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General Plan / Coastal Land Use Plan
Adoption Draft - March, 2026

Background

This document is an update to the 2023 Draft General Plan (GP) / Local Coastal Program (LCP) Coastal Land Use Plan, updating the City's Land Use Element, Conservation & Open Space Element, Noise Element, Circulation Element, and Glossary. The GP/LCP Update project started in 2017 with a series of public workshops, committee meetings, community outreach events, and public hearings. On July 25, 2023, the Planning Commission recommended City Council adoption of the 2023 GP/LCP. Since that date the City has, in response to public comment and stakeholder feedback, edited the GP/LCP to reflect the following:

Document Revisions

1. Removed the Safety Element to be updated separately from this Update project. Until that process is complete this Adoption Draft remains consistent with the currently adopted Safety Element.
2. Coordinated with Coastal Commission staff on LCP policy requirements and edited the document to clearly identify which portions of the document are part of the LCP and which are portions are not.
3. New Goals, Policies, and Action Items have been added to assure compliance with recent State legislative updates and Coastal Act requirements.
4. Reformatted the document and edited for improved structure and readability along with refinements to align General Plan and Zoning policies.

Highlighted Text (Track Change Version)

This document is provided in both a "clean" version and a track-change version. Most tracked edits reflect minor formatting and readability improvements. However, certain sections include highlighted text to identify key revisions:

- Green highlights indicate edits based on Planning Commission direction since the December 2025 meeting.

- Blue highlights indicate edits coordinated with the California Coastal Commission to ensure consistency with the Coastal Act.

- Yellow highlights indicate City staff updates addressing key issues and compliance with legislative updates since 2023. Examples include additions or deletions of goals, policies, action items. Relocation of specific development standards from General Plan to Zoning Code with policy language clarified, and edited applicable policies based on Council direction since 2023.

- All other tracked changes not highlighted in blue or yellow reflect non-substantive edits such as organizational edits, text edits to add greater clarity to policy language, addition of new definitions, mapping updates, and other miscellaneous refinements. This also includes multiple policies moved as part of the reorganization needed to organize the document to show what is included in the LCP and what is not included in the LCP.

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City of Pismo Beach



General Plan & Local Coastal Program

2026

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ACKNOWLEDGEMENTS

The City of Pismo Beach General Plan and Local Coastal Program Update was made possible through the collaboration of City officials, staff, consultants, state agencies, and community members. The City extends its appreciation to all who contributed their time, expertise, and input throughout the planning process.

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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 (LUP) and the Implementation Plan (IP), which generally provides policies and standards, respectively. The IP includes portions of the City's Zoning Code and zoning maps. 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.

The Land Use Plan (LUP) is integrated throughout the General Plan as a combined General Plan/LCP. The majority of the General Plan Elements are located with the LUP as shown on the table below. Elements within the LUP may contain certain policies, goals, and action items that are not part of the LUP and are noted as such within each element.

Table I-1
General Plan Organization

GP Elements Within the LUP	GP Elements Entirely Outside the LUP
Circulation	Noise
Conservation and Open Space	Housing
Parks, Recreation, and Access	
Land Use	
Safety	
Glossary	
Zoning Code/ Implementation Plan (IP)	

Table I-1 identifies the Elements of the General Plan which are part of the Local Coastal Program, and are therefore subject to the Coastal Commission certification process. Portions of the Zoning Code

are also part of the LCP known as an Implementation Plan (IP). Portions 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.
- 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. It also combines the Land Use and Design Elements.

Cities may also adopt other topics that carry the same weight as mandatory elements. The GP/LCP adds a Parks, Recreation & Access 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

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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.

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 pattern of land uses for the ultimate development of Pismo Beach for the GP/LCP's horizon year of 2040. In addition, the updated Land Use Element incorporates many relevant policies that were formerly part of the stand-alone Design Element.

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, 2013. 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. (This Element is not currently being updated).

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, 2020-2028. 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. (This Element is not currently being updated).

Chapter VIII, Parks, Recreation & Access Element, 2013. The Park, Recreation & Access 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. (This Element is not currently being updated).

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,

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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:

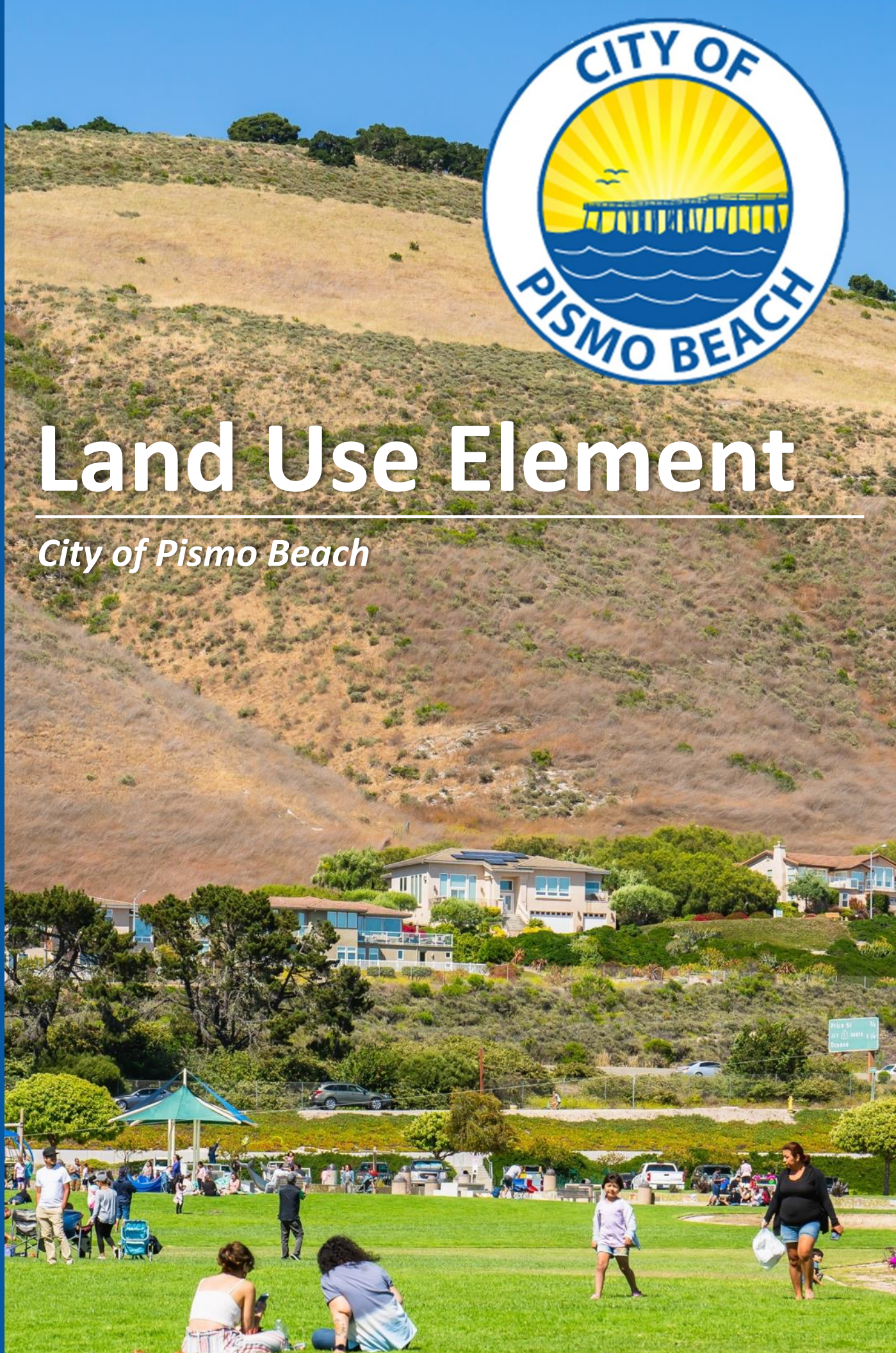
1. Set direction for City administration, City staff, and elected and appointed officials regarding the long-range land use needs of those who live, work and recreate in Pismo Beach;
2. Inform residents, community organizations, business owners, developers, designers, and builders of the City's plans 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.

The adopted and certified LCP forms the legal standard of review for issuance of Coastal Development Permits (CDP) within the City's coastal zone and is legally binding on the City. In the case of any conflict between the requirements of the LCP and local law, the requirements of the LCP and the Coastal Act shall take precedence. In the case of any conflict between the LUP and the coastal implementation plan (IP) then the LUP shall take precedence. The policy providing the greatest protection of resources governs in all scenarios. All of the policies of the General Plan apply in the coastal zone, however, where LCP policies are more protective of coastal resources, the LCP policies shall prevail. In any case in which the interpretation or application of an LCP is unclear, as that policy may relate to a particular development application or project, the application or interpretation of the policy which most clearly conforms to the relevant Coastal Act policy shall be utilized.

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Land Use Element

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LAND USE ELEMENT

The Land Use Element is included as part of the Local Coastal Program (LCP) Coastal Land Use Plan except for those certain goals, policies, and action items where indicated.

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.5F6 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. In addition, the updated Land Use Element incorporates many relevant policies that were formerly part of the stand-alone Design Element.

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

[6] 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.

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 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 and Community Development (HCD) 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 Element6F7 was updated in 2018. 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

[7] The updated Circulation Element was approved by the CCC in 2018 with suggested modifications related to the extension of Mattie Road, which were adopted by the City Council in March 2019.

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 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.

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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 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.

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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
Vacation rentals/Short-Term Rentals (STR)	Approx. 350[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 vacation websites with no dates of stay entered produced a combined 350 available vacation rentals or STRs.

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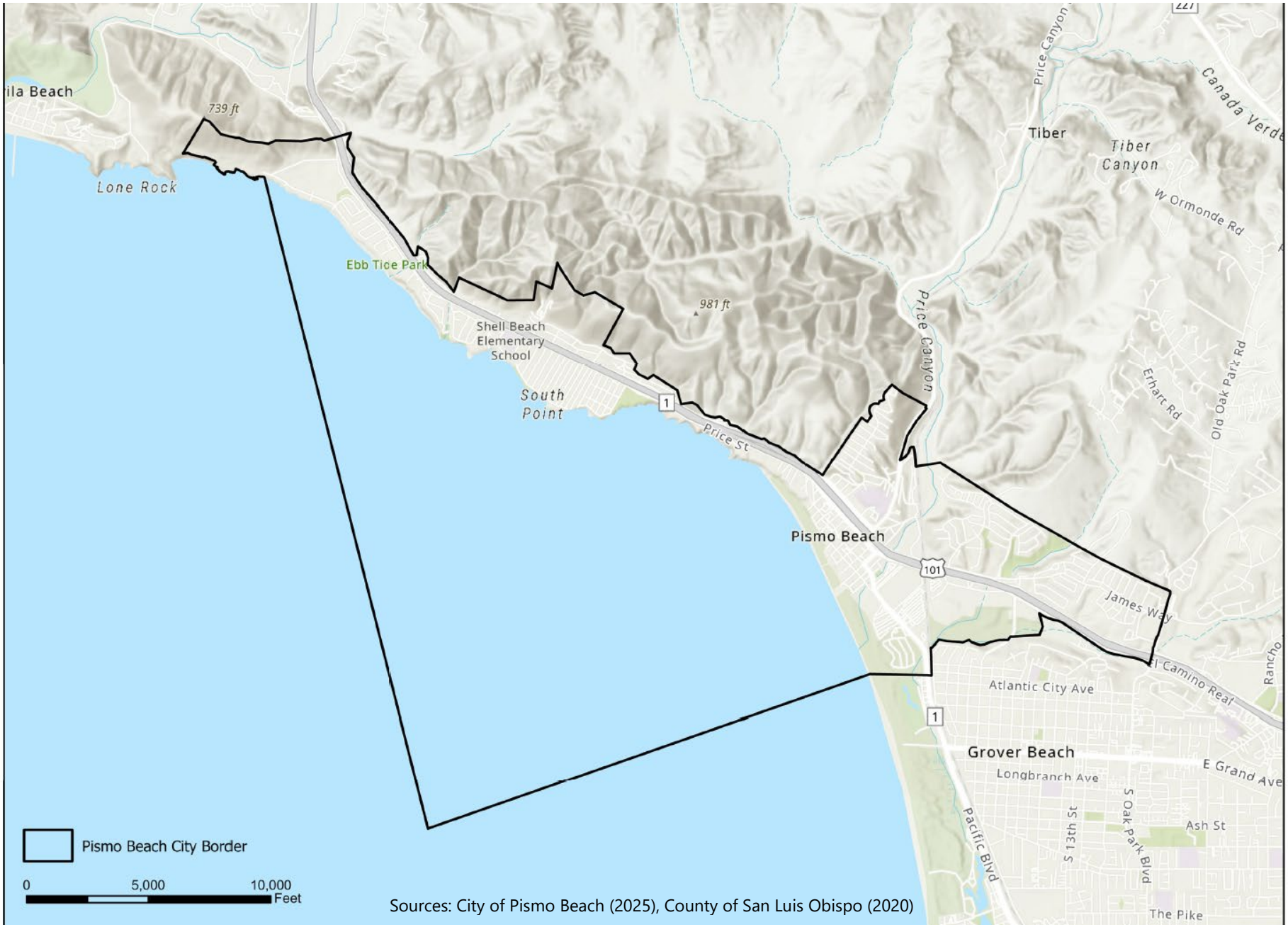


Figure LU-1, Pismo Beach LAFCO-Approved City Border



Figure LU-2, Built Form and Land Use Pattern

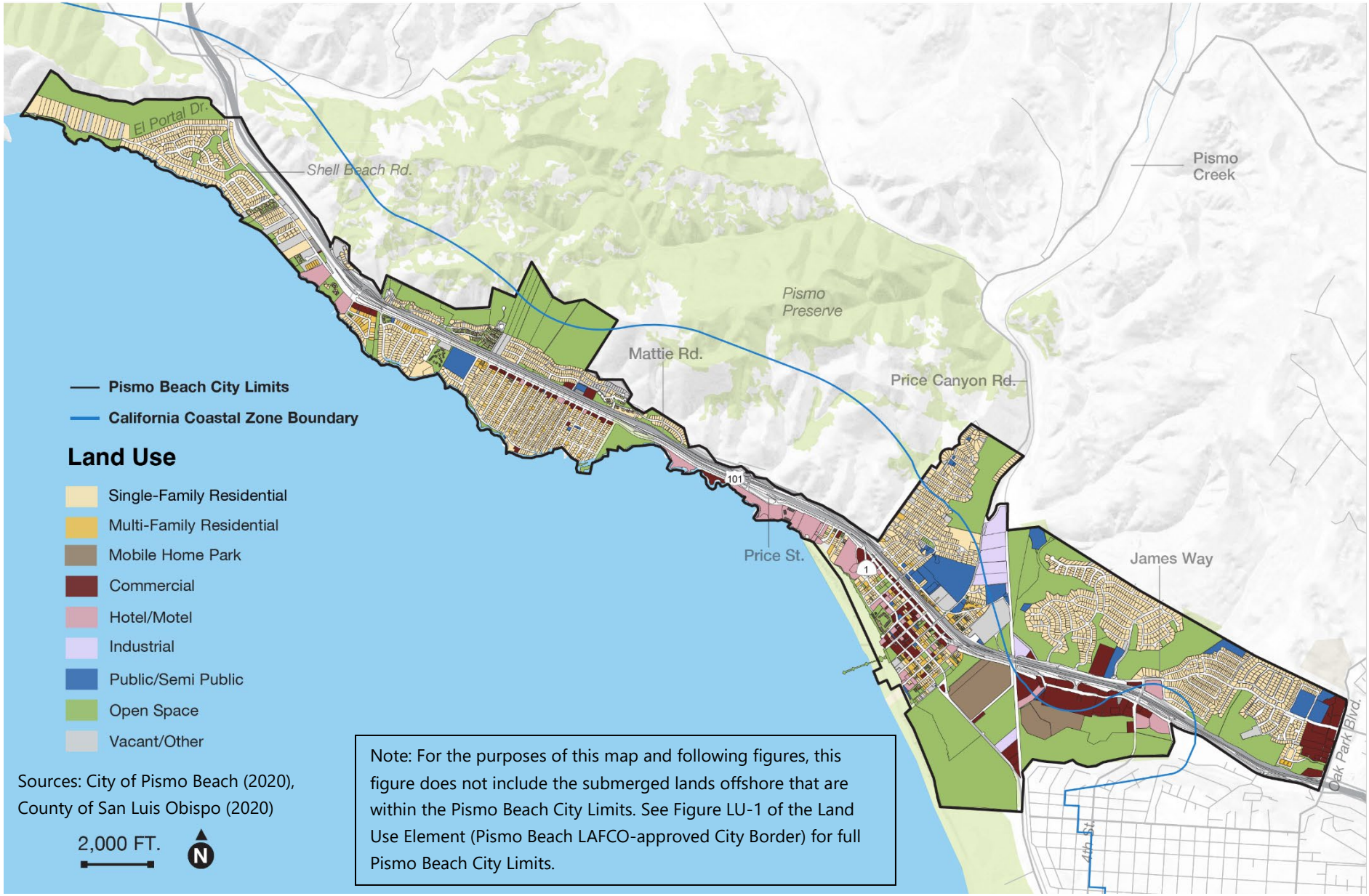


Figure LU-3, Existing Conditions

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

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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***
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
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**

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2.1.1 Neighborhood Planning Areas

Pismo Beach is organized into neighborhood planning areas, each with its own name and unique characteristics. The 1992 General Plan 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 minimum open space requirements, 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.

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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. Park, beach access, and passive recreation facilities are also located in Shell Beach, including Margo Dodd Park, Boeker Street linear access and overlook, Eldwayen Ocean Park and beach access at Vista Del Mar, Cuyama, and Pier Avenue, the Shell Beach library, and the Chapman Estate, a 1.42 acre ocean bluff front historical property comprised of gardens and an iconic Tudor structure. 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 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.

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Motel District

South of the Dinosaur Caves planning area is the Motel District, which is composed 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 included 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, restaurants, a post office, and the commercial uses along

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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 is composed 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 Judkins Middle School, the Public Safety Facility and Boosinger 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.

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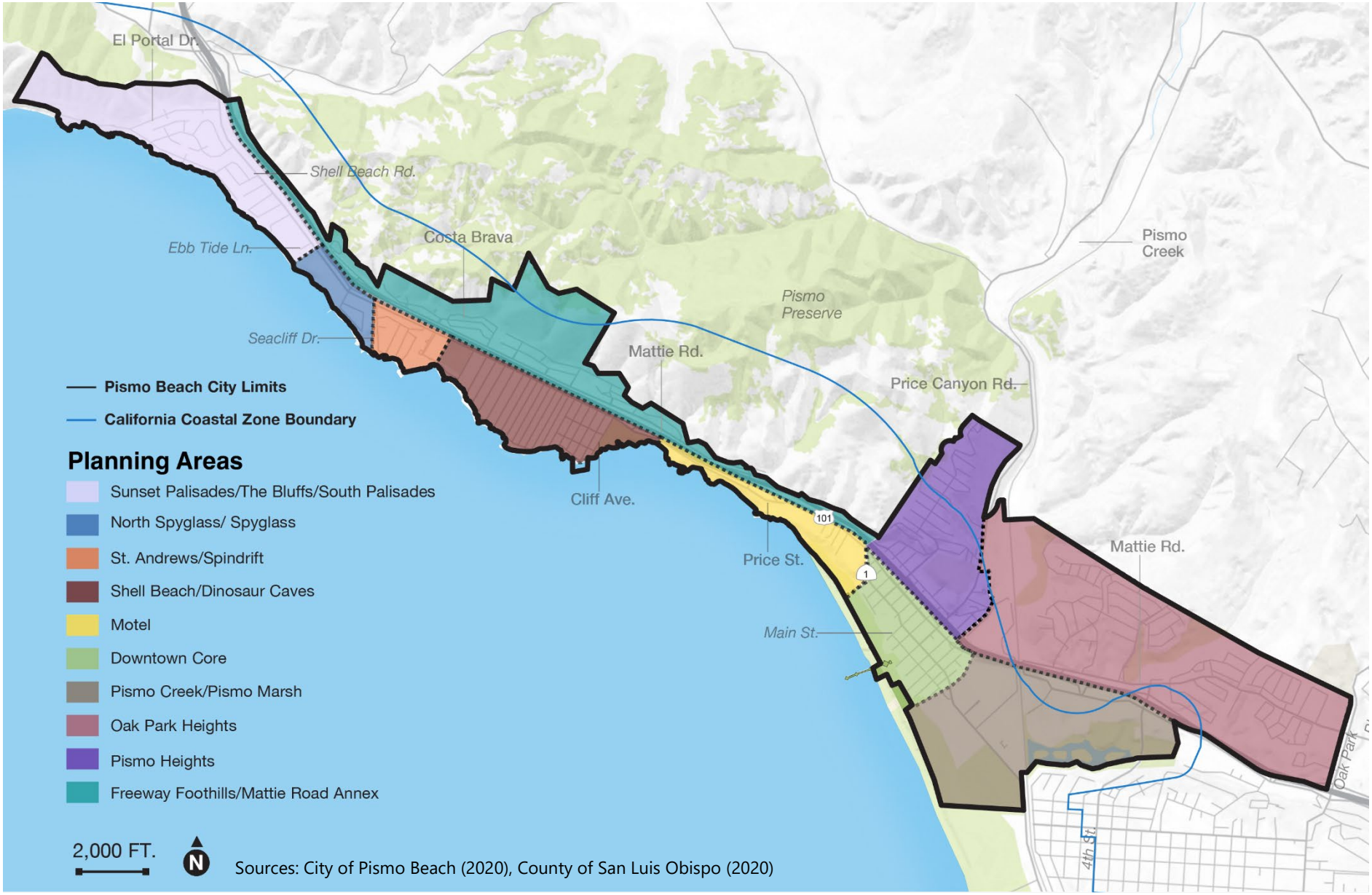


Figure LU-4, Neighborhood Planning Areas

The following section 2.1.2 is not included in the Local Coastal Program.

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.

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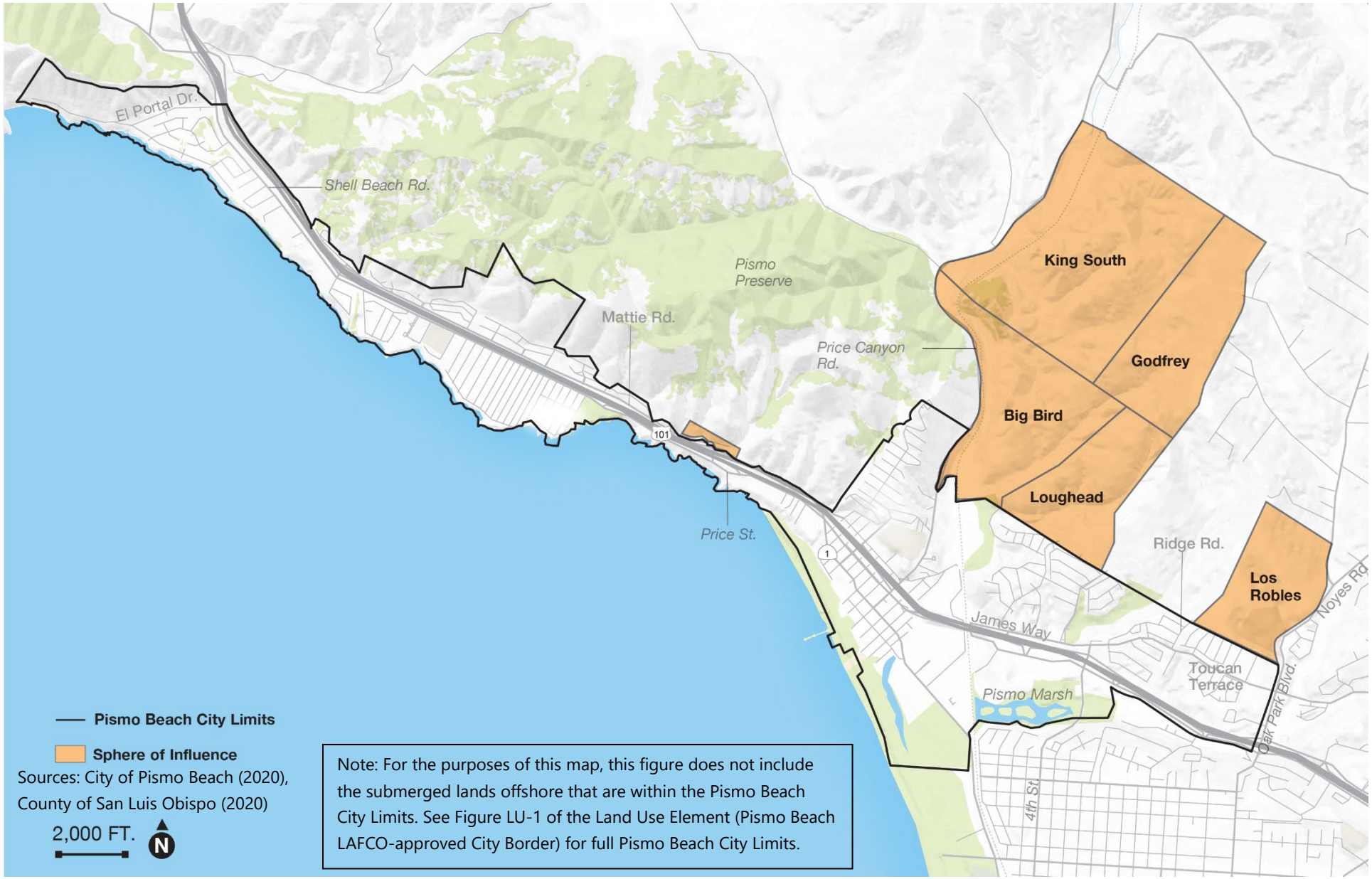


Figure LU-5, Sphere of Influence Boundaries

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:** Residential areas that are appropriate for neighborhoods of detached, single-family homes based on suitable site characteristics, access, and available public services and utilities. Allowable densities range from one to eight dwelling units per acre.
- **Medium-Density Residential:** Residential areas that are appropriate for neighborhoods of single-family and multi-family homes. Allowable densities range from nine to fifteen dwelling units per acre.
- **High-Density Residential:** Residential areas that are appropriate for hotels and medium- and high-density multi-family dwellings. Allowable densities range from sixteen to thirty units per acre.
- **Very High-Density Residential Overlay:** An overlay district for new high-density affordable housing projects that address housing needs in the city by establishing development regulations and incentives. Allowable densities range from twenty to fifty units per acre, exclusive of units added by a density bonus awarded pursuant to state law. All residential units within this overlay (exclusive of units added by a density bonus awarded pursuant to state law) must be affordable to moderate-income or below households for a minimum of fifty-five (55) years.
- **Mobile Home Park:** Residential areas exclusively for mobile home parks and mobile home subdivisions.
- **Commercial:** Areas that are appropriate for pedestrian-scale retail shopping, office, visitor-serving, cultural, and personal service uses. The maximum allowable floor area ratio for commercial development is 2.0.
- **Resort Commercial:** Areas that are suitable for recreational vehicle parks and visitor-serving uses.
- **Central Commercial:** Areas for intensive retail commercial, recreational, and cultural uses, oriented towards pedestrian visitors.
- **Mixed Use:** Community-serving locations that encourage mutually beneficial uses for the convenience of local residents, including retail, food markets, drug stores, health services, and professional offices, and mixed-use projects including commercial, residential, hotels and motels, and other development types.
- **Industrial:** Areas that are appropriate for more intensive commercial and non-polluting, light manufacturing and industrial uses. The maximum allowable floor area ratio for industrial development is 1.5.
- **Public/Semi-Public:** Areas that are appropriate for public and semi-public uses such as parks and public facilities, schools, public parking lots and garages, and government offices.

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- **Open Space:** Areas with significant natural resources, environmentally sensitive habitats, and/or scenic views to be protected, including hillsides, waterways, coastal and hillside view corridors, public beaches, and parks. Open space lands are not intended to be intensively developed with buildings or other structures but can be used for recreational purposes.

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.

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Table LU-3
Land Use Density/Intensity Limits

Land Use Designation	Use Description	Density/FAR	Total Acreage
Low-Density Residential	Residential areas that are appropriate for neighborhoods of detached, single-family homes based on suitable site characteristics, access, and available public services and utilities.	1 to 8 units per ac.	76.5
Medium-Density Residential	Residential areas that are appropriate for neighborhoods of single-family and multi-family homes.	9 – 15 units per ac.	247.5
High-Density Residential	Residential areas that are appropriate for hotels and medium- and high-density multi-family dwellings.	16 – 30 units per ac.	22.2
Very High-Density Residential Overlay	An overlay district for new high-density affordable housing projects that address housing needs in the city by establishing development regulations and incentives. All residential units within this overlay (exclusive of units added by a density bonus awarded pursuant to state law) must be affordable to moderate-income or below households for a minimum of fifty-five (55) years.	20 – 50 units per ac.	1.1
Mobile Home Park	Residential areas exclusively for mobile home parks and mobile home subdivisions.	Max. 12 units per ac.	58.5
Commercial	Areas that are appropriate for pedestrian-scale retail shopping, office, visitor-serving, cultural, and personal service uses.	Max. commercial FAR of 2.0 Max. residential 30 units per acre	32.5
Resort Commercial[1]	Areas that are suitable for recreational vehicle parks and visitor-serving uses.	Max. commercial FAR of 1.25 Max. residential 30 units per acre	73.9
Central Commercial	Areas for intensive retail commercial, recreational, and cultural uses, oriented towards pedestrian visitors.	Max. commercial FAR of 1.25 Max. residential 30 units per acre	66.4
Mixed-Use[1]	Community-serving locations that encourage mutually beneficial uses for the convenience of local residents, including retail, food markets, drug stores, health services, and professional offices, and mixed-use projects including commercial, residential, hotels and motels, and other development types.	Max. commercial FAR of 2.0 Max. residential 30 units per acre	57.2
Industrial	Areas that are appropriate for more intensive commercial and non-polluting, light manufacturing and industrial uses.	Max. FAR of 1.5	30.2
Public/Semi Public	Areas that are appropriate for public and semi-public uses such as parks and public facilities, schools, public parking lots and garages, and government offices.	Max. FAR of 2.0	468.38

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Table LU-3
Land Use Density/Intensity Limits

Land Use Designation	Use Description	Density/FAR	Total Acreage
Open Space	Areas with significant natural resources, environmentally sensitive habitats, and/or scenic views to be protected, including hillsides, waterways, coastal and hillside view corridors, public beaches, and parks. Open space lands are not intended to be intensively developed with buildings or other structures, but can be used for recreational purposes.	N/A	32.21

[1] Minimum density of 9 dwelling units per acre; 1 dwelling unit per 4,840 square feet applies when residential units are proposed.

Note: Refer to Zoning Code for development standards in Specific Plan areas.

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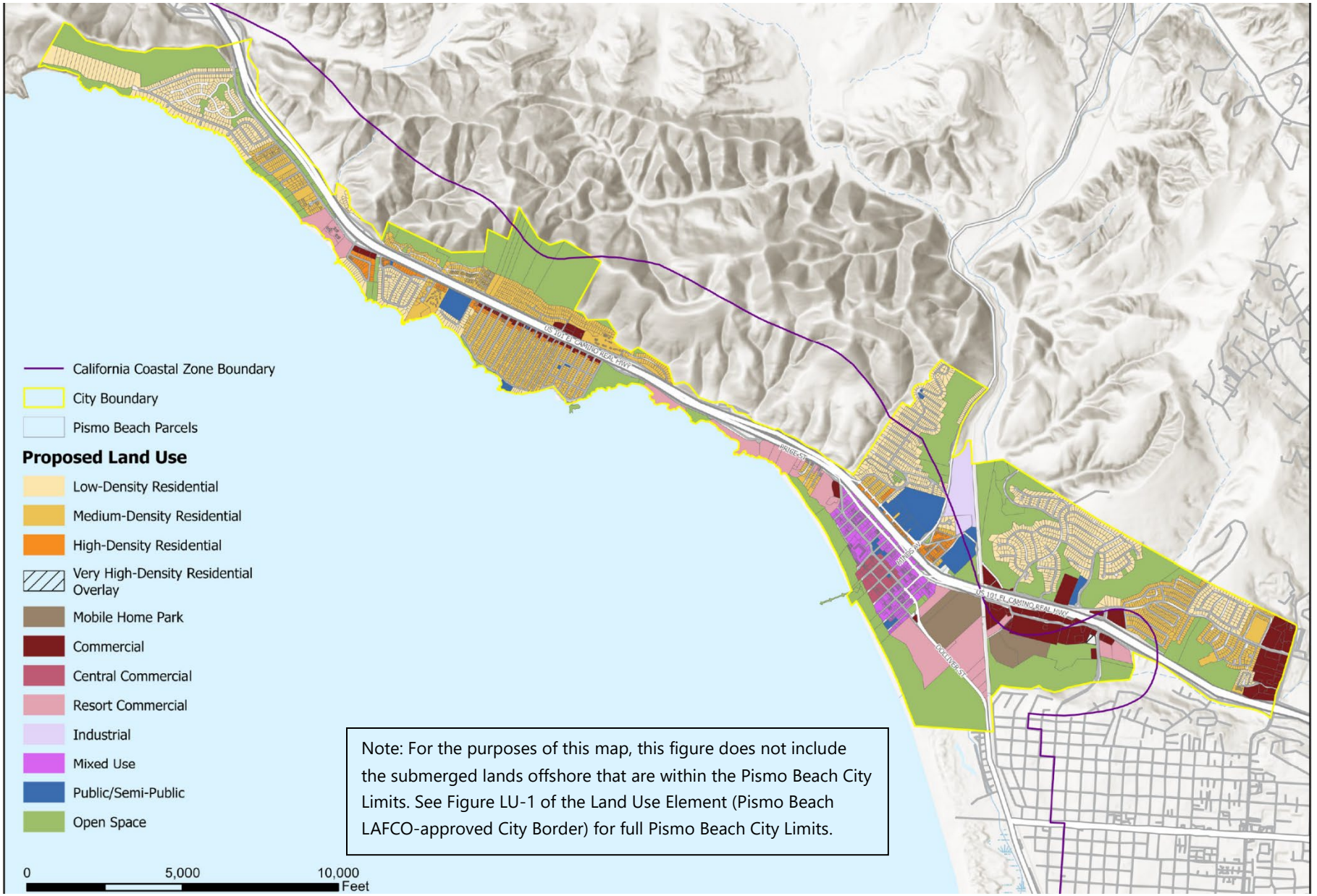


Figure LU-6, Land Use Map

The following sections 2.3 – 2.3.1 are not included in the Local Coastal Program.

2.3 General Plan Buildout

Likely development under the General Plan (GP) is referred to as buildout. **Table LU-4** provides the projected development at full buildout of the GP. The GP 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.

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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**

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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[8] 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), that development strategies advance the principles of environmental justice (PRC 30013), 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.

[8] 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.

Citywide Policies

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

Action LU-1.2c: 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.

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Action LU-1.2d: Condominium Hotels/Timeshares. The conversion of hotels, or other overnight visitor accommodations except vacation 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.

The following Action items LU-1.2e – LU-1.2h are not included in the Local Coastal Program.

Action LU-1.2e: 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-2.1b**, Pedestrian Scale.*

Action LU-1.2f: 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-1.2g: 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-1.2h: 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.

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.

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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: 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. Ground floor residential uses may be approved through a conditional use permit.

The following Action items LU-1.3c – LU-1.3d are not included in the Local Coastal Program.

Action LU-1.3c: 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-1.3d: 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.

The following Action item LU-1.4c is not included in the Local Coastal Program.

Action LU-1.4c: Open Storage Yards. With exception of 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 developed or to be developed for public use and various public facilities. Such land may be in public ownership ("Public") or may be land owned by "semi-public" entities such as non-profits or other private parties.

Action LU-1.5a: Intended Uses. The Public/Semi-Public designation is intended for uses such as public buildings, passive recreation uses, 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: 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-1.6b: 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-1.6c: 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-1.6d: 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-1.6e: 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-1.6f: 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-1.6g: 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 Public Recreation and Access Element for policies regarding access requirements in open space areas.

GOAL LU-2

A community that strives to maintain 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: 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

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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-2.1c: Public Views Protection. The City's scenic and visual qualities shall be considered and protected. All development shall be sited and designed to avoid having a significant adverse impact on significant public views (which shall include blue water views of the ocean and views of the undeveloped open foothills as seen from Highway 101 (see also **Policy COS-2.1e**); minimize alteration of natural landforms; be of appropriate building scale and include articulation for visual interest (and to avoid 'boxy' and monolithic designs); 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. Protection of sensitive habitats, natural landforms, scenic resources, and other coastal resources shall be a priority in all City actions and decisions, and all development standards (including with respect to height, setback, density, lot coverage, etc.) shall be interpreted as maximums (or minimums) that shall be reduced (or increased) to protect and enhance such resources and meet LCP objectives to the maximum extent feasible.

Action LU-2.1d: 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 as of the date of adoption of the 1993 General Plan/Local Coastal Program are exempted from this policy.

Action LU-2.1e: 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%.

The following Policy LU-2.2 and Action items LU-2.1f – LU-2.1h and LU-2.2a – LU-2.2g are not included in the Local Coastal Program.

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

Action LU-2.1g: 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-2.1h: 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.

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.

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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 should generally be planted every 35-50 feet per street side. Trees should 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: 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-2.2g: 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 Middle School and Boosinger Park areas, including donated hillside lots
- Dinosaur Caves

Action LU-2.2h: 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.

The following Policies LU-2.3 and LU-2.4, and Action items LU-2.3a, 2.3b and LU-2.4a – LU-2.4d are not included in the Local Coastal Program.

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.

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The following Goal LU-3, Policy LU-3.1, and Action items LU-3.1a – LU-3.1g are not included in the Local Coastal Program.

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:

1. 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

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possible street level frontage should consist of residential units rather than parking lots or parking structures.

2. 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.
3. 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.
4. 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.

The following Goal LU-4, Policy LU-4.1, and Action items LU-4.1a – LU-4.1c are not included in the Local Coastal Program.

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 loss shall be mitigated 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 where such classification method may consider data from the Lower-Cost Visitor Serving Accommodations Technical Memorandum (2019) or the Statewide Average Daily Rate (ADR).

Action LU-4.2e: Mitigation for New Higher-Cost Overnight Accommodations. In the Zoning Code/Implementation Plan (IP), 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 Zoning Code/ IP. Funds may be used for activities including land acquisition, construction, and/or renovation that will result in additional low-

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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: 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-4.2l: Regulation of Short-Term Rentals. Continue to allow existing permitted short-term rentals and homestays, defined as the renting (for 29 days or less) of dwelling units, in a manner that does not adversely affect coastal resources and without discretionary review in Single-Family Residential zoning districts.

Action LU-4.2m: Regulation of Vacation Rentals. Vacation rentals are an allowable use in the commercial and mixed-use zones only, located primarily in the downtown area.

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.

The following Policy LU-4.4 and Action items LU-4.4a – LU-4.4c are not included in the Local Coastal Program.

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.

Action LU-4.4c: 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.

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GOAL LU-5

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

Policy LU-5.1: 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-5.1a: 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-5.1b: **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.

The following Policy LU-5.2 and Action items LU-5.2a – LU-5.2f are not included in the Local Coastal Program.

Policy LU-5.2: Complete Neighborhood. Provide well-connected and complete neighborhoods that enable healthy lifestyles and provide for the daily needs of residents.

Action LU-5.2a: 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-5.2b 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-5.2c: 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.

Action LU-5.2d: 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.

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Action LU-5.2e: 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-5.2f: 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: 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-5.3c: Transit-Oriented Development. Support the development of multifamily residential and mixed-use projects around the City's transit stops, 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.

The following Action items LU-5.3d – LU-5.3f are not included in the Local Coastal Program.

Action LU-5.3d: 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-5.3e: 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 Environmental Justice. 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 with targeted engagement of disproportionately impacted communities, who may lack resources or face additional barriers, such as language and transportation, when accessing decision making processes.

Action LU-5.4b: Accessible Services. Ensure the accessibility of facilities and services that meet the cultural, linguistic, gender, ability, and sexual orientation needs of client populations.

Action LU-5.4c: Environmental Justice. When acting on a CDP, the City, or the Coastal Commission on appeal, may consider environmental justice, or the equitable distribution of environmental benefits throughout the State. In all instances the standard of review for issuance of a CDP shall be the Coastal Act or certified LCP. The following principles shall be considered in the City's process per Coastal Act Amendment AB 2616 and detailed in the Coastal Commission's 2019 Environmental Justice Policy: respecting tribal concerns, meaningful engagement, coastal access, housing, local government, participation in the process, accountability and transparency, climate change, and habitat and public health.

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.

The following Policy LU-6.1 and Action items LU-6.1a – LU-6.1c are not included in the Local Coastal Program.

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: Senior Housing and Facilities. The City shall explore participation in or promotion of the Department of Housing and Urban Development (HUD) rental housing programs, 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-6.1b: Placement of Community-Serving Facilities. Through appropriate zoning, allow for community-serving facilities to be developed near residential uses and transit stops.

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Action LU-6.1c: 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.

Action LU-6.1d: 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.

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 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-6.2b: 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**.

The following Action items LU-6.2c – LU-6.2i are not included in the Local Coastal Program.

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

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

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

Action LU-6.2h: 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-6.2i: 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.

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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. [9]

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-5.3c,** Transit-Oriented Development, for additional policy related for focusing development in proximity to transit.*

The following Policies LU-7.2 and LU-7.3, and Action items LU-7.2a and LU-7.3a – LU-7.3f are not included in the Local Coastal Program.

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."

[9] Implementation of Goal LU-7 must comply with Measure H-2014, adopted through voter initiative in 2014 to control land uses in the 1,100-acre portion of Price Canyon annexed into the City. The measure limited uses and density through watershed and resource management zoning, which allows only for dry farming, grazing, parks, trails, schools, public buildings, and limited residential development.

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:
   - Positive or neutral fiscal impact to the City
   - Compliance with existing General Plan policies
   - Capacity of City to provide services and Infrastructure to Accommodate Proposed Development
   - 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.
6. LCP Amendment: An LCP Amendment will be prepared and submitted to CCC for annexations of any areas located within the coastal zone.

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.

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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 LCP 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 protect public access and ensure new developments provide public access through public easements, deed restrictions, dedications.

Action LU-8.2c: Public Parking and Wayfinding. Maximize all existing public on-street and off-street parking spaces in a safe manner consistent with the Circulation Element and provide adequate wayfinding signage notifying the public of the public parking opportunities and identifying the location of the access way. When considering a Coastal Development Permit application for any development that could reduce, degrade, or otherwise limit public parking opportunities (including paid parking) near beach access points, shoreline trails, or parklands, including any changes in parking

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timing, pricing, and availability, evaluate the potential impact on public coastal access, and ensure existing levels of public access are maintained, including through ensuring that alternative access opportunities, including bike lanes and parking, pedestrian trails, and relocated free vehicular parking spaces, are provided so as to fully mitigate any potential negative impacts and maximize access opportunities. Any revenue from fee-based parking programs within the Coastal Zone shall only be used to fund public parking, access, recreation, and safety.

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: Policy Conflicts. 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.

Policy LU-8.3: Sea Level Rise Information. Increase City's resilience to Sea Level Rise and coastal hazards. Effectively monitor, manage and protect the City's valuable shoreline. Public tidelands are ambulatory, and the boundary may shift.

Action LU-8.3a: Sea Level Rise Information. The most current and best available scientific information regarding climate change, sea level rise projections, and their effects shall be considered in the preparation of findings and recommendations for all geologic, geotechnical, hydrologic, coastal hazards, and engineering investigations. Consider the effects of sea level rise, based on the best available science and flood maps, to reduce exposure to coastal hazards and flood risk and increase adaptive capacity of development within areas projected to be exposed to the climate change hazard within the development's lifespan.

Action LU 8.3b: Assumption of Risk in Hazard Overlay Zone. A CDP for development including the land between the sea and the first public road paralleling the sea or within 300 feet of the top of the seaward face of a coastal bluff, within 300 feet of the inland extent of any beach or the mean high

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tide line of the sea where there is no beach, or within 100 feet of any stream (Coastal Act Section 30603) in the Hazard Overlay Zone shall be conditioned to require the applicant to acknowledge and agree, and private applicants to also record a deed restriction that acknowledges and agrees:

1. That the site may be subject to hazards, including those identified in the Hazards Overlay Zone 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 in connection with the permitted development; and

3. To unconditionally waive any claim of damage or liability against the permitting agency, its officers, agents, and employees for injury or damage from such hazards, and to indemnify the permitting agency against any liability, claims, damages or expenses arising from any injury or damage due to such hazards, in connection with the permitted development.

4. The development is located in a hazardous area or an area that may become hazardous in the future;

5. That sea level rise could render it difficult or impossible to provide services to the site;

6. Development approvals shall not permit encroachment onto public trust land;

7. That adaptation strategies may be required in the future to address sea level rise consistent with the Coastal Act and certified LCP;

8. To assume all such hazard risks in connection with the permitted development.

Action LU 8.3c: Hazard Avoidance. New development shall be sited and designed to avoid impacts from coastal hazards, including but not limited to, erosion, episodic and long-term shoreline retreat, flooding, inundation, storm waves, high seas, tidal scour, and tsunamis, including in relation to sea level rise, over the life of the development. Where complete avoidance is infeasible, new development shall assure stability and structural integrity and minimize risk.

Action 8.3d Phased Updates / Planning Horizons. The City will continue to gather information on the effects of sea level rise and other coastal hazards on Pismo Beach's shoreline, including identifying vulnerable areas, structures, facilities, and resources, specifically areas with priority uses such as public access and recreation resources, Environmentally Sensitive Habitat Areas, and existing and planned sites for public infrastructure. Updates to the LCP, including through any vulnerability assessment, shall use the best available science, including the best available scientific estimates of expected sea level rise and potential resultant impacts. The City shall monitor the issue of potential future sea level rise, both in the short term and in the long-term to address future adverse impacts to the shoreline, including using local conditions including Port San Luis tidal gauge to monitor and forecast potential sea level rise. The information gathered should address multiple time frame horizons (e.g. 2025, 2050, and 2100) and sea level rise scenarios, as appropriate and feasible.

Action 8.3e Sea Level Rise Adaptation Plan. The City, in coordination with CCC staff, shall develop a comprehensive Sea Level Rise (SLR) Adaptation Plan that identifies the City's vulnerability to SLR

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and analyzes the feasibility, economic impacts, costs, and environmental consequences of a range of adaptation strategies. The SLR Adaption Plan shall, to the extent feasible, be coordinated with other regional jurisdictions and entities working on SLR issues and be guided by the State of California Ocean Protection Council Sea Level Rise Guidance, along with data from local tide gauges. The SLR Adaptation Plan shall include:

- A vulnerability assessment that uses best available science to examine potential SLR resource and hazard impacts, and assets at risk for the near-term, mid-term, and long-term to at least 2100. The assessment shall identify the areas, structures, facilities, and coastal resources that are most vulnerable. The assessment shall also analyze impacts to areas providing public access and recreation resources (including beaches, and the California Coastal Trail), significant ESHAs (such as wetlands), open space areas (in particular those that could provide areas in the future for migration of habitats and resources), and sites of existing or planned critical infrastructure. The assessment shall establish baseline conditions and analyze multiple sea level rise scenarios based on best available science, including a high emission sea level rise scenario based on state guidance;

- An economic and fiscal impacts review that analyzes the value of property, public infrastructure, ecosystem, and recreational assets vulnerable to SLR;

- A cost/benefit analysis of a range of adaptation strategies that address anticipated impacts of SLR identified in the vulnerability assessment. The plan shall include analysis of the feasibility of managed retreat or other ways to move existing and future development in order to minimize hazards, protect coastal resources from sea level rise, allow migration of wetlands and other habitats, and/or restore areas for open space, public access, biological, and recreational benefits to replace those lost due to the impacts of sea level rise; and

- A timeline for phased implementation of the plan that includes action triggers.

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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.

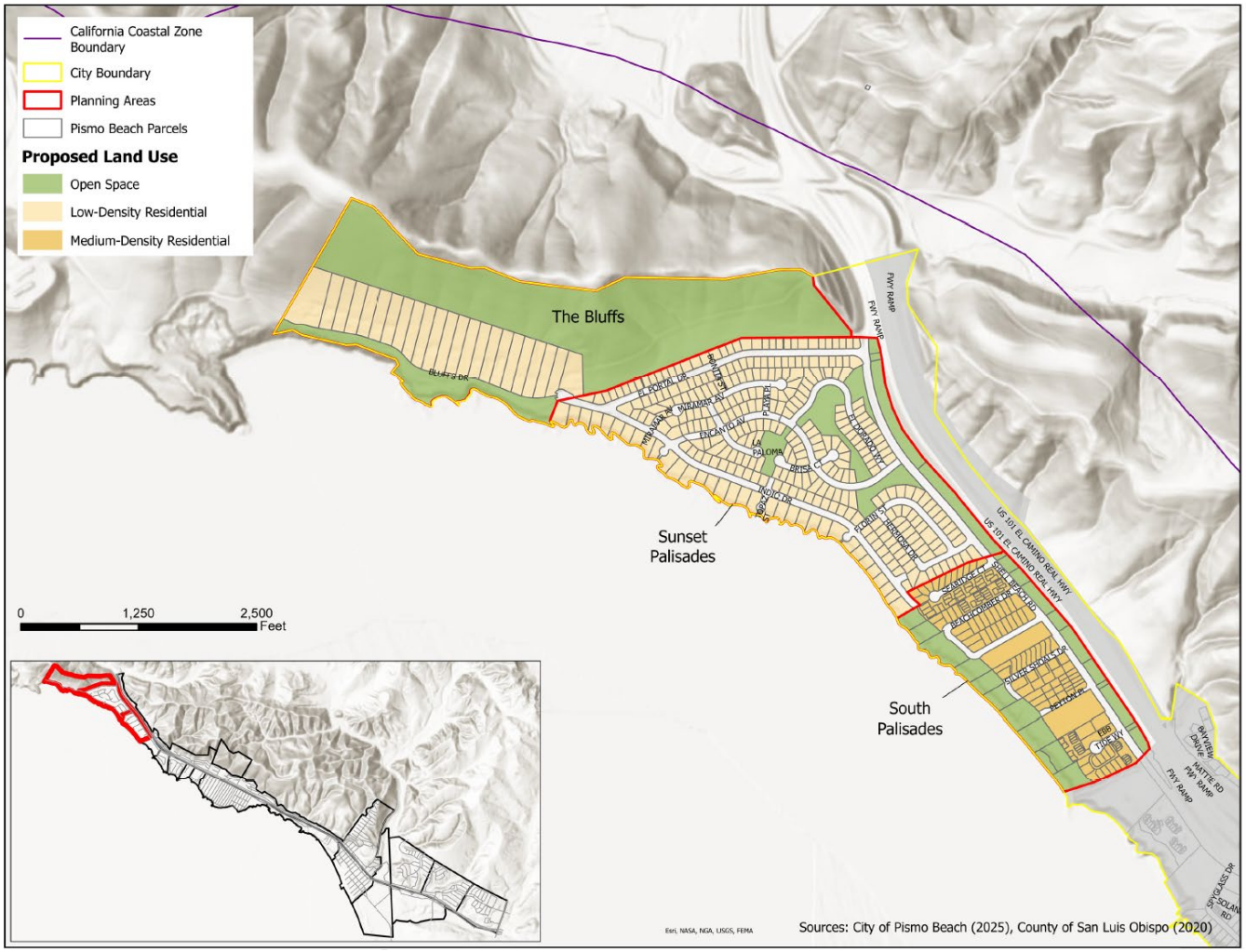


Figure LU-7, The Bluffs, Sunset Palisades, and South Palisades

Policy LU-9.1: Height of Structures. Maintain public viewsheds.

Action LU-9.1a: Protection of Public Views. Building heights within the Bluffs, Sunset Palisades, and South Palisades shall be limited in order to protect public viewsheds, as further specified in the Zoning Code/IP.

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 approved in this 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 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, 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.

Policy LU-9.4: Ontario Ridge Trail. Protect and enhance the Ontario Ridge Trail.

Action LU-9.4a: California Coastal Trail. Establish the Ontario Ridge Trail as a contiguous part of the statewide California Coastal Trail.

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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.

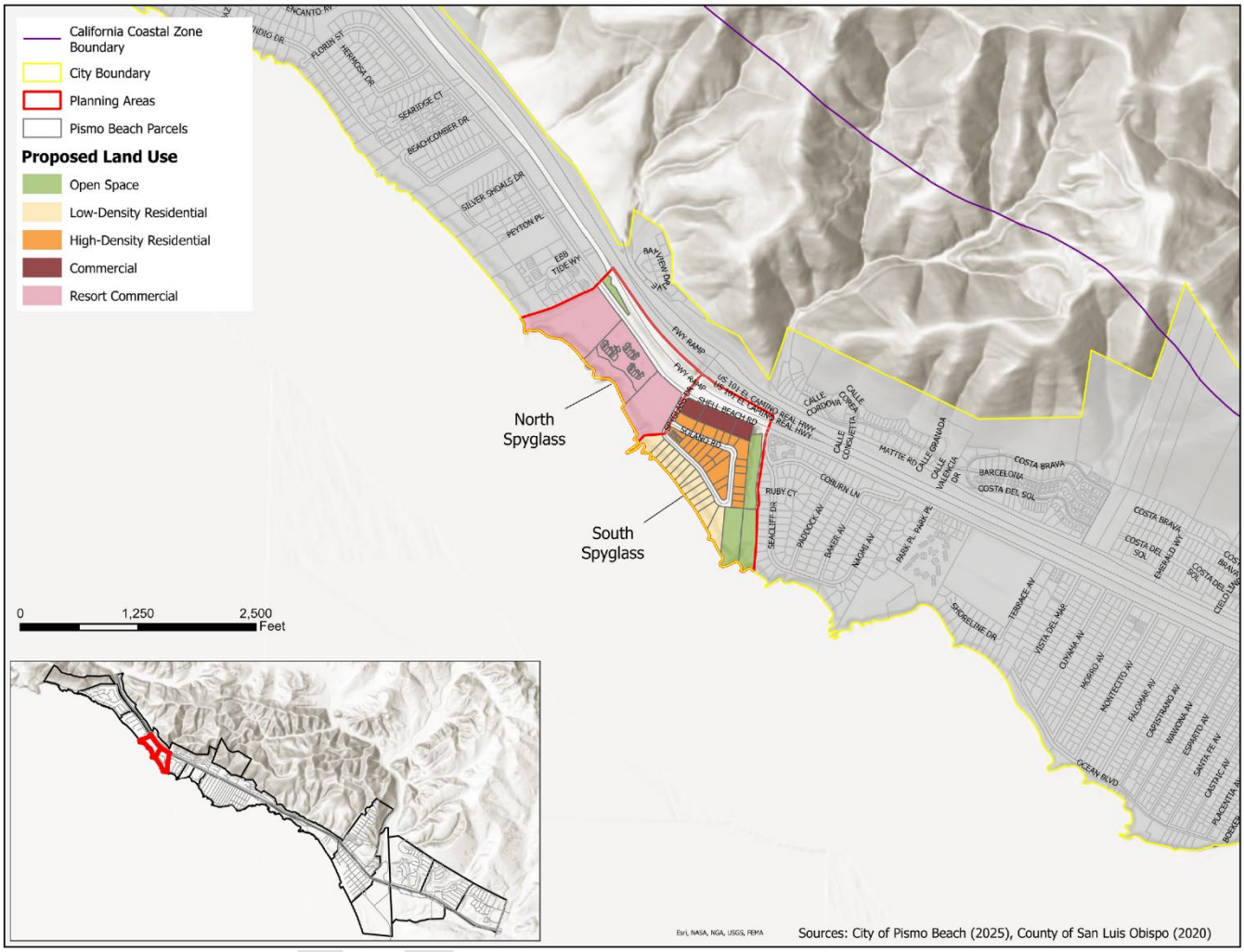


Figure LU-8, North Spyglass / South Spyglass

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 South 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 in Spyglass consistent with the requirements outlined in the Public Safety Element. Reduced front yard setbacks shall comply with the 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: 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.

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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.

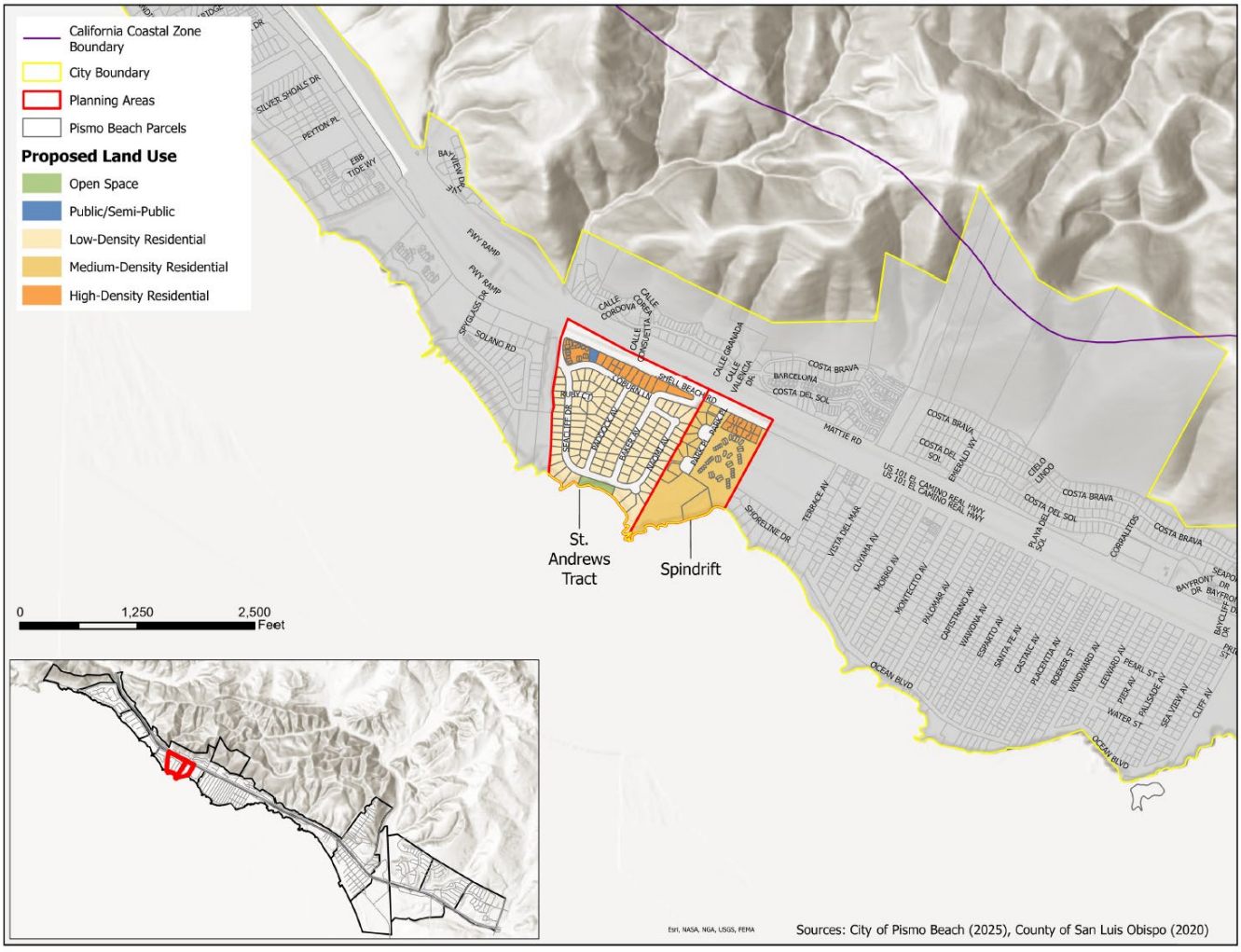


Figure LU-9, St. Andrews Tract/Spindrift

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.

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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.

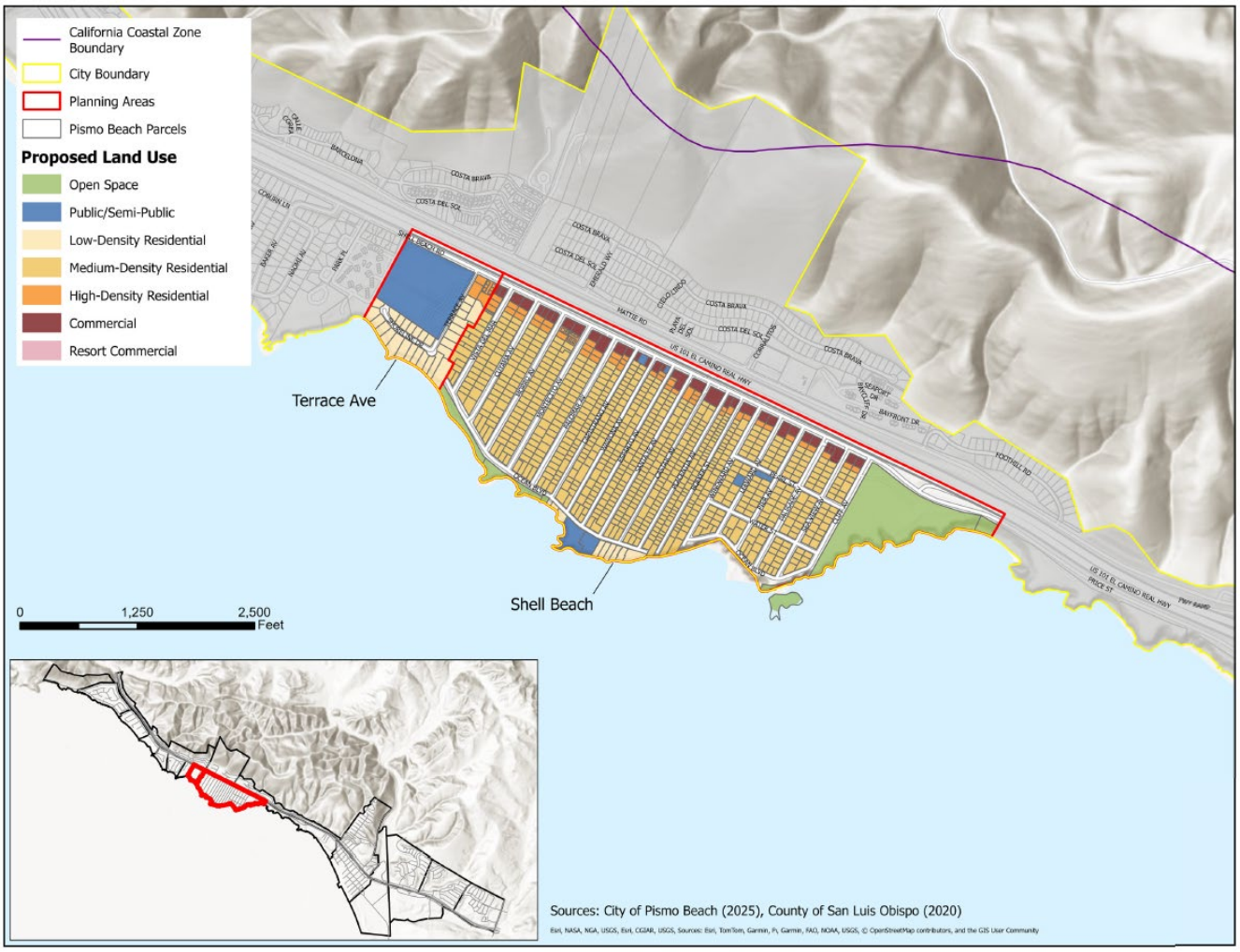


Figure LU-10, Terrace Avenue/Shell Beach/Dinosaur Caves

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 are 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. 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.

Action LU-12.1e: Pier Avenue Stairs Replacement. The City will pursue funding for replacement of the Pier Avenue Stairs in the same general location.

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.

The following Policy LU-12.4 and Action items LU-12.4a – LU-12.4b are not included in the Local Coastal Program.

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

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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 implement the Plan and for low interest loans for commercial revitalization.

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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.

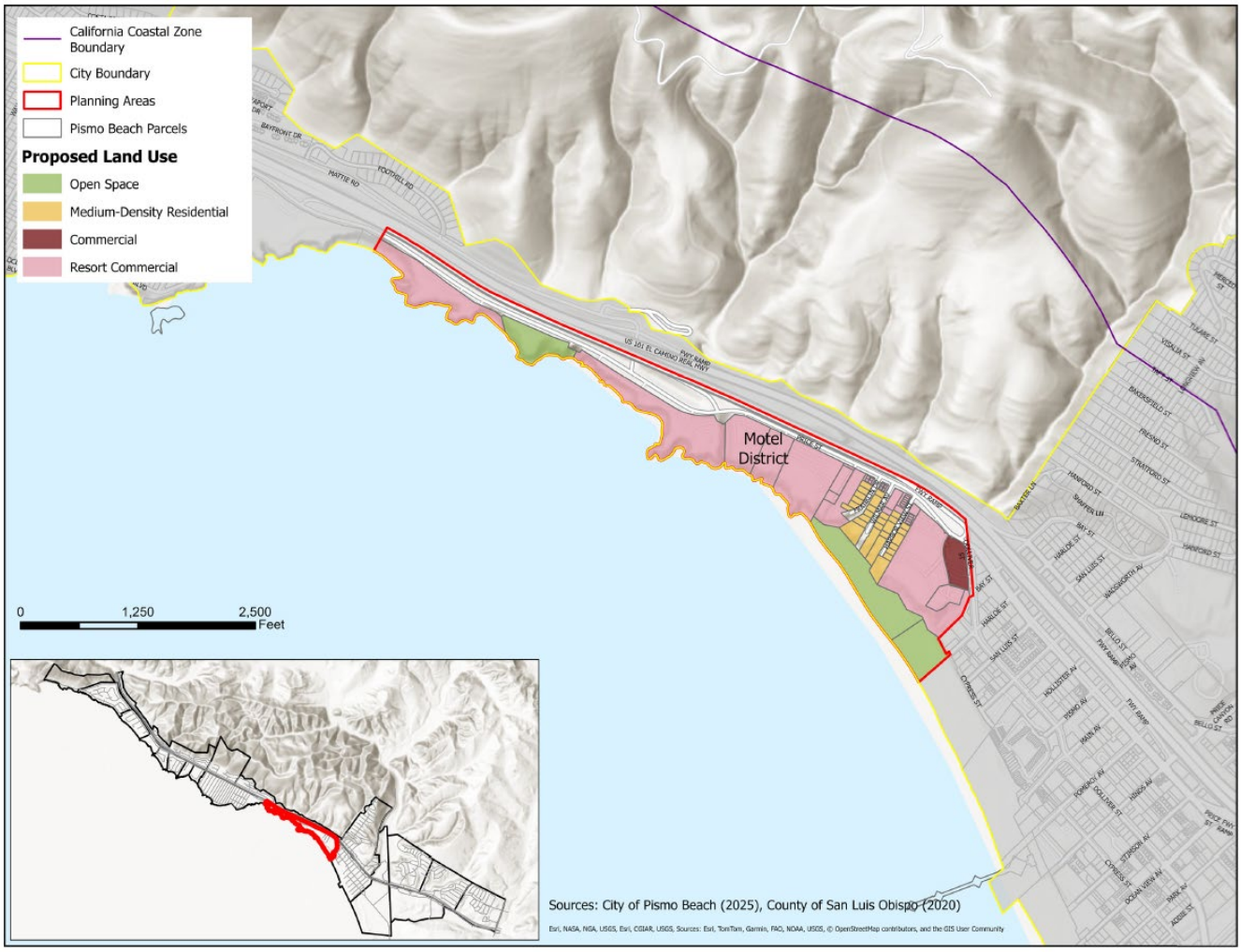


Figure LU-11, Motel District

Policy LU-13.1: Lateral Bluff-Top Access and Open Space. The lateral bluff-top access dedication requirement set forth in the Parks, Recreation, and Access Element shall apply except that the width may be up to 25 additional feet beyond the 100-year bluff retreat lines, 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-13.1a: 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.

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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.

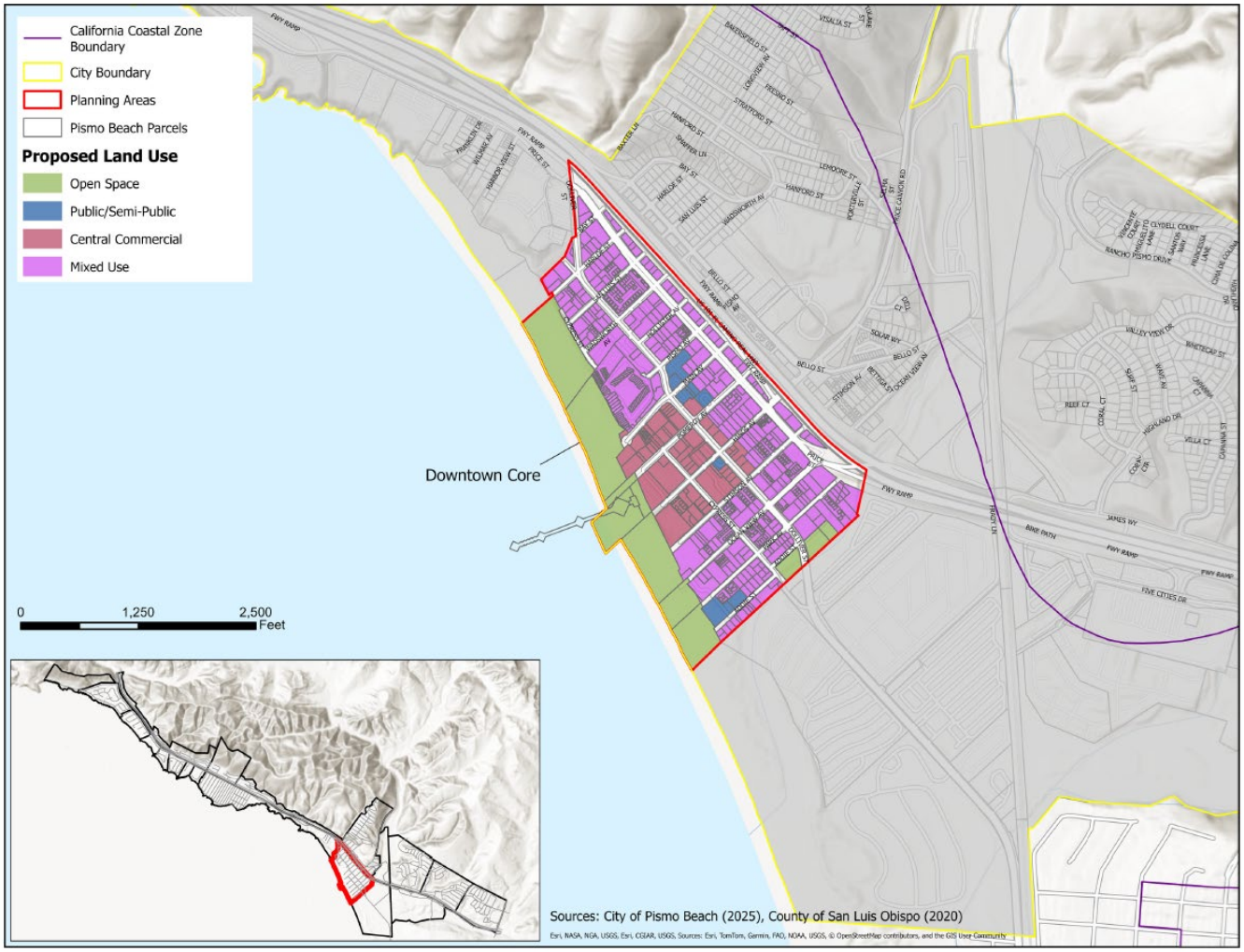


Figure LU-12, Downtown Core

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: 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-14.1b: 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-14.1c: 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-14.1d: 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.

The following Action item LU-14.1e is not included in the Local Coastal Program.

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

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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.

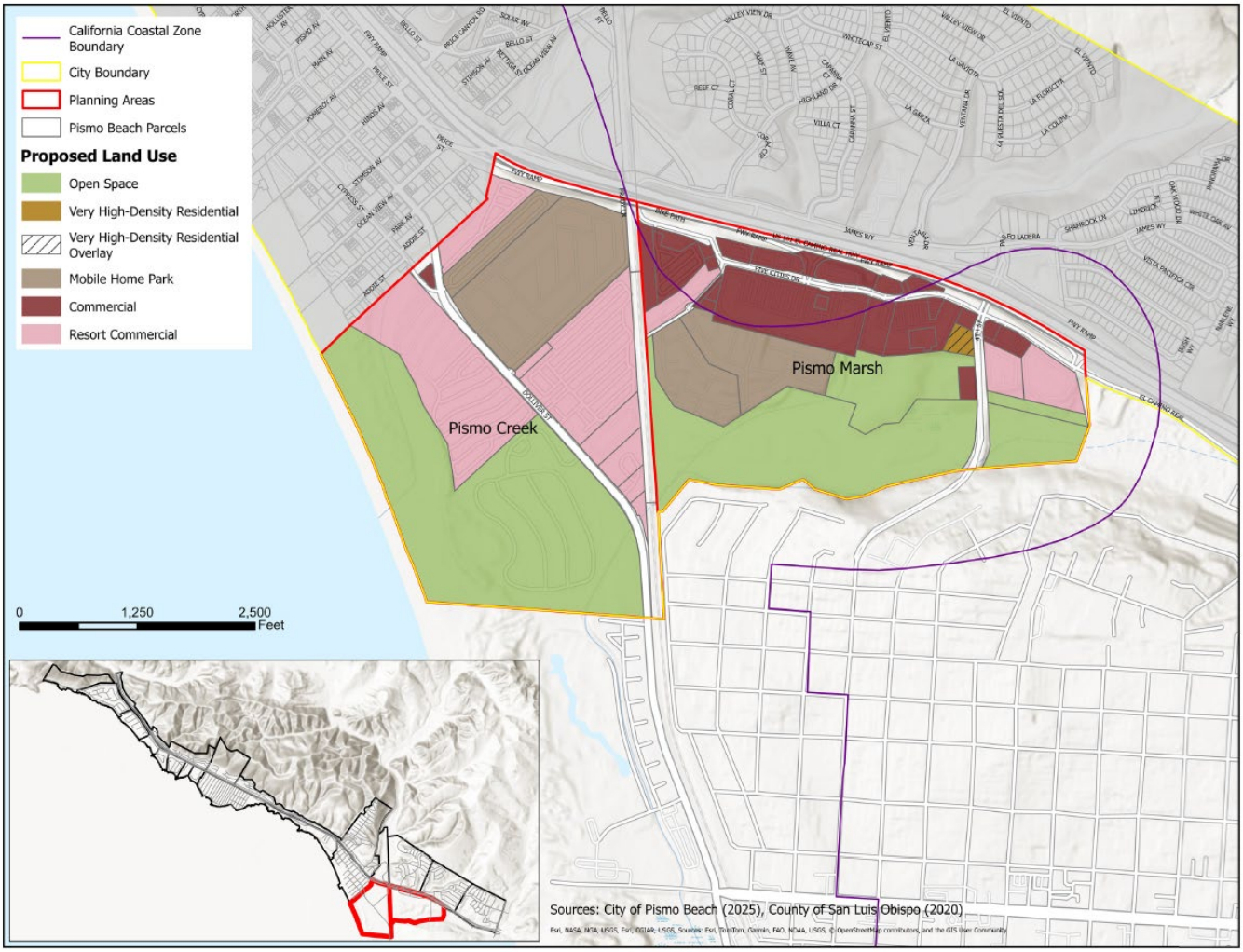


Figure LU-13, Pismo Creek/Pismo Marsh

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: 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-15.2b: Mobile Home Park. Prioritize the existing mobile home parks since they provide lower cost housing.

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

Action LU-15.2e: 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.*

The following Action items LU-15.2f – LU-15.2o are not included in the Local Coastal Program.

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

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

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

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

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

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

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

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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.

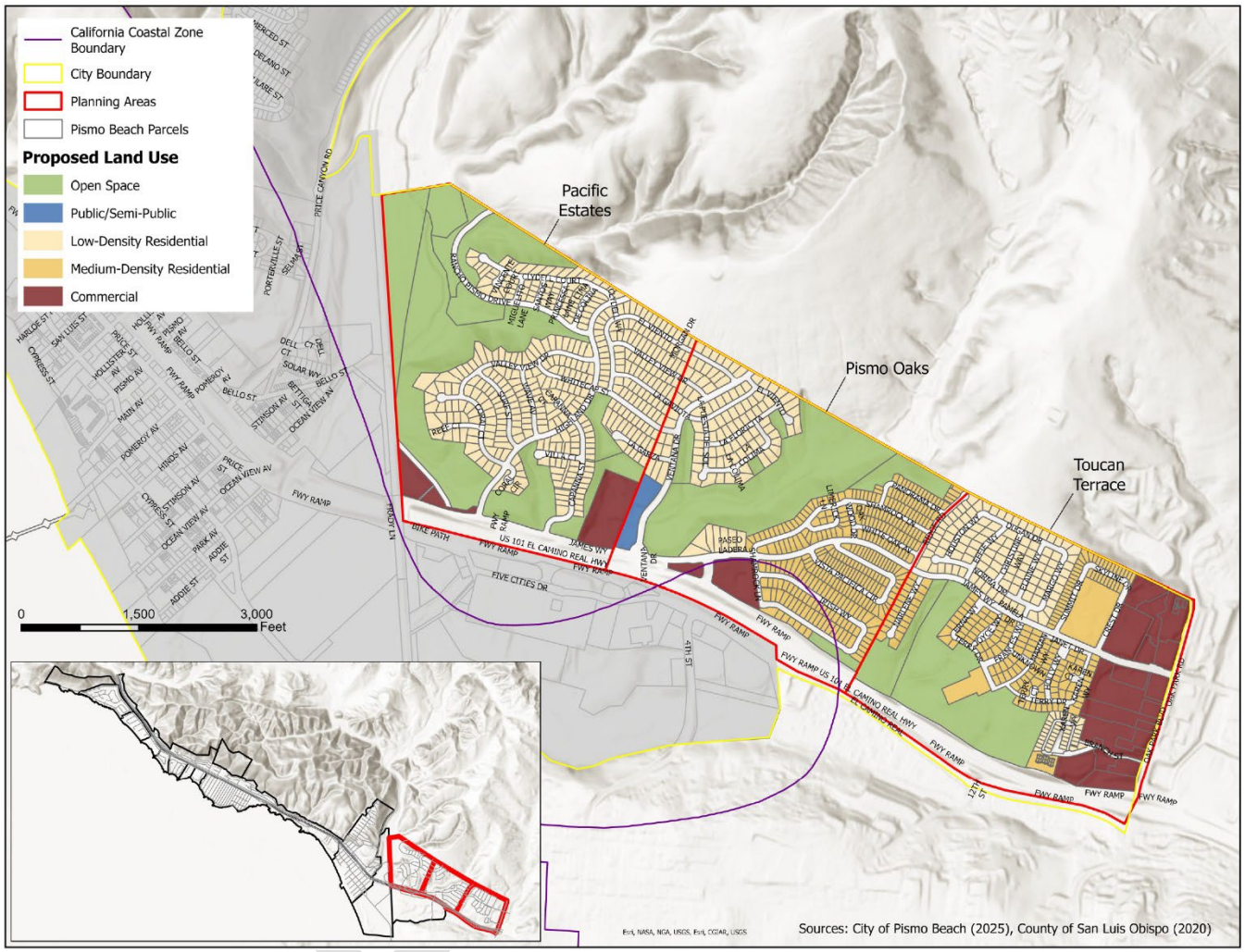


Figure LU-14, Oak Park Heights

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.

The following Action item LU-16.1b is not included in the Local Coastal Program.

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.

The following Policy LU-16.3 and Action item LU-16.3a are not included in the Local Coastal Program.

Policy LU-16.3: 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.

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Pismo Heights/Industrial Area

GOAL LU-17

A planning area with a mix of residential housing types, as well as the Judkins Middle School, the Public Safety Facility, Boosinger Park, and Industrial Area.

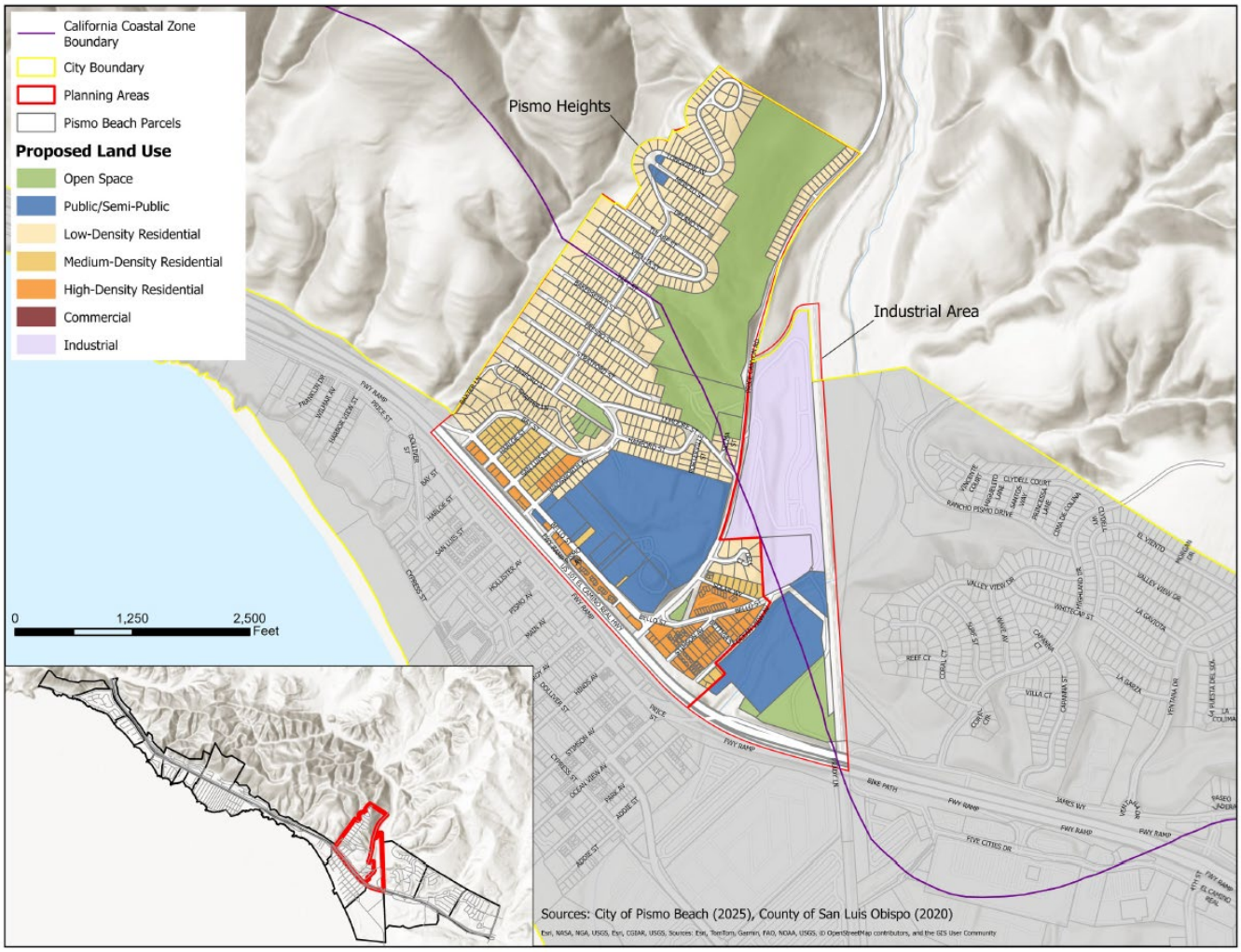


Figure LU-15, Pismo Heights/Industrial Area

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

Policy LU-17.2: Residential Restrictions. Restrict residential uses in steep slope areas to protect open space and reduce wildfire risk to homes.

Action LU-17.2a: 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.

The following Policies LU-17.3 - LU-17.4 and Action item LU-17.3a is not included in the Local Coastal Program.

Policy LU-17.3: County Property. Ensure that development on County property adjacent to Pismo Heights is coordinated with the City.

> **Action LU-17.3a: 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-17.4: PG&E Lands. Due to the highly visible nature of the PG&E property, future development should exceed minimum landscaping standards in an attempt to soften the views from Price Canyon Road and nearby residences.

Policy LU-17.5: Pismo Creek Linear Park. Pismo Creek and adjacent land should be developed as part of a comprehensive linear park as further specified in the Parks, Recreation, and Access Element.

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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.

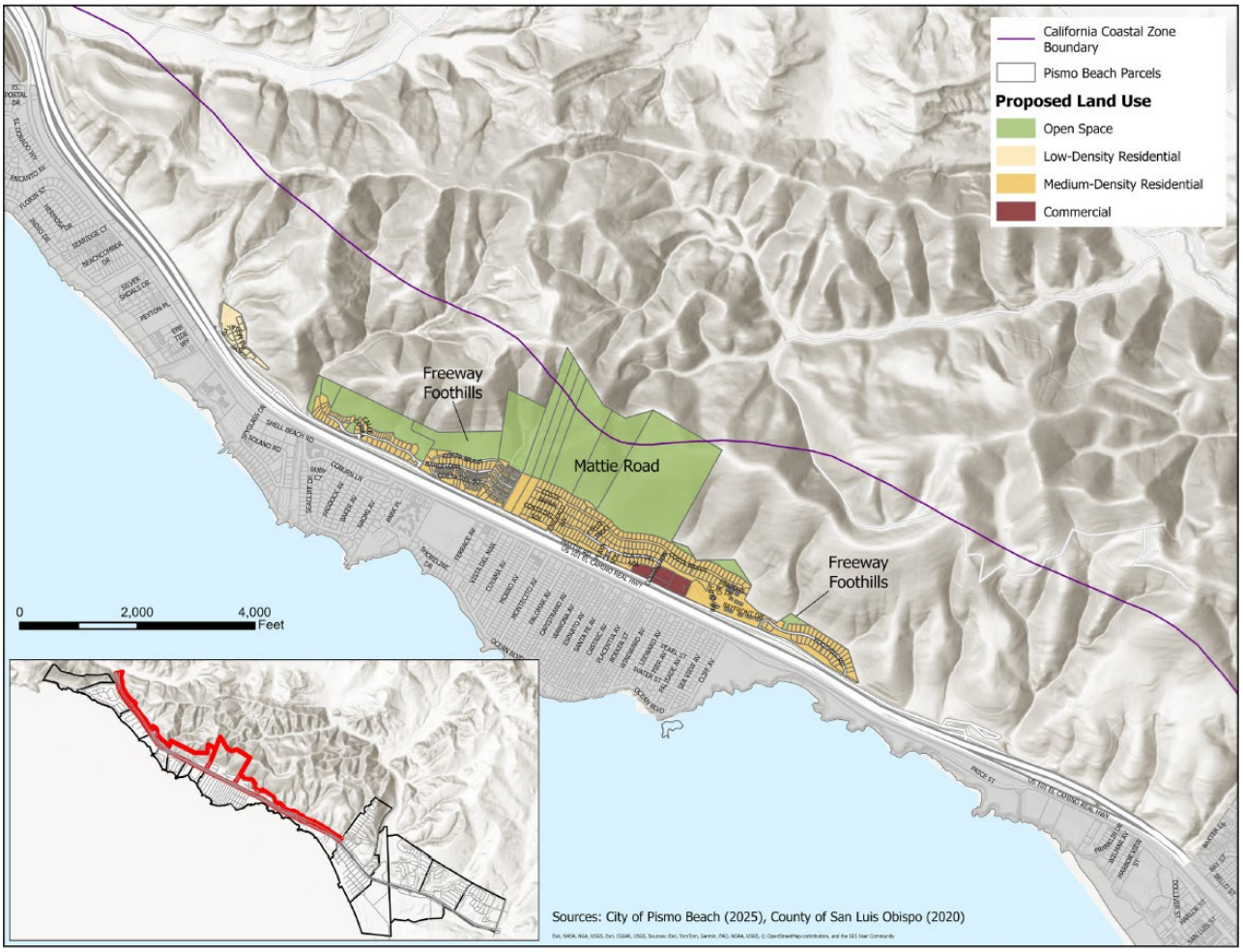


Figure LU-16, Freeway Foothills/Mattie Road

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.

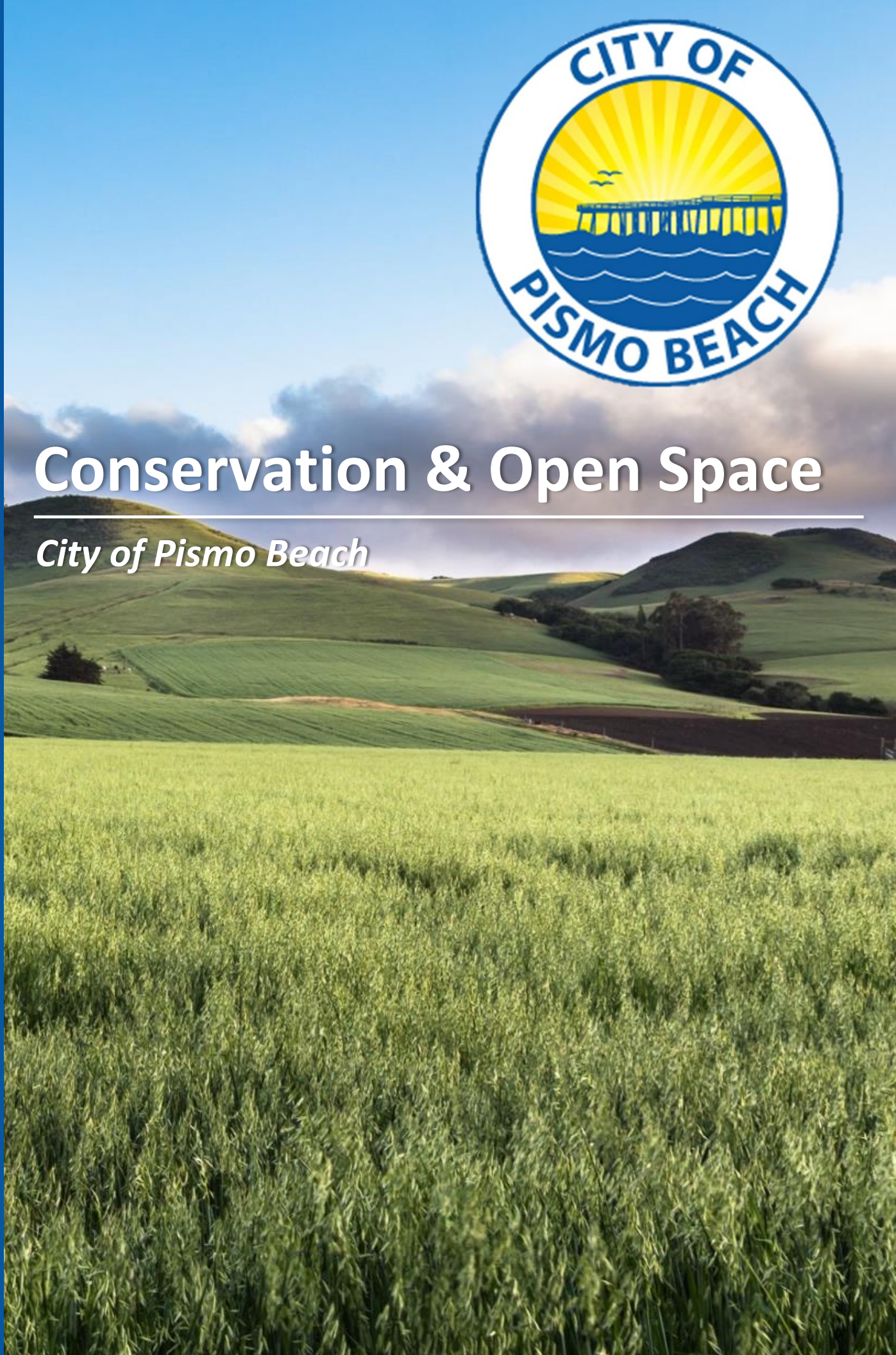
Action LU-18.1b: Development Guidelines. Review new development projects to require that the size, location and massing of structures, including sound walls, shall not obscure the scenic backdrop provided by the foothills to visitors, passing motorists, and residents or detract from the ocean vista and coastal landforms. To accomplish these design objectives, see the development standards in the Zoning Code.

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.

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Conservation & Open Space

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CONSERVATION AND OPEN SPACE ELEMENT

The Conservation and Open Space Element is included as part of the Local Coastal Program (LCP) Coastal Land Use Plan except for those certain goals, policies, and action items where indicated.

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 is consistent with Gov. Code §65302(d)(1) as amended by SB 1425 by identifying natural resource areas, ecosystem benefits, and wildlife connectivity areas, which are to be maintained, preserved and enhanced. This includes equitable access to parks and open space and supporting climate resiliency throughout the City. 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 (IP). The Zoning Code/IP 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). The OS-P zone 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 30001, 30230, 30231, 30233, 30236, 30240, 30251, 30252, 30253, 30502). These coastal resources are afforded high priority for protection under the Coastal Act, and by extension, the GP/LCP.

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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, 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 Equitable Access to Coastal Resources and Open Spaces

Equitable access to open space ensures all Pismo Beach residents, regardless of income, age, ability, race, ethnicity, or where they live, can enjoy the City's coastal and inland resources and their environmental, recreational, cultural, and health benefits.

Natural areas enhance community health and quality of life and are also central to Pismo Beach's identity as a coastal visitor destination. To protect these resources, the City will seek to reduce physical, social, and economic access barriers to parks, trails, beaches, and conservation lands,

particularly for underserved neighborhoods. This work includes providing safe and easy access to these natural areas, universal design systems for all ages and abilities, and maintaining the ecological productivity of vital natural habitats which serve as wildlife corridors and climate-resilient landscapes. Through and alongside these efforts, Pismo Beach aims to further strengthen and protect open spaces aiding in sustaining biodiversity, public enjoyment, and a robust visitor economy while protecting long-term environmental, recreational, and economic value for generations to come.

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 interrelated 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.

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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).

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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 City. 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.

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 also known as Pismo Marsh) 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 2023 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.

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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.

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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 registered 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.

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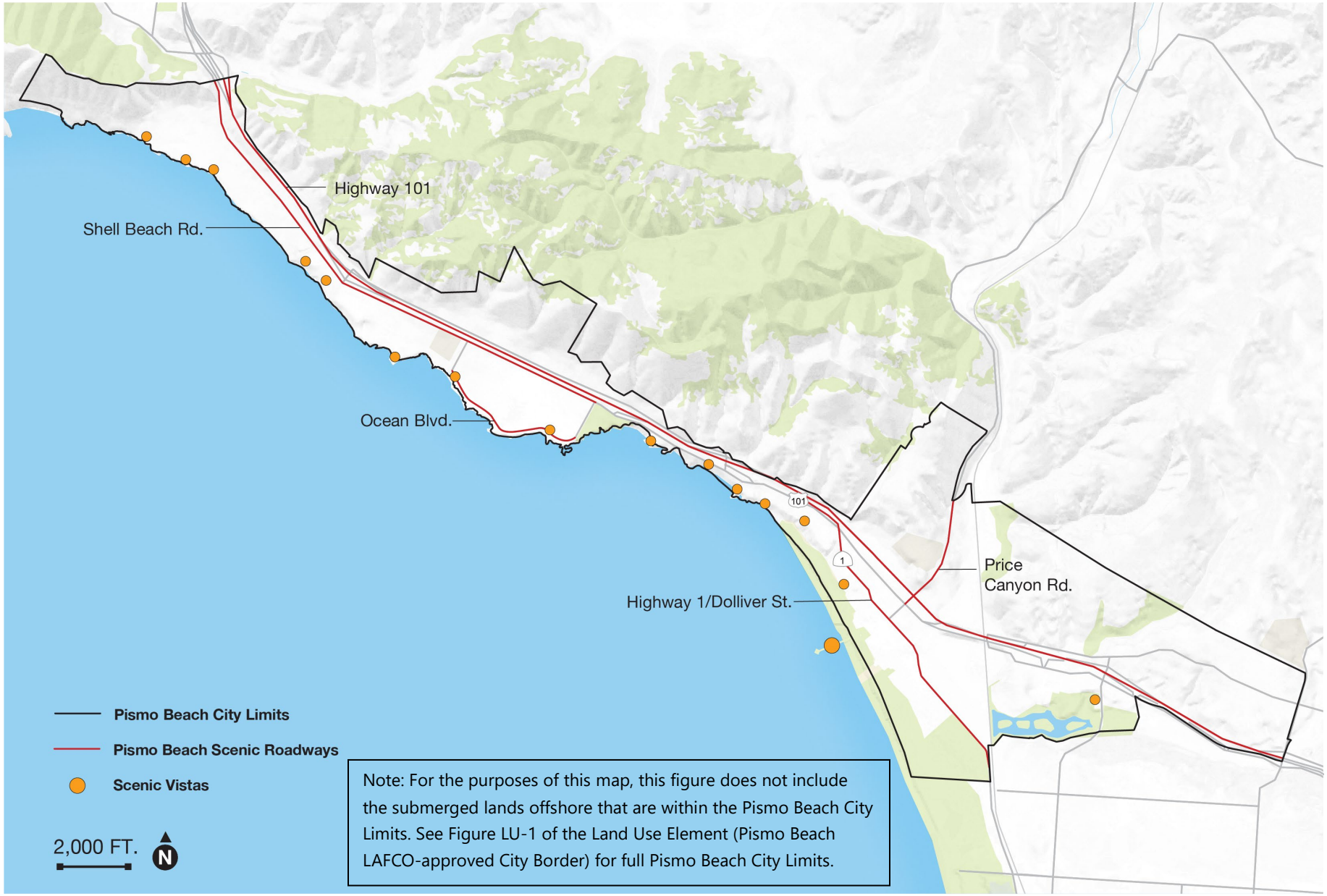


Figure CO-1, Scenic Roadways and Vistas

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 (also referred to as Pismo Marsh) 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) 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 likely ESHA areas 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 Pismo State Beach 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.*

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Figure CO-2, Conservation Areas

Wildlife Connectivity

Pismo Beach contains diverse conservation areas that provide essential habitat for wildlife and facilitate species' movement across the landscape. These areas include coastal habitats, riparian corridors, foothill habitats, and preserved open spaces, each serving as either core habitat areas or linkages facilitating wildlife movement in the region. The various conservation areas and open spaces serve as a broad network for wildlife connectivity within the City and region. Core connectivity areas include the foothills including the Freeway Foothills, Pismo Heights, Oak Park, and beaches/intertidal zone act as core upland habitats and east-west wildlife linkages. Riparian corridors such as Pismo Creek and Meadow Creek provide north-south linkages, facilitating fish passage and terrestrial wildlife movement along the creek. Wetland areas including Pismo Lake serve as habitat nodes, providing stopover, foraging, and breeding sites for aquatic and avian species, and connecting to coastal dunes and beach habitats. The beach and intertidal zone between the base of the coastal bluffs near the Sea Crest Hotel stairway at the northern end to approximately the outlet of Pismo Creek at the south end provides an important north-south corridor that support a variety of invertebrate communities, foraging and roosting shorebirds, and sparse amounts of native dune vegetation.

Pismo Beach is a highly developed coastal community, with built structures and infrastructure occupying most of the City's land area. In addition to structural development, barriers to wildlife connectivity includes urban development and Highway 1 and 101 which generally precludes wildlife movement from upland areas and foothills to the lateral north-south beach corridor. Price Canyon Road is another barrier which discourages wildlife movement in an east-west direction from the Oak Park and Price Canyon Foothills to the northern extents of the Freeway Foothills area. The beach and intertidal zone are generally free of physical barriers other than the pier. However, the significant amount of visitors to the beach and human activity generally hinders wildlife movement. Barriers to safe passage, fragmentation of habitat, and the spread of invasive species can collectively reduce habitat value and restrict wildlife movements.

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. The special species California Grunion, are known for its often seasonal spawning or 'grunion runs' in the upper intertidal zone. 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.

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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 federally threatened Snowy Plover is known to nest in the Ocean Dunes, adjacent to the southern city limits of the beach area.

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 Pismo State Beach 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.

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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 primarily composed of various wetland plant communities, including bulrush marsh, sedge, and riparian vegetation. These communities form a ring of wetland habitat with varying widths that collectively make up most of the 54-acre preserve, with approximately 25.7 acres defined as wetland plant communities. (California Department of Parks and Recreation, 2011). 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. The lake and its surrounding areas also act as a natural corridor, enabling movement and genetic exchange for a variety of resident and migratory species between Meadow Creek, adjacent wetlands, and riparian zones. 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

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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). Pismo Creek functions as a riparian wildlife movement corridor from inland areas to the coast, facilitating passage for fish and movement for riparian-dependent terrestrial species, amphibians, reptiles, and birds.

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. Other species include Mule Deer, Dusky-footed woodrat, Bobcat, Gray Fox, along with a number of raptor and songbird species This area forms an extensive upland habitat area that functions as a critical wildlife corridor, linking inland foothill ecosystems with the Pismo Preserve, and supporting regional biodiversity. As the largest conservation area (as shown on **Figure CO-2**) in and adjacent to the City, the Freeway Foothills serve as a critical wildlife movement and genetic exchange route, helping to maintain population health and resilience. The area also includes various barrancas or finger canyons, that enhance microhabitat diversity and support unique plant and animal communities.

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, however it retains oak woodland pockets and small open spaces that act as micro-corridors for local wildlife, particularly birds and small mammals The Pismo Heights Foothills has direct connectivity to the Pismo Preserve and Freeway Foothills area, creating an important corridor in the City and surrounding County of San Luis Obispo foothills. Conserving the remaining open space in Pismo Heights is important because of the fragile biodiversity and wildlife connectivity to adjacent natural areas outside the City limits. Additionally, the potential for more sites of archaeological importance are additional resources to be considered and protected.

5.5 Opportunities for Rewilding

Rewilding is an ecological restoration approach that focuses on restoring natural processes, habitats, and species to an area, with the goal of re-establishing self-sustaining, biodiverse ecosystems that function with minimal human management. Enhancing wildlife movement corridors is a key component to rewilding approaches.

Pismo Lake and its surrounding open space, in combination with adjacent Meadow Creek and upland areas, form a major wildlife connectivity corridor and provide landscape permeability between wetland, coastal, and upland/foothill habitats. Opportunities for rewilding include restoration of degraded buffer areas, expanded native plantings, removal of invasive species, and protection of undercrossing corridors.

Key rewilding opportunities exist within the Freeway Foothills where restoration of native coastal sage scrub, chaparral, and oak woodland communities could enhance species habitat. Removal of invasive species and non-native grasses in these foothills would support native plant regeneration, improve soil stability, and increase foraging resources for pollinators and seed-dispersing birds.

The Pismo Creek/Price Canyon corridor is one of the city's most important inland natural resource areas and a major entrance into Pismo Beach. This corridor acts as both habitat and movement routes for diverse species, and is a major east-west corridor connecting the upper foothills to the coast.

Maintaining open space preservation zoning and collaborating with the County of San Luis Obispo and regional conservation partners will ensure that the corridor functions effectively as a conduit for species movement and genetic exchange.

Through the above coordinated actions, the City's conservation and open space areas can be preserved and enhanced not only as a visual resource but as ecological corridors supporting species persistence, ecosystem health, and climate resilience well into the future.

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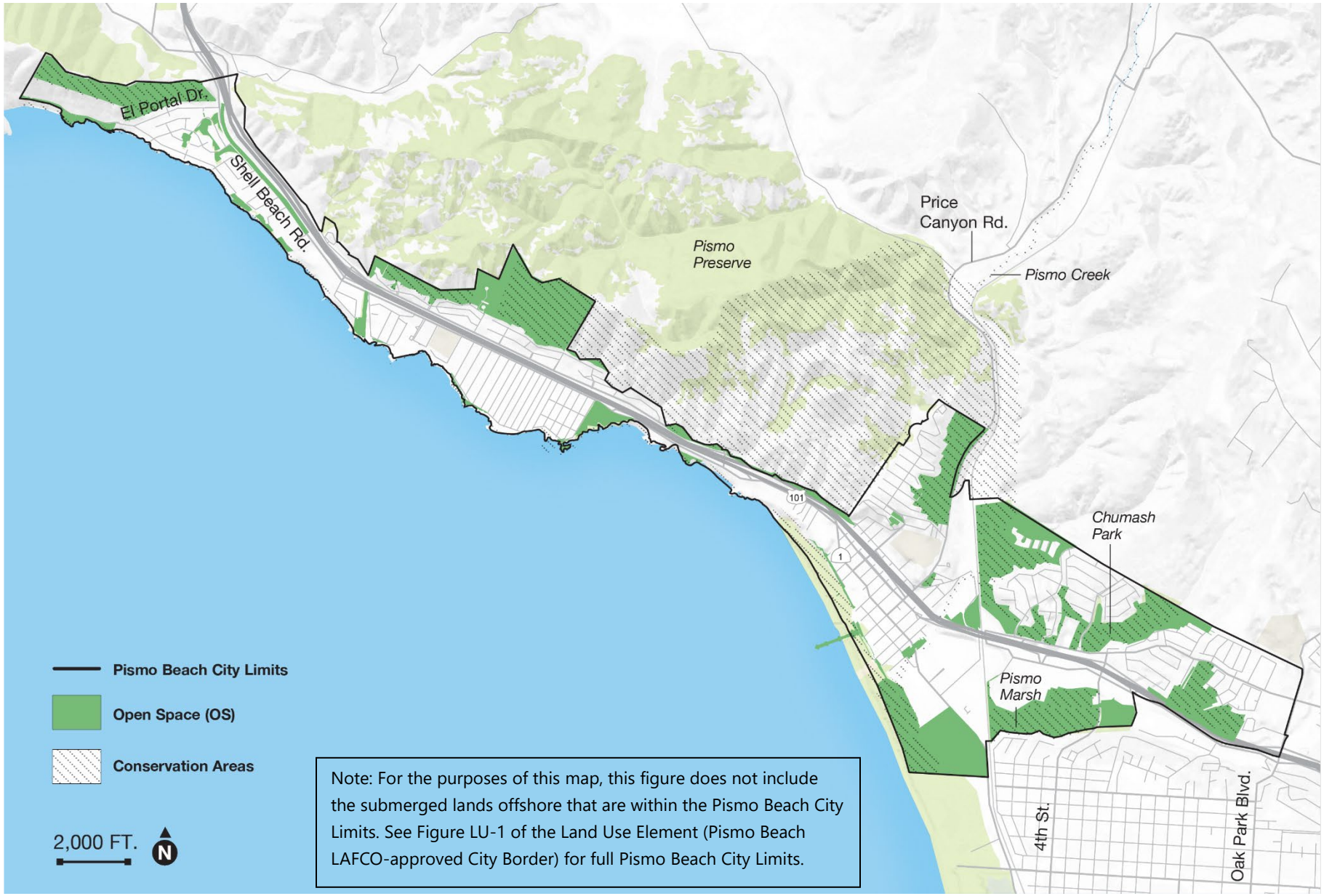


Figure CO-3, Open Space and Conservation Areas

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, creating a critical connectivity path from uplands to wetlands, important for amphibians, reptiles, and migratory birds. 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. This area provides a key ecological linkage between upland habitats and Pismo Creek riparian corridors, enabling species' movement and maintaining genetic diversity.

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.

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7. Goals, Policies, and Actions

GOAL COS-1

A community that builds resilience to climate change by prioritizing nature-based solutions and ensuring equitable access to healthy open spaces and recreational resources for all residents and visitors, regardless of income, race, ability, or neighborhood, while supporting ecological health and community well-being.

Policy COS-1.1: Prioritize access to open space and climate resiliency. Prioritize and invest in open spaces and climate resiliency for all segments of the population integrating universal design and ecological function.

Action COS 1.1a: Expand and Upgrade Open Spaces with Universal Access. Inventory and assess existing parks, trails, beaches, and recreational open spaces for accessibility, comfort, and ecological value. Invest in upgrades—such as accessible pathways, seating, wayfinding, shaded areas, and natural features—to ensure full compliance with universal design standards and improve ecological function.

Action COS 1.1b: Integrate Nature-Based Climate Resilience Projects in Public Spaces. Develop and implement projects that use nature-based solutions—like urban tree planting, green infrastructure (bioswales, rain gardens), dune enhancement, and wetland restoration—in public spaces citywide. Projects should emphasize wildfire risk reduction, urban cooling, and sea level rise adaptation planning, in keeping with best available science.

Action COS 1.1c: Equitable community engagement and outreach. Partner with local organizations, schools, and advocacy groups to conduct outreach and participatory planning sessions focused on barriers to open space access and climate impacts in vulnerable neighborhoods. Use results to inform siting and design of new or improved open spaces and resilience features.

GOAL COS-2

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-2.1: Improve Air Quality. The City shall support health and enjoyment for those who live or work in the City and for visitors.

Action COS-2.1a: 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.

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Action COS-2.1b: **City Employee Trip Reduction**. Develop, implement, and promote a Transit Demand Management 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-2.1c: Electric Vehicles. Establish electric vehicle parking spaces and charging requirements to lower pollution and reduce the City's reliance on gasoline.

Action COS-2.1d: 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-2.1e: 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-2.1f: 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-2.1g: 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.

The following Action items COS-2.1h – COS-2.1l, Policy COS-2.2 and COS-2.2a – COS-2.2c are not included in the Local Coastal Program.

Action COS-2.1h: Emissions Reduction Target. By 2040, reduce greenhouse gas emissions to place the community on a path to meet the state's 2050 greenhouse gas emissions reduction goals.

Action COS-2.1i: Climate Action Plan. Update the 2014 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-2.1j: Greenhouse Gas Inventory. Continue to update the greenhouse gas inventory to determine whether emissions are within recommended levels.

Action COS-2.1k: 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-2.1l: 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-2.2: Renewable Energy. Support and incentivize renewable energy and non-renewable energy consumption.

Action COS-2.2a: Solar Incentives. The City shall promote and inform development applicants and existing homeowners 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

Action COS-2.2b: 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-2.2c: Energy Efficient Upgrades. Establish a prioritized list of energy efficiency upgrade projects and implement them as funding becomes available.

Policy COS-2.3: Soil Conservation. The City shall provide regulations that conserve valuable soils.

Action COS-2.3a: Mining. Mining and removal of materials (sand, gravel, and other minerals) for commercial use shall be prohibited.

Action COS-2.3b: **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-2.4: 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-2.4a: Water Supply Programs. Continue to create a new, high quality, and reliable water supply through water programs like Central Coast Blue.

Action COS-2.4b: **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.

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Action COS-2.4c: Seawater Intrusion into Groundwater Aquifers. The City shall continue to implement best practices to monitor and prevent seawater intrusion into groundwater aquifers, by installing monitoring wells for saline levels and implementing other measures as necessary.

Action COS-2.4d: 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-2.4e: 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-2.4f: 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.

The following Action items COS-2.4g – COS-2.4l are not included in the Local Coastal Program.

Action COS-2.4g: 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-2.4h: 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-2.4i: 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-2.4j: 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-2.4k: 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-2.4l: 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.

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Policy COS-2.5: 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-2.5a: 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-2.5b: 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-2.5c: 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-2.6: 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-2.6a: 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-2.6b: 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-2.6c: 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-2.6d: 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-2.6e: 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-2.6f: 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-2.6g: 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.

The following Action items COS-2.6h – COS-2.6i are not included in the Local Coastal Program.

Action COS-2.6h: 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-2.6i: 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-2.7: 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-2.7a: 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-2.7b: 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-2.7c: 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-2.7d: 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-2.7e: 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.

The following Action item COS-2.7f is not included in the Local Coastal Program.

Action COS-2.7f: 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.

Policy COS-2.8: 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-2.8a: 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 that includes drainage plans and sediment- and pollution-control measures. To the maximum extent feasible, development shall include specific measures to help reduce potential pollutants and water quality impairment, including controlling the disposal of chemicals and hazardous materials, controlling the use of pesticides and herbicides, maintaining

existing storm water capture programs, applying low impact development designs and requiring on-site retention and/or reuse of runoff. The City shall utilize ecologically responsible pest control methods and integrated pest management to the extent feasible on public property and encourage this practice on private property. Drainage plans and erosion, sediment and pollution control measures shall be required as conditions of approval of every application for new development that has the potential to impair water quality.

Action COS-2.8b: 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, including erosion controls, sediment traps and filtering of off-site storm water flows, capture of site-generated pollutant sources, street sweeping of dirt tracked off-site, litter control, post-construction monitoring, and other best management practices. Construction-phase water quality impacts shall be avoided by minimizing the disturbed area, phasing grading activities, implementing soil stabilization and pollution prevention measures, and preventing unnecessary soil compaction. Development that has the potential for water quality impairment shall, at a minimum, be designed to meet National Pollutant Discharge Elimination System stormwater runoff requirements. 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-2.9: 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-2.9a: Light Spillover. Prohibit spillover of light into the identified biological resource. Require new development 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-2.9b: **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.

The following Action item COS-2.9c is not included in the Local Coastal Program.

Action COS-2.9c: **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.

GOAL COS-3

A community that protects and enhances scenic roadways and vistas.

Policy COS-3.1: 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-3.1a: 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-3.1b: 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-3.1c: 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-3.1d: 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-3.1e: Structures visible from 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.

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Action COS-3.1f: 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-3.1g: Scenic Vistas. The vistas shown on **Figure CO-1**, Scenic Roadways and Vistas, identify some, but not all, of the scenic vistas in Pismo Beach. Public scenic vistas, including those not depicted on **Figure CO-1**, shall be protected by the GP/LCP.

Action COS-3.1h: 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-3.1i: Undergrounding Utilities. New development where feasible shall place overhead utilities underground, with highest priority for scenic roadways, entries to Pismo Beach, and historical districts.

Action COS-3.1j: 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-3.1k: 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-3.1l: 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-3.1m: Beaches as Scenic Resources. All beach areas should be preserved as a scenic and recreational asset.

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Action COS-3.1n: 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.

The following Action items COS-3.1o – COS-3.1p are not included in the Local Coastal Program.

Action COS-3.1o: 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-3.1p: 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.

GOAL COS-4

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-4.1: 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-4.1a: 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-4.1c: 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.

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Action COS-4.1d: Clam Beds. The clam bed preserves within the City of Pismo Beach shall be protected.

Action COS-4.1e: Fish Habitat. Nearshore shallow fish habitats and shore fishing shall be preserved, and where appropriate and feasible, restored or enhanced.

Action COS-4.1f: 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-4.1g: Sand Dunes. Protect sand dunes from adverse impacts due to a proposed development project and provide appropriate habitat buffers.

Action COS-4.1h: 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-4.1i: 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 Access Component of the Parks, Recreation, and Access Element.

Action COS-4.1j: 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. Develop a beach cleaning plan that allows for necessary grooming and refuse removal activities while maintaining species richness, abundance, and diversity and encouraging healthy beach ecosystems.

Policy COS-4.2: Protect and Enhance Wildlife Connectivity Areas. Identify, maintain, and expand wildlife connectivity areas opportunities to support habitat resilience, species movement, and biodiversity.

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Action COS-4.2a: Map and Designate Key Connectivity Areas. Map and designate key connectivity areas including the Freeway Foothills, Pismo Preserve, Pismo Creek riparian corridor, beach, and coastal dunes, as essential habitat linkages.

Action COS-4.2b: Development Guidelines in Designated Corridors. Develop and adopt development guidelines to minimize barriers to wildlife movement in designated connectivity areas, such as requiring wildlife-friendly culverts, riparian corridor setbacks, and avoiding fencing or structures that block wildlife passage.

Policy COS-4.3: 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-4.3a: 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 Lake, Price Canyon, Pismo Creek, Pismo Preserve, Meadow Creek, dunes habitat, and the Monarch Butterfly Grove.

Action COS-4.3b: ESHA Assessment. Applications for development within or near ESHA, including wetlands, dunes, 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-4.3c: Habitat Assessment. 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-4.3d: 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 50 feet in width. This width may be adjusted by the City as appropriate to protect the ESHA habitat value of the resource but shall not be less than 25 feet. Such reduction shall only be allowed if the reduced buffer provides the same or greater protection to the ESHA than the required buffer. Such adjustment shall be made on the basis of a biological site assessment supported by substantial evidence that includes but is not limited to:

1. Sensitivity of the ESHA, including any sensitive species, to disturbance.
2. Habitat requirements of the ESHA, including the migratory patterns of affected species and tendency to return each season to the same nest site or breeding colony.
3. Topography of the site.
4. Movement of stormwater.
5. Permeability of the soils and depth to water table.
6. Vegetation present.
7. Unique site conditions.
8. Whether vegetative, natural topographic, or built features (e.g., roads, structures) provide a physical barrier between the proposed development and the ESHA.
9. The likelihood of increased human activity and disturbance resulting from the project relative to existing development.

When constructing trails within sensitive natural communities, a 25-foot buffer will be required to avoid impacts. The buffer may be reduced if the site terrain allows development to be sited downslope or topographically separated from these habitats, or if the lot size and shape makes the setback infeasible. revegetation within 25 feet of these areas must use native plants. Disturbance footprints adjacent to these upland sensitive natural communities shall be clearly marked in the field with temporary fencing or rope lines. The adjacent habitat shall be identified by signage as sensitive habitat to be retained.

Action COS-4.3e: Structures in Non-Wetland ESHA Buffers and Reduction of Non-Wetland ESHA Buffers. No permanent structures shall be permitted within the setback area except for the minimum amount of fencing required for security and habitat protection purposes or structures of a minor nature such as fences or at grade improvements for pedestrian or equestrian trails. Allow for passive recreational and educational uses, including trails, maintenance of existing utilities, as well as construction of roads, bridges, and culverts in stream or riparian areas in the event alternative routes cannot avoid stream or riparian area or would be more damaging. Development adjacent to streams and riparian areas should be sited to retain the stream and riparian habitat.

1. Where possible, buffers should be as follows:

    i. As far from the riparian area or stream top of banks as feasible, provided other resources are not negatively impacted, with consideration for site terrain features that would minimize impacts.

    ii. A minimum of 50 feet from the edge of stream or riparian area. (See **Action COS 4.8a** for buffers specific to Pismo Creek)

2. The buffer may be reduced per determination of City staff for sites on which the linear distance is not met but the proposed project is separated from ESHA by topography (e.g., downslope or on the opposite side of a ridge).

3. Ongoing maintenance of existing channelized features and storm drainage channels for flood control shall be allowed.

4. Management of riparian vegetation to support public safety needs shall be allowed.

5. Where the setbacks cannot be met due to lot size or shape, setback adjustments would be allowed (to within 10 feet of stream or riparian area or top of bank) if:

    i. Site is unusable for the principal purpose if the setback is not reduced.

    ii. Reduction is the minimum necessary that allows the use after all practical design modifications are evaluated.

6. Where setback variances are granted, additional requirements apply:

    i. Site drainage must be evaluated to ensure development does not cut off hydrology.

    ii. Stormwater from the development must be managed such that it does not contribute sediment or pollutants into the ESHA.

    iii. Where feasible, and where native vegetation is not already present, native vegetation screening must be planted between the ESHA and the development.

7. Unavoidable impacts would require permits and mitigation.

Alterations to streams and riparian areas from permitted uses must demonstrate that the necessary permits from USACE, CDFW, and RWQCB have been obtained. Such projects must demonstrate that the design incorporates preferred elements, such as natural bottom culverts, minimal disturbance to native vegetation, and appropriate management of drainage.

Action COS-4.3f: 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 4.3d**, ESHA Buffers, is allowed to be maintained or remodeled unless the remodel or maintenance replaces 50% or more of the structure 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-4.3g: 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-4.3h: 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-4.3i: Mitigation Ratios. 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-4.3j: 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 from date of approval to ensure success criteria is met.

Action COS-4.3k: 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:

1. No development, except as otherwise allowed by this policy shall be allowed within monarch butterfly habitat or habitat buffer,
2. If any tree is removed or lost due to disease or threat to life or property, it shall be replaced with appropriate species.
3. 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.
4. 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.
5. 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-4.4: 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-4.4a: Oak Tree Protection Requirements and Mitigation. The City shall require the protection of oak trees when considering discretionary planning permits and see Zoning Code/Implementation Plan (IP) 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-4.5: 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-4.5a: 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.

The following Action items COS-4.5b – COS-4.5c are not included in the Local Coastal Program.

Action COS-4.5b: 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-4.5c: 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-4.6: 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:

1. New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
2. Maintaining existing, or restoring previously dredged, depths in existing navigational channels,

turning basins, vessel berthing and mooring areas, and boat launching ramps.

3. 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.
4. 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;
5. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
6. Restoration purposes; and
7. Nature study, aquaculture, or similar resource-dependent activities.

Action COS-4.6a: 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-4.6b: 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-4.6c: 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.

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Action COS-4.6d: 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-4.6e: 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 4.3f,** Existing Development Within ESHA Buffers, are allowed to be maintained or remodeled unless the remodel or maintenance replaces 50% or more of the structure 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-4.6f: 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-4.7: 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-4.7a: Water Supply and Flood Control. 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 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
3. developments where the primary function is the improvement of fish and wildlife habitat.

Action COS-4.7b: 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-4.7c: 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 downstream 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-4.8: Pismo Creek. Pismo Creek shall be retained in its natural state and protected from significant alterations.

Action COS-4.8a: 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 **Action COS-3.2c** 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-4.8b: **Pismo Creek Regulations**. New development proposed adjacent to Pismo Creek shall comply with the ESHA and/or wetland policies of this GP/LCP.

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Action COS-4.8c: Open Space. The sand spit 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-4.8d: 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-4.8e: 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-4.8f: 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-4.8g: 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-4.8h: 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-4.8i: Channeling. No concrete channeling or other major creek alteration shall be permitted, unless no viable alternative exists.

The following Action items COS-4.8j – COS-4.8k are not included in the Local Coastal Program.

Action COS-4.8j: 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-4.8k: 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.

Policy COS-4.9: 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-4.9a: Price Canyon. Enhance the visual, recreational, and biological quality of Price Canyon.

Action COS-4.9b: 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-4.9c: 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

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in compliance with applicable policies of the Safety Element and the Price Canyon Master Plan Constraints Analysis.

Action COS-4.9d: 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-4.9e: 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.

The following Action item COS-4.9f is not included in the Local Coastal Program.

Action COS-4.9f: 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.

Policy COS-4.10: Pismo Lake Protection. Pismo Lake shall be retained in its natural state and protected from significant alteration.

Action COS-4.10a: **ESHA Compliance**. New development proposed adjacent to Pismo Lake shall comply with the ESHA and/or wetlands policies of the GP/LCP.

Action COS-4.10b: 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-4.10c: 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-4.10d: 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.

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Action COS-4.10e: 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.

See Safety Element for additional guidance on Erosion Control Measures.

Action COS-4.10f: 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-4.10g: 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.

The following Action items COS-4.10h – COS-4.10i are not included in the Local Coastal Program.

Action COS-4.10h: 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-4.10i: Implement Habitat Objectives. Seek funding to implement the following objectives for the habitat value of Pismo Lake in coordination with applicable resource agencies:

1. Continue to collect data on breeding birds and habitat quality for breeding bird activity around Pismo Lake.
2. Continue to conduct amphibian and fish surveys to monitor species population.
3. Implement management practices/strategies to remove and restore areas dominated by veldt grass to native coastal grassland and scrub.
4. Conduct seasonally timed weed abatement to reduce competition with natives, especially on islands.
5. Develop revegetation plan to screen the adjacent commercial areas from the Pismo Lake.
6. Develop revegetation plan for the four islands to include soil building, non-native plant removal and native plantings that increase wildlife habitat.
7. Reduce non-native fish and bullfrog populations as feasible to decrease predation on western pond turtle and red-legged frog.
8. Develop a program to reduce or exterminate the population of invasive rats which will in turn reduce predation on nesting birds.

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9. Attempt to remove all PVC pipe irrigation left from previous restoration projects from the Pismo Lake.
10. Deter homeless camps and their effects on native vegetation and wildlife habitat.
11. 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.
12. Restrict dog access to protect nesting, wading, foraging, and roosting birds.

Policy COS-4.11: 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-4.11a: 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-2.7c**, Minimize Land Disturbance During Construction, for relevant land use guidance.*

Action COS-4.11b: 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:

1. 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%.
2. 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.
3. 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.

The following Action items COS-4.11c – COS-4.11e are not included in the Local Coastal Program.

Action COS-4.11c: 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-4.11d: 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.**

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Action COS-4.11e: 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

GOAL COS-45

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

Policy COS-5.1: Historical Resources. Preserve, protect, and make accessible sites of historical significance, where feasible.

Action COS-5.1a: 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 is more than 50 years old. 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-5.1b: 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-5.1c: Protect Landmarks. Ensure that listed landmarks and cultural resources identified by ordinance are not demolished without notice and hearing.

Action COS-5.1d: 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.

The following Action items COS-5.1e – COS-5.1f are not included in the Local Coastal Program.

Action COS-5.1e: 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.

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Action COS-5.1f: Seek Funding. Continue to seek funding that can be used to further the City's historic preservation goals and policies.

Policy COS-5.2: Cultural Resources. Protect cultural resources, including historical and archaeological features, in the City.

Action COS-5.2a: 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-5.2b: 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-5.2c: 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:

1. 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.
2. 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-5.2d: 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-5.2e: 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-5.2f: 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-5.2g: 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-5.2h: 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-5.2i: 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-5.3: Paleontological Resources. Protect paleontological resources during construction activities.

Action COS-5.3a: 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.

1. 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.

2. 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-5.3b: 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-5.3c: 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-5.3d: 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-5.3e: 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.

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. [10]

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

[10] 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.

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described in the Circulation Element. The Noise Element relates to the Housing Element by promoting 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.10F11 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.

11 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.

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Table N-1
Definitions of Acoustical Terminology

Term	Definition
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.

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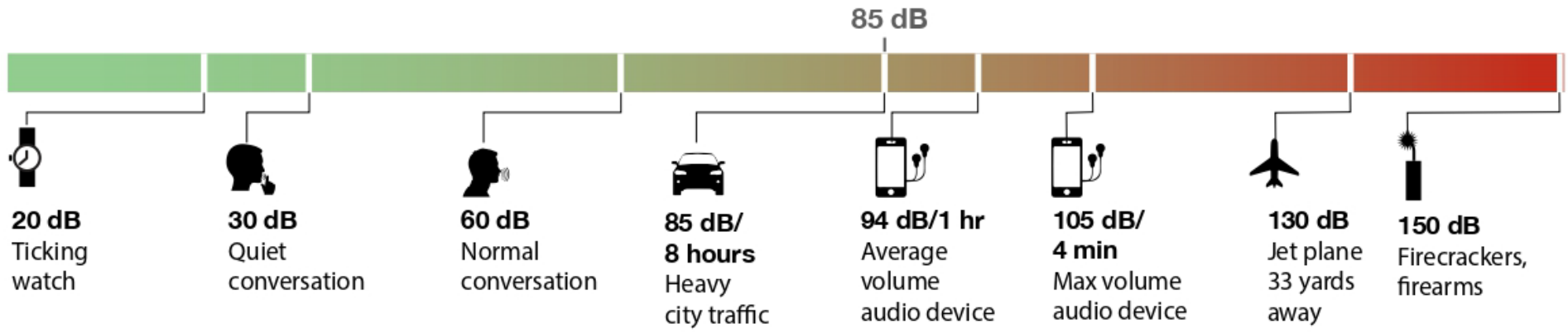


Figure N-1, Common Noise Sources

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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?sequence

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

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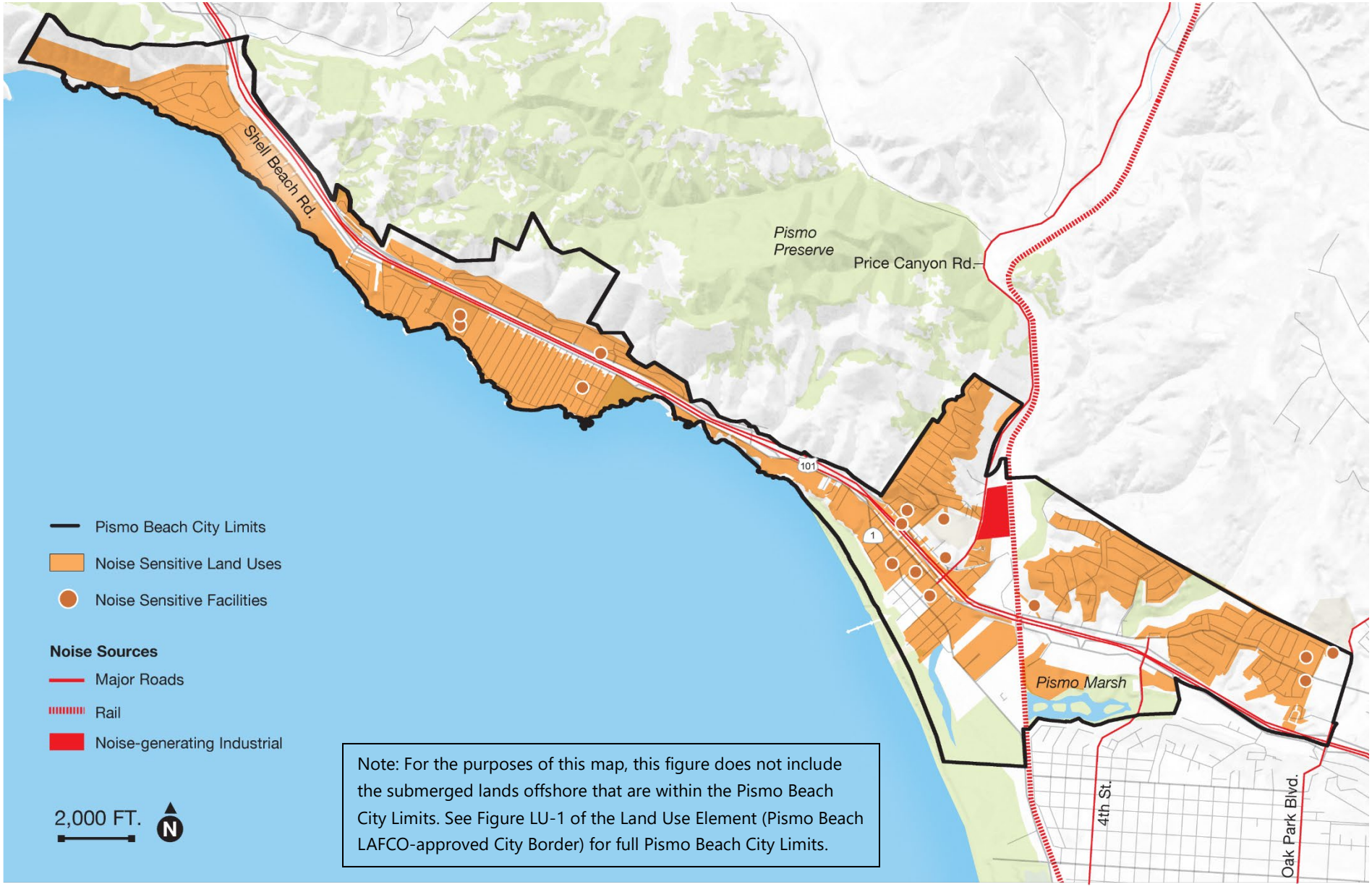


Figure N-2, Noise Sensitive Land Uses

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.

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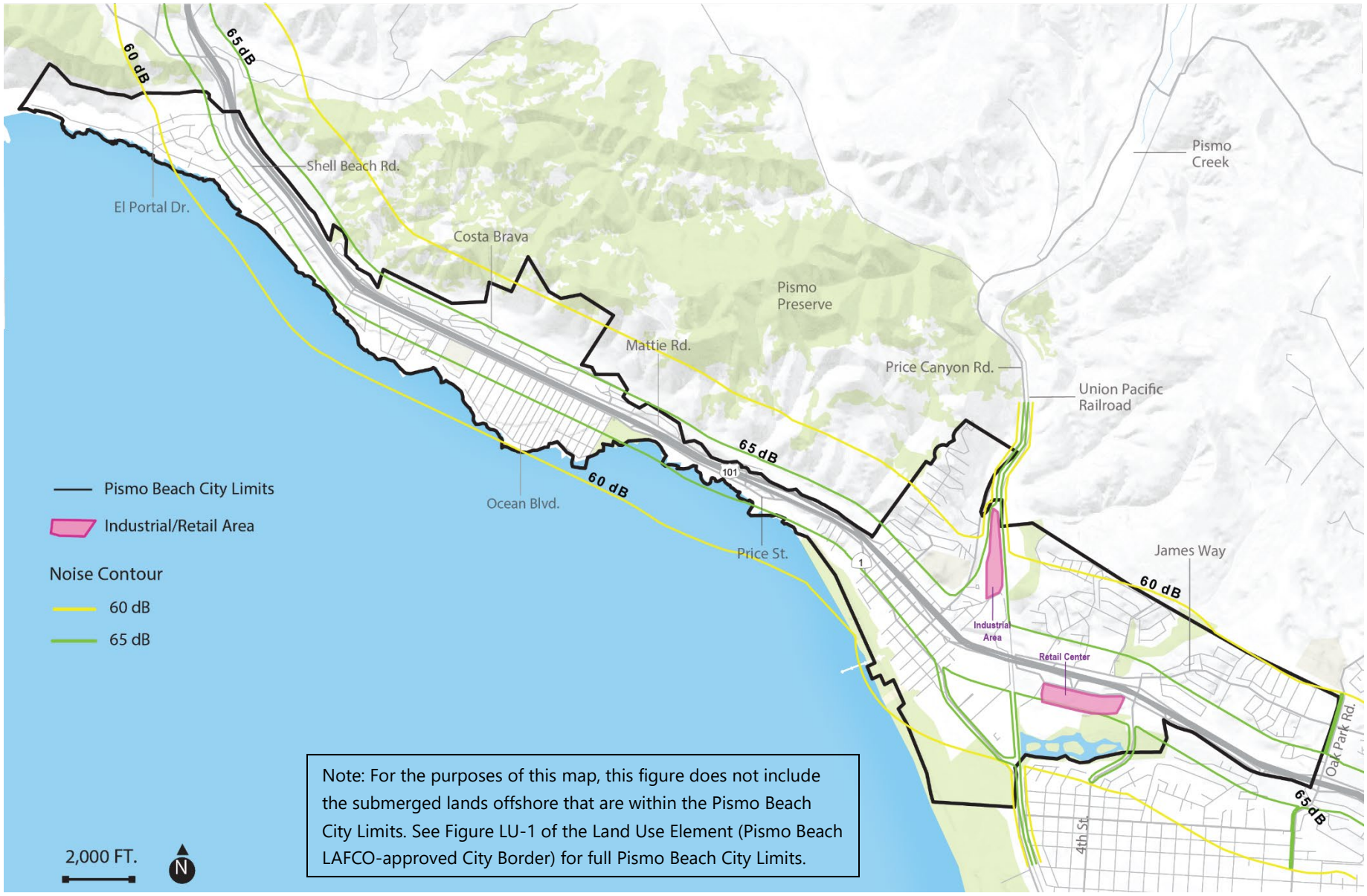


Figure N-3, Existing Noise Contours

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.

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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.

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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.

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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.

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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.

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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 *** SITE SPECIFIC NOISE STUDY REQUIRED**	45 (windows closed)

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.**

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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

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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.

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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

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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.

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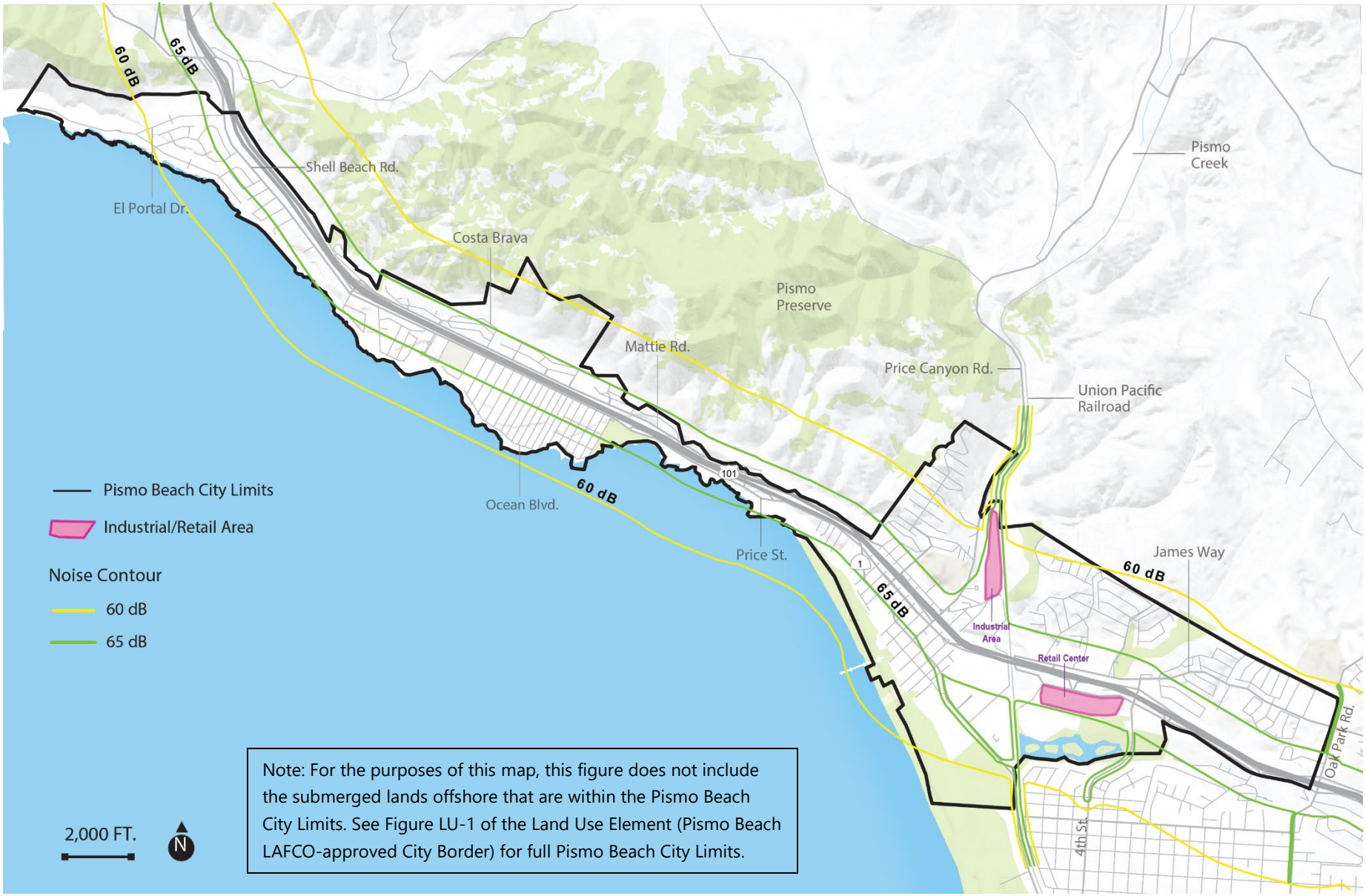


Figure N-4, 2040 Noise Contours

Circulation Element

City of Pismo Beach



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CIRCULATION ELEMENT

The Circulation Element is included as part of the Local Coastal Program (LCP) Coastal Land Use Plan except for those certain goals, policies, and action items where indicated.

1. Introduction and Purpose

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, Relationship to other Elements, Existing Transportation Conditions, and Buildout Transportation Conditions
- Multimodal Circulation Plan
- Multimodal Goals, Policies and Action Items:
    - Vehicular
    - Walking & Bicycling
    - Public Transportation
    - Goods Movement & Truck Routes



The purpose of the Circulation Element is to improve mobility through the development of a safe and balanced, multimodal transportation network that will support the local economy while maintaining the historic character of the City.

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, the Existing Conditions time period has been updated to 2019 to best represent current conditions pre-pandemic.

Public participation and outreach has been an important component in shaping the policies within this document. A summary of the various workshops, and study sessions is located in Section 4 along with a summary of the outreach to California Native American tribes.

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1.1 Relationship to State Law

The 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 and throughout the County. This 2025 update will align with the City's Land Use Element.

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 and policies in this Element are closely correlated with the Land Use Element and other elements that comprise the General Plan/Local Coastal Program 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 broader goals, including providing safe and convenient access for all modes of travel while preserving the local character of the community.

1.2 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.



1.3 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 that added Section 301.5 to the CA Streets and Highway Code which allows relinquishment of Highway 1 through Pismo Beach within

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the city limits if the California Department of Transportation (Caltrans) and the City of Pismo Beach enter into an agreement providing for that relinquishment. The Pismo Beach City Council has authorized the City Manager to negotiate and execute a relinquishment agreement with Caltrans for Highway 1.

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, and Bello Street bridge. Access across UPRR is limited to US 101 within the City, and via SR 1/West Grand Avenue further south in Grover Beach.

1.4 Relationship to State Law and Vehicle Miles Traveled Results



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.

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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.

In December of 2018 the Governor's Office of Land Use and Climate (formerly 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 1.1** depicts the current net total regional VMT as calculated by the City's Travel Demand Model.

Table 1.1 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

The Governor's office of Land Use and Climate Innovation (LCI) technical advisory also established that residential projects should not exceed a threshold 15% below the average Residential VMT per Capita. **Table 1.2** below depicts the forecasted average residential VMT per Capita.

Table 1.2 Regional Residential VMT Results Summary

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%**

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OPR's technical advisory also established that employment-based projects should not exceed a threshold 15% below the average work VMT per employee. **Table 1.3** below depicts the forecasted average work VMT per employee.

Table 1.3 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%**

1.5 Automobile Level of Service (LOS)

In traffic engineering, level of service (LOS) is a qualitative measure that describes the operating conditions of a roadway, categorized by factors like speed, travel time, and congestion, with levels ranging from A (best) to F (worst). LOS helps traffic engineers and planners analyze and communicate the quality of traffic flow and the driver's experience on a roadway.

Intersection Level of Service Definitions

Letter	Definition
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.

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1.6 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 1.4** 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 1.4 Existing Conditions Intersection Operations

#	Intersection	Control Type [12], [13]	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	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

[12] AWSC = All Way Stop Control; TWSC = Two way Stop Control; RNDBT = Roundabout
[13] LOS = Delay based on worst minor street approach for TWSC intersections, average of all
3 Warrant = Based on California MUTCD Warrant 3
4 **Bold** = Deficient Conditions
5 City is anticipated to take responsibility for Dolliver (SR 1), and City LOS threshold is assumed.
6 Existing Conditions as of 2019.

Table 1.4 Existing Conditions Intersection Operations

#	Intersection	Control Type [12, 13]	Target LOS	PM Peak Hour	
				Delay	LOS
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 Street & US 101 NB Ramps	Signal	D	12.4	B
25	4th St & James Way	AWSC	C	10.3	B

As shown in **Table 1.4**, some 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), 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.

1.7 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 - 2035) 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. 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 1.5** presents the projected traffic operations at the study intersections, under Buildout conditions without circulation improvements, and the deficient intersections are identified in bold.

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Table 1.5 Buildout (2040) Conditions Intersection Operations

#	Intersection	Control Type [14], [15]	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**	**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 Street & US 101 NB Ramps	Signal	D	11.1	B

[14] AWSC = All Way Stop Control; TWSC = Two way Stop Control; RNDBT = Roundabout
[15] LOS = Delay based on worst minor street approach for TWSC intersections, average of all
5 Warrant = Based on California MUTCD Warrant 3
6 **Bold** = Unacceptable Conditions
7 OVR = Delay over 300 seconds
8 City is anticipated to take responsibility for Dolliver (SR 1), and City LOS threshold is assumed.

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Table 1.5 Buildout (2040) Conditions Intersection Operations

#	Intersection	Control Type [14], [15]	Target LOS	PM Peak Hour	
				Delay	LOS
25	4th St & James Way	AWSC	C	14.3	B

As shown in **Table 1.5**, 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.

1.8 Completed Projects

In 1992, the Circulation Element recommended various transportation improvement projects. From these original recommendations, various transportation improvement projects 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 along the bluffs south of Dinosaur Caves Park, behind the hotel/resort, connecting Price Street to the north and south – Completed 10/8/2018

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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 was awarded funding for a 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. 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 CE-1** has been created to guide the future circulation planning and improvements to the City of Pismo Beach's circulation system.

2.1 Multimodal Circulation Plan Improvements

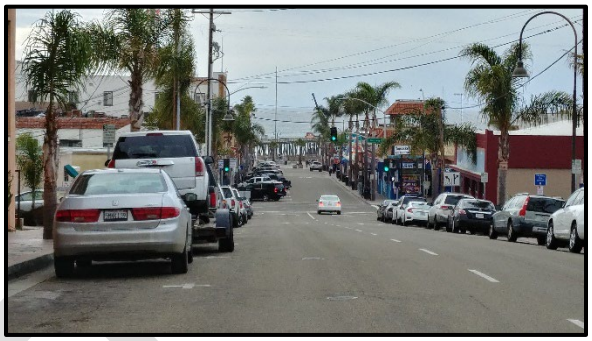
Various multimodal improvements have been recommended or approved within the General Plan and the various recent planning documents in order to address the multimodal needs of the transportation system. The planning documents that reference the proposed multimodal improvements for Pismo Beach include the 2016 Circulation Study, the 2013 Complete Streets Plan, the 2014 Downtown Strategic Plan, the 2010 Bicycle and Pedestrian Master Plan, the SLOCOG 2014 Regional Transportation Plan (RTP), and the 2014 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.



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2.2 Multimodal 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.



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 and Safety
- Proposed Bicycle Facility Improvements
- Proposed Pedestrian Facility Improvements

2.2.1 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 refugees, 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. Caltrans has proposed adding a new US 101 SB On-Ramp to the intersection, without requiring major modifications to the signals 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 or roundabout with minor geometric realignments and utility modifications. This project is anticipated to be constructed in 2027.
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.
    - 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.

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- Install signal at Price Street and Ocean View Avenue.
- Install signal at Dolliver Street and Stimson Avenue.
- 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.
- This project also adds a two-way cycle track (Class IV bicycle facility) along Ocean View Avenue between Dolliver Street and Price Street.
- 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.

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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 Drive.** 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 takeover is expected to occur in July or August of 2026. 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,

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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. Right Turn Pockets. 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.

2.2.2 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 east 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
   - Mattie Road to Bello Street Connector
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.

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- 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 west 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 where 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.

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- 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.

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.

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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.

2.2.3 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.

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Figure CE- 1 presents the Circulation Plan for vehicular circulation and intersection improvements. **Figure CE- 2** presents the Pismo Creek Crossing Alternatives associated with the Circulation Plan (Figures for each alternative are provided in **Appendix E**). Proposed Pedestrian and Bicycle improvements are depicted in subsequent sections of this report. **Figure CE-3** presents the existing and proposed bikeways of the Bikeways Plan. **Figure CE- 4** presents the Pedestrians Facilities Plan depicting the existing and proposed pedestrian facilities including sidewalks, shared use paths, and crosswalks.

2.3 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 2.1** presents the projected traffic operations at the study intersections, under Buildout conditions with the Circulation Plan improvements.

As shown in **Table 2.1**, 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.

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Table 2.1 Buildout (2040) Operations with Circulation Plan Improvements

#	Intersection	Control Type [16], [17]	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**	**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 Street & US 101 NB Ramps	Signal	D	11.1	B
25	4th St & James Way	AWSC	C	14.3	B

5 AWSC = All Way Stop Control; TWSC = Two way Stop Control; RNDBT = Roundabout
6 LOS = Delay based on worst minor street approach for TWSC intersections, average of all
7 Warrant = Based on California MUTCD Warrant 3
8 **Bold** = Unacceptable Conditions
9 OVR = Delay over 300 seconds
10 City is anticipated to take responsibility for Dolliver (SR 1), and City LOS threshold is assumed.

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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.

2.4 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.

2.5 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 2.2**. 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. Standards may be modified with City Engineer or Council Approval when specified in approved Specific Plans, or existing conditions warrant.

Table 2.2 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 Dr. (Freeway Ramps S. of Railroad to 4th St.), State Route 1 (South of Pismo Creek), Price St. (Dolliver St. to Oceanview Ave.)
Secondary Arterial	66'-84'	56'-64'	-	4	Bello St. (Portions), Dolliver St., Five Cities Dr. (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. (Dolliver St. to Price St.), Mattie Rd., Ventana 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	-

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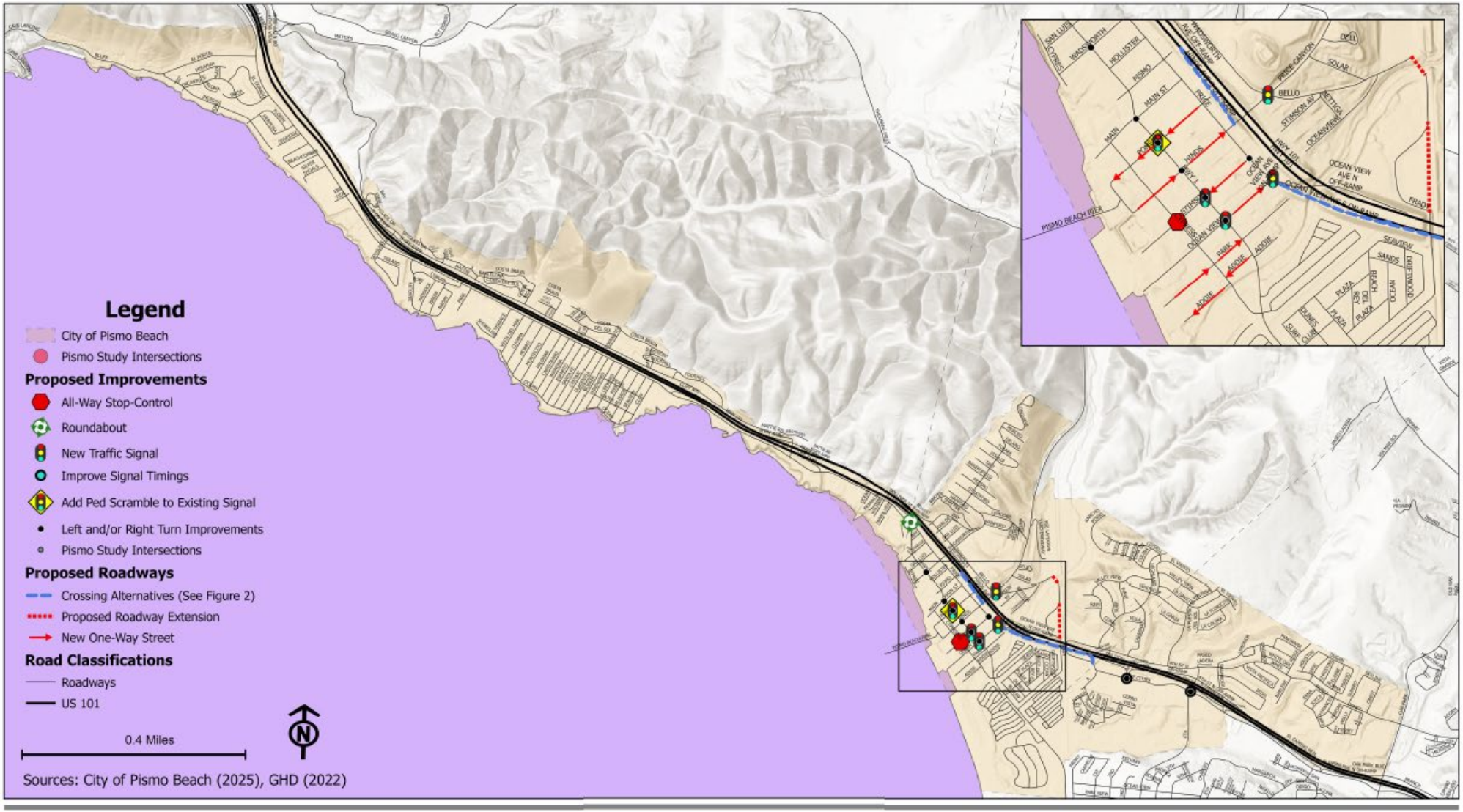


Figure CE-1, Intersection Improvements and Frady Lane Extension

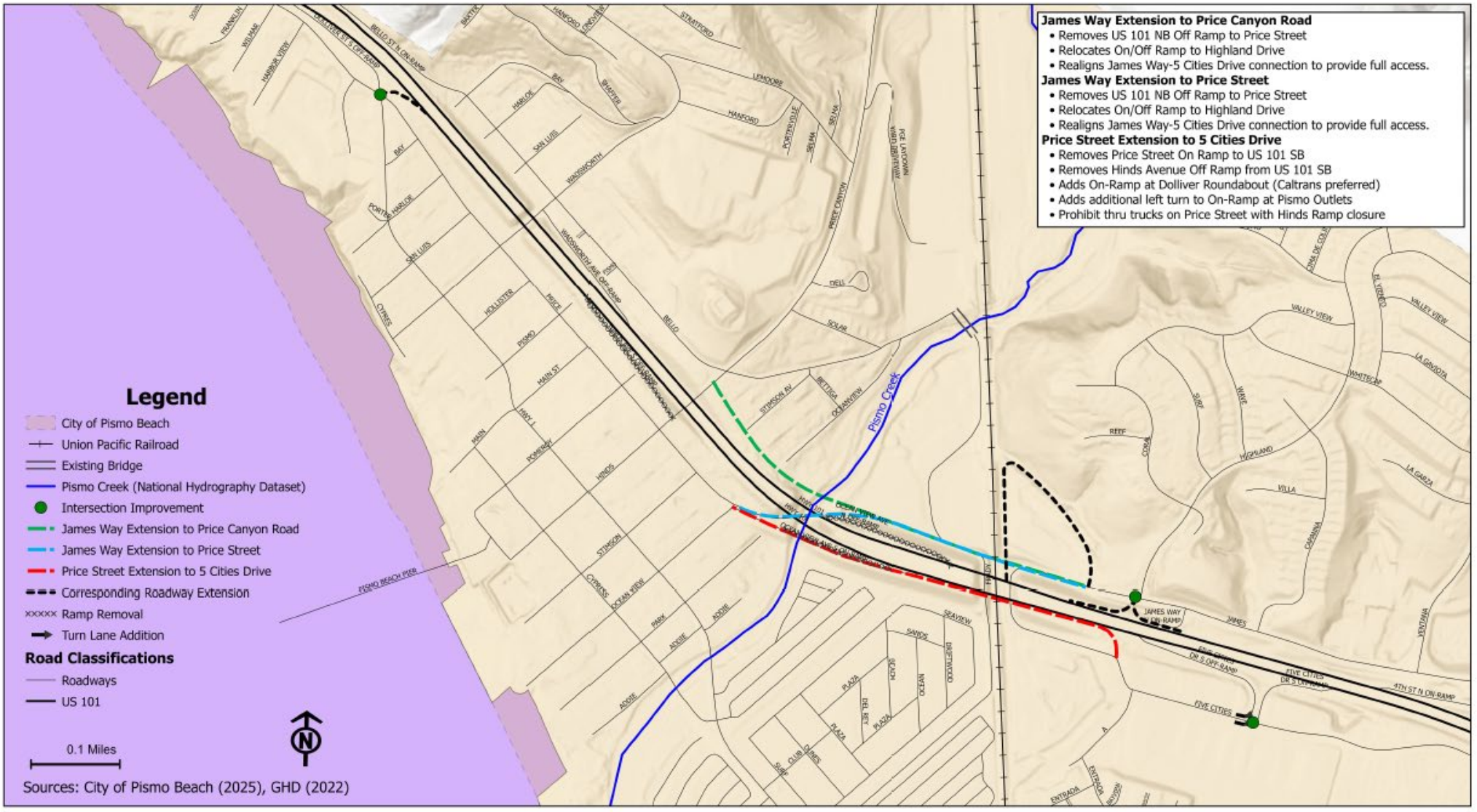


Figure CE-2, Pismo Creek Crossing Alternatives

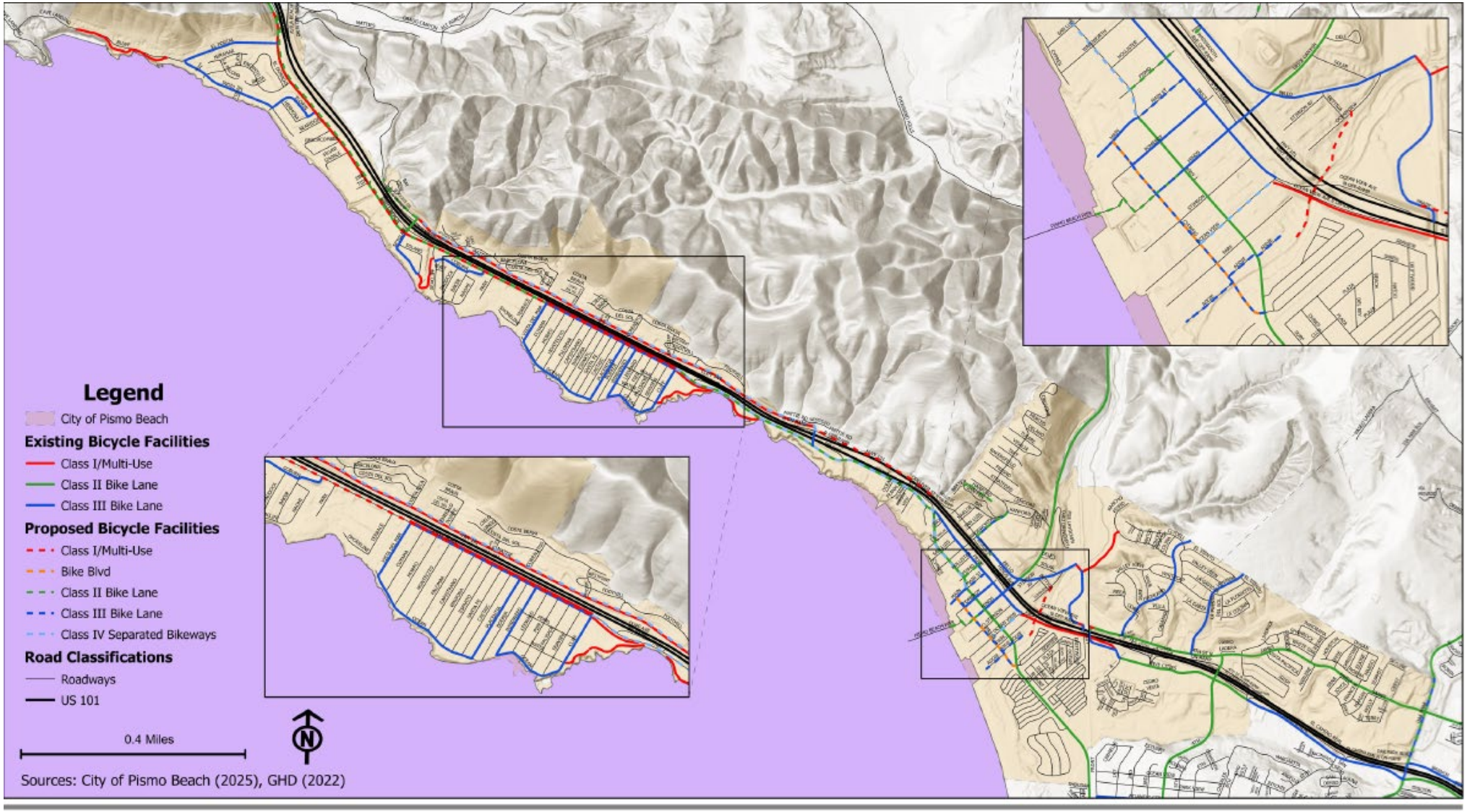


Figure CE-3, Bicycle Facilities

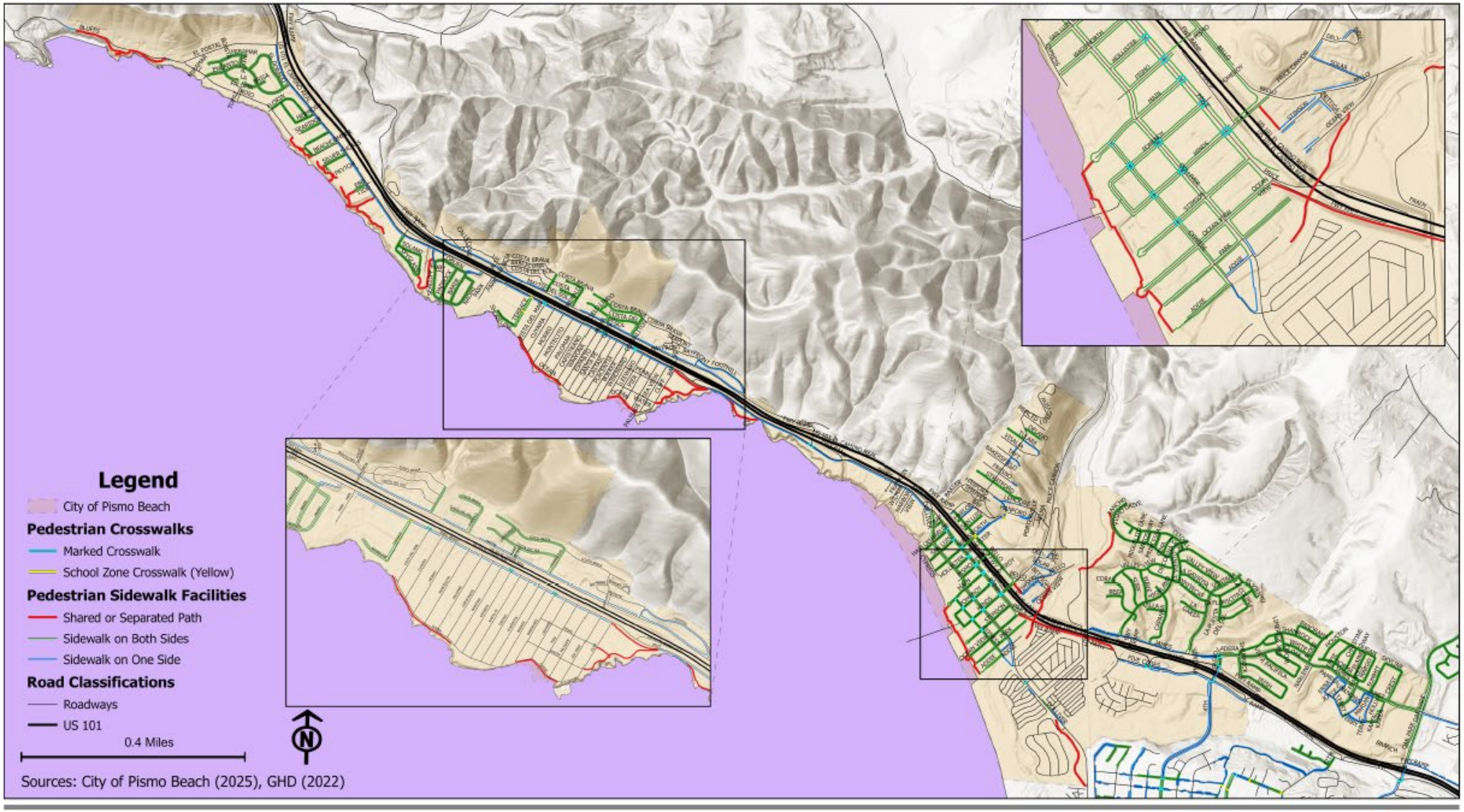


Figure CE-4, Pedestrian Facilities

3. 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: A circulation system that supports safe and efficient travel for all modes of transportation.

Goal 2: The City's pedestrian and bicycle facilities encourages and meets the walking and bicycling needs of the City.

Goal 3: Pismo Beach has convenient parking that enables access to visitor serving businesses and amenities, recreation opportunities, the downtown, and coastline.

Goal 4: Use of public transit and seasonal shuttle services is promoted to meet the needs of residents and visitors to the community.

Goal 5: A well-connected city that has safe rail and truck movement of people and goods.

Goal 6: A balanced, multimodal transportation network that supports the local economy while maintaining community character and an aesthetically pleasing street design.

Goal 7: A city that promotes consistency between local and regional planning and explores funding opportunities for local and regional operations and improvements.

3.1 Circulation Element Policies and Action Items

The Policies will establish the link between the City's goals and the action items, and guide how the policies will actually be implemented. The action items themselves are the specific actions that will accomplish the improvement or plan that will meet and serve the expanded community need. The policies and action items 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.

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Goal, Policies, and Actions for Multi-Modal Travel

GOAL CE-1

A circulation system that supports safe and efficient travel for all modes of transportation

Policy CE-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.

Action CE-1.1a: Implement Planned Roadway Improvements. Use **Figure CE-1** "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. 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.

Policy CE-1.2: VMT Thresholds. Adopt VMT Thresholds for residential, non-residential, and total VMT to achieve State-mandated reductions in VMT.

Policy CE-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 are acceptable during weekends, holidays, and summer peak periods.

Action CE-1.2a: Transportation Improvements. 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.

Action CE-1.2b: 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

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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:

1. Impacts on general safety, particularly pedestrian, bicycle, and transit safety;
2. The right-of-way needs and the physical impacts on surrounding private or public properties;
3. The visual aesthetics of the required improvement and its impact on community identity and character;
4. Environmental impacts including air quality and noise impacts; and,
5. Impacts on quality of life as perceived by residents.

Action CE-1.2c: 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.

Action CE-1.2d: 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.

Policy CE-1.4: 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. 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 are acceptable during weekends, holidays, and summer peak periods.

Action CE-1.3a: Transportation Improvements in Downtown. 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.

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Policy CE-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 Land Use and Climate (LSI) Technical Guidance.

Action CE-1.5a: Adopt VMT Thresholds. Formally adopt VMT as the standard for CEQA review for monitoring impacts to the vehicular transportation system, including standards for acceptable thresholds and mitigations.

Action CE-1.5b: Implement Mitigation Measures. 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.

1. Assess OPR Technical Guidance Thresholds of Significance and develop local City thresholds of significance if unacceptable.

Action CE-1.5c: Screening Thresholds. Develop screening thresholds to streamline VMT Analysis including metrics such as:

1. Screening Threshold for Small Projects
2. Map-Based Screening for Residential & Office Projects
3. Screening Thresholds for Projects near High Quality Transit
4. Screening Thresholds for Affordable Housing

The following Policies CE 1.6 through 1.11 are not included in the Local Coastal Program.

Policy CE-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.

Action CE-1.5a: 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.

1. 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.

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2. Consider ways to increase and improve travel choices when reviewing development or transportation infrastructure projects.

3. Consider roundabouts or other innovative designs as alternatives to stop signs and traffic signals when studying intersection configuration options.

4. 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.

5. 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.

Action CE-1.5b: Shell Beach Road/Dolliver Street. The Shell Beach Road/Dolliver Street corridor has been identified for Complete Streets improvements.

Policy CE-1.6: Neighborhood Context. Support safe, complete and well-connected neighborhoods for street, bicycle, and pedestrian access. Connections should balance circulation needs within the neighborhood context.

Action CE-1.6a: Improve Circulation Connections. 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.

Action CE-1.6b: Connect residential areas to parks and open space. Provide direct connection from residential areas to neighborhood parks and open space.

Action CE-1.6c: Pedestrian Crosswalks. Where feasible, provide pedestrian crosswalks on all intersection approaches.

Action CE-1.6d: ADA Transition Plan. Implement projects identified in the City's ADA Transition Plan.

Action CE-1.6e: Bicycle and Pedestrian Master Plan. 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.

Action CE-1.6f: Safe Routes to School. 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.

Policy CE-1.7: Existing Facilities. Make efficient use of existing transportation facilities; and improve these facilities as necessary in accordance with the Circulation Plan to support multimodal travel of all

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users and goods. Install enhancements that increase system capacity and that are acceptable to the City and its residents, and where applicable, Caltrans. 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.

Policy CE-1.8: 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.

Policy CE-1.9: Emerging Transportation Technology. Promote "green technology" efforts for emerging technological transportation advancements, including connected and autonomous vehicles, emergency vehicle pre-emption, sharing technology, electric vehicle technology, electric car, bike and scooter parking and charging facilities, solar panels, downtown parking occupancy monitoring and innovative transit options.

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.

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GOAL CE-2

The City's pedestrian and bicycle facilities encourages and meets the walking and bicycling needs of the City.

Policies for Walking and Bicycling

Policy CE-2.1: 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.

Action CE-2.1a: 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.

Action CE-2.1b: 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 CE-3**.

Action CE-2.1c: 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.

Action CE-2.1d: Bikeways Plan. Bikeways shall be located and classified as shown in **Figure CE-3** 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.

Action CE-2.1e: Pedestrian Circulation. Sidewalks shall be required for all new developments in residential (other than individual single family 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

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along all collector or arterial streets that connect with commercial centers, public gathering areas and schools.

Action CE-2.1f: 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.

Action CE-2.1g: Pedestrian 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.

Action CE-2.1h: 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.

The following Policies CE 2.2 through 2.4 are not included in the Local Coastal Program.

Policy CE-2.2: 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.

Action CE-2.2a: 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.

Action CE-2.2b: 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.

Action CE-2.2c: 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.

Action CE-2.2d: Bicycle Use by City Employees. Establish a program to encourage bicycle use among City employees.

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Policy CE-2.3: Develop a Safe and Efficient Non-Motorized Circulation System. Provide safe and direct pedestrian routes and bikeways between places.

Action CE-2.3a: Address Bicycle Safety. Assess and address bicycle safety through implementation of the City's Local Roadway Safety Plan. Increase the safety of those traveling by bicycle by:

1. Ensuring that bikeways are delineated and signed according to Caltrans or City standards, and that lighting is provided where needed;
2. Providing bicycle paths and lanes on bridges and overpasses;
3. Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement or gravel;
4. 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;
5. Work with the Lucia Mar Unified School District to promote classes on bicycle safety in schools.

Action CE-2.3b: Bicycling Access to Parks. Provide safe bicycle access to and from parking facilities at all community parks.

Policy CE-2.4: Maintain and Improve 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.

Action CE-2.4a: 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.

Action CE-2.4b: 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

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protected intersections depending on feasibility and project funding. All of the above shall be at the discretion of the City Engineer.

GOAL CE-3

Pismo Beach has convenient parking that enables access to local and visitor serving businesses and amenities, recreational opportunities, and the coastline.

Policy CE-3.1: Vehicular and Bicycle 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.



Policy CE-3.2: In Lieu-Fees. To encourage new construction, and reconstruction in the downtown, in-lieu parking 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 where allowed as ground floor residential dwellings.

Policy CE-3.3: Coastal Public Access Parking. 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.

Policy CE-3.4: 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.

Downtown Traffic and Parking

Policy CE-3.6: Downtown Traffic and Parking. Discourage traffic in the Downtown area, improve Downtown parking and drop-off opportunities, and provide remote parking. In order to reduce traffic congestion and expand parking opportunities the following strategies should be utilized:

Action CE-3.6a: Bicycles and Trolley System. 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.

Action CE-3.6b: Downtown Parking District. 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).

Action CE-3.6c: Downtown Strategic Plan. Utilize the Downtown Strategic Plan to aid in identifying parking opportunities and concepts.

Action CE-3.6d: Parking Analysis. Examine vacant or underutilized lots for off-street parking or remote parking facilities.

Action CE-3.6e: Establish Rideshare Zones. Consider converting public parking spaces to designated rideshare pick-up / drop-off zones.

Action CE-3.6f: Implement Shuttle Program. 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.

Action CE-3.6g: Implement Dockless Bike Program. 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.

Action CE-3.6h: Provide Wayfinding and Parking Signage. Install and maintain wayfinding and parking signs throughout the City, consider dynamic wayfinding and parking signs.

Action CE-3.6i: Establish Parking Location Systems. Add both static and dynamic parking wayfinding systems including a dynamic system at the pier parking lot and a parking inventory control system.

Action CE-3.6j: Update Parking Ratios and In-Lieu Fee Program. Update the City's Downtown parking ratios and in-lieu fee program to support new business growth.

Action CE-3.6k: Public/Private Partnerships. Consider Public/Private Partnership opportunities to expand parking inventory.

Action CE-3.6l: Develop Parking Structure. Rezone and develop parking structures in the Downtown area.

Action CE-3.6m: Promote E-Bikes at Hotels. Encourage / Incentivize hotels to provide e-bikes to hotel guests.

Action CE-3.6n: Promote 'Park-Once' Strategy. Promote the 'park-once' concept of parking once and conveniently walking to downtown services, attractions, and the coast.

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Policy CE-3.7: Adequate Downtown Parking. 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 found consistent with **Policy CE-3.2**. Exact parking standards shall be established by City ordinance.



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

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GOAL CE-4

Use of public transit and seasonal shuttle services is promoted to meet the needs of residents and visitors to the community.

Policy CE-4.1 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.

Action CE-4.1a: 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.

Action CE-4.1b: Downtown Transit Priority Area. Strive 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.

Action CE-4.1c: 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.

Action CE-4.1d: 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.

Action CE-4.1f: 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.

Action CE-4.1g: Development that Supports Transit. Ensure that new development is designed to make transit a viable transportation choice for residents. Design options include:

1. Have neighborhood centers or focal points with sheltered bus stops.
2. Locate medium and high-density development on or near streets served by transit wherever feasible; and
3. Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

Action CE-4.1h: 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

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businesses occupy large parcels (greater than 20 acres) and where stops should serve employee entrances directly as approved by the City Engineer.

Policy CE-4.2: 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.

Action CE-4.2a: 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.

Policy CE-4.2: Work with Multiple Agencies and Jurisdictions. Continue to cooperate with other agencies and jurisdictions to promote local and regional public transit.

Action CE-4.2a: Improve Local Transit Operations. Work with RTA and SCT to continue the present course of expanding the SCT fixed route services and improving operations.

Action CE-4.2b: 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.

Action CE-4.2c: 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.

Action CE-4.2d: 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.

Action CE-4.2e: 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.

Action CE-4.2f: 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.

Action CE-4.2h: 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.

Action CE-4.2i: 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.

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Policy CE-4.3: 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.

Policy CE-4.4: 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.

Policy CE-4.5: Support Existing Regional Transit Services. Continue to support the Avila Beach Trolley and fixed-route services provided by SCT/SLORTA.

Policy CE-4.6: 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.

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.

GOAL CE-5

A well-connected City that has safe rail and truck movement of people and goods.

Policy CE-5.1: Promote Safe and Efficient Goods Movement. Promote the safe and efficient movement of goods via truck and rail with minimum disruptions to residential areas.

Action CE-5.1a: 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.

Action CE-5.1b: 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.

Action CE-5.1c: Truck Route Design. Ensure that truck routes are designed according to California Legal and where appropriate STAA standards for intersections and turning movements.

Action CE-5.1d: 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.

Policy CE-5.2: 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.

Action CE-5.2a: 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.

Action CE-5.2b: New Railroad Crossings. Provide new crossings across the railroad (UPRR) in conjunction with the planned roadway improvements shown on Figure CE-1. New crossings will be considered at:

- James Way Extension (grade-separated); and/or,
- Price Street Extension (grade-separated).

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The following Goals 6 and 7 and all associated Policies are not included in the Local Coastal Program.

GOAL CE-6

A balanced, multimodal transportation network that supports the local economy while maintaining community character and an aesthetically pleasing street design.

Traffic Operations and Monitoring



Policy CE-6.1: 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 10/19/2021 for application and design of traffic calming measures.

Policy CE-6.2: Update and Adopt Transportation Impact Analysis (TIA) Guidelines. Update and adopt Transportation Impact Analysis guidelines consistent with State Assembly Bill 743 and maintain a local LOS assessment methodology for the evaluation of potential transportation impacts and local policy inconsistency resulting from new development.

Policy CE-6.3: 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.

Policy CE-6.4: Traffic and Accident Monitoring & Reduction. Implement and update the City's Local Roadway Safety Plan to help maintain satisfactory roadway performance at intersections and along roadway segments. This may include the following:

1. 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.

2. 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;

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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.

Policy CE-6.5: Manage Traffic and Congestion.

1. Support the efforts of the County Air Pollution Control District to implement traffic reduction programs.

2. Support County-wide programs that support modal shift while utilizing the existing road system and reducing air pollution and traffic congestion.

3. Protect the quality of residential areas by achieving quietness and by reducing or controlling traffic routing, volumes, and speeds on neighborhood streets.



4. 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.

5. 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.

6. Accept some additional traffic on Arterial Streets and Regional Routes and Highways.

7. 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.

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Street Design & Character

Policy CE-6.6: 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.

Policy CE-6.7: 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.

Policy CE-6.8: 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.

Policy CE-6.9: 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.

Policy CE-6.10: Medians. Medians shall be installed along arterials, as deemed necessary by the City Engineer.

Policy CE-6.11: 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.

Right-of-Way Acquisition and Preservation

Policy CE-6.12: 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.

Policy CE-6.13: 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.

Policy CE-6.14: 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.

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Policy CE-6.15: 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.

Policy CE-6.16: 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.

Regional Cooperation and Funding

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.

GOAL CE-7

Promote the consistency between local and regional planning and explore funding opportunities for local and regional operations and improvements

Policy CE-7.1: Work with Caltrans on Highway Improvements. Continue to work with Caltrans to achieve timely context sensitive design solutions and construction of programmed highway improvements.

Policy CE-7.2: 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.

Policy CE-7.3: 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.

Policy CE-7.4: 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.

Policy CE-7.5: 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.

1. 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.

2. Approvals of new large-scale commercial or residential projects may require the developer to prepare and implement a transportation/parking management plan.

3. 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.

Policy CE-7.6: 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.

Policy CE-7.7: Capital Improvements Plan (CIP). As part of the twenty-year transportation impact fee (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.

Policy CE-7.8: 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.

Policy CE-7.9: 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.

Policy CE-7.10: 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.

Policy CE-7.11: 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

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Bicycle and Pedestrian Master Plan in the City's TIF recognizing the multimodal travel needs of the City.

4. 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 4. 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
- Joint Planning Commission / City Council Study Session - City Council Chambers June 30, 2022
- Planning Commission Hearing – August 22, 2023

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.

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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

See Appendix C for Circulation Element Appendices: Public Meeting Summary, Peak Hour Turn Movement Volumes, and Pismo Creek Crossing Alternative.

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City of Pismo Beach General Plan / Local Coastal Program

Appendix A

Public Facilities Background Memo

State law requires every California City to adopt a General Plan that contains nine mandatory topics called “Elements”. These elements are Circulation, Conservation, Open Space, Housing, Land Use, Noise, Air Quality, Environmental Justice, and Safety. Some elements are often combined with or covered in other elements. For example, the City of Pismo Beach has a combined Conservation and Open Space element. Environmental justice issues are generally incorporated into the land use element. Cities may also adopt other elements which carry the same weight.

The City of Pismo Beach’s 1992 General Plan / Local Coastal Program (GP/LCP) contained several optional elements, including Design, Parks and Recreation, Facilities, and Growth Management.

The 2023 GP/LCP update has incorporated the Design and Growth Management Elements into the Land Use Element. The Facilities Element has been discontinued and certain applicable policies have been incorporated into the Land Use, Safety, and Conservation and Open Space Elements. Some policies from the Facilities Element are encapsulated in various other City plans such as the Urban Water Management Plan or the Hazard Mitigation Plan. The Parks, Recreation, and Access Element remains as the only optional element.

The purpose of the Facilities Element was to provide a guideline to identify future public service needs and the funding mechanisms to meet those needs. While the Facilities Element has been discontinued, this appendix has been developed to memorialize the City’s past and current public services and provide the community a resource to learn more about the critical services

Since the 1992 General Plan, the City has grown from a population of 7,669 to 8,054 in 2022, with a peak population of 8,579 in 2000. There are currently 4,951 Single Family Residential Units, 923 Mobile home/multi-family units, and 1980 Hotel/Resort rooms serving the tourist population. The retail, service, and office space has increased by 169,000 square feet since 1992 to 1,123,000 square feet of commercial use. The tourist population adds over 2 million visitors to the City per year, with up to 60,000 – 80,000 tourists per day during special events. Due to this fluctuating visitor population, the facilities in the City must be flexible to respond to the changing demands.

Police and Fire

The City has two fire stations and one police station to ensure public safety. Fire protection, emergency medical services, and natural disaster preparedness services in Pismo Beach are provided by Cal Fire and operated as the Pismo Beach Fire Department. The fire department maintains two fire stations: station #63 is located on Shell Beach Road next to Seacliff Drive and station #64 is located on Bello Street. Coordination between the City and Cal Fire provides services aimed at reducing the risk of fire and public injury.

The demand for police services in Pismo Beach is determined not only by the needs of the resident population, but by the exceptional circumstances created by the presence of a large fluctuating visitor population. Given the high demand for police services created by this large population, police staffing needs in Pismo Beach exceed the levels expected for a less tourist-oriented community with an equivalent resident population. As the City continues to grow, this demand on fire and police services will only increase and continues to be planned for to respond accordingly.

Plans are currently being developed for the construction of a new public safety facility on Bello Street, including the incorporation of Old City Hall, the development of new police and fire facilities, and the goal of reducing Fire Department response times. Construction is anticipated to begin in 2023.

Library

Library services are provided by the Black Gold Cooperative Library System, a San Luis Obispo/Santa Barbara City-County library system. There is one branch library located in Shell Beach. More extensive services are provided to Pismo Beach residents at the South County Regional Library, located in Arroyo Grande, approximately 5 miles from Pismo Beach. The library has a vision to strengthen public internet access, create and improve early reader programs, and provide resources and aid to help students succeed in school.

Schools

Pismo Beach students in grades K-12 are served by two school districts: San Luis Obispo Coastal Unified School District and Lucia Mar Unified School District (LMUSD). LMUSD covers 550 square miles and serves the adjoining communities of Arroyo Grande, Grover Beach, Nipomo, Oceano, Pismo Beach, and Shell Beach. Pismo Beach includes two LMUSD schools, including Shell Beach Elementary School and Judkins Middle School.

Water

The City's Urban Water Management Plan (UWMP) describes and evaluates sources of supply, reasonable and practical efficient uses and demand management activities; it includes a description of the City's water facilities, projected water supply, projected water

use, water conservation programs, water shortage contingency analysis and supplemental water supply opportunities.

The 2020 UWMP update includes a water demand, supply, and production analysis in addition to evaluating the water system as a whole and identifying improvement projects necessary to meet current and future water system requirements. The UWMP update lists current water demand at 1,612 AFY and future water demand at 1,744 AFY in 2035. Reasonable water availability (based on 2020 UWMP) is projected at 2,560 AFY during normal years. Availability during dry years ranges from 1,744 to 2,560 AFY.

One of the long-term and primary constraints for the future development and redevelopment of Pismo Beach is the availability of water. The City depends on three sources of potable water including the State Water Project, the Santa Maria Groundwater Basin, and Lake Lopez. In 2020, Pismo Beach used approximately 1,711-acre feet (AF). In addition to existing supplies, the City of Pismo Beach is working jointly with Arroyo Grande, and Grover Beach to develop Central Coast Blue. Central Coast Blue is a regional recycled water project that will create a new, sustainable, drought resistant water supply for the Five Cities communities. Central Coast Blue will construct a new advanced treatment facility to purify the effluent from the City's wastewater treatment plant, which will, include Microfiltration/Ultrafiltration, Reverse Osmosis, and Ultraviolet disinfection with Advanced Oxidation. This highly purified water will be injected into the Santa Maria Groundwater Basin for extraction by the participating agencies. Construction on Central Coast Blue is expected to begin in 2023 or 2024.

Solid Waste

The Cold Canyon Landfill (CCL) facility located on 2268 Carpenter Canyon Road is the nearest site for solid waste disposal with an average daily capacity of 1,200 tons. The facility is currently a 121-acre permitted Class III solid waste disposal site (solid waste disposal permit no. 40-AA-0004). CCL is a sorting facility, which has historically recycled construction and demolition materials at a rate of 72.4%. CCL's solid waste disposal permit allows 1,200 tons of solid waste per day. CCL is expected to reach capacity in eight years and accepts an average of 180,000 tons of waste per year. CCL is actively pursuing expansion plans to increase the site to 209 acres according to the Draft EIR for the expansion project.

Funding

Services and opportunities should be available and accessible to everyone in the community. At the same time, employment and economic benefits associated with building and maintaining infrastructure should be shared. The means for collecting revenues to fund infrastructure improvements is determined and applied in ways that are fair and do not disproportionately burden those with lower incomes. New development should not have a negative impact on existing residents and shall contribute to City resources so the current level of services can be maintained.

Policies supporting well-maintained infrastructure, utilities, and sufficient police and fire services are essential for achieving broader development objectives and for supporting the future envisioned by the residents of Pismo Beach. The importance of maintaining an adequate level of municipal services must be considered as new development and population growth occurs. Development is required to pay its fair share of infrastructure improvements and pay development impact fees to fund and/or construct the need improvements. However, requirements for additional personnel and equipment are the functions of the capital improvement planning programs and the annual City operating budget rather than the general planning process. The General Plan works with the Capital Improvement Program to ensure adequate function of the services provided. This plan not only identifies the immediate needs but also seeks to capture the long-term capital needs of the City.

The City of Pismo Beach has demonstrated a history of high-quality public services and utilities. Maintaining appropriate levels of public services and utilities is critical as Pismo Beach continues to serve as a great place to live, visit and work. City facilities and public services sustain and support the long-term health and well-being of the community and they require regular maintenance and expansion to meet the on-going demands and environmental challenges.

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Lower-Cost Visitor-Serving Accommodations Technical Memorandum

1. INTRODUCTION

According to the California Coastal Commission's (Commission) Local Coastal Program (LCP) Update Guide, lower-cost visitor-serving accommodations (LCVSA) are one of the primary issues that should be addressed by coastal cities to protect, encourage, and, where feasible, provide lower-cost visitor-serving accommodation facilities. This is necessary to ensure that jurisdictions remain in compliance with the California Coastal Act (Coastal Act) and that the coast remains accessible to the public. This is especially important as accommodation prices continue to rise in coastal jurisdictions throughout California, including Pismo Beach. Average annual hotel rates in Pismo Beach, while still relatively low for a coastal city, have risen by 19 percent from 2012 to 2018 (Smith Travel Research 2019).

PlaceWorks evaluated overnight accommodations in the City of Pismo Beach to determine existing conditions, including potential losses from sea level rise, and whether the City's current policies related to LCVSAs are in compliance with Coastal Act provisions for coastal access. This memo describes the Coastal Act requirements and Commission guidance on overnight accommodations, and provides an overview of LCVSA issues in Pismo Beach using an inventory of overnight accommodations in Pismo Beach. Using this existing conditions analysis, the memo recommends potential LCP policies that will facilitate the retention and development of LCVSAs in the city in order to ensure coastal accessibility.

1.1 DATA SOURCES

Due to a lack of comprehensive data on overnight accommodations, PlaceWorks relied on a variety of data sources to complete this memorandum. Some of these data sources include:

- Coastal Commission staff reports and analyses, 2008 to 2016
- Smith Travel Research reports
- Data on tourism (occupancy, transient occupancy tax, etc.) from the City of Pismo Beach
- Hotel websites
- Airbnb and HomeAway online databases
- City of Pismo Beach Municipal Code

- City of Pismo Beach General Plan and LCP
- California Coastal Commission guidance on the LCP update process

1.1.1 PLACEWORKS SURVEYS

In some cases, there were no complete data available on accommodation pricing. To that end, PlaceWorks completed comprehensive surveys for different accommodation types in Pismo Beach.

Hotels and Motels

In February 2019, PlaceWorks completed a hotel/motel price survey for the peak travel season. Hotel and motel prices were obtained using internet searches of advance prices available on each accommodation's website, using a randomly selected date in June 2019 to gather insight on pricing in popular summer months. Included in this survey was the lowest price available. In some cases, pricing information was not accessible online and was instead obtained via phone calls. In one case, pricing was not available online, over the phone, or in person, so an estimate of average price from a 2018 survey performed by the City was used. A more detailed methodology and the results of this survey are included below in Tables 2 and 3.

Short-Term Rentals

Short-term rental (STR) prices were obtained using internet searches on two major vacation rental interfaces, HomeAway and Airbnb. This included six separate inventories of STR listings that covered private rooms and two-person, four-person, and eight-person entire home accommodations. This resulted in a discussion of average prices, capacities, and affordability levels for STRs during the peak season, which provided an understanding of these types of accommodations in Pismo Beach. A more detailed methodology and the results of this survey are included below in Section 3.1.3.

2. LOWER-COST VISITOR-SERVING ACCOMMODATIONS

2.1 THE CALIFORNIA COASTAL ACT

The Coastal Act requires that all members of the public have "equal access to the coast." Development cannot interfere with this right, and adequate parking, facilities, and accommodations must be available and affordable for the general public to use. In addition, the provision of LCVSAs is a primary goal when protecting and maximizing recreation and visitor-serving land uses (Coastal Act Sections 30212.5, 30213, 30220 through 30224, 30250, 30252, 30253, and 30254). While Senate Bill 1581 (Ch. 1087 Statutes of 1980) precludes the Commission from setting room rates or using any method to identify low- or moderate-income persons, the

language of Section 30213 requires coastal communities to protect and encourage lower-cost facilities and accommodations for visitors (California Coastal Commission 2016).

There have been several updates to these policies since the 1976 enactment of the Coastal Act, and they are still being refined. Assembly Bill 2616 (Burke) took effect in January 2017, amending the Coastal Act to add Section 30604(h) to the Public Resources Code. Section 30604(h) states: "When acting on a coastal development permit, the issuing agency, or the commission on appeal, may consider environmental justice, or the equitable distribution of environmental benefits throughout the state." This was added to ensure coastal accessibility and adequate provision of lower-cost accommodations.

2.1.1 COASTAL COMMISSION COMMUNITY WORKSHOP DISCUSSIONS

Due to rising costs in coastal communities, the Commission has been reassessing its approach to LCVSAs to provide clearer guidance on how coastal cities should manage these issues. Several workshops throughout California organized by the Commission have outlined different aspects of this assessment.

On December 10, 2014, and March 13, 2015, the Commission held workshops in Monterey and Chula Vista, respectively, to discuss topics related to hotel development and the constraints and opportunities associated with financing LCVSAs. These workshops outlined the economics of hotel development, opportunities for public-private partnerships, and lower-cost accommodations facilitated and/or funded by the California Coastal Conservancy. A project at the Port of San Diego (proposed $30 million, 175-room hotel on Harbor Island) was presented as a case study (California Coastal Commission 2014, 2015). The workshops outlined a variety of ways to accommodate LCVSAs, and provided background materials and policy examples, many of which are referenced in this analysis.

On November 3, 2016, the Commission held another workshop on LCVSAs to provide staff recommendations pursuant to Section 30213 of the Coastal Act. This workshop included an introduction and six preliminary staff recommendations:

- Introduce an official definition of "lower cost" that is calculated individually for each community.
- Prohibit loss of LCVSAs in coastal communities.
- Require that new high-cost accommodations provide lower-cost accommodations where possible.
- When on-site provision is not possible, require in-lieu fees that are adequate for the full range of development costs.

- Ensure efficient use of in-lieu fees through partnerships with other organizations (e.g., environmental education, outreach programs).
- Support appropriately regulated STRs.

During this workshop, Coastal Commission staff noted that these recommendations and policies have not been fully developed yet, especially those regarding STRs. However, staff intends to continue to explore these issues through future workshops and publications (California Coastal Commission 2016).

On July 12, 2019, the Commission held another workshop on STRs, Sea Level Rise (SLR), and the Local Coastal Program (LCP) process. This workshop included an introduction and discussion on the following topics:

- Key coastal city and county issues and concerns related to CCC interactions with the STR, SLR, and LCP processes.
- STR policies and practices that provide appropriate deference to local solutions.
- Collaborative resolutions for SLR that minimize adverse social, economic, and environmental impacts on coastal cities and counties.
- Shorter, less duplicative LCP process that is more predictable and less deterrent to local community willingness to undertake LCP updates.

The workshop concluded with a discussion on priorities and specific actions when possible for STRs, SLR, and LCP processes and identification of next steps and commitments to development specific solutions for all three topics moving forward (California Coastal Commission, 2019).

2.2 DEFINING LOWER-COST VISITOR-SERVING ACCOMMODATIONS

To comply with Coastal Act Section 30213, there must be a clear definition of lower-cost accommodations in each community. This definition varies based on both the location and accommodation type. For instance, campgrounds, cabins, cottages, yurts, hostels, and similar uses are by their nature usually lower cost, and many LCPs identify and protect these facilities as a matter of policy. Hotels and motels may or may not be defined as lower cost, depending on factors such as room rates, types of amenities, and overall quality (California Coastal Commission 2015).

2.2.1 PREVIOUS LOWER-COST DEFINITIONS AND ISSUES

The Commission has historically defined lower-cost or affordable accommodations by looking at market conditions (typically in the county where the jurisdiction updating its LCP is located) and comparing those conditions to a statewide per night room average. This definition has varied slightly between different jurisdictions. In 2008, the Commission indicated that lower cost should

be defined by a certain percentage of the statewide average room rate, as calculated by Smith Travel Research (www.STR.com) or another comparable study or website (California Coastal Commission 2014). In recent years, coastal cities have used several different variations of this calculation that have been approved by the Commission.

2.2.2 MOST RECENT LOWER-COST DEFINITION

As of the November 3, 2016, workshop, the Commission announced an official definition for the calculation of lower-cost hotels and motels that reflects the local market. This method was developed by Maurice Robinson & Associates and consists of a 10-step process that includes obtaining market data from Smith Travel Research, surveying prices through online travel agencies, and calculating average annual rates for the city or county, accounting for both the high and low season. However, this method is time-intensive due to the need to conduct hotel surveys.

As an alternative, the Commission developed a simplified version that all jurisdictions can use to determine their low-cost thresholds. This method is based on thresholds that Smith Travel Research uses to categorize hotel prices. These thresholds are developed by organizing all hotel prices from low to high and dividing the dataset into four tiered classes of affordability based on where each hotel's price falls in the overall range of prices. These thresholds are as follows:

- Budget: Lowest 20 percent of average room rates
- Economy: Next 20 percent of average room rates
- Mid-price: Next 30 percent of average room rates
- Upscale: Top 30 percent of average room rates

[Note: Figure 1 later in this memo displays the hotel and motel prices surveyed for Pismo Beach separated into these ranges.]

Using Smith Travel Research's data and price thresholds, the simplified method is as follows:

1. Obtain a Smith Travel Research report on local hotel trends.
2. Identify which hotels and motels are "economy."
3. Determine the average daily room rate (ADR) for economy hotels and motels.
4. Use the calculated ADR as the lower-cost threshold.
    - The ADR for the "economy" segment of hotels and motels is to be used as a threshold for lower-cost accommodations, as long as this threshold does not exceed 125 percent of the statewide ADR. According to a report that was published on VisitCalifornia.com, California's ADR was $171.65 in September 2018. Therefore, the 125 percent threshold for this method would result in a statewide ADR threshold of $214.56.

Application to Pismo Beach

According to the *Custom Trend Report for Pismo Beach* (Smith Travel Research 2019), 325 out of 1,881 hotel and motel rooms in Pismo Beach are considered economy, or lower cost. This constitutes 17 percent of all hotel and motel rooms surveyed by Smith Travel Research in Pismo Beach. In comparison, 477 hotel and motel rooms, or 24 percent of the entire hotel and motel stock, are considered lower-cost based on the revised lower-cost definition discussed in the following section. The hotels and motels considered lower cost by the Smith Travel Research 2019 report and their number of rooms are shown in Table 1.

TABLE 1 LOWER-COST HOTELS AND MOTELS IN PISMO BEACH, SMITH TRAVEL RESEARCH DATA

Named	Capacity
Blue Seal Inn	26
Dolphin Cove Motel	21
Kon Tiki Inn	86
Motel 6 Pacific Ocean	33
Motel 6 Pismo Beach	137
Ocean Palms Motel	22
Total Rooms	**325**
Percent of All Accommodations Survey by Smith Travel Research	**17%**

Source: Smith Travel Research, 2019.

Revised Lower-Cost Definition in Pismo Beach

Due to data collected and privacy limitations, Smith Travel Research was unable to release ADRs for any requested data subset that included fewer than four properties that provide monthly and annual data. While six total hotels and motels were classified as economy in Pismo Beach, only two of those properties report monthly and annually to Smith Travel Research. Therefore, it was not possible to obtain ADRs for the economy hotels and motels subset or the lower-cost group as approved by the Commission.

As an alternative, PlaceWorks developed a revised lower-cost calculation based on 2019 hotel/motel survey results by averaging the prices collected for the six Smith Travel Research designated economy hotels and motels during the summer months. This represents pricing for peak-season travel and reflects higher prices tourists can expect to spend, since Pismo Beach is most popular during the summer months. This method resulted in an ADR threshold of $136 for

future lower-cost accommodations. Since it is below the statewide ADR of $171.48, as well as the state threshold of $214.35, this number is sufficient as a threshold for LCVSAs in Pismo Beach. This threshold is lower than the ADR of hotels and motels in Pismo Beach, which is $182.91 for 2018, according to the 2019 Smith Travel Research report. It is important to note that this threshold for all hotels and motels in Pismo Beach is higher than the statewide ADR. In addition, according to the 2019 Smith Travel Research report, the ADR in Pismo Beach has steadily increased by over 5 percent since 2012, so it is important to identify a cost threshold that can be used for future decision-making to maintain a sufficient selection of low-cost options. Furthermore, the Smith Travel Research *Custom Trend Report* only includes information on hotels that participate in its program. Therefore, not all hotels and motels are listed in the report. The report included 24 hotels and motels, whereas the PlaceWorks survey included 30 properties. The Commission's methodology was applied to this more complete inventory in order to obtain a more accurate representation of the hotel and motel market in Pismo Beach. When using the PlaceWorks hotel/motel cost survey, the ADR of all 30 hotels and motels in Pismo Beach is $172.30, which is slightly lower than the cost from 2019 Smith Travel Research data and one dollar higher than the statewide ADR cost.

Applying this methodology to PlaceWorks' hotel/motel cost survey, 10 hotels and motels and 477 total hotel and motel rooms meet the lower-cost or economy threshold, representing 33 percent of the properties and 24 percent of the rooms, of the entire stock surveyed by PlaceWorks. Since the PlaceWorks survey included a more complete inventory of all hotels, 24 percent is used as the total number of lower-cost hotels in Pismo Beach. The lower-cost hotels and motels, along with their lowest-priced room costs, capacities, and age (when available), are shown in Table 2.

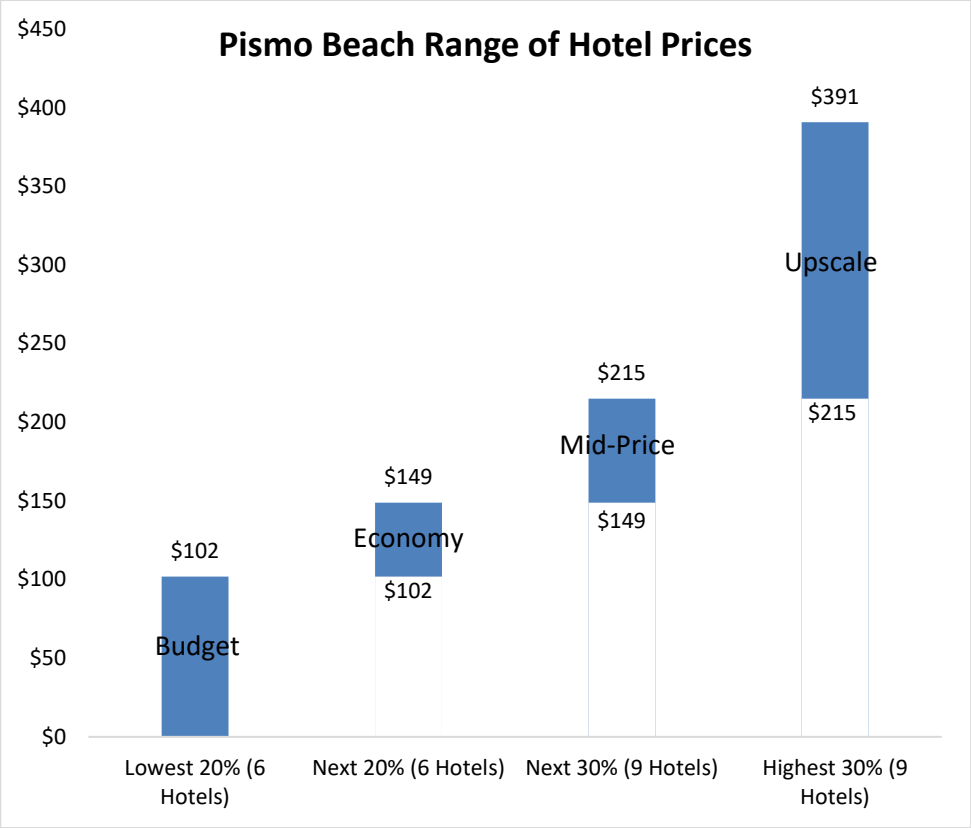
TABLE 2 LOWER-COST HOTELS AND MOTELS BELOW THE LOWER-COST THRESHOLD IN PISMO BEACH, PLACEWORKS SURVEY

Name	Price	% of lower-cost threshold	Capacity	Year Opened
Beach Walker Inn & Suites	$90.00	66%	19	1972
Blue Seal Inn	$102.00	75%	26	1995
Motel 6 Pacific Ocean	$115.00	85%	33	1952
Motel 6 Pismo Beach	$70.00	51%	137	1982
Ocean Palms Motel	$89.00	65%	22	1980
Palomar Inn	$66.00	49%	14	1972
Pismo Beach Hotel	$95.00	70%	30	1960
Quality Inn Pismo Beach	$121.00	89%	100	1975
Sea Garden Motel	$125.00	92%	19	1970
Sea Gypsy Motel	$105.00	77%	77	1973
Average	**$97.80**	**72%**	**48**	--
Total Units		**477**		
Percentage of All Hotels and Motels		**24%**		

Sources: City of Pismo Beach Conference and Visitors Bureau, 2018; Smith Travel Research, 2019; PlaceWorks, 2019.

Figure 1 shows the Smith Travel Research categories described earlier in the memo and the price ranges and number of hotels they represent in Pismo Beach based on the survey of hotel and motel properties conducted by PlaceWorks. This budget and economy distribution does not exactly match with the group of hotels and motels that were found to be less than the $136/night threshold derived from the Smith Travel Research data (Tables 1 and 2) due to the differences in the Smith Travel Research dataset and the actual costs surveyed by PlaceWorks.

FIGURE 1 HOTEL AND MOTEL COST RANGES IN PISMO BEACH



2.2.3 LOWER-COST DEFINITION FOR SHORT-TERM RENTALS

The most recent Commission-approved cost threshold was designed to specifically apply to hotels and motels. Other accommodation types, such as STRs, reflect a different segment of the accommodation market and are prevalent in Pismo Beach. Therefore, it is necessary to determine a suitable definition of "lower-cost" for these accommodation types as well. These rentals tend to appear more expensive than hotel rooms, but may have more amenities, including kitchens or additional bathrooms. Furthermore, they often accommodate more people than a traditional hotel room. An alternative methodology for evaluating lower-cost STRs starts on page 14.

3. LOWER-COST VISITOR-SERVING ACCOMMODATIONS IN PISMO BEACH

3.1 INVENTORY OF ACCOMMODATIONS

3.1.1 HOTELS AND MOTELS

As described above, PlaceWorks evaluated hotel and motel accommodations in to determine existing conditions and compliance with the California Coastal Act. This survey included hotel and motel prices for June 2019, and showed a variety of options at multiple price levels in the city. The prices selected and shown in Table 3 reflect the least expensive options available for that date, as some hotels and motels surveyed have multiple price levels. The table also shows which hotels and motels are considered lower cost, using the method identified above to account for the hotels and motels not included in the Smith Travel Research survey.

TABLE 3 PLACEWORKS SURVEY OF HOTELS AND MOTELS

Name	Type	Location/Address	Lowest Cost	Percent of Lower-Cost Threshold	Capacity	Lower Cost?
Beachcomber Inn	Hotel	541 Cypress St	$149.00	110%	7	No
Beach House Inn & Suites	Hotel	198 Main St	$169.00	124%	14	No
Beach Walker Inn & Suites	Hotel	490 Dolliver St	$90.00	66%	19	Yes
Blue Seal Inn	Hotel	230 Dolliver St	$102.00	75%	26	Yes
Cliffs Resort	Hotel	2757 Shell Beach Rd	$209.00	154%	162	No
Cottage Inn By The Sea	Hotel	2351 Price St	$186.00	137%	80	No
Dolphin Bay Resort & Spa	Hotel	2727 Shell Beach Rd	$391.00	288%	54	No
Dolphin Cove Inn	Hotel	170 Main St	$218.00	160%	21	No
Edgewater Inn & Suites	Hotel	280 Wadsworth Ave	$153.00	113%	99	No
Hilton Garden Inn	Hotel	601 James Way	$200.00	147%	120	No
Inn At The Cove	Hotel	2651 Price St	$234.00	172%	52	No
Inn At The Pier	Hotel	601 Cypress St	$220.00	162%	104	No
Kon Tiki Inn	Hotel	1621 Price St	$220.00	162%	86	No
Motel 6 Pismo Beach	Hotel	860 N. 4th St	$70.00	51%	137	Yes

TABLE 3 PLACEWORKS SURVEY OF HOTELS AND MOTELS

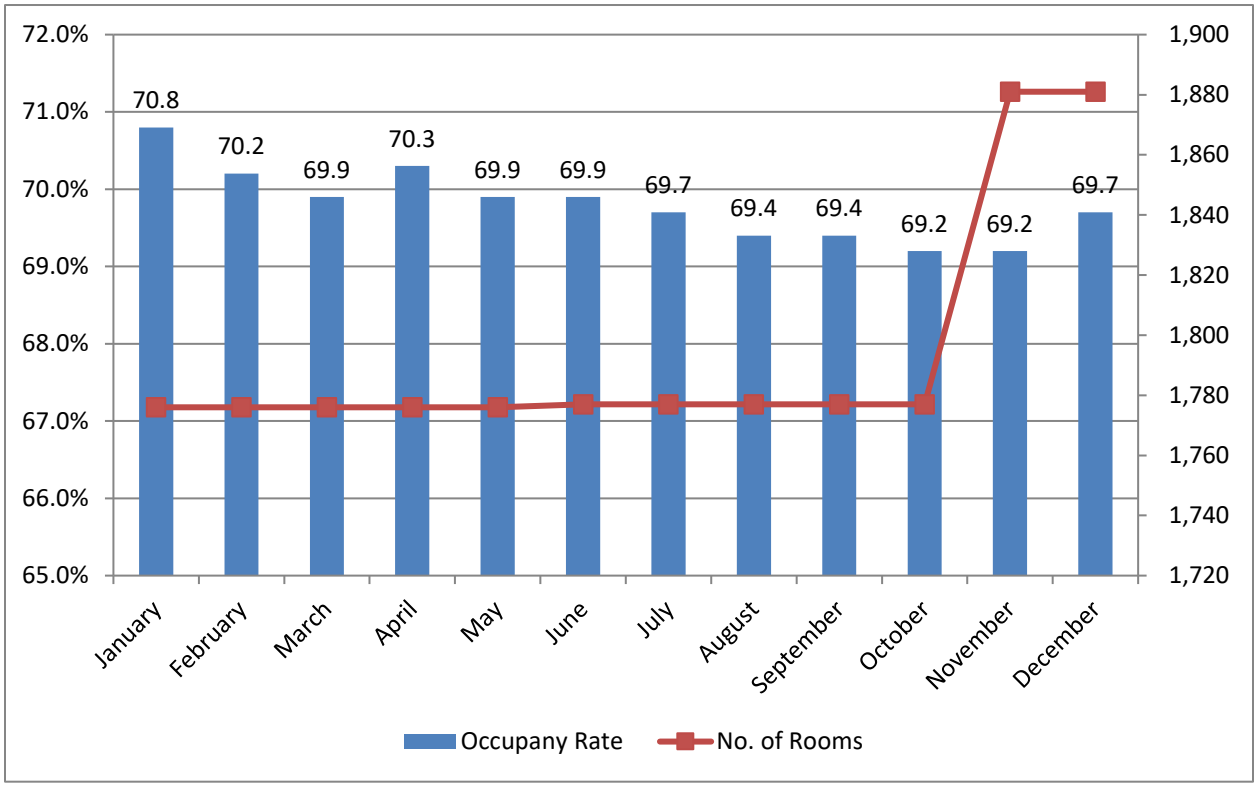
Name	Type	Location/Address	Lowest Cost	Percent of Lower-Cost Threshold	Capacity	Lower Cost?
Motel 6 Pacific Ocean	Hotel	250 Main St	$115.00	85%	33	Yes
Ocean Palms Motel	Motel	390 Ocean View Ave	$89.00	65%	22	Yes
Oxford Suites	Hotel	655 Five Cities Dr	$150.00	110%	133	No
Palomar Inn	Hotel	1601 Shell Beach Rd	$66.00	49%	14	Yes
Pismo Beach Hotel	Hotel	230 Pomeroy Rd	$95.00	70%	30	Yes
Pismo Lighthouse Suites	Hotel	2411 Price St	$259.00	190%	70	No
Quality Inn Pismo Beach	Hotel	230 Five Cities Dr	$121.00	89%	100	Yes
Sandcastle Inn	Hotel	100 Stimson Ave	$220.00	162%	75	No
Seacrest Oceanfront Hotel	Hotel	2241 Price St	$215.00	158%	158	No
Sea Garden Motel	Motel	340 Stimson Ave	$125.00	92%	19	Yes
Sea Gypsy Motel	Motel	1020 Cypress St	$105.00	77%	77	Yes
Seaventure Beach Hotel	Hotel	100 Ocean View Ave	$239.00	176%	50	No
Shell Beach Inn	Hotel	653 Shell Beach Rd	$175.00	129%	10	No
Shore Cliff Hotel	Hotel	2555 Price St	$259.00	190%	100	No
Spyglass Inn	Hotel	2705 Spyglass Dr	$185.00	136%	82	No
The Tides Oceanview Inn & Cottages	Hotel	2121 Price St	$140.00	103%	26	No
						Total Lower-Cost: 477 / 1,980 Rooms = 24%

Source: City of Pismo Beach Conference and Visitors Bureau, 2018; PlaceWorks, 2019

Occupancy Rates

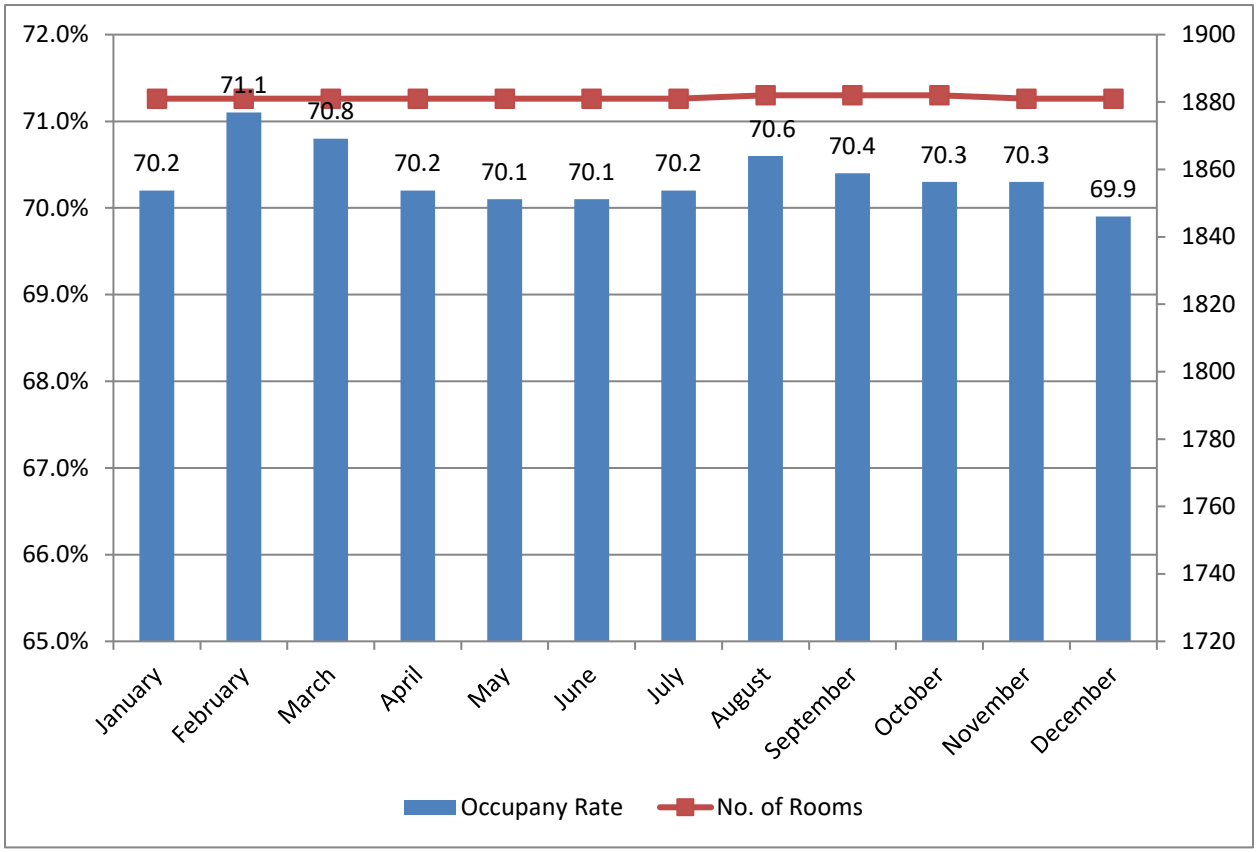
Figures 2 and 3 display motel occupancy rates and total motel rooms in Pismo Beach from 2017 and 2018, according to Smith Travel Research. The number of rooms indicates the total number of rooms available by month in Pismo Beach and may vary month to month if a hotel offers less rooms during the off season or if one or multiple hotels increase room capacity with an addition.

FIGURE 2 HOTEL AND MOTEL OCCUPANCY AND ROOM NIGHTS, FISCAL YEAR 2017



Source: Smith Travel Research, 2019.

FIGURE 3 HOTEL AND MOTEL OCCUPANCY AND ROOM NIGHTS, FISCAL YEAR 2018



In 2017 and 2018, motel occupancy was relatively consistent. In 2017, the months from January through June were the highest occupancy months. In 2018 the peak occupancy months were also relatively consistent, with February, March, and August as the most popular months. Based on the occupancy rates, travel during non-peak months was slightly higher in 2018 than 2017. In 2017 the number of rooms increased by over 100 beds during the last three months of the year. This is due to the completion and opening of a new hotel, Inn at the Pier, that year. In 2018, the number of rooms increased by only one room from August through October before returning to the previous number of rooms for the rest of the year.

3.1.2 CAMPGROUNDS

Pismo Beach contains three accommodations that are classified as campgrounds or recreational vehicle (RV) parks. These are typically the lowest-cost option for overnight accommodations and range in price from $35 to $55 per night, with an average cost of $48 per night. This entire range is below the amount considered lower cost, as it is substantially below both the local lower-cost threshold and the state average. Two of the campgrounds, the Holiday RV Park and the Pismo Coast Village RV Resort, have varying prices depending on the date, with higher prices for higher demand

times of year and holidays. These accommodations are open year-round and range in size from 19 sites to 400 sites. There are a total of 515 sites available. These are shown in Table 4.

TABLE 4 CAMPGROUNDS AND RECREATIONAL VEHICLE PARKS

Name	Type (campground, RV park)	Location/ Address	Owner	Public/ Private	Lowest Cost per Night	Percentage of Lower-Cost Threshold	Capacity
Holiday RV Park	RV and/or Tent Camping	100 South Dolliver	Holiday RV Park	Private	$55.00	40%	19
Pismo Coast Village RV Resort	RV Park	165 South Dolliver	National Association of RV Parks & Campgrounds	Public	$54.00	40%	400
Pismo State Beach North Campground	Campground	399 South Dolliver	CA State Parks	Public	$35.00	26%	96
							Total Lower-Cost: 515 /515 sites 100%

Source: City of Pismo Beach Conference and Visitors Bureau, 2018; PlaceWorks, 2019.

Campground and RV/Trailer Park Usage

RV/Trailer Parks

According to the City of Pismo Beach, RV/trailer parks generated $541,906.19 in transient occupancy tax (TOT) revenue for fiscal year 2016–2017, and $581,527.73 in fiscal year 2017–2018. This is substantially lower than revenue generated from hotels and motels, partially because RV sites are much lower in price than hotel rooms or vacation rentals and there are fewer of these sites than hotel rooms in Pismo Beach.

State Park Campgrounds

According to a California State Parks Statistical Report from 2015–2016, Pismo State Park North Campground had 129,832 visits to camping facilities in the fiscal year 2015–2016. There were no data available for more recent years.

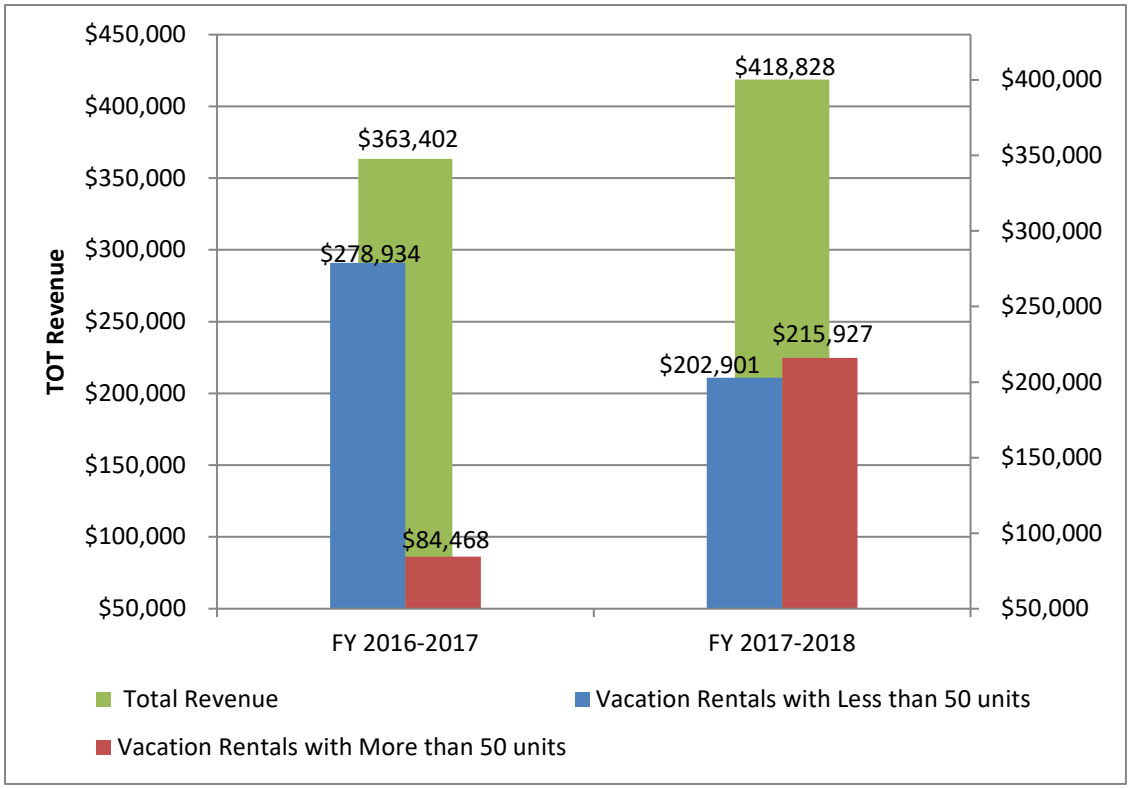
The statistical report notes that total attendance at state parks—e.g., Pismo State Park—is often underestimated or inaccurate due to lack of complete data collection. Furthermore, the way data are collected may result in duplication because visitor attendance is defined as "an estimate of the number of individual visits (not individual visitors) to the units of the State Park System during the fiscal year." The report states, "Using this approach, an individual visiting three units in a day is

recorded in attendance data three times rather than one." It is important to note these limitations in data collection.

3.1.3 SHORT-TERM RENTALS

An emerging trend in coastal communities and other popular locations in California is the propagation of private STRs. Owners of private homes and apartments advertise primarily on the internet. STRs supplement the local accommodation market and provide an alternative to hotels, motels, or campgrounds. Many of these accommodations are larger and can allow an entire family to stay in one home together, rather than requiring multiple hotel rooms. Furthermore, many have common areas, full kitchens, or multiple bathrooms. In some cases, STRs serve as lower-cost options for individuals and families visiting Pismo Beach. As stated in Chapter 17.113 of the Municipal Code, STRs contribute TOT to the City each year. Due to the recent nature of the City's STR ordinance, only nine applications had been approved and issued TOT certificates and seven more were in the application process at the time this memo was drafted. However, the City has collected TOT revenue from vacation rentals identified mainly in the downtown region of the city for many years. Figure 4 shows this vacation rental TOT revenue in the fiscal years 2016–2017 and 2017–2018, broken down by vacation unit type. The revenue paid to the City is collected by STR owner, encompassing individual owners as well as larger property management companies. The categories attempt to separate the two by categorizing STR owners by those with either less or more than 50 vacation rental units. Revenue has increased in the past two years, as have the number of vacation rentals. In the 2016–2017 fiscal year, there were 123 vacation rentals. In the 2017–2018 fiscal year, the number of vacation rentals more than doubled to 297 units. Revenue generated from vacation rentals with 50 or more units contributes significantly to the overall total revenue generated by individually owned vacation rentals.

FIGURE 4 TOT REVENUE FROM STRS, FY 2016–2017 AND FY 2017–2018



Source: City of Pismo Beach, 2019.

Survey Methodology

PlaceWorks evaluated STR accommodation options in Pismo Beach in February 2019 to understand how they contribute to the number of overnight accommodations in the city (Tables 5 to 10). This STR survey gathered data using a point-in-time approach for advance reservations for five peak travel dates in 2019, as well as a search with no date limitations, to view the full stock of STRs. This survey was completed using the websites Airbnb and HomeAway (which is now the parent company to and has the same listings as VRBO). When possible, duplicates between HomeAway and Airbnb were eliminated. This survey was completed for the following date selections:

- No dates entered: to obtain a complete inventory of the stock with no limitations.
- June 21–24, 2019, and August 16–19, 2019: for depictions of weekend peak-season travel.
- June 23–29, 2019, and August 18–24, 2019: for depictions of week-long peak season travel, which will also reflect discounts that many listings offer for longer trips.
- August 30–September 2, 2019: for a depiction of holiday peak-season travel.

To capture a range of STR accommodation types, this survey examined two-person, four-person, and eight-person listings. This included "private room" listings on Airbnb, where owner-occupied units provide basic shared accommodations (kitchen and bathroom) but sometimes also include private amenities such as additional bathrooms, kitchen areas, or outdoor spaces.

As of February 2019, when conducting a search on Airbnb and HomeAway with no date selected, between 4 and 338 STRs were available in Pismo Beach, depending on accommodation type and capacity. When conducting a search with date restrictions, between 2 and 201 listings were available, depending on the accommodation type and capacity. Overall, most listings available are entire homes with larger capacities.

Limitations of Search Interfaces

When searching by capacity, it is important to note that results did not only show listings for that capacity, but the full range of possible capacities. For instance, some listings that accommodated five people would also accommodate two people. In some cases, prices for the same listing were altered, depending on the capacity searched.

There were several issues to resolve when conducting the survey that were related to the Airbnb and HomeAway search interfaces:

- Duplicates are present between different sized accommodations. Not all listings are duplicated, as some listings will not accommodate a range, or some listings change the price based on the number of people. The most accurate total number of unduplicated listings will likely be the amount for any given capacity, rather than all aggregated searches (i.e., two-person plus four-person plus eight-person).
- Sometimes hotels and motels list their rooms on Airbnb for extra publicity. These have been excluded from the survey because they are not STRs and therefore artificially inflate the stock (e.g., one hotel posts 10 rooms on Airbnb but they are not actually STRs).
- The "average capacity" column is included to show which listings accommodate a wide range of people. For instance, in a survey of accommodations that will fit two people, a significant portion of these may include listings that accommodate more than two people, because it is possible for two people to stay in a STR that accommodates more than two. This field was therefore rounded to the nearest tenth.

Lower-Cost Methodology

The threshold for lower-cost STRs aligns with the definition of lower-cost hotels and motels ($136) but is adjusted for the additional occupancy that STRs can provide. Rather than apply one definition for lower cost across the range of STR accommodations, affordability is determined based on how many accommodations are within the lower-cost range when considering cost per person. Using

this method, STRs are considered lower cost if their cost per person is less than $34 per night (the hotel and motel cost threshold of $136 divided by four and rounded to the nearest tenth to reflect the maximum capacity of the average hotel room). This captures the range of STR pricing while considering the differences in accommodation sizes. For instance, if an STR costs $300 per night, this would appear to be more expensive than a hotel room. However, if it accommodates 12 people, it would cost $25 per person, which is a comparable per-person cost of a lower-cost hotel room with an occupancy limit of four. This provides a tally of affordable STRs based on their capacity.

One limitation to this method is that it does not consider the fact that families may choose to stay in accommodations regardless of whether they meet the occupancy limits (e.g., an 8-person family may stay in a 12-person unit). Furthermore, according to the per-person methodology, no private rooms can be considered lower cost. This is because the vast majority of private room listings can only accommodate two people, whereas the average hotel room accommodates four. However, it provides a more accurate depiction of the types of STR accommodations, particularly for entire home listings, which constitute the majority of STRs in Pismo Beach.

Cost/Inventory Survey

The results of the survey are summarized in Tables 5 to 10, which show the lowest, highest, and average prices for each accommodation type, and the average capacity surveyed within each accommodation type. The number and proportion of accommodations that can be considered lower cost is also shown under each accommodation and capacity type.

TABLE 5 STR SURVEY WITH NO DATES SELECTED

Type of Rental	Low Price	High Price	Average Price	Average Capacity
Private Room				
2 Occupants Total Rooms: 6 Lower-Cost: 1 / 17%	$75.00	$190.00	$118.00	2
4 Occupants Total Rooms: 5 Lower-Cost: 1 / 20%	$76.00	$300.00	$167.00	4
Entire Home				
2 Occupants Total Rooms: 338 Lower-Cost: 55 / 16%	$65.00	$1,114.00	$318.00	6
4 Occupants Total Rooms: 317 Lower-Cost: 53 / 17%	$71.00	$1,114.00	$331.00	7
8 Occupants Total Rooms: 101 Lower-Cost: 16 / 16%	$110.00	$868.00	$390.00	9

Source: PlaceWorks, 2019.

TABLE 6 STR WEEKEND SURVEY, 6/21–6/24

Type of Rental	Low Price	High Price	Average Price	Average Capacity
Private Room				
2 Occupants Total Rooms: 2 Lower-Cost: 0 / 0%	$216.00	$400.00	$308.00	2
Entire Home				
2 Occupants Total Rooms: 180 Lower-Cost: 7 / 4%	$87.00	$1,187.00	$380.00	6
4 Occupants Total Rooms: 163 Lower-Cost: 7 / 4%	$87.00	$1,187.00	$388.00	6
8 Occupants Total Rooms: 49 Lower-Cost: 2 / 4%	$279.00	$925.00	$448.00	9

Source: PlaceWorks, 2019.

TABLE 7 STR WEEKEND SURVEY 8/16–8/19

Type of Rental	Low Price	High Price	Average Price	Average Capacity
Private Room				
2 Occupants Total Rooms: 2 Lower-Cost: 0 / 0%	$216.00	$400.00	$308.00	2
Entire Home				
2 Occupants Total Rooms: 178 Lower-Cost: 9 / 5%	$84.00	$1,227.00	$404.00	6
4 Occupants Total Rooms: 161 Lower-Cost: 9 / 6%	$84.00	$1,227.00	$404.00	6
8 Occupants Total Rooms: 48 Lower-Cost: 1 / 2%	$279.00	$925.00	$468.00	9

Source: PlaceWorks, 2019.

TABLE 8 STR WEEK-LONG SURVEY, 6/23–6/29

Type of Rental	Low Price	High Price	Average Price	Average Capacity
Private Room				
2 Occupants Total Rooms: 3 Lower-Cost: 0 / 0%	$100.00	$400.00	$232.00	2
Entire Home				
2 Occupants Total Rooms: 165 Lower-Cost: 10 / 6%	$125.00	$1,167.00	$357.00	6
4 Occupants Total Rooms: 155 Lower-Cost: 10 / 6%	$126.00	$1,167.00	$367.00	7
8 Occupants Total Rooms: 47 Lower-Cost: 3 / 6%	$257.00	$902.00	$440.00	9

Source: PlaceWorks, 2019.

TABLE 9 STR WEEK-LONG SURVEY, 8/18–8/24

Type of Rental	Low Price	High Price	Average Price	Average Capacity
Private Room				
2 Occupants Total Rooms: 3 Lower-Cost: 0 / 0%	$100.00	$400.00	$232.00	2
Entire Home				
2 Occupants Total Rooms: 179 Lower-Cost: 12 / 7%	$130.00	$1,167.00	$380.00	6
4 Occupants Total Rooms: 162 Lower-Cost: 12 / 7%	$151.00	$1,167.00	$385.00	6
8 Occupants Total Rooms: 48 Lower-Cost: 2 / 4%	$249.00	$902.00	$448.00	9

Source: PlaceWorks, 2019.

TABLE 10 HOLIDAY WEEKEND SURVEY, 8/30–9/2

Type of Rental	Low Price	High Price	Average Price	Average Capacity
Private Room				
2 Occupants Total Rooms: 2 Lower-Cost: 0 / 0%	$216.00	$400.00	$308.00	2
Entire Home				
2 Occupants Total Rooms: 201 Lower-Cost: 9 / 4%	$105.00	$1,200.00	$413.00	6
4 Occupants Total Rooms: 182 Lower-Cost: 9 / 5%	$105.00	$1,200.00	$415.00	7
8 Occupants Total Rooms: 60 Lower-Cost: 1 / 2%	$300.00	$1,200.00	$506.00	9

Source: PlaceWorks, 201

Discussion

Occupancy Trends in STRs in Pismo Beach

This survey shows that most STRs in Pismo Beach are larger accommodations. The range of STR capacities for the no dates search is shown in Table 11.

TABLE 11 BREAKDOWN OF SURVEYED STR CAPACITY

Private Rooms	Number	Percent of Total
2-Person	6	2%
4-Person	5	1%
Entire Home		
2-Person	20	6%
3–4-Person	66	19%
4–7-Person	151	43%
8-Person	72	21%
>8-Person	29	8%
Total	349	100%

Source: PlaceWorks, 2019.

The table shows that few entire-home STRs accommodate only two people, whereas 43 percent of STRs fit four to seven people, and 29 percent of STRs fit eight or more people. The results from Tables 5 to 10 show that about 25 percent of two-person private room accommodations are considered lower cost, which is slightly higher than the ratio for entire home accommodations at every occupancy level. The results for entire home STRs, regardless of maximum capacities, indicate that approximately 16 to 17 percent of accommodations are considered lower cost according to the cost per person threshold.

No Dates Entered

When searching without dates entered, the full extent of the STR stock was visible, and as many as 344 STRs were available for any given category. This search showed that the majority of STRs in Pismo Beach have higher capacities. For instance, when searching all two-person accommodations, the average capacity was approximately six people.

Depending on the capacity selected, between 16 and 20 percent of STR accommodations could be considered lower cost, and approximately 21 additional STRs were within 10 percent of the

threshold. In general, larger capacities tended to be less expensive, and smaller STRs and private room options were more expensive per person. This makes STRs a sensible lower-cost option for larger groups and families. Overall, there was still a wide range of pricing options, from $14 to $186 per person.

Weekend Dates

When searching for availability on a weekend in June 2019, the available STR stock was significantly diminished, with 182 accommodations available depending on the search criteria for June. This is likely because reservations had been planned several months in advance. This search showed similar trends as the no dates search on a smaller scale; there were fewer options for only two people. However, the two-person search elicited the same average capacity of six people with these dates elected. The price range was higher than in the no dates search, with the lowest price option of $108 per person for a private room and $17 per person for an entire home. Unlike the results in the search with no dates, this had significantly fewer affordable small STRs: 4 percent each of two-person, four-person, and eight-person entire home accommodations could be considered lower-cost.

The weekend survey in August 2019 demonstrated that approximately the same number of peak-season weekend accommodations were available as earlier in the summer, with as many as 180 accommodations being available depending on the search criteria for August. It should be noted, however, that the number of STRs available in June was similar to the number of STRs available two months later in August, indicating that visitors either plan in advance for the whole summer or accommodations will become relatively less available in August than June, given the additional time for more bookings prior to the reservation date. The price range for August was like the June weekend search results, with the lowest price option of $108 per private room and $17 per person for an entire home. In this survey, there were more lower-cost options in entire homes for two people (5 percent) and four people (6 percent) than for eight people (2 percent).

Weeklong Dates

Prices shown in the June survey for a weeklong stay were lower than prices for weekend stays, with the lowest price of $50 per person for a private room and $16 per person for an entire home. This is likely because some hosts offer discounts for longer stays, which usually apply to visits of at least seven days. Prices for large accommodations were slightly lower, with the lowest cost for an eight-person accommodation at $16 per person.

Price ranges for an August weeklong survey were similar to those in June, with accommodations as low as $16 per person. In addition, average capacities were approximately 6 persons average for 2-person and 4-person accommodations and approximately 9 persons average for 8-or-more-person accommodations.

The proportion of accommodations that were lower-cost accommodation was similar for both dates, with between 4 percent and 7 percent of entire home accommodations meeting the lower-cost threshold, which were relatively consistent per person regardless of accommodation size.

Holiday Weekend

Availability for Labor Day weekend was lower due to the holiday weekend than other weekend searches in the peak season, and the holiday had a slight impact on the price ranges, with increased pricing for Labor Day weekend. The lowest price options for that weekend were $108 per person for a private room and $22 per person for an entire home at all accommodation sizes. Four percent of all entire home accommodations could be considered lower cost, while no private rooms met the lower-cost threshold.

3.2 CURRENT ISSUES AND POLICIES IN PISMO BEACH

The City seeks to establish General Plan/LCP policies that will address LCVSA issues on a long-term basis. Current General Plan/LCP, and Municipal Code regulations that relate to or impact LCVSAs are outlined in this section.

3.2.1 GENERAL PLAN/LOCAL COASTAL PLAN

The General Plan/Local Coastal Plan is a combined document of both the General Plan and the LCP, given that a large portion of Pismo Beach lies within the Coastal Zone. The General Plan/LCP includes multiple policies that outline the importance of LCVSAs as well as provisions and requirements. Since certain regions of the city are not in the Coastal Zone, policies are separated by different planning areas designated by the General Plan/LCP. Therefore, not all the policies listed below are applied generally to the whole jurisdiction but rather to regions of the city. All policies related to LCVSAs are in the Land Use Element.

Policy LU-4: Resort Commercial Land Uses. The Resort Commercial land use shall allow various visitor services including motels, hotels and R.V. Parks. Floor area ratios shall not exceed 1.25. Specific policies for these uses are:

a. All Income Levels: Resort commercial activities shall be promoted catering to visitors of all income levels.
b. Conversion Prohibited: Conversion of visitor-serving lodging to other non-visitor-serving types of uses shall be prohibited unless the cost of rehabilitation is greater than 50 percent 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 is allowed, the city may require on or off site replacement of the lost visitor serving lodging.
c. R.V. Parks Restricted: R.V. parks shall be restricted to the Pismo Creek Planning Area "L".

d. Non-visitor-serving Uses: The Resort Commercial category is specifically intended to be set aside for visitor-serving uses. 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, which shall be specifically prohibited, include office space for general or medical businesses, and non-retail commercial services.
e. Condominium Hotels Permitted: The subdivision of hotels into airspace condominium units may be permitted with the approval of the City Council, provided that such units are clearly designed as hotel rooms or suites rather than dwelling units and are restricted to occupancy on a transient basis. Approvals of any such subdivision shall be subject to conditions that will assure the development functions primarily as visitor 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, which would be characteristic of long-term occupancy.

Policy LU-J-1: The Motel District shall be designated for Resort Commercial, Medium Density Residential and Open Space. The area shall serve as a key focus for Pismo Beach's visitor-serving industry with special consideration given to ocean views and bluff access. Retention or upgrading of the existing motel uses is a major emphasis of the plan.

Policy LU-K.3.1: Mixed Residential (MR) District. The Mixed Residential or MR District shall permit a mixture of hotels and motels along with apartments, condominiums and other similar residential uses. Restaurants may be permitted when secondary to onsite hotel use. It is expected that the visitor-serving uses will gravitate toward the beach and the major thoroughfares. Small convenience markets that serve the daily needs of residents and visitors would be allowed in this district.

Policy LU-K-3.3: Mixed Use (MU) District. The Mixed Use or MU District will provide for a wide variety of land uses including visitor lodging, commercial retail, restaurants, service uses, offices, and residential uses. The more intensive commercial uses and visitor-serving uses shall be encouraged to locate along the major thoroughfares. Mixed-use projects are encouraged throughout the district.

Policy LU-L-4: Pismo Coast Village Storage. The RV storage and repair area next to Pismo Creek should be moved to a less important place on the site. Areas next to Pismo Creek should be used for Pismo Creek trails and open space and visitor related uses such as additional RV spaces.

3.2.2 MUNICIPAL CODE

Chapter 3.20: Transient Occupancy Tax

Chapter 3.20 establishes a mandatory TOT for hotels in Pismo Beach. Included in the definition of hotels is a wide range of accommodation types, including inns, tourist homes or houses, motels, studio hotels, bachelor hotels, lodging houses, rooming houses, apartment houses, dormitories, public or private clubs, mobile home or house trailers. The TOT in Pismo Beach is 10 percent.

Chapter 3.26: Lodging Business Improvement District

Chapter 3.26 forms the Pismo Beach Lodging Business Improvement District (LBID), which mirrors the boundaries of the city, to provide revenue and defray the costs of services, activities, and programs promoting lodging operations in the LBID. The assessment levied on all existing and future operations in the city are collected monthly based on the gross lodging revenues from the previous month.

Chapter 5.22: Vacation Rental Regulation

Chapter 5.22 establishes vacation rental and short-term rental application, regulations, and ongoing requirements for safe, consistent, and responsible STR operation. This chapter states that no homeowners may rent, offer to rent, or advertise a STR or homestay to another person without a permit approved and issued by the City. STR permits are the personal property of the property owner and do not run with the land upon resale of the property. Other regulations in this chapter require the provision of garbage removal, written notice of the contact person responsible for the homestay, and STR advertising criteria.

Chapter 17.09: Short-Term Rentals and Homestays in the Non-Coastal Zone

Chapter 17.09 is intended to establish requirements for STRs and homestays in Pismo Beach outside the Coastal Zone. It defines an STR as a rental of a detached single-family residence or accessory dwelling unit for less than 30 consecutive days where the primary residence is not being currently occupied by the owner. STRs are permitted in the Single-Family Low Density Residential (RSL), Single-Family Medium Density Residential (RSM), and Open Space (OS) zones and are prohibited in all other residential zones. Homestays are regulated in the same manner as STRs, except there is no limit to the number of rental days allowed per year. These STRs or homestays are permitted only at single-family homes where the property owner retains the property as their primary residence. The property owner is required to obtain a STR license from the City of Pismo Beach. For tax purposes, properties identified as STRs must be licensed and the property owner must apply for a transient occupancy tax/lodging business improvement district/tourism marketing district (TOT/LBID/TMD) certification. This certificate requires that the property owner collect and

remit TOT/LBID/TMD payments to the City on a monthly basis in compliance with the city's TOT and LBID ordinances and the city's tourism marketing district assessment. This chapter was updated in 2018 to further regulate STRs within the City's Non-Coastal Zone and ensure that all STRs and homestays operate and are administratively regulated consistent with standards and regulations in the Municipal Code. Updates in 2018 also amended the General Plan to approve land use changes.

Chapter 17.113: Short-Term Rentals in the Coastal Zone

Chapter 17.113 is intended to establish requirements for STRs in Pismo Beach's Coastal Zone. It defines an STR as the rental of a detached single-family residence or accessory dwelling unit for less than 30 consecutive days where the primary residence is not being concurrently occupied by the owner. STRs in the Coastal Zone are permitted in the Planning Area K of the General Plan, or other non-residential zones. This definition is consistent with Commission guidance that recommends defining and regulating STRs in the LCP. STRs in the Coastal Zone are taxed under the same procedures as STRs and homestays in the Non-Coastal Zone described previously. Updated via ordinances in 2018, this chapter amends the General Plan/LCP to approve land use changes, and the Municipal Code to permit necessary administrative policy changes to implement the regulation of STRs in the Coastal Zone. These amendments also added more specifications regarding the application process to convert a conventional residence to an STR, increasing STR parking and garbage removal standards and detailing ongoing requirements for vacant rental operations. As amended, this chapter contains procedures for the violation of STR guidelines and enforcement of standards upon violation.

3.2.3 CITY ORDINANCES AND RESOLUTIONS

Resolution 2004-062

Based upon findings from the City of Pismo Beach Development Impact Fee Study and Update from 2004, the City adopted new development fees including establishing a Commercial Impact Fee. The Commercial Impact Fee requires new commercial development and hotels to pay an impact fee to the city's Rental Housing Fund. Since adoption in 2004, the development fees have been regularly updated, and these funds are used to assist housing for low and very low income households. The additional cost of this fee as applied to hotels increases the cost to develop new accommodations in Pismo Beach.

3.3 INPUT RECEIVED DURING OUTREACH

Over the course of preparing this memorandum, PlaceWorks completed several outreach activities to receive input from the community regarding affordable accommodations. This input is summarized below.

3.3.1 STAKEHOLDER MEETING

This stakeholder meeting at Pismo Beach City Hall on March 22, 2019, was a key component of outreach efforts. Hotel/motel owners, travel and tourism groups, the business community, short-term rental operators, and the real estate industry were invited to provide input and feedback about the opportunities and challenges related to providing lower-cost overnight accommodations in Pismo Beach. Nine stakeholders participated in this group conversation, consisting of hotel general managers and other hotel representatives, the manager of an RV park, and tourism organization representatives. Discussions were held in a roundtable setting with a question-and-answer format centered on the following questions posed to stakeholders:

1. Does Pismo Beach offer a variety of low-cost accommodations options (hotels, motels, campgrounds, RV parks, etc.)?
2. Are there low-cost options that are missing?
3. What are the challenges or barriers to providing new or rehabilitating existing low-cost accommodations in Pismo Beach?
4. Do you have any examples of ways that low-cost accommodations have successfully been provided in Pismo Beach in the past?
5. Are there ways the City could help address any of the challenges identified in this discussion?
6. Do you have any additional comments to share?

Stakeholder Input

The following questions, issues, and topic areas were most important to those participating in the stakeholder meeting:

- In offering a variety of low-cost accommodations, what percentage of lower-cost accommodations or rooms is generally requested by the California Coastal Commission?
- Safari tents on the beach, cabins, and airstreams are low-cost options that are missing in Pismo Beach.
- It can be frustrating and difficult as an applicant to provide new or rehabilitated existing low-cost accommodations when the Commission is not consistent in requirements and requests from project to project.

- Compliance with the American Disabilities Act (ADA) is already costly and constraining when providing accommodations in Pismo Beach. Additional LCVSA requirements imposed by the Commission will further increase barriers to providing ADA-compliant accommodations in Pismo Beach at a reasonable cost.
- There is a good example of low-cost accommodations in Pismo Beach where a short-term rental owner operates a unit with no occupancy limit, allowing him to fit multiple families in the unit to lower the cost per family.
- The City policies created from the LCVSA analysis work should be clear what level of redevelopment or remodeling triggers LCVSA requirements.
- It may be beneficial to test different types of projects using the draft recommendations prior to finalized recommendations for feedback.
- City and Commission regulations must be clear about the expectations for monitoring the renting of designated low-cost rooms in new projects.
- This project needs to be publicized so everyone in the city can submit comments.
- It is important for the City and the accommodations community to be unified in addressing additional Commission requirements.
- Regulations should be delivered with certainty, but there may not always be a need for additional regulations.
- The LCP should incorporate all LCVSA regulations so there are fewer surprises after the LCP update.
- The City should hold another stakeholder meeting to review the administrative draft report.
- A vacation club could be a good low-cost option in Pismo Beach.
- Hotels and accommodation owners are aware that they need to provide options for many different income levels in Pismo Beach.

3.4 SEA LEVEL RISE EXPOSURE

At the time of this report, the City is beginning the process to update the City's General Plan and Local Coastal Plan. The LCP update is a critical component of adaptation planning. Currently, a fair amount of coastal shoreline in California is threatened by sea level rise. For example, campgrounds in state parks provide a low-cost alternative to hotels and motels, but such facilities may be occasionally unusable due to increased flooding and erosion resulting from sea level rise. In addition, erosion from sea level rise may decrease the accessibility and impair the infrastructure of accommodations on bluffs above.

3.4.1 CURRENT SEA LEVEL RISE PROJECTIONS

Six sea level rise scenarios have been evaluated ranging from 1.6 feet to 9.8 feet, representing projections across multiple risk aversion cases through this century. Current projections indicate a one percent chance that sea level rise will meet or exceed six feet through 2100. According to the Pismo Beach Vulnerability Assessment, the likely range of sea level rise at 2050 is between 0.5 to 1.0 feet and at 2100 is between 1.8 to 3.6 feet. The City's evaluation of sea level rise projections divides the city into three areas where hazards could result in differing impacts:

- Bluffs: This region of bluffs stretches from Pirate's Cove in the northwest to the city's downtown northwest of the pier. At 3.3 feet of sea level rise, all beaches in this study area are anticipated to be eroded or wholly submerged if no adaption measures are implemented
- Downtown: Extending approximately from the northwest end of Pismo State Beach to Pismo Creek, most of this developed downtown shoreline is protected by a seawall, but the area is currently exposed to coastal erosion, wave runup, and flooding during extreme events. By 3.3 feet of sea level rise, the natural storm buffer of Pismo State Beach will be reduced by one third.
- Low-lying: This area of the city is 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 visitor facilities and attractions between Highway 101 and the coastline. Approximately one third of Pismo State Beach is anticipated to be eroded by 3.3 feet of sea level rise. Coastal flooding in normal conditions will impact this area with this same increase in sea levels.

Figure 5 shows a map of existing accommodations overlaid on anticipated flood hazard projections at 2050 in a 100-year storm, and Figure 6 shows a map of projections at 2100. These maps show the geographic extent of projected coastal flooding, taking into consideration flood uncertainty, associated with sea level rise and storm conditions. For the 2050 time horizon, the likely range of sea level rise is between 0.5 and 1.0 feet of water inundation, shown at an average 0.8-foot rise in Figure 5. With sea level rise projections likely falling within 1.8 to 3.6 feet by 2100, Figure 6 shows 3.3 feet of sea level inundation which is predicted to occur in a 100-year storm. It should be noted that 3.3 feet represents the medium-high projection for 2070 rather than the greater increase of 6.7 feet at 2100, which means that it is highly unlikely to occur over the next 50 years. This amount of sea level rise represents the upper end of the scenarios predicted through 2100. The effects of sea level rise are not expected to substantially degrade the quality of affected hotel and motel facilities through 2100, but are expected to have greater impacts on the use and availability of campgrounds and RV parks in the city.

FIGURE 5: ACCOMMODATIONS AND PROJECTED 2050 SEA LEVEL RISE HAZARD ZONES



Source: Moffat & Nichol, 2019.

FIGURE 6: ACCOMMODATIONS AND PROJECTED 2100 SEA LEVEL RISE HAZARD ZONES



Source: Moffat & Nichol, 2019.

3.4.2 ANTICIPATED SEA LEVEL RISE IMPACTS ON LCVSAS

Bluffs

Along the City's northern coastline, this stretch of development includes 12 hotels and motels in Pismo Beach, all perched atop the bluffs. While bluff erosion is an existing hazard in Pismo Beach, erosion is projected to intensify with increasing sea level rise. The narrow beaches in this area are most sensitive to SLR-induced shoreline erosion. The dry beach and intertidal zone are at risk of permanent loss due to coastal squeeze, which pushes sea level-dependent areas landwards. The shoreline is predicted to encroach towards the base of the Sea Crest Hotel bluff by 1.6 feet of sea level rise and towards the base of the Kon Tiki Inn bluff by 4.9 feet of sea level rise. The permanent structures atop the bluffs, while preserved from sea level rise inundation, are constrained from landward migration and may suffer loss of adjacent visitor-serving amenities. Erosion-induced

damage to structures or paths in this area could cause loss of access to beaches for visitors at accommodations in the Coastal Zone. For example, the Cottage Inn, Pismo Lighthouse Suites, Seacrest Hotel, and Kon Tiki Inn all have stairs down to the beach at risk from shoreline erosion. All stairs other than the Kon Tiki Inn are at severe risk of inundation starting at 1.6 feet of sea level rise. At the same level of sea level rise, Kon Tiki Inn's stairs are moderately impacted, subjected to wave attack during storm conditions.

Downtown

This area includes approximately 10 hotels and motels that sit near each other between the shoreline and Highway 1. While this area is less sensitive to shoreline erosion, many access points to the beach and visitor-serving amenities will be impaired at 1.6 feet of sea level rise. The water is not anticipated to reach the ends of the streets terminating at the beach within Downtown until 3.3 feet to 4.9 feet of sea level rise, but exposure to normal and storm condition wave attacks will become more common on some streets. Unarmored streets will be more impacted by the direct wave attacks. The permanence and significance of structures in Downtown severely limits the adaptive capacity of the area and the hotels and motels in this area are not within the sea level rise inundation zone in extreme scenarios. However, the projected hazards may exceed design specifications for currently installed infrastructure which would require upgrades to preserve existing development. Armoring in this area would protect accommodations from sea level rise impacts, but the accommodations structures' perpendicular orientations to the shoreline decrease their vulnerability overall.

Low-lying

This area includes the three campgrounds/RV parks in the city. If unmitigated, sea level rise could significantly increase flooding potential in this region. This area is less sensitive to shoreline erosion, and the partially vegetated dunes between the beach and Pismo Creek south of Addie Street offer protection from increasing wave impacts and erosion. Despite these features, this area is most exposed to flooding in normal conditions with 3.3 feet of sea level rise. Pismo State Beach North Campground and Pismo Coast Village RV Resort are both affected by flooding in this scenario.

Furthermore, the projected flooding that could impact Dolliver Street during extreme storm events effectively separates the campgrounds and RV parks from the rest of Pismo Beach to the north. This has the potential to impact critical needs, including emergency services, at these accommodations. There is an inherent vulnerability of lower-income households that would seek lower-cost accommodations due to their lack of resources to access medical care, and other necessities. Considering the heightened vulnerability of households living in this area, preserving access to essential transportation routes and reducing structural damage to the low-cost campground and RV park infrastructure could be viable adaption strategies to address these hazards. In addition, beach nourishment along the shoreline here could increase the width of

Pismo State Beach to further protect the Pismo State Beach North Campground and other camp sites/RV spots in the Low-Lying area.

Policies to Support At-Risk LCVSAs

If sea level rise displaces or impacts the inventory of LCVSAs, the overall impact on affordability will remain the same as if they were displaced by other means. Therefore, at that point, the City can refer to policies 1.14 to 1.12 to protect the existing inventory of lower-cost accommodations, develop new LCVSAs off- and on-site, and continue to provide public access to day-use facilities.

3.5 SUMMARY OF FINDINGS

3.5.1 LOWER-COST ACCOMMODATIONS VERSUS HIGHER-COST ACCOMMODATIONS

Hotels and Motels

When considering the results of the PlaceWorks 2019 hotel/motel survey, STR data, and adjusted lower-cost threshold calculations, it is evident that Pismo Beach has a substantial amount of lower-cost hotels and motels. According to the survey, 10 hotels and motels that include 24 percent of the available hotel room inventory (477 total rooms) are considered lower-cost.

The room capacity of hotel and motel accommodations ranges significantly in Pismo Beach, regardless of price. Furthermore, many of the hotel and motel accommodations are older accommodations, and about one-third were built prior to 1980. This is true of both lower- and higher-cost accommodations.

When analyzing the hotel/motel survey and receiving comments during community outreach efforts, it is clear that Pismo Beach considers all income levels when providing accommodations in the city.

Campgrounds

According to the 2019 survey of campgrounds and RV/trailer parks, all (100 percent) of these accommodations are well below the lower-cost threshold. These sites are and likely always will be options for lower-cost travel. However, this type of accommodation is very different from a hotel or a short-term rental, and in some cases, requires different equipment and appeals to a different type of traveler.

STRs

According to the survey of STRs in 2019, when searching with no date limitations, 16 percent of two-person accommodations (56), 17 percent of four-person accommodations (54), and 16 percent of 8-person accommodations (16) are below the lower-cost thresholds designed for STRs. When examining all STRs available in Pismo Beach (using the survey with no dates specified) and not considering the differing capacity of STRs, there are 57 lower-cost accommodations, or 17 percent of the entire stock. Unlike the rest of the accommodation options in Pismo Beach, many of these accommodations are larger and therefore more expensive. However, this makes Pismo Beach's STR market more suitable for families and large groups, as the per-person cost to stay in these larger units is less, and these rentals typically supply additional amenities.

3.5.2 SEASONAL OCCUPANCY

Pismo Beach has a high vacancy rate of 28 percent. This can primarily be attributed to the fact that many of the homes in Pismo Beach are second homes that owners only occupy part-time. These homes may be rented as STRs for part of the year or left vacant when unused. This affects both neighborhood character and long-term housing availability in the community, as these units are not available in the long-term rental housing market. Despite the drawbacks of these STRs, the revenue generated from tourism is a significant component of the local economy.

While the vacancy rate is high in Pismo Beach, these units are sometimes difficult for the City to identify. Pismo Beach recently passed an STR ordinance, as mentioned in this memorandum, to better regulate the STRs and discern them from units that are likely seasonally vacant.

3.5.3 DEVELOPMENT PRESSURES

Due to the aging stock of hotels and motels in Pismo Beach, some lower-cost accommodations may be subject to pressure from developers who wish to buy out properties and build higher-end accommodations. This would result in loss of affordable accommodation stock and an overall increase in hotel prices.

The same pressures may also be true in residential neighborhoods with STRs. Ordinances 2018-006 and 2018-007 have established a new system for administering and regulating STR permits, intensifying the existing market for larger STRs (8+ person capacity), and the development community may face pressure to develop much larger homes that are solely intended as STRs or second homes. This can ultimately result in increased nightly rates for STRs and make it more difficult for individuals or smaller families to find affordable accommodations. It can also put additional pressures on long-term housing as more homes are converted from long-term rentals or owner-occupied homes to STRs.

3.5.4 OVERALL AFFORDABILITY IN PISMO BEACH

The aggregated data on all LCVSAs in Table 12 shows the full range of accommodation affordability across all accommodation types in Pismo Beach. This table shows that approximately 37 percent of all accommodations in Pismo Beach can be considered lower cost.

TABLE 12 ALL LOW COST VISITOR SERVING ACCOMMODATIONS IN PISMO BEACH

Campgrounds/RV Parks	Number/Percent
Total Stock	515
Total Lower Cost	515
Percent	100%
Hotels and Motels	
Total Stock	1,980
Total Lower Cost	477
Percent	24%
Short-Term Rentals	
Total Stock[1]	344
Total Lower Cost	57
Percent	17%
Total All Accommodations	**2,839**
Total Lower Cost	**1,049**
Percent	**37%**

[1]Total stock for STRs determined using the number of STRs available when no dates or capacities are selected. This number was used to ensure that the total is comparable to the other accommodation types in that it reflects the entire STR stock available regardless of actual vacancy rates.

Conclusions

As previously discussed, the Commission expects coastal communities to implement policies to encourage the development of new LCVSAs and prevent the loss of existing LCVSAs. In Pismo Beach and other coastal communities, the Commission has typically interpreted this expectation to mean that 25 percent of each new accommodation should be designated LCVSAs.

Construction of onsite lower-cost units has not been required for new hotels or motels in Pismo Beach. However, the City issued permits in both 2007 and 2015 to the Vespara hotel requiring a

deposit of $97,000 and $200,000, respectively, for in-lieu fees to be used towards lower-cost accommodations.

Pismo Beach has a variety of hotel and motel prices, and STRs provide alternative accommodations that are particularly suited for group or family travel, some of which are low cost. The City continues to prioritize coastal accessibility and affordability by working with new development projects to ensure pricing aligns with Commission expectations and will be accessible to the general public. The existing accommodation stock in Pismo Beach has sufficient options to ensure equal access to the coast, pursuant to Section 30213 of the California Coastal Act. The City proposes to implement policies that will allow the City to maintain its level of affordability and accessibility.

4. CANDIDATE POLICIES

The following policy categories are recommended for consideration during the General Plan/LCP update process to ensure that LCVSAs continue to be widely available in Pismo Beach, and sufficient mitigation strategies are in place to remain consistent with the Coastal Act. While Pismo Beach has a suitable percentage of LCVSAs that are not currently at risk, it is important to continue to preserve existing LCVSAs and to have strategies in place to address potential future issues, such as sea level rise, which could impact the LCVSA stock in Pismo Beach. This will ensure that Pismo Beach continues to be an affordable destination.

Following discussion with City and Commission staff, the final policies included here will be incorporated into the General Plan/LCP. This information is based on a review of several other adopted LCPs and Commission guidance documents, but has been tailored to respond to issues specific to conditions in Pismo Beach.

4.1 PROVISION OF LOWER-COST VISITOR-SERVING ACCOMMODATIONS

As evidenced by hotel, motel, campground, and short-term rental price surveys, 37 percent of all accommodations in Pismo Beach can be considered lower cost. New development and rehabilitation of hotel and motel projects require discretionary review by the City, while use of a residential property for an STR does not in the zones where STRs are allowed. Therefore, many policies that are intended to increase the LCVSA stock focus on hotels and motels. Other policies are included that protect other LCVSAs, including STRs and campgrounds. Each candidate policy is tied to an implementation time frame and subsequent threshold, if applicable.

4.1.1 DEFINE AND TRACK THE INVENTORY OF LOWER-COST HOTELS AND MOTELS

The City should define accommodations at different cost levels. It should also regularly track the hotel and motel inventory to determine when the policies specified in the following section will be necessary. This should be in the form of a regularly scheduled price survey of all hotels and motels.

1.1 *Low, Moderate, and High-Cost Accommodations Defined:* For purposes of this subsection, visitor accommodations shall be defined as low, moderate, or high cost as follows:

- Low Cost. The annual average daily room rate of all economy hotels and motels in the City of Pismo Beach market area based on a full survey of hotels and motels.
- Moderate Cost. The average daily room rate is between low cost and high cost.
- High Cost. The average daily room rate is one hundred twenty (120) percent of the Statewide average daily room rate or greater.

1.2 *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.

1.3 *Survey of Accommodations:* Perform a survey in the city every five years or at the time of a new hotel or motel application approval (whichever occurs first after the previous most recent survey) for all hotels and motels. The survey shall be at the same level of detail as the survey performed for this memo. The survey should include documentation of the number of accommodations (for 2- to 4-person occupancy) and their average costs. Upon completing the survey, use the City threshold to determine what proportion of hotels and motels can be considered LCVSAs. 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.

4.1.2 PROTECT EXISTING INVENTORY OF LOWER-COST ACCOMMODATIONS AND DEVELOP NEW LCVSAS ON-SITE

The LCVSA hotels and motels in Pismo Beach are on average older than the overall average age of the hotel/motel stock. They may be outdated and in need of rehabilitation or ongoing maintenance to ensure they can continue to attract guests and remain in the LCVSA stock. From a policy

standpoint, it is important to not only prioritize new LCVSA development, but to support existing LCVSAs.

While the Commission is still developing specific policy language on LCVSAs, it has provided a preliminary recommendation to require new developments to offer at least 25 percent of units that are lower cost, when economically feasible. This will allow a range of opportunities for visitors of all incomes. This is based on the Commission's requirement to preserve affordable accommodations in coastal cities. The Commission advises against providing "credits" for hotel rooms based on their size or amenities that would allow higher-cost hotels and motels to manipulate this allowance and operate while providing few or no lower-cost units. On-site provision of LCVSAs is the Commission's preference for new development requirements.

1.4 *Overnight Accommodations.* Protect, encourage and, where feasible, provide lower cost overnight accommodations in the coastal zone.

1.5 *Lower and Moderate Cost Accommodations.* Prohibit the loss of existing lower cost facilities, including lower cost hotel, motel or inn units, or campsites, unless they are replaced with comparable facilities, mitigation, or in-lieu fees are provided to fund other lower-cost overnight visitor accommodations in the city or the greater Central California coastal zone area.

1.6 *Mitigation.* If the review authority determines that the development will impact existing lower cost visitor-serving accommodations, or provide only high or moderate cost visitor accommodations or limited use overnight visitor accommodations such as timeshares, fractional ownership and condominium-hotels, then mitigation commensurate with the impact shall be provided as follows:

i. Where development proposes to remove existing lower cost accommodations or replace existing lower cost accommodations with high cost accommodations, replacement of the lost low cost rooms shall be provided at a one-to-one ratio either on site or on a suitable off-site location within the city or greater Central California coastal zone area. Where development proposes replace existing lower cost accommodations with moderate cost accommodations, replacement of lost low cost rooms shall be maximized and provided at a ratio commensurate with the identified impact, taking into consideration the proposed cost increase and any additional amenities that would be provided to serve as a lower-cost option for families. Replacement shall prioritize providing for lower cost accommodations on-site where feasible; where on-site provision is not feasible, off-site provision shall be completed and ready for use prior to occupancy of the new development, as feasible.

ii. Where development proposes to provide for new higher cost accommodations, 25% of the new higher cost accommodations shall be lower cost.

iii. Where it is not feasible to provide lower cost accommodations on or off-site, payment of an in-lieu fee commensurate with the impact shall be required, as described under the In-Lieu Fee Program below in Section 4.1.3.

1.7 *Range of Pricing.* Encourage new overnight visitor accommodation developments to provide a range of rooms and room prices in order to serve all income ranges. Consistent with Section 30213 of the Coastal Act, 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.

1.8 *Feasibility Analysis Required.* An analysis of the feasibility of providing low cost visitor accommodations shall be required 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 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.

1.9 *Older Hotels and Motels:* The City will encourage the retention of older motels and cottage courts. Where economically feasible, these facilities may continue to provide low and moderately priced overnight accommodations to Pismo Beach visitors. Where these facilities have already converted to lower income rentals, the City may assist owners to preserve and improve the structures through available rehabilitation assistance programs.

4.1.3 DEVELOP NEW LCVSAS OFF-SITE

When it is not economically feasible to develop lower-cost units on-site, the Commission has supported the development of reasonable mitigation fees that will allow lower-cost accommodations to be developed elsewhere. However, the Commission has noted that many previously developed in-lieu fees have proven to be too unsubstantial, and the lack of adequate funds has often made the development of lower-cost facilities impossible. This is because

mitigation fees have typically been calculated based on the cost to provide campground units or hostel beds, but have not included costs for hotel or motel rooms or other costs, such as acquisition, permitting, and infrastructure development.

The Commission has provided multiple case studies where in-lieu fees were highly underestimated and did not result in development of the intended number of lower-cost units. Therefore, the Commission is in the process of developing new estimates that will fully consider the following development costs:

- Planning, engineering, design, and permitting
- Infrastructure development, including water and sewer
- Site preparation, including earthwork and drainage improvements
- Cost to acquire land, if necessary, to complete the project
- Construction costs for all required building, including restroom buildings
- Fire protection and associated improvements
- Access roads
- Americans with Disabilities Act (ADA) requirements
- Habitat restoration, if required
- Administrative costs for the fee holder

In addition, the Commission is recommending that the in-lieu fee be charged for an initial 20- or 30-year period and then reassessed for permit amendments in the future. These fees would be used to fund all stages of project construction as well as ongoing operations (California Coastal Commission 2016).

The state Coastal Conservancy released the *Explore the Coast Overnight* assessment in November 2018. It includes some local funding and financing mechanisms to consider for funding development of low-cost accommodations. These include:

- Community Revitalization and Investment Authorities (CRIA). These authorities address revitalization of disadvantaged communities through planning and financing infrastructure improvements and upgrades and economic development activities. CRIAs are led by local governments.
- Enhanced Infrastructure Financing District (EIFD). EIFDs can be created by local governments using property tax increment financing. This funding source could be combined with other funding sources. EIFDs finance a wide variety of public infrastructure and private facilities, including parks, recreational facilities, and projects that implement a "sustainable community" strategy.

CRIAs would not be an option currently because no disadvantaged communities have been identified in Pismo Beach. An EIFD might be an option in the city.

1.10 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 accommodations within the City shall be included as a condition of approval of the Coastal Development Permit 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 which shall be in an interest bearing account and shall only be used for the provision of new lower-cost overnight accommodations, within the City or in the greater Central California coastal zone area. 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 Coastal Development Permit process of the in-lieu fee funded project.

1.11 *Enhanced Infrastructure Financing District:* Consider establishing an Enhanced Infrastructure Financing District (EIFD) that would help fund public access facilities.

4.1.4 PROVIDE PUBLIC ACCESS TO DAY-USE FACILITIES

The Commission has approved numerous permits and certified LCP policies that require developers to provide non-overnight, lower-cost facilities in new hotel projects. Furthermore, language in the Commission LCP Update Guide notes that "developments providing public recreational opportunities are preferred." Although these facilities do not provide overnight accommodations, they do ensure that visitors who cannot or choose not to pay for a hotel room can nonetheless access the facility for activities during the day.

1.12 *Access to Day-Use Facilities:* Require new mid-price hotel and motel projects that do not have lower-cost accommodation options or in areas of the city were certain amenities are lacking 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.

4.1.5 LCVSA POLICY ACTIONS FOR CAMPGROUND FACILITIES

Maintain Camping Facilities

Campgrounds and RV parks are important components of the City's accommodation stock because they will almost always be LCVSAs. However, these facilities degrade over time due to heavy use, direct exposure to weather, and wear and tear. Regular maintenance will ensure these facilities remain a feasible option for tourists.

1.13 *Maintain Campgrounds and RV Parks:* Campgrounds and RV parks will be regularly maintained and improved. This may include improvements to accessibility, trails, and amenities.

4.1.6 SHORT-TERM RENTALS

The City recently adopted regulations governing short-term rentals within and outside the Coastal Zone. Short-term rentals provide some low-cost options, especially for larger groups visiting Pismo Beach. The City will continue to allow this accommodation type while balancing the need for long-term affordable housing and maintaining community character. The number of affordable short-term rentals will continue to be monitored over time.

1.14 *Allow Appropriately Regulated Short-Term Rentals:* Continue to allow and monitor short-term rentals without discretionary review in several residential and commercial areas of the City both inside and outside the Coastal Zone.

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Appendix A

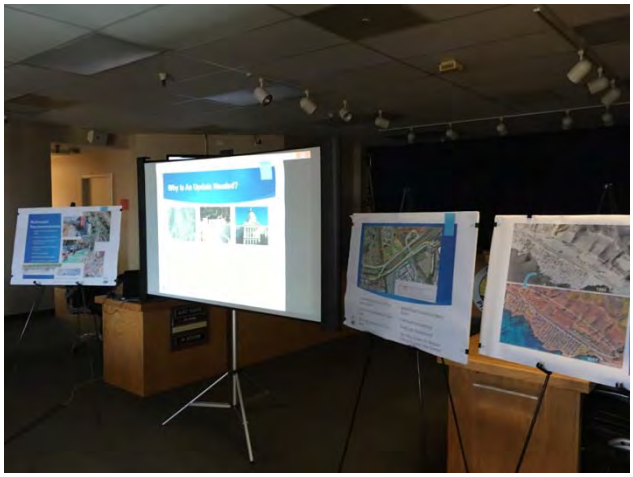
Pismo Beach Circulation Element Update
Workshop Summary
September 20, 2017

Report on Activities and Results

A public workshop was held on September 20, 2017 as part of the ongoing public participation effort for the Pismo Beach Circulation Element update. The focus of the public meeting was to inform the public of the Circulation Element update process and identify issues of concern to be evaluated as part of that process.

The workshop was held at the Pismo Beach City Council chambers and commenced at 6 PM and adjourned at approximately 8 PM. This report presents an overview of the public workshop, interactive polling results and a summary of the discussion.

The meeting announcement for the workshop is presented as attachment #1 and the agenda as attachment #2. Prior to the formal presentation, the participants had the opportunity to review circulation maps and project related materials and discuss issues of concern with City of Pismo Beach representatives and the Omni-Means technical team.





Workshop attendees were asked to check in by providing contact information on a sign-in sheet, which is presented as attachment # 3. Despite efforts to publicize and notice the community workshop, only four people attended.
The PowerPoint presentation use in the formal presentation along with the interactive polling results are presented in attachment #4 and the participant comments are presented in attachment #5.

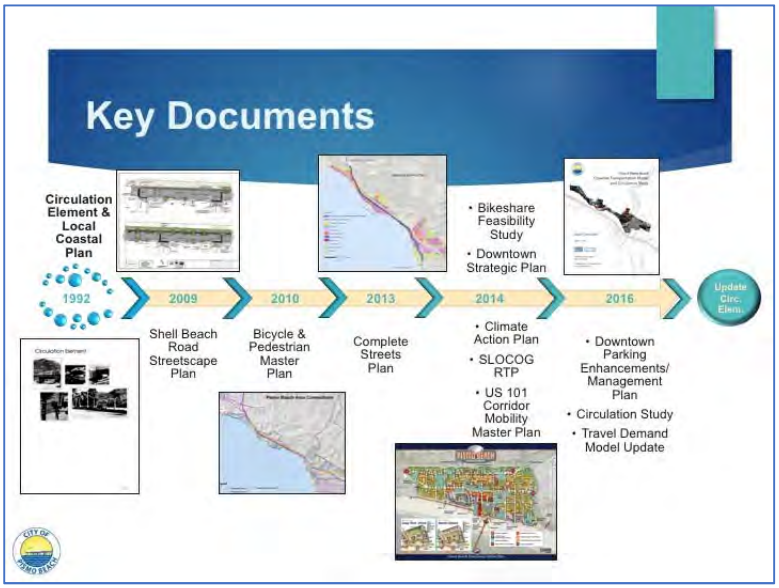
Welcome

Jeff Winklepleck, Community Development Director for the City of Pismo Beach, welcomed the workshop participants and explained the purpose for the Circulation Element update, which had not been revised since 1992. He noted that significant growth has occurred and circulation needs have changed since the last update. He also emphasized the need to update multimodal policies. In addition, the current update will take into consideration numerous technical studies and new legislative and policy changes.



Overview of Update Process

Matt informed the participants that the City has contracted with Omni-Means to prepare the draft update and introduced Martin Inouye, Project Manager for Omni-Means. Martin discussed the timeline for the Circulation Element Update and indicated that the project schedule calls for the completion of the update by the end of the year. He anticipates a second public workshop to discuss proposed alternatives and recommendations later this year.

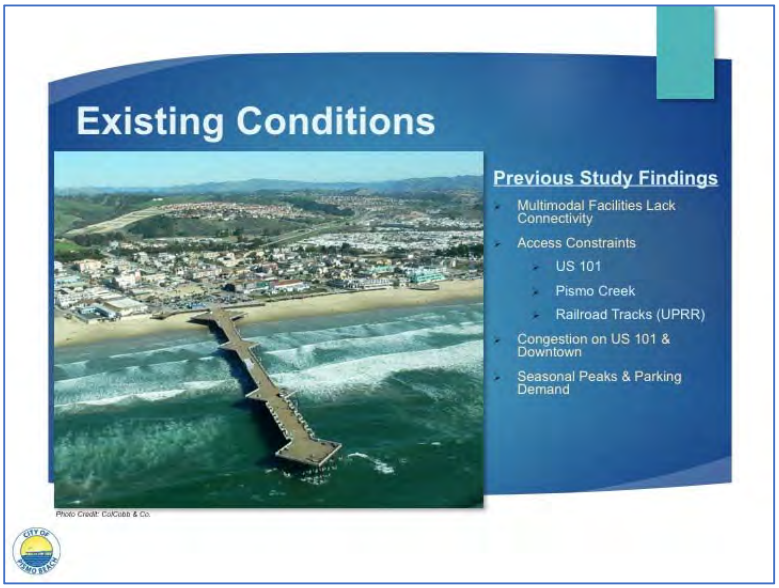


Martin presented the chronology of prior studies that will be the basis for putting together the draft circulation element update. These documents include:

- Circulation Element & Local Coastal Plan (1992)
- Shell Beach Road Streetscape Plan (2009)
- Bicycle & Pedestrian Master Plan (2010)
- Complete Streets Plan (2013)
- Bikeshare Feasibility Study (2014)
- Downtown Strategic Plan (2014)
- Climate Action Plan (2014)
- SLOCOG RTP (2014)
- US 101 Corridor Mobility Master Plan (2014)
- Downtown Parking Enhancements / Management Plan (2016)
- Circulation Study (2016)
- Travel Demand Model Update (2016)

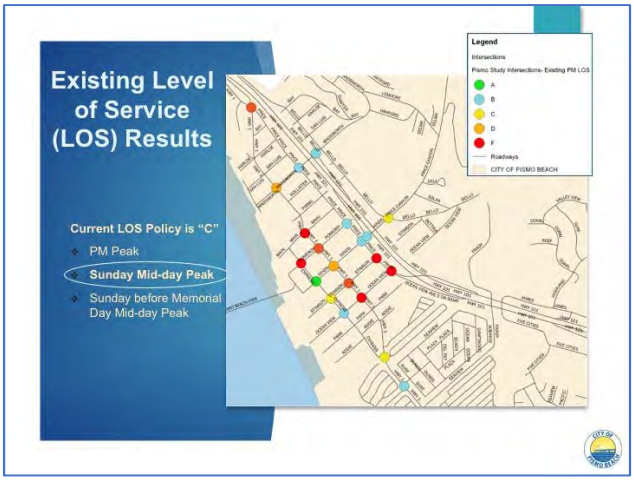
Existing Conditions

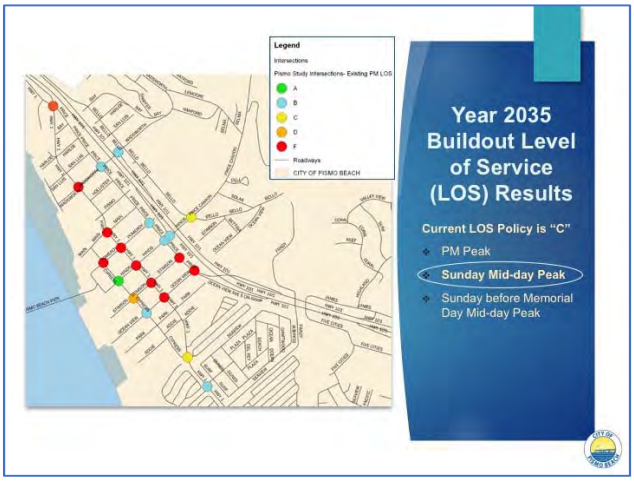
Martin introduced Rosanna Southern with Omni-Means who discussed the findings of the previous studies and presented an overview of current conditions of the city street/highway system, bicycle routes, transit system and pedestrian facilities. She noted that multimodal facilities lack connectivity, access constraints exist due to highway 101, Pismo Creek and the railroad tracks and seasonal peaks and parking demand cause high levels congestion, particularly during tourist season.



Level of Service (LOS)

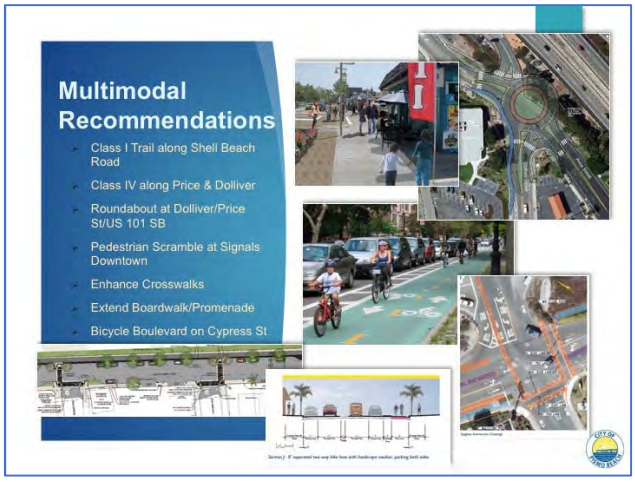
It was noted that many of the key intersections in the downtown area were currently operating at a very low level of service, especially during peak tourist season and that situation would worsen in the future. No strategies were identified in the prior studies that would significantly reduce the level of congestion in this area. The current Circulation Element LOS policy calls for a level on service "C" and it was suggested that this be modified to LOS "E/F" for seasonal weekend traffic. Workshop participants suggested consideration of satellite parking facilities and moving forward with the proposed parking structure at Main Street and Dolliver Street.

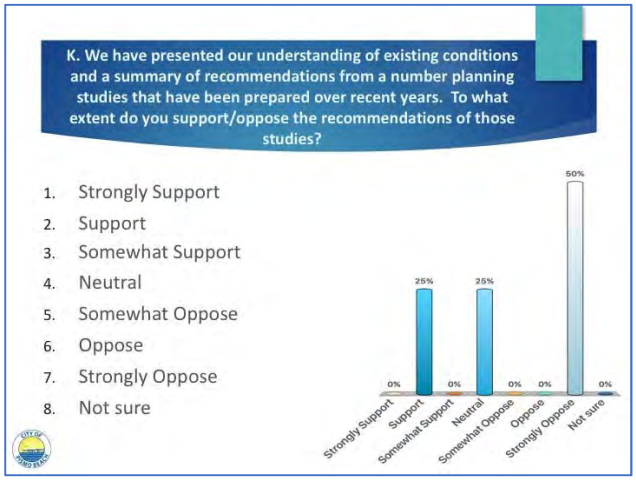




Multimodal Recommendations

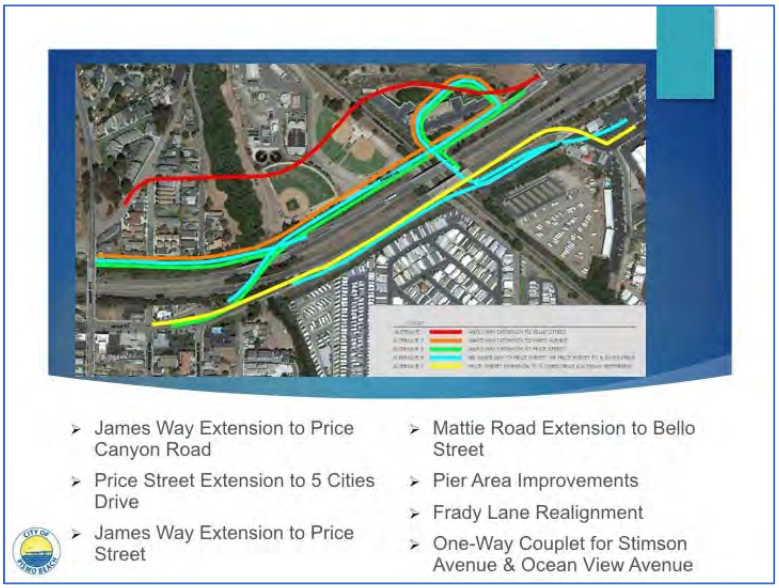
There was both support and opposition to the proposed multimodal recommendations from prior studies. Concern was expressed about adding bike lanes and potentially reducing parking. Some participants felt that the previous circulations studies were flawed. Others expressed concern about a proposed roundabout at the intersection of Dolliver/Price/101 because they worried that Caltrans would close the southbound exit ramp at Hinds Avenue. There was general support for enhanced crosswalks and pedestrian scrambles. It was noted that better wayfinding signage would facilitate traffic in the downtown area.





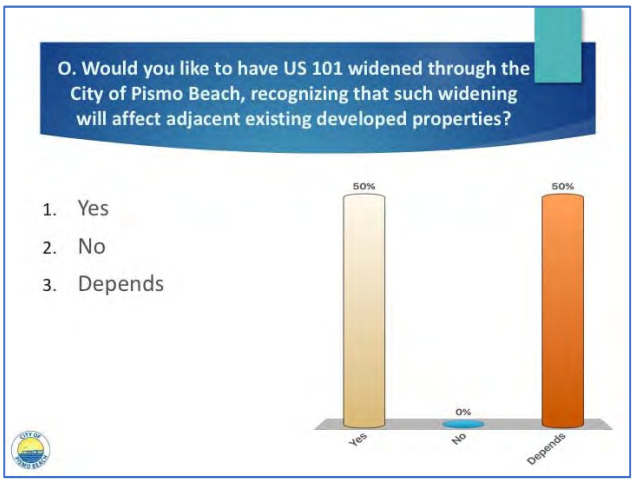
Improved Connectivity

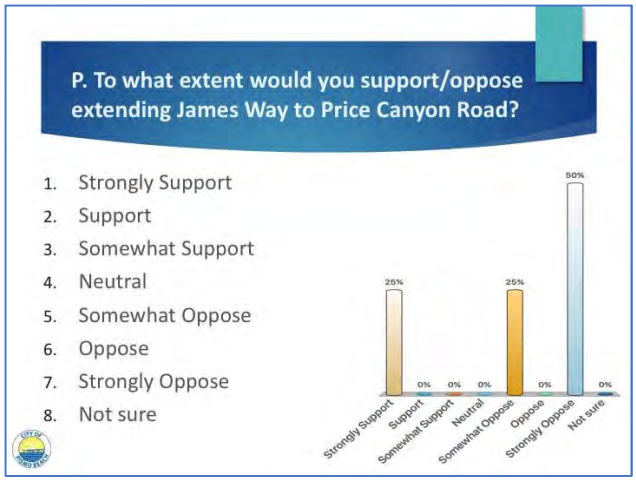
A range of ideas were discussed to improve connectivity from one area of the city to another and also facilitate traffic flow. There was general support for encouraging Caltrans to widen Highway 101 through Pismo Beach; however, concern was expressed about the disruption, noise and possible changes in the configuration of the off ramp at Hinds Avenue.

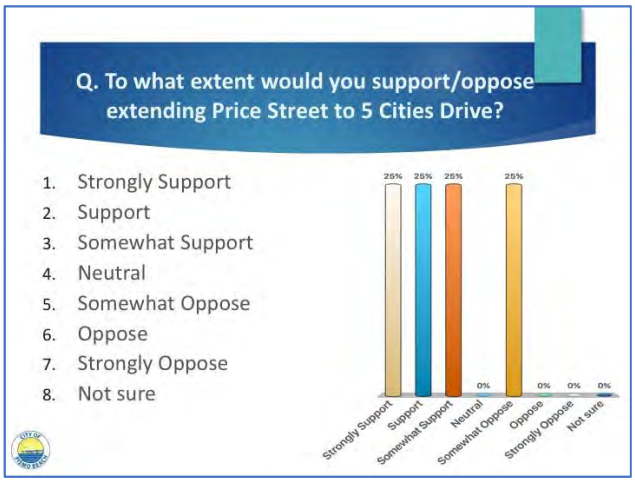


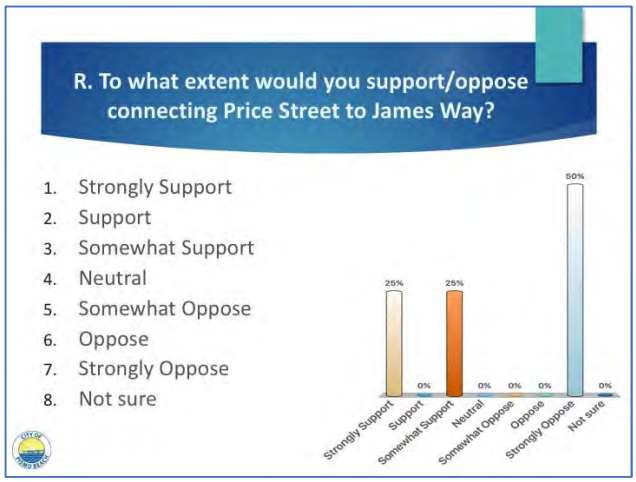
It was noted that the previously proposed Price Street extension came with too many other elements. Merchants are really opposed it and there was too much construction disruption. One participant observed that the James Way to Price Street extension would serve residential to business traffic while the 5 Cities Drive to Price Street

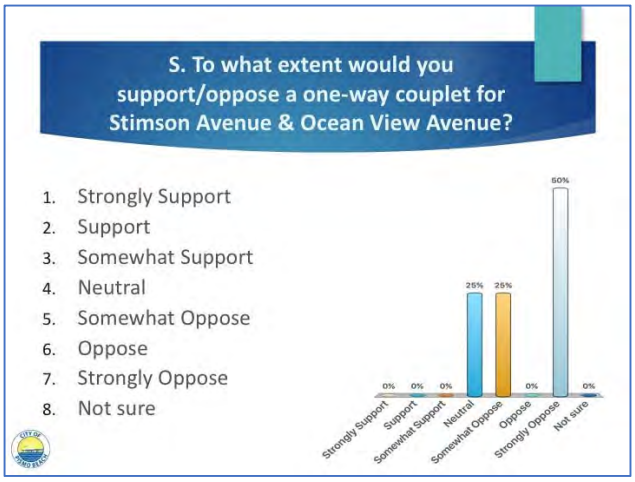
extension would server business to business and preferred the 5 Cities Drive to Price Street alternative.







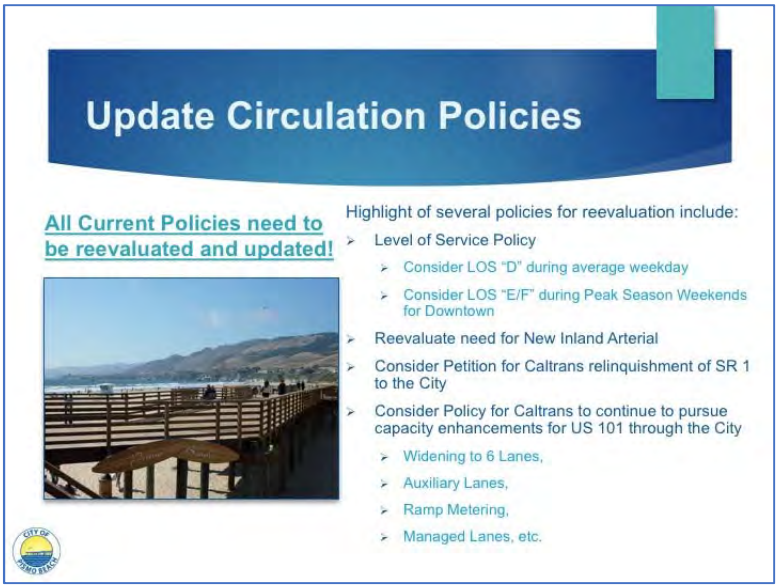




Circulation Element Policies

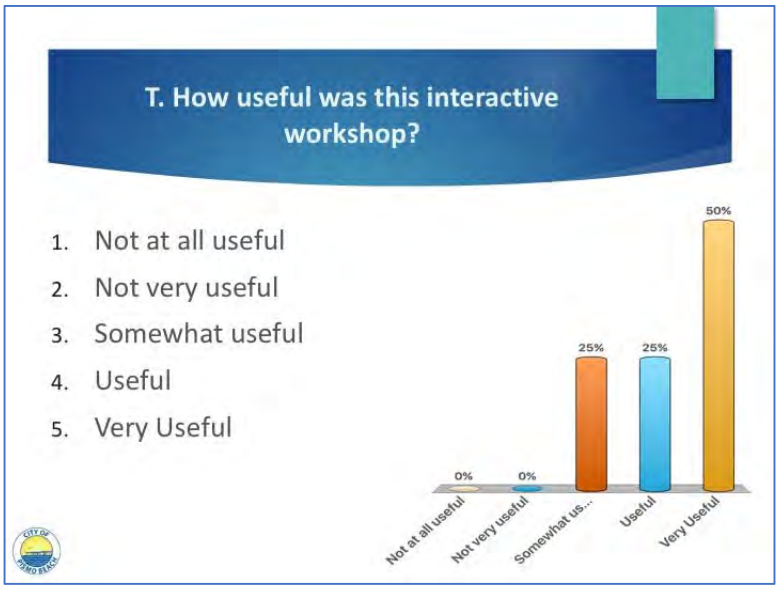
Martin concluded the workshop with a discussion of the need to reevaluate and update the current Circulation Policies. He discussed a number of possible alternatives, including consideration of a downtown LOS "D" for average weekday traffic and a LOS "E/F" during peak seasonal weekends.

There was general support to petition Caltrans to relinquish SR 1 through the downtown area and to explore other capacity enhancement strategies for Highway 101 through the City.



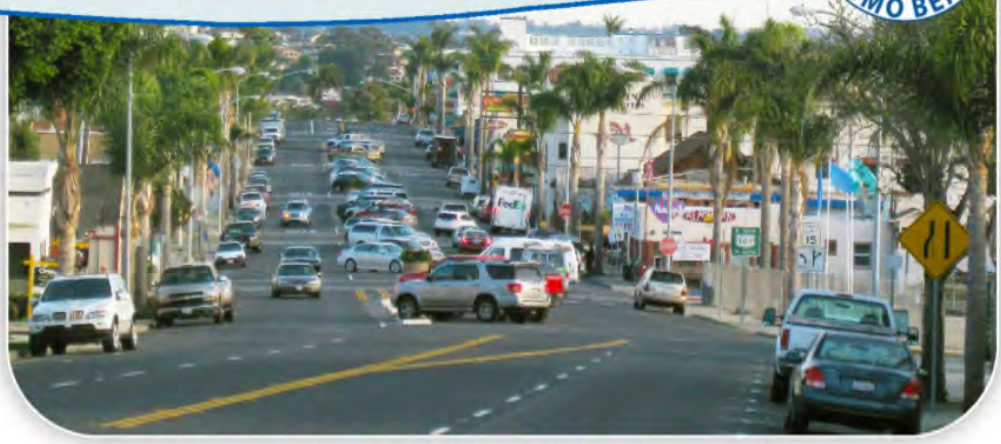
Next Steps

Jeff thanked the participants for attending the workshop and indicated that there would be ongoing community engagement opportunities, including a second workshop to review and discuss more specific draft recommendations to update the Circulation Element. After the second workshop, final recommendations will be prepared and presented to the City Council for consideration at which time the public will again be invited to comment.



Attachment #1 – Workshop Announcement
Pismo Beach Circulation Element Update
Workshop #1
September 20, 2017

CITY OF PISMO BEACH
CIRCULATION ELEMENT UPDATE



PUBLIC WORKSHOP #1

When: Wednesday, September 20th, 2017
6:00 p.m.— 8:00 p.m.

Where: City Council Chamber
760 Mattie Road, Pismo Beach

Purpose: Update Circulation Element of General Plan, last updated 1992.

Public Workshop will share:

- Background Circulation Studies
- Existing 1992 Circulation Plan & Policies
- Recent Legislation Requiring Update
- Current Regional Transportation Planning





Public Workshop will seek:

- Community Input on Current Circulation Conditions
- Community Input on Circulation Planning and Policies

For Additional Information, please contact Matt Everling, Planning Manager
E-mail: meverling@pismobeach.org Phone: 805.773.7043

Attachment #2 – Workshop Agenda
Pismo Beach Circulation Element Update
Workshop #1
September 20, 2017

1. Welcome

2. Circulation Element Update Overview

3. Review Workshop Agenda
   - Housekeeping
   - Meeting Ground Rules

4. Circulation Element Study Schedule
   - Work Tasks
   - Opportunities to Participate

5. Review Findings of Previous Studies
   - Previous Documents
   - New Legislation
   - Polling / Discussion

6. Review Existing Conditions
   - Bicycle Facilities
   - Pedestrian Facilities
   - Transit Routes
   - LOS

7. Alternatives / Recommendations
   - Multimodal
   - Roadway Connections
   - Polling / Discussion

8. Update Circulation Policies
   - Discussion

9. Additional Comments / Questions

10. Thank You / Next Steps / Adjourn

PISMO BEACH
Classic California

Circulation Element Update

PUBLIC WORKSHOP #1
WEDNESDAY, SEPTEMBER 20TH, 2017



Project Team

with

omni·means A GHD Company — Transportation

SWCA Environmental Consultants — Environmental

Strategic Initiatives — Public Outreach

Why Is An Update Needed?



Refresh 1992 Circulation Element

- Dated Circulation Element
- Significant Growth has Occurred
- Circulation Needs Changed
- Need for updated Multimodal Policies



Recent Planning Documents

- Downtown Strategic Plan
- Complete Streets Plan
- Bicycle & Pedestrian Master Plan
- US 101 Mobility Plan
- Others



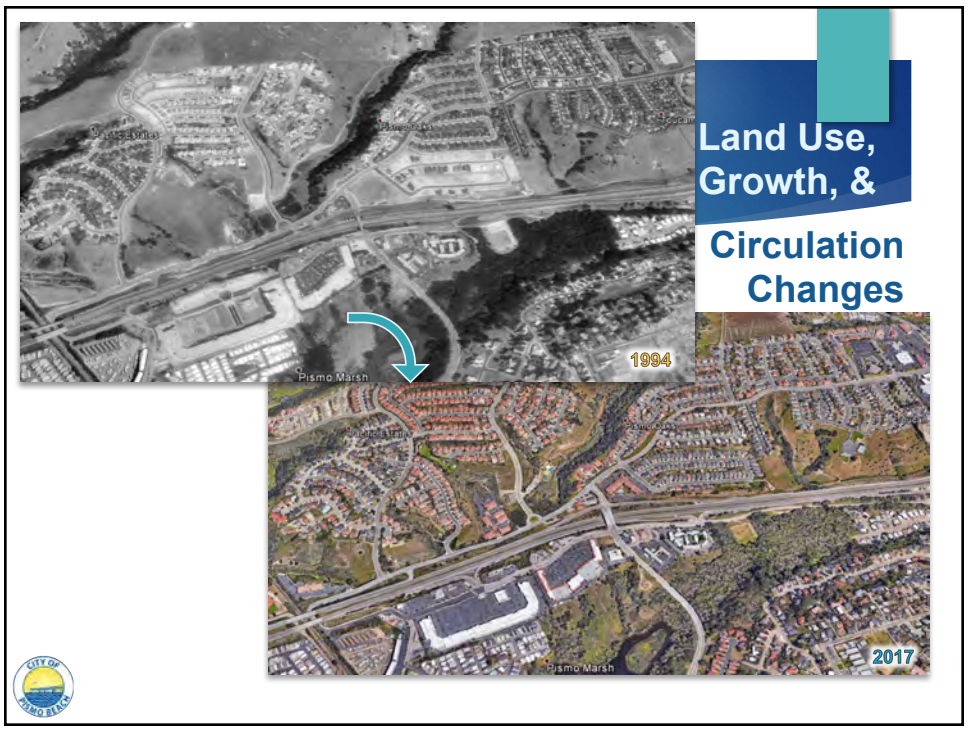
New Legislature & Policy Changes

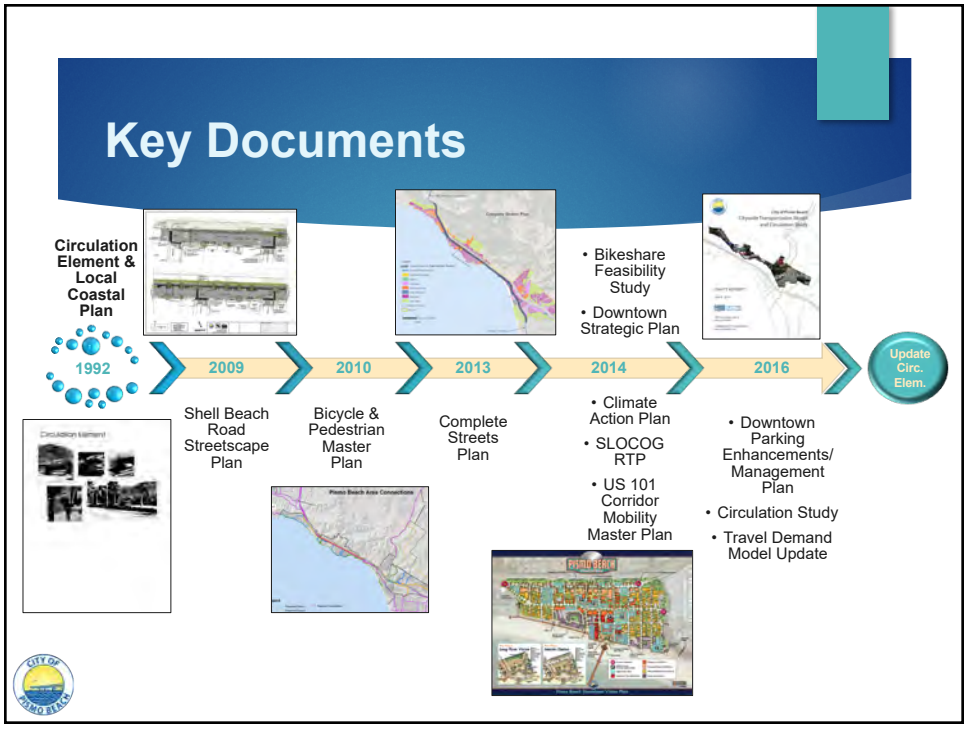
- Multimodal Access
- Complete Streets Act
- Sustainable Communities
- LOS Policy



Land Use, Growth, & Circulation Changes

- Traffic Congestion & Parking
- Visitor vs Local Traffic
- Multimodal Options & Connectivity


Land Use, Growth, &
Circulation Changes
1994
Pismo Marsh
Pismo Marsh
2017


Key Documents
Circulation Element & Local Coastal Plan
1992
2009
Shell Beach Road Streetscape Plan
2010
Bicycle & Pedestrian Master Plan
2013
Complete Streets Plan
2014
• Bikeshare Feasibility Study
• Downtown Strategic Plan
• Climate Action Plan
• SLOCOG RTP
• US 101 Corridor Mobility Master Plan
2016
• Downtown Parking Enhancements/ Management Plan
• Circulation Study
• Travel Demand Model Update
Update Circ. Elem.

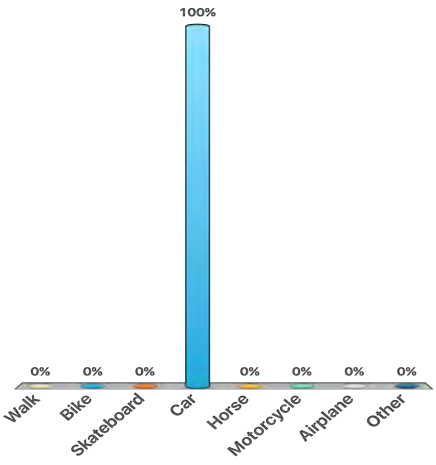
New Legislation

- Complete Streets Act (AB 1358, 2011)
- Sustainable Communities Strategy (SB 375, 2009)
- VMT and LOS (SB 743, 2013)
- Global Warming Solutions Act (AB 32, 2006)



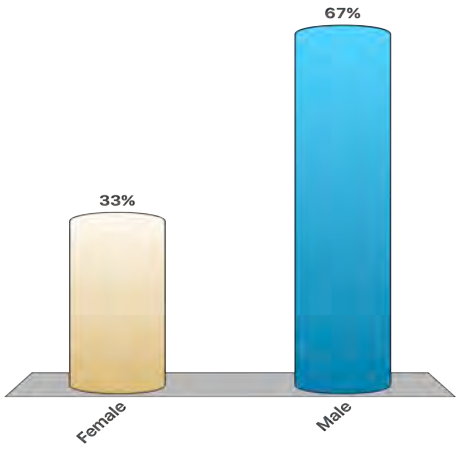
A. How did you get here tonight?

1. Walk
2. Bike
3. Skateboard
4. Car
5. Horse
6. Motorcycle
7. Airplane
8. Other



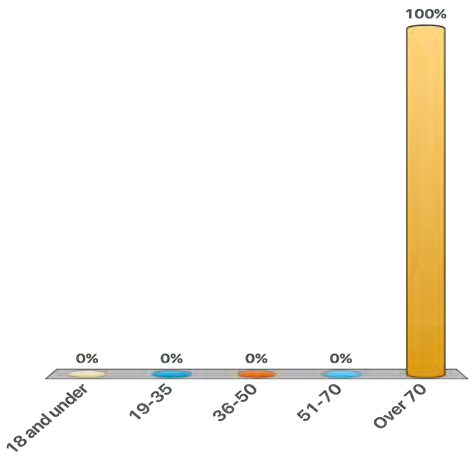
B. What is your gender?...

1. Female
2. Male



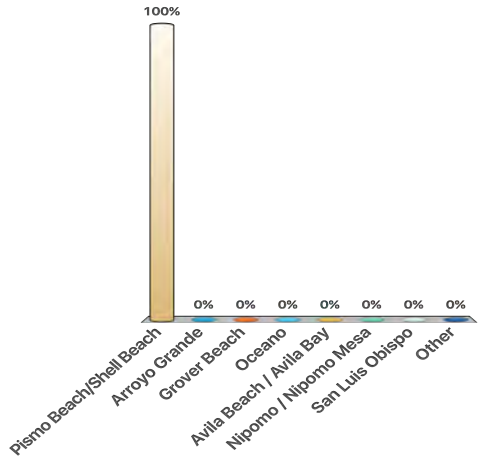
C. What is your age?

1. 18 and under
2. 19-35
3. 36-50
4. 51-70
5. Over 70



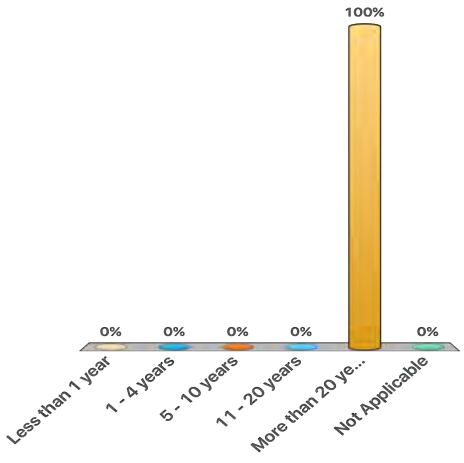
D. Where do you live?

1. Pismo Beach/Shell Beach
2. Arroyo Grande
3. Grover Beach
4. Oceano
5. Avila Beach / Avila Bay
6. Nipomo / Nipomo Mesa
7. San Luis Obispo
8. Other



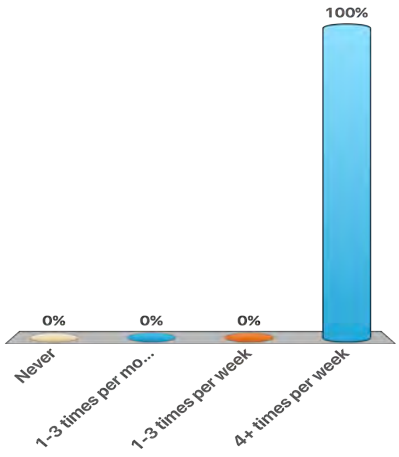
E. How long have you lived on the Central Coast?

1. Less than 1 year
2. 1 - 4 years
3. 5 - 10 years
4. 11 - 20 years
5. More than 20 years
6. Not Applicable



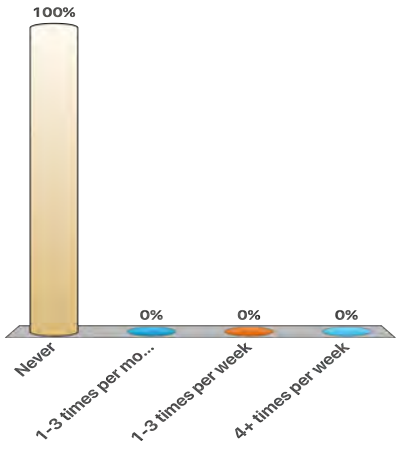
F. How often do you walk for a significant distance, i.e., more than 5 minutes for a single trip?

1. Never
2. 1-3 times per month
3. 1-3 times per week
4. 4+ times per week



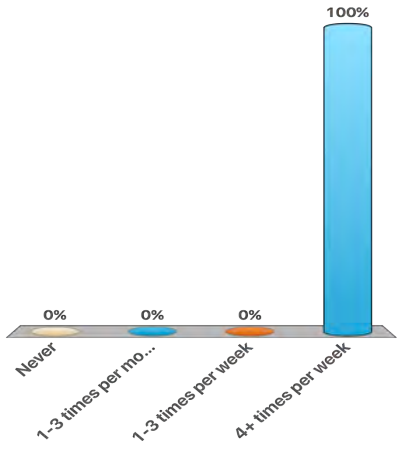
G. How often do you bike for any purpose?

1. Never
2. 1-3 times per month
3. 1-3 times per week
4. 4+ times per week



H. How often do you drive in Pismo Beach?

1. Never
2. 1-3 times per month
3. 1-3 times per week
4. 4+ times per week



Key Documents











Circulation Element & Local Coastal Plan

1992

2009 — Shell Beach Road Streetscape Plan

2010 — Bicycle & Pedestrian Master Plan

2013 — Complete Streets Plan

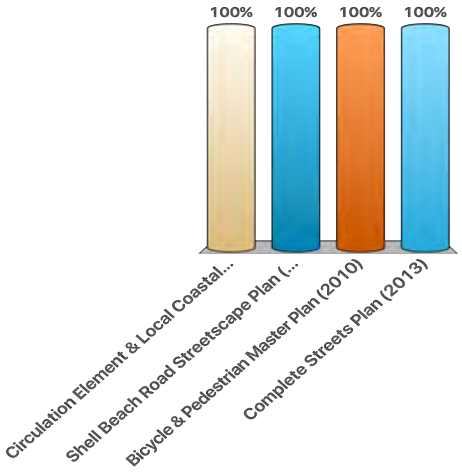
2014
- Bikeshare Feasibility Study
- Downtown Strategic Plan
- Climate Action Plan
- SLOCOG RTP
- US 101 Corridor Mobility Master Plan

2016
- Downtown Parking Enhancements/ Management Plan
- Circulation Study
- Travel Demand Model Update

Update Circ. Elem.

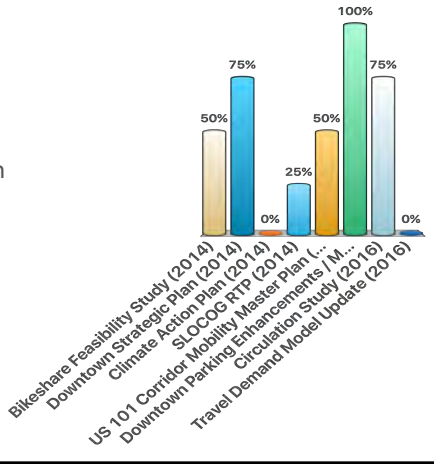
I. Did you attend any workshops or participate in the development of any of the following studies? (select all that apply)

1. Circulation Element & Local Coastal Plan (1992)
2. Shell Beach Road Streetscape Plan (2009)
3. Bicycle & Pedestrian Master Plan (2010)
4. Complete Streets Plan (2013)



J. Did you attend any workshops or participate in the development of any of the following studies? (select all that apply)

1. Bikeshare Feasibility Study (2014)
2. Downtown Strategic Plan (2014)
3. Climate Action Plan (2014)
4. SLOCOG RTP (2014)
5. US 101 Corridor Mobility Master Plan (2014)
6. Downtown Parking Enhancements / Management Plan (2016)
7. Circulation Study (2016)
8. Travel Demand Model Update (2016)



Existing Conditions



Photo Credit: CalCobb & Co.

Previous Study Findings

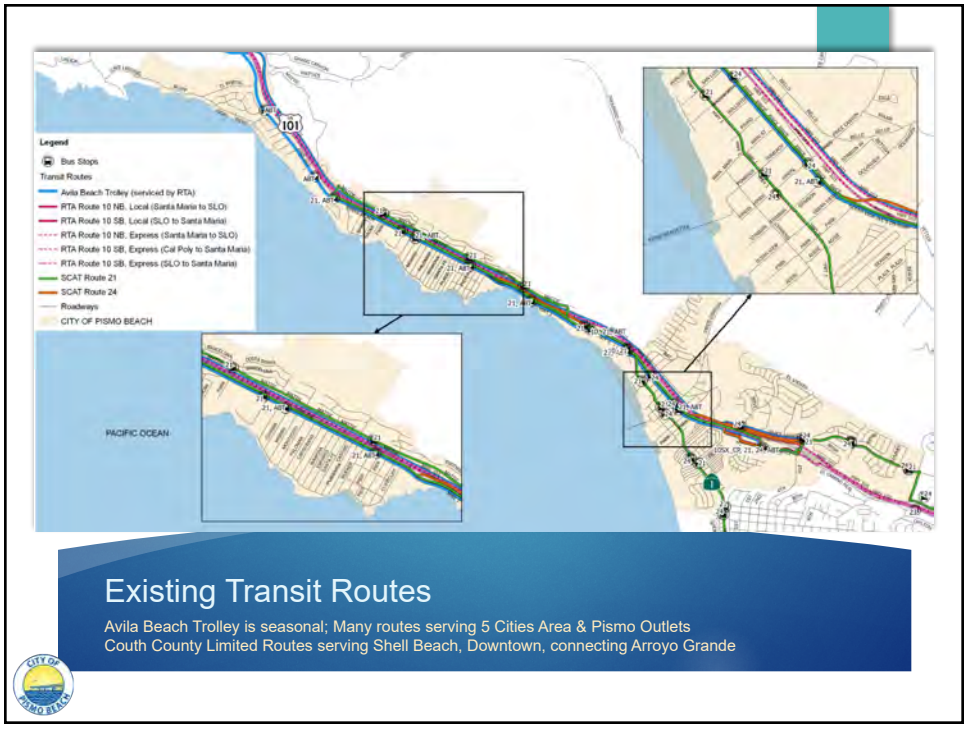
- Multimodal Facilities Lack Connectivity
- Access Constraints
  - US 101
  - Pismo Creek
  - Railroad Tracks (UPRR)
- Congestion on US 101 & Downtown
- Seasonal Peaks & Parking Demand



Existing Bicycle Facilities

Class II Bike Lanes throughout City,
Lack connectivity between Trails and to Regional connections, Bob Jones & Coastal Trail


101
PACIFIC OCEAN
Legend
Pedestrian Crosswalks
Marked Crosswalk
School Zone Crosswalk (Yellow)
Pedestrian Sidewalk Facilities
Shared or Separated Path
Sidewalk on Both Sides
Sidewalk on One Side
Roadways
CITY OF PISMO BEACH
Existing Pedestrian Facilities
Need for continuous sidewalks and marked crossings outside of Downtown;
Need connectivity from residential areas to Beach and Downtown


101
Legend
Bus Stops
Transit Routes
Avila Beach Trolley (serviced by RTA)
RTA Route 10 NB, Local (Santa Maria to SLO)
RTA Route 10 SB, Local (SLO to Santa Maria)
RTA Route 10 NB, Express (Santa Maria to SLO)
RTA Route 10 SB, Express (Cal Poly to Santa Maria)
RTA Route 10 SB, Express (SLO to Santa Maria)
SCAT Route 21
SCAT Route 24
Roadways
CITY OF PISMO BEACH
PACIFIC OCEAN
Existing Transit Routes
Avila Beach Trolley is seasonal; Many routes serving 5 Cities Area & Pismo Outlets
Couth County Limited Routes serving Shell Beach, Downtown, connecting Arroyo Grande

Existing Level of Service (LOS) Results

Current City LOS Policy is "C" **Circulation Study Findings:**

#	Intersection	Control Type[1,2]	Target LOS	Weekday PM Peak Hour		Summer Sunday Midday Peak Hour		Memorial Day Sunday Midday Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
14	Price St/US 101 SB Off-Ramp/Dolliver St	AWSC	C/D	14.0	B	43.0	E	48.6	E
20	Dolliver St/Main St	TWSC	C/D	15.2	C	146.7	F	248.8	F
21	Pomeroy Ave/Cypress St	TWSC	C	16.3	C	OVR	F	OVR	F
22	Pomeroy Ave/Dolliver St	SIGNAL	C/D	17.4	B	65.0	E	210.1	F
25	Hinds Ave/Dolliver St	SIGNAL	C/D	5.7	A	35.8	D	144.2	F
31	Stimson Ave/Dolliver St	TWSC	C/D	32.3	D	40.0	E	54.9	F
32	Stimson Ave/Price St	TWSC	C	23.4	C	58.5	F	80.5	F
34	Ocean View Ave/Dolliver St	TWSC	C/D	52.9	F	221.8	F	264.1	F
35	Ocean View Ave/Price St/US 101 Ramps	TWSC	C/D	30.9	D	76.6	F	91.2	F
42	5 Cities Dr/Fourth St	SIGNAL	C	36.3	D				
48	El Camino Real/US 101 SB Ramps	AWSC	C/D	33.8	D				

Notes:
1. AWSC = All Way Stop Control; TWSC = Two-Way or One-Way Stop Control; RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. Worst Approach LOS Standard used in Circulation Study was generally LOS E; LOS F was determined to be the threshold to require improvements, intersection overall opearations not shown for two-way or one-way stop intersections.
4. OVR = Over 300 seconds of delay

Existing Level of Service (LOS) Results

Current LOS Policy is "C"

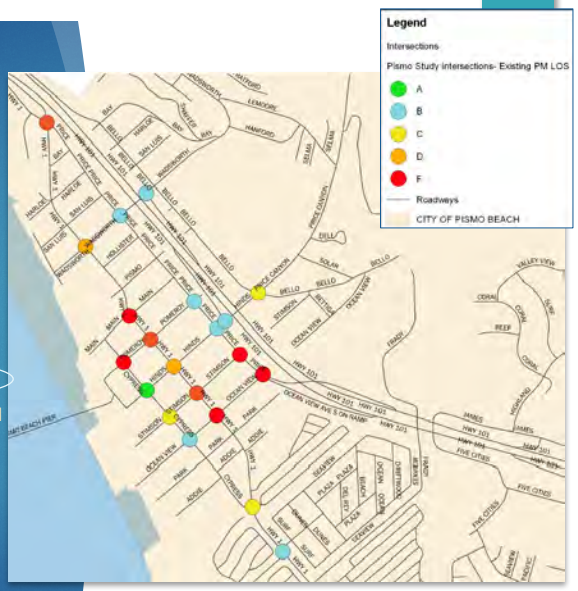
- **PM Peak**
- Sunday Mid-day Peak
- Sunday before Memorial Day Mid-day Peak



Existing Level of Service (LOS) Results

Current LOS Policy is "C"

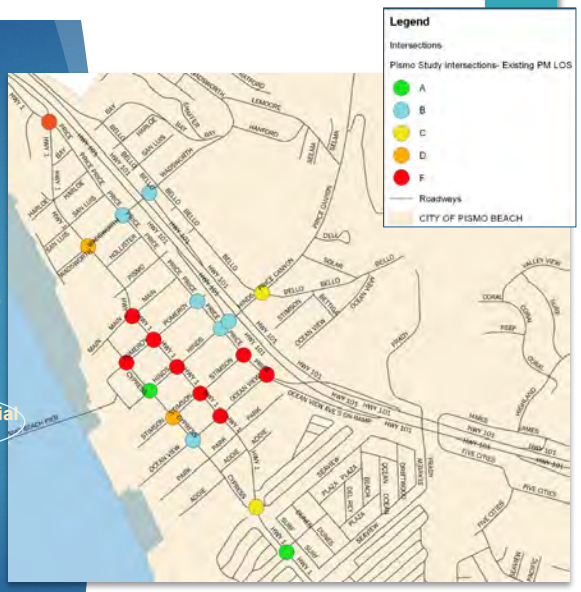
- PM Peak
- **Sunday Mid-day Peak**
- Sunday before Memorial Day Mid-day Peak



Existing Level of Service (LOS) Results

Current LOS Policy is "C"

- PM Peak
- Sunday Mid-day Peak
- **Sunday before Memorial Day Mid-day Peak**

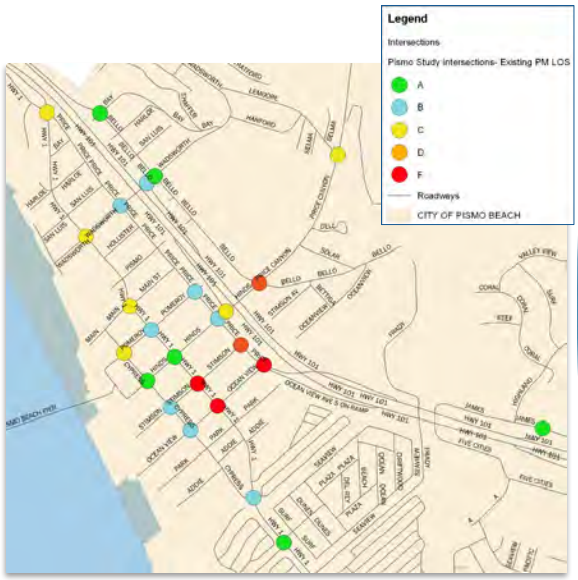


Year 2035 Buildout Level of Service (LOS) Results

Current City LOS Policy is "C" **Circulation Study Findings:**

#	Intersection	Control Type[1,2]	Target LOS	Weekday PM Peak Hour		Summer Sunday Midday Peak Hour		Memorial Day Sunday Midday Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
14	Price St/US 101 SB Off-Ramp/Dolliver St	AWSC	C/D	16.8	C	49.8	E	58.7	F
16	Dolliver St/Wadsworth Ave	TWSC	C/D	18.1	C	56.4	F	38.5	E
20	Dolliver St/Main St	TWSC	C/D	17.9	C	OVR	F	OVR	F
21	Pomeroy Ave/Cypress St	TWSC	C	17.9	C	OVR	F	OVR	F
22	Pomeroy Ave/Dolliver St	SIGNAL	C/D	17.1	B	106.4	F	287.9	F
25	Hinds Ave/Dolliver St	SIGNAL	C/D	5.9	A	81.3	F	177.9	F
30	Stimson Ave/Cypress St	TWSC	C	10.6	B	34.6	D	55.1	F
31	Stimson Ave/Dolliver St	TWSC	C/D	60.4	F	129.5	F	194.4	F
32	Stimson Ave/Price St	TWSC	C	37.4	E	117.3	F	155.6	F
34	Ocean View Ave/Dolliver St	TWSC	C/D	175.6	F	OVR	F	OVR	F
35	Ocean View Ave/Price St/US 101 Ramps	TWSC	C/D	55.5	F	147.5	F	174.3	F
42	5 Cities Dr/Fourth St	SIGNAL	C	61.3	E				
47	W Branch St/US 101 NB Ramps/Camino Mercado	SIGNAL	C/D	41.0	D				
48	El Camino Real/US 101 SB Ramps	AWSC	C/D	43.6	E				

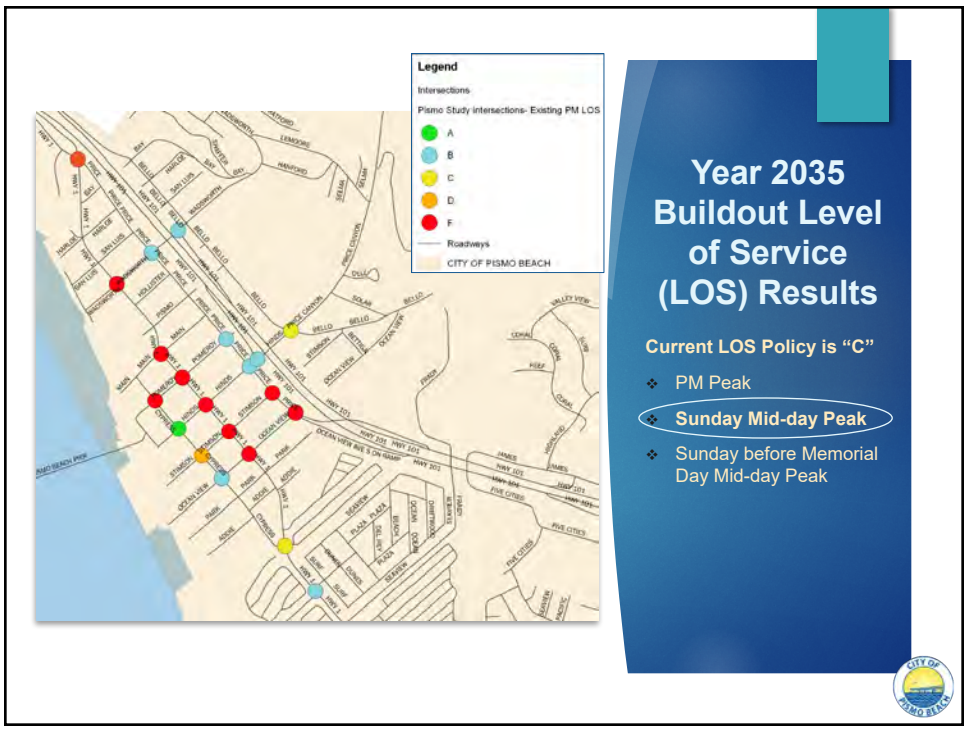
Notes:
1. AWSC = All Way Stop Control, TWSC = Two-Way or One-Way Stop Control, RNDBT = Roundabout
2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT
3. Worst Approach LOS Standard used in Circulation Study was generally LOS E, LOS F was determined to be the threshold to require improvements; intersection overall opearations not shown for two-way or one-way stop intersections.
4. OVR = Over 300 seconds of delay

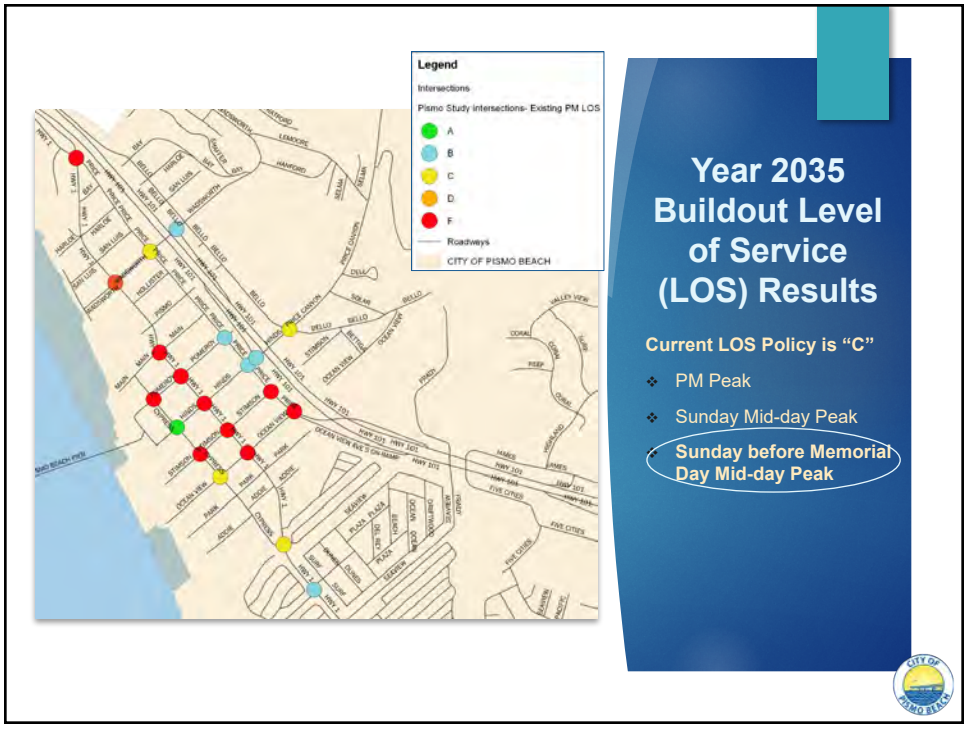


Year 2035 Buildout Level of Service (LOS) Results

Current LOS Policy is "C"

- **PM Peak**
- Sunday Mid-day Peak
- Sunday before Memorial Day Mid-day Peak


Legend
Intersections
Pismo Study intersections- Existing PM LOS
A
B
C
D
F
Roadways
CITY OF PISMO BEACH
Year 2035 Buildout Level of Service (LOS) Results
Current LOS Policy is "C"
PM Peak
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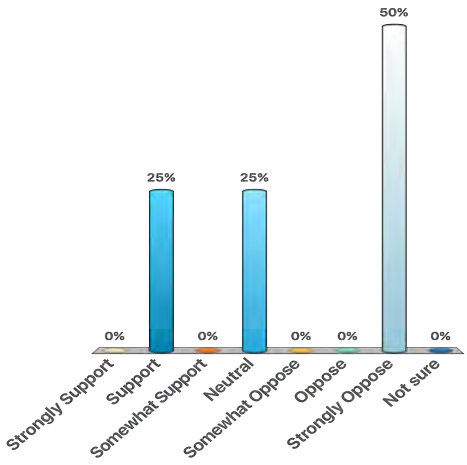
Multimodal Recommendations

- Class I Trail along Shell Beach Road
- Class IV along Price & Dolliver
- Roundabout at Dolliver/Price St/US 101 SB
- Pedestrian Scramble at Signals Downtown
- Enhance Crosswalks
- Extend Boardwalk/Promenade
- Bicycle Boulevard on Cypress St



K. We have presented our understanding of existing conditions and a summary of recommendations from a number planning studies that have been prepared over recent years. To what extent do you support/oppose the recommendations of those studies?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure

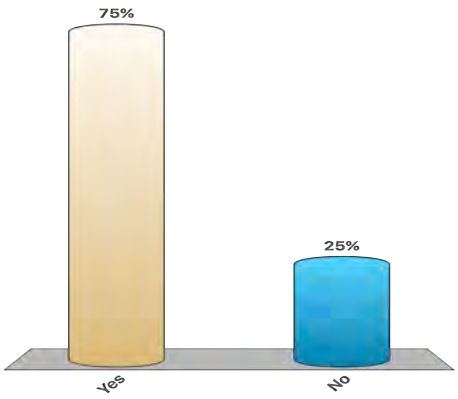




- James Way Extension to Price Canyon Road
- Price Street Extension to 5 Cities Drive
- James Way Extension to Price Street
- Mattie Road Extension to Bello Street
- Pier Area Improvements
- Frady Lane Realignment
- One-Way Couplet for Stimson Avenue & Ocean View Avenue

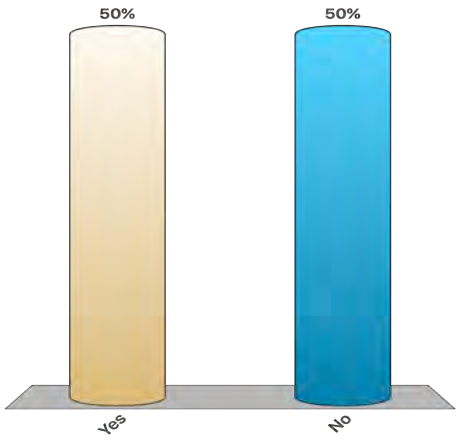
L. Like it or not Pismo Beach is a popular place to come and recreate, particularly during the summer. Traffic congestion during the summer quite frankly, would be too costly to mitigate if it were possible at all. Do you have any ideas or suggestions on other ways to improve mobility in the downtown?

1. Yes
2. No



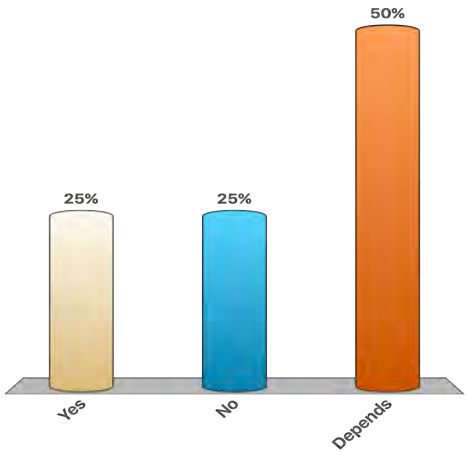
M. Do you have any ideas or suggestions on how we might improve mobility in the rest of the City, outside of downtown?

1. Yes
2. No



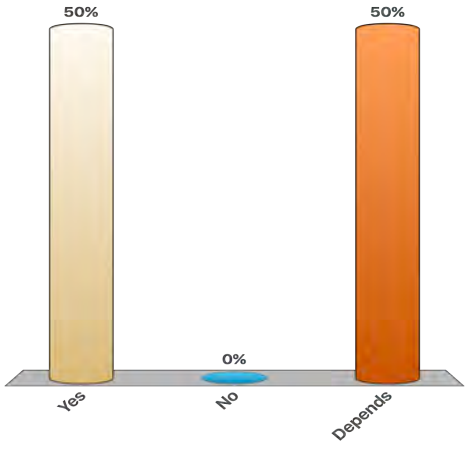
N. Should the City pursue circulation improvements that helps circulation during 'normal' (off-season) weekday morning and evening peak hours?

1. Yes
2. No
3. Depends



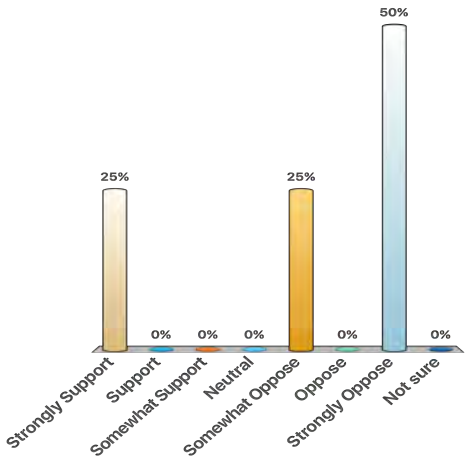
O. Would you like to have US 101 widened through the City of Pismo Beach, recognizing that such widening will affect adjacent existing developed properties?

1. Yes
2. No
3. Depends



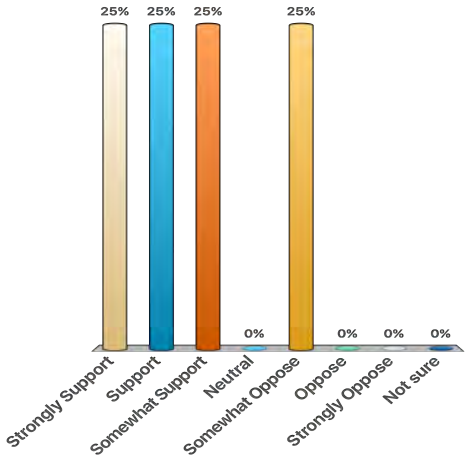
P. To what extent would you support/oppose extending James Way to Price Canyon Road?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure



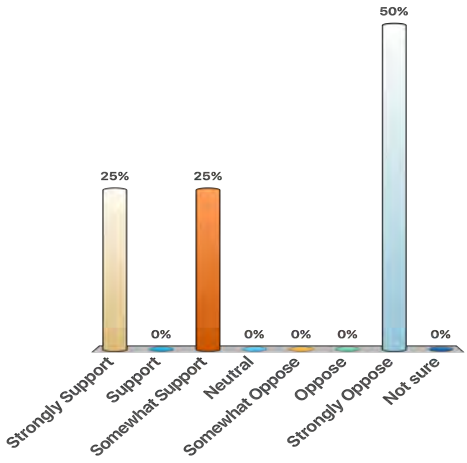
Q. To what extent would you support/oppose extending Price Street to 5 Cities Drive?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure



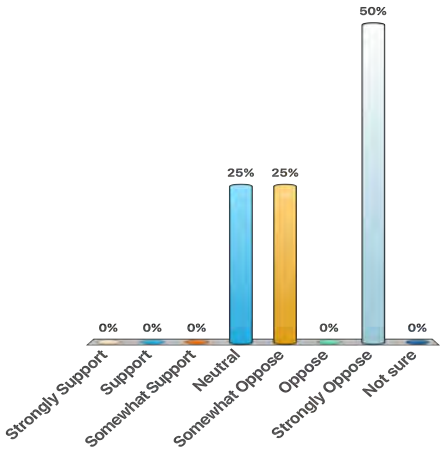
R. To what extent would you support/oppose connecting Price Street to James Way?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure



S. To what extent would you support/oppose a one-way couplet for Stimson Avenue & Ocean View Avenue?

1. Strongly Support
2. Support
3. Somewhat Support
4. Neutral
5. Somewhat Oppose
6. Oppose
7. Strongly Oppose
8. Not sure



Update Circulation Policies

All Current Policies need to be reevaluated and updated!



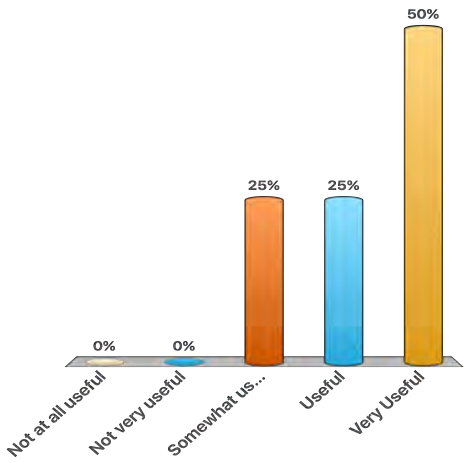
Highlight of several policies for reevaluation include:

- Level of Service Policy
  - Consider LOS "D" during average weekday
  - Consider LOS "E/F" during Peak Season Weekends for Downtown
- Reevaluate need for New Inland Arterial
- Consider Petition for Caltrans relinquishment of SR 1 to the City
- Consider Policy for Caltrans to continue to pursue capacity enhancements for US 101 through the City
  - Widening to 6 Lanes,
  - Auxiliary Lanes,
  - Ramp Metering,
  - Managed Lanes, etc.



T. How useful was this interactive workshop?

1. Not at all useful
2. Not very useful
3. Somewhat useful
4. Useful
5. Very Useful



Crossing Shell Beach Road at night is difficult due to parking on the east side of the road and poor lighting

Wayfinding signage is poor and visitor center signs are lacking.

Pismo Beach is a tourist town and traffic may not be typical. The highest traffic is the leaving pattern on Sunday.

Previous circulation study was seriously flawed

The problem with a roundabout at Dolliver/Price/101 is the hook ramp. Don't trust Caltrans and concerned expressed that they would close Hinds off ramp.

Opposed to more bike lanes

Concerned with eliminating parking Pismo Beach is very dependent on tours being able to park.

2.7 million visitors annually to downtown

Generally, in favor of enhanced crosswalks and pedestrian scrambles

Meant there's many times there are no bikes - cars need lanes

Previous efforts felt like they had to force some improvements forward.

Try to divert traffic and other routes to downtown– eastbound Hinds westbound Pomeroy

Right turn at Hinds etc. was never really tried

With no hotel 200 block of Pomeroy is keys need better wayfinding signing

Need new signs Stimson/Dolliver and Oceanview/Dolliver

Satellite parking is needed with shuttles to beach

Parking structure at Dolliver and main is being looked at

Turn signal at Price would be helpful and more morning traffic

Consider Stimson and Ocean view as couplet

Wayfinding to Pismo preserve would be helpful

Bad studies historically, we keep seeing bad model used. Mr. H should have been right word

Price Street extension came with too many other elements. Merchants are really opposed it. Too much construction disruption.

Price Street to James Way connection is business to residential. Makes more sense to do price Street to 5 Cities Dr. which is business to business

Bello Street bridge might be reopened

Stimson– Ocean view one-way couplet discussed. Rick expressed concern about this idea.

Caltrans plans not talked about gas wrap changes, cloverleaf, etc.

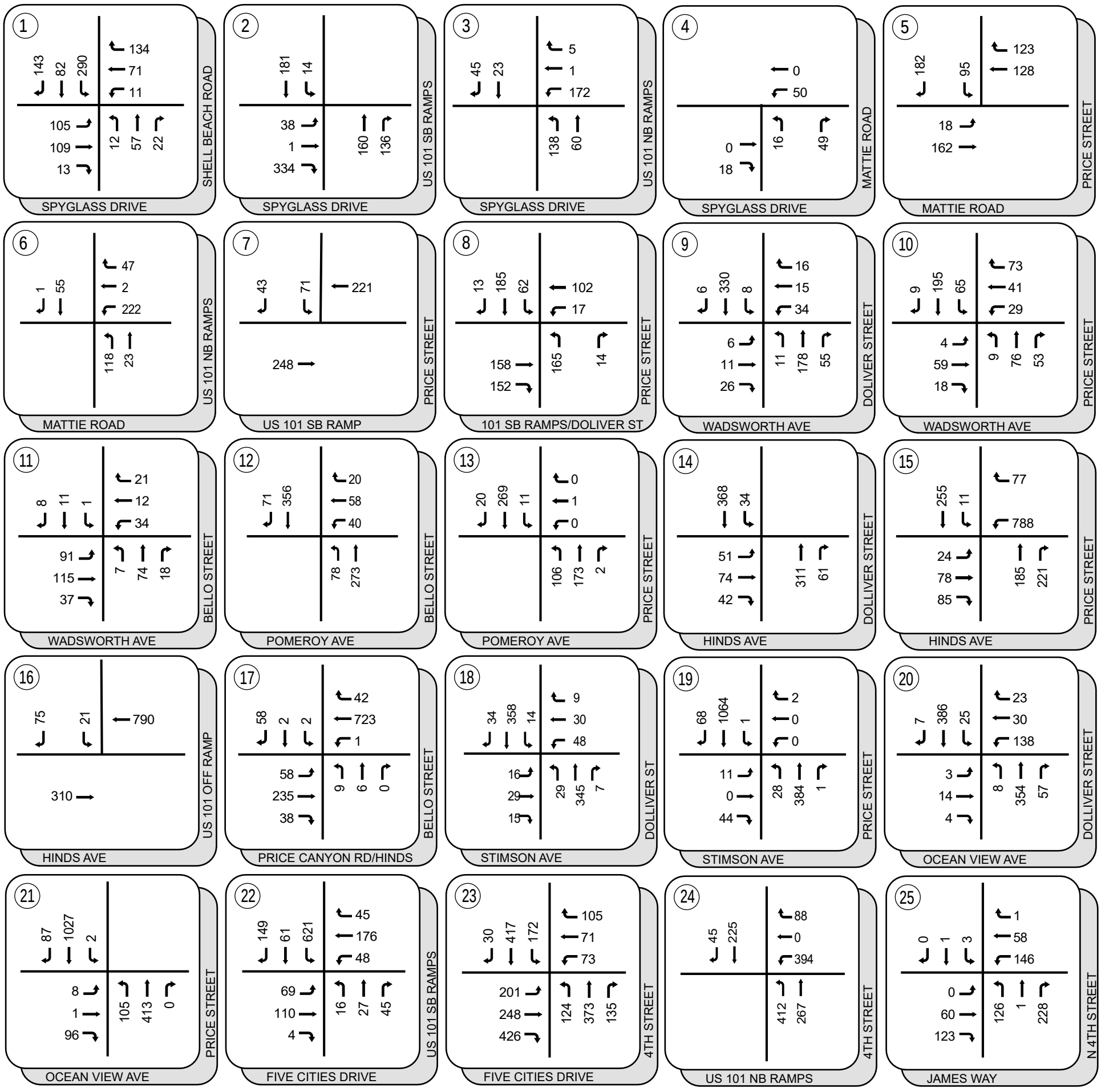
Picking out periods is key. Pick good days/events.

Counter is useful third week in June's to second week in August.

Oppose one-way couplet at Stimson and Ocean View

SR1 relinquishment should be priority for Caltrans

APPENDIX B: EXISTING PEAK HOUR TURNING MOVEMENTS





0 0.1 0.2 0.3 0.4
Miles

N

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California V FIPS 0405 Feet

CITY OF PISMO BEACH
CIRCULATION ELEMENT UPDATE

EXISTING PM PEAK HOUR TURNING MOVEMENT COUNTS

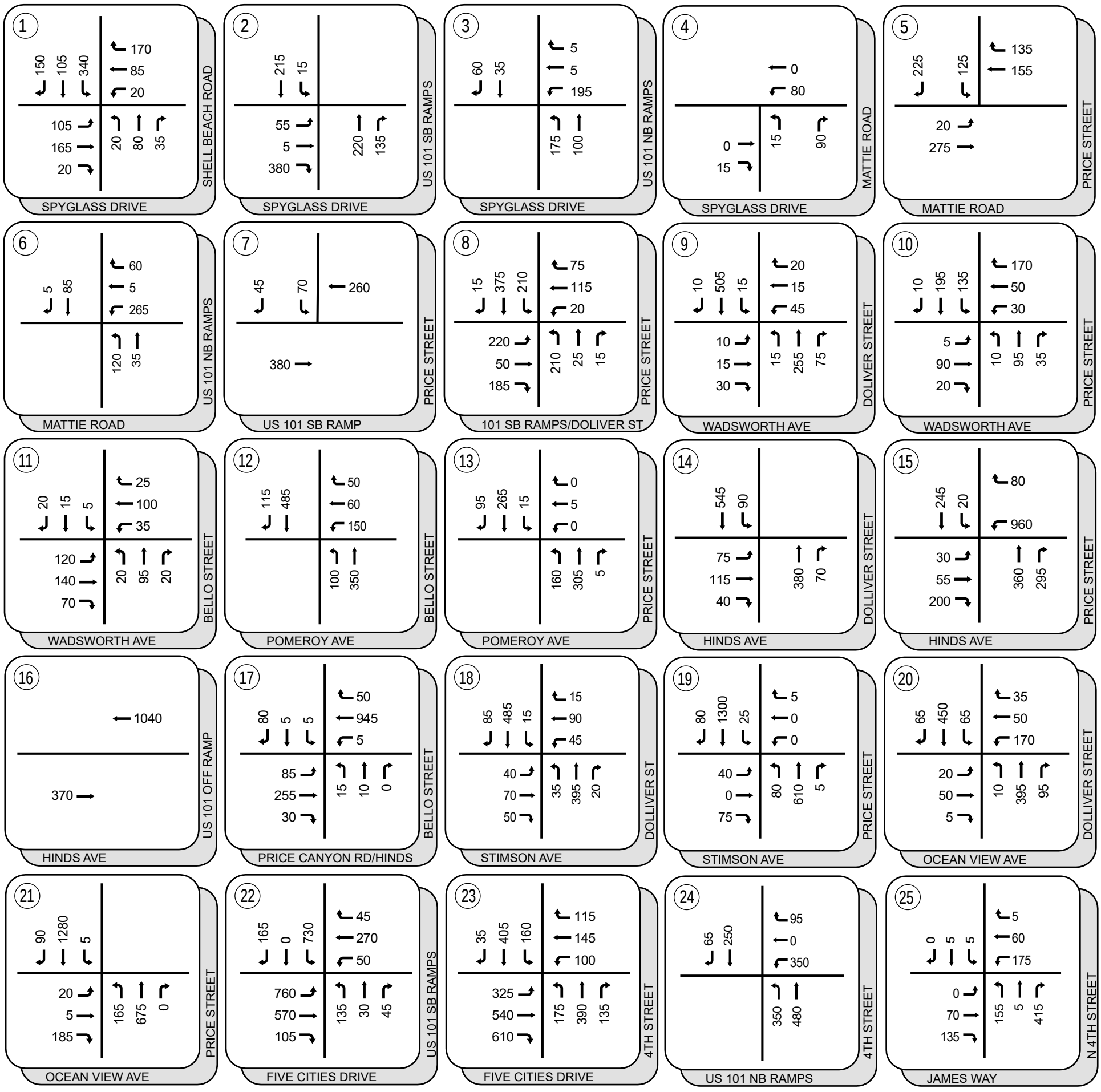
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Revision No. -
Date AUGUST 2021

FIGURE B-1

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Data source: World Light Gray Canvas Base: San Luis Obispo County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, EPA; Roads: TIGER, 2020.
Created by: pthornton

APPENDIX B: CUMULATIVE PEAK HOUR TURNING MOVEMENTS



0 0.1 0.2 0.3 0.4
Miles

N

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California V FIPS 0405 Feet

GHD

CITY OF PISMO BEACH
CIRCULATION ELEMENT UPDATE

CUMULATIVE PM PEAK HOUR TURNING MOVEMENT COUNTS

Project No. 11229880
Revision No. -
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FIGURE B-2

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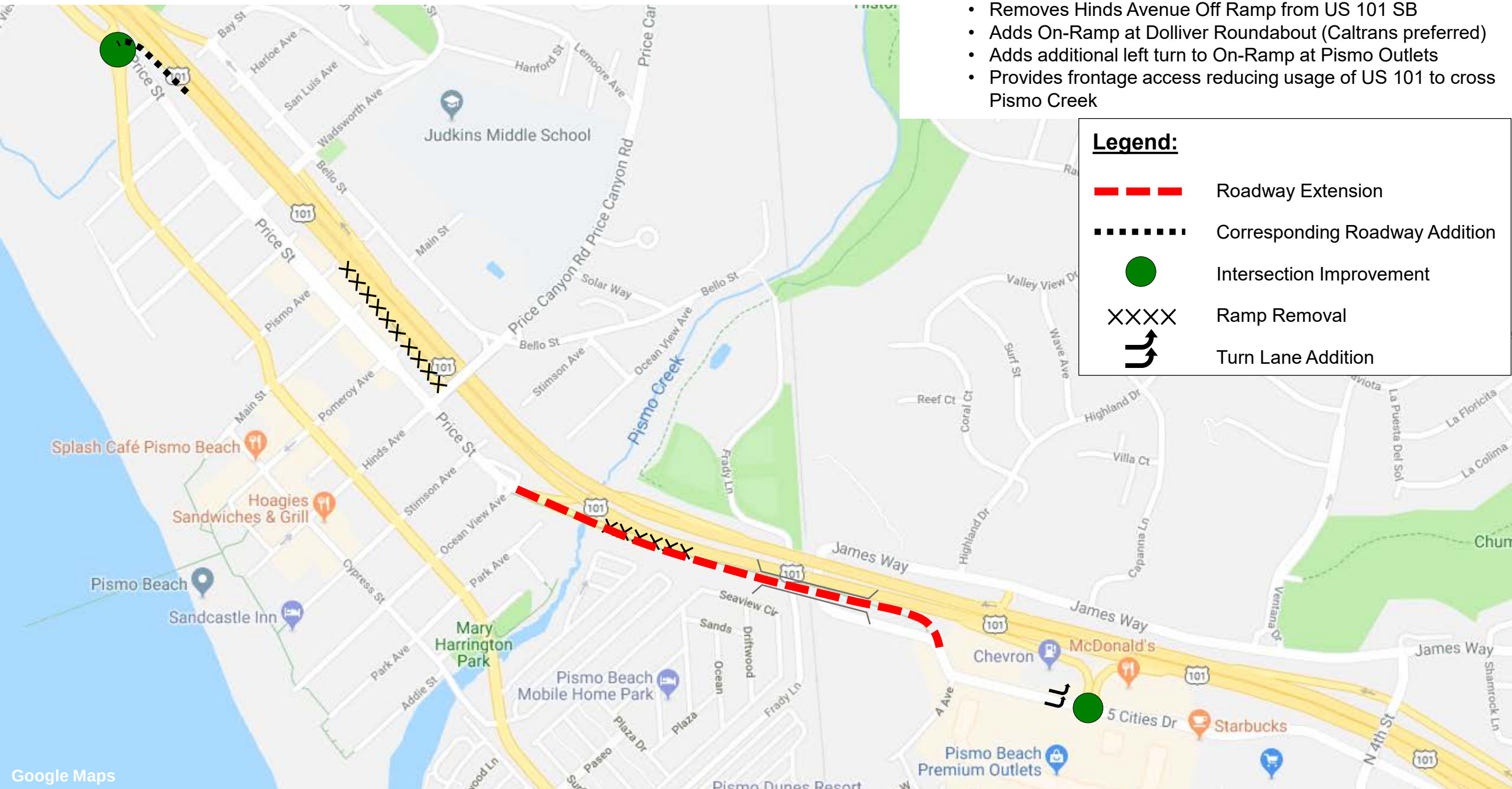
Data source: World Light Gray Canvas Base: San Luis Obispo County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, EPA; Roads: TIGER, 2020.
Created by: pthornton

APPENDIX C:

Pismo Creek Crossing Alternatives

Price Street Extension to Five Cities Drive

- Removes Price Street On Ramp to US 101 SB
- Removes Hinds Avenue Off Ramp from US 101 SB
- Adds On-Ramp at Dolliver Roundabout (Caltrans preferred)
- Adds additional left turn to On-Ramp at Pismo Outlets
- Provides frontage access reducing usage of US 101 to cross Pismo Creek

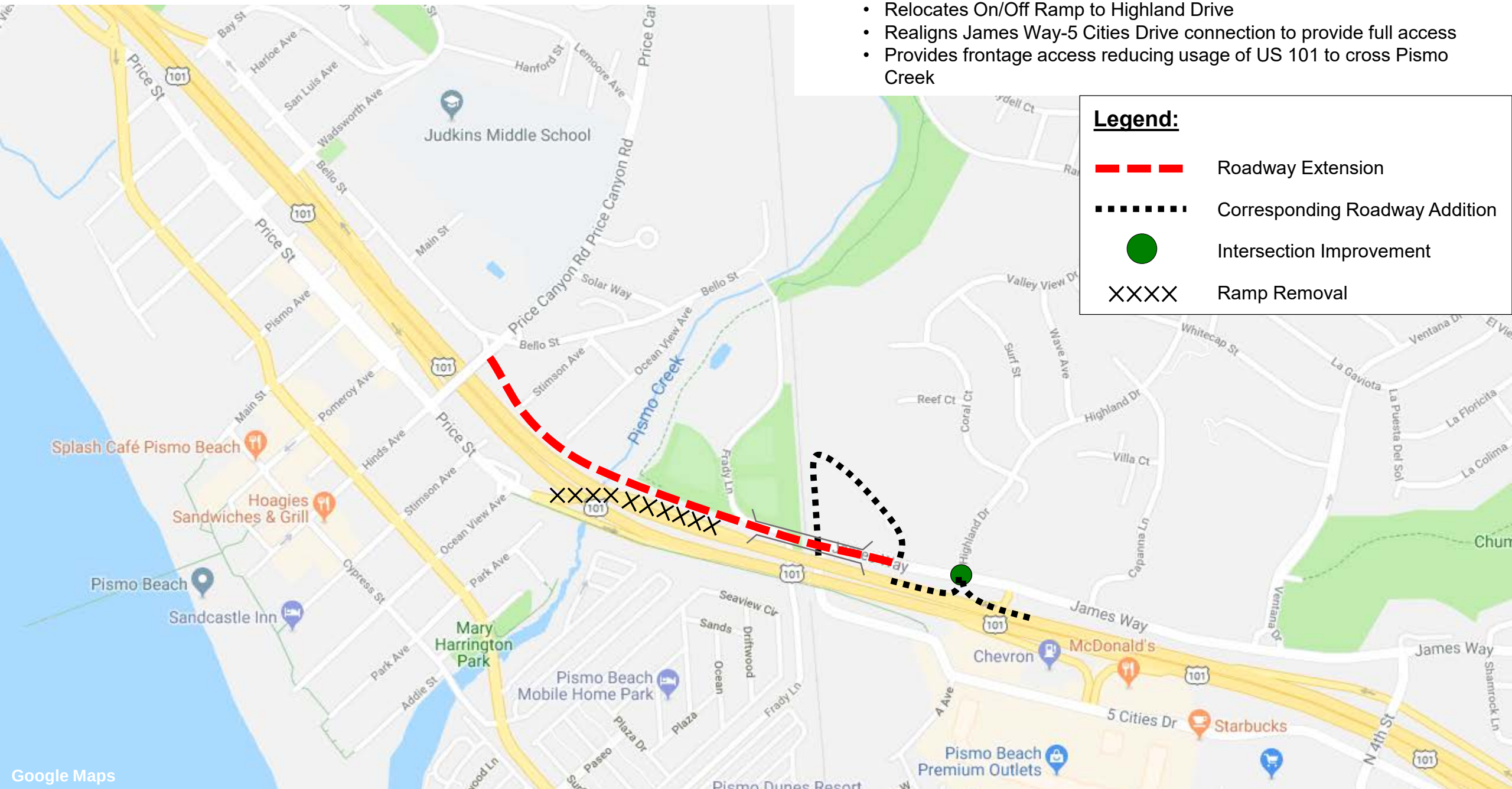


APPENDIX C:

Pismo Creek Crossing Alternatives

James Way Extension to Price Canyon Road

- Removes US 101 NB Off Ramp to Price Street
- Relocates On/Off Ramp to Highland Drive
- Realigns James Way-5 Cities Drive connection to provide full access
- Provides frontage access reducing usage of US 101 to cross Pismo Creek

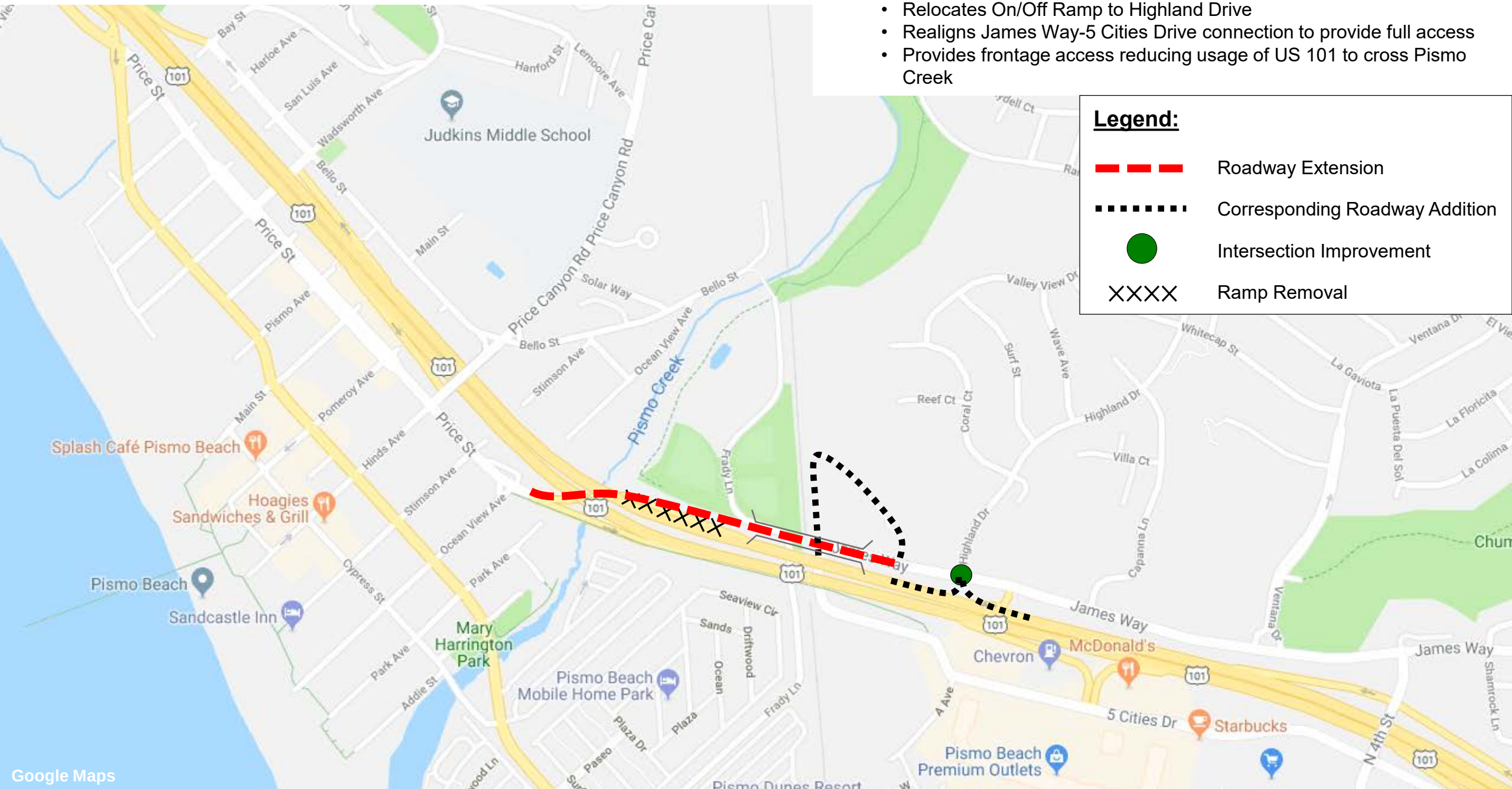


APPENDIX C:

Pismo Creek Crossing Alternatives

James Way Extension to Price Street

- Removes US 101 NB Off Ramp to Price Street
- Relocates On/Off Ramp to Highland Drive
- Realigns James Way-5 Cities Drive connection to provide full access
- Provides frontage access reducing usage of US 101 to cross Pismo Creek



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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.

Presence of the blue wave icon indicates those specific definitions that are part of the Local Coastal Program (LCP) Coastal Land Use Plan. Any definitions without a wave icon are not part of the LCP.

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.

DRAFT

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 a distinct linear feature (e.g. a seawall, road, or bluff, etc.), the inland edge of the furthest inland beach berm as determined from historical records, or the furthest point separating the dynamic portion of the beach from the inland area as distinguished by vegetation or other geological or historical evidence.



Beachfront: An area of land that is adjacent to or upon the beach.



Beach Cleaning: 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.

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.

Central Commercial Land Use Designation: Areas for intensive retail commercial, recreational, and cultural uses, oriented towards pedestrian visitors.

DRAFT

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 landform that includes a scarp or steep face of rock adjacent to the bay or ocean and meeting one of two parameters:

1. The toe is now or was historically (generally within the last 200 years) subject to marine erosion.

2. Bluff line or edge shall be defined as the upper termination of a bluff, cliff, or seacliff. In cases where the top edge of the cliff is rounded away from the face of the cliff as a result of erosional processes related to the presence of the steep cliff face, the bluff line or edge shall be defined as that point nearest the cliff beyond which the downward gradient of the surface increases more or less continuously until it reaches the general gradient of the cliff. In a case where there is a steplike feature at the top of the cliff face, the landward edge of the topmost riser shall be taken to be the cliff edge. The terminus of the bluff line, or edge along the seaward face of the bluff, shall be defined as a point reached by bisecting the angle formed by a line coinciding with the general trend of the bluff line along the seaward face of the bluff, and a line coinciding with the general trend of the bluff line along the inland facing portion of the bluff. Five hundred feet shall be the minimum length of bluff line or edge to be used in making these determinations.

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.

DRAFT

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).

Commercial Land Use Designation: Areas that are appropriate for pedestrian-scale retail shopping, office, visitor-serving, cultural, and personal service uses. The maximum allowable floor area ratio for commercial development is 2.0.

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.

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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: A sudden unexpected 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.

High-Density Residential Land Use Designation: Residential areas that are appropriate for hotels and medium- and high-density multi-family dwellings. Allowable densities range from five to thirty units per acre.

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.

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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.

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.

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.

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/Local Coastal Program 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.

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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).

Low-Density Residential Land Use Designation: Residential areas that are appropriate for neighborhoods of detached, single-family homes based on suitable site characteristics, access, and available public services and utilities. Allowable densities range from one to eight dwelling units per acre.

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 $341,677 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 shore (contour lines) represented by the intersection of the shore 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 National Tidal DatumEpoch 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.

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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.

Medium-Density Residential Land Use Designation: Residential areas that are appropriate for neighborhoods of single-family and multi-family homes. Allowable densities range from five to ten dwelling units per acre.

Mixed-Use Land Use Designation: Community-serving locations that encourage mutually beneficial uses for the convenience of local residents, including retail, food markets, drug stores, health services, and professional offices, and mixed use projects including commercial, residential, hotels and motels, and other development types.

Mobile Home Park Land Use Designation: Residential areas exclusively for mobile home parks and mobile home subdivisions.

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-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.

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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.

Open Space Land Use Designation: Areas with significant natural resources, environmentally sensitive habitats, and/or scenic views to be protected, including hillsides, waterways, coastal and hillside view corridors, public beaches, and parks. Open space lands are not intended to be intensively developed with buildings or other structures, but can be used for recreational purposes.

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/Semi-Public Land Use Designation: Areas that are appropriate for public and semi-public uses such as parks and public facilities, schools, public parking lots and garages, and government offices.

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

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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 of 50% or more of a major structural component (i.e., including exterior walls, floor, roof structure, or foundation, where alterations are not additive between individual structural components, changes in site development, a substitution of or a change to a nonconforming use, or an increase in area occupied by a nonconforming use. See CCR Section 13252 for the types of repair and maintenance activities that require a CDP.

Replenishment: The process of replenishing or nourishing a beach with sand/sediment. It may be brought about naturally by long-shore transport or artificially by the deposition of dredged or excavated materials.

Resort Commercial Land Use Designation: Areas that are suitable for recreational vehicle parks and visitor-serving uses.

Review Authority: The individual or official city body (the director, commission, or council and the Coastal Commission on appeal) identified in the Zoning Code as having the responsibility and authority to review and approve or disapprove permit applications.

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.

Sediment: Grains of soil, sand, or rock that have been transported from one location and deposited at another.

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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.

Short-term Rental: The rental of a detached single-family residence for less than thirty (30) consecutive days where the primary residence is not being concurrently occupied by the owner.

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 pseudo static.

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: Any stream mapped by the United States Geological Survey on the 7.5 minute quadrangle series and/or in the National Hydrographic Dataset. The bank of a stream shall be defined as the watershed and relatively permanent elevation or acclivity at the outer line of the stream channel which 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 a stream has no discernable bank, the boundary shall be measured from the line closest to the stream where riparian vegetation is permanently established. For purposes of this definition, channelized streams not having significant habitat value should not be considered.

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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]).



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]).



Vacation Rental: Any structure, as defined in the Pismo Beach building code adopted in Section 15.04.010 , which exists, is constructed, or which is maintained or used upon any premises for the purpose of transient lodging which consists of four or fewer separate transient rental units.



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.

Very High-Density Residential Overlay: An overlay district for new high-density affordable housing projects that address housing needs in the city by establishing development regulations and incentives. Allowable densities range from twenty to fifty units per acre, exclusive of units added by a density bonus awarded pursuant to state law. All residential units within this overlay (exclusive of units added by a density bonus awarded pursuant to state law) must be affordable to moderate-income or below households for a minimum of fifty-five (55) years.



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.

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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

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