

Action COS-1.4a: Water Supply Programs. Continue to create a new, high quality, and reliable water supply through water programs like Central Coast Blue.

Action COS-1.4b: Recycled Water. The City shall encourage, and in some cases require, the use of recycled water when available as a condition of approval for new development where recycled water

infrastructure has been extended and is readily available to serve new development. The City will continue to expand its recycled water program and will seek new and improved technologies and best practices to use water more efficiently.

Action COS-1.4c: Drought-Tolerant Landscaping. Modify the Water-Efficient Landscape Standards and Requirements to include drought-tolerant non-invasive landscaping. Continue to emphasize the use of native, drought-tolerant, and water conserving plants, and evaluate modifications to the Municipal Code as updated iterations of the Model Water Efficiency Ordinance are published by the state.

Action COS-1.4d: Groundwater Management Plan. The City may consider coordination with other agencies within the Santa Maria Groundwater Basin to develop a more comprehensive groundwater management plan.

Action COS-1.4e: Seawater Intrusion into Groundwater Aquifers. The City shall continue to implement best practices to prevent seawater intrusion into groundwater aquifers, by alternating disinfectants used in water treatment and monitoring chemical levels.

Action COS-1.4f: Incentives. Create and/or improve upon the Pismo Beach rebates and programs that incentivize water conservation such as the Cash for Grass Rebate.

Action COS-1.4g: Track Progress. Continue to track and achieve progress in reaching the City's target per capita water use, updated every 5 years in the City's Urban Water Management Plan.

Action COS-1.4h: Water Waste Prevention. Prohibit the waste of water through the Water Waste Ordinance which sets guidelines for normal, moderately restricted, severely restricted, and critical water supply conditions.

Action COS-1.4i: Metering and Audits. Continue to require that water meters be installed on new service connections and perform retrofits to help optimize the metering program, in accordance with California Water Code Section 527. Using metered water data, the City shall continue to perform water audits and balances to identify the volume of apparent and real water loss and estimate the impact of these losses on utility operations. The City maintains records of its water production and metered deliveries and can subsequently identify percentage losses within the distribution system. The City shall continue to update and track water loss on an annual basis.

Action COS-1.4j: Conservation Pricing. Continue to update the Urban Wastewater Management Plan (UWMP) to routinely apply variable water service rate structures by customer class. The UWMP shall include rates based on volume of use encourage water conservation by customers.

Action COS-1.4k: Public Information Programs. Improve upon and adapt to changing technologies in the City's efforts to establish public outreach programs for water conservation programs, events, and other educational outlets.

Action COS-1.4l: City Water Conservation Staffing. As the City sees fit, expand volunteer and/or internship program for water conservation efforts under the direction of the Director of Public Works

to facilitate organization coordination, additional water conservation branding, and web-based and public outreach.

Policy COS-1.5: Water Quality. The City shall protect and restore the City's water quality through identifying and managing point sources and non-point sources.

Action COS-1.5a: Meadow Creek Watershed Protection. Runoff from any new development projects within the Meadow Creek watershed, which drains to the marsh, shall be evaluated with a hydrology report to determine if its runoff exceeds the existing volume rate of flow or suspended solids content. Existing rates should not be exceeded unless restoration plans are developed. The utilization of permeable ground materials to the greatest extent possible is encouraged as one method of limiting increased runoff. Erosion control measures, such as distillation basins and energy dissipaters, shall be incorporated within any grading plan as necessary.

Action COS-1.5b: Watershed Protection. Existing and new development shall not degrade Pismo Beach's coastal resources or water quality. The City shall require development projects to comply with water quality and watershed protection requirements per the 2013 Phase II Small MS4 General Permit (Order No. 2013-0001 DWQ, effective July 1, 2013, or any amendment to or re-issuance thereof), approved by the Central Coast Regional Water Quality Control Board. The City shall continue collaborations with other San Luis Obispo County jurisdictions on the development and implementation of watershed protection principles and implementation of best management practices for specific land uses.

Action COS-1.5c: Minimize Adverse Impacts from Stormwater Outfall Discharges. Avoid construction of new stormwater outfalls, and direct stormwater to existing facilities with appropriate treatment and filtration, where feasible. Where new stormwater outfalls cannot be avoided, plan, site, and design outfalls to minimize adverse impacts to coastal resources from outfall discharges.

Policy COS-1.6: Coastal Waters. The biological productivity of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Action COS-1.6a: Transport of Pollutants from Development. Plan, site, and design development to minimize the transport of pollutants from development into runoff and coastal waters. The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.

Action COS-1.6b: Minimize Changes in the Site's Runoff Flow Regime. Plan, site, and design development to minimize post-development changes in the site's runoff flow regime (i.e., volume, flow rate, timing, and duration), to preserve the pre-development hydrologic balance and prevent adverse changes in the hydrology of coastal waters (i.e., hydromodification).

Action COS-1.6c: Address Runoff Management Early in Site Design Planning Address runoff management early in site design planning and alternatives analysis, integrating existing site characteristics that affect runoff (such as topography, drainage patterns, vegetation, soil conditions, natural hydrologic features, and infiltration conditions) in the design of strategies that minimize post-development changes in the runoff flow regime, control pollutant sources, and, where necessary, remove pollutants.

Action COS-1.6d: Low Impact Development Strategies. New development and redevelopment shall give precedence to the use of a Low Impact Development (LID) approach to stormwater management, which integrates site design strategies (e.g., minimizing the building footprint, preserving vegetation, and protecting natural drainage features) with small-scale, distributed Best Management Practices (BMPs) (e.g., permeable pavement surfaces, rain barrels and cisterns, and bioretention techniques) to replicate the site's natural hydrologic balance through infiltration, evapotranspiration, harvesting, detention, or retention of stormwater close to the source, to the maximum extent appropriate and feasible.

Action COS-1.6e: Protect and Restore Hydrologic Features. Plan, site, and design development to protect and, where feasible, restore hydrologic features such as stream corridors, drainage swales, topographical depressions, groundwater recharge areas, floodplains, and wetlands.

Action COS-1.6f: Preserve or Enhance Vegetation. Plan, site, and design development to preserve or enhance non-invasive vegetation, to achieve water quality benefits such as transpiration, interception of rainfall, pollutant uptake, shading of waterways to maintain water temperature, and erosion control.

Action COS-1.6g: Infiltration. Modify the Stormwater regulations in the Municipal Code to maintain or enhance on-site infiltration of runoff, where appropriate and feasible. If on-site infiltration of runoff may potentially result in adverse impacts, including, but not limited to, geologic instability, flooding, or pollution of coastal waters, the development shall substitute alternative BMPs (e.g., flow-through planter box, green roof, or cistern) that do not involve on-site infiltration in order to minimize changes in the runoff flow regime to the extent appropriate and feasible. Alternative BMPs shall also be used where infiltration BMPs are not adequate to treat a specific pollutant of concern attributed to the development, or where infiltration practices would conflict with regulations protecting groundwater.

Action COS-1.6h: Impervious Surfaces. New development shall be planned, sited, and designed to minimize the installation of impervious surfaces, where feasible, especially impervious areas directly connected to the municipal storm drain system, in order to minimize increases in stormwater or dry weather runoff. Redevelopment projects shall, where feasible, increase the area of pervious surfaces.

Action COS-1.6i: Priority Development Projects. Require a Water Quality Management Plan for Priority Development Projects, (PDPs) as defined in the NPDES MS4 Permit, that includes permanent post-construction treatment control BMPs to address pollutants of concern specific to the PDP's land use and impairments of surface waters to which the project drains. PDPs will also require post-construction runoff control BMPs to minimize adverse changes in the PDP's runoff flow regime. The Water Quality Management Plan will provide for the operation and maintenance of the permanent treatment control and runoff control BMPs and shall be implemented for the life of the development.

Policy COS-1.7: Minimization of Water Quality Impacts During Construction. Development shall minimize water quality impacts during construction by minimizing land disturbance and soil compaction, minimizing erosion and sedimentation, and minimizing the discharge of other pollutants resulting from construction activities.

Action COS-1.7a: Use Source Control BMPs. Require new development to incorporate Source Control BMPs, which can be structural features (such as a roof over an outdoor storage area) or operational actions (such as proper application of pesticides and fertilizers) to control pollutant sources and keep pollutants segregated from runoff, in order to minimize the transport of pollutants in runoff from the development.

Action COS-1.7b: Manage BMPs for the Life of the Development. Modify the Stormwater regulations in the Municipal Code to include to implement appropriate protocols to manage BMPs (including installation and removal, ongoing operation, inspection, and maintenance) in all development, to protect coastal water resources for the life of the development.

Action COS-1.7c: Minimize Land Disturbance During Construction. When reviewing development applications, the City shall require applicants to exemplify how the development minimizes land disturbance activities of construction (e.g., clearing, grading, cut-and-fill, and soil compaction), especially in erosive areas (including steep slopes, unstable areas, and erosive soils), to avoid detrimental water quality impacts caused by increased erosion or sedimentation.

Action COS-1.7d: Minimize Erosion and Sedimentation During Construction. Require that construction be conducted using measures to minimize soil erosion and off-site transport of sediment and debris originating at the construction site.

Action COS-1.7e: Minimize Discharge of Construction Pollutants. Development shall minimize pollution of runoff and coastal waters by construction chemicals and materials through waste management BMPs and "good housekeeping" BMPs.

Action COS-1.7f: Avoid Construction Staging on the Beach. The City shall require any construction occurring on the beach or beach fronting lots to provide the location of their staging areas within their project plans prior to the issuance of a grading permit. Construction on or adjacent to the sandy beach shall avoid staging/material storage on sandy beaches or within any other biological resource area.

Policy COS-1.8: Water Quality BMPs in New Development and Redevelopment. All Coastal Development Permits (CDPs) shall incorporate Best Management Practices in new development and redevelopment.

Action COS-1.8a: Stormwater Runoff Plans. All projects that require a CDP and have the potential for adverse water quality or hydrology impacts to coastal waters shall prepare both a construction-phase and a post-development runoff plan.

Action COS-1.8b: Runoff Plan Requirements. Runoff management shall be addressed early in the development's planning and design stages. As part of CDP approval, the City shall require that the runoff plans include stormwater pollution control and runoff control measures or systems, and a maintenance program, as necessary, for both the construction-phase and post-development runoff plans. The post-

development maintenance program shall be for the life of the development. The level of detail provided to address the plan's requirements shall be commensurate with the type and scale of the development, and with the potential for adverse water quality and hydrology impacts to coastal waters.

Policy COS-1.9: Minimization of Lighting Impacts. Eliminate or shield and direct exterior lighting away from biological resources to minimize adverse impacts to wildlife and protect the dark sky.

Action COS-1.9a: Light Spillover. Prohibit spillover of light into the identified biological resource. Require new development projects and major remodel projects to use minimal exterior lighting (limited to pedestrian safety needs) and to minimize direct upward light, spill light, glare and artificial night sky glow. New lighting fixtures shall be mounted at low elevations and fully shielded to direct lighting downward, and away from the shoreline.

Action COS-1.9b: **Night Sky Ordinance.** Adopt a "night sky" ordinance to preserve nighttime views, prevent light pollution, and to protect public safety by establishing street and public area lighting standards.

Action COS-1.9c: Outdoor lighting. Outdoor lighting shall avoid: operating at unnecessary locations, levels, and times; spillage to areas not needing or wanting illumination; glare (intense line-of-site contrast); and frequencies (colors) that interfere with astronomical viewing.

GOAL COS-2

A community that protects and enhances scenic roadways and vistas.

Policy COS-2.1: Protect Scenic Resources. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. See Figure CO-1, Scenic Roadways and Vistas.

Action COS-2.1a: Enforce Height Limits. In order to enforce and improve upon City height limitations with respect to scenic views: The City shall continue to enforce regulations and standards set forth by the Height Limitations Overlay Zone in the PBMC. The intent of the Height Limitation Overlay Zone is to preserve access to extraordinary scenic views and vistas. The City shall enforce the height limitations set forth in the Land Use Element, including the special height limits for ocean-fronting parcels.

Action COS-2.1b: View Consideration Overlay Zone. The City shall continue to enforce regulations and standards set forth by the View Consideration Overlay Zone. The purpose of the View Consideration Overlay Zone is to preserve, protect and maintain views of scenic land and water areas, and other areas which are of significant value to the public due to their aesthetic and scenic qualities; preserve, protect and maintain significant views and vistas from major public view corridors, on City-designated scenic highways (U.S. Highway 101, State Highway 1, and Price Canyon Road), public lands, beaches and waters within Pismo Beach which characterize the City's appearance; ensure that site planning, design, grading

and landscape techniques will preserve, protect and enhance the visual character of the City's predominant natural landforms, urban form, vegetation and other distinctive features.

Action COS-2.1c: Designated Scenic Roadways. The roadways shown on **Figure CO-1**, Scenic Roadways and Vistas, identify all scenic roadways in Pismo Beach. Ocean views from U.S. Highway 101 and Shell Beach Road shall be protected to the maximum extent possible in the review and approval of development projects. View corridors shall be provided within any proposed development project.

Action COS-2.1d: U.S. Highway 101 Design Review Buffer. The City shall require design review (including the review of proposed plantings and structure) of all projects within 200 feet of the edge of the California Department of Transportation (Caltrans) right-of-way for their visual qualities as seen from U.S. Highway 101.

Action COS-2.1e: Structures along U.S. Highway 101. New commercial signs, sound walls and other new development shall be modified in height, size, location or design so that existing "blue water" ocean views from U.S. Highway 101 will not be blocked, reduced or degraded; the same policy shall also apply with respect to existing open views from U.S. Highway 101 to the scenic upper slopes, generally above the 200 ft. contour, which provide the visual backdrop for the City. Exceptions will be allowed only for 1) residential or visitor serving commercial structures where no other use of the property is feasible, and 2) signs, utility structures and public buildings where there is no feasible alternative and all appropriate mitigation measure are applied to minimize adverse visual impacts.

Action COS-2.1f: Ridgeline and Slope-Side Development. The City shall require that new structures not be placed on ridgelines or slope breaks where they would profile against the sky, as seen from U.S. Highway 101; and that cut slopes, fill slopes, paving and structural development on hillsides in excess of 30% slope will not be allowed in public views from U.S. Highway 101. However, building and grading on existing legal lots of record in the Pismo Heights planning area that exceed 30% slopes may be approved on a case by case basis with grading limited to the minimum amount necessary with the least amount of environmental impact.

Action COS-2.1g: Support for Scenic Highway Designations. The City shall promote the designation of Scenic Highways within Pismo Beach and adjoining areas through the review of draft San Luis Obispo County and adjoining cities' General Plan Updates, and review of changes to the Regional Transportation Plan (RTP) as a member of the San Luis Obispo Council Regional Transportation Agency.

Action COS-2.1h: Update Existing Documents. The City shall maintain and revise when appropriate the following City-adopted documents to reflect the scenic highway necessities: Grading Ordinance, Street Tree Manual, Construction Codes and Amendments, and Zoning Code.

Action COS-2.1i: Scenic Vistas. The vistas shown on **Figure CO-1**, Scenic Roadways and Vistas, identify some, but not all, of the scenic viewpoints in Pismo Beach. Public scenic vistas, including those not depicted on **Figure CO-1**, shall be protected by the GP/LCP.

Action COS-2.1j: Degradation of Scenic Qualities. In and near public streets, plazas, and parks, features that clutter, degrade, intrude on, or obstruct views shall be avoided. Necessary features, such

as utility and communication equipment, and traffic equipment and signs should be designed and placed so as to not impinge upon or degrade scenic views of the Pacific Ocean.

Action COS-2.1k: Undergrounding Utilities. Place existing overhead utilities underground, with highest priority for scenic roadways, entries to Pismo Beach, and historical districts.

Action COS-2.1l: Commercial Signs and Billboards. To reduce visual impacts from signs and billboards the City shall:

(1) Only permit detached commercial signs that are of a size, location, and appearance such that they do not detract from the area's scenic qualities and cause visual clutter and blight.
(2) Not permit any new billboard signs, and existing billboard signs shall be removed as soon as practicable, as provided in the Sign Regulations set forth in the PBMC. Remove existing billboards through amortization, conditions of development approval, and grants for enhancing open-space and transportation corridors, with highest priority for scenic roadways, and entries to the City.
(3) When possible, along scenic roadways, the City shall consolidate signs in the public right-of-way on a single low-profile standard.

Action COS-2.1m: Scenic Easements. The City shall seek funds to purchase vacant parcels as scenic easements. Scenic easements shall be used as a tool to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Action COS-2.1n: Viewpoint Marking. The bluff-top access from Naomi Street and the Memory Park area should be clearly signed for public coastal viewing access.

Action COS-2.1o: Beaches as Scenic Resources. All beach areas should be preserved as a scenic and recreational asset.

Action COS-2.1p: Walls and Blockage. Development projects shall not wall off scenic roadways and block views. Blocking of views along scenic roadways should be considered a significant environmental impact in the City's environmental review process.

GOAL COS-3

A community that provides and protects a variety of conservation areas such as the ocean and beaches, bluffs, dunes, foothills, marshes, creeks, and wetlands that act as suitable coastal and inland habitat, migratory corridors, and ecologically valuable topography.

Policy COS-3.1: Conserve Marine Resources. The Pacific Ocean and shoreline provide a plethora of valuable habitat and resources for marine mammals, fish, plant life, and other wildlife. Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will (1) sustain the biological productivity of coastal waters, (2) help ensure the continuation of a healthy, self-renewing marine ecosystem, and (3) help ensure the long-term survival of healthy populations of marine plants and animals. To ensure conservation of these resources,

the City shall restrict the allowed activities within or in proximity to the Pacific Ocean.

Action COS-3.1a: Marine Mammal Habitat. Prohibit Marine Mammal habitats from being altered or disturbed by development of recreational facilities or any other new land uses.

Action COS-3.1b: Northern Rocky Beach Areas. In order to preserve the habitat, the clifftops, eroding bluffs, caves, and sandy pocket beaches provided in the northern rocky beach areas, the City shall restrict recreational public access along the eroding bluffs to maintain bluff stability and provide habitat free of human disturbance.

Action COS-3.1c: Intertidal Zone. The intertidal zone is a valuable recreational resource area for beach-going, fishing, bird watching and jogging. The City shall seek balance between the recreational uses of the intertidal zone and the preservation of the natural resources in the intertidal zone. In order to preserve and enhance intertidal habitat, the City shall:

(1) Maintain and enhance areas of rocky intertidal habitat that provide multiple ecological benefits while also reducing wave energy and erosion at the bluff toe, which are threatened by habitat loss due to sea level rise and coastal squeeze. These areas shall have restricted public access to preserve habitat value.
(2) Analyze the effects on intertidal habitat when considering coastal erosion measures such as shoreline protective devices.
(3) Prohibit machinery at any time to the extent feasible in the intertidal zone.

Action COS-3.1d: Clam Beds. The clam bed preserves within the City of Pismo Beach shall be protected.

Action COS-3.1e: Fish Habitat. Nearshore shallow fish habitats and shore fishing shall be preserved, and where appropriate and feasible, restored or enhanced.

Action COS-3.1f: Subtidal Zone. Although the subtidal zone is beyond the City's jurisdiction, the City has an indirect responsibility for activities that affect the natural resources of the zone. Considering the subtidal zone provides habitat for protected wildlife and marine mammals, the City shall:

(1) Prevent and capture land sources of trash before they enter the ocean within the City's jurisdiction.
(2) Develop the most effective ways of restoring and protecting listed rare and endangered species such as eelgrass, black abalone, and sea turtles.
(3) Discourage offshore federal leasing of offshore land for the purpose of oil drilling operations that would thus jeopardize inhabitants of the lower subtidal zone through accidental oil spills.

Action COS-3.1g: Sand Dunes. Protect sand dunes from adverse impacts due to a proposed development project and provide appropriate habitat buffers.

Action COS-3.1h: Maintain Beach Resources and Shoreline as Open Space. The ocean shore is, and shall continue to be, the principle open space feature of Pismo Beach. Ocean front land shall be used for open space, recreation and related uses where feasible and where such uses do not deteriorate the natural

resource. Reserve sandy beach areas for low intensity recreational activities that do not require intensive development. Any permitted structures shall be the alternative with the least impact on coastal resources and recreation, the minimum size necessary, and shall provide any necessary mitigation. Recreational uses that can be accommodated elsewhere shall be discouraged on the sandy beach (i.e., sport courts and similar facilities permanently displacing sandy beach). Non-sandy beach dependent active recreational activities shall be discouraged and accommodated elsewhere.

Action COS-3.1i: Beach Access. Due to public safety and habitat protection considerations, the construction of public vertical access ways to the ocean along the rocky coast area shall be limited to those areas with sandy beaches. Prior to any approval for new access to the shoreline, the request shall first be evaluated in terms of protection of sensitive shoreline resources and safety.

See Park and Recreation Element, Access Component.

Action COS-3.1j: Beach Grooming. "Beach wrack," or the mounds of seaweed and other organic material that washes ashore, is an important nutrient source for the beach ecosystem, contributes to the establishment of coastal strand and dune habitat, and provides a micro-habitat for a variety of organisms, including California grunion, as well as the western snowy plover and California least tern. Discourage beach grooming, or the removal of beach wrack in order to maintain species richness, abundance, and diversity and encourage healthy beach ecosystems.

Policy COS-3.2: Environmentally Sensitive Habitat Area (ESHA). Environmentally sensitive habitat areas (ESHA) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Limited public access improvements, minor educational interpretive and research activities, and restoration may be considered resource-dependent uses. Development in areas adjacent to ESHA and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Action COS-3.2a: Definition of ESHA. Environmentally Sensitive Habitat Area (ESHA) shall be defined as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. An area shall be considered ESHA if it fits this Coastal Act definition, and likely includes portions of Pismo State Beach, Pismo Lake, Price Canyon, Pismo Creek, Pismo Preserve, Meadow Creek, dunes habitat of the Pismo State Beach, and the Monarch Butterfly Grove.

Action COS-3.2b: ESHA Assessment. Applications for development within or near ESHA, including wetlands and streams, shall be accompanied by a site-specific habitat assessment prepared by a qualified biologist and a botanical survey by a qualified expert prepared at the owner's expense, prior to consideration of a project within the City.

Action COS-3.2c: The habitat assessment and botanical survey shall, at a minimum, identify and confirm the extent of the ESHA, document any site constraints and the presence of sensitive species, recommend buffers and development setbacks and standards to protect the ESHA, recommend mitigation measures to address any allowable impacts, and include any other information and analyses necessary to understand potential ESHA impacts, including cumulative impacts, as well as measures necessary to

protect the ESHA resource as required by the GP/LCP. The habitat assessment shall also include an analysis of available literature and biological databases, to determine if any sensitive biological resources have been reported as historically occurring in the proposed development project vicinity. At a minimum, the California Department of Fish and Wildlife's Natural Diversity Database (CNDDB) must be used to determine if the site of the proposed project is known to support or has the potential to support sensitive habitat, vegetation communities, plants, and/or animals.

Action COS-3.2d: ESHA Buffers. Development adjacent to ESHAs shall minimize impacts to habitat values or sensitive species to the maximum extent feasible. Native vegetation buffer areas shall be provided around ESHAs to serve as transitional habitat (not fuel modification zones) and provide distance and physical barriers to human intrusion. Buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect. All buffers around (non-wetland) ESHA shall be a minimum of 100 feet in width. A smaller width may be approved by the Planning Division and the Fire Department in consultation with the CDFW, USFWS, and CCC when conditions of the site as demonstrated in a site-specific biological survey, the nature of the proposed development, etc. show that a smaller buffer would provide adequate protection. In such cases, the CDFW must be consulted that a reduced buffer is appropriate and the City, or CCC, must find that the development could not be feasibly constructed without a reduced buffer. Fuel modification zones shall occur outside, not within, ESHA buffers.

Action COS-3.2e: Existing Development Within ESHA Buffers. Existing development that was legally permitted and constructed prior to certification of this policy that is located in the required buffers identified in Action 3.2d, ESHA Buffers, is allowed to be maintained or remodeled so long as the remodel or maintenance is not considered a substantial redevelopment, at which point the entire development must conform with all applicable ESHA policies and standards, and the existing development does not increase the encroachment into the required setback/buffer from the ESHA. Any expansion or addition to existing development shall not increase the nonconformity and conform to the required setback.

Action COS-3.2f: ESHA Dedication. In conjunction with new development, require that all preserved ESHA, buffers, and all mitigation areas, on site and off site, be conserved/dedicated (e.g., open space direct dedication, offer to dedicate [OTD], conservation easement, or deed restriction), in such a manner as to ensure that the land is conserved in perpetuity, if those preserved lands total one acre or more. A management plan and funding shall be required to ensure appropriate management of the habitat area in perpetuity. The City shall maintain an inventory of open space dedications or OTDs to ensure such areas are known to the public and are protected through the coastal development permit process. Require all direct open space dedications or OTDs to be made to a public agency or other appropriate entity that will manage the open space area on behalf of the public.

Action COS-3.2g: ESHA Mitigation. For allowable resource-dependent development in ESHA that cannot avoid ESHA through siting and design alternatives, habitat creation and/or substantial restoration shall be required. Priority shall be given to on-site mitigation. Off-site mitigation measures shall only be approved when it is not feasible to fully mitigate impacts on site. Mitigation shall not substitute for implementation of a project alternative that would avoid impacts to ESHA. Sea level rise

should be incorporated into the planning of any new coastal habitat restoration, creation, or enhancement projects.

Action COS-3.2h: Apply the following mitigation ratios for allowable impacts to upland vegetation: 4:1 for wetlands; 3:1 for riparian habitats; 3:1 for other habitats that support state or federal rare, threatened, or endangered species, species of special concern or California Rare Plant Society (CNPS) 1b or 2 listed plants; 2:1 for coastal sage scrub not occupied by listed species. The ratios represent the acreage of the area to be restored/created to the acreage impacted.

Action COS-3.2i: Habitat Mitigation Plan and Monitoring Plan. Development that would result in impacts to ESHA or significant biological resources shall include a Mitigation Plan and a Mitigation Monitoring Plan as a filing requirement for a Coastal Development Permit application. Mitigation Monitoring Plans shall be for a minimum of 5 years of monitoring to ensure success criteria is met.

Action COS-3.2j: Monarch Butterfly Habitat Protection. The City shall cooperate with the California Department of Parks and Recreation to preserve and enhance the monarch butterfly habitat against significant disruption of habitat values and only uses or development dependent on and compatible with maintaining such resources shall be allowed within the habitat area and its buffer areas. Specific actions shall include but not be limited to:

a. No development, except as otherwise allowed by this policy shall be allowed within monarch butterfly habitat or habitat buffer,
b. If any tree is removed or lost due to disease or threat to life or property, it shall be replaced with appropriate species.
c. Development within the park adjacent to the butterfly habitat shall have a minimum setback of 50 feet from the area of development/impact to the habitat.
d. The City shall pursue, with Grover Beach and the Union Pacific Railroad, mutual regulations to preserve the groves on the east side of Dolliver Street that supplement and support the habitat.
e. The City should request the California Department of Parks and Recreation to place appropriate signing and develop adequate visitor parking and restrooms for the Monarch Butterfly Grove. Public trails and access ways are considered resource-dependent uses and may be located within a monarch habitat area or its buffer; however, such features shall be sited to avoid or minimize impacts to the habitat. Interpretive signage is allowed within a monarch habitat area or its buffer, but it shall be designed to be visually unobtrusive.

Policy COS-3.3: Oak Tree Protection. Native species of oak (e.g., Quercus agrifolia, Quercus chrysolepis) should be preserved within the City of Pismo Beach, both as an aesthetic resource benefiting the entire community and for their ecological value.

Action COS-3.3a: Oak Tree Protection Requirements and Mitigation. The City shall require the protection of oak trees when considering discretionary planning permits and see implementing ordinance for accompanying standards and guidelines for protection of oak trees. Adverse impacts to and or removal of mature native trees for new development in a highly developed area shall be fully mitigated.

Policy COS-3.4: Nesting and Foraging Habitat. The City shall ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting, and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (such as herons or egrets) as well as owls or raptors.

Action COS-3.4a: Trimming and Removal of Trees. The City shall ensure that the trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past five (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the U.S. Migratory Bird Treaty Act, and shall be conducted under the parameters of a Tree Maintenance Program which shall be prepared and included as part of the GP/LCP's Implementation Plan.

Action COS-3.4b: Construction Near Nesting and Foraging Habitat. The City shall amend the Municipal code to include standards related to construction noise adjacent to nesting and foraging habitat.

Action COS-3.4c: Tree Trimming and Removal. The City shall prepare Tree Maintenance Procedures for the trimming and/or removal of trees that directs when tree trimming or removal may occur and ensures that trees which provide habitat for sensitive bird species are preserved to the extent feasible.

Policy COS-3.5: Wetland Protection. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with the other applicable policies of the GP/LCP, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

a. New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
b. Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
c. In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
d. Incidental public service purposes including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines;
e. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
f. Restoration purposes; and
g. Nature study, aquaculture, or similar resource-dependent activities.

Action COS-3.5a: Definition of Wetlands. Wetlands shall include lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. Wetlands,

as detailed by Section 13577 (b)(l) of Title 14 of the California Code of Regulations, also include land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to vegetated wetlands or deep-water habitats. Any areas that meet the above wetlands criteria are deemed wetlands and shall be accorded all of the protections provided for wetlands in the GP/LCP. An area shall be considered a wetland if it fits these Coastal Act and California Public Resources Code definitions, regardless of its quality; poorly functioning or degraded wetlands are afforded the same protection under the Coastal Act.

Action COS-3.5b: Wetland Protection. Any area determined to have previously been wetland shall not be deprived of protection, as required by the policies and provisions of the GP/LCP, on the basis that habitat has been illegally removed, filled, degraded, or that species of concern have been illegally eliminated.

Action COS-3.5c: Biological Study/Wetland Delineation. Where a project site has the potential for wetlands to be present, the City shall require the submittal of a detailed biological study of the site, prepared by a qualified biologist, including a formal wetland delineation of all wetland areas on the project site. Wetland delineations shall be conducted according to the protocols developed by the Army Corp of Engineers. Wetland delineations involve surveying for three parameters; hydrology, hydric soils, and hydrophytic plants. This policy incorporates the Coastal Commission's one parameter definition for wetlands. That is, if a wetland delineation study finds evidence of hydric soils, or hydrophytic vegetation, or hydrology in the form of areas lacking hydric soils and hydrophytic vegetation as a result of frequent and drastic fluctuation of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate, then the area meets the definition of a Coastal Commission wetland.

Action COS-3.5d: Wetland Buffers. Buffer areas shall be provided around wetlands to serve as transitional habitat and provide distance and physical barriers to human intrusion. Buffers shall be of a sufficient size to ensure the biological integrity and preservation of the wetland they are designed to protect. All wetland buffers shall be a minimum of 100-feet in width. A wetland buffer may be reduced only where it can be demonstrated that (1) the required buffer width is not possible due to site-specific constraints, and (2) the proposed narrower buffer would be sufficiently protective of the biological integrity of the wetland to avoid significant adverse impacts to the wetland given the site-specific characteristics of the resource, and the type and intensity of disturbance. In such cases, the CDFW must be consulted and agree that a reduced buffer is appropriate and the City must find that the development could not be feasibly constructed without a reduced buffer.

Action COS-3.5e: Existing Development Within Wetlands Buffers. Existing development that was legally permitted and constructed prior to certification of this policy that is located within the required buffers identified in **Action 3.2d,** Existing Development Within ESHA Buffers, are allowed to be maintained or remodeled so long as the remodel or maintenance is not considered a substantial

redevelopment and the existing development does not increase the encroachment into the required setback/buffer from the wetland. Any expansion or addition to existing development shall not increase the nonconformity and conform to the required setback.

Action COS-3.5f: Wetlands Restoration and Monitoring. All preferred restoration programs should remove fill from a formerly productive wetland or estuary that is now biologically unproductive dry land. Restoration programs should incorporate sea level rise into the planning of any coastal wetland habitat projects. Since restoration projects necessarily involve many uncertainties, restoration should precede the diking or filling project. When a restoration project is mitigation for a new development project, a Restoration and Monitoring Plan shall be included with the CDP application. A Restoration Monitoring Plan shall include a minimum of 5 years monitoring to ensure success criteria are met. The CDP shall be conditioned to require that restoration will occur prior to, or simultaneously with project construction.

Policy COS-3.6: Riparian Habitat and Natural Drainage Protection. Protect riparian and natural drainage areas as these resources support a variety of species and are unique features in Pismo Beach.

Action COS-3.6a: Water supply and flood control. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to:

a. necessary water supply projects,
b. flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or
c. developments where the primary function is the improvement of fish and wildlife habitat.

Action COS-3.6b: Riparian Corridors. Development adjacent to streams or riparian corridors shall avoid removal of native vegetation; prevent erosion, sedimentation and runoff; provide for sufficient passage of native and anadromous fish; prevent wastewater discharges and entrapment; prevent groundwater depletion or substantial interference with surface and subsurface flows; and protect and re-establish natural vegetation buffers.

Action COS-3.6c: Drainage Channels. Drainage channels shall remain in a natural open space state with minimal or no use of concrete channels. Dredging, filling and grading within stream corridors shall be limited to activities necessary for flood control purposes, bridge construction, water supply projects, or laying of pipelines when no alternative route is feasible. Revegetation and restoration of the natural setting shall be required. Alteration of existing drainage patterns shall be prohibited unless special studies prove that the proposed alteration will not cause any adverse impacts down- stream or to other aspects of the environment. Prior to approval of any new development, a detailed analysis of surface water runoff patterns shall be undertaken to determine storm drain needs and identify mitigations for any with possible adverse environmental impacts. No runoff that will negatively affect the Pismo Lake shall be permitted.

Policy COS-3.7: Pismo Creek. Pismo Creek shall be retained in its natural state and protected from significant alterations.

Action COS-3.7a: Streamside Protection Zone. There shall be a minimum streamside protection zone to conserve the environmentally sensitive habitats of the creek. This buffer zone shall be measured from the outer edge of the riparian vegetation or, where there is no riparian vegetation, from the top of the creek bank. The minimum width of the buffer shall be as follows:

- West Bank:
  - 100 feet/Cypress northward to City limits
  - 25 feet/Cypress to the ocean
- East Bank:
  - 100 feet/U.S. 101 northward to City limits
  - 50 feet/U.S. 101 to Dolliver Street
  - 25 feet/Dolliver to the ocean

A lesser buffer may be permitted if: 1) the minimum widths set forth above would render a parcel inaccessible or unusable for the purpose designated in the land-use plan; or 2) there is a showing by an applicant through the resource assessment study identified in item "h" that a lesser buffer will not result in loss of, or adverse effects on, streamside vegetation or the biotic quality of the stream. Alternative mitigations shall be required where lesser buffers are authorized. No new construction or vegetation removal, except for normal maintenance, shall be allowed in the buffer zone with the exception of public roadways or bridges identified in the Circulation Element, paths, trails, fences, flood control structures, and other similar structures deemed not to adversely affect the creek.

Action COS-3.7b: Pismo Creek Regulations. New development proposed adjacent to Pismo Creek shall comply with the ESHA and/or wetland policies of this GP/LCP.

Action COS-3.7c: Open Space. The sandpit and channel where Pismo Creek enters the ocean and those portions of parcels located within the creek channel shall remain as open space and no structures or fill shall be permitted thereon.

Action COS-3.7d: Conservation Dedication. Any new development shall be required to dedicate as a condition of any discretionary approval, an easement for the protection of the streamside buffer area. In addition, new development shall provide access amenities adjacent to the creek for the City to use as a greenbelt and/or recreation corridor.

Action COS-3.7e: Financial Support. The City shall seek and secure funding to complete restoration projects to the Pismo Creek defined in the Pismo Creek/Edna Area Watershed Management Plan.

Action COS-3.7f: Riparian Woodland. The City should protect and enhance the riparian woodland along Pismo Creek for the purpose of improving the scenic quality as well as its ecological value.

Action COS-3.7g: Open Space or Recreational Use. Reach an agreement with State Lands Commission that a trail will be incorporated on properties immediately adjacent to Pismo Creek, on the north side of the creek.

Action COS-3.7h: Public Trails. Public trails shall be developed along the entire length of Pismo Creek adjacent to both the RV parks and behind the corner of Hwy 1 and Cypress Street.

Action COS-3.7i: Remodel of Store. The property located at the corner of Hwy 1 and Cypress Street should be encouraged to remodel in keeping with the creek/recreation atmosphere.

Action COS-3.7j: Signage. Benches, paved paths, and signs should be provided for Pismo Creek trail and for the North Beach day-use area as soon as the access to these areas is established.

Action COS-3.7k: Channeling. No concrete channeling or other major creek alteration shall be permitted, unless no viable alternative exists.

Policy COS-3.8: Resource Protection Plan. A Resource Assessment and Protection Plan shall be required and approved concurrent with City action on projects located on parcels which have a portion within the streamside protection zone. The plan shall include appropriate measures to protect the creeks biological and visual aspects.

Action COS-3.8a: Price Canyon. Enhance the visual, recreational, and biological quality of Price Canyon.

Action COS-3.8b: Open Space Emphasis. Any development in Price Canyon and the surrounding hills shall emphasize the open space aspects of the Price Canyon corridor. Preferred views from Price Canyon Road shall be of open space rather than development.

Action COS-3.8c: Visual and Open Space Study. Pismo Beach, in cooperation with San Luis Obispo County and affected property owners, shall prepare a visual and open space study for the Price Canyon corridor as illustrated in **Figure CO-2**. This plan shall focus on retaining the corridor as a scenic entrance to Pismo Beach and an open space corridor separating Pismo Beach from the Route 227 corridor.

Action COS-3.8d: Recreation Opportunities. Explore the opportunity for a Pismo Creek Linear Park/Trail system as well as the possibilities for a Price Canyon Regional Park. Considerations shall be in compliance with applicable policies of the Safety Element and the Price Canyon Master Plan Constraints Analysis.

Action COS-3.8e: Preserve Drainage and Riparian Vegetation. Considering the Price Canyon foothills drain into Pismo Creek and form the major inland entry to the City, the City shall restore and preserve drainage channel and riparian vegetation to protect water quality, sensitive habitat, and slope stability.

Action COS-3.8f: Riparian Protection. Enforce state and federal conservation and avoidance regulations, through the development review process, for all new development projects on private property that may potentially impact affect the natural riparian habitat of Price Canyon.

Considering the sensitive topography and geology of Price Canyon, please see also Safety Element for slope stability and erosion control measures to be enforced in the Price Canyon area. See also LU-4.4b, Hazards and Protection Overlay Zone.

Policy COS-3.9: Pismo Lake Protection. Pismo Lake shall be retained in its natural state and protected from significant alteration.

Action COS-3.9a: Protection Program. The City shall develop a resource protection program for Pismo Lake in coordination with the California Department of Parks and Recreation, California Department of Fish and Wildlife, and City of Grover Beach.

Action COS-3.9b: ESHA Compliance. New development proposed adjacent to Pismo Lake shall comply with the ESHA and/or wetlands policies of the GP/LCP.

Action COS-3.9c: Oak Protection. Preserve and protect oaks along Pismo Lake's margins and especially along the southern property line where heritage oaks greater than 46 inches in diameter at breast height likely occur.

Action COS-3.9d: Implement Habitat Objectives. Seek funding to implement the following objectives for the habitat value of Pismo Lake in coordination with applicable resource agencies:

a. Continue to collect data on breeding birds and habitat quality for breeding bird activity around Pismo Lake.
b. Continue to conduct amphibian and fish surveys to monitor species population.
c. Implement management practices/strategies to remove and restore areas dominated by veldt grass to native coastal grassland and scrub.
d. Conduct seasonally timed weed abatement to reduce competition with natives, especially on islands.
e. Develop revegetation plan to screen the adjacent commercial areas from the Pismo Lake.
f. Develop revegetation plan for the four islands to include soil building, non-native plant removal and native plantings that increase wildlife habitat.
g. Reduce non-native fish and bullfrog populations as feasible to decrease predation on western pond turtle and red-legged frog.
h. Develop a program to reduce or exterminate the population of invasive rats which will in turn reduce predation on nesting birds.
i. Attempt to remove all PVC pipe irrigation left from previous restoration projects from the Pismo Lake.
j. Deter homeless camps and their effects on native vegetation and wildlife habitat.
k. Limit potential public access to areas with low plant and wildlife diversity, and exclude access from known sensitive areas such as red-tailed hawk nesting sites, wetlands and culturally sensitive areas.
l. Restrict dog access to protect nesting, wading, foraging, and roosting birds.

Action COS-3.9e: Prevent Runoff Impacts on Pismo Lake. Pesticides and other toxic substances, nutrient- laden agricultural runoff, and urban wastewater could also constitute problems in maintaining water quality and wildlife habitat. The City shall implement City-wide runoff prevention measures consistent with Policy 1.5, Water Quality, of this element.

Action COS-3.9f: Prevent Sedimentation of Pismo Lake. Sedimentation of Pismo Lake decreases open water areas and circulation necessary to support marsh vegetation and migratory birds. The City shall:

(1) Continue to support restoration efforts aimed to reduce sedimentation of the Pismo Lake.
(2) Require replacement of inadequate erosion control measures with appropriate features.

Action COS-3.9g: Erosion Control Measures. Any development within the ESHA buffer shall incorporate erosion control measures such as distillation basins and energy dissipaters, within grading plans as necessary.

Action COS-3.9h: Department of Parks and Recreation and Department of Fish and Wildlife. The City shall consult with the Department of Parks and Recreation and California Department of Fish and Wildlife with regards to project design and mitigation measures when a private development could potentially affect the marsh.

Action COS-3.9i: Visual and Interpretive Access. The unique ecological system of Pismo Lake needs to be made available to the community as a whole. Since protection of the habitat is the primary concern of the Department of Parks and Recreation and California Department of Fish and Wildlife, physical access to the preserve has generally been prohibited by the state. Therefore, it is essential to make the marsh available visually. Private developments adjacent to the marsh shall use it as a key visual and open space feature of the development. Pedestrian spaces shall be oriented to the marsh and view corridors to the marsh provided. Additionally, the Department of Parks and Recreation and California Department of Fish and Wildlife, in cooperation with Pismo Beach and Grover Beach, shall be encouraged to develop the potential of Pismo Lake as an educational and recreational resource.

See Safety Element for additional guidance on Erosion Control Measures.

Policy COS-3.10: Foothills. The coastal and upland foothills of Pismo Beach, located in the Freeway Foothills, Pismo Oaks, and Pismo Heights planning areas, shall be conserved and enhanced to provide valuable recreational and habitat resources.

Action COS-3.10a: Preserve Ocean Facing Slopes. This open space area shall for all time preserve the ocean facing slopes overlooking U.S. 101 as an undeveloped natural area and as a scenic backdrop to the Pismo Beach and the Shell Beach area.

*See also **Action LU-1.7c**, Minimize Land Disturbance During Construction, for relevant land use guidance.*

Action COS-3.10b: Retain Low Density. The City shall support retention of the existing restrictive low development intensity land use and resource policies of the county as they apply to these lands.

Action COS-3.10c: Development Review. The City shall request that any development reviewed by San Luis Obispo County in the SOI that is designated as open space be consistent with the open space land use requirements in the Land Use Element **Policy 1.7.**

Action COS-3.10d: Acquire Permanent Open Space. The City shall encourage and support efforts to acquire the area as permanent open space including:

- County park funds
- Creation of open space districts
- Developer financial contributions
- Developer land dedications
- Private donations and loans
- State and federal park funds

Action COS-3.10e: Land Above 200-Foot Contour. All the land above the 200-foot contour line, in the ocean facing slopes of the coastal foothills northwest of Pismo Heights facing U.S. 101 shall be designated as permanent open space. Development standards for parcels, which extend above the 200-foot contours, are as follows:

a. The maximum permitted number of dwelling units shall be calculated on the basis of the amount of land up to the 200-foot contour but shall exclude any such lands with an existing natural slope greater than 30%.
b. No building pads or structures shall be permitted above the 200-foot contour. Until such time that properties in this area request annexation to Pismo Beach, the City shall request the County of San Luis Obispo to maintain the open areas of the ocean-facing slopes as described herein.
c. A scenic or open space easement prohibiting any development above the 200-foot contour shall be required to be dedicated to the City as a condition of approval of any development below the 200-foot contour.

GOAL COS-4

A community that celebrates and protects its historical, tribal cultural, archaeological, and paleontological resources.

Policy COS-4.1: Historical Resources. Preserve, protect, and make accessible sites of historical significance, where feasible.

Action COS-4.1a: CEQA Determination. As part of the CEQA review process, the City shall require a professional, qualified historian to conduct a literature search and/or survey for any project that entails demolition or modification of an existing structure that may be of historical value in relation to the City's cultural heritage. Sites of statewide or national significance shall be nominated for inclusion in the Registry of California Historic Landmarks or National Historic Landmark Program.

Action COS-4.1b: Historic Building Guidelines. Require projects involving modification or rehabilitation of structures that may be of historical value to incorporate the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Action COS-4.1c: Resources Inventory. The City shall create, maintain and periodically update Pismo Beach's inventory of historic properties for buildings, objects, structures, and monuments having importance to the history or architecture of Pismo Beach. Maintain a liaison between State Historic Preservation Officer and the City relative to cultural/historic structures and properties to advise and assist the City, as appropriate, in carrying out their historic preservation responsibilities.

Action COS-4.1d: Protect Landmarks. Ensure that listed landmarks and cultural resources identified by ordinance are not demolished without notice and hearing.

Action COS-4.1e: Historic Demolition. Require projects involving demolition of an existing structure that may be of historical value to consult with local museums or cultural societies and incorporate mitigation, such as photo documentation, collection of oral histories, and physical or digital model, as necessary.

Action COS-4.1f: Seek Funding. Continue to seek funding that can be used to further the City's historic preservation goals and policies.

Policy COS-4.2: Cultural Resources. Protect cultural resources, including historical and archaeological features, in the Coastal Zone.

Action COS-4.2a: Native American Consultation. As part of the CEQA process for all new discretionary projects, the City will conduct consultations with any federally-recognized California Tribal government listed on the most recent notice of the United States Federal Register, and/or any non-federally recognized California Tribe listed on the California Tribal Consultation List maintained by the California Native American Heritage Commission that identifies as native to the Pismo Beach area, including the Chumash, in accordance with state law. Native American tribal groups with cultural affiliation to the project site area as identified by the Native American Heritage Commission shall have the opportunity to review and comment on the pre-development plan as required by AB52 (2014). Archaeologists and representatives from Native American tribal groups shall provide monitoring during grading/excavation and construction activities of any approved development that has the potential to adversely impact any on-site significant cultural resources, based on the results of a Phase 1 cultural assessment.

Action COS-4.2b: Chumash Cultural Resources Preservation. The coastal Chumash are the dominant archaeological group in Pismo Beach. Appropriate measures for Chumash Cultural Resources Preservation shall be provided with future development of private and public property, including California Environmental Quality Act compliance and meaningful consultation with local Chumash groups, as noted on the Native American Heritage Commission's "California Tribal Consultation List." Archaeological studies shall be performed by members of the Register of Professional Archaeologists and should follow the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

Action COS-4.2c: Protect Archaeological and Paleontological Resources. The City shall have a map that identifies the possible location of archaeological resources. As part of the CEQA process for all new discretionary projects, all known or potential archaeological resources shall be fully investigated by a qualified archaeologist recognized by the State Historic Preservation Office. While most sites are currently developed, appropriate protections shall be established to avoid impacts to archaeological and paleontological resources with new development, with part of the review process including:

a. Locations within the City known to have a high probability of occurrence of archaeological sites shall be zoned in the Archaeology-Historic Sites overlay district.
b. Specific recommendations prepared by the archaeologist shall be incorporated into project approval including: avoidance of portions of sites containing resources, minimizing the impacts of the development on the archaeological resources, preserving a full archaeological record, and/or partial site dedication, and providing a native American monitor on site to observe excavations in locations where there is a possibility of discovery of human remains. In situ preservation and avoidance are the preferred alternative over recovery and/or relocation in the protection of paleontological and archaeological resources. When in situ preservation or site capping is not feasible, recovery and/or relocation may be considered.

Action COS-4.2d: Mitigation Plan. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required pursuant to Section 30244 of the Coastal Act. Require that a mitigation plan, adequate to protect the archaeological resource and prepared by a qualified archaeologist, be submitted for review and, if approved, be implemented as part of the project.

Action COS-4.2e: Archaeology – Historic Sites Overlay Zone. Continue to implement and designate new areas as the Archaeology – Historic Sites Overlay Zone. The archaeology – Historic Sites Overlay Zone is intended to preserve, protect and maintain land and water areas, structures and other sites which have significant, historical, archaeological or cultural importance and provide for the designation of areas which may be of unique value for scientific or educational purposes.

Action COS-4.2f: Construction Suspension. Should archaeological or paleontological resources be disclosed during any construction activity, all activity that could damage or destroy the resources shall be suspended until a qualified archaeologist has examined the site. Construction shall not resume until mitigation measures have been developed and carried out to address the impacts of the project on these resources.

Action COS-4.2g: Confidentiality of Archaeological Sites. The City shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts.

Action COS-4.2h: Protect and Preserve Artifacts. Ensure the protection and preservation of artifacts in those areas already identified as containing archaeological remains and require that all sites with potential resources likely to be disturbed by a proposed project be analyzed by a qualified archaeologist with local expertise.

Action COS-4.2i: Human Remains. Treat with respect and dignity any human remains discovered during implementation of public and private projects within the City and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

Policy COS-4.3: Paleontological Resources. Protect paleontological resources during construction activities.

Action COS-4.3a: Protect Paleontological Resources. The City shall have available a map that identifies the areas of the City underlain by geologic units with high paleontological sensitivity at the surface (i.e., Qoa, QTp, Tsqw, Tp, Tps, Tm, Tml) or high sensitivity at depths greater than 25 feet (Qa, Qbs). As part of the CEQA process for all new discretionary projects, all sites located in areas with high paleontological sensitivity shall be fully investigated by a qualified paleontologist meeting the qualifications specified by the Society of Vertebrate Paleontology. While most sites are currently developed, appropriate protections shall be established to avoid impacts to paleontological resources with new development, with part of the review process including.

a. Locations within the City known to have a Qoa, QTp, Tsqw, Tp, Tps, Tm, Tml, Qa, Qbs soils shall be mapped as having high probability of occurrence of paleontological resources. Locations within the City known to have Qa, Qbs soils shall be mapped as having high probability of occurrence of paleontological resources at depths greater than 25 feet.
b. Specific recommendations prepared by the qualified paleontologist shall be incorporated into project approval including avoidance of portions of sites containing resources, construction worker training, providing a paleontological monitor on site to observe excavations in soils with high paleontological sensitivity, and recovery and curation of paleontological resources encountered during construction.

Action COS-4.3b: Mitigation Plan. Where new discretionary projects may adversely impact paleontological resources as identified by the qualified paleontologist, reasonable mitigation measures shall be required pursuant to Section 30244 of the Coastal Act. Require that a Paleontological Resources Impact Mitigation Plan, adequate to protect the paleontological resource and prepared by a qualified paleontologist, be submitted for review and, if approved, be implemented as part of the project.

Action COS-4.3c: Paleontological Monitoring. Paleontological monitoring shall be conducted by a qualified paleontologist for ground disturbing construction activities in previously undisturbed sediments with high paleontological sensitivity (i.e., Qoa, QTp, Tsqw, Tp, Tps, Tm, Tml, Qa, Qbs, Qa, Qbs) where the qualified paleontologist has determined construction activities have the potential to encounter paleontological resources.

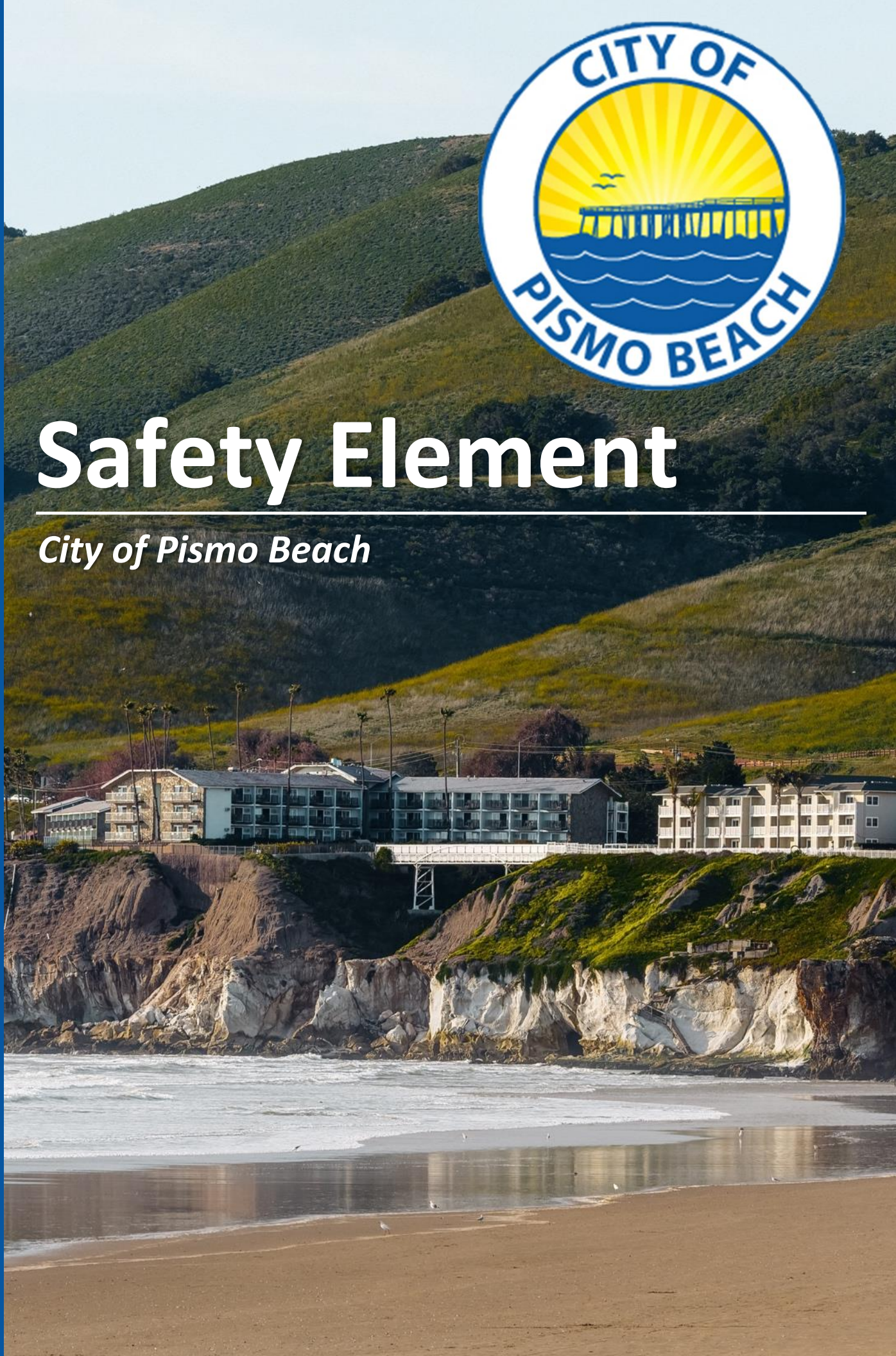
Action COS-4.3d: Paleontological Worker Environmental Awareness Program (WEAP). Where construction activities have the potential to encounter paleontological resources as identified by the qualified paleontologist, a Paleontological WEAP shall be developed and implemented by the qualified paleontologist prior to ground disturbing activities. The training for construction personnel shall include training on the appearance of fossils and the procedures for halting construction activities and notifying paleontological staff if unanticipated fossils are discovered by construction staff.

Action COS-4.3e: Construction Suspension. Should paleontological resources be encountered during any construction activity, all activity that could damage or destroy the resources shall be suspended until a qualified paleontologist has examined the site. Construction shall not resume until mitigation measures included in the Paleontological Resources Impact Mitigation Plan are carried out to address the impacts of the project on these resources.

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Safety Element

City of Pismo Beach



SAFETY

1. Introduction and Purpose

Providing a safe place to live is one of the fundamental priorities for the City of Pismo Beach (City). Like many coastal communities in California, Pismo Beach is most susceptible to hazards involving earthquakes, landslides, wildfires, flooding, and bluff erosion. Pismo Beach is also susceptible to, but unlikely to experience, radiation, tsunamis, and hazardous material incidents. The Safety Element describes each of the hazards to which Pismo Beach is vulnerable, and presents goals, policies, and actions to increase the City's resilience to hazards through educating citizens, maintaining an effective emergency response, and protecting life, property, and natural landforms in potential hazard areas.

Some of Pismo Beach's existing and historic hazards will worsen with climate change. Climate change occurs as the Earth warms in response to solar energy becoming trapped in the atmosphere by greenhouse gases. Sea level rise is one outcome of a changing climate, as are extreme heat, increased air pollution, and increased wildfire occurrences. The goals, policies, and actions of this element address the potential impacts of climate change on each of Pismo Beach's hazards.

1.1 Relationship to State Law

As mandated by the State of California, the Safety Element (element) is a required element in the City's General Plan. Consistent with Government Code Section 65302(g), the element must address and provide for the protection of the community from any unreasonable risks associated with the effects of seismic hazards, slopes and bluff instability, subsidence, flooding, urban and wildfires, and climate change, along with other specific topics that are dependent on individual community characteristics.

Another key component of the General Plan/Local Coastal Program (GP/LCP), is managing development in conformance with California Coastal Act policies in order to respond to coastal hazards, reduce risks to life and property, avoid substantial changes to natural landforms, and avoid the need for shoreline protective devices to the fullest legal extent, and thereby maximizing the protection of coastal resources. In addition, this element will also consider environmental justice pursuant to the California Coastal Commission's (CCC) 2019 Environmental Justice Policy (CCC 2019).

In addition to state requirements, federal law requires local governments to develop and submit hazard mitigation plans in order to qualify for grant program funds (Disaster Mitigation Act of 2000). This element incorporates information and hazard mitigation measures from the updated 2019 County of San Luis Obispo Multi-Jurisdictional Hazard Mitigation Plan (HMP; County of San Luis Obispo 2019). Prior to this 2019 HMP, the City developed and implemented its own Local HMP (2014); however, the City, along with the other incorporated cities in the County of San Luis Obispo (County), will now be covered by the County's Multi-Jurisdictional HMP.

1.2 Relationship to Other General Plan Elements

Several Safety Element policies are interrelated with other mandated topics in the General Plan. The Safety Element is most closely related to the Land Use Element and Conservation and Open Space

Element. The hazard monitoring and site-specific hazard analyses required by the Safety Element will influence land use by concentrating development away from hazardous areas. The Land Use Element also includes policies and actions to create a more sustainable community and reduce the impacts of hazards with climate change, such as encouraging transit-oriented development, minimizing urban heat through green space, and updating building code requirements to reduce energy and water demand, which will ultimately lead to a safer community. Similarly, the Conservation and Open Space Element protects and, where feasible, restores the City's natural resource areas, which allows the City to increase its resilience to climate change and hazards through natural infrastructure. Additionally, open space is often a suitable use for hazard areas, such as flood zones, as they can more quickly recover from hazard events and provide additional benefit to the community.

The Circulation and Housing Elements are also closely related to the Safety Element. The guidelines provided in the Safety Element that minimize the impacts of potential hazards to citizens and property are interrelated with Housing Element guidelines and standards. The relationship between the Circulation and Safety Element is important to ensure continued access to hazard areas when accommodating housing and maintaining evacuation routes. Air quality and environmental justice are not required elements of Pismo Beach's General Plan; however, they are important topics and related to the Safety Element as they affect the overall health of the community.

1.3 Relationship to Community Vision

Consistent with the Community Vision described in the introductory chapter, the City has developed guiding principles to set the framework for this Safety Element. The Safety Element strives to implement the community vision through its goals, policies, and actions, and is built around the following guiding principles:

Be a Well-Prepared Community

The community is susceptible to a variety of hazards, including more frequent and intense hazardous events due to climate change. Although difficult to predict, being prepared to respond and recover quickly from a hazardous event is critical to ensure the safety and resilience of the community. This element shall identify the risks and provide a roadmap for educating the community, and preparing every needful thing to ensure that communication protocols, evacuation procedures, essential facilities and services, mutual aid agreements, and other priorities are all in proper condition and operating smoothly to successfully endure and quickly bounce back from a hazardous event.

Minimize Future Risk

As the community grows and as existing development is maintained and redeveloped over time, it is important to protect life and property and site structures and infrastructure to minimize risk. This element shall put in place policies and programs to ensure that City codes, protocols and studies are kept up to date to ensure that appropriate safeguards and preventative measures are in place at appropriate times for all hazards for which the community is susceptible.

Protect the Shoreline from Erosion

The City's rocky and sandy shoreline and coastal bluffs provide a unique and pristine resource that draw residents and visitors alike. Protecting the shoreline from erosion shall be done through natural means, with protective devices placed only when necessary to mitigate adverse impacts on the local shoreline or protect structures, coastal dependent uses, and public beaches in danger of erosion. This element shall provide policies that guide the community and decision makers to effectively manage and protect the City's valuable shoreline.

Hotels are a vital component of the City's economy and community fabric. They employ local residents, contribute to the City's revenue, and they provide visitors from both the local region and out-of-state to experience California's central coast. In a small seaside community like Pismo Beach, the hotel industry's location near the shoreline is a significant asset and benefit. One of the primary reasons that visitors are attracted to the City's hotels is the opportunity to relax and enjoy recreation by the ocean. In an effort to support hotel uses and provide visitors to the City with the best possible experience, the continued location of hotel development near the shoreline should be allowed and encouraged.

2. Climate Change

Although climate change is not a hazard in and of itself, variations in climate conditions are anticipated to make existing hazards more severe or cause them to occur more frequently.

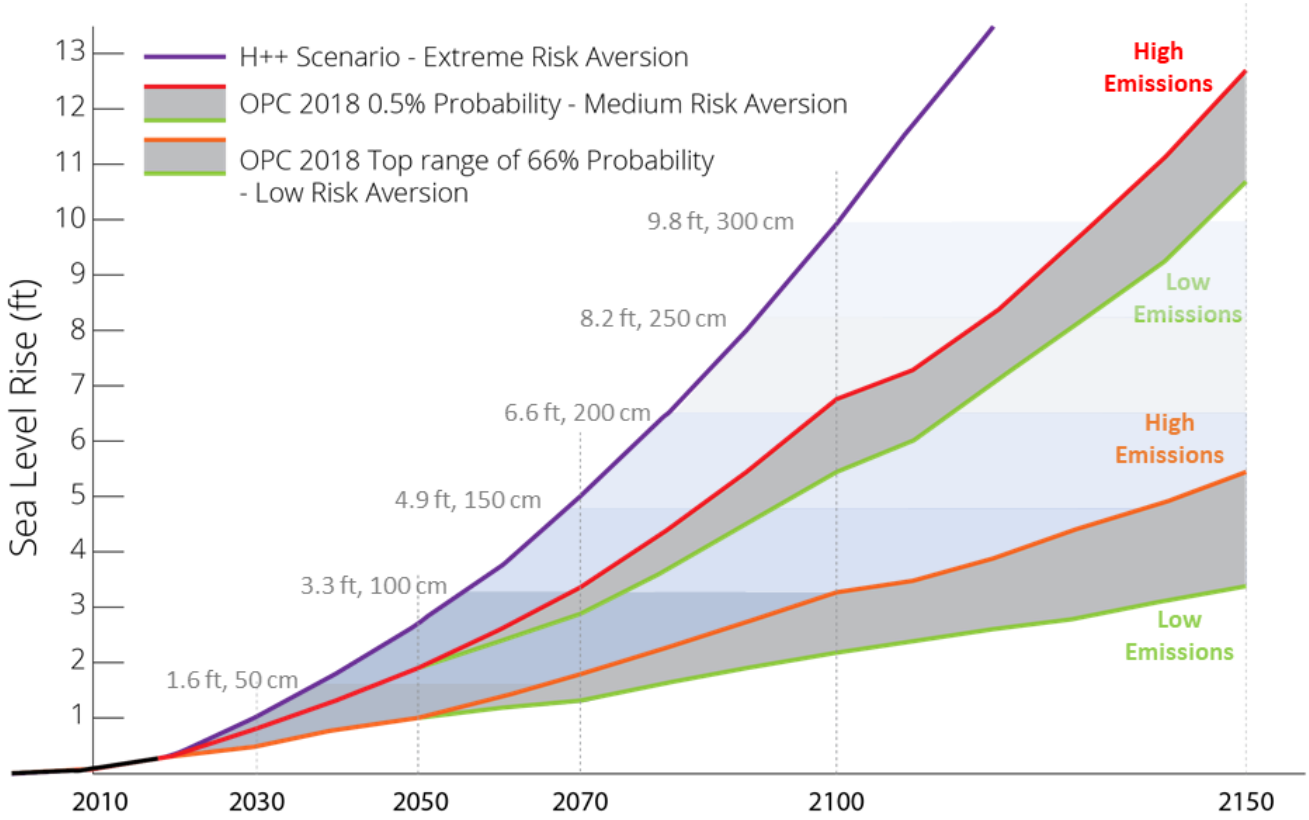
The climate in California is changing, and the effects, such as rising average temperatures, more intense storms, and higher sea levels, are expected to continue and worsen in the coming decades. Climate change is caused by an increase in greenhouse gases in the Earth's atmosphere, which is caused by the burning of fossil fuels. Greenhouse gases trap heat, causing average global temperatures to rise, which results in a multitude of effects. The amount of climate change the Earth will experience is dependent on the amount of greenhouse gases emitted, which in turn is dependent on human behavior. Therefore, climate change projections are surrounded by much uncertainty.

2.1 Sea Level Rise

Scientists predict that the frequency and intensity of coastal hazards will increase in the future with climate change. Sea level rise is one manifestation of climate change and is primarily caused by the expansion of warming ocean water and the melting of land ice as Earth's temperature rises. As the air gets warmer, the oceans and seas will absorb much of that excess heat. Added heat will cause the water to expand, increasing its volume. In addition, warmer temperatures will melt land-based ice sheets, contributing even more water to the oceans. As described in the sections below, an increase in sea level will affect the future rates of beach and bluff erosion, coastal flooding, and coastal storms, which will in turn impact coastal resources and development as they become more exposed to hazards over time.

To better understand the future hazards and risks associated with sea level rise, the City prepared a Sea Level Rise Vulnerability Assessment (City of Pismo Beach 2019), consistent with the CCC's adopted Sea Level Rise Policy Guidance (CCC 2018). The Vulnerability Assessment used a range of sea level rise projections, based on multiple greenhouse gas emissions scenarios. **Figure S-1**, Sea Level Rise Projections, depicts the sea level rise projections utilized in the Vulnerability Assessment and indicates

what Pismo Beach may potentially be subject to through approximately year 2150. **Figure S-1**, Sea Level Rise Projections, also identifies the probability or likelihood that a particular sea level rise



projection will occur by a given year. The "H++" scenario represents the extreme amount of sea level rise that could occur due to instability of the Antarctic ice sheet and does not have an associated likelihood or probability.

Figure S-1 Sea Level Rise Projections (feet) through 2150[1]

Source: Ocean Protection Council 2018.

Note: These sea level rise amounts are relative to mean sea levels as measured in 2000. The sea level rise projections were identified in the City of Pismo Beach Sea Level Rise Vulnerability Assessment (City of Pismo Beach 2019), which utilized projections developed in State of California Sea-Level Rise Guidance: 2018 Update (Ocean Protection Council 2018).

The Vulnerability Assessment uses these sea level rise projections, combined with coastal hazard models, to map areas that may be subject to coastal hazards with sea level rise (**Figures S-2 to S-9**). The maps include erosion hazards (**Figures S-2 to S-5**) and flood hazards (both non-storm and 100-year storm conditions) (**Figures S-6 to S-9**) with varying increments of sea level rise.

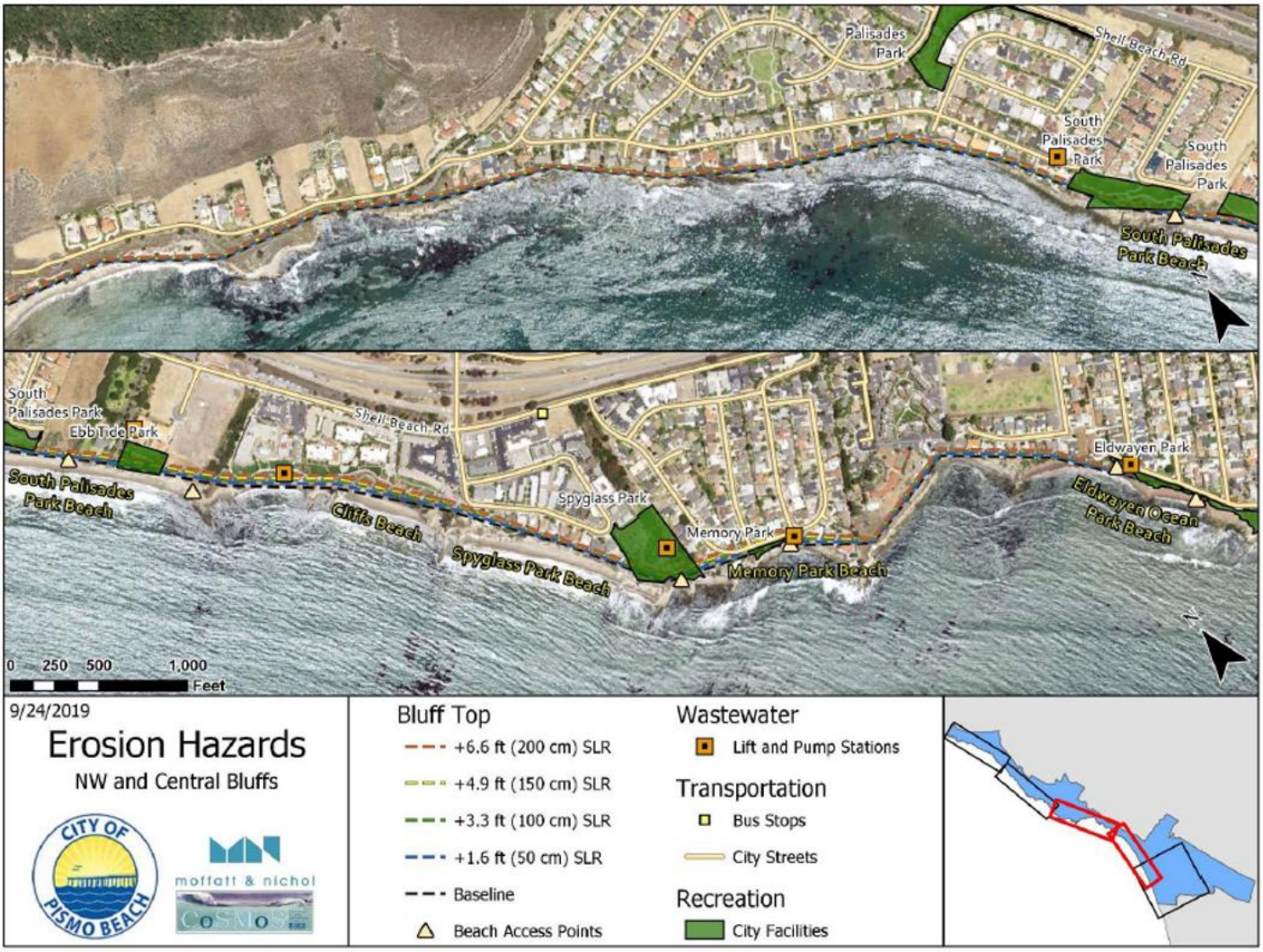


Figure S-2. Projected Bluff Erosion Hazards Along the Northwest Coastline of Pismo Beach – Current Conditions to up to 6.6 Feet of Sea Level Rise (SLR)

Source: City of Pismo Beach 2019.

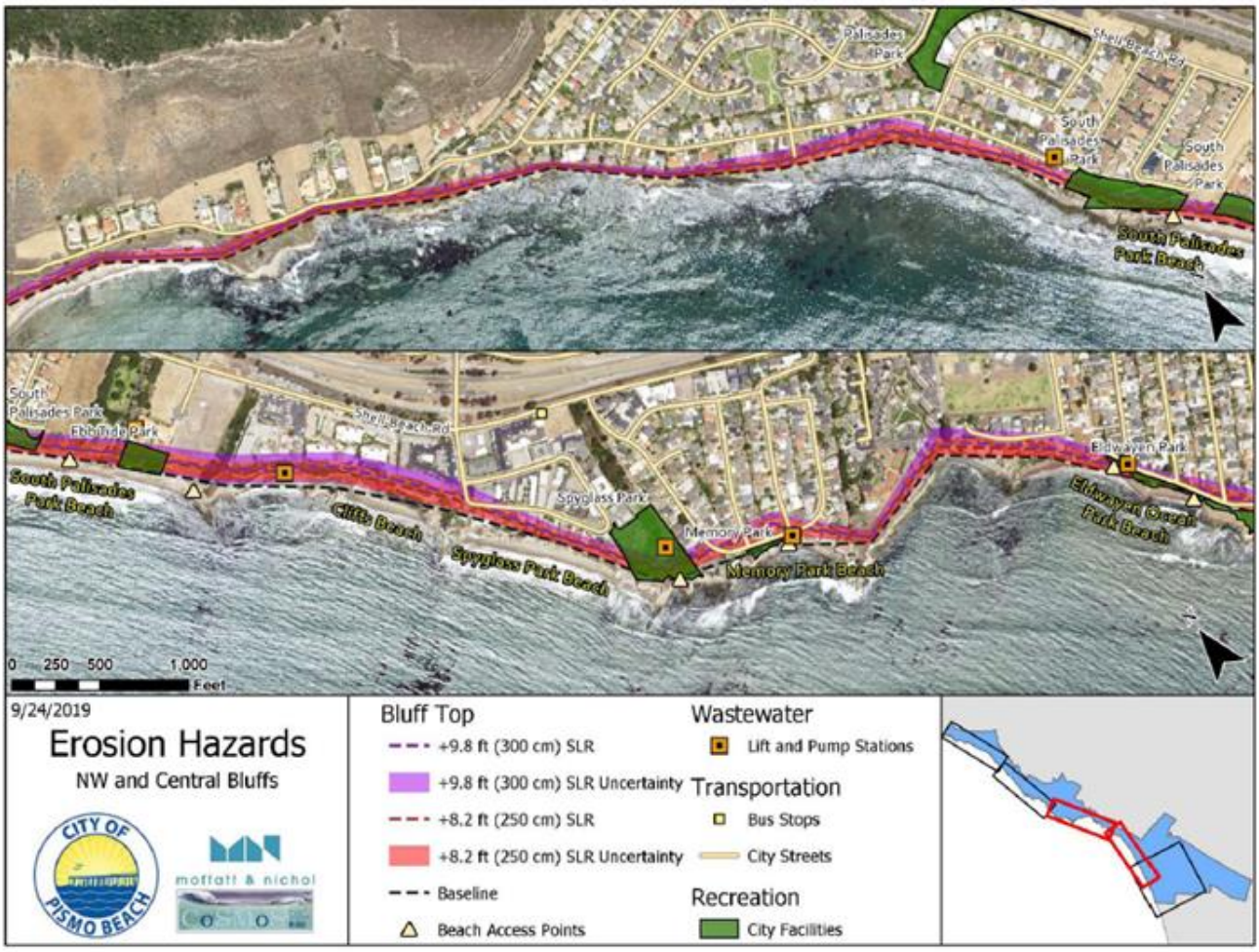


Figure S-3. Projected Bluff Erosion Hazards Along the Northwest Coastline of Pismo Beach – Current Conditions 8.2 to 9.8 Feet of Sea Level Rise (SLR)

Source: City of Pismo Beach 2019.

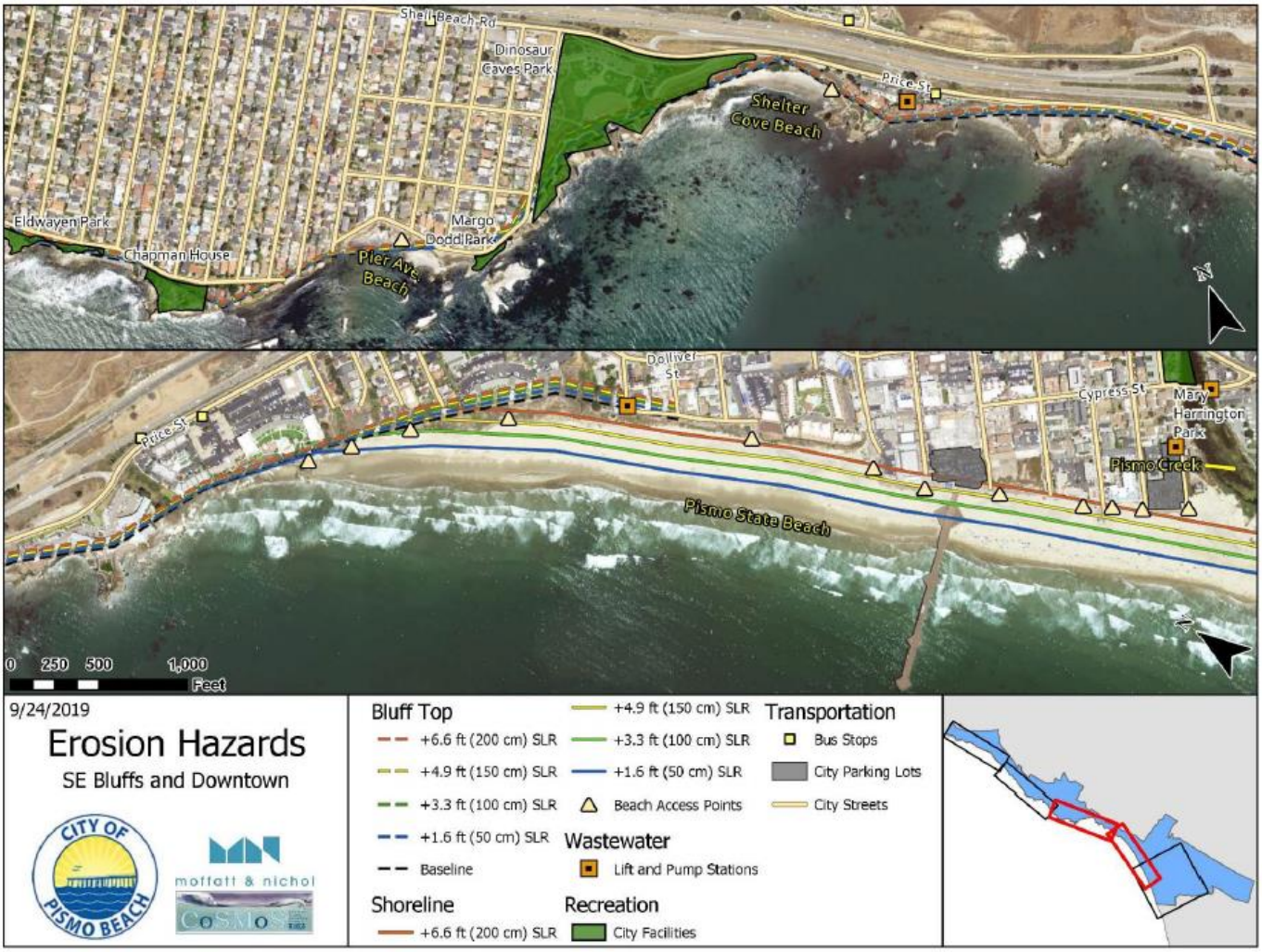


Figure S-4. Projected Bluff and Shoreline Erosion Hazards Along the Central Coastline of Pismo Beach – Current Conditions to Up to 6.6 feet of Sea Level Rise (SLR)

Source: City of Pismo Beach 2019.

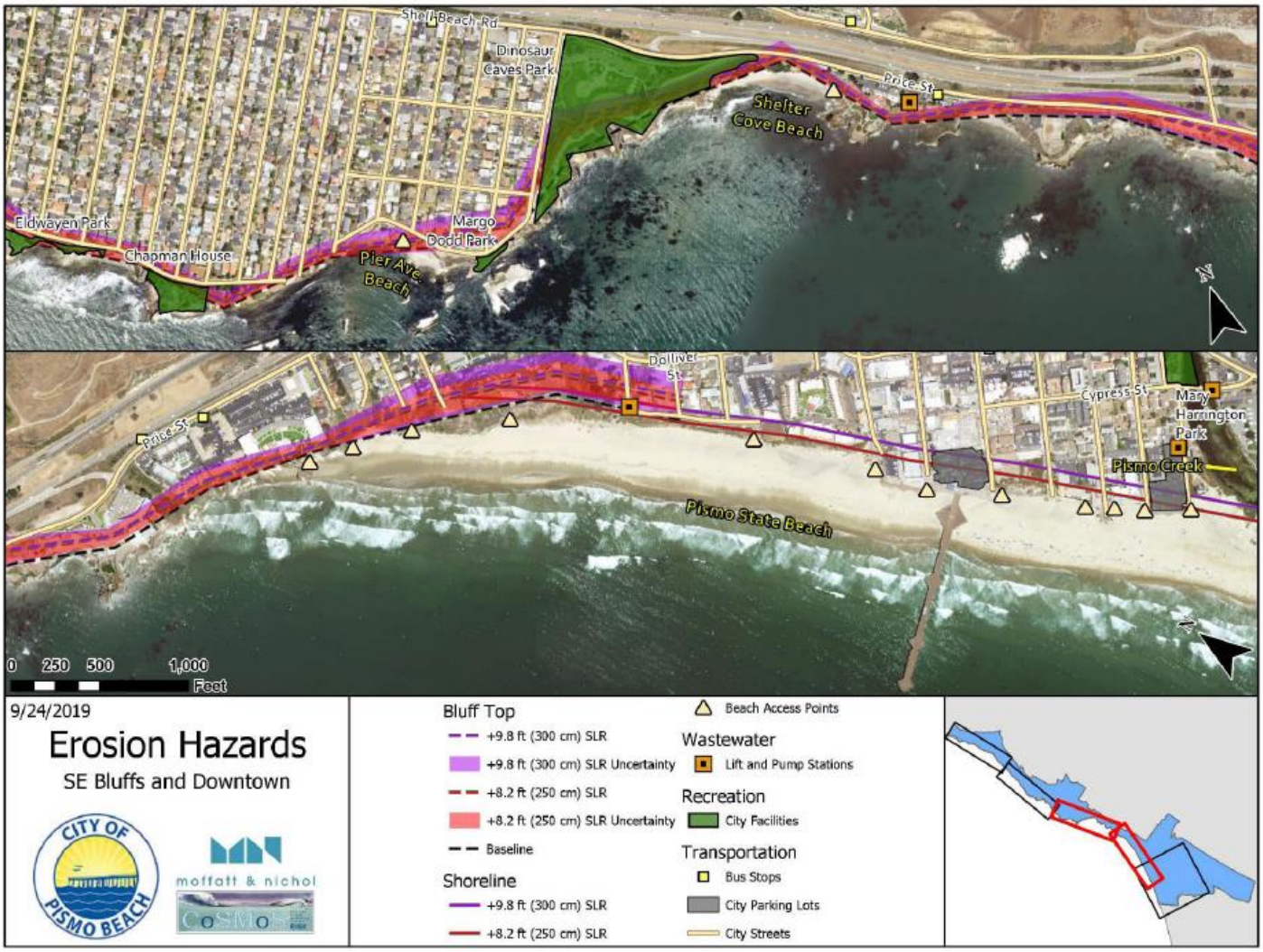


Figure S-5 Projected Bluff and Shoreline Erosion Hazards Along the Central Coastline of Pismo Beach – 8.2 feet to 9.8 feet of Sea Level Rise (SLR)

Source: City of Pismo Beach 2019.

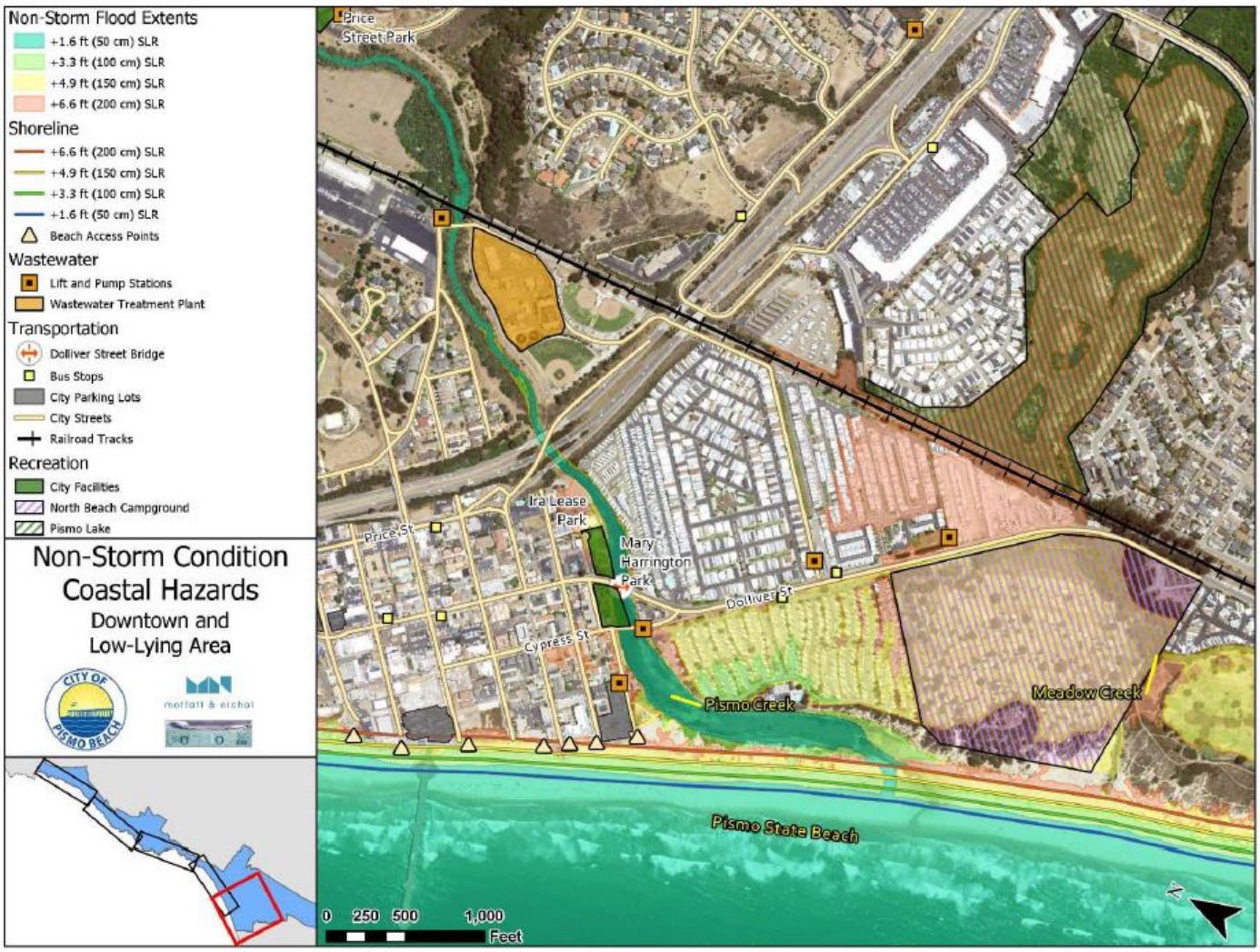


Figure S-6. Projected Non-Storm Flood Hazards and Shoreline Erosion Along the Southern Coastline of Pismo Beach – Current Conditions to Up to 6.6 feet of Sea Level Rise (SLR)

Source: City of Pismo Beach 2019.



Figure S-7. Projected Non-Storm Flood Hazards and Shoreline Erosion Along the Southern Coastline of Pismo Beach – 8.2 feet to 9.8 feet of Sea Level Rise (SLR)

Source: City of Pismo Beach 2019.

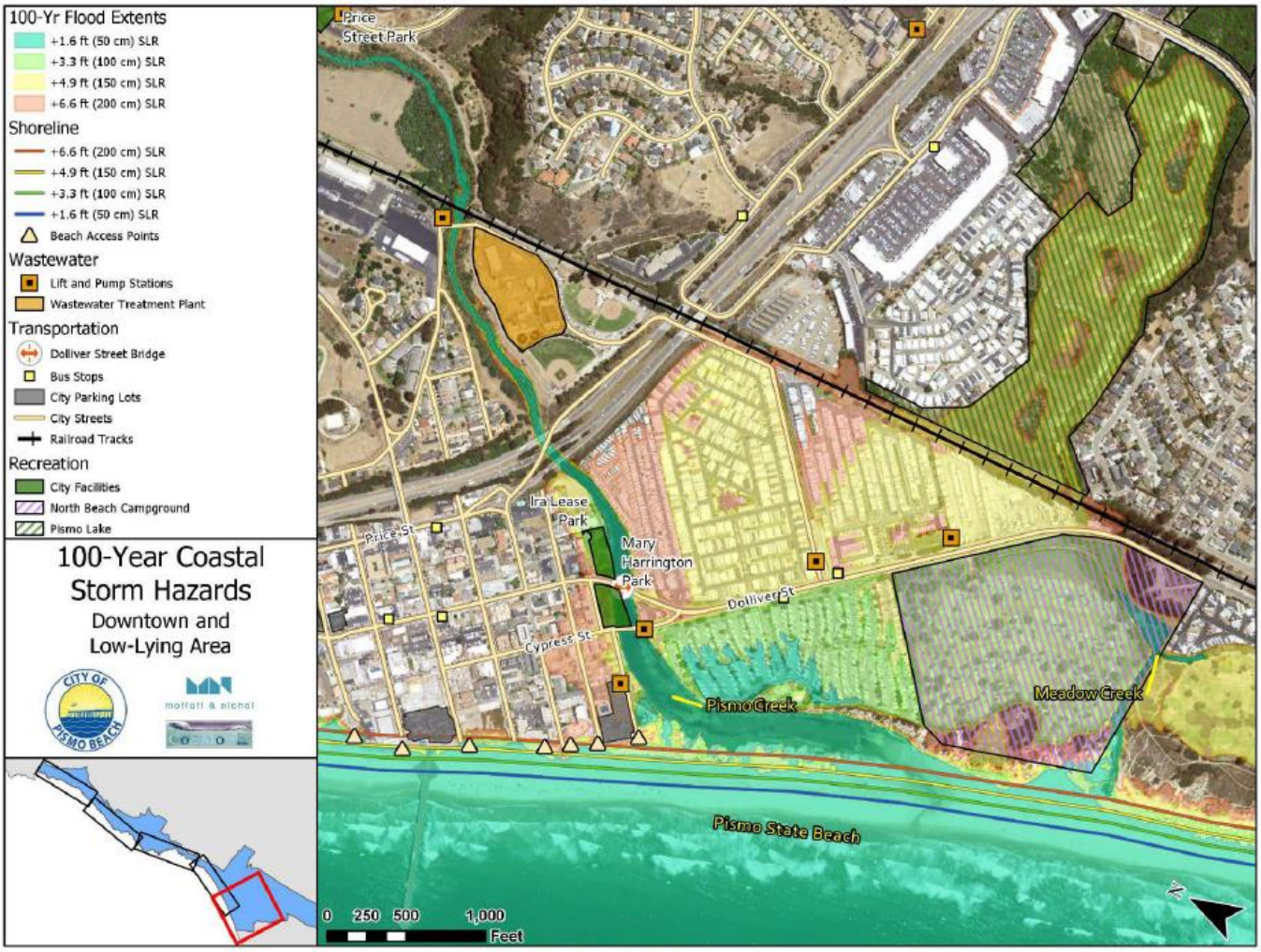


Figure S-8. Projected 100-Year Storm Flood Hazards and Shoreline Erosion Along the Southern Coastline of Pismo Beach – Current Conditions to Up to 6.6 feet of Sea Level Rise (SLR)

Source: City of Pismo Beach 2019.

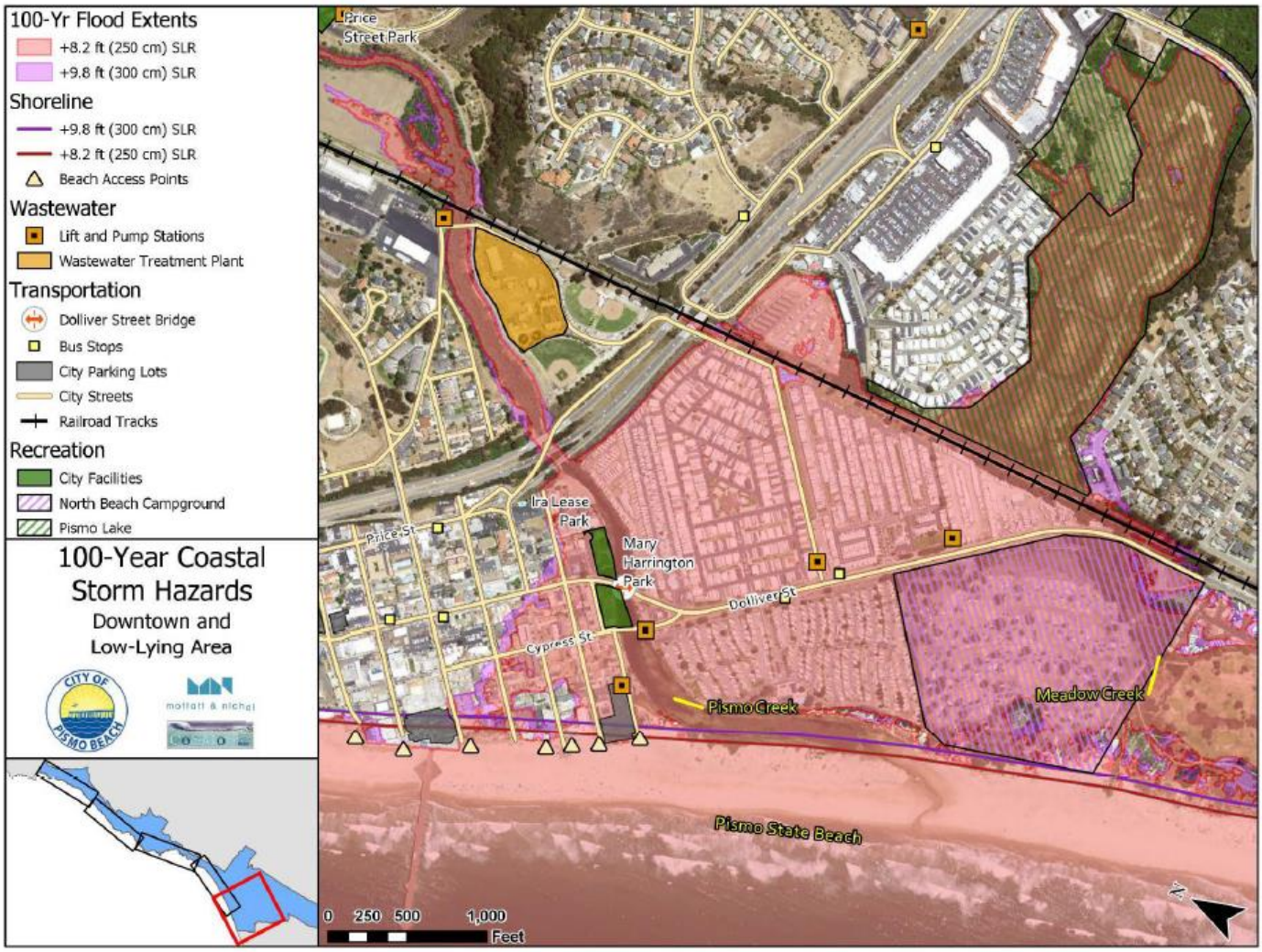


Figure S-9. Projected 100-Year Storm Flood Hazards and Shoreline Erosion Along the Southern Coastline of Pismo Beach – 8.2 feet to 9.8 feet of Sea Level Rise (SLR)

Source: City of Pismo Beach 2019.

After identifying the potential hazard areas, the City prepared a Sea Level Rise Adaptation Plan (City of Pismo Beach 2020a), which outlines a framework of options for adapting to potential future hazards with sea level rise and increasing the City's resilience. The results of the Vulnerability Assessment and the recommendations of the Sea Level Rise Adaptation Plan have been used to guide the development of the policies in this GP/LCP.

2.2 Extreme Heat

Days that reach or exceed 87.7°F in Pismo Beach are described as extreme heat days and are considered a health hazard. Because of climate change, the annual average temperature over the contiguous United States is projected to rise, leading to an increase in extreme heat days each year. As shown in **Figure S-10**, extreme heat days and prolonged heat waves are forecasted to become regular occurrences in the Pismo Beach area. Between the years 2020 to 2050, Pismo Beach is projected to experience five extreme heat days each year (CEC 2019). This represents one more day per year than Pismo Beach experienced on average from 1961 to 1990.

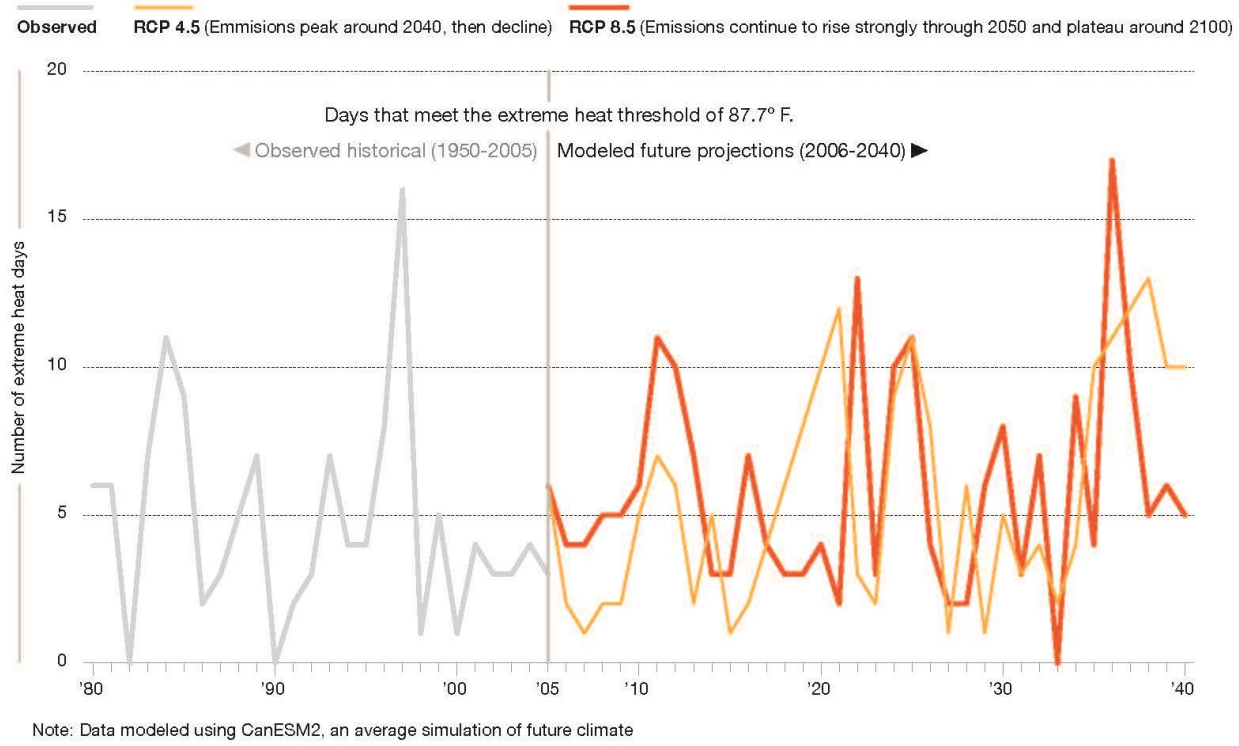


Figure S-10. Average Number of Extreme Heat Days

Source: CEC 2019.

Extreme heat exposure can be described as the frequency and degree to which a community or person experiences extreme heat. Localized factors such as shade, greenspace, and proximity to the ocean can affect how much certain neighborhoods or districts are exposed to extreme heat. The amount of non-natural surfaces, like asphalt, is another contributing factor that can create a heat-island effect (i.e., areas that are significantly warmer than their surroundings due to human activities). This makes the affected area warmer during the day and limits its ability to cool off after the sun goes down. Another form of exposure to extreme heat is individual exposure. This occurs when a person must be outside during

extreme heat events out of necessity. This can include outdoor workers or people who commute by walking or biking. It is important to consider these factors when addressing extreme heat as a hazard.

Sensitivity to extreme heat refers to people who experience greater impacts under the same level of heat exposure. People who are more sensitive to extreme heat include those with physiological factors such as low birthweight, children under 5, and adults over 65. Older adults and young children are more likely to experience adverse health effects, including hospitalization from heat stroke, at lower temperatures than the general population. As of 2017, 33.3% of Pismo Beach's population was over the age of 65 (U.S. Census Bureau 2019), increasing their sensitivity to extreme heat. Economic factors, such as poverty and the age of housing stock, can determine whether housing has air conditioning available, which also contributes to extreme heat sensitivity. In Pismo Beach, only 34% of households have access to air conditioning, making it more difficult to adapt to increased heat days. With rising temperatures due to climate change, sensitive populations may experience greater impacts and adverse health effects.

2.3 Air Quality

Air quality will decrease and air pollution will increase as a result of climate change, with added ozone production, increased wildfire frequency and intensity, and higher levels of allergens.

Ozone

Ground level ozone is an air pollutant and is involved in the creation of smog. Ozone is created through a photochemical reaction involving sunlight and other pollutants. The biggest contributor to ozone levels in Pismo Beach is vehicle exhaust. Increased extreme heat events are also projected to increase ground-level ozone.

Smoke

Due to an increased frequency of drought and overall warmer temperatures, the frequency and intensity of wildfires are expected to increase in the region, further described in Section 2.7. Smoke from wildfires contains various pollutants, and when wildfires burn, these pollutants can cause short- and long-term heart and lung diseases.

Allergens

With warmer seasonal air temperatures due to climate change, the flowering time of plants can lengthen and result in more pollen released into the air. This has the potential to increase allergic reactions and asthma attacks (CDC 2019). As these events occur more frequently, people are likely to miss school and work more often, and to visit the hospital in extreme cases.

3. Hazards

Pismo Beach is potentially vulnerable to a variety of hazards. The City has experience responding to some of the hazards that have occurred historically. Others, such as those influenced by climate change, present a new challenge for the City and its residents. The Safety Element addresses existing and potential future risks associated with the following hazards and their effects in Pismo Beach:

- Bluff erosion
- Flooding
- Coastal storms
- Geologic and seismic events
- Tsunami
- Wildfire
- Hazardous materials and wastes

After identifying the potential hazard areas, the City prepared a Sea Level Rise Adaptation Plan (City of Pismo Beach 2020a), which outlines a framework of options for adapting to potential future hazards with sea level rise and increasing the City's resilience. The results of the Vulnerability Assessment and the recommendations of the Sea Level Rise Adaptation Plan have been used to guide the development of the policies in this GP/LCP. The Vulnerability Assessment and Adaptation Plan may be used as guidance when implementing the GP/LCP, but only to the extent that they are consistent with any other provisions of the certified LCP.

3.1 Bluff Erosion

Bluff erosion is typically grouped into two general categories: (1) bluffs can suddenly erode or fail in episodic events, usually during a single storm event or season; or (2) bluffs can erode gradually through grain-by-grain erosion. Erosion rates often vary from parcel to parcel based on several factors, including the geologic makeup of the bluff, the presence of shoreline protection, drainage patterns, etc.

Approximately 5 miles of the northwest portion of Pismo Beach's shoreline consists of bluffs ranging in height from 10 to 100 feet. The bluff-backed beaches of this area are often narrow and steep, making them especially susceptible to seasonal effects. These narrow beaches provide little protection from intense winter storms, exposing the bluffs to direct wave impact and potentially significant erosion.

The Santa Maria River represents the largest source of sediment for Pismo Beach, with additional sediment provided by smaller creeks including the Arroyo Grande Creek and San Luis Obispo Creek. Bluff erosion likely only supplies sediment for beach formation at the base of a given bluff and most sediment is supplied by fluvial sources that currently have impaired sediment supply capabilities.

Historically, bluff erosion in Pismo Beach has occurred episodically, with several feet to several tens of feet of the bluff eroding in a single season or storm event. In 1978, bluff erosion caused by severe storms damaged eight homes. In 1998, bluff failures damaged five City roads. In 2009 and 2011, the beginnings of bluff erosion at State Highway 1 and the sewage pumping station at Shell Beach led to emergency stabilization work to protect the vulnerable areas and infrastructure.

While many of the bluff-top parcels are vulnerable to erosion hazards under existing conditions, each increment of sea level rise will exacerbate these hazards. Sea level rise will result in additional wave energy at the base of the bluffs and will increase the potential for bluff collapse. **Figures S-2 to S-5** depict potential future bluff erosion conditions with varying amounts of sea level rise.

Because bluff erosion is unpredictable and episodic, it is difficult to forecast this type of hazard with much certainty over large areas or long time frames; however, current best available science indicates that bluff erosion has the potential to impact a variety of development types and coastal resources. According to the Vulnerability Assessment (City of Pismo Beach 2019), vulnerable assets include private

residences, visitor-serving accommodations, public recreation areas and access ways, and critical public infrastructure. The Vulnerability Assessment predicts that the first row of development from the bluff edge is most likely to be vulnerable to bluff erosion hazards until extreme sea level rise scenarios are reached, at which point development landward of the first row of development could also become threatened. In addition to private development, there are a number of vulnerable storm drain outlets that terminate at the bluff face, multiple wastewater lift stations that have already been affected by bluff erosion hazards, and utility infrastructure that is buried beneath the bluff-top roads, including Ocean Boulevard and Price Street, all of which may be subject to bluff erosion hazards both currently and in the future. In addition, the City maintains several bluff-top parks that are vulnerable to erosion hazards and the Chapman Estate, which is located on a corner-like bluff-top lot that has experienced bluff erosion and collapse in the past and is expected to worsen with sea level rise.

Past bluff erosion conditions have led to the construction of a variety of shoreline protection devices along the City's bluffs; portions of the bluffs have been lined with riprap and multiple types of seawalls, including concrete, shotcrete, terrace, and wooden pile. In addition to devices constructed by private property owners, the City has constructed shoreline protective devices to address erosion threats to critical public infrastructure, including devices at the Andrews Street Lift Station near Memory Park, Vista del Mar Lift Station near Eldwayen Ocean Park, and Cypress Street Lift Station. Constructed sand berms have also been utilized as a temporary bluff protection measure at the northwest limit of Pismo State Beach. The ability of existing shoreline protective devices to tolerate the increased wave action associated with sea level rise, and to continue to serve their protective function, will vary parcel by parcel, depending on the age, condition, and exposure of a given device.

3.2 Flooding

Floods are among the most frequent and costly natural disasters in terms of human hardship and economic loss and are usually caused by weather events. Floods can cause immediate substantial damage to structures, natural features, and utilities, as well as immediate life and safety issues and prolonged health concerns. Warning systems and evacuation procedures are of critical importance to reduce life and safety impacts from flood hazards.

Generally, flooding occurs in low-lying areas near creeks and other waterways; this area adjacent to a river or stream channel is the floodplain. In its common usage, the floodplain most often refers to the area that would be inundated by the 100-year flood, or the flood that has a 1% chance of being equaled or exceeded in any given year. The 500-year flood is the flood that has a 0.2% chance of being equaled or exceeded in any given year. A 500-year flood event would be slightly deeper and cover a greater area than a 100-year flood event. The potential for flooding can change and increase through various land use changes and changes to the land surface, such as conversion of natural land to asphalt. **Figure S-11,** FEMA Special Flood Hazard Map, depicts the current Federal Emergency Management Agency (FEMA) special flood hazard area maps.

The City has undertaken efforts to reduce the effects of flooding on its citizens. The City has been a FEMA National Flood Insurance Program participating community since 1984 and will continue to comply with the National Flood Insurance Program. This includes ongoing activities such as enforcing local floodplain development regulations in the Floodplain Overlay Zone, including issuing permits for appropriate development in Special Flood Hazard Areas, and ensuring that this development is

mitigated in accordance with the regulations. This also includes periodic reviews of the floodplain ordinance to ensure that it is clear and up to date and reflects new or revised flood hazard mapping. Pismo Beach does not currently have any Repetitive Loss or Severe Repetitive Loss properties.

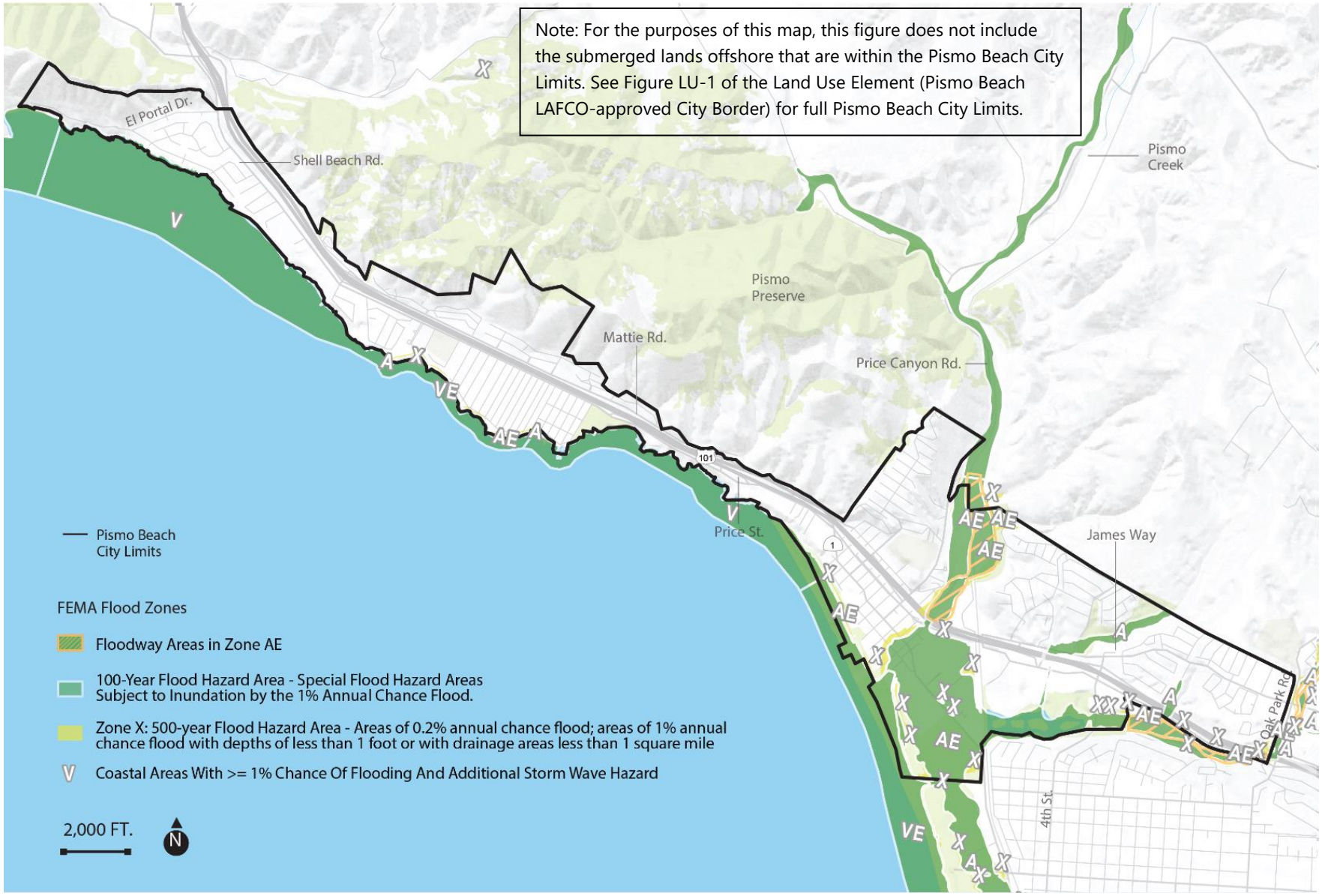


Figure S-11 FEMA Special Flood Hazard Map

Source: FEMA 2017. Map intended for planning purposes only.

Pismo Beach is susceptible to various types of flood hazards, including riverine or fluvial flooding, coastal storm flooding, and flooding caused by dam failure.

Coastal floods come from large waves in the Pacific Ocean and can be affected by storm surge. Coastal floods can be very dangerous when high waters are combined with the destructive forces of waves. In low-lying coastal areas, storm surge and flooding can reach many miles from the shoreline, flowing up rivers and across flat land. Sea level rise will increase the frequency and intensity of coastal flood hazards. Coastal storm hazards are addressed in more detail in Section 2.3 Coastal Storms.

Riverine or Fluvial Flooding

Riverine or fluvial flooding is defined as the condition when a watercourse (e.g., river or channel) exceeds its capacity. This typically occurs as a result of prolonged rainfall, or rainfall that is combined with already saturated soils from previous rain events. The onset and duration of riverine floods may vary from a few hours to many days. Factors that directly affect the amount of flood runoff include precipitation amount, intensity and distribution, the amount of soil moisture, seasonal variation in vegetation, snow depth, and water-resistance of the surface due to urbanization.

Pismo Beach has two areas that are vulnerable to potential fluvial flood hazards: the Pismo Creek/Price Canyon and Meadow Creek/Pismo Marsh drainage ways (**Figure S-11**). Much of the development along Pismo Creek, south of U.S. Highway 101, falls withbin the FEMA 1% Annual Chance Flood Hazard Zone, or the 100-year floodplain (**Figure S-11**).

The majority of the Meadow Creek floodplain within the City limits is contained within the California Department of Fish and Wildlife Pismo Creek Ecological Preserve. The preserve is bounded on all sides by slopes, which rise over the 100-year flood level, thus containing flooding within the Preserve boundary. Meadow Creek leaves the Preserve at State Highway 1, which crosses the creek via a low-lying bridge. The creek channel occasionally floods State Highway 1, the commercial property to the north of the creek at State Highway 1, and the North Beach campground during periods of heavy storm flows. The level of flooding is also affected by tidal conditions.

With the aid of the U.S. Army Corps of Engineers, the City has made some alterations to the Pismo Creek channel to reduce flood hazards. Nevertheless, the area of Pismo Beach most prone to coastal and fluvial flooding is between the southern side of its Downtown and the southern City boundary, including the banks of Pismo Creek, Pismo Lake, and the visitor facilities, mobile home communities, and attractions between U.S. Highway 101 and the coastline. The City has also completed the Bello Bridge Replacement Project, which replaced the aging Bello Bridge (constructed in 1913) with a new bridge that is able to withstand flooding hazards and provides an important link across Pismo Creek for both residents, visitors, and emergency responders.

The Pismo Beach Wastewater Treatment Plant is located near Pismo Creek and partially situated within the FEMA regulatory floodway. The plant was originally constructed in the 1950s and provides wastewater treatment services to Pismo Beach and several neighboring communities to the south. The plant appears to be protected from the current main channel of Pismo Creek northeast of U.S. Highway 101 by a large levee. The Vulnerability Assessment did not predict tidal or extreme storm flooding on the protected side of this levee in any sea level rise scenario, including extreme ones (City of Pismo Beach 2019).

Flooding from streams and rivers that meet the ocean can also be affected by sea level rise. The dry beach fronting Pismo Creek can sometimes form a sand barrier at the creek mouth, causing water to pond behind the beach berm during a stream or river flooding event until the berm is breached. As sea level rise pushes the beach berm landward and upward, the elevation at which breaching occurs will also increase, leading to additional flooding around the creek mouth. As depicted on **Figures S-6 to S-9,** shoreline erosion and increased water surface elevations in Pismo Creek will significantly increase coastal flooding risks to development southeast of Pismo Creek, including the RV resort and mobile home park. These low-lying areas will also be exposed to increasing flood hazards due to the potential for barrier beach flooding during relatively minor flood events on Pismo Creek.

Increased coastal flooding with sea level rise will also affect development in the southeast portion of Downtown, with development first exposed to flooding during large storms and then eventually exposed to tidal flooding with greater amounts of sea level rise. Eventually, non-storm high tide events combined with sea level rise may resemble current storm flooding events. Multiple pump and lift stations in the Downtown area are already exposed to flooding hazards during extreme fluvial storm events. Tidal flooding is not expected to reach these pump stations until sea level rise exceeds 6.6 feet.

People who are unable to evacuate are the most vulnerable to flooding. In Pismo Beach, households without cars and older adults are the most vulnerable. Approximately 40% of housing units in Pismo Beach are occupied by renters, who are less likely to have flood insurance and are more likely to be displaced in a flood.

Dam Failure

Along with Grover Beach and Arroyo Grande, Pismo Beach is among the communities in the County at risk of a dam failure incident. The Lopez Dam, a high hazard earthen dam located upstream from the community, poses a great risk to Pismo Beach if an incident was to occur. According to the County's HMP, Failure of the Lopez Dam would inundate areas within the southern portion of the City limits (County of San Luis Obispo 2019) (**Figure S-12**).

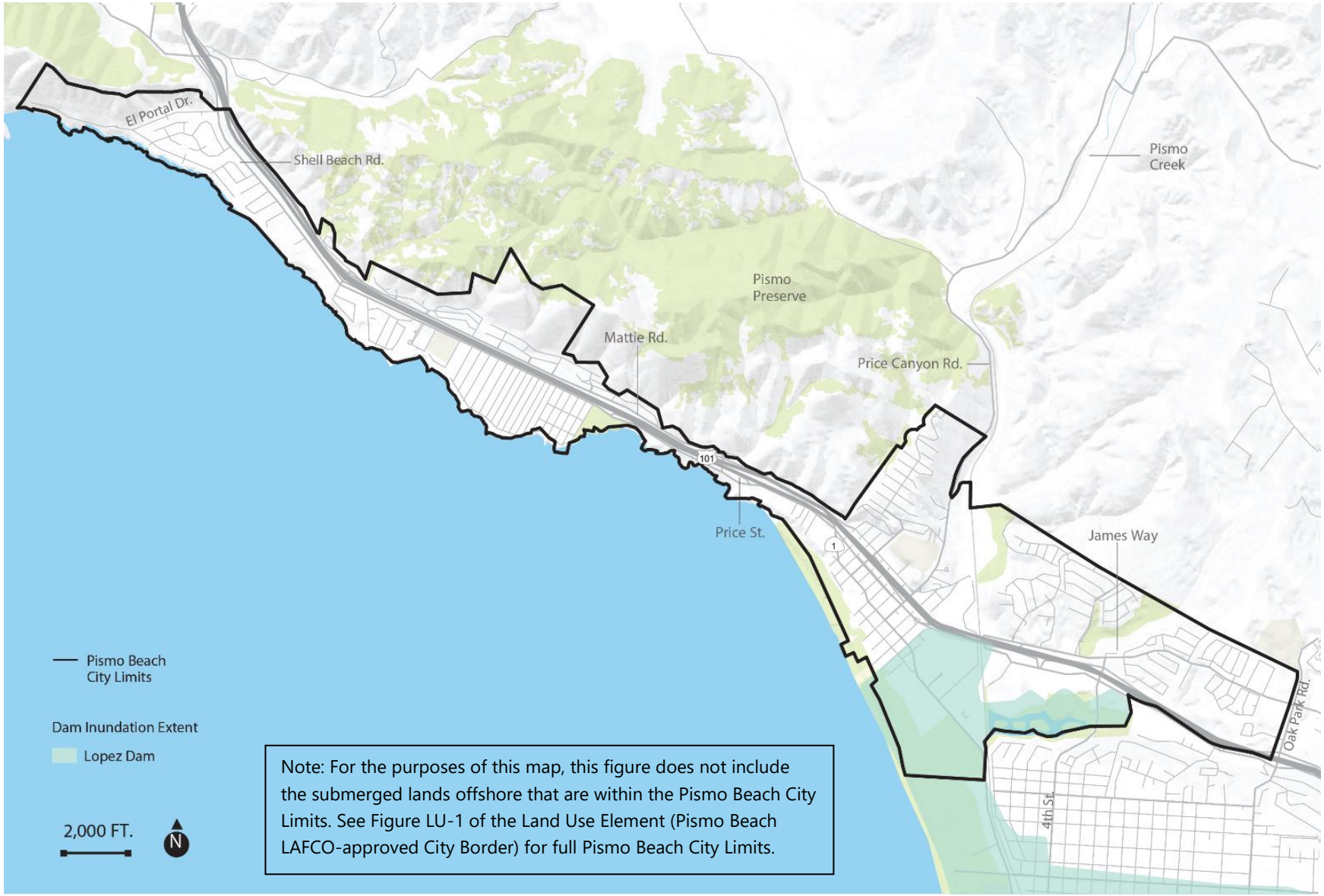


Figure S-12 Dam Inundation

Source: County of San Luis Obispo 2019. Map intended for planning purposes only.

Most of the properties that would be impacted by failure of the dam are residential. Flooding from failure of the Lopez Dam could require mass evacuations and easily overwhelm local response capabilities to save lives. Impacts to life safety will depend on the warning time and the resources available to notify and evacuate the public. Loss of life could result, and there could be associated health concerns as well as negative effects to local buildings and infrastructure.

3.3 Coastal Storms

Coastal storms include tidal flooding, storm surge, and wave action. Coastal storms are volatile and can cause sea levels to temporarily rise much higher than is customary. Storm surge, the most damaging feature of a coastal storm, is the rise in water produced by a storm over and above expected tides. It is caused by the high winds and low atmospheric pressure of a coastal storm and forces water onto shore. Storm surge often results in an increased amount of coastal damage from wave run-up and flooding. The potency of the storm surge can be affected by the intensity and speed of a wave, along with the particular features of the coastline. The combination of storm surge, wave power, and wind produced by a storm can further enhance the destructive forces along the coast. Because coastal storms can occur suddenly, they are most dangerous for those who cannot evacuate quickly.

The area near Downtown and the pier is currently exposed to coastal erosion, wave run-up, and flooding during extreme storm events. The City has requested FEMA disaster recovery funds for coastal storm damages for at least three storms since 1970. Like many coastal California cities, Pismo Beach experienced heavy damages during the 1982-1983 El Niño season. This storm season caused approximately $5.5 million in damages, including collapsing the last 400 feet of the pier, significant bluff failures, and structural losses along the Downtown waterfront. Concrete seawalls have lined areas near the pier since the 1970s and continue to be used today, in addition to steel sheet pile seawalls. Along the Downtown area of the City, the sandy beach area that includes Pismo State Beach is also susceptible to erosion. This potentially impacts beach recreation and coastal access opportunities for many visitors of the City and Pismo State Beach.

With climate change, the frequency, direction, and intensity of storms may transform, causing changes in the occurrences of high sea level extremes. But even if the storm system remains unchanged, sea level rise will amplify the exposure of the coast to storm-driven impacts. The effect of storms on coastal hazards is evident in **Figures S-6 and S-7**, which depict coastal hazards with sea level rise under non-storm conditions, and **Figures S-8 and S-9**, which depict coastal hazards with sea level rise and a 100-year flood event. A comparison of the two sets of figures shows the significant increase in hazards under storm conditions. Extreme amounts of sea level rise, combined with a 100-year storm event, could result in significant hazards in the low-lying Downtown area of Pismo Beach. Loss of the beach from sea level rise will exacerbate these impacts by reducing the natural storm buffer from wave attack for the downtown area. With extreme 6.6 feet of sea level rise, the shoreline is projected to retreat all the way to the back-beach line of development, leaving little or no dry beach remaining at Pismo State Beach (**Figure S-8**). Impacts to the RV resort are possible under lower sea level rise scenarios and potential impacts past Dolliver Street (including the railroad corridor, mobile home communities, and RV resort) are possible under greater amounts of sea level rise even without a storm event (**Figure S-7**) (City of Pismo Beach 2019).

3.4 Geologic and Seismic

Pismo Beach is vulnerable to geologic and seismic hazards that include landslides and slope instability, earthquakes, and liquefaction.

Landslides/Slope Instability

Landslides are a geological hazard caused by disturbances in the natural stability of a slope. They can be triggered by numerous factors, such as droughts, heavy rain, soil erosion or earthquakes. Different types of landslides vary in speed, as do the possible effects of the landslide. While slower moving landslides can cause gradual damage, rapid landslides, such as mudslides, can quickly destroy property and become life-threatening. The potential for unexpected and significant damage to property and human life increases the importance for appropriate landslide mitigation measures.

Geologists have documented a history of landslide events in Pismo Beach. Earthquake-induced landsliding was observed in the Pismo Beach foothills after the 2003 San Simeon earthquake. Much of the Pismo Foothills abutting Pismo Beach to the north and east are considered a high landslide risk (County of San Luis Obispo 2019). **Figure S-13** displays the areas in Pismo Beach at risk of a landslide.

Landslide risk areas are generally limited to portions along the foothills to the north of Pismo Beach. While much of these areas are undeveloped, they are uphill from developed areas and could impact development in the event of a landslide. Furthermore, Pismo Beach is among the communities in the County that has the most properties in the Moderate and High Landslide Potential areas. According to the County's HMP, approximately 950 residential properties are located in moderate or high-risk areas, along with four critical facilities, all microwave service towers (County of San Luis Obispo 2019). With fast-acting hazards, there may be little time for evacuation once the event has begun; therefore, those least able to evacuate, such as older adults and those without access to a car, are the most vulnerable to landslides

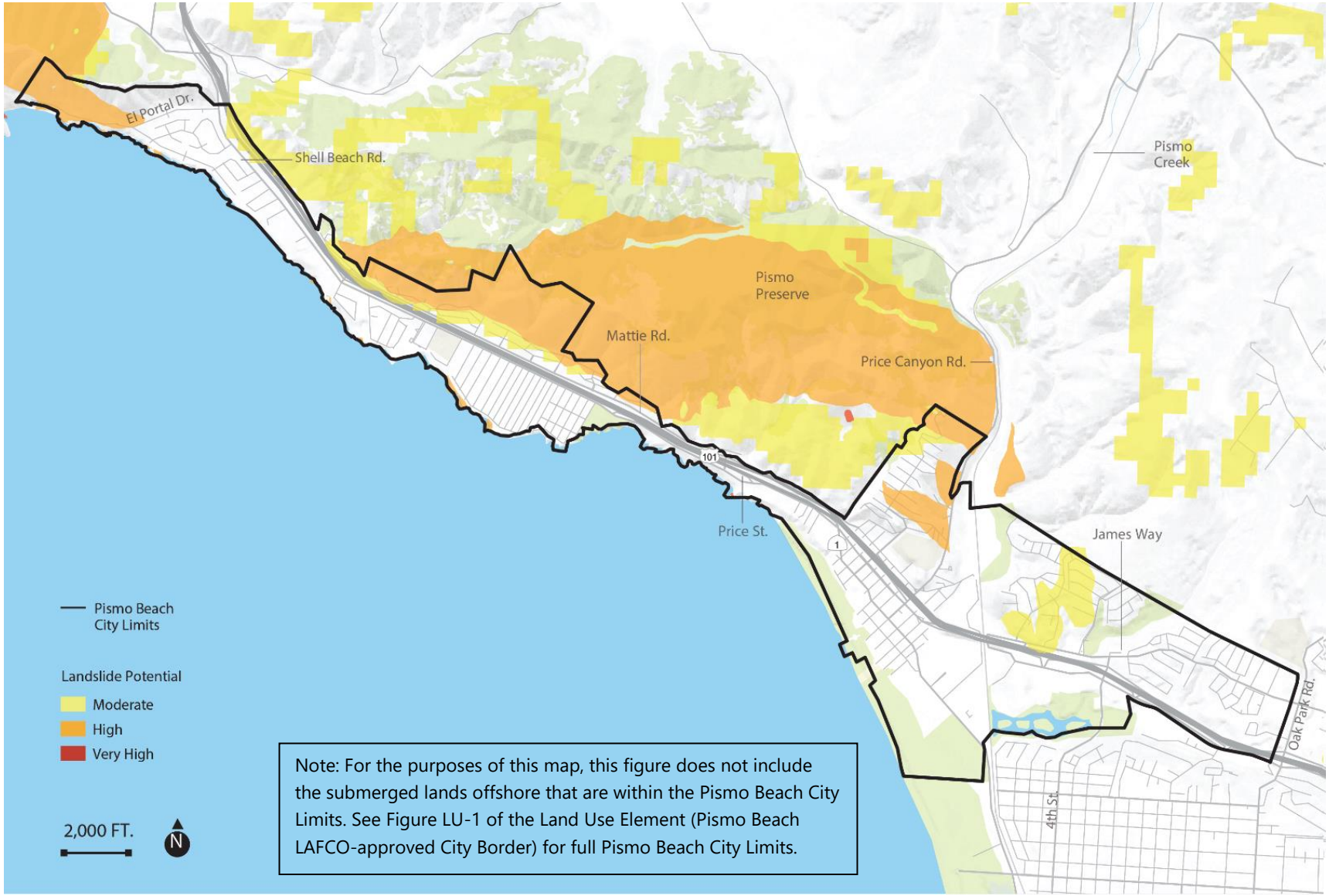


Figure S-13 Landslide Risk Areas

Source: County of San Luis Obispo 2019. Map intended for planning purposes only.

Seismic

While there are no Alquist-Priolo Earthquake Fault Zones within City limits, Pismo Beach is exposed to seismic hazards from movement along several regional faults. Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. The Alquist-Priolo Special Studies Zone Act (1994) defines an active fault as one that has ruptured in the last 11,000 years (DOC 2019). Maps of earthquake fault zones have been published by the California Geological Survey in accordance with the Alquist-Priolo Special Studies Zone Act. Seismic hazards, including active and potentially active faults near the City, are depicted on **Figure S-14**, Faults Near Pismo Beach. The Wilmar Avenue Fault is the only fault within City limits, and it terminates on the south end of the City. The Wilmar Avenue fault is exposed in the sea cliff near Pismo Beach and is considered potentially active but poses a moderate risk of fault rupture hazard to the Cities of Grover Beach and Arroyo Grande.

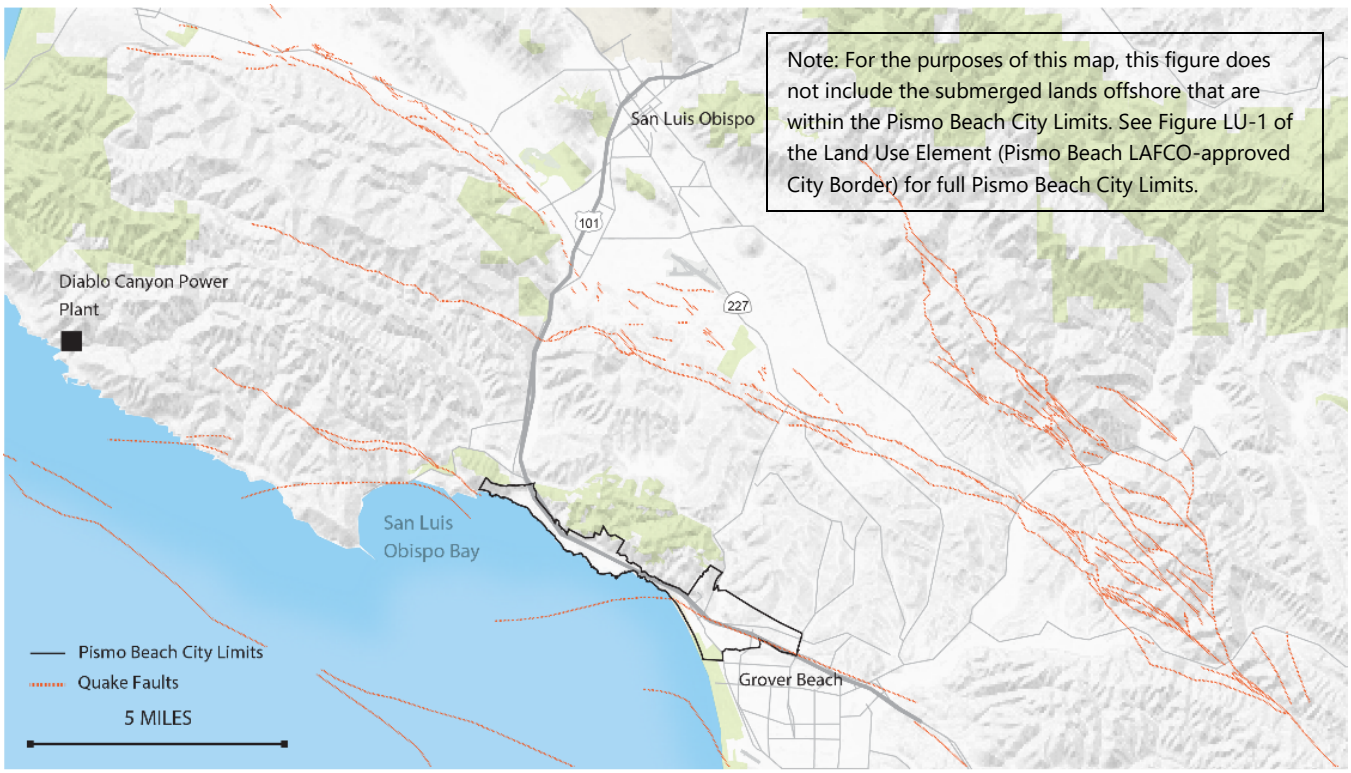


Figure S-14 Faults Near Pismo Beach

Source: DOC 2019. Map intended for planning purposes only.

Historically, the faults that have caused seismic activity in Pismo Beach have originated from movement along the southern segment of the San Andreas Fault, which is approximately 40 miles northeast of Pismo Beach. The largest historical earthquake that impacted Pismo Beach was the Bryson earthquake, a magnitude 6.2 event in November 1952. The Bryson earthquake caused damage to older, brick masonry buildings in Pismo Beach, but no deaths or injuries were reported. Due to their unpredictability, sensitivity to seismic hazards is different from many other hazards. The age of a home is one indicator of sensitivity to an earthquake; new standards for homebuilders have created more resilient foundations and homes. Homeowners with lower incomes are disproportionately impacted by geologic hazards due to a lack of capital to rebuild.

Fire Stations 63 and 64, the Police Annex, and Police Department/Emergency Operations Center are vulnerable to an earthquake event. The two public schools in the City of Pismo Beach, Judkins Middle School and Shell Beach Elementary, and the Happy Time Cooperative Preschool are all considered to be vulnerable to earthquake hazards.

Peakload Water Requirements

It is important to identify peakload water demand and supply when discussing seismic risks because large seismic events have the potential to destroy or incapacitate normal water supply. According to the 2020 Water Master Plan Update, the City's current water demands are 1,736 acre-feet per year (which is equal to an average day demand of 1.55 million gallons per day) (City of Pismo Beach 2020b). According to the 2020 Water Master Plan Update, future water demands are expected to increase over time, reaching 2,229 acre-feet per year (1.99 million gallons per day) by buildout in 2045 (City of Pismo Beach 2020b). Demands are typically evaluated using three primary scenarios: average day demand, maximum day demand, and peak hour demand. Using 2011 through 2015 water consumption and production records, the City's 2020 Water Master Plan Update found the average day demand to be 1.55 million gallons per day, the maximum day demand to be 2.64 million gallons per day, and peak hour demand to be 3.95 million gallons per day (City of Pismo Beach 2020).

The City's existing water supply comes from three sources: Lopez Reservoir, the State Water Project, and groundwater wells. The City owns and operates two wells that pump from the Santa Maria Valley Groundwater Basin and have a combined pumping capacity of 1,550 gallons per minute (SLO County HMP 2019). If a local earthquake occurs, local water piping would be at risk, and water from Lopez Lake, the groundwater wells, and recycled water could become temporarily out of service. Earthquakes farther away could also impact the State Water Project. In the event of a loss of water sources, the City has an emergency connection with the City of Arroyo Grande and an opportunity to purchase water allocations from Lopez Lake through the Water Conservation District or State Water Project subcontractors (City of Pismo Beach 2020b).

Liquefaction

As a coastal community, liquefaction also poses a risk to the City. Liquefaction, the result of ground-shaking causing fine-grained, saturated soils to liquefy and act as a fluid, generally occurs during significant earthquake activity and has been a major cause of earthquake damage in Southern California. In addition to soil type, the duration of ground shaking is also an important factor in causing liquefaction to occur. The larger the earthquake magnitude, and the longer the duration of strong ground shaking, the greater the potential there is for liquefaction (County of San Luis Obispo 2019). Structures located on saturated granular soils such as silt or sand may experience significant damage during an earthquake due to the instability of structural foundations and the moving earth.

Areas with high liquefaction risk are located along the beach to the west of the North Beach Campground and at the mouth of Pismo Creek (**Figure S-15**). While there are several properties located in an area of moderate liquefaction, government/utility properties are the most vulnerable property type, with a total of 20 properties located in an area of moderate liquefaction risk (County of San Luis Obispo 2019). Areas of moderate liquefaction risk can be found in the southernmost coastal area of Pismo Beach and along Pismo Creek (County of San Luis Obispo Planning and Building Department 2016). These are all areas with low density uses and no development.

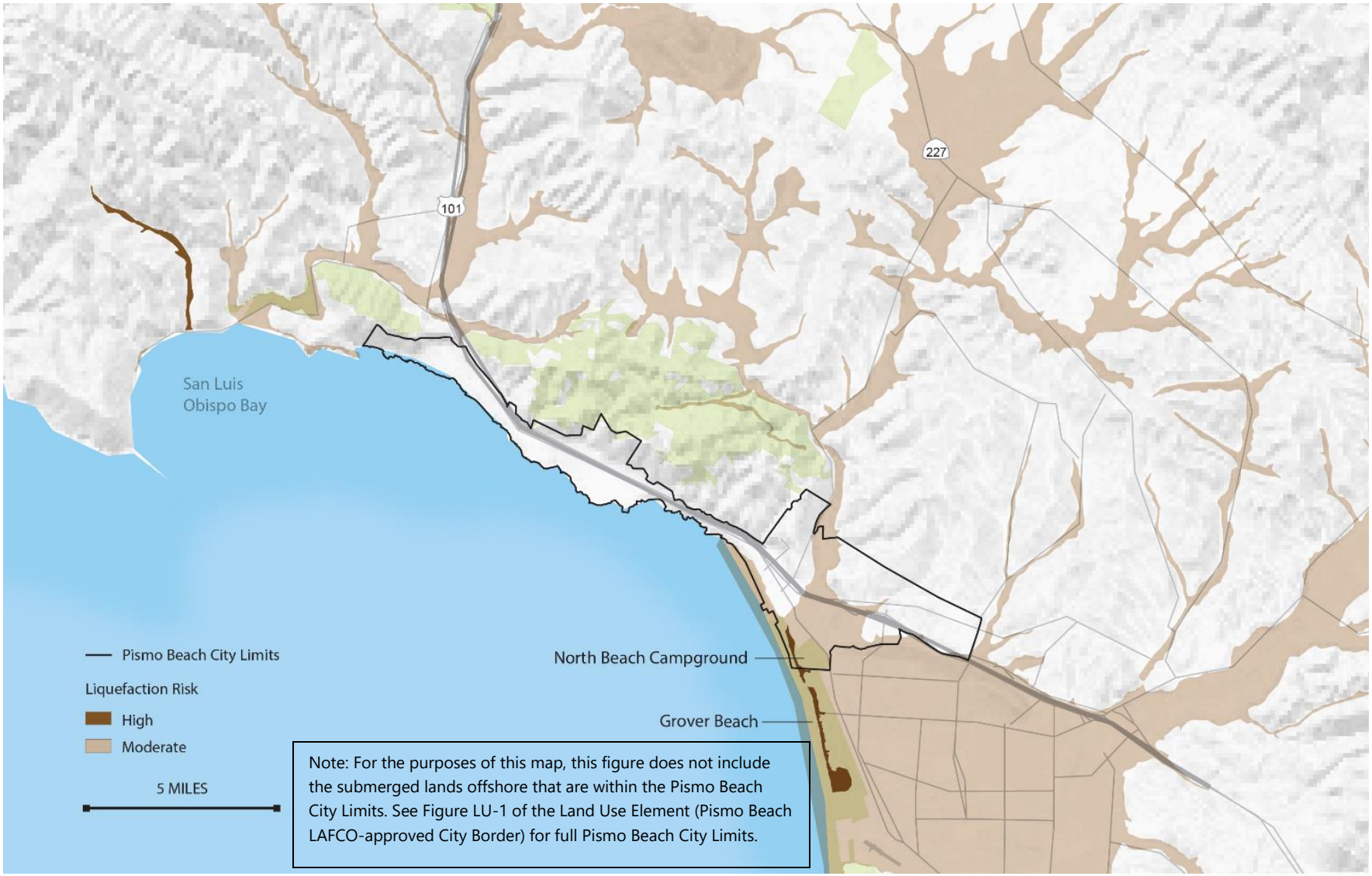


Figure S-15 Liquefaction Risk Areas

Source: County of San Luis Obispo 2019. Map intended for planning purposes only.

3.5 Tsunami

A tsunami is a series of ocean waves caused by an underwater seismic disturbance, such as sudden faulting or landslide, and is primarily generated by earthquakes occurring below or near the ocean floor. In the deep ocean, tsunami waves can move with a speed exceeding 500 miles per hour and a wave height of only a few inches. As they reach shallow waters off the coast, tsunami waves slow down, and water can pile up into a wall reaching 30 feet or higher.

Tsunami inundation poses a risk to all coastal communities in the County. Offshore faults and related seismic activity could cause a tsunami event off the coast of Pismo Beach, even if the faults are thousands of miles away. Pismo Beach has had a history of tsunami events, with eight events occurring in the last 141 years. Most of these events resulted in little to no wave run-up, except for the 1927 event that resulted in wave run-ups of 6 feet, the 1960 event that had run-ups of over 4 feet, and the 2010 and 2011 events that had wave run-ups under 4 feet.

Much of the development in Pismo Beach is protected from tsunami hazards by the high bluffs, dune systems, and wide beaches; however, the low-lying areas where Pismo Creek meets the ocean are considered to be at moderate risk of tsunami hazards (**Figure S-16**). With sea level rise, tsunami inundation areas could be greater.

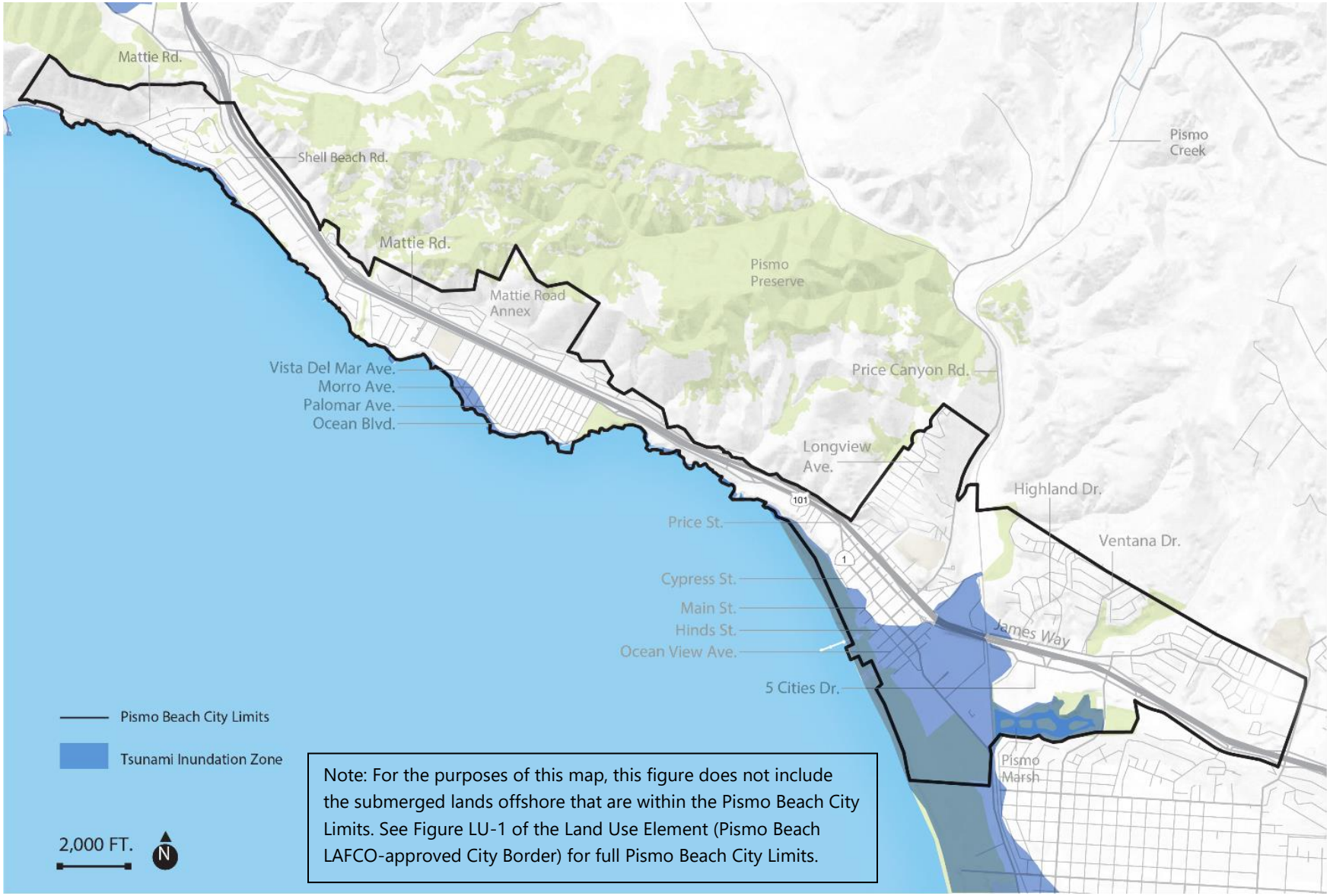


Figure S-16 Tsunami Inundation Zones

Source: CalEMA 2019. Map intended for planning purposes only.

The following areas were noted in the City's 2014 Local HMP as being the highest risk from tsunamis (City of Pismo Beach 2014):

- Development located near the mouth of Pismo Creek
- State Parks North Beach Campground
- State Route 1 to the Pacific Ocean from Franklin to Hinds
- U.S. Highway 101 to the Pacific Ocean from Hinds to Price Canyon
- James Way to the Pacific Ocean from Price Canyon to 4th Street

There are approximately 430 properties vulnerable to the impacts of a tsunami. Of the properties at risk, almost 350 are residential, with a majority being multifamily residential. This equates to almost 900 residents being at risk of tsunami events. This number can increase drastically in the summer months when Pismo Beach and the surrounding destinations are filled with visitors who may not be familiar with the risk tsunamis pose or evacuation routes. Quick and efficient response is crucial because tsunamis are difficult to predict, since they are generally predicated by a large earthquake occurring elsewhere. To minimize this risk, the City coordinated with County of San Luis Obispo Office of Emergency Services to develop consistent evacuation signage that will soon be installed.

3.6 Wildfire

Wildfires are the most common type of natural disaster in California, and over the last two decades, destruction caused by wildfires in the United States has significantly increased. Wildfires are uncontrolled fires in areas of undeveloped land, wildlands, or rural areas. The most influential factors on fire activity are weather and climate. Under warmer temperatures, vegetation experiences longer dry periods more frequently. The dried-out vegetation then becomes fuel for bigger, more damaging fires during wildfire season. Wildfires can ignite from lighting strikes, sparks from power lines, or human activities; however, unplanned ignitions, accidental or intentional, are caused by humans about 85% of the time (USGS 2019). Generally, the risk of fire increases in the late summer and early autumn during prolonged dry periods, especially after wet winters that allow fuel to grow. These risks are expected to increase with the changing climate; as rising temperatures and frequent periods of drought become common occurrences, so will longer, more destructive fire seasons.

Pismo Beach, like the greater County, is at risk of suffering substantial damage from fire events. Wildfires are most likely to start outside the City limits in open space areas. Pismo Beach is bordered to the north and west with open space. Infrequent burns occur naturally in these open spaces, and significant wildfire events are a common occurrence in the Los Padres National Forest, approximately 20 miles east of the City limits (County of San Luis Obispo 2019). In Pismo Beach, the prevailing wind patterns, especially the Santa Ana Winds that are accompanied by warm temperatures, high wind speeds, and low humidity, are another dominant factor that increase the wildfire risk (County of San Luis Obispo 2019). A large number of damaging wildfires have occurred in the County, notably the Chimney Fire (2016), the Weferling Fire (1960), the Las Pilitas Fire (1985), the Chispa Fire (1989), the Highway 41 Fire (1994), the Highway 58 Fire (1996), and the Logan Fire (1997) (CAL FIRE and San Luis Obispo County Fire 2013). The fires burned approximately 400,000 acres, destroyed numerous structures, and cost millions of dollars to suppress (CAL FIRE and San Luis Obispo County Fire 2013).

CAL FIRE has created data mapping "High Fire Hazard Severity Zones," which outline areas with higher likelihood of exposure to fire, based on factors such as the nature of the vegetation in the area. CAL FIRE designated Pismo Beach as being at an increased risk from wildfires and a priority community to work with to prepare and mitigate potential fire risk. **Figure S-17** depicts the Fire Hazard Severity Zones map for Pismo Beach

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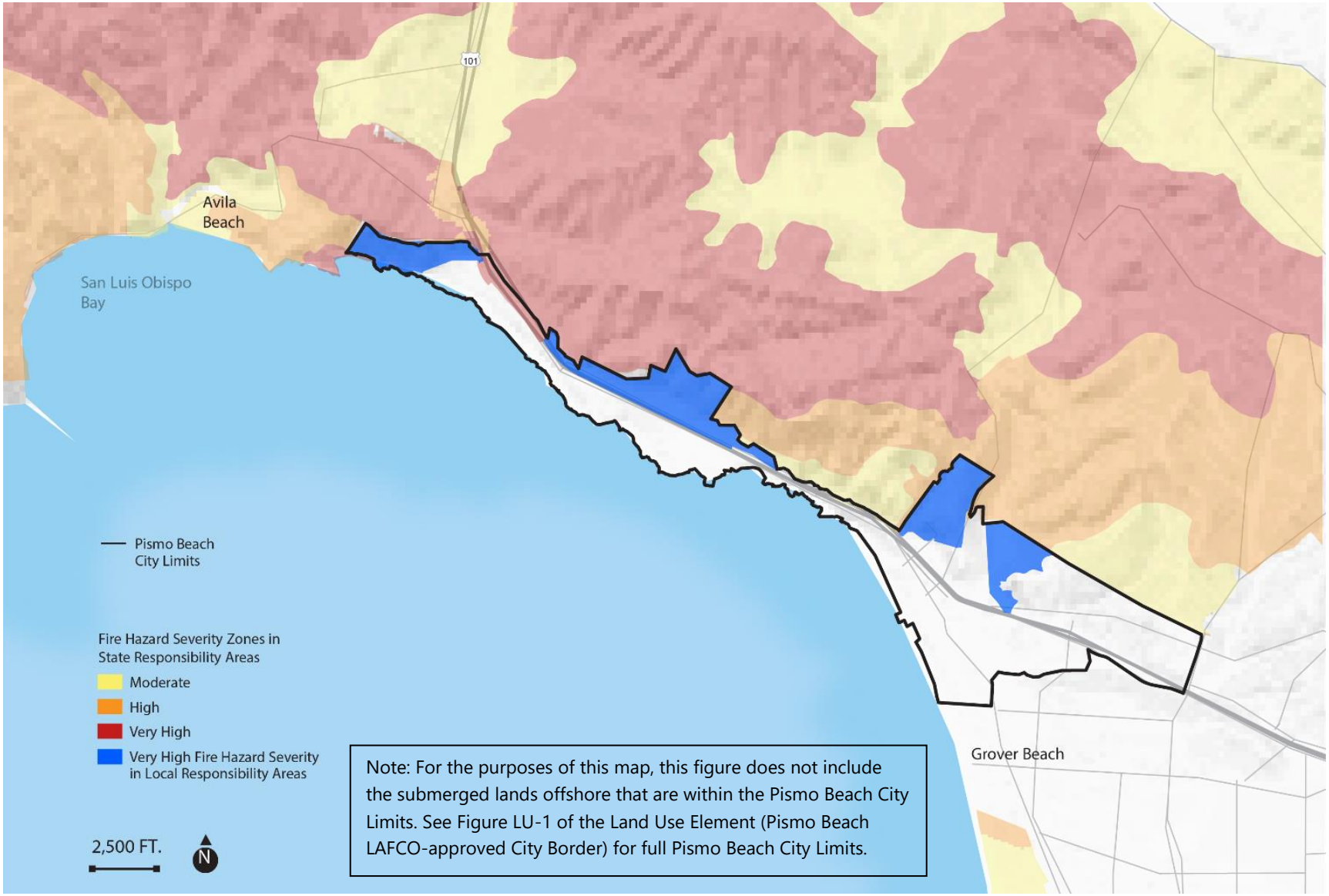


Figure S-17 Fire Hazard Severity Zones

Source: CAL FIRE 2007. Map intended for planning purposes only.

As shown in **Figure S-17**, Fire Hazard Severity Zones, the areas of greatest risk to fire hazards in Pismo Beach are the northern portion of the City reaching into the foothills, northeast near Price Canyon, and northwest toward Avila Beach. Approximately 26% of the City is in a Very High Fire Hazard Severity Zone.

As human development continues to encroach on natural areas, human life and property are more susceptible to fire hazard. The risk of wildland fires is greatest near the City limits where development meets rural areas of combustible vegetation (County of San Luis Obispo 2019). This encroachment occurs in areas called the wildland-urban interface (WUI). The WUI is defined by CAL FIRE as an area that lies within the High and Very High Fire Hazard Severity Zones. Wildland fires result in a high risk for personal injury, loss of life of inhabitants of the area and firefighters, and losses of structures and personal property. Wildfires in or near the WUI frequently require emergency evacuation and sheltering, often for many days. Analysis from the County's HMP identified approximately 1,000 properties in Pismo Beach that are located within the Very High Fire Hazard Severity Zone. The majority of the properties were categorized as residential. There is one critical facility, a microwave service tower, located in the very high severity wildfire zone.

Wildfires can destroy homes, businesses, and critical infrastructure. Major wildfires can also increase vulnerability to other hazards when they destroy groundcover. If heavy rains follow a major fire, flash floods, heavy erosion, land subsidence and mudflows can occur. These secondary effects of wildfires, including landslides, introduction of invasive species, and changes in water quality, are often more disastrous than the fire itself (USGS 2019). Fire hazard susceptibility is related to the ability to evacuate, similar to tsunami events. Evacuation is especially important because it should be noted that wildfires can, at times, be outrun. Like other hazards, those who are unable to evacuate, such as older adults and those who lack transportation, are most vulnerable to fire hazard in Pismo Beach.

Although a large portion of fires occur in wildland or WUI areas, fires in urban areas are still a possible hazard. Urban fire occurs primarily in cities or towns with the potential to rapidly spread to adjoining structures. These fires damage and destroy homes, schools, commercial buildings and vehicles. Modern building codes and practices have helped reduce their effects over the years, as building materials greatly affect the susceptibility of a structure to fire; however, other factors such as the age of construction and landscape materials can still contribute to the risks associated with urban fire hazard.

While attention is often focused on the potential damages from wildfire in the WUI, wildfire also presents a threat to critical infrastructure, including flood water conveyances and water conveyances critical to municipal water supplies (USGS 2014). Providing protection during a fire is a critical function of a water distribution system. Fire flow requirements are typically set by the jurisdiction's Fire Chief using requirements set forth in the California Fire Code. Historically, the City's fire flow requirements are 1,500 gallons per minute in residential areas, 2,500 gallons per minute in commercial areas, and 4,500 gallons per minute in the Downtown area while maintaining a residual pressure of 20 pounds per square inch throughout the distribution zone. Overall, the distribution system can meet fire flow requirements in most residential areas but has difficulty meeting fire flow requirements in the Downtown area and commercial zones along Five Cities Drive. Further analysis and recommended fire flow projects within the City's distribution system to meet the required fire flow are provided in the City's 2020 Water Master Plan.

The changing climate, specifically the rising temperatures and increasing temporal variability of water availability, is substantially increasing wildfire risk in many areas. To minimize the City's fire hazard risks, the City of Pismo Beach Fire Department has a cooperative fire protection agreement with CAL FIRE and the San Luis Obispo County Fire Department. There are two fire stations in Pismo Beach; Station #63 is located at 2555 Shell Beach Road and Station #64 is located at 990 Bello Street (see **Figure S-18** below).

3.7 Hazardous Materials and Waste

Hazardous materials are substances that may have negative effects on human health or the environment. Hazardous materials are identified as being toxic, flammable, explosive, corrosive, infectious, radioactive, or a combination of these characteristics. These materials can enter floodways, causing health concerns and polluted water supplies. Exposure to hazardous materials may cause injury, illness, or death. Factors affecting the severity of an accidental release include toxicity, quantity, dispersal characteristics, location of release in relation to population and sensitive environmental areas, and efficacy of response and recovery actions. Hazardous material incidents can result from a variety of events, such as earthquake damage or other natural phenomena; human error; equipment failure; intentional dumping; mobile accidents on a waterway, roadway, or railroad; or radiological accidents. A primary threat in Pismo Beach is from transportation accidents involving hazardous materials, as vast quantities of materials are transported throughout the County by truck and rail. Specifically, Pismo Beach is potentially exposed to the effects of a possible hazardous material incident due to its proximity to U.S. Highway 101 and the railroad. The County of San Luis Obispo Hazardous Materials Emergency Response Plan works to establish the County's response organization, command authority, responsibilities, functions, and interactions required to mitigate hazardous material incidents (County of San Luis Obispo 2013).

The California Office of Emergency Services Warning Center reports 54 hazardous materials incidents in Pismo Beach from 1994 through October 2018 (County of San Luis Obispo 2019); however, this number likely excludes a number of unreported minor spills. Pismo Beach constitutes just 3% of the hazardous materials incidents reported countywide during the same time frame and averages out to roughly 2.2 incidents per year. Only around 6% of reported hazardous materials incidents result in injuries, fatalities, or evacuations. There are no significant hazardous materials facilities located in the City limits.

3.8 Radiation

Located approximately 8 miles southwest of Pacific Gas and Electric's Diablo Canyon Nuclear Power Plant, Pismo Beach sits within the plant's Emergency Planning Zone. An Emergency Planning Zone is a roughly 10-mile radius around a nuclear power plant as determined by the Nuclear Regulatory Commission and U.S. Environmental Protection Agency. The potential for a hazardous situation arises from the presence and transport of highly radioactive nuclear fuel within the City limits. Radioactive waste from the plant is stored on site. The plant is permitted to run until 2030. PG&E is also pursuing relicensing which would extend the plant operations (PG&E 2023). Energy production operations will be shut down indefinitely over time, with storage continuing on site until further notice (City of Pismo Beach 2014). While extremely unlikely, an earthquake or tsunami could potentially release the nuclear waste stored on site and expose Pismo Beach to radiation.

4. Disaster Preparedness, Response, and Recovery

Since the threat of many hazards cannot be avoided completely, it is important to minimize the City's exposure and risk from hazards as much as feasible, to understand who is most vulnerable to a hazard, and to prepare the City for responding to and recovering from hazards. The City's website provides individuals, families, and businesses with "Community Emergency & Disaster Preparedness" information, including resources and information on how to prepare for an emergency (City of Pismo Beach n.d.). The Preparedness web page also provides information specific to individuals with various disabilities such as mobility, vision, hearing, and special medical needs. The County of San Luis Obispo Emergency Operations Plan further discusses evacuation routes and disaster preparedness, response, and recovery for extraordinary emergencies associated with natural disasters, technological incidents, and national security within or affecting the County (County of San Luis Obispo 2016).

Vulnerable Community Members

Compared to California as a whole, Pismo Beach is a relatively healthy and affluent community. With a score between 5% and 10%, Pismo Beach falls well below the state's 75% threshold for determining disadvantaged communities based on social vulnerabilities (such as poverty or English language proficiency) and pollution burden (such as air quality and proximity to hazardous waste sites) (OEHHA 2018). Additionally, the City's two census tracts are in the top 25% for living conditions according to the Healthy Places Index (CDPH 2018).

Although Pismo Beach is not considered disadvantaged as defined by the state, specific people and populations in Pismo Beach may be more vulnerable to certain hazards. Children, pregnant women, older adults, and those with certain preexisting conditions are considered a "sensitive population" due to their physiological susceptibility. Additionally, people with fewer economic resources, limited mobility, lack of access to transportation, lower English language proficiency and education, and uncertain citizenship can be considered vulnerable because they have fewer resources to adapt, evacuate, or access information.

In Pismo Beach, the most notable vulnerable population is older adults. As of 2017, 33.3% of Pismo Beach's population was over the age of 65, which is nearly triple the state average of 12% (U.S. Census Bureau 2019; OEHHA 2018). Older adults experience more extreme health events per year, as they experience heat stroke and other heat-related illnesses at lower temperatures than the general population.

Three key groups may have a hard time evacuating from a hazard or disaster event: (1) those who have limited English skills and may not receive adequate warning, (2) those without a car, and (3) older adults who may not be able to drive at night and have limited social connections. In Pismo Beach, most households have a least one adult member with strong English language skills. However, 7% of households do not have access to a car. Again, because approximately one-third of the population in Pismo Beach is over the age of 65, a significant percentage of the population in impacted areas may have a hard time evacuating and therefore would be vulnerable to a disaster event.

Critical Infrastructure

Infrastructure assessed here includes emergency response facilities, critical and non-critical public facilities, and evacuation routes. The County of San Luis Obispo Office of Emergency Services oversees response to emergencies by coordinating evacuations, evacuation routes, and emergency facilities.

Emergency Response Facilities

Emergency response facilities are those which are activated and used to respond to an emergency or hazard. In Pismo Beach there are two fire stations located at 990 Bello Street and 2555 Shell Beach Road. There is one police station, as shown on **Figure S-18**. In 2023, the City Council approved a contract to design and build a new fire station and police station on Bello Street. Pismo Beach has 11 emergency services facilities, and it is important that they remain operable during an emergency or after a disaster. Some of these emergency service facilities may be vulnerable to hazards, hindering their ability to support response efforts.

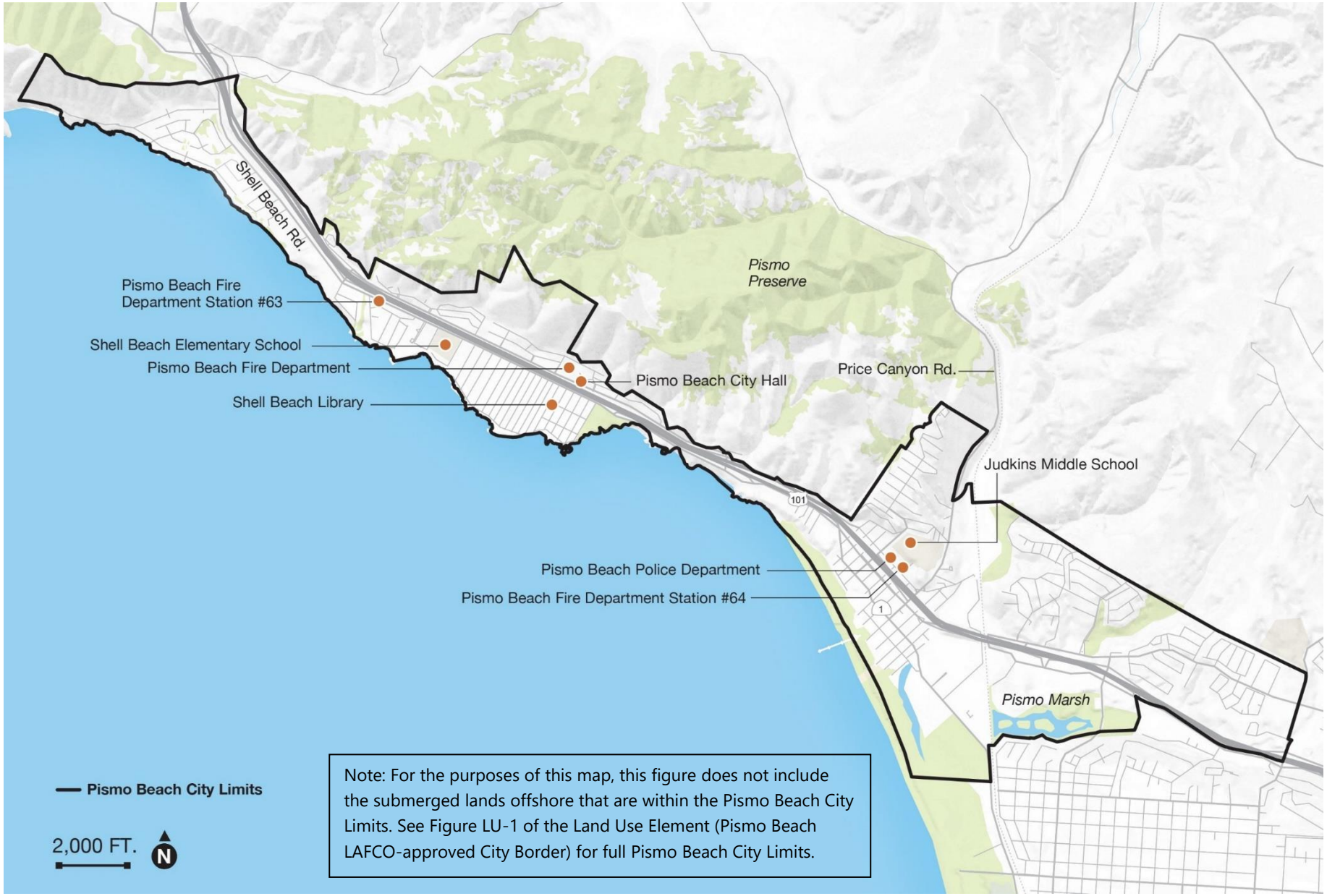


Figure S-18 Emergency Response Facilities

Critical Facilities

Critical facilities are facilities essential to the City's continued functioning, or are public buildings used to gather people or equipment during the response or recovery from a hazard. City Hall, various public offices, the wastewater treatment facility, lift stations, the water treatment plant, water-pressure booster stations, wells, and water reservoirs are all considered critical. Hospitals, fire stations, and local law enforcement stations are also typically considered critical, and according to FEMA, should be given special consideration when considering hazard mitigation. There are seven lifeline utility systems within Pismo Beach, including six microwave service towers and one wastewater treatment plant.

Non-critical Public Facilities

Non-critical facilities are those that can be used in hazard recovery to gather resources, distribute information, or serve as shelters. These facilities are flexible and may or may not necessarily be used during a hazard or emergency event. Some non-critical facilities in Pismo Beach include the eight schools and the Shell Beach Library. In the event of an emergency, these entities would coordinate with City staff for potential shelter availability.

Evacuation Routes

The City also has planned evacuation routes, based on the specific hazard type and location. The routes generally include major roads and highways. In Pismo Beach this would include, most notably, U.S. Highway 101, which traverses through the center of the City along its entire length, Oak Park Boulevard, and Price Canyon Road. Many areas of Pismo Beach, including Pismo Heights, Price Canyon, and Shell Beach, have limited accessibility. In addition, some evacuation routes may include some of Pismo Beach's 18 bridges; however, according to the County's HMP, the bridges within the City limits that cross U.S. Highway 101 are vulnerable to an earthquake event and, in some cases, may also be at risk of other hazards such as flooding from tsunami, Lopez Dam failure, or large storm event (County of San Luis Obispo 2019). To improve evacuation, the City has been coordinating with San Luis Obispo County Office of Emergency Services regarding consistent emergency evacuation signage and will soon install them. Other transportation facilities within or near Pismo Beach include Oceano County Airport and the San Luis Obispo County Regional Airport. Both airports are outside the City limits but could affect the City if these facilities were impacted by a disaster (County of San Luis Obispo 2019).

5. Goals, Policies, and Actions

GOAL S-1

A well prepared and educated community that can quickly and effectively respond to and recover from a hazardous event.

Policy S-1.1: Hazard Education Programs. Develop education and outreach programs to prepare the City for hazard events.

Action S-1.1a: General Hazard Awareness Campaigns. Information on potential disasters, appropriate preparations, and planned responses shall be disseminated as widely as possible to the

media and general public. Special attention should be afforded to those groups particularly susceptible to seismic, fire, and flooding hazards including, but not limited to, school districts, agencies involved with the aged, and agencies involved with persons with disabilities. All information should be produced in English and Spanish.

Action S-1.1b: Emergency Alerts. Advertise the "Alert Center" at community events and at City Hall to encourage sign-ups. Allow members of the public to sign up for alerts in English or Spanish.

Action S-1.1c: Seismic Hazard Education. Develop an "Earthquake Education Program" for residents that illustrates what steps an individual can take to prepare for and mitigate the effects of earthquakes. Coordinate with Community Emergency Response Teams (CERT) where applicable. School districts and agencies related to aged, persons with disabilities, and seismically susceptible industries should be encouraged to develop education programs relative to seismic awareness.

Action S-1.1d: Dam Failure Outreach. Work with the County to develop a public outreach program that informs property owners located in the dam or levee inundation areas about voluntary flood insurance.

Action S-1.1e: Outreach and Local Training. Coordinate with the San Luis Obispo Regional Hazardous Materials Response Team for outreach and local training.

Policy S-1.2: Emergency Disaster Response Programs. Regularly update plans and agreements with other agencies to respond to changing hazard risks.

Action S-1.2a: San Luis Obispo County Multi-Jurisdictional Hazard Mitigation Plan. Coordinate across City departments and seek to align the City's portion of the County's Multi-Jurisdictional Hazard Mitigation Plan (HMP; County of San Luis Obispo 2019) with the General Plan/Local Coastal Program (GP/LCP) to ensure that proactive adaptation efforts are coordinated and responses to damage from future hazards, including with climate change, are streamlined. Identify future adaptation projects that meet the goals of both the GP/LCP and HMP and leverage Federal Emergency Management Agency (FEMA) funding opportunities for hazard mitigation and other related funding mechanisms to implement such projects.

Action S-1.2b: Emergency Response Plan. Develop and maintain a multi-hazard emergency response plan that conforms to state and federal requirements. Objectives of the plan shall be:

1. To save lives and property;
2. To provide a basis for direction and control of emergency operations;
3. To provide for continuity of government;
4. To repair and restore essential systems and services;
5. To provide for the protection, use, and distribution of remaining resources;
6. To coordinate operations with other neighboring jurisdictions;
7. To enable the City to be self-sufficient in the weeks following a severe disaster event;
8. To provide for emergency medical facilities, temporary shelter, emergency communication equipment, and emergency food and water supplies;
9. To establish a priority system for roads, services, and other vital needs during an emergency event;

10. To train volunteers to assist police, fire, and civil defense personnel after an emergency event; and
11. To anticipate an accident during the transportation of hazardous materials, including an accident on the Southern Pacific rail line or U.S. Highway 101.

Action S-1.2c: Coordination with Stakeholder Agencies. The City shall consult with regional, state, and federal agencies on the effects of climate change on local hazards, including sea level rise. This should include coordination with California Department of Transportation (Caltrans), California State Parks, Union Pacific Railroad, San Luis Obispo Regional Transit Authority, South County Transit, and other stakeholder government agencies that own/manage public infrastructure along the shoreline. This coordination should aim to protect public access to the coast and minimize the impacts of sea level rise on assets such as Pismo State Beach (including the North Beach campground and the Monarch Butterfly Grove), U.S. Highway 101, Dolliver Street Bridge, Pismo Lake Ecological Reserve, and the railroad. The intent of this coordination should be the implementation of planning solutions before coastal hazards are accelerated by sea level rise and impacts start to occur. Such consultation shall help prevent the squeeze of the beach between rising sea levels and infrastructure and shall work to maintain a minimum beach width that supports public access, recreation, beach ecology, and the function of the beach as a buffer for coastal hazards.

Action S-1.2d: Essential Public Services. The City shall prepare and maintain a program to coordinate, repair, and restore essential public services and utility systems following disaster-caused interruptions.

Action S-1.2e: Mutual Aid. Continue to use and refine existing Auto Aid plans with surrounding agencies.

Action S-1.2f: Citizen Response. Encourage citizens to participate in programs, including the South San Luis Obispo County Community Emergency Response Team (CERT), which train volunteers to assist police, fire, and civil defense personnel to perform effectively after a disaster event.

Action S-1.2g: **Evacuation.** Highways most suitable as evacuation routes are U.S. Highway 101, State Highway 1, and Price Canyon Road. The City shall establish minimum road widths and maintenance schedules for critical evacuation routes. Continue to coordinate with the County of San Luis Obispo Office of Emergency Services and participate in regional efforts to develop and implement response plans that the City's emergency services can adopt for evacuation in the case of a hazard event, such as a tsunami warning.

Action S-1.2h: Hazardous Materials Regulation. Regulate the location, use, storage, and transportation of hazardous and toxic materials to protect the public and the environment from these hazards.

Policy S-1.3: Critical Facilities. Design critical facilities to operate under hazardous conditions, including with climate change.

Action S-1.3a: Existing Facilities. All critical facilities constructed prior to 1948 shall be reviewed by City staff and/or a structural engineer for potential hazards, including hazards as they are influenced by climate change. If such facilities are anticipated to experience a greater number or severity of hazards incidents, including flooding, bluff erosion, or wildfire, City staff shall provide

recommendations for on-site improvements or opportunities for relocation to decrease risk and maintain operational function.

Action S-1.3b: New Facilities. All new critical facilities shall:

1. Not be located in a hazard zone, including a flood or fire hazard zone, unless this location is critical to its function, and there are no feasible alternative sites;
2. Be designed to continue to function after a major earthquake; and
3. Have sufficient back-up power supply on site.

Policy S-1.4: Sea Level Rise Resiliency. Support efforts to develop a better understanding of sea level rise and participate in coordination and collaboration to increase resiliency.

Action S-1.4a: GP/LCP Updates. The City will conduct an evaluation at least every 10 years to determine whether additional policies and/or actions are necessary for inclusion in the GP/LCP in order to better address the impacts of sea level rise and other coastal hazards. Such GP/LCP amendments may include updates to hazard overlay maps, policies, and/or the zoning code if such updates are needed to address changed conditions, updates to the best available science that provides new information and alters the projected timing or amount of sea level rise, and/or changes to the sea level rise adaptation strategies based on the observed efficacy of whatever adaptation strategies have been implemented. The scope of each update is expected to vary depending on the extent to which conditions have changed over time.

Action S-1.4b: Sea Level Rise Information. The best available scientific information regarding sea level rise projections and effects shall be considered in the preparation of findings and recommendations for all geologic, geotechnical, hydrologic, coastal hazards, and engineering investigations.

Action S-1.4c: Sea Level Rise Monitoring. The City, or other entity authorized by the City, shall conduct monitoring and shall keep a record of all monitoring data and reports to track the increase in local sea levels over time. The City shall establish a baseline condition for each of the following monitoring methods within 5 years of the date of certification of the GP/LCP. Monitoring sites and methods shall be consistent in timing, location, and technique. The City should collaborate with other local, regional, state, and federal entities to establish consistent monitoring methods and to collaboratively track the effects of sea level rise, where feasible. Supplementary surveys should be performed immediately following any significant bluff or shoreline erosion events. Monitoring shall include the following:

1. **Beach Monitoring**. Conduct annual or seasonal beach profile surveys documenting shoreline width, slope, height, or other features as necessary. This data will be useful to verify projected rates of shoreline retreat along the Downtown and low-lying study areas and quantify the efficacy of any beach nourishment or additional sediment management activities. The City will use the beach width data collected within 5 years of certification of the LCP as a baseline for future monitoring.
2. **Bluff Monitoring**. Conduct coastal bluff surveys in the northern portion of the City at 5-year intervals using technology such as LIDAR to document the bluff top and toe position, nearshore slope, and other bluff features as needed. This monitoring will provide actionable

data in the face of uncertain projections and be useful for the site-specific geologic hazard analyses that are required for development along the bluffs. The City will use the bluff data collected within 5 years of certification of the LCP as a baseline for future monitoring. Opportunities to coordinate and collaborate with other agencies on large-scale studies and efforts should be pursued.

3. **Fluvial Monitoring**. Fluvial flooding conditions from Pismo Creek shall be monitored (e.g. frequency of overbank/flood events).

Action S-1.4d: Additional Research. Encourage opportunities to conduct additional research on combined fluvial and coastal flood hazards in the low-lying areas bordering Pismo Creek and Meadow Creek.

Action S-1.4e: **Inventory of Existing Shoreline Protective Devices.** The City shall support CCC efforts to establish an inventory of all existing shoreline protective devices, and provide relevant information such as their associated design lives, capacity to function under near-term sea level rise scenarios, and a general assessment of the existing structure the device is needed to protect, as it is available. The City shall identify maintenance and improvement requirements for the existing, city-owned protective devices and an initial feasibility analysis of alternatives to shoreline protection or opportunities to minimize and mitigate adverse impacts to coastal resources. As part of necessary maintenance or replacement of an existing, city-owned protective device, opportunities to incorporate additional protective capacity to account for sea level rise hazards should be included. Any maintenance and improvement of existing shoreline protective devices shall be consistent with the requirements of the GP/LCP.

Action S-1.4f: Public Outreach. The City shall promote public outreach to disadvantaged communities and especially sensitive populations in public decision-making regarding coastal hazards. Ensure that opportunities to participate are not denied on the basis of background, culture, race, color, religion, national origin, income, ethnic group, age, disability status, sexual orientation, or gender identity.

Action S-1.4g: Regional Sediment Management Planning. To increase efficiency and reduce costs, the City should advocate for regionally coordinated sediment management programs that benefit multiple jurisdictions, including those outlined in the County of San Luis Obispo Coastal Regional Sediment Management Plan (May 2016). The City should consider taking a more active role in regional planning by appointing a local elected official to represent Pismo Beach on the San Luis Obispo Council of Governments Policy Advisory Committee, which serves as the implementation body for the County of San Luis Obispo Coastal Regional Sediment Management Plan.

Action S-1.4h: Opportunistic Beach Nourishment. In coordination with the CCC and other permitting agencies, the City shall explore the potential for opportunistic beach nourishment to serve as a viable adaptation strategy for the bluffs region of the City and to reduce the adverse impacts of both current and future beach and bluff erosion. Potential sediment sources that should be considered include material dredged from Port San Luis and upland sources for construction or maintenance of flood control infrastructure such as debris basins and channels. The City should

consider how replenishment options may need to change over time as sea level rises. Any beach nourishment program for sediment deposition shall:

1. Be designed to minimize adverse impacts to beaches, marine resources, onshore and offshore ecological resources, restoration sites, water quality, coastal access, and recreational activities;
2. Be designed to match existing beach sediment size and aesthetics as closely as feasible;
3. Consider the method, location, and timing of placement. Opportunistic sediment removed from catchment basins may be disposed of in the littoral system if it is tested and found to be safe and of suitable grain size and type. The program shall identify and designate appropriate beaches or offshore feeder sites in the littoral system for placement of suitable materials from catchment basins;
4. Incorporate appropriate mitigation measures for any unavoidable coastal resource impacts;
5. Include adequate monitoring protocols to measure impacts on beach width and elevation, as well as impacts on biological resources; and
6. Sand retention devices may be necessary in conjunction with sand nourishment to protect public beaches in danger of erosion, but should be sited and designed to first avoid, then minimize and mitigate adverse impacts to coastal resources to the maximum feasible extent, consistent with California Coastal Act Section 30235.

Beach nourishment in the Downtown area of the City should also be considered; however, a detailed study of the potential impact of sea level rise and beach nourishment on fluvial flooding must be part of any feasibility analysis.

Action S-1.4i: Capital Improvement Projects. Incorporate the probability of sea level rise and coastal hazards into the Capital Improvement Planning process as an effective way to ensure that public projects account for future hazard risks and as an opportunity to include strategies that build adaptive capacity into coastal infrastructure. The City shall facilitate a science-based approach to sea level rise hazard analysis for capital improvement projects by identifying a design life and risk tolerance, consistent with the requirements of this element and current state and federal guidance. For future facility or infrastructure development, as necessary, the City will analyze and evaluate a combination of structural and non-structural adaptation measures as part of a Coastal Development Permit (CDP) or other processes (e.g., public works plan) with a preference towards non-structural solutions, including beach nourishment, dune restoration or living shorelines, and relocating infrastructure, unless the structural solutions are less environmentally damaging.

Action S-1.4j: Nature-Based Adaptation. Encourage the establishment of pilot programs that utilize soft or natural shoreline protection methods, such as dune restoration, living shorelines, rocky intertidal habitat restoration, and other "green" infrastructure as alternatives to hard shoreline protective devices. Soft shoreline protection devices shall be fully evaluated for coastal resource impacts, and shall only be approved if found consistent with the GP/LCP policies related to shoreline protection. The City should consider how these options may need to change over time as sea level rises and identify adaptive management strategies for maintenance over time and/or removal if deemed necessary. Opportunities to study and monitor such projects over time and share lessons learned with other jurisdictions should be encouraged.

Action S-1.4k: Incentives and Funding. The City should explore the feasibility of potential funding mechanisms and incentives for adaptation implementation that may include, but are not limited to, a Coastal Geological Hazard Abatement District; tax incentive programs, grant program, or direct cost share assistance program for shoreline landowners; a transfer of development rights program; and a development impact fee program.

GOAL S-2

A community that minimizes damage to public and private property from hazards.

Policy S-2.1: Minimize Risk. New development shall be sited and designed to minimize hazard risk and to be resilient to natural and anthropogenic hazards.

Action S-2.1a: Building and Safety Codes. Require new development to meet the requirements for any applicable hazard zone within which it exists. Use the planning and technical criteria presented in this element as basic guidelines for all new development.

Action S-2.1b: Industrial, Commercial, and Utility Development. Evaluate new industrial, commercial, and utility development to ensure that construction and operation of the project will not cause hazardous conditions at an unacceptable level of risk.

Action S-2.1c: Site Design. Require new development to avoid portions of sites with high hazard levels to the maximum feasible extent and consistent with the requirements of this element.

Action S-2.1d: Hazardous Materials. A use permit shall be required for any commercial or industrial use involving potentially hazardous materials. Hazardous waste management plans shall be required as a condition of approval for such permits.

Policy S-2.2: New Development in Coastal Hazard Areas. Require development to minimize risks to life and property in coastal hazard areas, ensure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Action S-2.2a: Coastal Hazard Areas. Areas where coastal hazards exist include those areas vulnerable to bluff erosion hazards and flooding hazards as mapped by the Pismo Beach Coastal Hazards Vulnerability Assessment (City of Pismo Beach 2019) and depicted on **Figures S-2** through **S-9**. Development located partially or wholly in a site within the coastal hazard areas shall comply with all applicable GP/LCP policies related to the relevant coastal hazard. Activity on these parcels may require additional development controls to minimize risks unless a site or project-specific study proves otherwise.

Action S-2.2b: **Risk Aversion.** The level of risk aversion for development in the coastal zone is used to determine which sea level rise scenario should be evaluated in a coastal hazard analysis (refer to City's Zoning Code). Risk aversion is based on the type of development and considers the level of acceptable risk associated with that development type, as well as the ability of that development to adapt to or

recover from hazard conditions. Risk aversion for a particular development should be determined based on the following general definitions and guidelines:

1. **Low Risk Aversion**: This level of risk aversion may be used for projects that would have limited consequences should they be exposed to hazards and/or a higher ability to adapt, such as sections of unpaved coastal trail, public accessways, and other small or temporary structures that are easily removable and would not have high costs if damaged. The upper value for the "likely range" of sea level rise (which has approximately a 17% chance of being exceeded) should be evaluated over the anticipated lifespan of these development types.
2. **Medium-High Risk Aversion:** Development with a medium-high level of risk aversion have greater consequences and/or a lower ability to adapt to coastal hazards, and include projects such as residential and commercial structures. The 1-in-200 chance (or 0.5% probability of exceedance) should be evaluated over the anticipated lifespan of development with this level of risk aversion.
3. **Extreme Risk Aversion:** This level of risk aversion should be used for projects with little to no adaptive capacity that would be irreversibly destroyed or significantly costly to repair following a hazards incident, and/or would have considerable public health, public safety, or environmental impacts. Development types with this level of risk aversion may include new wastewater treatment plants, power stations, highways, or other critical infrastructure. Coastal hazard evaluations for these development types should consider the H++ scenario, which accounts for extreme ice loss.

Action S-2.2c: **Anticipated Lifespan of Development.** The anticipated lifespan of development in the coastal zone is used to determine the amount of sea level rise that should be evaluated in the coastal hazard analysis (refer to City's Zoning Code), according to a development's appropriate risk aversion. The anticipated lifespan of development is not an entitlement to retain the structure, nor does it guarantee safety over that period. A development's anticipated lifespan is generally defined by the following time frames, unless a site or project-specific analysis proves otherwise:

1. Temporary structures or portable/moveable construction: up to 5 years
2. Ancillary development or amenity structures (e.g., detached garages, sheds, gazebos, public restrooms): 25 years
3. Mobile homes: 30–55 years
4. Residential or commercial structures: 75–100 years
5. Critical infrastructure:
    - Asphalt roadways: 25–50 years
    - Concrete pavement: 50–75 years
    - Bridges: 75 years
    - Water mains: 100 years
    - Storm drains: 100 years
    - Electrical and gas: 100 years

Action S-2.2d: New Development. New, non-exempt development, including substantial redevelopment, in a coastal hazard area shall be sited to avoid hazards, taking into account predicted

sea level rise over the anticipated lifespan of the development, as defined in **Actions S-2.2b** and **S-2.2c**. If hazards cannot be completely avoided, then development shall be sited and designed to protect coastal resources and minimize risks to life and property to the maximum extent feasible.

Action S-2.2e: **Minimum Use for Compromised Properties.** Where full adherence to all GP/LCP policies, including for setbacks and other hazard avoidance measures, would preclude a reasonable economic use of a legal property, and where removal or relocation of the development are not possible, the City may permit the minimum development necessary to ensure conformance with existing laws and avoid a taking of private property. Continued use of an existing structure, including with any permissible repair and maintenance (which may be exempt from permitting requirements), may provide a reasonable economic use. If development is allowed pursuant to this policy, it must be consistent with all GP/LCP policies to the maximum extent feasible.

Action S-2.2f: **Waiver of Future Shoreline Protection.** New, non-exempt development, including substantial redevelopment, shall be sited and designed to avoid the need for shoreline protective devices over the anticipated lifespan of the development, except when such development is coastal-dependent or visitor serving with a public benefit per **Action S-3.1c** and there is no feasible alternative that avoids the need for a shoreline protective device (and in such cases those devices shall be limited to the maximum feasible extent). A CDP for development in a coastal hazard area shall be conditioned to require the property owner to record a deed restriction that acknowledges and agrees:

1. That pursuant to California Coastal Act Section 30235 and **Policy S-3.1** and **Action S-3.1a**, the owner has no right to construct shoreline protection to protect the new development approved pursuant to the permit; and
2. That expressly waives any right to apply to construct such protection pursuant to California Coastal Act Section 30235 and **Policy S-3.1** and **Action S-3.1a**.

Action S-2.2g: **Assumption of Risk.** A CDP for new development, including substantial redevelopment, in a coastal hazard area shall be conditioned to require the property owner to record a deed restriction that acknowledges and agrees:

1. That the site may be subject to hazards, including those identified on **Figures S-2** to **S-9** and/or identified pursuant to the site-specific hazard analysis required per the zoning code/coastal implementation plan;
2. To assume all such hazard risks; and
3. To unconditionally waive and indemnify any claim of damage or liability against the City, its officers, agents, and employees for injury or damage from such hazards.

Action S-2.2h: **Removal of Development.** Except for coastal-dependent development, a CDP for new development, including substantial redevelopment, in a coastal hazard area shall be conditioned to require the property owner to record a deed restriction that acknowledges and agrees that the development shall be removed and the affected area restored to its previous or natural condition if:

1. The City has issued a final order that the development is not to be occupied currently and permanently due to the imminent threat from coastal hazards or sea level rise to the health and safety of its occupants;

2. The City has determined that services to the site can no longer be maintained (e.g., utilities, roads) due to coastal hazards or sea level rise;
3. The development requires new and/or augmented shoreline protective devices that conflict with LCP or relevant California Coastal Act policies;
4. The development becomes unstable, loses structural integrity, or becomes imminently threatened by coastal hazards or sea level rise; and/or
5. The development becomes located on public trust lands and authorization to retain the development is not obtained.

For new development, where relocation and/or structure removal might be necessary at some time in the future, ensure that foundation designs or other aspects of the development will accommodate future relocation and/or structure removal. Such relocation and/or removal shall be demonstrated in final plans, and may be phased over time. Alternative design options should be considered and employed where appropriate and if site conditions allow, such as constructing smaller structures, increasing finished floor elevations, and installing wall flood vents.

Action S-2.2i: **Debris Removal.** In the event that portions of the development fall to a public accessway, body of water, or beach before they are removed, the landowner shall remove all recoverable debris associated with the development from the public accessway, body of water, or beach, and shall lawfully dispose of the material in an approved disposal site. Such removal shall require a CDP.

Action S-2.2j: Land Divisions. Any land division, including but not limited to lot line adjustments and subdivisions, of property in the Coastal Hazard Overlay Zone shall be reviewed for consistency with GP/LCP policies. New parcels that do not have an adequate building site area to comply with the setback standards and other hazard avoidance provisions of these policies shall not be created.

Policy S-2.3: Redevelopment in Coastal Hazard Areas. Require that alteration and redevelopment of existing structures in coastal hazard areas, including legal non-conforming structures, avoid or minimize new development in hazardous locations.

Action S-2.3a: **Substantial Redevelopment.** For purposes of this GP/LCP, substantial redevelopment shall be defined as alterations that involve (1) additions to an existing structure, (2) exterior and/or interior renovations, and/or (3) demolition or replacement of an existing structure, or portions thereof, located in a coastal hazard area. An existing structure shall be considered redeveloped when such development consists of any alteration or addition to an existing structure, exterior and/or interior renovation, and/or demolition of an existing residence or structure or portions thereof, which results in either:

1. Replacement (including demolition, renovation, reinforcement, or other type of alteration) of 50% or more of any major structural component, including exterior walls, floor structure, roof structure or foundation, as calculated by linear feet, surface area, volume, or weight. Major structural components are considered individually (i.e., percentages are calculated by

the individual structural component being altered, and are not additive between different structural components); or

2. Additions and alterations to an existing structure that result in a 50% or more increase in floor area.

Changes to individual major structural components and floor area are measured cumulatively over time starting from Month Date, Year (the effective date of certification of this GP/LCP). If development constitutes a substantial redevelopment as defined herein, a CDP shall be required, and the development meeting this definition must be brought into conformance with all coastal resource protection policies in the GP/LCP.

Action S-2.3b: Improvements to Nonconforming Structures. Structures lawfully built along a coastal bluff or shoreline area prior to the effective date of this GP/LCP (Month, Year) that do not conform to the policies of the GP/LCP shall be considered legal nonconforming structures. Such structures may be maintained and repaired, as long as the maintenance or repairs do not increase the size or degree of nonconformity. Additions and improvements to such structures that are not considered a substantial redevelopment, as defined herein, may be permitted provided that such additions or improvements do not increase the size or the degree of the nonconformity and comply with the current policies and standards of the GP/LCP, and the remaining portion of the structure complies with the laws and regulations in effect when the structure was established. Complete demolition and reconstruction or substantial redevelopment shall require the entire structure to be brought into conformance with the policies and standards of the GP/LCP, including any requirement for a CDP. When a structure is removed, all nonconforming accessory development and/or unpermitted development shall be removed.

Policy S-2.4: Bluff Erosion Hazards. New development and substantial redevelopment on bluff tops shall be sited and designed to avoid coastal hazards and to protect coastal resources.

Action S-2.4a: **Hazards Overlay Zone.** Areas where bluff-top hazards exist, including areas projected to be impacted by erosion with sea level rise and identified on **Figures S-2** to **S-9**, shall be included within and subject to the requirements of the Hazards Overlay Zone.

Action S-2.4b: Bluff Setbacks. All structures shall be set back a safe distance from the top of the bluff in order to retain the structures over the anticipated lifespan of the development, and to neither create nor contribute significantly to erosion, geologic instability, or destruction of the site, or require construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. The City shall determine the required setback based on the results of a site-specific analysis required per the zoning code/coastal implementation plan.

Action S-2.4c: New Minor Development and Accessory Structures in Bluff Setbacks. Minor development and non-permanent accessory structures such as patios, fencing, and walkways, which are at grade and do not require permanent foundations, concrete footings or permanent grouting may be located seaward of the geologic setback line required by **Action S-2.4b**, but no closer than 10 feet to the bluff edge, provided such accessory structures:

1. Are consistent with all other applicable GP/LCP policies;

2. Do not require a shoreline protective device and do not use a foundation that could serve as a shoreline protective device, such as caissons, or that requires landform alteration;
3. Are sited and designed to be easily relocated landward or removed without significant damage to the bluff area;
4. Will be relocated and/or removed and the affected area restored to natural conditions when threatened by erosion, geologic instability, and/or other coastal hazards; and
5. Will be removed by the landowner in the event that portions of the development fall to the bluffs, beach, or ocean pursuant to a CDP (unless no CDP is required) and the material lawfully disposed of in an approved disposal site.
6. A CDP is not required if the minor development complies with these provisions.

Policy S-2.5: Flood Hazards. New development and substantial redevelopment in flood hazard areas shall be sited and designed to avoid hazards and protect coastal resources.

Action S-2.5a: Flood Plain Zoning. Areas subject to flooding, including those shown on the most current FEMA Flood Insurance Rate Maps (FIRMs) and areas projected to be impacted by flooding with sea level rise as shown on **Figures S-2** to **S-9**, shall be mapped within and subject to the requirements of the Floodplain Overlay Zone.

Action S-2.5b: Restrictions on New Development Within the 100-Year Floodplain. New development in the Floodplain Overlay shall not result in an obstruction to flood control or adversely affect migrating tidelands, coastal wetlands, estuaries, or other sensitive habitat areas within the floodplain.

Action S-2.5c: Shoreline Setbacks. All structures shall be setback a sufficient distance to avoid flood hazards, including those associated with wave run-up from a 100-year storm event, accounting for sea level rise and long-term shoreline retreat, over the anticipated lifespan of the development. Structures that cannot feasibly avoid all flood hazards shall be setback as far as possible and minimize flood risks.

Action S-2.5d: Alteration of Rivers and Streams. Channelization's, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other measure for protecting existing structures in a flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Policy S-2.6: Geologic and Seismic Hazards. Land areas subject to hazards associated with steep slopes, slope instability, and/or drainage problems shall be included in the Hazardous Overlay and Protection Zone. Generally, all lands in excess of 10% slope shall be included.

Action S-2.6a: Development Review in Seismic Hazard Areas. Geologic reports shall be required and shall be reviewed by the appropriate decision-making body, prior to approval of any development permits for any projects located within the Hazardous Overlay Zone.

Action S-2.6b: Landslide Hazards. Prohibit development in landslide risk areas without a site-specific slope stability analysis.

Action S-2.6c: Liquefaction Hazards. Prohibit development in areas of high potential liquefaction without a site-specific analysis of liquefaction potential.

Action S-2.6d: New Construction Across Faults. Prohibit new construction directly astride or across known faults, or fault zones.

Action S-2.6e: Brick and Masonry Nonreinforced Buildings. Reduce the hazards from brick or masonry nonreinforced buildings by requiring building strengthening or demolition as these properties make substantial redevelopments.

Action S-2.6f: Pipelines. Target pipelines in seismic areas for upgrades and automatic seismic shut-off switches on pipelines that supply natural gas to customers.

Policy S-2.7: Fire Hazards. Minimize the City's fire risk through careful siting of development and appropriate vegetation management.

Action S-2.7a: Wildfire and Climate Change. Monitor wildfire mapping and hazard conditions for future changes in conditions as a result of climate change.

Action S-2.7b: **Vegetation Management.** Maintain the City's vegetation management program that provides vegetation management services to elderly, disabled, or low-income property owners who lack the resources to remove flammable vegetation from around their homes. The program is approved by the California Department of Forestry and Fire Protection (CAL FIRE).

Action S-2.7c: Fuel Modification Program. Continue to implement a fuel modification program, which includes residential maintenance requirements and enforcement, plan submittal and approval process, guidelines for planting, and a list of undesirable plant species. Require builders and developers to submit their plans, complete with proposed fuel modification zones, to the local fire department for review and approval prior to beginning construction. Fuel modification shall be designed and implemented consistent with the requirements of the Conservation and Open Space Element regarding fuel modification in habitat areas.

Action S-2.7d: Funding and Incentives. Develop and provide funding and/or incentives for defensible space measures (e.g., free chipping day, free collection day for tree limbs).

Action S-2.7e: Annexation. The City shall require a wildland fire analysis and plan as part of all future annexations that include an area designated by CAL FIRE as a Fire Hazard Severity Zone. At a minimum, these plans shall specify:

1. Fuel clearance and management techniques consistent with the Federal Land Assistance, Management, and Enhancement Act of 2009;
2. Adequate right-of-way for emergency response vehicles and evacuation;
3. Standards for traffic signals;
4. Standards for the placement of electrical utilities;

5. Provision of adequate water supply for the approved density; and
6. Level of service and response time from the fire department.

Action S-2.7f: New Structures in the Wildland-Urban Interface (WUI). New structures in areas designated by CAL FIRE as a Fire Hazard Severity Zone shall:

1. Prohibit locating any critical infrastructure in the WUI, unless it is critical to health and safety;
2. Include building setbacks and fuel breaks consistent with the most recent building code;
3. Utilize fire-resistant building materials consistent with the most recent building code or best practices;
4. Ensure adequate water supply and fire flow to protect the additional structure; and
5. Evaluate the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g., road width, road type, length of dead-end roads).

Action S-2.7g: Fire Hazard Severity Zones. The City shall encourage the clustering of development outside of the highest Fire Hazard Severity Zones.

Action S-2.7h: Interjurisdictional Cooperation. Continue enhancing interjurisdictional communication systems between public agencies with responsibility for fire protection.

GOAL S-3

A community that maintains its unique physiographic character, including its sandy and rocky beaches, to conserve soil resources and prevent excessive erosion due to wind and water.

Policy S-3.1: Shoreline Protective Devices. Permit revetments, breakwaters, groins, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes only when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

Action S-3.1a: Shoreline Protective Devices. New shoreline protective devices, such as seawalls, caissons, revetments, groins, breakwaters, and riprap shall be permitted only when necessary to protect existing structures, coastal dependent uses, and public beaches in danger of erosion, in conformance with California Coastal Act Section 30235 and all other policies and standards of the City's GP/LCP. Nonstructural alternatives shall be used and prioritized wherever feasible to protect coastal resources, such as beach nourishment, drainage and native landscape improvements, or relocation. If no feasible alternative is available, shoreline protection structures shall be designed and constructed to eliminate or mitigate adverse impacts on local shoreline sand supply, habitat, scenic views, and other coastal resources and to maintain public access to and recreation along the shoreline. Design and construction of protective devices shall minimize alteration of natural landforms, and shall be constructed to minimize visual impacts.

Action S-3.1b: Temporary Shoreline Protection Devices. New shoreline protective devices may be permitted when necessary to protect public-serving uses and critical infrastructure (e.g. wastewater, transportation infrastructure) when such infrastructure is necessary to protect and

provide essential services, water quality, public health and safety, etc. Permits for shoreline protection shall include conditions requiring the Permittee to acknowledge that the Coastal Development Permit only authorizes the development for an initial, temporary period, during which time the Permittee must develop a longer-term sea level rise adaptation approach that, if feasible and consistent with other applicable LCP policies, does not rely on armoring. Shoreline protection shall be consistent with other GP/LCP policies and requirements regarding shoreline protection, including but not limited to least environmentally damaging alternative (**Action S-3.1a**), siting and design (**Action S-3.1h**), monitoring (**Action S-3.1i**), and impact mitigation (**Action S-3.1j**).

Action S-3.1c: Shoreline Protection for visitor serving uses that provide a public benefit. New shoreline protective devices may be permitted when necessary to protect visitor-serving uses with a public benefit in the Downtown, Hotel, and North Spyglass planning areas. New shoreline protective devices shall not be permitted for visitor-serving uses without a significant public benefit. The Community Development Director may exercise discretion in determining the significance of the proposed public benefit, and if such benefit warrants the protection of a shoreline protective devise. Nonstructural alternatives shall be used and prioritized wherever feasible to protect coastal resources, such as beach nourishment, drainage and native landscape improvements, or relocation. If no feasible alternative is available, shoreline protection structures shall be designed and constructed to eliminate or mitigate adverse impacts on local shoreline sand supply, habitat, scenic views, and coastal resources and to maintain public access to and recreation along the shoreline. Design and construction of protective devices shall minimize alteration of natural landforms, and shall be constructed to minimize visual impacts.

Action S-3.1d: Repair and Maintenance of Existing Shoreline Protective Devices. Non-exempt repair and maintenance of existing, legally established shoreline protective devices may be permitted pursuant to a CDP only if the activities do not result in an enlargement or extension of the armoring. Repair and maintenance activities shall not result in a seaward encroachment of the shoreline protective device or substantially impair public trust resources. Unless destroyed by natural disaster, the replacement of 50% or more of a shoreline protective device shall not be considered repair and maintenance, but instead constitutes a new replacement structure that requires a CDP and must conform to the GP/LCP policies and requirements.

Applications for non-exempt repair and maintenance of an existing, legally established shoreline protective device shall include a re-assessment of the need for the device, the need for any repair or maintenance of the device, and the potential for the device's removal based on changed conditions, such as sea level rise. In addition to the coastal hazard analysis required per the zoning code/coastal implementation plan., applications for non-exempt repair and maintenance of shoreline protective devices shall include an evaluation of the age, condition, and economic life of the existing structure the device is required to protect; changed geologic site conditions, including but not limited to changes relative to sea level rise; and impacts to coastal resources, including but not limited to public access and recreation. Any such allowable repair and maintenance projects shall include measures to address and mitigate for any coastal resource impacts the device may have, including with respect to public views and public recreational access, and should also identify opportunities to include public access features in public areas within the device, such as walkways, viewing platform, etc.

Action S-3.1e: Review of Existing Shoreline Protective Devices. All new bluff-top/ shoreline development or substantial redevelopment of an existing structure on lots with a legally established shoreline protective device shall, as a condition of development, require an assessment of the continued efficacy and necessity of such protective device. The new development and/or redevelopment on the site shall be designed and sited in a manner that does not require or rely on the use of a shoreline protective device to ensure geologic stability. As a condition of permitting demolition or modification of development already present on site, any existing shoreline protective device associated with the development that is causing adverse impacts to coastal or public trust resources and that is under the applicant's control shall be removed if it is no longer necessary to protect remaining structures on the property.

Action S-3.1f: **Protection for Accessory Structures.** No shoreline protective device shall be allowed for the sole purpose of protecting a new or existing accessory structure.

Action S-3.1g: Shoreline Protective Device Duration. CDPs that authorize the expansion, alteration, and/or repair of existing shoreline protective devices or new shoreline protective devices shall, through conditions of approval, limit authorization of such devices to the life of the primary structure requiring protection. This authorization shall expire when the primary structure requiring protection is: (1) substantially redeveloped, (2) no longer present, or (3) no longer requires a protective device, whichever occurs first. The property owner shall apply for a CDP to remove the shoreline protective device within 6 months of a determination by the City that the device is no longer warranted because the structure is no longer present, is redeveloped, or no longer requires protection. The removal of the shoreline protective device for which authorization has expired shall be required prior to the commencement of construction of any new development on the site.

Action S-3.1h: Siting and Design of Protective Devices. Shoreline protective devices shall be sited and designed to be compatible with the surrounding vegetation and natural landforms in order to minimize adverse impacts on coastal resources to the maximum extent feasible. The design plan approved pursuant to the CDP shall demonstrate that:

a. The device will be colored/constructed with concrete or other approved material that has been colored with earth tones that are compatible with the adjacent area, and the color shall be maintained throughout the life of the structure;
b. The device will be textured for a natural look to blend with the surrounding soil and/or vegetation, as applicable.
c. Drought-tolerant, non-invasive vegetation shall be used to cover and camouflage the structure, where such planting is feasible;
d. Mitigation measures shall be utilized to offset all unavoidable impacts to coastal resources on or adjacent to the development site;
e. The device shall minimize and mitigate for any impairment and interference with shoreline sand supply and coastal waters;
f. Any potential adverse impacts on archaeological resources have been avoided or mitigated;

g. Any geologic hazards presented by construction in or near earthquake or landslide hazard zones shall be addressed;
h. Public recreational access shall be protected and enhanced where feasible, including by minimizing the displacement of beach and incorporating public access features within the device, such as walkways, viewing platform, etc. in public areas
i. The device has been sited and designed to avoid encroachment onto current public trust resources or migrating public trust boundaries, and the applicant acknowledges that the boundary between public land (tidelands) and private land may shift with rising seas and the structure may eventually be located on public trust lands; and
j. The device shall be, if necessary, designed to combine with drainage improvements to control erosion from surface and groundwater flows.

Action S-3.1i: Monitoring. The CDP for any shoreline protective device shall require the device to be regularly monitored by an engineer or engineering geologist familiar and experienced with coastal structures and processes. The property owner shall submit monitoring reports to the City every 5 years from the date of CDP issuance until its expiration, evaluating whether or not the shoreline protective device is still required to protect the structure(s) it was designed to protect. Each monitoring report shall contain the following:

a. An evaluation of the condition and performance of the approved shoreline protection device, including an assessment of whether any weathering or damage has occurred that could adversely impact future performance of the device;
b. An analysis of erosion trends, annual retreat, or rate of retreat of natural landforms on the subject site, such as a bluff;
c. A description of any migration or movement of rock that has occurred on the site; and,
d. Recommendations for repair, maintenance, modifications or other work to the device.

If monitoring demonstrates that the shoreline protective device has fallen into disrepair, is failing, or presents a nuisance or safety hazard, the City may require repair or modifications to the protective device to correct the problem and that may be subject to a CDP unless exempt per

Action S-3.1j: Impact Mitigation. New shoreline protective devices shall be required to mitigate impacts to shoreline sand supply (including sand lost due to the device's encroachment, sand lost from fixing of the back of the beach, and sand lost from the bluff protected by the device), public access and recreation, and any other relevant coastal resource impacts in 20-year increments, starting with the building permit completion certificate date. Permittees shall apply for a CDP amendment prior to the expiration of each 20-year mitigation period, proposing mitigation for coastal resource impacts associated with the retention of the shoreline protective device beyond the preceding 20-year mitigation period, and such application shall include consideration of alternative feasible mitigation measures in which the permittee can modify or remove the shoreline protective device to lessen its impacts on coastal resources.

Impacts shall be mitigated through options such as providing equivalent new public access or recreational facilities or undertaking restoration of nearby beach habitat. If such options are not feasible, proportional in-lieu fees may be used as a vehicle for impact mitigation provided that such in-lieu fees are deposited in an interest-bearing account managed by an appropriate local/regional governmental body and used only for acquisition or improvements of coastal public access, biological restoration, or other relevant mitigation in the vicinity of the project. New shoreline protective devices may not be approved if they cannot adequately eliminate or mitigate adverse impacts on local shoreline sand supply.

Policy S-3.2: Bluff Management. Manage natural bluff features to conserve soil resources and prevent excessive erosion due to wind and water.

Action S-3.2a: Development on Bluff Face. No new development shall be permitted on any bluff face, except engineered staircases or accessways to provide public beach access where no feasible alternative means of public access exists, and pipelines for scientific research or coastal-dependent industry. Drainpipes shall be allowed only where no other less environmentally damaging drain system is feasible, and the drainpipes shall be designed and placed to minimize impacts to the bluff face, toe, and beach. Drainage devices extending over the bluff face shall not be permitted if the property can be drained away from the bluff face, toe, and beach. Any development permitted on a bluff face per this section shall:

a. Be designed and constructed to minimize landform alteration of the oceanfront bluff face;
b. Not contribute to further erosion or cause, expand, or accelerate instability of the bluff;
c. Be visually compatible with the surrounding areas;
d. Avoid the need for shoreline protection to the maximum extent feasible; and
e. Be sited and designed to be easily relocated or removed without significant damage to the bluff or shoreline.

Action S-3.2b: Bluff-top Lot Drainage and Erosion. New development, including substantial redevelopment, on a bluff-top lot shall provide adequate drainage and erosion control facilities that convey site drainage in a non-erosive manner away from the bluff edge to minimize hazards, site instability, and erosion.

Action S-3.2c: Bluff-top Landscaping. All landscaping for new bluff-top development or redevelopment shall consist of native, non-invasive, drought-tolerant, and fire-resistant species. Any permanent irrigation system shall be low volume (drip, micro jet, etc.) and shall only be permitted on the street-facing portion of the lot. The street facing portion is defined as the area between the building line to the property line along the street parallel to the bluff. Irrigation systems along the bluff or shoreline portion of a lot shall only be allowed on a temporary basis for initial plant establishment (90 days) and shall be removed after vegetation has established. Excessive irrigation on bluff lots is prohibited. Temporary bluff-top landscaping must be set back from the bluff edge by at least ten feet.

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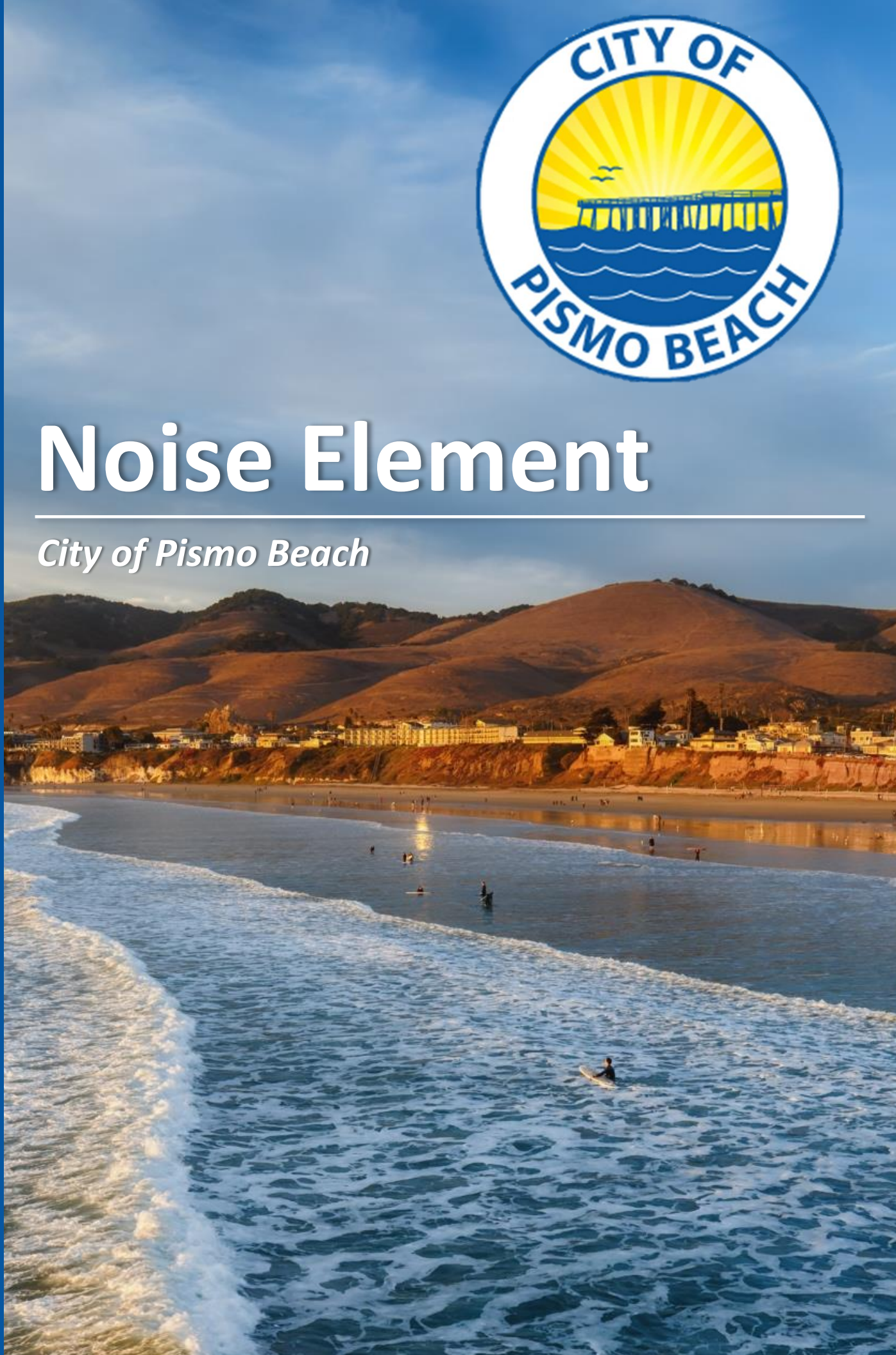
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Noise Element

City of Pismo Beach



NOISE ELEMENT

1. Introduction and Purpose

This Element identifies the City's approach to controlling environmental noise and limiting community exposure to excessive noise levels. The fundamental goals of a Noise Element are to:

1. Identify and analyze the major noise sources in the community.
2. Provide data and guidance to inform a pattern of land uses that minimizes exposure of community residents to excessive noise.
3. Protect quiet areas of a community from noise.
4. Develop implementation measures and strategies to address existing and foreseeable noise problems.[1]

1.1 Relationship to State Law

State law (California Government Code Section 65302(f)) requires general plans to include a Noise Element that identifies and evaluates noise problems in the City. The Noise Element shall recognize the guidelines established by the State Department of Public Health to analyze and quantify, to the extent practicable, as determined by the jurisdiction's legislative body, current and projected noise levels for all of the following sources:

- Highways and freeways
- Primary arterial and major local streets
- Passenger and freight online railroad operations and ground rapid transit systems
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation
- Local industrial plants, including, but not limited to, railroad classification yards
- Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

1.2 Relationship to Other General Plan Elements

The Noise Element is correlated with the Land Use, Circulation, and Housing Elements. Noise can have a significant impact on land use, and policies in the Noise Element are designed to ensure protection from noise for sensitive uses, as further discussed in the Land Use Element. Future noise levels may be affected by the construction of new land uses that generate noise. To respond to the noise sensitivity of certain land uses, the Noise Element includes policies to reduce noise impacts on noise-sensitive uses. Future noise contour information is based on traffic volumes, speeds, and railroad operations as described in the Circulation Element. The Noise Element relates to the Housing Element by promoting

[1] OPR (Governor's Office of Planning and Research). 2017. State of California General Plan Guidelines: 2017 Update. Accessed April 2019. http://opr.ca.gov/planning/general-plan/guidelines.html.

desirable residential environments that are buffered from undesirable noise impacts.

1.3 Relationship to Community Vision

Consistent with the Community Vision described in the introductory chapter, the City has developed a guiding principle to set the framework for this Noise Element. The Noise Element strives to implement the community vision through its goals, policies, and actions, and is built around the following guiding principle:

Noise Levels and Compatibility

The City will take actions to ensure that residents and workers in the City and visitors to the City will not be subjected to excessive levels of noise. Further, the City will protect long term values of both public and private investment by preventing the deterioration of the properties as a result of incompatible noise intrusion.

1.4 Understanding Noise

Noise is commonly understood as annoying or unwanted sound. Sound can be described by scientists and engineers in two characteristics, amplitude and pitch. Amplitude is driven by the energy content in sound waves and results in the loudness of sounds, which are described as "sound pressure level" or simply "sound level." Amplitude is measured in decibels (dB), which use a logarithmic scale. Pitch is the frequency of sound waves and results in how "high" or "low" a sound is. Pitch is measured in hertz (Hz). The most common weighting that is used in noise measurements is an A-weighted decibel (dBA), which is a composite representation of sounds at pitches that can be heard by the human ear.

Since sound is measured on a logarithmic scale, a doubling of sound energy results in a 3 dBA increase in the noise level. Changes in a community noise level of less than 3 dBA are not typically noticed by the human ear. Changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA increase is readily noticeable.[2] The human ear perceives a 10 dBA increase in sound level as a doubling of the sound level (e.g., 65 dBA sounds twice as loud as 55 dBA to a human ear).

Community noise is generated by many distant sources that change throughout the day. Two metrics are commonly used to describe average noise levels in a community: Day/Night Noise Level (L_{dn}) and Community Noise Equivalent Level (CNEL). L_{dn} and CNEL are 24-hour averages that add a penalty to night time noises, because communities are most sensitive to noise at night. CNEL, unlike L_{dn}, also penalizes evening noises. See **Table N-1** for a list of acoustical terms and their corresponding definitions.

[2] EPA (U.S. Environmental Protection Agency). 1973. *Public Health and Welfare Criteria for Noise*. July 27, 1973.

Table N-1
Definitions of Acoustical Terminology

Term	Definition
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
A-Weighted Sound Level (dBA)	Decibels A-weighted, referring to decibels weighted to the "A scale." Decibels A-weighted represent the sound level containing a range of frequencies weighted in a manner representative of the ear's response.
Community Noise Equivalent Level (CNEL)	The average A-weighted sound level during a 24-hour day, obtained after addition of 5 decibels to the average hourly sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 decibels to the average hourly sound levels during the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level (Ldn)	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to the hourly average noise levels measured during the night between 10:00 p.m. and 7:00 a.m.
Decibel (dB)	A unit of measurement (dB) on a logarithmic scale that describes the magnitude of a particular quantity of sound pressure or power with respect to a standard reference sound pressure of 20 µPascals.
Equivalent Sound Level (Leq)	Energy equivalent level, which is the equivalent steady-state sound level that, in a stated period of time, contains the same acoustical energy as a time-varying sound during the same time period. An Leq level is computed by summing the noise energy over the stated time period using mathematical integration. It is commonly also referred to as the “average sound level.”
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz.
Lmax, Lmin	The maximum and minimum A-weighted sound level during the measurement period.
Noise	Unwanted sound.
Noise Contour	A line on a map that represents equal levels of noise exposure, and also the boundary or limit for sound exposure of that level. Noise contours are generally provided in 5 dBA CNEL increments, which means the area between a 60 dBA CNEL contour and a 65 dBA CNEL contour has noise exposure ranging between 60 and 65 dBA CNEL.
Noise Impacted Areas	Areas with existing or projected exterior noise levels exceeding either 60 dB Ldn/CNEL.
Noise-Sensitive Land Uses	Any property where frequent exterior human use occurs and where a lowered noise level would be beneficial. In the City of Pismo Beach these are land uses that are designated for residential, recreation, religious worship, schools, libraries, and short-term lodging.
Noise-Generating Land Uses	Any property where noise may be generated and at such a level that noise beyond its property boundary could exceed established CNEL levels.
Yard Area	A 50 foot radius around a residential structure when the lot size exceeds the boundary of such radius

Noise levels that occur over short periods of time, such as construction or concerts, are not well regulated by CNEL. For these temporary events, an Equivalent Continuous Sound Level (L_{eq}) is established to address appropriate noise limits for avoidance of noise nuisance for nearby noise-sensitive land uses. An L_{eq} measures the average sound pressure over the duration of the event and is appropriate for application to noise sources that are scheduled, temporary, and louder than the community noise standards allow. In addition to L_{eq}, the maximum instantaneous sound level (L_{max}) can be employed in order to prevent excessive sound levels that could be particularly disruptive, or even harmful.

Figure N-1, Common Noise Sources, outlines common noise sources and their noise levels.

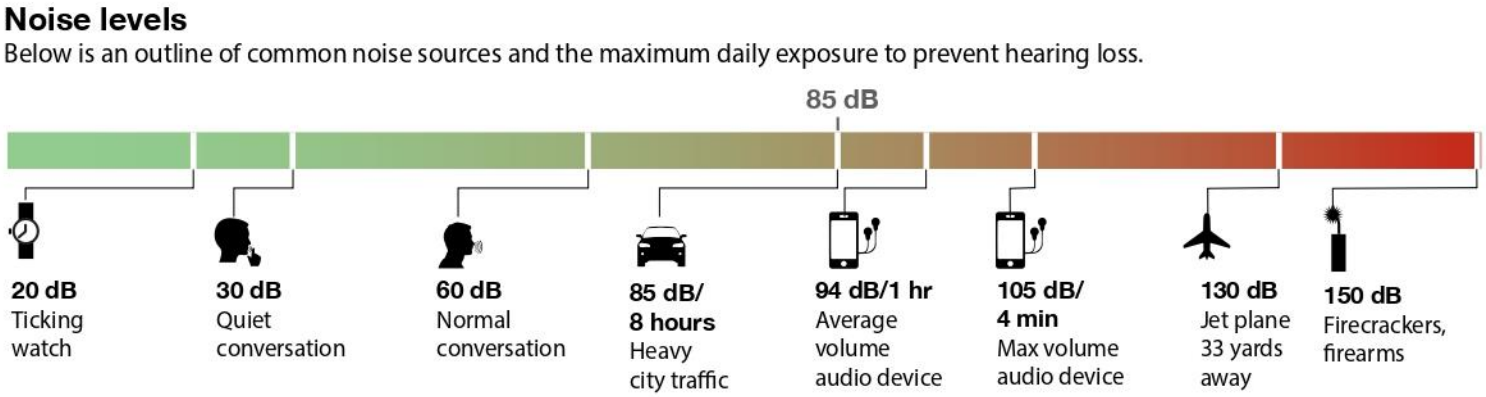


Figure N-1, Common Noise Sources

Sources: Humboldt County. 2017. "Noise Element." In *Humboldt County General Plan*. Adopted October 23, 2017. Accessed May 2019. https://humboldtgov.org/205/General-Plan.

WHO (World Health Organization). 2015. *Hearing Loss due to Recreational Exposure to Loud Sounds: A Review*. Accessed May 2019. https://apps.who.int/iris/bitstream/handle/10665/154589/9789241508513_eng.pdf;jsessionid=2420F38BD389D11BCE037D718CA78D02?sequenc

2. Existing Conditions

2.1 Noise in Pismo Beach

Pismo Beach is home to noise-sensitive land uses such as residences, churches, schools, and hotels. The City is also home to noise-generating uses such as highways, train tracks, and limited industrial uses. Noise sensitive land uses and principal noise sources are described below and shown in **Figure N-2,** Noise Sensitive Land Uses. The purpose of the Noise Element is to identify and define existing and future noise levels, guide land use decisions concerning the location of common sources of excess noise, and establish performance goals, policies, and actions for the range of proposed land uses present within the City. Long range control of noise is enacted through proper zoning, regulations and the project review process to separate incompatible uses and guide site design, building orientation and construction to ensure the compatibility of a project with the noise environment of the City.

Noise varies widely in its scope, source, and volume, ranging from individual occurrences such as a barking dog, to the intermittent disturbances of trains or overhead aircraft, to the fairly constant noise generated by traffic on Highway 101. Noise can affect all aspects of daily life and acceptable noise thresholds are established and controlled based on the various types of uses and their sensitivity to noise. Balancing the needs of quiet places in Pismo Beach while supporting the growth and development of industry and allowing the flow of tourism to continue is a primary goal of this Noise Element.

2.2 Noise-Sensitive Land Uses

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Places where people live, sleep, recreate, worship, and study generally are considered to be sensitive to noise because intrusive noise can be disruptive to these activities. When community noise interferes with human activities or contributes to stress, public annoyance with the noise sources increases, and the acceptability of the environment for people decreases.

Sensitive land uses include the following:

- Residential uses
- Visitor lodging – hotels, motels, inns
- Schools
- Libraries
- Places of religious worship
- Hospitals
- Assisted living facilities
- Public parks

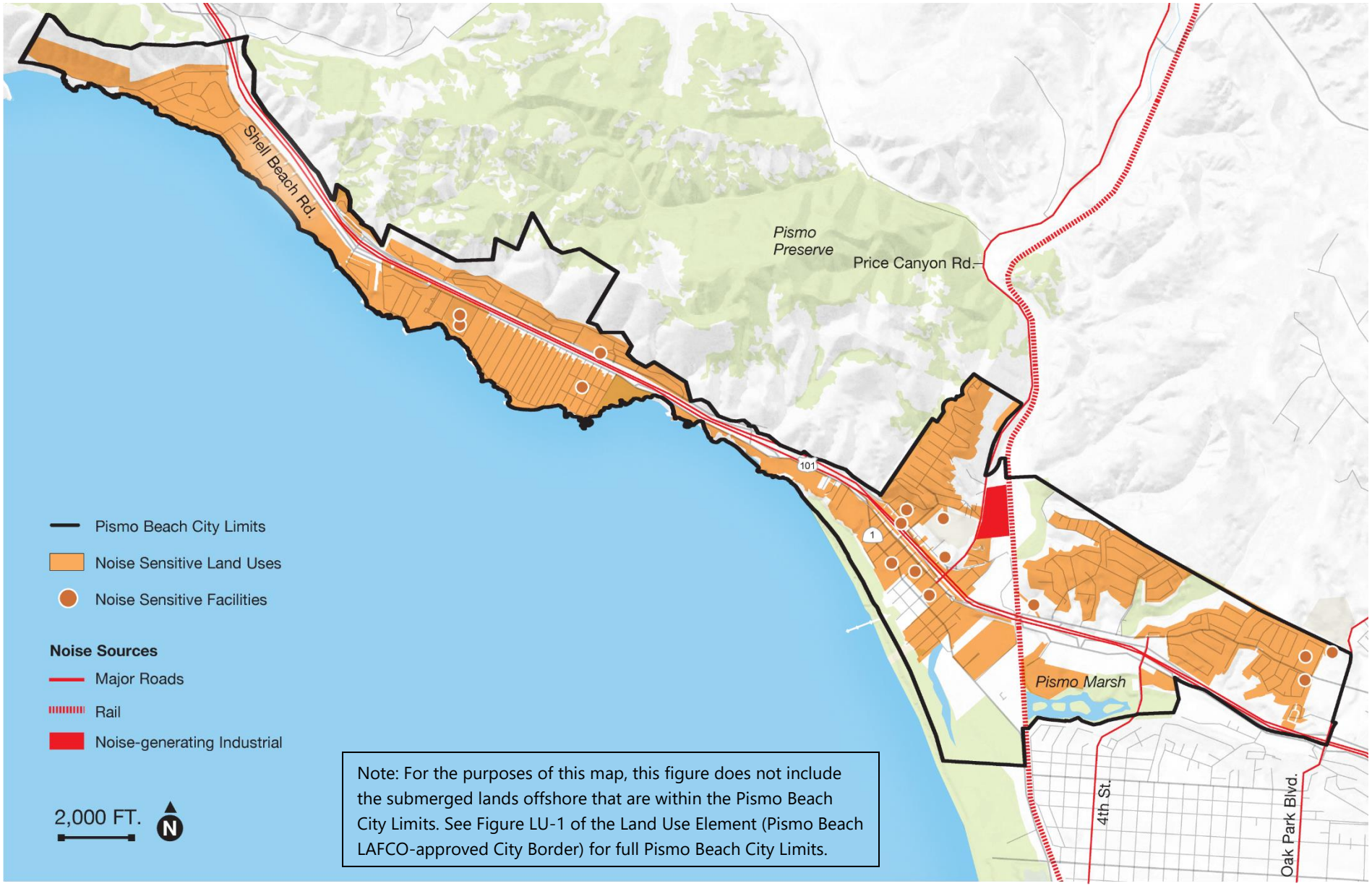


Figure N-2, Noise Sensitive Land Uses

2.3 Noise-Producing Land Uses

Land uses that constitute a source of noise are generally associated with major industry, the City's infrastructure, or accessibility systems for residents. The City's primary source of noise is traffic along Highway 101, as well as other major local roads. Vehicular noise has three main component sources: engine/transmission noise, exhaust noise, and tire noise. The intensity of noise emissions from any given vehicle will vary with its size and other factors, such as speed, acceleration, braking, street grade and conditions of the street surface. Thus, a busy downtown arterial with stop and go traffic is often noisier than an open street with comparable traffic volumes. The most significant noise-producing land uses include public roads and highways, and railroads. **Figure N-3**, Existing Noise Contours maps the most significant producers of existing noise and noise sensitive land uses within the City.

In order to characterize the noise levels associated with these sources, various approaches or methods were employed. For highway and road noise, the approach consisted of sound-level measurements and the use of a standard traffic noise model. Railroad noise was assessed based upon a 24-hour noise measurement to verify current rail noise level conditions. Pismo Beach has very few noise generating industrial uses which produce low amounts of noise, but stationary noise sources including the industrial area north of Bello Street and east of Price Canyon Road and the Retail Outlet Center were addressed with 24-hour sound level measurements. Please refer to the Technical Background Report in Appendix A for a detailed discussion of the various methods employed, as well as for field data and modelling results. **Tables N-2** through **N-4** summarize the results of community noise measurements conducted in 2019 for selected transportation-related and stationary noise sources in the City. Other noise sources not included in the inventory include noises from persons, pets, commercial enterprises, and construction sites. Noise level contours for State highways, selected roads, railroads, and other prominent stationary sources are provided in **Figure N-3**, Existing Noise Contours.

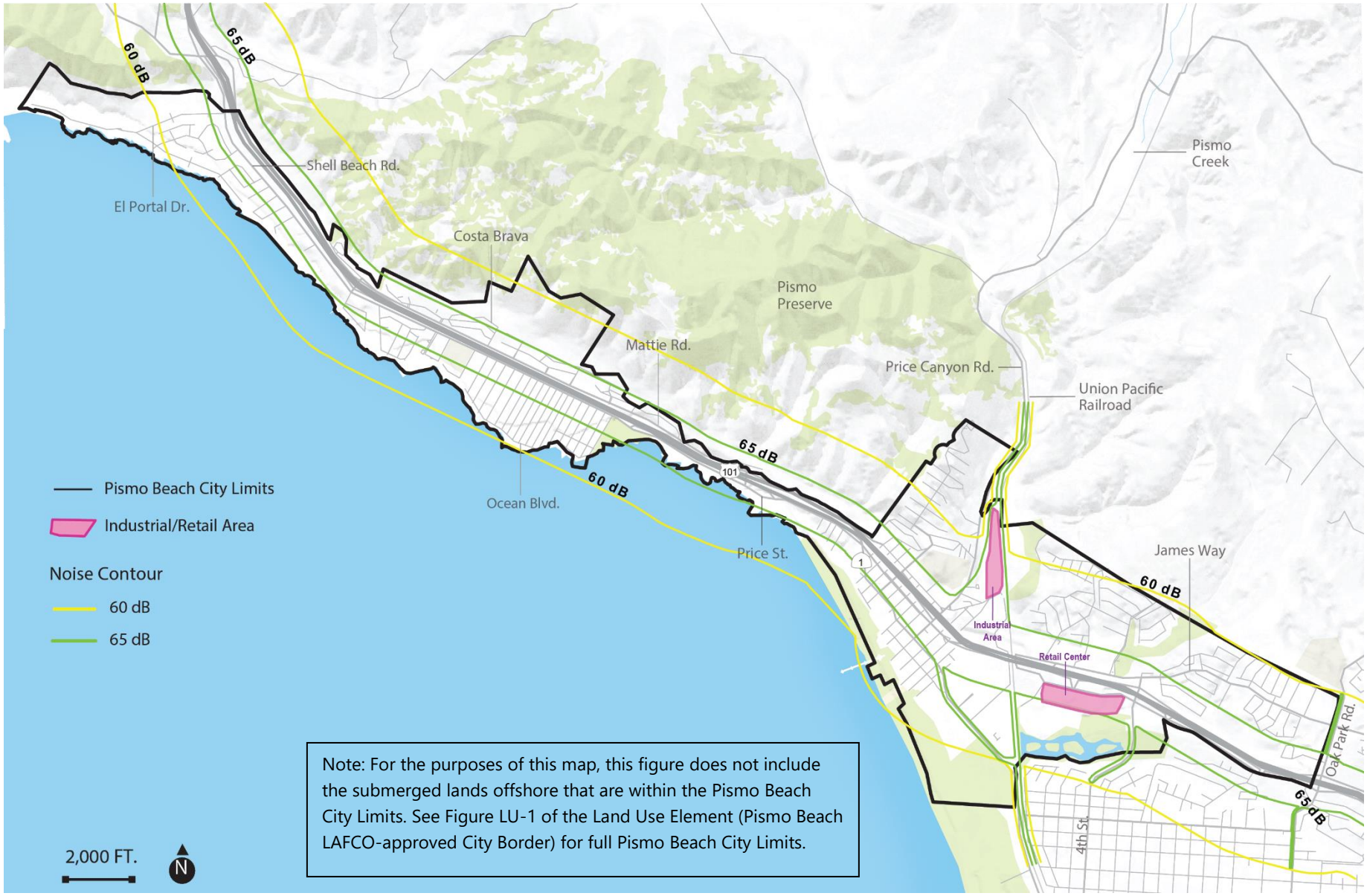


Figure N-3, Existing Noise Contours

Transportation-Related Noise

Highway Noise

Highways are a major noise source in many jurisdictions, and they are the primary means of circulation throughout Pismo Beach. Pismo Beach is primarily subject to noise impacts from US Highway 101 and State Route 1. As explained in more detail in the Technical Background Appendix, short-term sound-level measurements and manual traffic counts were performed for highway segments in representative areas of the City in order to allow the prediction of existing and Year 2040 traffic noise levels (expressed as CNEL). **Table N-2** presents the results of the traffic noise modeling and identifies the distance from the center of the highway to the boundary of the 65 and 60 dBA CNEL contours. The distance to the 65 dBA CNEL contour is relevant because it represents the maximum recommended exterior noise exposure for multi-family residences; the 60 dBA CNEL contour is of interest because it represents the setback distance that should be considered when siting any new noise-sensitive use, in order to avoid exposure in excess of the recommended maximum level of 60 dBA CNEL. **Figure N-3**, Existing Noise Contours, provides noise contour maps for highways within Pismo Beach. The traffic noise modeling assumes flat ground adjacent to the highway, with no terrain or obstructions. Elevation can amplify or dampen noise levels; for example, noise from a lower elevated highway, such as in a valley, will be reflected upward, while noise from an elevated highway may dissipate. On flat ground, buffers such as sound walls or dense vegetation can be implemented to limit noise from escaping to surrounding areas. To address traffic noise along State highways, the California Department of Transportation (Caltrans) sometimes installs sound walls when new construction or widening is proposed to lessen noise impacts on proximate receptors. Sound walls can be costly and aesthetically unappealing, and they are only recommended when appropriate distance setbacks to noise-sensitive receivers, dense landscaping, landscaped berms, or other attenuation techniques cannot mitigate the noise exposure below levels required by the Pismo Beach Noise Ordinance (Section Pismo Beach Municipal Code, Chapter 9.24 Noise Control). In Pismo Beach, Caltrans has not pursued sound wall construction along existing highways.

Table N-2
Highway Noise Levels

Highways	Measured CNEL	Existing Distance to 65 CNEL (feet)	Existing Distance to 60 CNEL (feet)	YEAR 2040 Distance to 65 CNEL (feet)	YEAR 2040 Distance to 60 CNEL (feet)
Highway 1	69 dBA	70	223	79	250
Highway 101 (Price Street to Mattie Road)	76 dBA	561	1774	629	1991
Highway 101 (North of Avila Beach Drive)	76 dBA	574	1815	644	2037
Highway 101 (South of Oak Park Blvd)	76 dBA	574	1815	644	2037

Table N-2
Highway Noise Levels

Highways	Measured CNEL	Existing Distance to 65 CNEL (feet)	Existing Distance to 60 CNEL (feet)	YEAR 2040 Distance to 65 CNEL (feet)	YEAR 2040 Distance to 60 CNEL (feet)
Highway 101 (Price Street South to Price Street North)	76 dBA	574	1815	644	2037
Highway 101 (Mattie Road to Spyglass Drive)	76 dBA	587	1858	659	2084
Highway 101 (Spyglass Drive to Avila Beach Drive)	76 dBA	601	1901	674	2133
Highway 101 (Oak Park Blvd. to Fourth Street)	77 dBA	723	2285	811	2564
Highway 101 (Fourth Street to Price Street)	77 dBA	792	2506	889	2812

Notes: CNEL = Community Noise Equivalent Level

Local Roadway Traffic Noise

The total number of vehicles, traffic speed, and the percentage of semi-truck traffic primarily dictates the level of traffic noise along a given segment of roadway. The primary source of noise from cars is high-frequency tire noise, which increases with vehicle speed. Trucks, motorcycles, and older cars also generate increased engine and exhaust noise, and semi-trucks also generate increased wind noise. Generally, during peak hours, traffic along roadways causes higher noise levels compared to noise levels during non-peak hours, unless congestion is present (which reduces the average vehicle speeds). As explained in more detail in the Technical Background Appendix, short-term sound level measurements and manual traffic counts were performed for roadway segments in representative areas of the City in order to allow the prediction of existing and Year 2040 traffic noise levels (expressed as CNEL). **Table N-3** presents the results of the traffic noise modeling, and identifies the distance from the center of the roadway to the boundary of the 65 dBA and 60 dBA CNEL contours. The distance to the 60 dBA CNEL contour is of interest because it represents the setback distance that should be considered when siting any new noise-sensitive use, in order to avoid exposure above the recommended maximum level of 60 dBA CNEL; the 65 dBA CNEL is applicable to the siting of new multi-family residential development. **Figure N-3**, Existing Noise Contours, provides noise contour maps for roadways within the City under current conditions.

Table N-3
Local and Regional Roadway Noise Levels

Roads	Measured CNEL	Existing Distance to 65 CNEL (feet)	Existing Distance to 60 CNEL (feet)	YEAR 2040 Distance to 65 CNEL (feet)	YEAR 2040 Distance to 60 CNEL (feet)
Ocean Boulevard	48 dBA	--	--	--	--
North Fourth Street	72 dBA	137	434	161	510
Mattie Road / Noyes Road	55 dBA	--	--	--	--
North Oak Park Boulevard	65 dBA	112	353	134	425
Price Canyon Road	71 dBA	100	315	125	396
Shell Beach Road	61 dBA	--	--	--	--

Note: "--" denotes the contour boundary is located within the roadway travel lanes.

With regard to the prediction of future traffic noise levels, the traffic model uses documented noise levels from vehicles including automobiles, medium trucks, heavy trucks, buses, and motorcycles, as derived from past measurements. With initiatives at the State level to increase the percentage of electric powered vehicles (with no engine exhaust noise), future traffic noise levels are likely to be lower than the predicted values for highways and local roadways as illustrated in **Table N-2** and **N-3.**

Railroad Noise

The Union Pacific Railroad (UPRR) owns rail lines that traverse Pismo Beach, carrying UPRR freight trains and Amtrak passenger trains. The UPRR line extends from the Bello Street industrial area at the City's northern boundary, due south to the vicinity of Pismo State Beach before continuing on to Grover Beach.

Although train noise is intermittent, it is a significant source of noise due to its magnitude and associated vibration effects. Train noise is comprised of the sounds of the locomotive engine, wheel-on-rail noise, and train whistles near at-grade roadway crossings. There are no railroad crossings within the City, but locomotive engine and wheel contact noise are clearly audible at adjacent land uses.

Based on the 24-hour noise measurement, train operations result in a noise level of 66 CNEL dBA at 40 feet from the center of the rail line. Using the exterior attenuation rate for a line source, train noise is calculated to be reduced to 60 CNEL dBA at approximately 170 feet from the center-line of the tracks. Therefore, a 170-foot setback from the UPRR rail lines is reasonable for planning purposes to avoid elevated noise exposure levels for noise-sensitive land uses. **Figure N-3**, Existing Noise Contours, illustrates the location of rail lines in Pismo Beach, along with the location of the 65 CNEL dBA and 60 CNEL dBA contours associated with the rail right-of-way.

Stationary Source Noises

Noise from industrial businesses and large stationary sources varies but can contribute significant impacts on adjacent uses depending on the nature of industrial operations. Industrial operations often involve the use of mechanical equipment, generators, and vehicles that contribute to noise levels at industrial sites, particularly if operations occur outdoors. Pismo Beach has essentially one area devoted to industrial uses; the area is situated east of Price Canyon Road, generally north of Bello Street, and along the west side of the UPRR alignment (described above); this area currently serves as storage and staging for Pacific Gas and Electric. Measurement results indicate noise levels from the industrial area at the closest noise-sensitive land uses is not substantial compared to transportation source noise levels. The Pismo Beach Premium Outlets represent an important commercial retail stationary noise source, due to the concentration of large commercial structures, presence of multiple HVAC systems, and vehicle traffic. However, measurement results indicate noise from the Pismo Beach Premium Outlets are not substantial when compared to noise levels from adjacent transportation sources including Highway 101 and 5 Cities Drive. **Table N-4** provides a summary of noise levels pertaining to each identified stationary source. The Technical Background Appendix provides a description of the methodology used and supporting data.

Table N-4
Stationary Source Noise Levels in Pismo Beach

Location	Stationary Source	Measured CNEL	Distance to 65 CNEL (feet)
Price Canyon Road/Bello Street	Industrial Area	56 dBA	108
5 Cities Drive	Pismo Beach Premium Outlets	64 dBA	47

Construction Noise

Construction noise typically involves the loudest common urban noise events associated with building demolition, grading, construction, large diesel engines, and truck deliveries and hauling. While temporary in nature, construction activity can create a substantial increase in noise volumes to adjacent receptors during the construction period. Construction noise is regulated by hours of operation and average sound level over that operation period, as outlined in the Pismo Beach Noise Ordinance (Pismo Beach Municipal Code, Chapter 9.24 Noise Control).

Infrastructure improvements such as street maintenance or widening can also create a significant source of noise. Infrastructure improvement projects would also be subject to the restrictions in the Noise Ordinance and required mitigation measures from the 2018 Circulation Element Mitigated Negative Declaration to minimize noise impacts.

3. Noise Compatibility

3.1 Land Use

Evaluating new development projects for noise impacts should be based on a comparison of the noise compatibility standards in **Table N-5**. Generally, new noise generating sources should not be placed in locations that would raise noise levels above those presented in **Table N-5**, and new noise sensitive uses should not be located in areas where exterior noise levels currently exceed the standards presented in **Table N-5**. New development can achieve these standards by either avoiding locating near incompatible land uses, or abating noise impacts through typical noise mitigation techniques, such as barriers or sound walls between noise generating sources and exterior use areas, dense vegetation placed between noise generating sources and adjacent exterior use areas, and/or increased building shell sound insulation to prevent elevated exterior noise levels from intruding into interior living areas.

A standard construction wood frame house reduces noise transmission by 15 dBA with windows open and 20 dBA with windows closed. Since interior noise levels for residences are not to exceed 45 dBA CNEL, the maximum exterior noise level for residences is 60 dBA CNEL without requiring additional insulation (with windows open condition). If a proposed new noise generating use will cause external noise levels at the property line of residential uses to exceed 60 dBA CNEL, buffers or other noise mitigation techniques will be required to be implemented by the sponsor of the new noise generating use. If new unplanned residential or other noise sensitive development is proposed to be located in an area with noise levels exceeding 60 dBA CNEL, it will be incumbent upon the new noise-sensitive development to reduce interior noise levels to 45 dBA CNEL. It should be noted that residential building construction in compliance with the 2020 building code reduces residential interior noise levels by 15-20 dBA and often lowers noise levels to acceptable standards.

Table N-5
Land Use Compatibility Guidelines for Development

Land Use	Community Noise Exposure CNEL or LDN (dBA)							Key
	50-55	*55-60*	*60-65*	*65-70*	*70-75*	*75-80*	*80-85*	
[1]Single-family Residential, Theaters, Auditoriums, Music Halls, Meeting Halls, Churches								**Acceptable**
								Specified land use is satisfactory. No noise mitigations measures are required.
Multi-family Residential, Transient Lodging - Motels, Hotels								
								Conditionally Acceptable

Table N-5
Land Use Compatibility Guidelines for Development

Land Use	Community Noise Exposure CNEL or LDN (dBA)							Key
	50-55	*55-60*	*60-65*	*65-70*	*70-75*	*75-80*	*80-85*	
Hospitals, Nursing Homes								Use should be permitted only after careful study and inclusion of protective measures as needed to satisfy the policies of the Noise Element.
Playgrounds, Parks								**Unacceptable**
Schools, Libraries, Museums, Office Buildings								Development is usually not feasible in accordance with the goals of the Noise Element.

[1] New single-family residences (individual parcel development) are to be exempt from noise studies but shall require a buyer beware notice that acknowledges the residence may experience noise higher than City standards. New single-family subdivision developments (such as creation of multiple new residential lots) are subject to the noise study requirements and identified exterior noise exposure limits.

3.2 Stationary Noise Exposure Limits

The City of Pismo Beach has adopted stationary noise limits that are applicable when proposing a new noise-sensitive land use (i.e., residential, transient lodging, hospital, nursing care, schools, libraries, auditoriums, meeting halls, churches, etc.). The introduction of new noise-sensitive land uses is expected to be minimal, as the City has no plans for expansion and has identified future growth to primarily be associated with infill development and redevelopment. **Table N-6** illustrates the exterior noise limits from stationary noise sources at the property line of the proposed new noise-sensitive land use.

Table N-6
Maximum Allowable Noise Exposure for Noise Sensitive Uses: Stationary Noise Sources [1]

Metric	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq} dBA [2]	50	45
Maximum level dBA [2]	70	65
Maximum level, dBA-Impulsive Noise [3]	65	60

1 As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.
2 Sound level measurements shall be made with slow meter response.
3 Sound level measurements shall be made with fast meter response.

3.3 Transportation Noise Exposure

The City of Pismo Beach has also adopted transportation noise limits that are applicable when proposing a new noise-sensitive land use (i.e., residential, transient lodging, hospital, nursing care, schools, libraries, auditoriums, meeting halls, churches, etc.). **Table N-7** illustrates the exterior noise limits from transportation noise sources at the property line of the proposed new noise-sensitive land use.

Table N-7
Maximum Allowable Noise Exposure for Noise Sensitive Uses: Transportation Noise Sources [1]

Land Use	Outdoor Activity Areas [1] Ldn/CNEL dBA	Interior Spaces	
		L_{dn}/CNEL dBA	L_{eq} dBA [2]
Single-family Residential	60[3]	45	--
Transient Lodging, Multi-Family Residential	65[6]	45	--
Hospitals, Nursing Homes	60[4]	45	--
Theaters, Auditoriums, Music Halls	60[4]	--	35
Churches, Meeting Halls	60[4]	--	45
Office Buildings	60[5]	--	45
Schools, Libraries, Museums	60[5]	--	45
Playgrounds, Neighborhood Parks	70[7]	--	--

1 Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.
2 As determined for a typical worst-case hour during periods of use.

[3] New single-family residences (individual parcel development) are to be exempt from noise studies but shall require a buyer beware notice that acknowledges the residence may experience noise higher than City standards. New single-family subdivision developments (such as creation of multiple new residential lots) are subject to the noise study requirements. For new multi-lot single-family residential development, where is it not possible to reduce noise in outdoor activity areas to 60 dBA L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level up to 65 dBA L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. This determination will be made as the result of an acoustical study.

[4] Where is it not possible to reduce noise in outdoor activity areas to 60 dBA L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level up to 65 dBA L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. This determination will be made as the result of an acoustical study.

[5] Where is it not possible to reduce noise in outdoor activity areas to 60 dBA L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level up to 70 dBA L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. This determination will be made as the result of an acoustical study.

[6] Where is it not possible to reduce noise in outdoor activity areas to 65 dBA L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level up to 70 dBA L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. This determination will be made as the result of an acoustical study.

[7] Where is it not possible to reduce noise in outdoor activity areas to 70 dBA L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level up to 75 dBA L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. This determination will be made as the result of an acoustical study.

With regard to building construction to achieve adequate interior noise attenuation, Pismo Beach shall enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code. It should be noted that residential building construction in compliance with the 2020 building code reduces residential interior noise levels by 15-20 dBA. **Table N-8** identifies construction-related noise controls for residences, as a function of exterior noise level exposure from transportation sources.

Table N-8
Residential Construction Sound Controls Per Exterior Noise Exposure [1]

Exterior Noise Exposure Level (CNEL)	Required Building Components	Resulting Interior Noise Level (CNEL)
≤ 60	Compliance with 2020 CBC	45
60 - 65	Compliance with 2020 CBC Mechanical ventilation or air conditioning	45 (windows closed)
65 - 70	Compliance with 2020 CBC Mechanical ventilation or air conditioning Exterior doors and windows with minimum sound transmission class (STC) rating of 30	45 (windows closed)
> 70	Compliance with 2020 CBC Mechanical ventilation or air conditioning Exterior doors and windows with minimum sound transmission class (STC) rating > 30 Additional layer of plywood or drywall in exterior building shell construction	45 (windows closed)

Table N-8
Residential Construction Sound Controls Per Exterior Noise Exposure [1]

Exterior Noise Exposure Level (CNEL)	Required Building Components	Resulting Interior Noise Level (CNEL)
	*** SITE SPECIFIC NOISE STUDY REQUIRED**	

4. Noise Regulations

The following provides the Federal, State, and local framework for regulating noise in Pismo Beach.

4.1 Federal

Noise Control Act of 1972 (PL 92-574)

The Noise Control Act established a national policy "to promote an environment for all Americans free from noise that jeopardizes their public health and welfare." The Act provides for a division of powers between the Federal, State, and local governments, in which the primary Federal responsibility is for noise source emission control, with the states and other agencies retaining the rights to control noise sources and the level of noise within their communities and jurisdiction. The Noise Control Act was supplemented by the Quiet Communities Act of 1978 (PL 95-609).

4.2 State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) considers generation of excessive noise an environmental impact. Implementation of CEQA ensures that during the decision-making stage of development review, City officials and the public will be informed of any potentially excessive noise levels and available mitigation measures to reduce these to acceptable levels, for any proposal subject to discretionary action in the City.

California Noise Insulation Standards (California Code of Regulations, Title 24)

Title 24 of the California Code of Regulations establishes residential insulation standards to be implemented during the building permit and construction process. Title 24 establishes an interior noise standard of 45 dBA for multiple unit residential structures and hotel/motel structures.

Caltrans Project Development Procedures Manual (Section 2 of Chapter 30: Highway Traffic Noise Abatement) and 23 CFR 772

These documents specify the Noise Abatement Criteria (NAC) for noise-sensitive land uses. The NAC are applicable to new highways and changes to the horizontal or vertical alignment of existing highways and are required for Caltrans and local agency projects that receive Federal funding or require Federal Highway Administration (FHWA) approval action. The NAC is an exterior noise level of 67 dBA CNEL for

noise sensitive land uses (i.e., picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals).

4.3 Local

Noise Ordinance (Pismo Beach Municipal Code, Chapter 9.24 Noise Control)

The Pismo Beach Noise Ordinance defines limits for excessive noise and sets noise level generation limits to protect noise-sensitive land uses. While noise levels within commercial and industrial areas are given a higher allowance (up to 75 hourly L_{eq} dBA), noise from all sources is limited to no greater than 65 dBA CNEL at noise-sensitive land use receiver sites.

5. Goals, Policies, and Actions

GOAL N-1

A quiet and healthful environment with minimal noise intrusion.

Policy N-1.1: Noise Generation Standards. Minimize the impact of noise generators by applying clear and appropriate standards during permit review and subsequent monitoring.

Action N-1.1a: **Enforce Stationary Noise Source Levels.** Enforce maximum and average noise level limits on permitted stationary sources based upon their impact on the property line of the nearest noise-sensitive receptor as outlined in **Table N-6.**

Action N-1.1b: Enforce Construction Noise Standards. Enforce the construction noise standards as outlined in the Pismo Beach Noise Ordinance (Pismo Beach Municipal Code, Chapter 9.24 Noise Control) and identify applicable restrictions and controls for meeting these requirements with each building permit application.

Policy N-1.2: Noise Mitigation and Attenuation. Mitigate the effect of noise from new commercial uses, project-generated traffic, and short-term construction on residential and other noise-sensitive land uses by applying feasible noise mitigation measures.

Action N-1.2a: Attenuate Project-Related Stationary Source Noise Impacts. After the applicable environmental review is finished, the City shall work with project applicants to attenuate stationary source noise impacts. Projects shall be designed to avoid long-term noise impacts or reduce those impacts using the following methods, or similar methods, as appropriate to meet the applicable noise levels presented in **Table N-6:**

- Create a distance buffer between stationary mechanical equipment and noise-sensitive receivers by placing parking lots, storm drain facilities, and landscaping between major stationary equipment and adjacent receivers.
- Provide sound barriers or enclosures for equipment with significant sound-generation.
- Where possible, place on-site buildings between major noise-generating equipment and the location of the closest adjacent noise-sensitive land use.

- Where possible, locate/orient/direct/face/position noise-generating use in such a way that minimizes noise for noise-sensitive receivers.
- Use facility perimeter sound barriers (i.e., solid walls) or landscaped berms to reduce noise levels at immediately adjacent noise-sensitive uses.

Action N-1.2b: Require Noise Studies for Proposed Commercial Developments (CEQA). When a proposed commercial development has the potential to generate noise levels that exceed the standards presented in **Table N-6,** a noise study and acceptable noise attenuation techniques to assure compliance with **Table N-6** shall be required. For such commercial projects, the environmental review process required by CEQA shall be employed to identify the required analysis and determine appropriate mitigation.

For the purpose of completing CEQA review, future noise levels shall be predicted for a period of at least 10 years from the beginning of environmental document review process. Adherence to mitigation required to address significant noise impacts (as identified in the CEQA review document) shall be ensured via their incorporation in a required Mitigation Monitoring and Reporting Program (MMRP), to be adopted concurrent with approval of permits for the project. Adherence to mitigation described above shall also be ensured through conditions of approval. New single-family residences are to be exempt from noise studies, but shall require a buyer beware notice that acknowledges the residence may experience noise higher than City standards.

Action N-1.2c: Noise Study Requirements. When a commercial project has the potential to generate noise levels in excess of Plan standards, a noise study and acceptable plans to assure compliance with the standards shall be required. The noise study shall measure or model the following, as appropriate: CNEL, Leq, and Lmax levels at property lines and, if feasible, receptor locations. Noise studies shall be prepared by qualified individuals using calibrated equipment under currently accepted professional standards and include an analysis of the characteristics of the project in relation to noise levels, all feasible mitigations, and projected noise impacts. Noise studies shall:

- Be the responsibility of the applicant, but accepted by the Planning Department.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- Estimate existing and projected (10 years) noise levels in terms of CNEL standards in **Table N-6** or **Table N-7**, and compare predicted noise levels against such standards.
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element and Noise Ordinance.
- Predict noise exposure at the property line after the prescribed mitigation measures have been implemented (quantify the noise reduction achieved by the mitigations). If the project does not comply with the adopted standards of the Noise Element and Noise Ordinance, the analysis must provide acoustical information for a statement of overriding considerations for the project.

Action N-1.2d: Attenuate Project-Related Traffic Noise Impacts Near Sensitive Uses. Proposed discretionary developments that may result in an increase in traffic on roadways near existing noise-

sensitive uses above levels allowed in the General Plan, should include, as appropriate and feasible, traffic calming design, low-noise pavement surfaces, sound barriers, or vegetated berms in order to minimize motor vehicle traffic noise. Traffic calming design could include:

- Digital speed monitors
- Flashing crosswalk beacons
- Reduced speed limits

Policy N-1.3: Existing Land Use Incompatibilities. Help mitigate noise levels among existing incompatible land uses, as feasible, to enhance quality of life for noise impacted residents and other sensitive receptors.

Action N-1.3a: Mitigate Stationary Source Noise Impacts on Existing Residential and Other Sensitive Uses as Feasible. Upon receiving noise complaints, City Planning staff shall investigate the noise source associated with the complaint to determine if a violation of ordinance-specified noise limits is occurring. Such investigation may include the direct measurement of sound levels using a sound-level meter, or requiring the operator of the sound source to retain an acoustical professional to complete such measurements and analysis. Where sound levels exceed noise limits for stationary sound sources (i.e., **Table N-6**) the operator shall be required to install controls or alter operations in order to achieve compliance with the noise limits. Where sound levels investigated as the result of a complaint are in compliance, City Planning staff or the retained acoustical consultant may provide recommendations for reducing sound level annoyance in exterior or interior areas of the property for which the complaint has been submitted. The recommendations may be followed on a voluntary basis, but cannot be used to compel the noise generator into reducing sound levels to less than those required in **Table N-6.**

Action N-1.3b: Noise Complaint Investigation. When a noise complaint is submitted, City Planning staff shall investigate the noise source associated with the complaint to determine if a violation of noise ordinance limits is occurring. If the noise level from the offending source is clearly audible over the background noise levels at the property line of the complainant, an investigation would assume to be warranted. Such investigation may include the direct measurement of sound levels by City staff using a sound-level meter or requiring the operator of the sound source to retain an acoustical professional to complete such measurements and analysis. The investigation shall include:

- Completion of sound level measurements using a sound-level meter meeting American National Standards Institute (ANSI) Type 1 or Type 2 specifications.
- A measurement location at the property line of the receiving property located closest to the noise source associated with the complaint.
- Measurements for an appropriate duration to assess compliance with the applicable standard (for L_{eq} based standard, the measurement shall be no less than one hour, while the noise source is operating; for the CNEL standard, the sound measurement shall be not less than 24 hours in duration). Periodic measurements for temporary events or non-standard operating circumstances may be warranted to ensure compliance.

- Reporting that includes L_{eq} and L_{max} values, as well as calculated CNEL levels (where appropriate) associated with the noise measurements, and comparison of these noise levels with the Noise Element Policy and Noise Ordinance Standards.
- Recommendations for the operator of the noise source to achieve compliance (if a violation is occurring), or guidance for the receiving property to reduce noise exposure (if the noise is within allowable limits). The City can provide good neighbor policies to the noise generating properties, however, if the noise is within allowable limits, these suggestions shall not be enforceable.

Action N-1.3c: Support Attenuation of Highway Noise. The City should support efforts to reduce traffic noise levels on Highway 1 and Highway 101 along sections in proximity to concentrated residential development through prioritized roadway surface maintenance, use of noise-reducing surface treatments, traffic-safe tree or shrub plantings, window upgrades in facades of buildings facing the freeway, or, in cases of significant noise exposure, use of lower speed limits, as preferred alternatives over potential construction of sound walls. The City should advocate for Caltrans to contribute to the cost of these improvements, where feasible. Pismo Beach should also encourage enforcement of California Vehicle Code sections relating to adequate mufflers and modified exhaust systems.

GOAL N-2

A pattern of land uses that protects residents and other sensitive receptors from excessive noise.

Policy N-2.1: Land Use Planning. Create general plan land use and zoning patterns that prevent or buffer community residents and other sensitive receptors from incompatible land uses.

Action N-2.1a: Consider Noise Compatibility in Land Use Planning. The City shall consider the compatibility of proposed land uses and the noise environment when revising the General Plan and zoning documents and when reviewing development proposals. Noise levels for proposed land uses shall be consistent with the noise levels presented in **Table N-5** (general noise exposure guidelines), **Table N-6** (stationary noise source limits), and **Table N-7** (transportation noise exposure limits).

Action N-2.1b: **Prohibit or Attenuate New Sensitive Uses in Noise-Impacted Areas**. Prohibit new development of transient lodging and multi-family residences in transportation noise impacted areas (as generally depicted by the limit of the 65 dBA CNEL contours illustrated on **Figure N-4**, 2040 Noise Contours) unless the project design includes effective noise-attenuation measures that: (a) reduce exterior noise to 70 dB Ldn/CNEL or less in exterior activity areas; and (b) prohibit new development of single-family residential subdivisions or other noise-sensitive land uses with a maximum exterior noise exposure level of 60 dB Ldn/CNEL (**Table N-7)** in noise-impacted areas (as generally depicted by the limit of the 60 dBA CNEL contours illustrated on **Figure N-4**, 2040 Noise Contours), unless the project design includes effective noise-attenuation measures that reduce exterior noise to the conditionally acceptable dB Ldn/CNEL or less in exterior activity areas and that are no greater than

the applicable interior limit in Table N-7 in interior spaces with windows and doors closed, by using the best available noise-reduction technology, which may include the following techniques:

- Increase the distance between noise generators and noise-sensitive uses through the use of increased building setbacks and/or the dedication of noise easements.
- Place noise-tolerant land elements of the site plan such as parking lots, maintenance facilities, and utility areas between vicinity noise generators and on-site receivers.
- Use noise-tolerant structures, such as garages or carports, to shield noise-sensitive areas.
- Orient buildings so that the noise-sensitive portions of a project, including outdoor areas, are shielded from noise sources.
- Use berms and heavy landscaping to reduce noise levels.
- Use sound-attenuating architectural design and building features, such as:
  - Courtyards
  - Oriented openings and windows away from roadways
  - Double and triple paned windows
  - Additional layers of insulation, plywood, and drywall in the exterior building shell construction
  - Mechanical ventilation where feasible

Noise reductions associated with exterior traffic noise exposure are heavily dependent upon the configuration of site improvements with respect to the traffic noise source. Locating the primary exterior use area on the opposite side of a structure from the roadway can typically achieve a noise exposure level compliant with the 60 dBA CNEL recommended maximum exposure. With regard to building construction to achieve adequate interior noise attenuation, Pismo Beach shall enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code. Refer also to **Table N-8** (above) which identifies construction-related noise controls for residences, as a function of exterior noise level exposure from transportation sources.

Action N-2.1c: **Highway Noise.** Minimize vehicular and noise exposure for residents and occupants of noise-sensitive uses by planning land uses compatible with transportation corridors, and applying noise attenuation designs and construction standards.

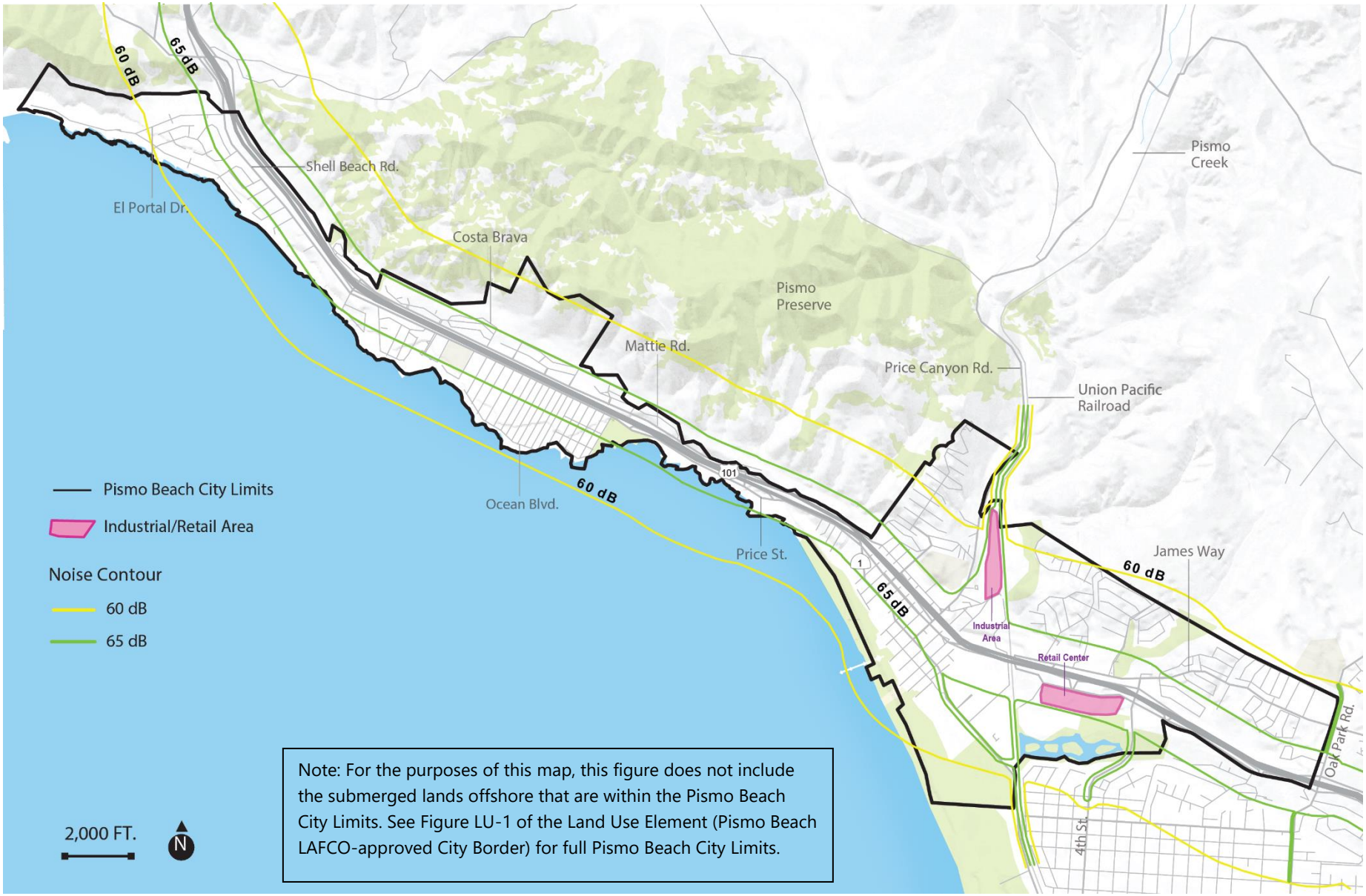


Figure N-4, 2040 Noise Contours

City of Pismo Beach
General Plan

CIRCULATION ELEMENT

January 2024



Pismo Beach Circulation Element Update

Final Report

Prepared for:

City of Pismo Beach

Prepared by:



Pismo Beach Circulation Element
Final Report

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Pismo Beach Circulation Element

January 16, 2024

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APPENDIX

Appendix A: Public Meeting #1 Summary
Appendix B: Peak Hour Turning Movement Volumes
Appendix C: Pismo Creek Crossing Alternatives

1 Introduction

The City of Pismo Beach (City) has retained GHD to complete the update of the City's General Plan Circulation Element with the associated environmental (California Environmental Quality Act, CEQA) documentation, and assist the City with updating their Capital Improvements Plan and corresponding Transportation Impact Fee. The appropriate CEQA process will be determined by the completion on an Initial Study. This Circulation Element provides the goals, policies, and programs pertaining to the City, and identifies a comprehensive plan for multimodal transportation improvements that will maintain consistency with the concurrent update of the City's Land Use Element. The goals, objectives, and policies establish a citywide strategy to achieve long-term mobility and accessibility for all travel modes within the City. This Circulation Element contains the following sections:

- Introduction: Purpose, Background, Public Participation, Existing Transportation Conditions, and Buildout Transportation Conditions
- Circulation Goals
- Multimodal Circulation Plan
- Multimodal Policies: Guiding Policies & Implementing Policies
    - Vehicular
    - Walking & Bicycling
    - Public Transportation
    - Goods Movement & Truck Routes



In addition to this report, an Existing Conditions & Background Report prepared by Hatch Mott MacDonald (currently available at Circulation Element | Pismo Beach, CA - Official Site) was also prepared in 2016 which documents the existing multimodal transportation conditions, current policies, related planning documents, and new legislation. As part of this Circulation Element Update, GHD has updated the Existing Conditions time period to 2019 to best represent current conditions pre-pandemic.

Vision

To improve mobility through development of a safe and balanced, multimodal transportation network that will support the local economy while maintaining the historic character of the City.

Purpose

The Pismo Beach Circulation Element was last updated in 2018. Since then, new State legislation relating to transportation (SB 743) has been implemented. Additionally, a new land use element is being proposed concurrently. This element assumes increased development potential within Pismo Beach along with incremental regional growth in adjacent Cities & Throughout the County. This 2021 update will align the City's Land Use & Circulation Elements.

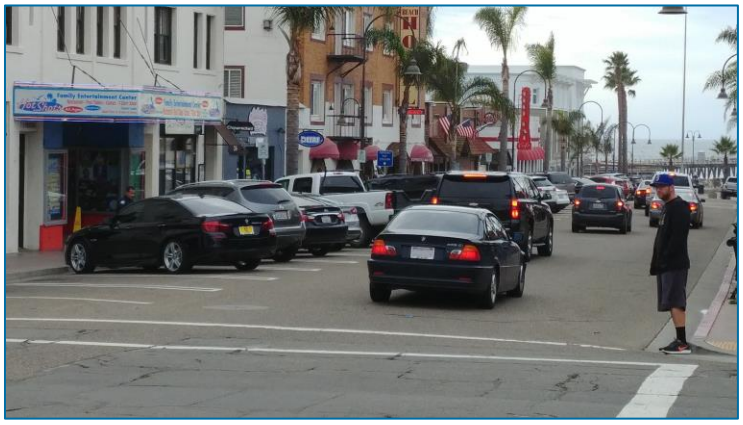
The Circulation Element is one of several elements of the General Plan mandated by State planning law. Periodic updating of the General Plan is a State of California legal requirement. The Circulation Element provides goals, objectives, and policy guidance for long-term planning and implementing the transportation system needed to serve the City's projected development. The goals, objectives, and policies in this element are closely correlated with the Land Use Element and other elements that comprise the General Plan and are intended to enhance travel choices for current and future residents, visitors, and workers. This element also defines a preferred transportation system that reflects the City's financial resources and broader goals, including providing safe and convenient access for all modes of travel while preserving the local character of the community.

Background



Historically, Pismo Beach is known as the "Classic California" beach town, attracting tourists to the beach and pier since the late 1800's. Pismo Beach has promoted itself as a seaside resort and get-away destination, historically referred to as the "Town of El Pizmo" or "El Pismo by the Sea". Today, thousands of tourists travel to Pismo Beach during the summer months, weekends, holidays, or special events to not only enjoy the beachfront amenities, but also the adjacent Downtown environment including various hotels, restaurants, and entertainment options. Additionally, outdoor recreational activities such as bicycling, walking, hiking, and running are enjoyed by tourists and locals alike. Pismo Beach's Mediterranean climate, relatively small size, and coastal access provide ideal conditions for walking and bicycling.

Transportation Setting



The City of Pismo Beach is located along the Pacific coast in southern San Luis Obispo County, within the "Five Cities" region. Pismo Beach is a highway-oriented community due to its location related to U.S. Highway 101 (US 101), and the access constraints presented. US 101 traverses through the center of the City, along its length, providing access for Pismo Beach to the adjacent cities of Arroyo Grande, Grover Beach, and cities such as San Luis Obispo and Santa Maria. US 101 also provides interregional access to Los Angeles and San Francisco. State Route 1 (SR 1 or Highway 1) also provides regional access between US 101 and Grover Beach. SR 1 is also known as Dolliver Street and the Pacific Coast Highway and is the primary route through Downtown. The State of California passed Senate Bill 504 in 2019 that allows relinquishment of Highway 1 through Pismo Beach within the city limits if the department and the City of Pismo Beach enter into an agreement providing for that relinquishment. The City of Pismo Beach Council has authorized the City Manager to negotiate and execute a relinquishment agreement with Caltrans for Highway 1. It is expected that if such an agreement can be reached that relinquishment occurs in the summer of 2023 upon completion of a Caltrans restoration or paving project.

The Downtown area is located in the southern portion of the City, bordered by US 101 on the east, the intersection of Dolliver Street (SR 1) and Price Street on the north, and Pismo Creek on the south. The Pacific Coast Bike Route runs north-south through Pismo Beach, including SR 1/Dolliver Street. The Shell Beach area, which is part of the City of Pismo Beach, is located in the northern part of Pismo Beach and is predominantly a residential area with a commercial corridor along Shell Beach Road. Shell Beach Road runs parallel to US 101, providing frontage access to Shell Beach and continues as Price Street south into Downtown. US 101 provides nine full or partial access interchanges within the City limits, and only eight roadways provide access across US 101. Generally, Pismo Beach's roadway system follows a cardinal grid system within Downtown and the Shell Beach areas, which are parallel and perpendicular to US 101.

While US 101 and the Union Pacific Railroad (UPRR) are manmade barriers across town, the coastal mountains northeast of Pismo Beach and Pismo Creek in the southern part of the City are natural barriers. Access across US 101, UPRR, and Pismo Creek are limited. Pismo Creek runs along Price Canyon just south of the mountains and is parallel to Price Canyon Road. Pismo Creek and UPRR are barriers between downtown, the residential areas in the southern part of the City, and the Pismo Beach Premium Outlets. Access across Pismo Creek is only provided via US 101, Dolliver Street (SR 1), and limited access via Cypress Street. Access across UPRR is limited to US 101 within the City, and via SR 1/West Grand Avenue further south in Grover Beach.

Public Participation

Public workshops and stakeholder meetings have provided valuable input and helped to shape the policies within this document. The previously approved planning documents are referenced at the end of this document. To initiate the public involvement process in the City's update process of the Circulation Element, a public workshop was held on September 20, 2017, to inform the public of the upcoming update and seek their input on general and specific concerns on the current operations and future transportation planning of the City's circulation system. This first public workshop presented various related planning documents, new legislation, existing and forecasted traffic conditions, and proposed multimodal transportation improvements. Additionally, the workshop incorporated an interactive question-and-answer session with the project team. After opinions were collected, the polling results were immediately presented back to the group. The primary purpose was to listen to the community and gain an understanding of their current concerns and desires for the future of circulation throughout the City moving forward. Through this first workshop, the citizens identified key circulation issues and suggested their solutions and strategies to help address the issues identified. A summary of the first workshop is contained in **Appendix A**. In addition to this initial public workshop, City staff informed and sought public comments at other established community meetings including, but not limited to, the Shell Beach Improvement Group, and other local committee and council meetings. A list of all the public meetings is below.

- Public Workshop – City Council Chambers, September 20, 2017
- Stakeholder Meeting – Shell Beach Improvement Group, January 8, 2018
- Stakeholder Meeting – Downtown Business Association, January 8, 2018
- Planning Commission Study Session – City Council Chambers, April 10, 2018

SB 18 (2003) requires that, "prior to the adoption or amendment of a city or county's general plan, the city or county conduct consultations with California Native American tribes for the purpose of preserving specified places, features, and objects that are located within the city or county's jurisdiction." AB 52 (2014) requires, "a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project."

Transportation Policy & CEQA Thresholds

Senate Bill (SB) 743 was signed into law in 2013, with the intent to better align CEQA practices with statewide sustainability goals related to efficient land use, greater multimodal choices, and greenhouse gas reductions. The provisions of SB 743 became effective Statewide on July 1st, 2020. Under SB 743, automobile delay, traditionally measured as level of service (LOS) is no longer considered an environmental impact under the California Environmental Quality Act (CEQA). Instead, environmental transportation impacts are now determined by changes to Vehicle Miles Traveled (VMT). VMT measures the number and length of vehicle trips made on a daily basis. However, SB 743 does not preclude the City of Pismo Beach from retaining its local level of service thresholds as City Policy outside of CEQA and continue to plan its transportation systems and condition development proposals around those level of service thresholds.

Vehicle Miles Traveled (CEQA)

- **Regional Vehicle Miles of Travel (VMT)** Maintain and reduce average regional vehicle miles traveled in accordance with SB 743
    - Residential Projects Achieve & maintain a level of 15% below existing regional VMT per Capita.
    - Work based Projects Achieve & maintain a level of 15% below existing regional VMT per employee
    - Non-Residential or Non-Work based Projects Do not increase net total regional VMT.

Automobile Level of Service (Local Policy)

- **Citywide Level of Service (LOS).** Achieve and maintain a multimodal **LOS "C"** or better for all City roadways and intersections during weekday PM peak hours. The City recognizes that achieving this goal in every case would require a circulation system with oversized features to accommodate summer beach traffic or regional through traffic. The City has chosen to provide a circulation system that is sized to meet the needs of residents and local businesses while preserving the character of Pismo Beach. Therefore, Service levels during weekends, summer months, holidays, and special events are projected and accepted to operate beyond this threshold.

- **Downtown Level of Service (LOS).** Within Downtown, a multimodal **LOS "D"** or better shall be achieved during non-summer weekday peak hours. Intersections within the Downtown area will continue to function at or better than this threshold during non-summer weekday peak hours, with implementation of the improvements included in this Circulation Element and the Circulation Plan. Service levels during weekends, holidays, or special events are projected and accepted to operate beyond this threshold, specifically in the Downtown area, recognizing the choice to size the circulation system to meet the needs of residents and local businesses, and preserve the character of Pismo Beach.

Intersection Level of Service Definitions

A Conditions of free unobstructed flow, no delays, and all signal phases sufficient in duration to clear all approaching vehicles.

B Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.

C Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.

D Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.

E Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.

F Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

Existing Transportation Conditions

The Existing Conditions establishes the baseline multimodal transportation conditions that currently exist in Pismo Beach. The existing conditions are based on a consolidation of the local planning documents, including existing vehicular, bicycle, pedestrian, and transit facilities, and the vehicular operational analysis estimated for 2019 conditions. The existing vehicular operational analysis evaluated the weekday PM peak

hour operations at 25 key intersections throughout the City. Due to the impacts of COVID-19 on traffic patterns, new traffic counts were not collected. Rather, the traffic data from the *Circulation Study* (Hatch Mott MacDonald, 2016) were utilized to estimate 2019 traffic conditions utilizing an annual growth rate. An annual growth rate of 1.00% was determined to be an appropriate rate based on Caltrans historical traffic trends along US 101 within the City. The existing peak hour intersection volumes are included in **Appendix B**.

Table 1.1, below presents the existing conditions operations at the study intersections with deficient intersections identified in bold. There are five intersections currently operating beyond the LOS thresholds, three of which are located in the Downtown area.

TABLE 1.1 EXISTING CONDITIONS INTERSECTION OPERATIONS

#	Intersection	Control Type[1,2]	Target LOS	PM Peak Hour	
				Delay	LOS
1	Shell Beach Rd & Spyglass Dr	AWSC	C	14.4	B
2	Spyglass Dr & US 101 SB Ramps	TWSC	D	12.4	B
3	Spyglass Dr & US 101 NB Ramps	TWSC	D	6.4	A
4	Spyglass Dr & Mattie Rd	TWSC	C	3.4	A
5	Price St & US 101/Mattie Rd	Signal	C	6.7	A
6	Mattie Rd & US 101 NB Ramps	TWSC	C	6.8	A
7	Price St & US 101 SB Off Ramp	TWSC	D	13.1	B
8	Price St & US 101 SB Off Ramp/Dolliver St	AWSC	D	13.7	B
9	Dolliver St & Wadsworth Ave	TWSC	D	15.9	C
10	Price St & Wadsworth Ave	AWSC	D	9.6	A
11	Bello St & Wadsworth Ave	AWSC	D	8.8	A
12	Dolliver St & Pomeroy Ave	Signal	D	18.9	B
13	Price St & Pomeroy Ave	TWSC	D	9.5	A
14	Dolliver St & Hinds Ave	Signal	D	5.7	A
15	Hinds Ave & Price St	Signal	D	14.6	B
16	Hinds Ave & US 101 SB Ramp	TWSC	D	26.3	D
17	**Bello St & Price Canyon Rd**	**TWSC**	**C**	**33.4**	**D**
18	Dolliver St & Stimson Ave	TWSC	D	30.6	D
19	**Price St & Stimson Ave**	**TWSC**	**D**	**76.4**	**F**
20	**Dolliver St & Ocean View Ave**	**TWSC**	**D**	**71.0**	**F**
21	**Price St/US 101 Ramps & Ocean View Ave**	**TWSC**	**D**	**87.7**	**F**
22	5 Cities Dr & US 101 SB Ramps\Outlets Dwy	Signal	D	27.5	C
23	**5 Cities Dr & 4th St**	**Signal**	**C**	**54.4**	**D**
24	4th St & US 101 NB Ramps	Signal	D	12.4	B
25	4th St & James Way	AWSC	C	10.3	B

Notes:

1. AWSC = All Way Stop Control; TWSC = Tw o Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on w orst minor street approach for TWSC intersections, average of all
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions
5. City is anticipated to take responsibility for Dolliver (SR 1) and City LOS threshold is assumed.

As shown in **Table 1.1**, on page 6 most Downtown intersections in the Downtown area operate at LOS D/F during the weekday PM peak. The intersections of Bello Street/Price Canyon Road (two-way stop-controlled) which is scheduled for signalization in 2022, Dolliver Street/Stimson Avenue (two-way stop-controlled), Dolliver Street/Ocean View Avenue (two-way stop-controlled), Price Street/Ocean View Avenue (two-way stop-controlled), and 5 Cities Drive/4th Street (signal), and El Camino Real/US 101 Southbound Ramps (all-way stop control) operate deficiently during weekday PM peak hour under Existing conditions.

General Plan Buildout Conditions

The General Plan Buildout Conditions represents the growth within the City for the forecast Year 2040, consistent with the Land Use Element. The *Circulation Study* utilized the San Luis Obispo Council of Governments (SLOCOG) Regional Travel Demand Model (TDM) to refine and update the traffic analysis zone structure and street network within the Pismo Beach area in order to create a "Pismo Beach Model". The Pismo Beach Model forecast year land uses (General Plan Buildout) were updated to represent the updated Land Use Element and develop traffic forecasts at the study intersections. The Year 2040 (Buildout) land use projections are anticipated to add 1,111 dwelling units and 545 jobs within the City of Pismo Beach, consistent with the Land Use Element. Traffic forecasts were developed utilizing the growth increment from the base year and future year models, applied to the existing conditions volumes to estimate Year 2040 traffic volumes. The traffic forecasts were then utilized for future year traffic operations analysis and to evaluate the effectiveness of the proposed roadway improvement alternatives.

Automobile Level of Service (Local Policy)

Forecasted peak hour intersection turning movement volumes are included in **Appendix B**. Similar to the Existing Conditions analysis, 24 study intersections were analyzed for the 2040 weekday PM peak hour conditions. **Table 1.2,** on page 8 presents the projected traffic operations at the study intersections, under Buildout conditions without circulation improvements, and the deficient intersections are identified in bold.

TABLE 1.2 BUILDOUT (2040) CONDITIONS INTERSECTION OPERATIONS

#	Intersection	Control Type[1,2]	Target LOS	PM Peak Hour	
				Delay	LOS
1	Shell Beach Rd & Spyglass Dr	AWSC	C	20.9	C
2	Spyglass Dr & US 101 SB Ramps	TWSC	D	14.1	B
3	Spyglass Dr & US 101 NB Ramps	TWSC	D	7.8	A
4	Spyglass Dr & Mattie Rd	TWSC	C	2.4	A
5	Price St & US 101/Mattie Rd	Signal	C	7.1	A
6	Mattie Rd & US 101 NB Ramps	TWSC	C	7.8	A
7	Price St & US 101 SB Off Ramp	TWSC	D	15.8	C
8	**Price St & US 101 SB Off Ramp/Dolliver St**	**AWSC**	**D**	**61.4**	**F**
9	Dolliver St & Wadsworth Ave	TWSC	D	27.3	D
10	Price St & Wadsworth Ave	AWSC	D	11.2	B
11	Bello St & Wadsworth Ave	AWSC	D	10.4	B
12	Dolliver St & Pomeroy Ave	Signal	D	19.4	B
13	Price St & Pomeroy Ave	TWSC	D	11.1	B
14	Dolliver St & Hinds Ave	Signal	D	6.0	A
15	Hinds Ave & Price St	Signal	D	6.2	A
16	Hinds Ave & US 101 SB Ramp	Ramp Relocated			
17	**Bello St & Price Canyon Rd**	**TWSC**	**C**	**85.9**	**F**
18	**Dolliver St & Stimson Ave**	**TWSC**	**D**	**196.6**	**F**
19	**Price St & Stimson Ave**	**TWSC**	**D**	**OVR**	**F**
20	**Dolliver St & Ocean View Ave**	**TWSC**	**D**	**OVR**	**F**
21	**Price St/US 101 Ramps & Ocean View Ave**	**TWSC**	**D**	**OVR**	**F**
22	**5 Cities Dr & US 101 SB Ramps\Outlets Dwy**	**Signal**	**D**	**OVR**	**F**
23	**5 Cities Dr & 4th St**	**Signal**	**C**	**118.5**	**F**
24	4th St & US 101 NB Ramps	Signal	D	11.1	B
25	4th St & James Way	AWSC	C	14.3	B

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions
5. OVR = Delay over 300 seconds
6. City is anticipated to take responsibility for Dolliver (SR 1) and City LOS threshold is assumed.

As shown in **Table 1.2**, above, there are eight intersections that are projected to operate deficiently under weekday PM peak hour conditions, three more than under existing conditions. The intersections of Price St & US 101 SB Off Ramp/Dolliver Street, Dolliver Street/Stimson Avenue and 5 Cities Drive & US 101 SB Ramps/Outlets Driveway are projected to become deficient by Year 2040 Buildout conditions, but currently operate acceptably under Existing conditions.

Vehicle Miles Traveled (CEQA)

Under SB 743, automobile delay, traditionally measured as level of service (LOS), is no longer considered the metric for environmental transportation impacts under the California Environmental Quality Act (CEQA), but rather VMT. VMT measures the number and length of vehicle trips made daily. VMT is a valuable indicator of overall land use and transportation efficiency. The most efficient system minimizes VMT by encouraging shorter vehicle trip lengths, more walking, and biking, or increased carpooling and transit.

TABLE 1.3 NET TOTAL REGIONAL VMT RESULTS SUMMARY

Model Scenario	Net VMT
2010 Base Year	11,226,484
Buildout Current GPU	13,311,157
Buildout Proposed GPU	13,476,666
Difference	**165,510**

In December of 2018 The California Office of Planning & Research (OPR) published its Technical Advisory for Evaluating Transportation Impacts within CEQA. Following this advisory, projects should not increase the net total regional VMT. Table 1.3 depicts the current net total regional VMT as calculated by the City's Travel Demand. Model.

TABLE 1.4 REGIONAL RESIDENTIAL VMT RESULTS SUMMARY

OPR's technical advisory also established that residential projects should not exceed a threshold 15% below the average Residential VMT per Capita. Table 1.4 above depicts the forecasted average residential VMT per Capita.

Pismo Model	Residential VMT	Residential Trips	Population	Residential VMT per Capita	Average Trip Distance
2035	8,684,684	861,337	282,559	30.74	10.08
2035 GPU	8,694,346	860,802	283,671	30.65	10.11
Difference	**9,662**	**535**	**1,112**	**-0.28%**	**0.17%**

TABLE 1.5 NON-RESIDENTIAL / WORK REGIONAL VMT RESULTS SUMMARY

Pismo Model	Work VMT	Work Trips	Employment	Work VMT per Employee	Average Trip Distance
2035	2,260,727	197,741	113,867	19.85	11.43
2035 GPU	2,293,885	199,498	112,982	20.30	11.50
Difference	**33,158**	**1,757**	**885**	**2.26%**	**0.57%**

OPR's technical advisory also established that employment based projects should not exceed a threshold 15% below the average work VMT per employee. Table 1.5 above depicts the forecasted average work VMT per employee.

Completed Projects

In 1992, the Circulation Element recommended various transportation improvement projects. From these original recommendations, the following lists the transportation improvement projects that have been completed since the last Circulation Element update.

1. US 101/4th Street/Five Cities Drive Interchange
    a. Widen Overcrossing and reconfigure ramps
2. US 101/Oak Park Boulevard Interchange
    a. Widen overcrossing and reconfigure ramps.
3. Five Cities Drive/US 101 Southbound Ramp
    a. Intersection Improvements including installation of a traffic signal. – Completed 1/17/2017.
4. Addie Street/Park Avenue Couplet
    a. Convert to a couplet west of Dolliver Street with Addie Street going one-way westbound and Park Avenue going one-way eastbound. – Completed 6-19-2018.
5. Addie Street parking lot improvements
    a. Improve vehicle throughput and the efficiency of the parking layout. – Completed 6/19/2018.
6. Shell Beach Streetscape.
    a. This plan includes highlighted crosswalks, decorative paving treatments, and separate markings for bicycles and pedestrians at the Shell Beach Road/Terrace Avenue intersection and the Shell Beach Road/Price Street/Cliff Avenue intersection. – Completed 6/15/2021.
7. Class I multi-use trail
    a. Trail long the bluffs south of Dinosaur Caves Park, behind the hotel/resort, connecting with Price Street to the north and south. – Completed 10-8-2018.

It should be noted that the previous improvements of the “New Inland Arterial” and connecting roadway extensions have been removed by the City Council in 2014.

Additionally, San Luis Obispo Council of Governments (SLOCOG) recently submitted an SB 1 Congested Corridor application (Cycle 1) for a US 101 multimodal program in the Pismo Beach area. Caltrans District 5, in conjunction with SLOCOG, has a project in development for *US 101 Pismo Congestion Relief*. Caltrans and SLOCOG are planning improvements to operations on southbound US 101 between Spyglass Drive and the Pismo Railroad overhead by providing a part time managed travel lane in the shoulder. The shoulder would be used as a part-time travel lane during peak travel periods on weekdays and for special events. The extension of the truck climbing lane, improvements to southbound Mattie Road ramps, and the potential closure of the Shell Beach Road on-ramp are also potential alternative solutions under consideration.

2 Circulation Element Goals

The City's Circulation Element Goals and Policies will provide the overall direction the City desires in planning and implementing the expansion of their circulation system to meet the changing travel demands of their community. The circulation system should be comprehensible, complete and capable. Comprehensible means the users can understand the intent or function of the various streets in the system and find their way throughout the City. Complete means that the total journey is considered and accommodated for all travel modes, each designed to serve a particular function. Capable means each individual component of the total system is capable of carrying, safely and economically, the traffic expected to use the facility. The City will strive for safety, environmental sensitivity and energy efficiency in all transportation designs and improvements.



Goal 1: Provide a circulation system that supports safe and efficient travel for all modes of transportation.

Goal 2: Plan and provide pedestrian and bicycle facilities to encourage and meet the walking and bicycling needs of the City.

Goal 3: Promote the use of public transit and seasonal shuttle services.

Goal 4: Provide connectivity and guidance for safe rail and truck movement of people and goods.

Supporting Policies

The Guiding and Implementing Policies will establish the link between the City's goals and the implementing programs, and guide how the programs will actually be implemented. The programs, themselves, are the specific action items that will accomplish the improvement or plan that will meet and serve the expanded community need. The guiding and implementing policies presented in this Circulation Element reflect the City's vision for a comprehensive circulation system that is safe and efficient for pedestrians, bicycles, trucks, automobiles, and public transportation.

3 Multimodal Circulation Plan

The framework of every circulation system is the City's public street network to move people and goods. From this basic framework of public streets, other mode specific, like pedestrian and bike paths and private streets, are added to accommodate all modes of travel for daily life's needs. Through transportation analysis and public input, the Circulation Plan shown in **Figure 1**, on page 19 has been created to guide the future circulation planning and improvements to the City of Pismo Beach's circulation system.

Multimodal Circulation Plan Improvements

Various multimodal improvements have been recommended or approved within the General Plan and the various recent planning documents in order to address the multimodal needs of the transportation system. The planning documents that reference the proposed multimodal improvements for Pismo Beach include the *2016 Circulation Study,* the *Complete Streets Plan*, the *Downtown Strategic Plan*, the *Bicycle and Pedestrian Master Plan*, the *SLOCOG 2014 Regional Transportation Plan (RTP)*, and the *US 101 Corridor Mobility Master Plan*. Within these plans and studies, various network alternatives and site-specific improvements were investigated to address the multimodal deficiencies identified. Additionally, extensive public outreach was conducted for the local plans in order to gauge community concerns and desires for multimodal connectivity, and to prioritize the needed infrastructure improvements. This section provides a comprehensive summary of the proposed multimodal improvements identified within the Circulation Plan. The summary is separated into the following modal categories:

- Proposed Improvements for Vehicular Operations
- Proposed Bicycle Facility Improvements
- Proposed Pedestrian Facility Improvements

Proposed Improvements for Vehicular Operations & Safety:

1. **Frady Lane Realignment.** The proposed alignment would straighten out the alignment, providing a two-lane roadway between the Pismo Beach Sports Complex and the Union Pacific Railroad tracks. This improvement will greatly improve the overall safety of the baseball fields, which are currently bisected by Frady Lane. In conjunction with this project, a sidewalk should be considered, if possible, along Frady Lane underneath US 101, and a bicycle/pedestrian ramp should be constructed just west of US 101, connecting to the bicycle path parallel to US 101.

2. **Roundabout or Traffic Signal at Dolliver Street/Price Street/US 101 SB Off-Ramp.** This project should include prominent crosswalks, pedestrian refuges, and a Class I multi-use path on the west side connecting to the bicycle facilities on Price Street and Dolliver Street. The roundabout or signal will serve as a gateway to Downtown, while improving safety for all users and establishing the setting for the Downtown environment.

    a. Caltrans has proposed adding a new US 101 SB On-Ramp to the intersection, without requiring major modifications to the signal's or roundabout's layout. This new ramp would be constructed concurrently with the Price Street extension across Pismo Creek.

3. **Bello & Price Canyon.** This project will convert the stop-controlled intersection to a signalized intersection with minor geometric realignments and utility modifications. This project is anticipated to be constructed in 2025/2026

4. **Stimson Avenue/Ocean View Avenue Couplet.** This project will convert Stimson Avenue and Ocean View Avenue to a one-way couplet between Price Street and Dolliver Street. Ocean View Avenue will be one-way eastbound and Stimson Avenue will be one-way westbound.

a. This project eliminates the northbound left turn pocket from Price Street to Ocean View Avenue, and adds a westbound left turn pocket on northbound Price Street at Stimson Avenue, which will better accommodate the longer left turn queue.

b. Install signal at Price Street and Ocean View Avenue.

c. Converting Ocean View Avenue into a one-way eastbound street will also safely accommodate larger vehicles turning from Dolliver Street, such as RV's, by eliminating encroachment with oncoming traffic on Ocean View Avenue.

d. This project also adds a two-way cycle track (Class IV bicycle facility) along Ocean View Avenue between Dolliver Street and Price Street.

e. With implementation of this couplet, there are also options for improvements along southbound Price Street between Hinds Avenue and Ocean View Avenue. Two options are identified in the Circulation Study. One option would be to maintain two through lanes, add a landscaped area and additional on-street parking near Ocean View Avenue, and provide bike lanes. The second option would be to provide a single through lane with a southbound right turn pocket at Stimson Avenue, a bike lane between Hinds Avenue and Stimson Avenue, and a two-way cycle track (Class IV bicycle facility) between Stimson Avenue and Ocean View Avenue. The second option would require elimination of the option to turn left westbound from the outside lane of Price Canyon Road. Improvement options at this location should be studied further for optimization.

5. **Restrict motorized vehicles on the Cypress Street Bridge.** As recommended in the Downtown Strategic plan, the bridge would be exclusively used by pedestrians and bicyclists, with the exception of small electric vehicles, emergency vehicles and special event traffic. This improvement could be implemented via a trial to better assess the outcomes of this modification.

6. **Pismo Creek Crossing Alternatives.** There are three alternatives proposed for the crossing of Pismo Creek and UPRR, connecting the Downtown and residential areas north of Pismo Creek to the southern areas of the City including the Pismo Beach Outlets. All of the improvement alternatives provide frontage road access across Pismo Creek (and UPRR) and reduce the need to use US 101 for access across Pismo Creek, therefore reducing congestion along US 101 between Price Canyon Road and North 4th Street. Implementation of one, or a combination of the alternatives, is recommended to provide alternative access options parallel to US 101, increasing capacity and access between these areas of the City. The three alternatives are described below:

   a. James Way Extension to Price Canyon Road

      i. Removes US 101 NB Off Ramp to Price Street

      ii. Relocates On/Off Ramp to Highland Drive

      iii. Realigns James Way-5 Cities Drive connection to provide full access.

   b. James Way Extension to Price Street

      i. Removes US 101 NB Off Ramp to Price Street

      ii. Relocates On/Off Ramp to Highland Drive

      iii. Realigns James Way-5 Cities Drive connection to provide full access.

   c. Price Street Extension to 5 Cities Drive

i. Removes Price Street On Ramp to US 101 SB

ii. Removes Hinds Avenue Off Ramp from US 101 SB (Caltrans preferred)

iii. Adds On-Ramp at Dolliver Roundabout (Caltrans preferred)

iv. Adds additional left turn to On-Ramp at Pismo Outlets

v. Prohibit thru trucks on Price Street with Hinds Ramp closure

These alternatives should also consider the closure or redesign of the US 101 Northbound On-Ramp at James Way (hook ramp) due to the short weaving distance between the James Way on ramp and the Price Street off ramp.

7. **5 Cities Dr.** Modified signal timing at 5 Cities Dr & US 101 SB Ramps\Outlets Dwy and 5 Cities Dr & 4th St to accommodate additional traffic. In addition, dedicated west bound right is also added at 5 Cities Dr & 4th St.

Dolliver Street (Highway 1) Improvements:

Highway 1 travels through the City of Pismo Beach and is also known as Dolliver Street and/or the Pacific Coast Highway. This roadway falls under Caltrans jurisdiction and requires approval from them for any roadway improvements. The State of California passed Senate Bill 504 in 2019 that allows relinquishment of Highway 1 through Pismo Beach within the city limits if the department and the City of Pismo Beach enter into an agreement providing for that relinquishment. The City of Pismo Beach Council has authorized the City Manager to negotiate and execute a relinquishment agreement with Caltrans for Highway 1. The City take over is expected to occur in July or August of 2023. After the relinquishment has occurred, the following improvements will be considered:

1. **Pedestrian Scramble Traffic Signals.** Incorporate Pedestrian Scramble Traffic Signals at the Dolliver Street/Pomeroy Avenue traffic signal. The traffic signals will provide a pedestrian-only phase in which pedestrians will be allowed to cross all of the intersection approaches at once, including diagonal crossings across the intersection, without vehicular conflicts. This will minimize delays and vehicular congestion levels by eliminating pedestrian phases during vehicular phases. This will also improve pedestrian safety by reducing the potential for pedestrian collisions. The pedestrian scramble phase could also optionally be turned off during the off-peak season.

2. **Traffic Signals and Stop Controls.** Install a traffic signal at the intersection of Dolliver Street and Stimson Avenue and Dolliver St & Ocean View Ave. Install all-way stop-control at Cypress Street and Stimson Avenue.

3. **Dolliver Street Reconfiguration.** Reconfigure Dolliver Street parking and lane configurations to improve safety and operations.

    a. **Left Turn Pockets.** Implement left turn pockets along Dolliver Street between Main Street to Ocean View Avenue. In addition to improving the sight distance due to the elimination of on-street parking, left turn pockets will reduce congestion due to vehicles blocking the through lane and waiting for a gap in the opposing traffic. This improvement is also prioritized as part of the City's adopted Local Roadway Safety Plan (LRSP). Blocked through vehicles often attempt to bypass these left-turning vehicles via the bicycle lane, endangering passing bicyclists. However, due to the narrow width of Dolliver Street, some on-street parking will be lost. Alternatively, the existing bike lane would need to be terminated in the proximity of the left turn lane. However, the beneficial improvement in traffic congestion justifies this improvement. Also, maintaining continuous northbound and southbound Class

II bike lanes needs to be considered, as recommended in the *Pismo Beach Complete Street Plan*. Add left-turn lanes on Dolliver Street only if on-street parking replacement is identified.

b. <u>Right Turn Pockets.</u>

In lieu or in combination with left turn pockets, implement right turn pockets along Dolliver Street between Main Street to Ocean View Avenue at the location identified below.

i. Dolliver Street/Wadsworth Avenue – Stripe Right Turn Lane on Eastbound Wadsworth Avenue.

ii. Dolliver Street/Main Street – Stripe Right Turn Lane on Westbound Main Street.

iii. Dolliver Street/Pomeroy Avenue – Stripe Right Turn Lane on Southbound Dolliver Street.

iv. Dolliver Street/Hinds Avenue – Stripe Right Turn Lane on Northbound Dolliver Street.

Bicycle Facility Classifications:

The goal of this local and regional planning effort is to interconnect the surrounding communities with a seamless bicycle and pedestrian network for recreational and commuter use, as well as improving air quality by reducing vehicular trips. The City's General Plan encourages the use of walking and bicycling, and recognizes the following functional classifications of bicycle facilities:

Class I – Multi-Use/Bike Path: Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. Class I bikeways must be compliant with provisions of the Americans with Disabilities Act (ADA). These bikeways are intended to provide superior safety, connectivity, and recreational opportunities as compared to facilities that share right-of-way with motor vehicles.

Class II – Bike Lane: Class II facilities provide a striped and signed lane for one-way bicycle travel on either side of a street or highway within the paved area of a roadway that shares the roadway with motor vehicles. The minimum width for bike lanes ranges between four and six feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

Class III – Bike Route: Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measure of separation from motor vehicles, they have an important function in providing continuity to the bikeway network. By law, bicycles are allowed on all roadways in California except on freeways when a suitable alternate route exists. However, Class III bikeways serve to identify roads that are more suitable for bicycles.

Class IV – Cycle Tracks or Separated Bikeways: Class IV Bikeways provide a separate travel way that is designated exclusively for bicycle travel adjacent to the roadway and are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

Bicycle Boulevard: Bicycle Boulevards are streets where the following conditions are created in order to enhance bicycle safety and optimize travel for bicycles rather than automobiles:

- Reduced traffic speed and volume.
- Use of diverters and roundabouts to discourage through and non-local motor vehicle traffic.
- Improved travel for bikes by assigning the right-of-way priority to the bicycle boulevard at intersections with other roads wherever possible.
- Traffic controls that help bicycles cross major arterial roads.
- Signage and street design that encourages use by bicyclists and informs motorists that the roadway is a priority route for bicyclists.

Bicycle boulevards use a variety of traffic calming elements to achieve a safe environment. For instance, diverters with bicycle cut-outs allow cyclists to continue to the next block, but discourage through traffic by motor vehicles. Typically, these modifications will also calm traffic and improve pedestrian safety as well as encourage bicycling.

Proposed Bicycle Facility Improvements

The Pismo Beach Bicycle and Pedestrian Master Plan includes proposed bicycle and pedestrian trails, as well as on-street bicycle facilities to complete the multimodal network throughout the City.

1. **Proposed Class I Bike Paths**:
    - A separate multi-use trail along the west side of Shell Beach Road from the northern City limits to Spyglass Drive
    - The multi-use trail should continue along the west side of Shell Beach Road from Spyglass Drive to Cliff Avenue (replacing Class II Bike Lanes)
    - Pismo Creek/Price Canyon Trail; continue north and provide connection to Dolliver Street
    - Continue to provide Citywide connectivity for the Cave Landing Trail and the California Coastal Trail
    - James Way to Frady Lane connection
2. **Proposed Class II Bicycle Lanes**:
    - Extend bike lanes along both sides of Shell Beach Road from the northern City limits to Spyglass Drive
    - At Shell Beach Road/Spyglass Drive, Class II bicycle lane striping should be incorporated east of the intersection, and marked bicycle crossings separated from pedestrian crosswalks on the south and west approaches, with appropriate signage directing cyclists to the Class II bicycle lane on Mattie Road.
    - At Dolliver Street/Village Drive, marked bicycle crossings separated from pedestrian crosswalks on the north side of the intersection with appropriate signage directing cyclists to the multiuse path on the west side of Dolliver Street.
    - Extend along both sides of Price Canyon Road and connections to Downtown.
    - Oak Park Boulevard at US 101 (City Limits to El Camino Real)
3. ***Proposed* Class III Facilities**:

- Due to high automobile traffic volumes along Dolliver Street south of Main Street, Class III bicycle lanes should be incorporated along Main Street, Pomeroy Avenue, Hinds Avenue, and Addie Street to connect with the Class III bicycle routes along Cypress Street and the Promenade.
- Provide signage for Class III on el Portal Drive, Indio Drive, Windward Avenue, Placentia Avenue, Vista Del Mar Avenue, Coburn Lane, and Spyglass Drive

4. Class IV Separated Bikeways:

- The City should work with Caltrans to evaluate the configuration and determine the most appropriate alternative for the incorporation of either a two-way separated bicycle lane on the east side of Price Street or Class II bicycle lanes on Price Street, from Cliff Avenue to Dolliver Street/US 101. The City should coordinate with Caltrans to determine the appropriate pavement markings to improve cyclist visibility along Price Street from Cliff Avenue to the Price Street/Dolliver Street/US 101 intersection.
- A two-way, separate bicycle lane should be incorporated along the west side of Dolliver Street from Price Street to Main Street.
- Consider adding bike-protected intersections at key intersections such as Dolliver Street at Hinds Avenue.
- Provide a buffered bike lane on each side of Mattie Road were possible, otherwise provide Class II Bike Lanes.

5. Proposed Cypress Street Bike Boulevard:

- As suggested in the Downtown Strategic Plan, convert Cypress Street into a bicycle boulevard (i.e., a street where bicycles have the right-of-way over vehicles). The conversion would have pavement striping indicating that Cypress Street is a bicycle boulevard; however, no forced vehicle traffic diversions will be implemented on Cypress Street. Reducing the speed limit to 20 miles per hour should also be considered by the City, which will reduce the speed differential between motorized vehicles and bicycles, thus providing a safer environment for bicycles.

6. Other Proposed Bicycle Facilities:

- Incorporate bicycle parking and seating amenities near view corridors along Shell Beach Road south of El Portal Drive, at Palisades Park, and at coastal access trail connections.
- The City should consider including locations for parking and/or pedestrian/bicycle amenities on the east side of Price Street, especially where the available space widens at ramp locations.
- Integrate long-term bicycle parking locations to serve people who leave their bicycles at the same location for the day or overnight near transit locations, schools, and places of work.
- Integrate short-term bicycle parking to serve people who leave their bicycles for short periods of time while shopping, recreating, eating, and/or running errands.
- Incorporate bicycle-parking facilities for City parking lots, park & ride lots, transit centers, parking for commercial and residential uses, especially Downtown where on-street parking is inadequate, and long-term parking including lockers and showers.
- Consistent with the 2014 San Luis Obispo County Regional Transportation Plan (Vision 2040), the City should encourage the development of boardwalks, recreation and multi-use trails, which travel through or connect scenic areas or other destinations to promote walking and equestrian travel where appropriate.

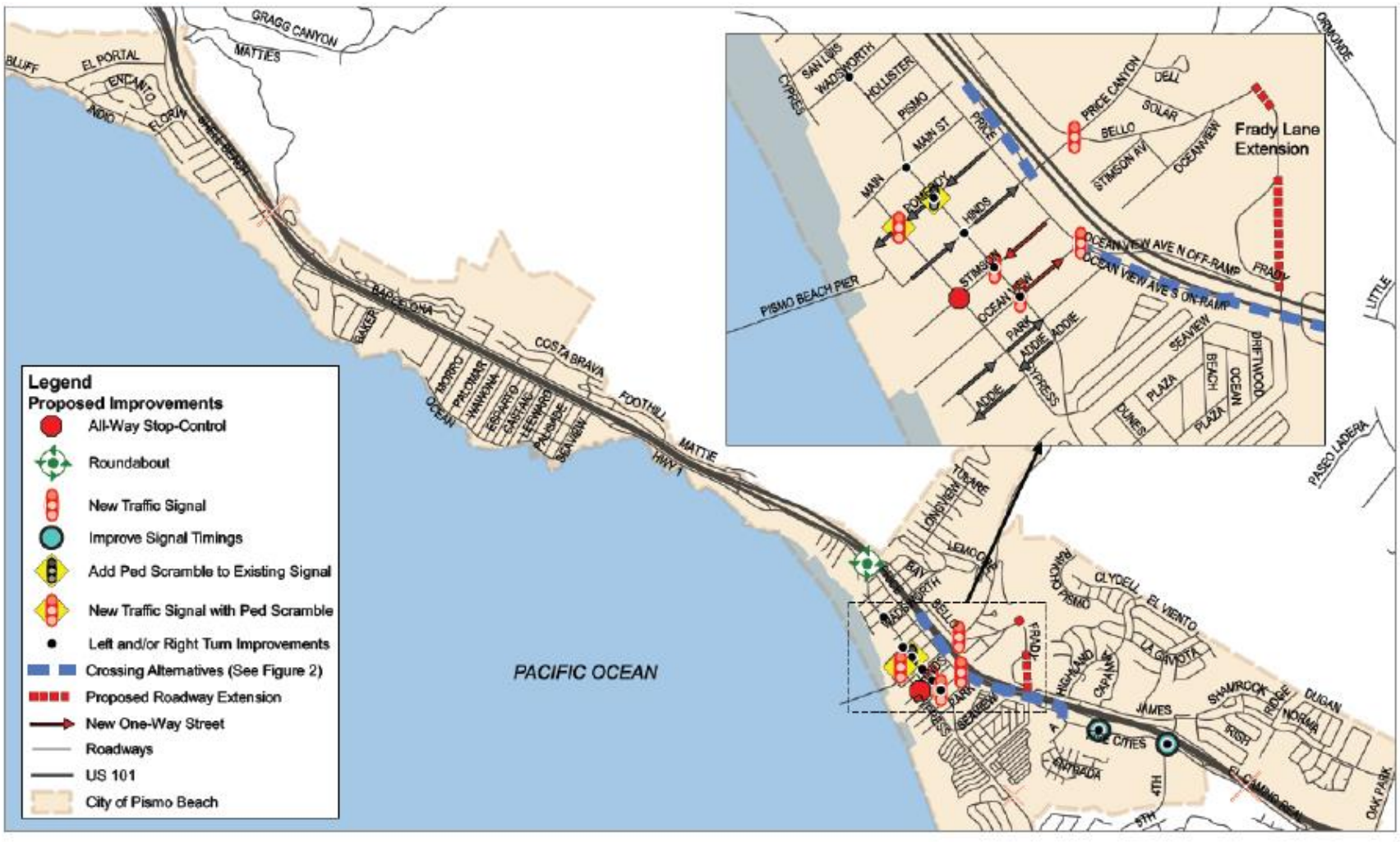
- The City shall work with SLO Regional Rideshare to provide Transportation Choices Programs to City employees.

Proposed Pedestrian Facility Improvements

1. **Promenade V**
    - Extend Boardwalk/Promenade from Main Street to Harloe Avenue
2. **Spindrift Park Blufftop Trail**
    - As part of California Coastal Trail, Implement with future development.
3. **Freeway Foothills Trail**
    - Implement Freeway Foothills Trail, Wadsworth Street to Mattie Road
4. **Ebb Tide Beach Access**
    - Improve Ebb Tide Beach Access from Shell Beach Road. The incorporation of decorative paving treatments and provide separate markings for bicycles and pedestrians should be considered at Major Roadway crossings.
5. **Downtown Crosswalks**
    - Within the downtown area, enhancements of existing crosswalks should include decorative pavers and/or markings to enhance the walkability and beautification of the street scene.
6. **Pedestrian Enhancements**
    - Where appropriate, raised sidewalks, decorative pavers, and ADA crosswalk upgrades should be incorporated to improve and enhance the existing or proposed pedestrian infrastructure and safety throughout the City.
    - Within the downtown pedestrian core, continue to incorporate pedestrian amenities such as benches to enhance walkability, as needed.
    - Complete the sidewalk on Price Street between the Pismo Lighthouse Suites and the Shore Cliff Hotel (Caltrans).

Figure 1, on page 19, presents the Circulation Plan for intersection improvements, and Frady Lane Extension. **Figure 2,** on page 20, presents the Pismo Creek Crossing Alternatives associated with the Circulation Plan (Figures for each alternative are provided in **Appendix C**). Proposed Pedestrian and Bicycle improvements are depicted in subsequent sections of this report. **Figure 3,** on page 21, presents the existing and proposed bikeways of the Bikeways Plan. **Figure 4**, on page 22, presents the Pedestrians Facilities Plan depicting the existing and proposed pedestrian facilities including sidewalks, shared use paths, and crosswalks.

FIGURE 1 – CIRCULATION PLAN (INTERSECTION IMPROVEMENTS, FRADY LANE EXTENSION)



Paper Size ANSI A
0 750 1,500 2,250 3,000 ft

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California V FIPS 0405 Feet

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GHD

City of Pismo Beach
Circulation
Element Update

Circulation Plan

Project
Revision 11229880
No. -
Date. 10/02/23

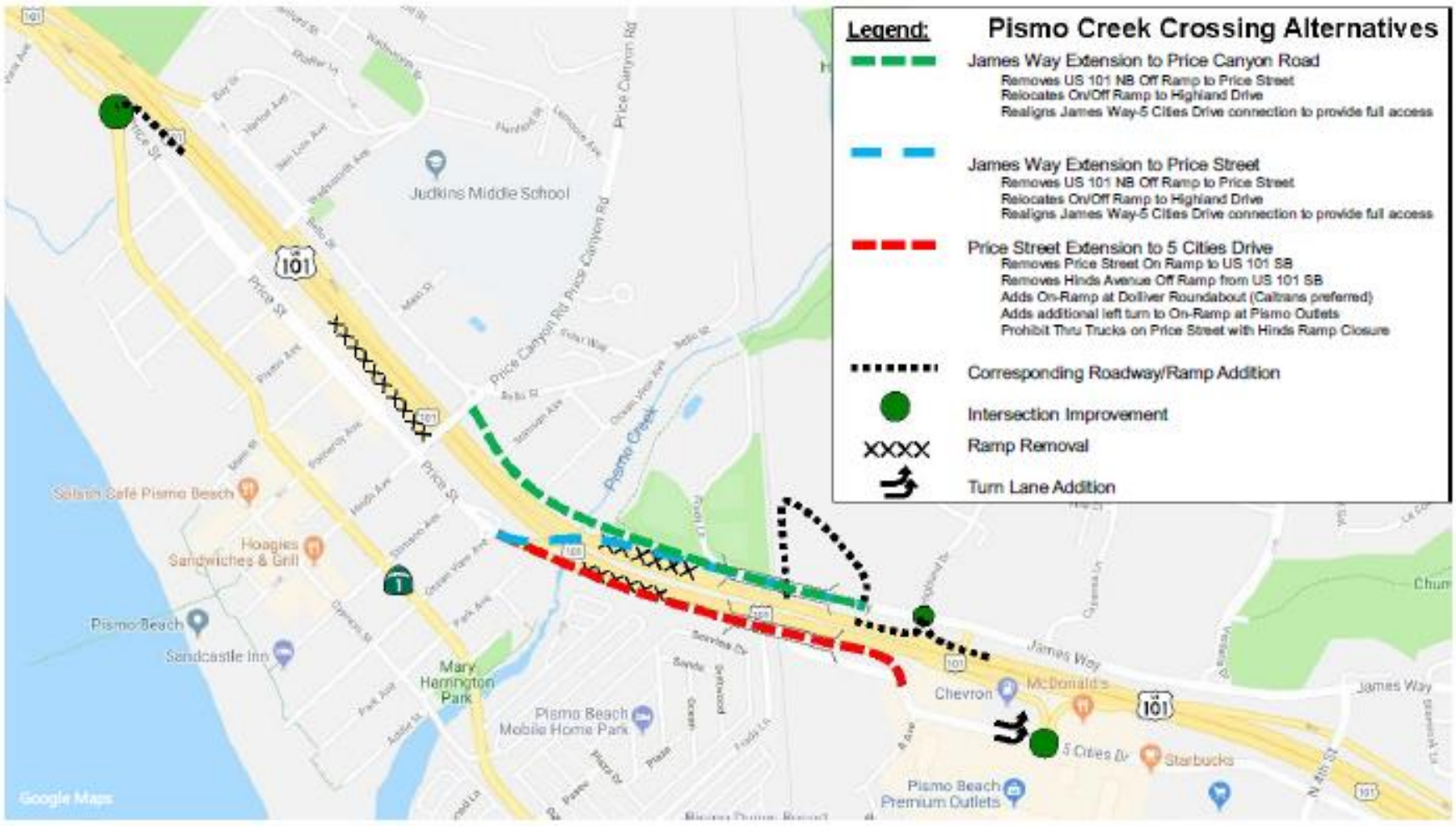
FIGURE 1

Document Path: Y:\planning\US\San Luis Obispo\Projects\61\11229880\GIS\Maps\Deliverables\Pismo GIS_copy.qgz

Data Source: Open source public data, City of Pismo Beach, County of San Luis Obispo.

Created By: Roxanna Soubhani

FIGURE 2 – CIRCULATION PLAN (PISMO CREEK CROSSING ALTERNATIVES)



Paper Size ANSI A

NOT TO SCALE

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California V FIPS 0405 Feet

N

City of Pismo Beach
Circulation Element Update

Circulation Plan
Pismo Creek Crossing Alternatives

Project No. 11229880
Revision No. -
Date. 9/13/2021

FIGURE 2

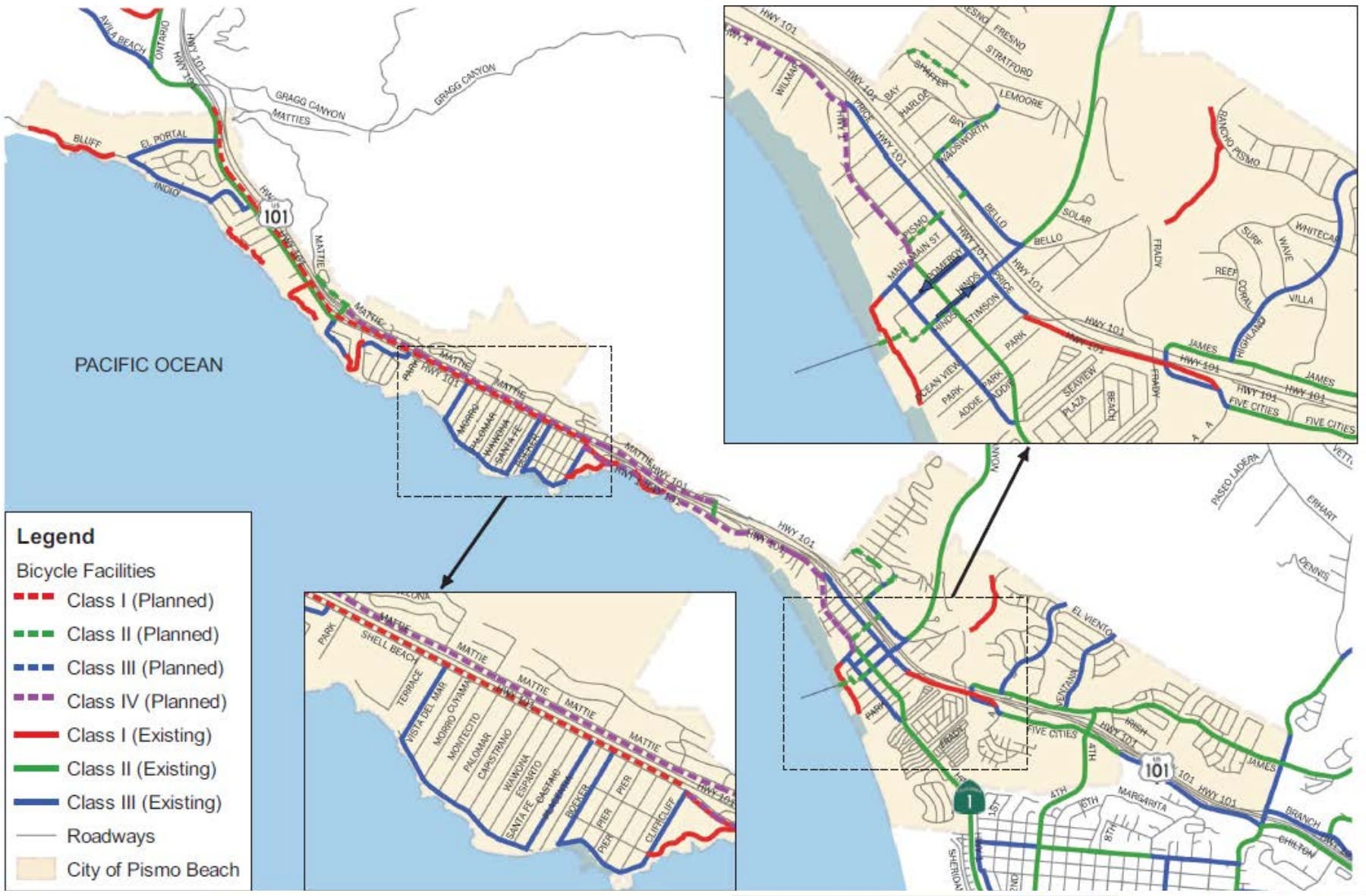
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Data Source: Open Data Sources, City of Pismo Beach, County of San Luis Obispo

Print Date: 9/13/2021

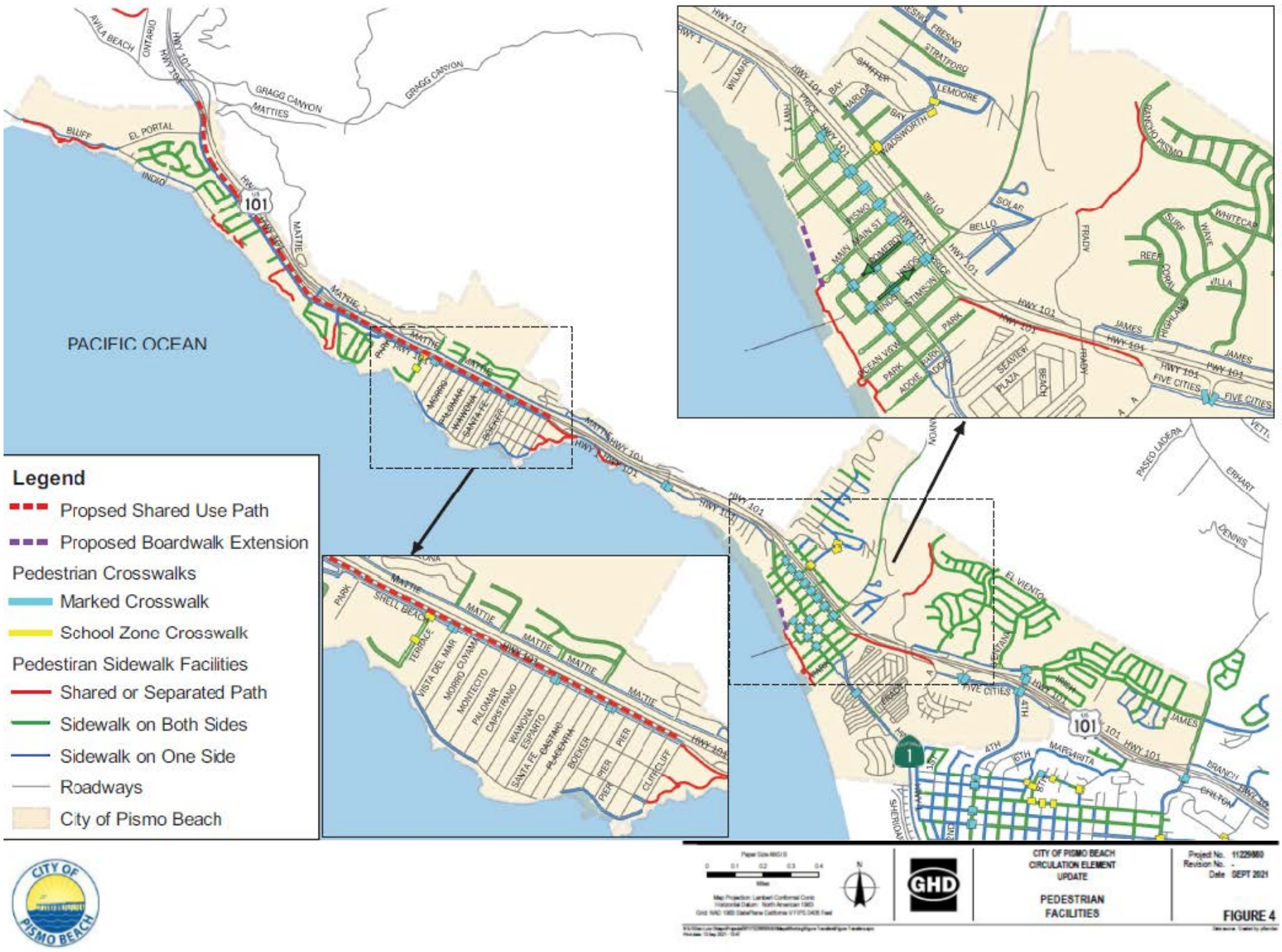
Created By: Rosanna Southern

FIGURE 3 – BIKEWAYS PLAN



Paper Size ANSI D 0 0.1 0.2 0.3 0.4 Miles Map Projection: Lambert Conformal Conic Horizontal Datum: North American 1983 Grid: NAD 1983 StatePlane California V FIPS 0405 Feet	N	GHD	CITY OF PISMO BEACH CIRCULATION ELEMENT UPDATE BICYCLE FACILITIES	Project No. 11229880 Revision No. - Date SEPT 2021 FIGURE 3

FIGURE 4 – PEDESTRIAN FACILITIES PLAN



General Plan Buildout Conditions with Circulation Plan Improvements

The Pismo Beach model was utilized to develop forecast volumes for future year traffic operations analysis and model the effectiveness of the proposed roadway improvement alternatives. **Table 3.1** below**,** presents the projected traffic operations at the study intersections, under Buildout conditions with the Circulation Plan improvements.

As shown in **Table 3.1** below, implementation of the improvements identified in the Circulation Plan and policies identified in this Circulation Element are projected to provide acceptable traffic operations during the weekday PM peak hour. Three intersections within the Downtown area are projected to operate deficiently under Summer Sundays, and four intersections under Memorial Day Sunday peak hour conditions for Year 2040.

TABLE 3.1 BUILDOUT OPERATIONS WITH CIRCULATION PLAN IMPROVEMENTS

#	Intersection	Control Type[1,2]	Target LOS	PM Peak Hour	
				Delay	LOS
1	Shell Beach Rd & Spyglass Dr	AWSC	C	20.9	C
2	Spyglass Dr & US 101 SB Ramps	TWSC	D	14.1	B
3	Spyglass Dr & US 101 NB Ramps	TWSC	D	7.8	A
4	Spyglass Dr & Mattie Rd	TWSC	C	2.4	A
5	Price St & US 101/Mattie Rd	Signal	C	7.1	A
6	Mattie Rd & US 101 NB Ramps	TWSC	C	7.8	A
7	Price St & US 101 SB Off Ramp	TWSC	D	15.8	C
8	**Price St & US 101 SB Off Ramp/Dolliver St**	**RNDBT**	**D**	**10.9**	**B**
9	Dolliver St & Wadsworth Ave	TWSC	D	27.3	D
10	Price St & Wadsworth Ave	AWSC	D	11.2	B
11	Bello St & Wadsworth Ave	AWSC	D	10.4	B
12	Dolliver St & Pomeroy Ave	Signal	D	19.4	B
13	Price St & Pomeroy Ave	TWSC	D	11.1	B
14	Dolliver St & Hinds Ave	Signal	D	6.0	A
15	Hinds Ave & Price St	Signal	D	6.2	A
16	Hinds Ave & US 101 SB Ramp	Ramp Relocated			
17	**Bello St & Price Canyon Rd**	**Signal**	**C**	**19.5**	**B**
18	**Dolliver St & Stimson Ave**	**Signal**	**D**	**10.3**	**B**
19	**Price St & Stimson Ave**	**TWSC**	**D**	**25.3**	**D**
20	**Dolliver St & Ocean View Ave**	**Signal**	**D**	**6.7**	**A**
21	**Price St/US 101 Ramps & Ocean View Ave**	**Signal**	**D**	**27.7**	**C**
22	**5 Cities Dr & US 101 SB Ramps\Outlets Dwy**	**Signal**	**D**	**33.5**	**C**
23	**5 Cities Dr & 4th St**	**Signal**	**C**	**34.8**	**C**
24	4th St & US 101 NB Ramps	Signal	D	11.1	B
25	4th St & James Way	AWSC	C	14.3	B

1. AWSC = All Way Stop Control; TWSC = Tw o Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on w orst minor street approach for TWSC intersections, average of all
3. Warrant = Based on California MUTCD Warrant 3
4. **Bold** = Unacceptable Conditions
5. OVR = Delay over 300 seconds
6. City is anticipated to take responsibility for Dolliver (SR 1) and City LOS threshold is assumed.

In addition to the Circulation Plan, the following provides technical guidance regarding the functional street classification hierarchy incorporated into the Circulation Plan and the roadway standards for which

improvements to the street system need to be built under guidance and approval of the City Engineer. Following the technical guidance, Guiding Policies and Implementing Policies are provided to guide the City in its planning and implementation of the circulation system to meet the growing and ever changing mobility needs of the community.

Functional Street Classifications

The City of Pismo Beach's roadway system is based on a hierarchy of street types, based on the service they provide, known as functional classifications. These classifications are designed to provide access to current and future development throughout the City and beyond. A route's design, including lane width and the number of lanes needed, is determined by both its classification as well as its projected traffic levels, in order to achieve safe and convenient movement at the development intensity planned consistent with the Land Use Element. The classifications and their required development and access standards are described below.

1. Freeways – Provide high-speed intra- and inter-regional mobility. Access is typically restricted to arterials via interchanges, with grade-separated crossings and wide, continuous medians separate lanes traveling in opposite directions. Typically, the maximum speed limit on freeways range from 50 to 65 mph with usually one mile or greater spacing between interchanges. US 101 is the only freeway in the City with multiple full or partial interchanges; ramps are closely spaced near Downtown and the Pismo Outlets.

2. Arterials – Serve to connect areas of major activity within the urban or suburban area and function to distribute traffic between freeways or expressways and collector streets. Arterials have limited access directly to adjacent land uses. Typical arterials within the City are two to four lanes with speed limits ranging from 30 to 50 mph.

3. Collectors – Function as connector routes between local and arterial streets, and provide access to residential, commercial, industrial (etc.) areas. Collector streets also provide direct access to adjacent properties; driveway access is not restricted but access should be managed so that driveway spacing does not inhibit the flow of traffic. Collectors within the City are typically two lanes with speed limits ranging from 30 to 45 mph.

4. Local Streets – Provide direct access to adjacent properties and allow for localized movement of traffic. Local streets are characterized by low daily traffic volumes and speed limits of 25 to 30 mph. Although bike lanes are generally not required on local streets, it is assumed that local streets are bike-friendly and may be informally considered a Class III Bike Route.

Roadway Design Standards

The proposed roadway alignments and improvements identified in the Circulation Plan are conceptual, subject to further engineering and environmental review. Street designs for the proposed roads shall conform to the typical street widths and design elements defined in the cross-sections presented in **Table 3.2,** on page 25. The roadway design standards for the City of Pismo Beach are based on engineering standards and on evolving policies and practices regarding the City's transportation infrastructure. The roadway design standards meet both state and nationally acceptable design criteria. While these roadway design standards provide a template for construction, it is not a substitute for professional engineering judgment and close coordination with the City Engineer during project development and plan preparations. All street improvements within the City will be subject to the approval of the City Engineer.

TABLE 3.2 ROADWAY STANDARD CROSS-SECTIONS

Roadway Classification	Right of Way Width	Curb to Curb Width	Median Width	# Thru Lanes	Streets in Classification
Freeway	200'+	Varies	Varies	4 to 6	Oak Park, Price Canyon
Major Arterial	102	Varies	12'	4	Five Cities Drive (Freeway Ramps S. of Railroad to 4th Street), State Route 1 (South of Pismo Crk), Price St. (Dolliver St. to Oceanview Ave.)
Secondary Arterial	66' - 84'	56' – 64'	-	4	Bello St. (Portions), Dolliver St, Five Cities Drive (Oceanview Ave. to Freeway Ramp S. of Railroad), Hinds ave., James Way, Price St. (N. of Dolliver St.), Shell Beach Rd.
Minor Arterial	60' – 72'	40' – 52'	-	2	Cypress St. (Pomeroy Ave. to Hinds Ave.), El Camino Real, Highland Dr., Longview Ave, Main St. (Dollver St. to Price St.), Mattie Rd., Ventanan Dr., Wadsworth Ave. (E. of Dolliver St.), Whitecap St. (Highland Dr. to Ventana Dr.)
Collector	60'	40'	-	2	-
Industrial / Commercial Collector	64'	44'	-	2	-
Local Street	56'	36'	-	2	-

Standards may be modified with City Engineer or Council Approval when specified in approved Specific Plans, existing conditions warrant.

4 Multimodal Policies

Vehicular Travel



Providing a safe and efficient transportation system for all users is one of the keys to maintaining the livelihood and quality of life of Pismo Beach. Multimodal connections are essential between the local residential communities, the tourist resorts and hotels, the commercial areas of Downtown, and the beach to sustain a sense of community and vitality. Currently, the existing transportation system experiences deficiencies, not only in multimodal connectivity, but also with traffic congestion, especially during the peak summer months and holidays. The City is actively engaged with the community to address the multimodal transportation issues, receiving ample public comments and concerns, and developing responsive transportation planning documents.

Guiding Policies for Vehicular Travel

4.1.1 Safe and efficient roadway system.

Promote a safe and efficient roadway system for the movement of people and goods. This is achieved through a well-designed local roadway system that serves the City's primary need for mobility and includes a hierarchy of roadways to meet that need.

4.1.2 Implement planned roadway improvements.

Use **Figure 1,** on page 19, "Circulation Plan" to identify, prioritize, schedule, and implement circulation improvements, as development occurs to support General Plan buildout conditions. Planned improvements may be phased as development occurs and the need for increased capacity is identified. The functional classifications indicated on the Circulation Plan shall be the standard to which roads needing improvements are built. The Circulation Plan depicts the facility types that are necessary to support the traffic generated by buildout of the Land Use Element, and therefore represent the buildout standards to which a street segment or intersection shall be improved.

4.1.3 Citywide Level of Service (LOS).

Achieve and maintain a multimodal **LOS "C"** or better for roadways and intersections outside of Downtown during weekday pm peak hours. Intersections are expected to operate beyond the Citywide LOS thresholds during seasonal peak periods. Recognizing the choice to size the circulation system to meet the needs of residents and local businesses, and to preserve the character of Pismo Beach service levels lower than established LOS thresholds in **Section 11.1.3** are acceptable during weekends, holidays, and summer peak periods.

a) New development that is projected to degrade conditions to a LOS D or below or further exacerbate conditions already below LOS D shall be required to make transportation improvements that offset the level of degradation to the maximum extent feasible. Improvements to non-automobile modes of transportation at the same segment or intersection may also be considered as an offset to degradation of automobiles LOS.

4.1.4 Downtown Level of Service (LOS).

Achieve and maintain a multimodal **LOS "C"** or better for roadways and intersections within the Downtown area during weekday pm peak hours. Intersections are expected to operate beyond the Citywide LOS thresholds during seasonal peak periods. Recognizing the choice to size the circulation system to meet the

needs of residents and local businesses, and to preserve the character of Pismo Beach service levels lower than established LOS thresholds in **Section 4** are acceptable during weekends, holidays, and summer peak periods.

a) New development within the downtown core that is projected to degrade conditions to a LOS E or below or further exacerbate conditions already below LOS E shall be required to make transportation improvements that offset the level of degradation to the maximum extent feasible. Improvements to non-automobile modes of transportation at the same segment or intersection may also be considered as an offset to degradation of automobiles LOS.

4.1.5 Vehicle Miles of Travel.

Maintain and Reduce average regional vehicle miles of travel in accordance with State Senate Bill 743 and California Office of Planning & Research Technical Guidance.

a) New development that is projected to exceed average regional vehicle miles of travel shall be required to implement mitigations or modify the proposed project to the maximum extent feasible.

    a. Assess OPR Technical Guidance Thresholds of Significance and develop local City thresholds of significance if unacceptable.

b) Develop screening thresholds to streamline VMT Analysis including metrics such as:

    a. Screening Threshold for Small Projects

    b. Map-Based Screening for Residential & Office Projects

    c. Screening Thresholds for Projects near High Quality Transit

    d. Screening Thresholds for Affordable Housing

4.1.6 Complete Streets.

Support the development and maintenance of a circulation system that balances the needs of all transportation modes, and provides a full spectrum of travel alternatives for the community's residents, employees, and visitors. In compliance with Assembly Bill 1358 (AB), "The Complete Streets Act", maintain and update street standards that provide for the design, construction, and maintenance of "Complete Streets". The City's Complete Streets shall enable safe, comfortable, and attractive access for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas. Although the intent of all City streets is to accommodate all travel modes, the City has focused efforts to assume certain corridors are enhanced to facilitate connected intercity multimodal capabilities. Specifically, the Shell Beach Road/Dolliver Street corridor has been identified for Complete Streets improvements.

4.1.7 Neighborhood Context.

Support safe, complete and well-connected neighborhoods for street, bicycle, and pedestrian access. Connections should balance circulation needs within the neighborhood context.

4.1.8 Complement and Enhance Land Use Element.

Provide and maintain a circulation system that is correlated with planned land uses in the City and surrounding areas in the region in compliance with Government Code §65302(b).

4.1.9 Existing Facilities.

Make efficient use of existing transportation facilities; and improve these facilities as necessary in accordance with the Circulation Plan. Not all existing facilities may be able to be improved to current City standards due to right-of-way and other physical and financial constraints. Any improvements to existing facilities will be subject to the discretion and approval of the City Engineer.

4.1.10 Regional Travel.

US 101 is important for both Citywide and north-south regional travel. As both City and regional travel grow, design the City circulation system to discourage regional traffic from bypassing US 101 and impacting City streets and frontage roads such as Shell Beach Road and Price Street. Also, cooperatively work with regional partners, including Caltrans and SLOCOG for improvements along US 101.

4.1.11 Coordination of Location and Regional Actions.

Coordinate local transportation and land use planning activities with State, regional, County, and neighboring agencies to ensure consistency between local and regional action. Support regional actions that reduce vehicle miles of travel.

4.1.12 Circulation System Enhancements.

Improve the circulation system, in accordance with the Circulation Map, at minimum, to support multimodal travel of all users and goods. Where feasible, apply creative circulation system enhancements that increase system capacity and that are acceptable to the City and its residents, and where applicable, Caltrans. Design and implement the circulation system to protect the natural environment and conserve energy.

4.1.13 Emerging Transportation Technology.

Promote efforts for emerging technological transportation advancements, including connected and autonomous vehicles, emergency vehicle pre-emption, sharing technology, electric vehicle technology, electric bikes and scooters, downtown parking occupancy monitoring and innovative transit options.

Implementing Policies for Vehicular Travel

In general, the following policies, in this section and others, pertain to the street network promote the maintenance and development of a well-connected circulation system that is integrated with adjacent land uses and facilitates reduction in vehicle miles traveled.

4.1.14 Implement Circulation Plan.

Based on the design direction from Guiding Policies section 4, schedule and implement the circulation system identified in the Circulation Plan, shown in **Figure 1**, on page 19 as development occurs. Variation from the depicted alignments for these facilities based on detailed engineering studies will not require a General Plan amendment. As a part of implementation of the Circulation Plan, the City shall pursue for Caltrans relinquishment of SR 1 to the City, within the City Limits.

4.1.15 Complete Streets.

When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists and pedestrians appropriate for the road classification and adjacent land use.

a) Evaluate projects to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given equal level of consideration to motor vehicle operators.

b) Consider ways to increase and improve travel choices when reviewing development or transportation infrastructure projects.

c) Consider roundabouts or other innovative designs as alternatives to stop signs and traffic signals when studying intersection configuration options.

d) Require sidewalks on all streets where possible. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.

e) Improve the existing street network to minimize travel times and improve mobility for transit, bicycle, and walking trips between new projects and surrounding land uses to reduce vehicle trips.

4.1.16 Neighborhood Context.

Plan for safe, complete, well-connected neighborhood streets.

a) Modify the existing street network, where possible, to enable direct physical connections within and between neighborhoods, neighborhood-commercial areas, and commercial-commercial areas, including connections accessible only by pedestrians and bicycles on existing cul-de-sac streets.

b) Provide direct connection from residential areas to neighborhood parks and open space.

c) Where feasible, provide pedestrian crosswalks on all intersection approaches.

d) Implement projects identified in the City's ADA Transition Plan.

e) Maintain and update the Bicycle and Pedestrian Master Plan and work to fund and complete the planned bikeway and pedestrian system. The Plan indicates which streets in addition to arterials and collectors will install sidewalks and what other pedestrian facilities and amenities (such as 'resting spots') are needed to complete the pedestrian network. Sidewalk widths and shade coverage should also be addressed in the context of the adjacent land use, vehicle volumes, and vehicle speeds. The Plan also indicates proposed on- and off-street bikeways, pedestrian trails, and bike parking facilities within the City.

f) Maintain and complete implementation of the Safe Routes to School Plan. This effort should complement the ADA Transition Plan, and the Bicycle and Pedestrian Master Plan.

4.1.17 Following Adopted City Standards.

Build arterials, collectors and local streets in accordance with adopted City standards. Improve existing facilities to conform to classification standards where possible. The cross-sections designated under this section will normally be required. Specific plan or special (alternative) section streets may also be adopted deviating from these standards. Wherever such alternative cross-section configurations are used, each will be so designed as to create an orderly transition from one to the next. Each alternative cross-section must further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form. Where streets are to be constructed by developers, the City shall not permit installation of less than a full street section. Exceptions to the standards may be allowed by the City Engineer where mitigation is infeasible or would conflict with other community values such as those listed below:

a) Impacts on general safety, particularly pedestrian, bicycle, and transit safety;

b) The right-of-way needs and the physical impacts on surrounding private or public properties;

c) The visual aesthetics of the required improvement and its impact on community identity and character;

d) Environmental impacts including air quality and noise impacts; and,

e) Impacts on quality of life as perceived by residents.

4.1.18 Coordinated Traffic Control.

Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.

4.1.19 Access Restriction.

Minimize, where possible, the number of access points along arterial roadways, including but not limited to consolidating or relocating driveways to provide for more efficient traffic movement.

Downtown Traffic and Parking

4.1.20 Downtown Traffic and Parking.

To discourage traffic in the Downtown area, improve Downtown parking and drop-off opportunities, and provide remote parking, the following strategies should be utilized:



a) The City shall work with the lodging industry to 1) provide free (or very low rent) bicycles for guests, and 2) to develop and maintain a trolley system for summer months, weekends, and special events.

b) Consider utilization of existing parking district mechanisms to finance Downtown or remote parking and related improvements suggested in the Downtown Strategic Plan (approved November 2014);

c) Utilize the Downtown Strategic Plan to aid in identifying parking opportunities and concepts;

d) Examine vacant or underutilized lots for off-street parking or remote parking facilities;

e) Consider converting public parking spaces to designated rideshare pick-up / drop-off zones.

f) Consider implementing a shuttle program between satellite parking areas and Downtown as a Travel Demand Management strategy, to relieve traffic congestion and to reduce parking demand Downtown. Potential areas for satellite parking include sites east of the US 101 and to the north and south of Downtown;

g) Consider implementing and installing a Dockless Bike program throughout the City as a Travel Demand Management strategy, to relieve traffic congestion and to reduce parking demand Downtown;

h) Install and maintain wayfinding and parking signs throughout the City, consider dynamic wayfinding and parking signs;

i) Add both static and dynamic parking wayfinding systems including a dynamic system at the pier parking lot and a parking inventory control system;

j) Update the City's Downtown parking in-lieu fee program;

k) Consider Public/Private Partnership opportunities; and

l) Rezone and develop parking structures in the Downtown area.

m) Encourage / Incentivize hotels to provide e-bikes to hotel guests.



Relationship between Modes and Parking

4.1.21 General Transit and Pedestrian Access.

In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets from subdivisions should not be impeded by continuous segments of sound walls.

4.1.22 Bus Access on Arterials.

Design considerations for arterial streets in newly developing areas should provide for bus loading and unloading without disruption of through-traffic.

4.1.23 Standards for Transit Stops and Headways.

Coordinate with San Luis Obispo Regional Transit Authority and South County Transit to establish citywide standards for bus stop locations and bus frequencies/headways. In industrial areas, standards may need to be adjusted to provide direct access to employee entrances.

4.1.24 Emerging Transportation Technology.

Promote the use of “green technology”, such as electric vehicles and other low-polluting vehicles, by providing amenities such as electric vehicle charging stations, car sharing, solar panels, and pervious pavers. Infrastructure development should be consistent with the future growth in these technologies.

4.1.25 Parking.

Parking for both residents and visitors shall be provided as part of new development. Additional designated parking spaces for beach access may be required as a condition of approval of new hotel or other commercial development adjacent to the oceanfront. In-lieu fees for commercial uses shall be encouraged rather than on-site parking in the central commercial area. In-lieu fees may also be considered for residential uses in order to encourage ground floor, street facing residential dwellings. Parking shall be provided within the vicinity of the coastline for recreational uses. However, within the Downtown area, day use parking for the beach should primarily be located at the north or south end of Downtown rather than at the pier. In order to assure that development projects will not adversely affect the availability of existing parking for shoreline access, an adequate quantity of on-site parking spaces to serve the full needs of the development shall be required, except as noted above for the Downtown area. Exact parking standards shall be established by City ordinance.

New development projects located within one-quarter mile of the beach or bluff edge shall be evaluated to assess their impact on the availability of parking for public access to the coast. If a project would result in a reduction of shoreline access parking, the project may be required to provide additional parking spaces to accommodate public access.

Traffic Operations and Monitoring

4.1.26 Traffic Calming.

Traffic calming techniques may be employed to mitigate the traffic effects of new development on minor and major collector streets. The City shall adopt and maintain Traffic Calming Handbook adopted 10/19/21 for application and design of traffic calming measures.

4.1.27 Update and Adopt Transportation Impact Analysis (TIA) Guidelines.

Update and adopt Transportation Impact Analysis guidelines consistent with State Assemble Bill 743 and maintain a local LOS assessment methodology for the evaluation of potential transportation impacts and local policy inconsistency resulting from new development.

4.1.28 Impacts of New Development.

Based upon the findings of a transportation impact and policy analysis new development will be responsible for mitigation of transportation related impacts.

4.1.29 Traffic and Accident Monitoring & Reduction.

Implement and update the City's Local Roadway Safety plan/program to help maintain satisfactory roadway performance at intersections and along roadway segments. This may include the following:

a) Collect and analyze traffic volume data on a regular basis, and monitor current intersection and roadway segment LOS on a regular basis. This information may be used to update and refine the City's travel forecasting model to improve estimates of future conditions.

b) Consider ways to shift travel demand away from the peak period using Transportation Demand Management (TDM) strategies, especially in situations where peak traffic problems result from a few major generators (e.g. large retail developments on highway corridor, the Pismo Beach Pier). Strategies to consider include:

    i. Encouraging employer-sponsored incentives for transit, bike, or carpool use;

    ii. Providing shuttle service to major events and destinations;

    iii. Promoting shopping or entertainment events that are at off-peak hours;

    iv. Coordinating centralized TDM programs that serve multiple tenants at large shopping or office centers; and,

    v. Perform periodic evaluations of the City's (and Caltrans) traffic control system, with emphasis on traffic signal timing, phasing, and coordination to optimize flow along collector and arterial corridors.

    vi. Utilize alternative parking strategies as a means of managing transportation demand.

    vii. Manage, and when possible, reduce summertime visitor traffic impacts.

    viii. Support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation such as walking, riding buses and bicycles, bike share, and using car pools.

    ix. Support and develop education programs directed at promoting types of transportation other than the single-occupant vehicle.

4.1.30 Manage Traffic and Congestion.

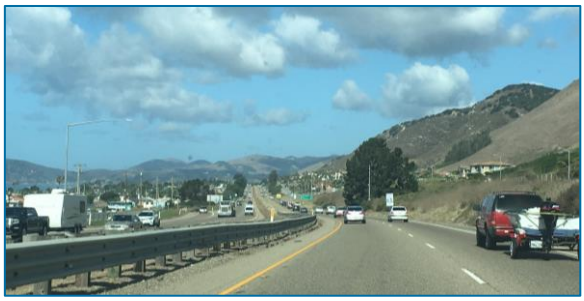
a) Support the efforts of the County Air Pollution Control District to implement traffic reduction programs.

b) Support County-wide programs that support modal shift while utilizing the existing road system and reducing air pollution and traffic congestion.

c) Protect the quality of residential areas by achieving quietness and by reducing or controlling traffic routing, volumes, and speeds on neighborhood streets.

d) Some street parking and traffic for regional daily visitors is accepted within the known constraints that the demand for beach parking may often exceed the supply when the weather and beach conditions are attractive. Within this context, however, the volume and regularity of parking and traffic intrusions in the residential areas should be minimized where practical.

e) Accessibility is essential for Pismo Beach being a visitor-oriented community, and it is imperative that safe and efficient access via U.S. 101 be maintained. Local streets should be designed to operate at Level of Service C or better during weekday peak hours. A lower standard may be used for the downtown area.



f) Accept some additional traffic on Arterial Streets and Regional Routes and Highways.

g) Provide for a greater community role in determining the physical nature and urban form of the City to ensure that Pismo Beach maintains its unique “beach town” culture.

Street Design & Character

4.1.31 Landscaping Adjacent to Property Lines.

When applicable, the property owner may be able to credit the landscaping in public right-of-way towards their landscaping requirements on their property. In return, the property owner is responsible for the maintenance and upkeep of the landscape frontage.

4.1.32 Street Trees.

Street trees in landscape strips or parkways must be placed near enough of the sidewalk to provide canopy. All street tree planting and maintenance shall be accomplished in strict accordance with the City’s Municipal Code Section 12.12 on Street Trees and Resolution No. R-2003-07 “Tree Policy”, and conform to the City's "street tree planting standards" and the City's approved "street tree list”. Include street trees as part of a project’s design.

4.1.33 New and Redesigned Street Best Practices.

New and redesigned streets shall consider space for street trees and best practices for sustainable street design. This may include design concepts such as Low Impact Development for water quality standards and stormwater management, shade trees, energy efficient and dark sky lighting.

4.1.34 Medians.

Medians shall be installed along arterials, as deemed necessary by the City engineer.

Regional Cooperation

In general, the following policies in this section and others are intended to direct City efforts to promote the consistency between local and regional planning along US 101 and other regional routes.

4.1.35 Work with Caltrans on Highway Improvements.

Continue to work with Caltrans to achieve timely context sensitive design solutions and construction of programmed highway improvements.

4.1.36 Coordinate Standards.

Continue to coordinate the City's design standards for regional roadways with the standards of adjacent and overlapping agencies to provide smooth transitions for roadway users between jurisdictional boundaries.

4.1.37 Use of Congestion Management Process.

Utilize SLOCOG's *US 101 Corridor Master Plan* to determine the timing and degree of regional roadway facility improvements in accordance with regional plans. Actively participate in the *US 101 Southbound Pismo Congestion Relief Project* process to identify a funded travel capacity enhancement for US 101 through the City.

4.1.38 Regional Fair-Share Fee Program.

Work with Caltrans, SLOCOG, San Luis Obispo County, and other jurisdictions to establish a fair-share fee program for improvements to routes of regional significance and State highways. This fee should reflect traffic generated by individual municipalities/unincorporated communities as well as pass-through traffic.

Funding Opportunities

4.1.39 Transportation Impact Fee (TIF).

The City shall update and maintain a Transportation Impact Fee Program to provide additional funding for transportation improvements based on roadway or intersection improvements identified in the General Plan and Capital Improvements Plan. The TIF will provide fees for new development's proportional share to fund construction of the City's CIP improvements. The financing program will include an update to the existing Capital Improvements Plan consistent with AB 1600.

a) Approvals of new development shall be conditioned upon the developer constructing improvements of street frontages adjacent to the project, and possibly other streets/intersections that are significantly impacted, and/or new public streets to be located within the project area.

b) Approvals of new large-scale commercial or residential projects may require the developer to prepare and implement a transportation/parking management plan.

c) New or amended specific plans approved by the City shall include within their circulation elements the measures that will be employed to finance and implement the planned circulation system and off-site traffic improvement projects.

4.1.40 Financing Program: Downtown Parking in Lieu Fee Program.

The City shall update and maintain a Parking In-lieu Fee Program that will fully fund expansion of public parking facilities such as parking garages to accommodate anticipated parking requirement that new development cannot satisfy on-site. The financing program will include an update to the existing Capital Improvements Plan consistent with AB 1600.

4.1.41 Capital Improvements Plan (CIP).

As part of the twenty-year TIF, bi-annually update a ten-year CIP for projects required to be constructed and/or update circulation facilities. The analysis should identify the type of facility, right-of-way requirements, physical improvements required and preliminary cost estimates.



4.1.42 Utilize Outside Funding Sources.

Link improvement projects to the most current estimates of available funding from regional, State, and federal sources. The City shall continue to participate in the effort to develop and coordinate a regional financing mechanism for major regional transportation improvement projects that provide regional or statewide benefits. Any such regional fees should equitably reflect the proportionate share that development within the City contributes to the total need for the improvement projects.

Right-of-Way Acquisition and Preservation

4.1.43 Establish Roadway Alignments.

Take appropriate action to establish precise alignments based on the Circulation Plan and City Standards, and where appropriate, utilize Caltrans standards, for all existing and proposed highway, arterial and collector streets in order to identify future right-of-way needs. Plan Lines shall be adopted by the City Council.

4.1.44 Plan Line Studies Included in TIF.

Plan Line Studies shall be included in TIF costs. Once Plan Lines are established, new preliminary cost estimates shall be prepared and the TIF updated to reflect the revised and finalized costs.

4.1.45 Right-of-Way Consistency.

New roadways shall follow adopted Plan Lines and shall be designed to maintain a consistent street design and right-of-way width, regardless of adjacent land uses.

4.1.46 Right-of-Way Acquisition.

Following the adopted Plan Lines, acquire public street right-of-way as opportunity for dedication and/or purchase arises. Attempt to obtain ultimate right of way and street improvements at the time of development, except when lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

4.1.47 Right-of-Way Fully within Master Plan Boundaries.

Planning areas shall not use roadway centerlines as boundaries. Roadways shall be built to their full width within the annexed City Limits. Part-width roads shall not be permitted where master plan areas abut unincorporated properties that are not expected to be annexed to the City within the time frame of this General Plan. Road rights-of-way that demarcate the edge of a planning area shall be fully contained within the development area boundary, and expanded only within that boundary.

Walking and Bicycling



Pismo Beach presents an ideal setting for bicycling and walking in the City due to the Mediterranean climate, relatively small size and dense land use. A comprehensive network of bikeways and pedestrian paths that are safe, convenient, and accessible for both commuter and recreational travel is an essential part of the City's transportation infrastructure and strategy to create an overall sustainable transportation network. A primary goal of the California Complete Streets Act of 2008 is to increase the likelihood of residents to choose bicycling and walking modes over driving. Continuous sidewalks, walkways, trails, and bikeways are necessary to provide safety and convenience to allow people to choose non-motorized transportation modes.

In addition to the bicycle network, pedestrian connectivity is also a priority for the City. The existing pedestrian facilities establish the walkability between residential, commercial, and recreational land uses. Sidewalks, marked crosswalks, curb ramps, ADA compliance, and shared use paths provide safe and convenient access for pedestrians. Sidewalks within Pismo Beach are typically 4-6 feet wide in the residential areas, and typically 9-10 feet wide within Downtown.

Guiding Policies for Walking and Bicycling

4.1.48 Promote Walking and Bicycling.

Promote walking and bicycle riding for transportation, recreation, commuting, and improvement of public and environmental health. Make downtown more functional and enjoyable for bicyclists and pedestrians. Pedestrian walkways and bicycle paths shall receive at least the same emphasis and attention in future planning as facilities designed for the automobile.

4.1.49 Meet the Needs of All Users.

Recognize and meet the mobility needs of persons using wheelchairs and those with other mobility limitations, in compliance with the ADA.

4.1.50 Develop a Safe and Efficient Non-Motorized Circulation System.

Provide safe and direct pedestrian routes and bikeways between places.

4.1.51 Existing Facilities.

Maintain and improve existing multimodal circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the City and extend the system to serve new growth areas.

Implementing Policies for Walking and Bicycling

Complete Streets

4.1.52 Integration of Land Use Planning.

Implement land use policies designed to create a pattern of activity that makes it easy to shop, recreate, commute, and conduct personal business without driving.

4.1.53 Provision of Bicycle Facilities.

Facilities for bicycle travel (Class I Multi-Use/Bike Paths, Class II Bike Lanes, and Class III Bike Routes) shall be provided to complete a continuous system of bicycle facilities as shown on **Figure 3**, on page 21.

4.1.54 Bike Lane Width Shall Follow State Standards.

In cases where existing right of way constraints limit development of Class II facilities, Class III signage and demarcation may be permitted at the discretion of the City Engineer. Deviations from these standards and from the routing shown on the diagram shall be permitted with the approval of the City Engineer.

4.1.55 Street Trees for Shade and Comfort.

Ensure that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists and traffic calming benefits, while still maintaining public views.

4.1.56 Children's Access to Schools.

Work with the Lucia Mar Unified School District to promote the identification of school attendance areas in order to minimize crossings of major arterial streets.

4.1.57 Universal Design.

Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts.

Increasing Bicycle Use and Safety

4.1.58 Bikeways Encouraged.

Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency, and the County of San Luis Obispo Regional Transportation Plan.

4.1.59 Bikeways Plan.

Bikeways shall be located and classified as shown in **Figure 3**, on page 21 consistent with the City's Bicycle and Pedestrian Master Plan. To the extent possible, bikeways shall tie into state routes and routes of adjoining communities. Permitted land uses adjacent to bicycle routes and population density and settlement patterns adjacent to the bikeways are identified in the Land Use Element.

4.1.60 Bicycle Parking Facilities

The City should install bicycle parking facilities in public areas such as the beach, parks, park and ride lots, and at other public facilities to encourage bicycle use. Bicycle parking facilities should be designed to accommodate various types of bicycles. Bicycle parking facilities should be considered as a required condition of approval for new development applications for proposed commercial, hotel and major residential projects. Restrooms, drinking water, and air for bicycle tires should be located near bicycle lanes.

Showers and locker rooms should be provided where feasible. Funding may be provided for these facilities by incorporation into the TIF and be consistent with the Bicycle and Pedestrian Master Plan.

4.1.61 Bicycle Parking for Special Events.

As a condition of the issuance of a Special Event permit, the applicant may be required to provide bicycle parking. Bicycle parking provision may include “Bike Valet” services provided by SLO County Bicycle Coalition or by event volunteers.

4.1.62 Bicycle Use by City Employees.

Establish a program to encourage bicycle use among City employees.

4.1.63 Bicycling Access to Parks.

Provide safe bicycle access to and from parking facilities at all community parks.

4.1.64 Bicycle Safety.

Assess and address bicycle safety thru implementation of the City’s Local Roadway Safety Plan. Increase the safety of those traveling by bicycle by:

a) Ensuring that bikeways are delineated and signed according to Caltrans or City standards, and that lighting is provided where needed;

b) Providing bicycle paths and lanes on bridges and overpasses;

c) Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement or gravel;

d) Providing adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; and

e) Work with the Lucia Mar Unified School District to promote classes on bicycle safety in schools.

4.1.65 Demarcation of Class III Bikeways.

In order to increase awareness of bicyclists sharing the roadway with motorized vehicles, demarcate Class III bicycle facilities (Bike Routes), where appropriate, by painting “sharrows” on the roadway. Because of high maintenance costs associated with sharrows, their use should be prioritized on areas with higher frequency of bicycle conflicts or where the bikeway may be obscured by traffic or geometrics. At minimum, Bike Route signage, consistent with California Manual on Uniform Traffic Control Devices (MUTCD) standards, should be provided to identify and guide cyclists in using the City’s bikeway system.

4.1.66 Improved Bikeway Visibility.

Use visual cues, such as brightly colored paint on bike lanes, or in conflict zones with other traffic, and/or a painted buffer strip, along bikeways to provide a visual signal to motorists to watch out for bicyclists and nurture a “share the road” ethic. (The Federal Highway Administration has issued an Interim Approval (IA-14) on April 15, 2011 for the optional use of green colored pavement for marked bicycle lanes.) Prioritize using areas of town where automobile-bicycle collisions have occurred, based on data from the Statewide Integrated Traffic Records System maintained by the California Highway Patrol. Consideration shall be given during the design of intersection improvements to provide bicycle sensitive signals and bicycle protected intersections depending on feasibility and project funding. All of the above shall be at the discretion of the City Engineer.

4.1.67 Bicycle and Pedestrian Access to Recreation Destinations.

Encourage the development of a network of continuous trails and Class I paths along the bluffs where feasible. Continue to provide Citywide connectivity for the Cave Landing Trail and the California Coastal Trail.

Pedestrian Access and Safety

4.1.68 Pedestrian Circulation.

Sidewalks shall be required for all new developments in residential and commercial areas. Generally, the sidewalk shall be located so that a landscape strip or trees are located between the sidewalk and the vehicular travelled way. Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscape, street furniture, and pedestrian scaled lighting. The City encourages the use of flashing beacons or lighted crosswalk systems, especially in highly trafficked areas. All new sidewalk areas shall be designed to accommodate the handicapped, compliant with the ADA. Also, the City shall install (or cause to be installed) sidewalks or footpaths along all collector or arterial streets that connect with commercial centers, public gathering areas and schools.

4.1.69 Pedestrian Access to Shopping Destinations.

Install clearly marked crosswalks at intersections near all commercial uses, as well as clearly marked pedestrian paths within parking areas. Mid-block crossings are discouraged. However, if conditions warrant and are approved by the City Engineer, crosswalks and signage indicating pedestrian activity should be installed at mid-block entrances where existing commercial uses are adjacent to other high-intensity uses, such as parks and schools where necessary for safety. Bulb-outs should be installed at mid-block crossings. Where possible, route pedestrians to grade separated crossings across US 101.

4.1.70 Pedestrians Connections to Employment Destinations.

Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings across US 101.

4.1.71 Pedestrian Connections to Schools.

Continue developing the existing network of walkways between schools and residential uses, and encourage the development of new continuous walkways between schools and residential uses. Where possible, route pedestrians to grade separated crossings across US 101.

Funding Opportunities

4.1.72 Funding for Bikeways through Street Construction Funds.

Continue to designate a portion of the City's annual street construction and improvement fund for financing bikeway design and construction.

4.1.73 Bicycle and Pedestrian Master Plan.

Ensure that the City Bicycle and Pedestrian Master Plan maintains consistency with the requirements in the Streets and Highways Code in order to be eligible for further funding for improvements from the State, such as the Active Transportation Program funds.

4.1.74 Funding for Bicycle and Pedestrian Master Plan through TIF.

Include funding for the City's Bicycle and Pedestrian Master Plan updates and bikeway improvements consistent with the Bicycle and Pedestrian Master Plan in the City's TIF recognizing the multimodal travel needs of the City.

Public Transportation

The San Luis Obispo Regional Transit Authority (SLORTA or RTA) operates four transit routes through Pismo Beach. RTA Route 10 serves the Pismo Beach area with regional and express routes. South County Transit (SCT) is a branch of SLORTA which provides three daily fixed routes serving the Five Cities and South County areas; two of the fixed routes, Route 21 and Route 24 also serve Pismo Beach. SCT also operates the free Avila Beach Trolley (Route 40) that only operates seasonally, but provides service between Avila Beach and the Pismo Beach Premium Outlets. SCT partners with RTA to offer Runabout service for qualified riders with transportation related disabilities.

The Pismo Beach Premium Outlets is a route transfer point and is a high-use facility with a large number of boardings and alighting. Multiple buses stop simultaneously at the Pismo Beach Premium Outlets, but only one bus bay has the preferred landing pad for boarding and alighting mobility devices, with a fully ADA compliant landing pad.



Source: Google Maps

Guiding Policies for Public Transportation

4.1.75 Promote Safe, Efficient, and Convenient Public Transportation.

Promote the use of public transportation for daily trips, including to schools and workplaces, as well as other purposes.

4.1.76 Work with Multiple Agencies and Jurisdictions.

Continue to cooperate with other agencies and jurisdictions to promote local and regional public transit, including SLORTA and SCT serving Pismo Beach.

Implementing Policies

Local Transit

4.1.77 Improve Local Transit Operations.

Work with RTA and SCT to continue the present course of expanding the SCT fixed route services and improving operations.

4.1.78 Downtown Transit Priority Area

Stive to establish a downtown as a Transit Priority Area by establishing transit service of two or more major bus routes with a frequency of 15 minutes or less during the morning and afternoon peak commute periods.

4.1.79 Comprehensive Transit Services.

The City shall support the availability of transit service as a means to reduce automobile congestion, to provide transportation for those who have no other form of transportation, as a means to reduce air pollution, and as a service to visitors. Such support should include, but not be limited to, SCT, Greyhound bus service, vanpools, shuttle bus systems, dial-a-ride services, and cab services.

4.1.80 Vanpools and Ride Sharing.

The City shall encourage and support vanpools and ride sharing. A special program should be developed in cooperation with the visitor industry to encourage vanpools and ride sharing for hotel and related workers. Appropriate locations shall be designated for ride share parking lots.

4.1.81 Multimodal Transfer Centers.

The City will continue to work with Caltrans, SCT, RTA, SLOCOG, and the commuting public to develop multimodal transfer areas or centers that will incorporate automobile parking areas, bike parking, bus, transit, pedestrian bike paths, and park and ride pick-up or drop-off points for carpooling.

4.1.82 Express Bus or Regional Transit Service.

The City will work with appropriate transportation agencies and major employers to establish or expand express bus or transit service to San Luis Obispo and Northern Santa Barbara County.

4.1.83 Improvements to Demand Responsive Transit.

Work with SLOCOG to improve the City's demand responsive (dial-a-ride) transit system and aggressively pursue transit grant funds in order to continue funding operations.

4.1.84 Consistency with SLOCOG Congestion Management Program.

Monitor the frequency, routing and coordination of local transit services for consistency with the requirements of the SLOCOG Congestion Management Program (CMP) and the Corridor System Management Plan (CSMP). The SLOCOG CMP includes minimum standards regarding these factors in an effort to enhance the coordination within the regional transportation system.

4.1.85 Transit Stop Spacing.

Transit stops should be spaced approximately ¼ mile apart, if spaced for continuous service on City streets, consistent with the South County Transit Plan and SLORTA. Spacing may deviate from the general standard in industrial areas where individual businesses occupy large parcels (greater than 20 acres) and where stops should serve employee entrances directly as approved by the City Engineer.

4.1.86 Funding for Transit Services.

Work with SLORTA and SLOCOG to continue to pursue federal and State funds to subsidize capital and operating costs associated with the City's transit operation. If federal funds are reduced and capital needs are not being met, transit may be added to the TIF through a Nexus Study after a public hearing process is approved by the City Council.

4.1.87 Transit Usability.

Work with SLORTA to situate transit stops at locations that are convenient for transit users and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, ADA compliance, and other amenities.

4.1.88 Transit Services Marketing.

Encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for local and regional trips.

4.1.89 Transit for Seniors.

Require new community care facilities and senior housing projects with over 25 beds to provide accessible transportation services for the convenience of residents.

4.1.90 Development that Supports Transit.

Ensure that new development is designed to make transit a viable transportation choice for residents. Design options include:

a) Have neighborhood centers or focal points with sheltered bus stops.

b) Locate medium and high-density development on or near streets served by transit wherever feasible; and

c) Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

Regional Transit Coordination

4.1.91 Regional Transit to Support SB 375 Compliance.

Coordinate with other agencies to implement regional transit solutions as part of the SB 375 Sustainable Communities Strategy.

4.1.92 Coordinate Local and Regional Transit.

As the City's local transit system continues to be developed, services should be oriented to link with other potential future commuter bus and/or commuter rail services. Coordination of improvements should be consistent with programs and improvements identified in the SLORTA Short Range Transit Plan.

4.1.93 Support Existing Regional Transit Services.

Continue to support the Avila Beach Trolley and fixed-route services provided by SCT/SLORTA.

4.1.94 Regional Transit Agency.

Support efforts to improve the coordination and efficiency of bus service on a regional level and, if appropriate, the regionalization of transit service delivery.

Railroads, Airport Facilities, Goods Movement, and Truck Routes

Railroads

The nearest rail station to Pismo Beach is at SR 1 and Grand Avenue in Grover Beach. It is serviced four times a day (two northbound and two southbound trains) by the Pacific Surfliner operated by Amtrak. The Surfliner's route goes between San Luis Obispo and San Diego. This station is also served three times a day by buses connecting to other train stations along the Pacific Surfliner route and twice daily by round-trip bus service to the Central Valley and Southern California.



Image Source: Google Maps

Rail transportation within the City is limited to freight service within the industrial area off Price Canyon Road. The main rail line within the City is owned by the Union Pacific Railroad Company. The railroad tracks run through the City along the southeast side of Price Canyon Road and SR 1, and present a barrier

between Downtown, the Pismo Premium Outlets, and the residential areas in the southern portion of the City. US 101 is the only formal and public crossing, which is grade-separated, of the railroad tracks within the City.

Airport Facilities

There are no airports located within the City of Pismo Beach. The closest airports to the City are the Oceano County Airport and the San Luis Obispo County Airport. The City supports the continued availability of the Oceano County Airport for general aviation services, and the San Luis Obispo County Airport for commercial passenger service.

Truck Routes for Goods Movement

Truck routes are intended to carry heavyweight commercial, industrial, and agricultural vehicles through and around the community with minimum disruption to local auto traffic and minimum annoyance to residential areas. Due to the high level of existing and expected future light and/or heavy industrial activity off Price Canyon Road, truck routes should be clearly designated so that intrusion of heavy vehicle traffic into residential areas can be avoided.

The 1982 Surface Transportation Assistance Act set standards for large trucks, known as STAA trucks, and set maximum truck sizes that states allow on the National Network including the Interstate System and other defined routes. Currently, US 101, Price Canyon Road, and SR 1 carry significant truck traffic; US 101 is designated as a STAA National Network Route, SR 1 is designated a 65' California Legal Route, and Price Canyon Road is designated a 65' California Legal KPRA Advisory Route.

Guiding Policies

4.1.95 Promote Safe and Efficient Goods Movement.

Promote the safe and efficient movement of goods via truck and rail with minimum disruptions to residential areas.

4.1.96 Promote Railroad Safety.

Minimize the safety problems associated with the railroad, including the construction and maintenance of at-grade crossings and the physical barrier effect of the track alignment on the City.

Implementing Policies

Truck Routes

4.1.97 Hazardous Materials.

The truck routes for hazardous materials shall be limited to US 101. The City shall request Caltrans to remove State Route 1 as a designated hazardous materials route.

4.1.98 Truck Route Identification.

Designated truck routes shall be Price Canyon Road, State Route 1, and US 101. The City shall continue to provide clear signage from regional gateways to truck routes in the City.

4.1.99 Truck Route Design.

Ensure that truck routes are designed according to California Legal and where appropriate STAA standards for intersections and turning movements.

4.1.100 Location of Industrial Development.

Continue industrial expansion in the southeast industrial area, per the Land Use Element, to minimize the neighborhood impacts of truck movements.

4.1.101 Secure Truck Parking.

Encourage high-security off-street parking for tractor-trailer rigs in industrial designated areas. Locate parking in areas with demonstrated need and where police patrol can be provided. High visibility, including good lighting, should be provided.

4.1.102 Financing for Truck Facilities.

Explore possible funding sources, including user fees, to help finance truck routes and truck parking areas, at least in part.

Railroads

4.1.103 Railroad Crossing Safety.

Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings. Special consideration must be given to improving east-west cross-town emergency access, potentially with a grade-separated crossing.

4.1.104 New Railroad Crossings.

Provide new crossings across the railroad (UPRR) in conjunction with the planned roadway improvements shown on **Figure 1,** on page 19. The provision of new crossings will ensure at least one cross-town route is maintained in case rail activity interrupts local and regional traffic flow and/or emergency access. New crossings will be at:

a) James Way Extension (grade-separated); and/or,

b) Price Street Extension (grade-separated).

Reference Documents

2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), 2015. San Luis Obispo Council of Governments

Bicycle and Pedestrian Master Plan, 2010. Prepared by: City of Pismo Beach

Bikeshare Feasibility Study, 2014. Prepared by: JBG Research & Consulting

Citywide Transportation Model and Circulation Study, 2016. Prepared by: Hatch-Mott MacDonald

Climate Action Plan, 2014. Prepared by: Rincon Consultants, Inc.

Complete Streets Implementation Action Plan 2.0, June 2014-June 2017. Caltrans

Complete Streets Plan, 2013. Prepared by: Gates & Associates

Downtown Parking Enhancements and Opportunities Study, 2016. Prepared by: Walker Parking Consultants

Downtown Strategic Plan, 2014. Prepared by: RRM Design Group

Highway 101 Regional Bus Rapid Transit Applications Study, 2013. San Luis Obispo Council of Governments

Shell Beach Road Streetscape Plan, 2009. Prepared by: Firma Landscape Architects and The Office of Katie O-Reilly Rogers, Inc.

US 101 Corridor Mobility Master Plan, 2014. San Luis Obispo Council of Governments

GLOSSARY

This glossary provides definitions of terms and phrases that are specialized for the purposes of the General Plan/Local Coastal Program or may not reflect common usage. The definitions in this glossary serve to ensure the consistent and intended interpretation and application of the policies in the General Plan but do not provide permit requirements, review procedures, or development/performance standards.

In addition to the terms and phrases in this glossary, the following key serves to assist in the interpretation and application of the policies in the General Plan.

Key:

- **City (with a capital "C"):** "City" refers to the City of Pismo Beach.
- **Coastal Commission (CCC):** "Coastal Commission" refers to the California Coastal Commission.
- **Examples:** Examples listed are not an exhaustive list.
- **Executive Director:** "Executive Director" refers to the Executive Director of the Coastal Commission.
- **Shall, May, and Should:** "Shall" refers to mandatory. "May" refers to permissive. "Should" refers to policy guidance that shall be followed in the absence of compelling, opposing consideration identified by the City.
- **Singular and Plural:** The singular number includes the plural number; the plural number includes the singular number.
- **State (with a capital "S"):** "State" refers to the State of California.
- **Tenses:** The present tense includes the past and future tenses; the future tense includes the present tense.

Accessory Structure: A structure that is physically detached from, secondary and incidental to, and associated with the primary structure on the same lot. Examples include, but are not limited to, carports, garages, tennis courts, pools, walkways, gazebos, patios, and decks.

Active Recreation: Recreational activity that is primarily physical and requires the use of organized play areas. Examples include, but are not limited to, basketball, tennis, volleyball, softball, soccer, and golf.

Adjacent Structure: A structure located on a separate lot contiguous (sharing a property line) with the proposed structure or development.

Armor: To fortify development or geographical features to protect it from the effects of waves, erosion, or other natural forces (example: constructing a wall to armor the base of a coastal bluff) or to construct a feature (example: seawall, dike, or levee) to protect development or geographical features from waves, erosion, or other natural forces.

Beach: The expanse of sand, gravel, cobble, or other loose material that extends landward from the low water line to the place where there is distinguishable change in physiographic form, or to the line of permanent vegetation. The seaward limit of a beach (unless specified otherwise) is the mean low water line.

Beachfront: An area of land that is adjacent to or upon the beach.

Beach Grooming: The mechanical raking or sifting of beach sand to remove debris or litter or level or re-contour the beach.

Bluff Face: The portion of a bluff between the bluff edge and the toe of the bluff. It is the steep surface of rock, decomposed rock, sediment, or soil resulting from erosion, faulting, folding, uplifting, or excavation of the land mass. The bluff face may be a simple planar or curved surface or it may be step-like in sections.

Bluff Protective Device: A structure or other device, including seacave/notch infills, dripline infill, coastal structures, upper bluff systems, and temporary emergency devices, designed to retain the bluff and protect a bluff home or other structure or coastal dependent use from the effects of wave action erosion and other natural forces.

Bluff Toe: A demarcation line along the bottom of a bluff, requiring field verification, such that the slope above the line exceeds 18% and the slope below the line is 18% or less, measured over a horizontal distance of 25 feet.

Bluff Top Retreat: The landward migration of the bluff or cliff edge caused by marine erosion of the bluff or cliff toe and other forms of erosion of the bluff face.

Breakwater: An offshore structure, often parallel to the shore, that protects a shore area, harbor, anchorage, or basin from waves.

Caisson: A subsurface support structure. A "caisson" is a shaft or shafts of steel reinforced concrete placed under a building column, foundation, or wall and extending down to hardpan, bedrock, or competent material as defined or approved by a soils engineer or geologist. Caissons, for this definition, are drilled into position and are used to carry surface building loads and/or to carry surface building loads from anticipated future loss of support (i.e., "slope failure"). Also known as a pier foundation.

California Environmental Quality Act (CEQA): State law (California Public Resources Code Sections 21000 et seq.) requiring public agencies to document and consider the environmental effects of a proposed action, prior to allowing the action to occur.

Coastal Access: The ability of the general population to reach, use, or view the shoreline, beach, or coastal recreation areas.

Coastal Act: The California Coastal Act of 1976, as amended, and corresponding regulations codified in California Public Resources Code Section 30000 et seq. and Title 14 California Code of Regulations Section 13001 et seq., respectively.

Coastal Bluff: A bluff overlooking the beach or shoreline or that is subject to marine erosion. Many coastal bluffs consist of a gently sloping upper bluff and a steeper lower bluff or sea cliff. The term

"coastal bluff" refers to the entire slope between a marine terrace or upland area and the bluff toe.

Coastal Bluff Edge: The upper termination of a bluff, cliff, or seacliff. In cases where the top edge of the bluff is rounded away from the face of the bluff the bluff edge shall be defined as that point nearest the bluff face beyond which a downward gradient is maintained continuously to the toe of the bluff. In a case where there is a step like feature at the top of the bluff, the landward edge of the topmost riser shall be considered the bluff edge. The bluff edge may change over time as the result of erosional processes, landslide, or artificial cut. Artificial fill placed near the bluff edge, or extending over the bluff edge, does not alter the position of the bluff edge. In those cases where irregularities, structures, or bluff stabilizing devices exist in a subject property so that a reliable determination of the bluff edge cannot be made by visual or topographic evidence, the Community Development Director, or Coastal Commission, on appeal, shall determine the location of the bluff edge after evaluation of a geologic or soils report and physical inspection of the site.

Coastal-Dependent Development or Use: Any development or use that requires a site on, or adjacent to, the sea to be able to function at all.

Coastal Development Permit (CDP): A permit for any development within the Coastal Zone issued by the Coastal Commission or by the City in accordance with the certified Local Coastal Program.

Coastal Flooding: Temporary flooding due to high water level events caused by one or more of the following: high tides, storm surge (a rise above normal water level during storms), and/or sea level rise.

Coastal Resources: A general term used to refer to those resources addressed in Chapter 3 of the California Coastal Act, including the ocean, beaches, wetlands, agricultural lands, and other coastal habitats; certain types of coastal development; public access and recreation opportunities; cultural, archaeological, and paleontological resources; and scenic and visual resources. Coastal resources also include, but are not limited to, public access facilities and opportunities, recreation areas and recreational facilities (including for recreational water-oriented activities), coastal-dependent and coastal-related uses, public views, natural landforms, marine resources, watercourses (example: rivers, streams, and creeks) and their related corridors, water bodies (example: wetlands, estuaries, and lakes) and their related uplands, groundwater resources, biological resources, environmentally sensitive habitat areas, and archeological and paleontological resources.

Coastal Zone: The land and water area established by the State Legislature, as defined in the California Coastal Act, extending seaward to the state's outer limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat, and recreational areas it extends inland to the first major ridgeline paralleling the sea or 5 miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards (California Public Resources Code Section 30103).

Complete Streets: Streets that comfortably accommodate all users, with particular emphasis on pedestrians, bicyclists, and public transportation, as well as people of all ages and physical abilities. The Complete Streets Act of 2008 requires circulation elements to incorporate multimodal transportation into the General Plan.

Day: A calendar day, not a business day.

Development: On land or in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or any gaseous liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations that are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511). For the purpose of this definition, "structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Discretionary Decision: A project or action that requires the exercise of judgement or deliberation when the public agency or body discusses a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations.

Emergency: An occurrence demanding immediate action to prevent or mitigate loss or damage to life, health, property, or essential public services.

Emergency Coastal Development Permit: A Coastal Development Permit granted on an expedited emergency basis where an emergency exists that requires action more quickly than permitted by the procedures for a Coastal Development Permit and the work can and will be completed in 30 days or less, unless otherwise specified by the terms of the permit.

Environmentally Sensitive Habitat Area (ESHA): Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and could easily be disturbed or degraded by human activities and developments, as defined in Section 30107.5 of the Coastal Act.

Estuary: A coastal water body, usually semi-enclosed by land, having open, partially obstructed, or intermittent exchange with the open ocean, and in which ocean water is at least occasionally diluted by freshwater from the land. The salinity level maybe periodically increased to above that of the open ocean due to evaporation (Title 14 California Code of Regulations Section 13577[c]).

Factor of Safety: The stability of a slope as expressed as the ratio of the resisting forces (forces that tend to resist movement of a slope) to the driving forces (forces that tend to cause movement).

Feasible: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Fuel Modification: Controlling the types, density, and moisture content of plants (or fuel) around structures to create a defensible space with respect to wildfire risk.

Geologic Setback Area (GSA): That portion of the bluff property located between the bluff edge and the Geologic Setback Line.

Geologic Setback Line (GSL): The line marking the distance from the bluff edge that will assure stability for new development, to be determined on a case-by-case basis for each bluff property.

Groin: A hard structure built out from the shore to retain sand and protect the shore from erosion; usually built of rock.

Historic Resource: Any object, building, structure, site, area, place, record, or manuscript which is at least 50 years old and is historically or archeologically significant, or which is significant in the architectural, engineering, scientific, economic, agriculture, educational, social, political, military, or cultural history of the City of Pismo Beach and/or California and/or the United States.

Hotel or Motel: A structure or structures with five or more lodging units or rooms, which are occupied, or intended or designed for occupancy, for short-term (less than 30 days), temporary lodging or sleeping purposes. Examples include, but are not limited to, hotel, inn, tourist home, house motel, studio hotel, bachelor hotel, lodging house, vacation rental, rooming house, apartment house, dormitory, public or private club, bed-and-breakfast, private single-family residence, private multifamily residence, condominium, townhouse guest house, mobile home or house trailer at a fixed location, or other similar structure or portion thereof.

Imminent: An occurrence that is reasonably foreseeable within 12 months from the time the determination of imminence is made.

Impervious Surface: A surface through which water cannot penetrate, such as nonpermeable roofs, roads, sidewalks, and paved parking lots. The amount of impervious surface generally increases with development and establishes the need for drainage measures and facilities to filter, treat, carry, and accept the increased runoff.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories, and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: The development of vacant land or redevelopment of land within areas that are already largely developed.

Institutional Uses:

1. Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges.

2. Churches and other religious organizations.
3. Other nonprofit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial.

Land Use: The purpose for which land or structure, or a portion thereof, is designed, arranged, intended, occupied, or maintained. Also referred to as "use."

Land Use Plan (LUP): That portion of the General Plan which establishes land use designations and related goals, policies, and programs governing the use of land within the Coastal Zone that has been certified by the California Coastal Commission pursuant to California Public Resources Code Section 30108.5.

Landscaping: Planting including trees, shrubs, and ground covers suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Lateral Access: Access along the shore either at the bluff-top or on the beach. A lateral accessway may be used for public pass and repass, passive recreational use, or as otherwise designated in the City of Pismo Beach General Plan/Local Coastal Program.

Local Coastal Program (LCP): A development regulation program for the use of property within the Coastal Zone. The Local Coastal Program includes the Land Use Plan, land use regulation maps, and specific implementing regulations such as zoning ordinances and maps that have been adopted by the local government and certified by the California Coastal Commission pursuant to the California Public Resources Code to implement the provisions and policies of the Coastal Act by the local government. Local governments with certified LCPs can issue Coastal Development Permits (California Public Resources Code Section 30108.6).

Implementation Plan (IP): The implementing regulations and zoning ordinances for the use of property within the Coastal Zone that have been adopted by the local government and certified by the California Coastal Commission pursuant to California Public Resources Code Section 30108.5 as part of the government's Local Coastal Program.

Liquefaction: The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Littoral Cell: A relatively isolated geographical area in the ocean containing sand sources, sand transport paths and mechanisms, and sand losses.

Low Impact Development: An innovative stormwater management approach with a basic principle that is modeled after nature, using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source in order to protect water quality and associated aquatic habitat and maintain pre-development hydrologic characteristics.

Major Public Works and Energy Facilities: Publicly funded facilities that cost more than $100,000 with an automatic annual increase in accordance with the Engineering News Record Construction Cost Index, except those governed by the provisions of California Public Resources Code Sections 30610, 30610.5,

30611 or 30624. It also means publicly financed recreational facilities that serve, affect, or otherwise impact regional or statewide use of the coast by increasing or decreasing public recreational opportunities or facilities Reference 14 Title California Code of Regulations Section 13012).

Major structural components: The components that hold a structure upright, including the foundation, floor framing, exterior wall framing, and roof framing of a structure.

Mean High Tide Line: The ambulatory line on the beach (contour lines) represented by the intersection of the beach face and the elevation represented by the average of all high tides (higher high tides and lower high tides) occurring over a 19-year period. The mean high tide elevation should be represented by the most recent 19-year tidal epoch as established by the National Ocean Service.

Mean High Tide Line Survey (MHTL): A boundary survey that maps the location of the Mean High Tide Line along the City's shoreline for the time of the survey.

Mean High Water: The 19-year average of all high water heights (if the tide is either semidiurnal or mixed) or the higher high water heights if the tide is diurnal. For diurnal tides high water and higher high water are the same.

Mean Low Water: The 19-year average of all low water heights (if the tide is either semidiurnal or mixed) or the lower low water heights if the tide is diurnal. For diurnal tides low water and lower low water are the same.

Mean Sea Level: The 19-year average height of the surface of the sea for all stages of the tide, usually determined from hourly height readings.

Mixed-use Development: A development with multiple land use types (example: residential, commercial, industrial, and recreational) within the same building or project site.

Multifamily Dwelling: A residential building or portion of a building designed for two or more households to live independently of each other. Examples include duplexes, triplexes, apartments, and attached ownership dwelling units such as condominiums and townhouses.

Multimodal Transportation: The consideration of various modes (walking, cycling, automobile, public transit, etc.) and connections among modes so each can fill its optimal role in the overall transportation system without necessarily including a holistic or integrated approach.

Native Vegetation: Vegetation composed of plants that originated in the San Luis Obispo County coastal region and were not introduced directly or indirectly by humans (e.g., not exotic or invasive). Native vegetation includes, but is not limited to, wetland vegetation, native grasslands, coastal/inland sage scrub, and oak and riparian woodlands.

Natural Areas: Undeveloped areas that may contain both native and non-native vegetation.

Non-Exempt Development: Development that requires a Coastal Development Permit.

Non-Conforming Structure: A structure that was lawfully erected but does not currently conform with the development regulations prescribed in the regulations for the district in which the structure is located.

Non-Conforming Use: A use of a structure or land that was lawfully established and maintained according to land use regulations that were in effect when the use was established, but which does not currently conform with the use regulations or required conditions for the district in which it is located.

Non-Point Source Pollution: Water pollution from no single definable discharge source.

North American Vertical Datum of 1988 (NAVD 88): The vertical control datum established in 1991 by the minimum-constraint adjustment of the Canadian-Mexican-United States leveling observations. In 1993, NAVD 88 was affirmed as the official vertical datum in the National Spatial Reference System for the Conterminous United States and Alaska.

Passive Erosion: The process whereby the placement of coastal structures at the base of a bluff fixes the back boundary of the beach causing the width of the beach to decrease. This process occurs so long as the shoreline on the beach is experiencing a net retreat, a net sea level rise, or natural seacliff retreat.

Passive Recreation: Any type of recreation or activity that does not require the use of organized play areas, such as open quiet areas, walking/hiking paths, stationary benches, picnic facilities, and hiking and riding trails.

Permit and Appeal Jurisdiction Map: A map depicting those areas where the Coastal Commission retains original jurisdiction and permitting authority, areas under local government permit authority, and areas where the local government's permit action may be appealed to the Coastal Commission.

Primary Structure: A structure that accommodates the primary or dominant use of the site. Also referred to as principal structure or principal building.

Public Access: The ability/right of the general public to enter and exit a site, including parks and coastal waters.

Public Trust Lands: All lands subject to the Common Law Public Trust for commerce, navigation, fisheries, recreation, and other public purposes. Public Trust Lands include tidelands, submerged lands, the beds of navigable lakes and rivers, and historic tidelands and submerged lands that are presently filled or reclaimed and that were subject to the Public Trust at any time (Title 14 California Code of Regulations section 13577[f]).

Public View Corridor: A view from a public right-of way, public facility, other publicly available use area or public easement that is specifically designated or newly added by permit conditions and that provides the public at large with views of the Pacific Ocean, shoreline, coastal ridgelines, coastal bluffs or other designated scenic and visual resources. Approximate boundaries of a view corridor are identified using a motorist's, cyclist's or pedestrian's line of vision and are typically defined or framed by landforms, structures, and vegetation.

Repair and Maintenance: Those actions that preserve a development in its permitted configuration and condition. This includes routine actions typically associated with keeping such development in good condition to prevent its deterioration, as well as targeted corrective actions to restore the development to a working condition adequate to continue to serve the permitted use after experiencing damage or decay. Repair and maintenance does not include additions or alterations to any structure, replacement to a level that qualifies as substantial redevelopment, changes in site development, a substitution of or a change to a nonconforming use, or an increase in area occupied by a nonconforming use.

Replenishment: The process of replenishing or nourishing a beach with sand/sediment. It may be brought about naturally by longshore transport or artificially by the deposition of dredged or excavated materials.

Review Authority: The individual or official city body (the director, commission, or council) identified in the Zoning Code as having the responsibility and authority to review and approve or disapprove permit applications.

Revetment: A sloped retaining wall; a facing of stone, concrete, blocks, riprap, etc. built to protect an embankment, bluff, or development against erosion by wave action and currents.

Rip Rap: A type of shoreline protective device consisting of a protective layer or facing of rock, concrete blocks, or quarry stone placed to prevent erosion, scour, or sloughing of an embankment or bluff or to protect development.

Riparian Vegetation: An environment associated with native plant communities that require high soil moisture conditions maintained by transported fresh water in excess of that otherwise available through local precipitation.

Sea: The Pacific Ocean and all harbors, bays, channels, estuaries, salt marshes, sloughs, and other areas subject to tidal action through any connection with the Pacific Ocean, excluding non-estuarine rivers, streams, tributaries, creeks, and flood-control and drainage channels (California Public Resources Code Section 30115).

Sea Level Rise or Sea Level Change: Sea level can change, both globally and locally, due to changes in the shape of the ocean basins, changes in the total mass of water due to thermal expansion, changes in water density, and other factors. Factors leading to sea level rise under global warming include both increases in the total mass of water from the melting of land-based snow and ice and changes in water density from an increase in ocean water temperatures and salinity changes. Relative sea level rise occurs where there is a local increase in the level of the ocean as measured over time at established/representative local tidal gauges relative to the land, which might be due to ocean rise and/or land level subsidence.

Seawall: A type of shoreline protective device consisting of a wall, revetment, structure, device, rock embankment or similar facility built parallel to a coast along bluff and bank edges.

Sediment: Grains of soil, sand, or rock that have been transported from one location and deposited at another.

Setback: The distance on a lot between a structure (or other designated element) and a property line or other specified feature that is unoccupied and unobstructed from the ground upward.

Shore: The strip of land in immediate contact with the sea, including the zone between high and low water. A shore of unconsolidated material is usually called a beach.

Shoreline Hazards: Hazards along the shoreline to the ocean that are created by winds, waves, currents, tides, storms, water, and geologic instability. Shoreline hazards include beach erosion, coastal bluff erosion, coastal bluff slope failure, landslide, coastal flooding, and wave impacts.

Shoreline Protective Device: Any type of shoreline armoring or protective structures, such as seawalls, revetments, riprap, breakwaters, groins, bluff protective devices, deep piers/caissons, bulkheads, or other structures built for the purpose of protecting land or structures against sea level rise, coastal hazards, and erosional forces.

Slope Stability: The stability of a slope as expressed as the ratio of the resisting forces (forces that tend to resist movement of a slope) to the driving forces (forces that tend to cause movement). Driving forces in a slope are increased by the addition of loads near the top of a slope (e.g., soil, rainfall, or irrigation water) and by buoyant forces due to groundwater seepage. Resisting forces are decreased by the removal of earth at the toe of a slope (e.g., by wave attack at the toe of a bluff or excavations at the toe of a slope). A slope is typically considered stable by geotechnical engineers when the ratio of the resisting forces to the driving forces is 1.5:1.0 or greater for the static condition and 1.1 pseudostatic.

Slope Stabilization: The stabilization of a slope, which can be accomplished by a number of measures designed for the specific condition, such as bluff retention devices, reduction of irrigation, control of surface water infiltration and subsurface drainage, and use of geo-textiles.

Sphere of Influence (SOI): The probable, ultimate physical boundaries and service area of the City, as determined by the Local Agency Formation Commission of the County.

Storm Surge: A rise above normal water level on the open coast due to the action of wind stress on the water surface. Storm surge resulting from a winter storm or hurricane also includes the rise in level due to atmospheric pressure reduction and that due to wind stress.

Stream: A natural watercourse that either permanently or ephemerally has water running through the bank and shall be field verified and generally defined as the watershed and relatively permanent elevation or upward slope at the outer line of the stream channel that separates the bed from the adjacent upland, whether valley or hill, and serves to confine the water within the bed and to preserve the course of the stream. In areas where the stream has no discernible bank, the boundary shall be measured from the line closest to the stream where riparian vegetation is permanently established.

Structure: Anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground. “Structure” includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line (California Public Resources Code Section 30106).

Submerged Lands: Lands that lie below the line of mean low tide (Title 14 California Code of Regulations section 13577[e]).

Substantial Redevelopment: Alterations that involve (1) additions to an existing structure, (2) exterior and/or interior renovations, and/or (3) demolition or replacement of an existing structure, or portions thereof, located in a coastal hazard area. An existing structure shall be considered redeveloped when such development consists of any alteration or addition to an existing structure, exterior and/or interior renovation, and/or demolition of an existing residence or structure or portions thereof, which results in either:

1. Replacement (including demolition, renovation, reinforcement, or other type of alteration) of 50% or more of any major structural component, including exterior walls, floor structure, roof structure or foundation, as calculated by linear feet, surface area, volume, or weight. Major structural components are considered individually (i.e., percentages are calculated by the individual structural component being altered, and are not additive between different structural components); or

2. Additions and alterations to an existing structure that result in a 50% or more increase in floor area.

Changes to individual major structural components and floor area are measured cumulatively over time starting from Month Date, Year (the effective date of certification of this GP/LCP). If development constitutes a substantial redevelopment as defined herein, a CDP shall be required, and the development meeting this definition must be brought into conformance with all coastal resource protection policies in the GP/LCP.

Temporary Event: An activity or use that constitutes development as defined in Section 30106 of the Coastal Act, but that is an activity or function that is or will be of limited duration and involves the placement of non-permanent structures, such as but not limited to bleachers, vendor tents/canopies, portable toilets, stages, or film sets, and/or involves the use of sandy beach, parkland, filled tidelands, water, streets, or parking areas that are otherwise open and available for general public use.

Tide: The periodic rising and falling of the water that results from gravitational attraction of the moon and sun and other astronomical bodies acting upon the rotating earth. The California coast has a mixed tidal occurrence, with two daily high tides of different elevations and two daily low tides, also of different elevations. Other tidal regimes are diurnal tides, with only one high and one low tide daily, and semidiurnal, with two high and two low tides daily, with comparatively little daily inequality between each high or each low tide level.

Tidelands: Lands located between the lines of mean high tide and mean low tide (Title 14 California Code of Regulations Section 13577[d]).

Vertical Access: An area of land providing a connection between the first public roadway or use area nearest the sea and the publicly owned tidelands, beach, or established lateral accessway that may be used for public access pass and repass, passive recreational use, or as otherwise designated in the City of Pismo Beach General Plan/Local Coastal Program.

Visitor-Serving Use: A private or public development that has a primary purpose of serving visitors and provides accommodations, food, services, and/or recreation, including but not limited to hotels, motels, campgrounds, restaurants, shopping centers, parks, and amusement areas for tourists.

Visitor-Serving Use with Public Benefit: Any development that meets the definition of a visitor-serving use and also provides amenities that are available to the public and benefit the larger community. Examples of public amenities or benefits include but are not limited to public plazas or gathering points, shoreline access parking, shoreline accessways, dedicated scenic vista areas, bicycle rentals, recreational space and/or equipment, educational signage and programs, playgrounds, native plant gardens, and swimming pools.

Wetland: Lands within the Coastal Zone that may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens (Section 30121). Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at, near, or above the land surface long enough to promote the formation of hydric soils or the land is covered by shallow water. For purposes of this classification, wetlands must have one or more of the following attributes (Title 14 California Code of Regulations Section 13577[b]):

- The substrate is predominantly undrained hydric soil
- At least periodically, the land supports predominantly hydrophytes
- The substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year