CITY OF GROVER BEACH

LOCAL COASTAL PROGRAM

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1.0 INTRODUCTION

to the LOCAL COASTAL PROGRAM

1.1 COASTAL ZONE BOUNDARIES

Known as Grover City when its Local Coastal Program was originally adopted, the community of Grover Beach in 1992 changed its name to emphasize its greatest resource - the coast. The Coastal Zone in Grover Beach spans approximately 4,100 feet of coastline and extends inland to the east approximately 3,000 to 6,500 feet. The coast in Grover Beach is characterized by a sandy, flat beach with sand dunes lining the beach's eastern edge. A mixture of agricultural, residential, commercial, and industrial uses can be found east of the dunes. Map 1 shows the limits of the Coastal Zone within the City of Grover Beach.

1.2 RELATIONSHIP TO THE COASTAL ACT

The California Coastal Act of 1976 mandated that local governments prepare a land use plan and schedule of implementing actions to carry out the policies of the Coastal Act. Under the Coastal Act mandate, local governments are confronted with the need for implementing policies that are more specific and that address non-traditional issues not commonly associated with the normal role of a local governmental general plan. These Coastal Act policies address specific issues of shoreline access for the public, visitor-serving facilities, coastal-dependent industrial and energy-related facilities and activities, protection of sensitive habitats, and protection and preservation of visual and scenic resources.

1.3 RELATIONSHIP TO THE DEVELOPMENT CODE

In the Coastal Zone, the Local Coastal Program, which consists of this document, in addition to the Development Code sections identified below, is the legal standard of review for issuance of Coastal Development Permits.

The following Chapters and/or Sections of the Development Code constitute the City's ordinances for the implementation of the Grover Beach Local Coastal Program and any amendments shall be approved by the Coastal Commission:

1. Chapter 1 – Purpose and Applicability. All Sections.
2. Chapter 2 – Zone and Allowable Land Uses. Section 2.10 that affects the CPR1, CR1, CR2, CR3, CVS, CC, CI, CIC, CGC, COS, CPB and CVB zones; Section 2.20 that affects the CPR1, CR1, CR2 and CR3 zones; Section 2.30 that affects the CVS and CC zones; Section 2.40 that affects the CI and CIC zones; Section 2.70 that affects the CGC, COS, CPB, and CVB zones; and Section 2.90 Overlay Zones.
3. Chapter 3 - Standards for All Development and Land Uses. All Sections.
4. Chapter 4 - Standards for Specific Development and Land Uses. All Sections.
5. Chapter 5 - Site Development Regulations. All Sections.

6. Chapter 6 - Procedures. Sections 6.10, 6.20.040, 6.20.050, 6.20.100, and 6.30.
7. Chapter 7 - Administration. All Sections.
8. Chapter 8 - Subdivision Regulations. All Sections.
9. Chapter 9 - Definitions. Sections 9.10.020 and 9.10.030.

MAP 1 – Coastal Zone Boundaries

2.0 COASTAL RESOURCES COMPONENT
of the LOCAL COASTAL PROGRAM

2.1 PART I - NATURAL RESOURCE AREAS

2.1.1 INTRODUCTION

In establishing the Coastal Act of 1976, the California Legislature declared that:

> "*The permanent protection of the State's natural and scenic resources is a paramount concern to present and future residents of the state and nation.*"

This statement expresses a central theme of the Coastal Act: that preservation of the State's unique coastal resources is not merely desirable, but is essential to the long-term health, well being, and prosperity of California and the nation as a whole.

All policies of the Coastal Act are interrelated in a general way because of their common focus upon the Coastal Zone. Some of these policies, however, exhibit a degree of overlap not found among other policy groups because they address coastal concerns from a more obviously ecological perspective. From this ecological perspective any single resource area can serve not one but many impacts. For this reason most of the data presented in this report will be organized in terms of geographic areas rather than specific policy concerns.

2.1.2 MARINE RESOURCE AREAS

Marine resource areas within Grover Beach's portion of the Coastal Zone include not only the ocean itself, but also the ocean floor and the beach with which the ocean interacts. The sand dunes which line the beach's eastern edge should also be placed in this resource category since they are largely a product of the ocean's currents and tides. The dunes, part of the Nipomo Dunes system, are an area of transition between the marine and inland environments.

A. SUBTIDAL ZONE

OWNERSHIP

The subtidal or "photic" zone lies between the mean lower low tide line and the point at which the ocean reaches a depth of 100 feet. At present the subtidal land between the mean high tide line and the three mile limit which marks the boundary of federal waters is under the jurisdiction of the State Lands Commission. Federal jurisdiction extends outward from the three mile limit to national

boundaries.

PRESENT AND POTENTIAL USES

The sandy subtidal area within Grover Beach boundaries has limited value for intensive commercial deep sea fishing. Onshore or surf fishing is, however, a popular recreational activity, particularly among local residents. Strong and often unpredictable currents and tidal action limit the value of the area for swimming, surfing and boating.

The subtidal zone immediately south of Grover Beach, but subject to interaction with the Grover Beach subtidal zone, is the site of outfall discharge for the sewage treatment facilities serving Grover Beach, Pismo Beach, Oceano, and Arroyo Grande. The outfall line extends 4000 feet offshore and discharges treated effluent at a depth of sixty feet.

DESCRIPTION

PHYSICAL FEATURES

The subtidal zone within Grover Beach's boundaries is characterized by a sand or sand and mud bottom. No reefs or rocky areas have been found here. In deep areas (seventy to ninety feet) sediment was found, in a recent benthic study, to be extremely fine and silty. The substrate throughout the Pismo State Beach area is relatively level, the distance offshore to the fifty fathom contour being over ten miles (CDM, 1971).

Tidal action plays an important role in the subtidal zone. The waves which break along the shore near Grover Beach strike the beach at an almost perpendicular angle, causing sand eroded from the shoreline or carried by inland creeks to be deposited evenly along the length of the beach. The sand is carried further inland by wind and in this way contributes to the extensive sand dune system which characterizes this area.

The subtidal zone is also affected by the action of two major offshore currents. The California current carries cold, low-salinity water southward between March and November. Between December and February the Davidson current, which carries warmer, lower-salinity water north, predominates (Ecomar, 1975).

Inshore currents are affected by the wind and by tides. Currents move predominantly southeast during flood tides and northwest during ebb tides. The net movement is in a southeastern direction. Surface current movement varies in direction between west and northwest. Current speeds usually range between 0.1 and 0.45 knots.

Tidal heights are about the same along the entire County coastline. The mean range between high and low tides is about 3.5 feet, and the difference between mean higher high and mean lower low tides is approximately 5.2 feet. The highest tides, except those affected by storms are about seven feet above mean lower low water (CDM, 1971).

The waters in the vicinity of Pismo State Beach are generally colder than those farther south. Bottom temperatures show an average daily variation of 2.8°F. A maximum temperature of 63.8°F at a depth of thirty-three feet has been recorded for the month of October. A minimum temperature of 48.4°F at an eleven foot depth was recorded in May. (Ecomar, 1975)

FLORA AND FAUNA

The relatively level sandy and sand-mud substrate of the ocean in the vicinity of Grover Beach acts as the primary constraint on biotic diversity in the area. In deeper waters, between seventy and ninety feet, the fine silty sediment supports only tube-dwelling worms such as the sabellid, Eudistylia sp. The tubes of these worms often provide the only surface to which growing organisms can attach on this rockless ocean floor. In addition to burrowing and tube-dwelling worms, the substrate of the photic zone provides habitat for a few other invertebrates including some species of crabs and starfish.

Common pelagic organisms in deeper offshore waters include several types of plankton and a variety of fish such as the sand dab and surf perch. Farther offshore sole, smelt, queenfish, white croaker, and staghorn sculpin have been found. Among the Cetaceans identified offshore are the endangered gray whale, the humpback whale, sperm whale, Pacific white whale, fin whale, North Pacific pilot whale, Dall porpoise and Pacific white-sided dolphins.

In shallower portions of the photic zone (thirty to fifty feet), a few attached life forms are found. The substrate is inhabited by starfish, sand dollars, flat fish and mollusks such as the razor clam and Pismo clam.

At the twenty foot depth, beyond the breaker line, are dense populations of larger Pismo clams. These nearly virgin stocks are extremely important to the annual recruitment necessary for the continued productivity of Pismo clam fisheries (Ecomar, 1975).

While birds that feed on subtidal inhabitants also forage farther inland, they are an especially important indicator of the biotic health of the subtidal zone. Concentrations of bait-feeding species of birds are an indicator of the presence of large, healthy marine populations. Bait-feeding birds in the Pismo State Beach area include sooty shearwaters, gulls, pelicans, and murres (Ecomar, 1975).

CONFLICTS

There are at present no serious conflicts with the resource values of the subtidal zone. The treated effluent released from the Oceano outfall line has apparently not produced any major water quality problems.

There is some potential for future conflict if the Federal Government leases offshore land on the outer continental shelf (OCS) for exploratory or permanent drilling operations. Large, almost virgin populations of Pismo clams have been found beyond the breaker line at depths as great as twenty feet. Tidal and current action in the vicinity of Grover Beach would rapidly carry spilled crude oil shoreward, thus jeopardizing both recruitment clam stocks and inhabitants of the lower intertidal levels. Accidental tanker spills from an offshore tanker terminal sited in this area would also have adverse impacts upon these clam populations. Two additional potential adverse impacts of oil spills from offshore activity would be the degradation, at least temporarily, of the recreational value of the higher subtidal and the intertidal zones and the injury or destruction of marine birds and mammals.

B. INTERTIDAL ZONE

OWNERSHIP

The intertidal zone lies between the mean higher high water and mean lower low water lines. Within the boundaries of Grover Beach, this intertidal zone is owned by the California Department of Parks and Recreation. This Department at one time proposed to acquire jurisdiction over the portion of the subtidal zone which is presently owned by the State Lands Commission but currently is not pursuing this venture. The California Department of Fish and Game has jurisdiction over most matters concerning the area's wildlife populations, including the popular Pismo clam, although the Federal government is responsible for marine mammals such as the sea otter.

PRESENT AND POTENTIAL USES

The intertidal zone is perhaps Grover Beach's most valuable recreational resource area. During low tides, it is used intensively by clammers. At high tides it is popular for surf fishing, and during all but the higher tides, the lower intertidal is used for beach touring in vehicles of all types. At all times the intertidal zone is a popular site for pleasure walking, jogging, bird watching, and horseback riding.

A clam preserve has been established in the intertidal zone north of Grand Avenue to the City's northern boundary. During the period of time in which this area has preserve status, no clams may be taken from this part of the beach.

The preserve, however, will be shifted from area to area over a period of years to allow clam populations in different portions of the intertidal to regenerate.

Vehicular access is presently permitted within the hard, sandy intertidal zone within Grover Beach boundaries. However, the area generally from the Grand Avenue ramp north to the City limits is restricted to pedestrian beach users.

DESCRIPTION

PHYSICAL FEATURES

The beach's intertidal zone is covered and uncovered by water twice each day. As in the subtidal zone, the intertidal region of Pismo State Beach is characterized by a sandy, rockless substrate. Fine sand and constant, heavy tidal action has combined to produce an unusually hard beach which is so compacted that much of the intertidal zone can be driven on by vehicles. Because of its hardness and physical uniformity, the beach possesses very little habitat diversity (Thos. Reid & Assoc., 1977).

FLORA AND FAUNA

Those species which inhabit the sandy intertidal must adapt to a harsh environment. Continuous scouring and transport of sand by tidal action, the absence of protective rocks, and seasonal changes in beach morphology have allowed only a sparse and variable biotic community. Invertebrates of the sandy intertidal have evolved such adaptive features as thick shells, sand-filtering papillae and burrowing mechanisms rather than the strong attachment devices of rocky intertidal species (California Department of Parks and Recreation, 1975).

Two types of biotic communities are found in the sandy intertidal zone. These are the macroscopic community of burrowing organisms and the microscopic community of interstitial flora and fauna. The former community includes various species of crustaceans, mollusks, and polychaetes. The dominant invertebrate is the sand crab although this region's most familiar biotic resource is its population of Pismo clams (*Tivela stultorum*). The less common bean clam and razor clam, found here at the southern extremity of their ranges, have also been identified in the intertidal zone (Thos. Reid & Assoc., 1977).

Various specialized forms of flora and fauna live between sand grains in the surface layers of the intertidal zone. Members of this community, which is critical to the marine food chain, include varieties of microflagellates, chrysophytes, amphipods, isopods, kinorhyncha and nematodes (Ecomar, 1975).

A variety of avian species feed in the intertidal zone. Many of these birds are dependent, at least during some parts of their life cycle, upon habitat and food provided in the nearby coastal dunes and wetlands. Shorebirds observed in the intertidal zone, many of which are migratory, include the least sandpiper and the western snowy plover, which uses the area for breeding and wintering. Several species of loons, grebes, and gulls have also been observed feeding in the intertidal zone of near-shore waters.

The sea otter has recently become an inhabitant of the intertidal zone near Grover Beach. This endangered species has recovered its depleted numbers under federal protection to the extent that it now represents a serious threat to the clam populations upon which it preys. The sea otter has migrated south from northern California, where the last of these marine mammals first gained protection, leaving clam populations so reduced that it is unlikely this bivalve will ever again represent a significant recreational resource in areas inhabited by the otter.

CONFLICTS

The most significant conflicts within the beach's intertidal zone are those which arise from the variety of recreational uses, not always compatible, which this resource area accommodates. In many cases conflicts between user groups over the question of appropriate uses for the Coastal Zone reflect a dichotomy between those who wish to drive on the beach and those who do not.

There is no documented evidence that vehicles driven on the hard beach of the intertidal zone seriously damage clam populations of the area. It has been suggested, but not demonstrated, by some researchers that vehicular beach use diminishes habitat values in the intertidal zone through excessive compaction of the sand (Ecomar, 1975).

While vehicular beach use may thus not represent a critical source of conflict with clam populations, it is felt by many to conflict with the value of the clamming experience as well as with those of surf fishing, jogging, pleasure walking, picnicking, and other similar beach activities. Conflicts between the values and objectives of different groups in relation to the use of the intertidal zone are expected to increase in the future.

The size of clam catches in the Pismo State Beach intertidal area has decreased significantly since the early days of Grover Beach. However, in relation to clam populations in other coastal areas, the populations in the vicinity of Grover Beach are considered to be of a "healthy" size and capable of reproducing adequately to meet future demands. However, it is probable that despite this fact, clam populations here will be critically impacted by the sea otter since the otter's migration has extended to Pismo State Beach. Populations of clams, significantly depleted in comparison to historical

population sizes, may now be below the minimum size necessary to withstand the sea otter's predation.

C. SAND DUNES

OWNERSHIP

The sand dunes within Grover Beach's boundaries, like the adjacent beach, are owned by the California Department of Parks and Recreation. Portions of the same dunes system farther south, however, are under several different ownerships, including the County, Pacific Gas and Electric Company, Union Oil and several smaller property owners. The sand dunes are shown on Map 3.

Additionally, as noted earlier, the dunes are in an area of transition between the Californian and Oregonian ecological provinces, so that some types of vegetation found here are at the northern or southernmost limits of their ranges. The following plant communities can be found in the dunes within Grover Beach's limits:

Coastal Strand Community: The coastal strand community occupies the dunes nearest to the beach and primary dunes. The plants of this community are pioneers in dune stabilization, but are found throughout the dunes. Within Grover Beach's boundaries introduced species of European beach grass and ice plant are predominant although some native vegetation is also present. Plants of the coastal strand are usually low-growing or prostrate, and often succulent. They must be able to adapt-to constantly shifting sands and have the ability to bind sand into stable hillocks. Plants of this type found in the coastal dunes include yellow sand verbena, purple sand verbena, dune dandelion, ice plant, sea rocket, beach morning glory, and beach burr. The fauna of this community is predominantly invertebrate, comprised of a variety of insects. Specially adapted mammals such as Heerman's kangaroo rat, a close relative of the endangered Morro Bay kangaroo rat, are also found in the relatively harsh environment of the coastal strand.

Coastal Sage Scrub Community: The next stage in dune stabilization is represented by this community. Coastal sage scrub habitat is found inland from the foredunes in the Grover Beach area and is adjacent to the riparian vegetation along Meadow Creek south of Grand Avenue. Plants in the coastal sage scrub community are usually low-growing and bushy. Native vegetation of this type includes California sagebrush, coyote brush, brush lupine, and sand verbena (California Department of Parks and Recreation, 1975).

This vegetation serves a variety of purposes. It stabilizes otherwise active dunes and reduces the erosion by wind of sand into Meadow Creek to the east or onto Grand Avenue. In addition it provides habitat for a number of wildlife species including a variety of birds such as thrushes, wrens, warblers, vireos, flycatchers, finches, sparrows and juncos. None of the bird species which frequent the dunes within Grover Beach are listed as rare or endangered, although the least tern, an endangered species, has been identified in the dunes farther south. Small mammals including the Audubon cottontail rabbit and Heerman's kangaroo rat are also seen in the coastal sage scrub community along with numerous species of smaller reptiles and insects.

Dune Scrub Community: Plants of this type of community, although somewhat different from those of the coastal sage scrub, also grow on stabilized dunes. While found along the California

coast from Sonoma County to Los Angeles County, this community is extensive only at Point Reyes in Marin County and in the Santa Maria River complex which extends from Morro Bay in San Luis Obispo County to Vandenberg Air Force Base in Santa Barbara County.

The dune scrub community is dominated by mock heather and dune lupine and provides habitat for wildlife similar to that of the coastal sage scrub community.

Grassland Community: Grassland communities are found in several of the hollows and low areas of the dunes within Grover Beach boundaries. Vegetation of this type requires the extra moisture and shelter from wind provided by these depressions. Plants found in the grassland community include filaree, plantain, toad flax, and bromegrass.

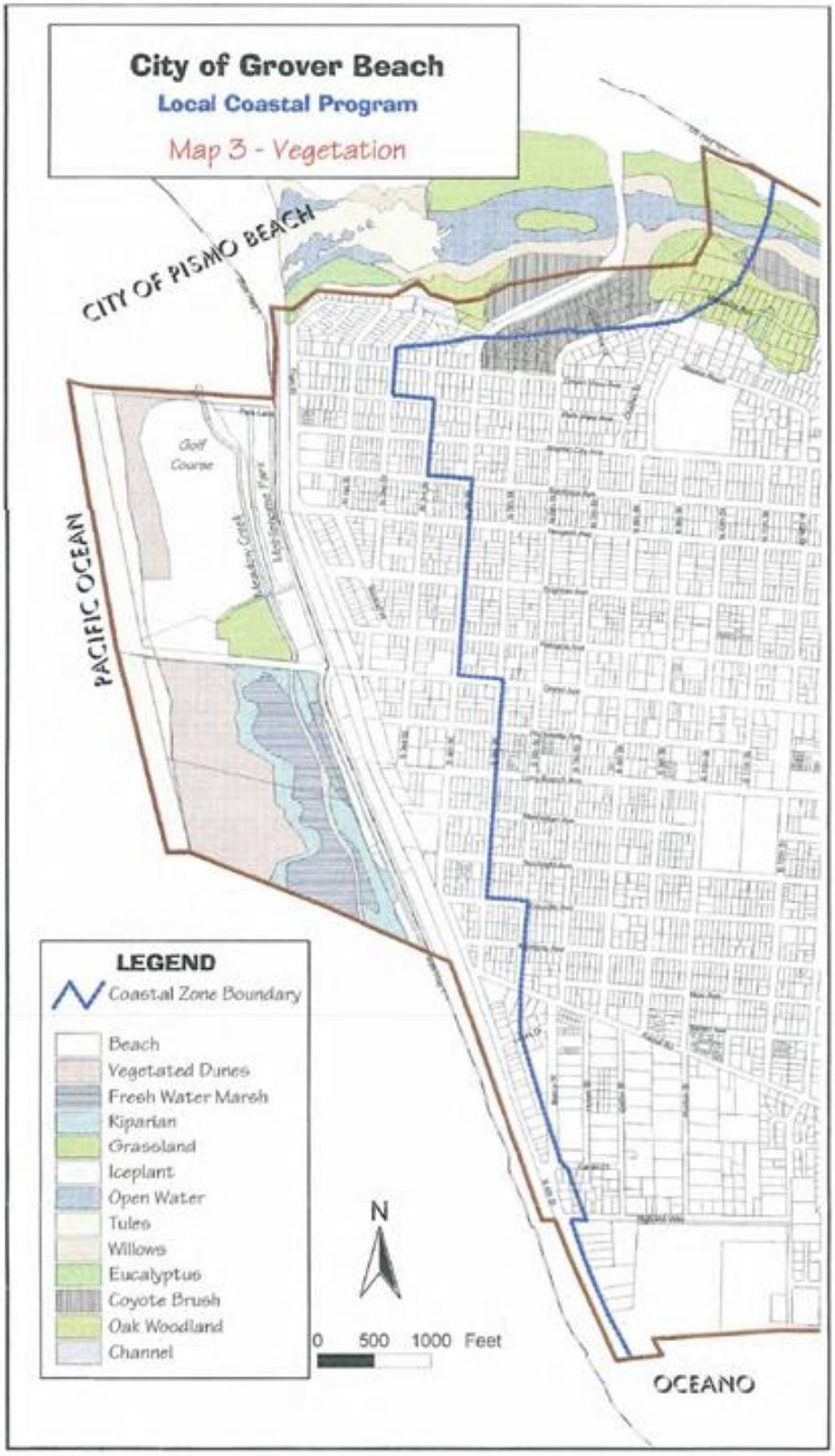
CONFLICTS

The greatest source of present and potential conflict with resource protection in the dunes lies in damage done to dune vegetation by overuse. Recreational overuse by vehicles, which are prohibited by law from entering the dunes, is a particularly critical problem. Off-road vehicles in this area have destroyed wide swaths of vegetation in the foredunes, thus reducing their stability and habitat value. While not used intensively by pedestrian or equestrian visitors at present, it is probable that such activities will increase in the future and may then present a threat to the continuance of dune stabilizing vegetation.

In an effort to control the erosion by wind of sand from the dunes onto Grand Avenue, the California Department of Parks and Recreation has erected snow fences along the unstabilized dunes near Grand Avenue. In their present location these fences do not alter natural sand movement to any greater extent than do the street, restaurant and restrooms which are located partially in the foredunes. However, if additional retaining fences or other structures are erected on the foredunes farther north or south of Grand Avenue than those which exist at present, sand movement and dune formation may be altered.

The dune arboretum proposed for both the unstabilized and stabilized dunes south of Grand Avenue would, according to the State's development plan, include parking facilities, interpretive facilities and trails. The development proposed in the plan is inappropriately intensive relative to the low tolerance for disturbance which characterizes dune vegetation and natural sand movement processes. Implementation of such a proposal, unless modified substantially to reduce its impacts on the dunes, would conflict with preservation of this resource as it exists at present.

Map 3 – Vegetation



2.1.3 INLAND RESOURCE AREAS

Inland resource areas which are within or are impacted by the City's portion of the Coastal Zone include a variety of natural systems and habitats which derive much of their resource value directly or indirectly from their interrelationship with the ocean. Natural systems include an extensive groundwater basin and a coastal wetlands complex containing portions of a creek, marsh, and an open lagoon. Several sensitive habitat areas dependent upon these bodies of water also fall in the category of inland resource areas. Coastal habitats include riparian, freshwater marsh, coastal woodland, sage chaparral, and lagoon communities. All of these habitats interact with one another and are characteristic of an undisturbed coastal environment.

A. WATER RESOURCES

ARROYO GRANDE GROUNDWATER BASIN

See Section 6.2 for discussion of groundwater resources.

SURFACE WATERS

The bodies of surface water in or near Grover Beach are part of a coastal wetlands system extending from the City of Pismo Beach to the Arroyo Grande Creek approximately 2 ½ miles south of Grand Avenue beyond Grover Beach's boundaries. This wetland system, which depends largely on domestic and agricultural runoff for water, is part of a drainage area of approximately 3,800 acres. The wetlands overlie the Arroyo Grande-Tri-Cities Mesa groundwater subbasin and provide it with several aquifer recharge areas. Three main wetland areas in the vicinity of Grover Beach play critical resource roles in facilitating aquifer recharge and drainage, and providing wildlife habitat. These areas are Meadow Creek, Pismo Lake and Oceano Lagoon.

PISMO LAKE

OWNERSHIP

Pismo Lake, which lies within the City of Pismo Beach immediately adjacent to Grover Beach, is now owned almost entirely by the California Department of Fish and Game, and is managed as a State Ecological Reserve. A strip of approximately five acres of land immediately adjacent to the marsh's southern border within Grover Beach was acquired by the City in 1981 to be used as a natural buffer zone between development and the marsh.

A portion of Pismo Lake which lies east of North Fourth Street just beyond Grover Beach's northern boundary is privately owned. Land immediately adjacent to the marsh's southern edge here is also privately owned but lies within Grover Beach boundaries. All land along the marsh's northwestern, northeastern and northern borders is beyond City boundaries and is privately owned with the exception of Pismo Lake. As the area east of North Fourth Street developed, open space dedications were required.

PRESENT AND POTENTIAL USES

Pismo Lake is now a State Ecological Reserve. The Reserve status of the marsh greatly restricts the kinds and intensity of uses permitted within its boundaries. The marsh must be preserved in its present undisturbed condition although limited removal of vegetation will be allowed to improve water circulation. The Reserve is open to the public, but no support services are or will be provided and the public will not be encouraged to use this fragile area intensively. A five-acre natural buffer zone bordering the southern edge of the marsh west of North Fourth Street was dedicated to Grover Beach as a condition of Coastal Commission approval of a four parcel subdivision. The buffer area must remain in an undisturbed natural condition and is subject to the same use restrictions applied to the Pismo Lake Ecological Reserve.

DESCRIPTION

Physical Features: Pismo Lake is a coastal marsh approximately 3,000 feet in length, and with an average width of 660 feet. The area of submerged marsh is 45 acres. A small portion of the marsh is divided from the larger body of water by North Fourth Street. The northern branch of Meadow Creek widens to become this small part of the marsh immediately east of Fourth Street.

Because of the creek's close interaction with this part of the marsh, discussion of this branch of the channel will be incorporated into the discussion of the marsh itself and its environs.

The marsh lies at a low elevation at the foot of vegetated south facing slopes within Grover Beach boundaries. These slopes range from about 2% to 25% and are particularly steep nearest the marsh's edge west of North Fourth Street.

Much of Pismo Lake is bordered by urban development. North and east of the marsh, in the City of Pismo Beach, are a mobilehome park, a shopping center and other commercial activities. U.S. Highway 101 also lies near the marsh's northern border. The marsh is divided by North Fourth Street, a major freeway access route. Within Grover Beach limits to the south, residential development extends northward over the crest of the hills which slope down to the marsh. Above the portion of the marsh lying east of North Fourth Street, single family dwellings have been constructed below the ridge-line on the north-facing slopes. However, large portions of the slopes both east and west of North Fourth Street are presently undeveloped and densely vegetated.

Flora and Fauna: Pismo Lake and the remaining undeveloped lands adjacent to its borders provide a variety of native habitats. Because these habitats contain some rare and endangered species of plants, and because encroaching development now jeopardizes the ability of this natural area to withstand the impacts of urbanization, Pismo Lake and its environs must be considered a sensitive habitat area.

- Marsh Habitat: Like other freshwater marshes, Pismo Lake is characterized by the dense growth of plants such as tules, cattail, bulrush, and in shallow waters, by several species of grass. In the northern portion of the marsh, several "salt sinks" have developed, probably as the result of sedimentation caused by runoff from nearby development. In this area, vegetation is characteristic of a saltwater rather than a freshwater marsh, and includes perennial pickleweed, saltgrass, frankenia and other saltwater indicators (Nakata, 1974). Algae blooms are also found here and elsewhere in the marsh, indicating that excessive amounts of nitrogen and other nutrients are being deposited in the lake by runoff. Open-water species of vegetation include stonewort, duckweed, pond weed, and water milfoil.

- Disturbed Weedy Habitat: Weedy vegetation is found in disturbed, vacant lands immediately east of North Fourth Street between El Camino Road, adjacent to Highway 101, and the northern edge of the marsh. Plants of this type include sow-thistle, wild oats, and telegraph weed.

- Oak Woodland Community: This type of community is found in the vicinity of Pismo Lake within Grover Beach, both east and west of North Fourth Street. Map 3 shows the location of these wooded areas. The oak woodland community is dominated by coast live oak (*Quercus agrifolia*) and is the last woodland of this type in the entire region. East of North Fourth Street, the oaks form a dense canopy over the central portion of the area and grade into the riparian community along the marsh's edge. West of North Fourth Street, the woodland community begins at the top of a relatively steep slope and also extends, intermixed with riparian vegetation, to the marsh's shore. Vegetation found in the oak woodland community includes, in addition to coast live oak and pygmy oak, the wild blackberry, poison oak, coyote bush, wild cucumber, and coffeeberry.

- Riparian Woodland Community: West of North Fourth Street, adjacent to the marsh, the riparian community is really part of the oak woodland complex described above. Riparian vegetation associated with the coast live oak woodland, include elderberry, wild rose, poison oak, wild cucumber, nettle, berry and other herbaceous plants.

  East of North Fourth Street vegetation near the marsh and creek is dominated by a well-developed grove of arroyo willows (*Salix lasiolepis*). Other trees and shrubs associated with the willow grove include coyote bush, wild blackberry, nettle, and various types of sedge and rushes.

- Chaparral and Coastal Sage Scrub: Chaparral and coastal sage scrub communities are found east of Fourth Street on the slopes between residential development and the marsh and creek. These two types of communities overlap at several points, but in general, the chaparral is found near the center of the slope or above the oak woodland, while the sage scrub lies on the southwestern portion of the area. Chaparral vegetation here includes the very rare and possibly endangered shagbark manzanita (*Arctostaphylos rudis*), which is known to occur on sandy soils between Grover Beach and Lompoc and nowhere else in the world. The shagbark manzanita found on this site is believed to be at the northernmost limit of the species' range, since the plant had never been found farther north than Oceano until its discovery here. Other species of chaparral vegetation include plants such as chamise and coffeeberry. Several live and pygmy oaks are also scattered throughout this area. Coastal sage scrub vegetation includes black sage, California sage brush, false heather, bush lupine and other herbaceous plants.

- Wildlife: Diverse plant communities, of course, provide habitat for diverse species of wildlife. The California Department of Fish and Game his estimated that as many as 59 species of birds, 24 species of mammals, and 4 species of reptiles and amphibians may be found in the relatively undisturbed habitats near Pismo Lake. While none of the animal species identified in areas adjacent to the marsh are known to be rare or endangered, several are unusual and not commonly seen so near urban areas. These species include birds such as the red-shouldered hawk, Cooper's hawk and turkey vulture, the great egret, the snowy egret, the great blue heron and a variety of ducks and geese. Among the many mammals found in the area are the opossum, raccoon and beaver. The only species of fish known to occupy the open water of the marsh is the mosquito fish, introduced to control mosquitoes.

CONFLICTS

No part of the marsh (Pismo Lake) lies within the City's boundaries. However, the only relatively undisturbed, undeveloped land adjacent to all parts of the marsh lies on its southern border within Grover Beach's portion of the Coastal Zone.

At present, resource conflicts in this area are minimal. Some disturbance of vegetation and wildlife near the marsh has resulted from the use of motorcycles and other human activities in the area. Encroaching residential developments both east and west of North Fourth Street have, by causing the removal of vegetation, increased erosion problems and sedimentation of the marsh and creek. The amount of additional sedimentation which has been generated from this area has not been measured. However, in general, light development such as residential dwellings could result in approximately 16 tons per acre of eroded sediment annually as compared to less than 1/5 of a ton per acre annually from undisturbed vegetated land.

MEADOW CREEK

OWNERSHIP

The two natural drainage channels known as Meadow Creek flow through both publicly and privately owned lands. The northeastern branch of the Creek, which lies only partially within Grover Beach boundaries, has been discussed in the preceding section. The western branch of Meadow Creek, the larger of the two, lies entirely within land which is owned by the California Department of Parks and Recreation and is part of Pismo State Beach.

PRESENT AND POTENTIAL USES

The primary function of the western branch of Meadow Creek is presently that of channeling runoff from urbanized portions of Grover Beach and adjacent communities into the Oceano Lagoon and Arroyo Grande Creek to the south. In 1963 the natural creek channel south of Grand Avenue was dredged to improve drainage blocked by sediment and vegetation. The portion of Meadow Creek north of Grand Avenue between the golf course and a mobilehome park has been channeled for flood control purposes and much of the original habitat value has been lost. A restoration and enhancement plan for this 0.5 mile portion of the creek could provide for planting of riparian and other native plants to help restore the resource value of the area. New development shall incorporate restoration and enhancement of this portion of the creek.

The primary function of the northeastern branch of Meadow Creek is that of a natural drainage course for the large watershed of the Oak Park area. The potential uses of lands adjacent to the portion of the creek system which falls both within the City limits of Grover Beach and the Coastal Zone are limited due to concerns related to the preservation of the oak woodland and further sedimentation in parts to Pismo Lake. The underlying land use designation for much of the adjacent land is low density residential. Any development proposal would have to be accompanied by a specific plan which would be responsive to the above concerns.

DESCRIPTION

Physical Features: The approximately three-mile long channel which this creek provides drains a small watershed area of about seven square miles and is dependent primarily upon runoff from this watershed for its seasonal flow. Natural runoff is rare in the summer and fall months. The creek bed begins north of Grover Beach's northern boundary line and winds south along Highway 1, then between a mobilehome park and golf course, and under Grand Avenue where it flows through open marsh to the lagoon. At several points along its course within Grover Beach, the creek receives

storm drain discharge from the City's drainage system. At present, runoff is discharged into the creek from storm drains at Mentone Avenue, Manhattan Avenue, Grand Avenue, Margarita Avenue, North 2nd Street, and from Front Street near the City's northern boundary. A larger outfall line for Mentone Avenue has been proposed.

Flora and Fauna: South of Grand Avenue, where native vegetation has not been extensively disturbed, the creek and the wetlands through which it flows support diverse riparian and freshwater marsh habitats. Herbaceous vegetation, including wild rose, elderberry, wild cucumber, nettle, and poison oak as well as California wax myrtle and other small trees, are found near the creek and wetlands immediately south of Grand Avenue. North of Grand Avenue, native riparian vegetation has been almost entirely removed and replaced by ornamental grass or by weeds.

Wildlife found in the riparian habitat of the creek is often seen in freshwater marsh or woodland habitats as well since these three habitats overlap in this coastal wetlands system. This diversity of habitat is responsible for the diversity of wildlife found here. Avian species include a variety of water fowl, herons, egrets, hawks, and owls. Among the mammals identified here are opossums, raccoons and beavers. No rare or endangered species have been identified in the riparian or marsh habitats along the creek.

CONFLICTS

Meadow Creek, like Pismo Lake, is fed primarily by runoff from the surrounding watershed. A large part of this runoff consists of water carried from streets in Grover Beach which is discharged through storm drain outfalls directly into the creek at several points. With the exception of Margarita Avenue, existing storm drain outfalls are not equipped with oil separators or with devices designed to filter sediment out of water discharged into the creek. The sediment and pollutants which enter the creek bed in this manner have contributed to flooding hazards in several places along the creek's west bank. Portions of the creek have become so clogged with sediment, overgrown vegetation, and algae "blooms" that they now represent a public nuisance as mosquito breeding grounds. The inability of runoff to flow through the creek bed freely has also reduced its habitat value for the plants and invertebrates upon which a variety of wildlife once fed in large numbers. Oil and other pollutants carried directly from City streets to the creek reduce water quality and the ability of the creek bed to function as an aquifer recharge area.

An additional source of sedimentation in the creek's western branch is the sand eroded by wind from nearby dunes. While this form of erosion is essentially a natural process, it is susceptible to acceleration when stabilizing dune vegetation is removed or destroyed. Destruction of vegetation on the dunes near Grand Avenue and along the beach by vehicles has already resulted in increased sand erosion problems.

The California Department of Parks and Recreation, in an attempt to alleviate mosquito control and flood hazard problems caused by sedimentation, dredged the southern portion of the creek channel south of Grand Avenue in 1963. The Department has no future plans to drain the wetlands south of Grand Avenue.

OCEANO LAGOON

OWNERSHIP

The body of water called Oceano Lagoon lies south of Grover Beach's southern boundary in the community of Oceano. However, this lagoon ultimately receives much of the runoff transported by Meadow Creek from within Grover Beach and is an integral part of the creek drainage system. Most of the lagoon is owned by the California Department of Parks and Recreation and is considered part of Pismo State Beach. A smaller portion of the lagoon and adjoining marsh land lie south of Pier Avenue under the jurisdiction of the County. The sewage treatment plant adjacent to the lagoon has recently purchased a small part of this marsh land for eventual use as an additional sludge drying bed.

PRESENT AND PROJECTED USES

Presently the Oceano Lagoon serves chiefly as a natural settling basin for water which flows from Meadow Creek and either re-enters the aquifer beneath the lagoon or flows onto the mouth of Arroyo Grande Creek. Much of the vegetation in the vicinity of the lagoon is disturbed or introduced. The state campground adjacent to the lagoon and residential development at its southern extremity have replaced native vegetation in this area. Also located adjacent to the lagoon south of Pier Avenue is the South San Luis Obispo County Sanitation District plant which provides sewer service to Grover Beach.

DESCRIPTION

Physical features of the lagoon are similar to those of Pismo Lake. Water quality is generally poor and high in nitrates. Stagnating water in portions of the lagoon creates mosquito control problems during the summer and fall months.

Vegetation adjacent to the Oceano Lagoon is significantly disturbed, although some native riparian and marsh species occur along portions of its banks. The riparian habitat provides one of the best areas along the central coast to view migrating and vagrant warblers, vireos, tanagers, and nut hatches.

CONFLICTS

Although the Oceano Lagoon lies beyond Grover Beach boundaries, it is an important part of the wetlands system upon which Grover Beach has a substantial impact. As in the case of Pismo Lake and of Meadow Creek, the chief source of conflict with lagoon resource values are sedimentation and pollution. While neither of these processes has been monitored, siltation and the erosion of sand into the lagoon pose a threat to good drainage. Increases in growth of algae and duckweed, which indicate that an excess of nutrients in the water may be causing eutrophication, have also created drainage problems in the lagoon. It is probable that unclarified runoff from Grover Beach storm drains which is carried by Meadow Creek to the lagoon is contributing to its pollution and sedimentation.

B. AGRICULTURAL LAND

The City of Grover Beach has no agricultural land within the Coastal Zone.

2.1.4 SUMMARY OF CONFLICTS

A. MARINE RESOURCE AREAS

SUBTIDAL ZONE

1. Shoreline structures which alter tidal and current action could adversely affect the replenishment of the beach and dunes with sand from the ocean.

2. Offshore oil drilling or the construction of tanker terminal facilities could result in oil spills which would jeopardize the productivity of Pismo clam populations and diminish recreational values of the beach.

3. Sand mining offshore could disrupt habitat and alter natural shoreline processes if not mitigated.

INTERTIDAL ZONE

1. Unsegregated use of the intertidal zone by both pedestrians and vehicle operators diminishes the recreational resource value of the beach. Vehicular beach use may diminish habitat values in the intertidal zone.

2. Clamming activity has significantly reduced the intertidal clamming stocks. Reduction in the size of these clam populations may make them more susceptible to destruction by the sea otter which has recently migrated to Pismo State Beach.

SAND DUNES

1. Structures erected on the dunes could alter the natural movement of sand and interfere with the formation of the dunes.

2. Vehicles, although prohibited from using these dunes, have destroyed significant amounts of dune-stabilizing vegetation and increased erosion of sand from the dunes by wind. Destruction of vegetation here has also diminished dune habitat values.

3. While pedestrian and equestrian use of the dunes is not yet intensive, it is probable that such activity will increase in the future. Dune vegetation may be jeopardized by overuse from these sources.

B. INLAND RESOURCE AREAS

MEADOW CREEK

1. Runoff carried by storm drains and gutters to the creek is not cleansed of sediment and pollutants before it is discharged into the creek.

2. Dredging of Meadow Creek to improve drainage might temporarily result in the disturbance of low-growing riparian vegetation by dredging spoils deposited along the creek bed.

OCEANO LAGOON

1. Runoff entering the lagoon via Meadow Creek contains sediment and pollutants which diminish the lagoon's value as an aquifer recharge area.

2.1.5 RECOMMENDATIONS

A. MARINE RESOURCE AREAS

SUBTIDAL ZONE

1. Policy: All new development shall minimize risks to life and property in area of high geologic, flood and fire hazard and assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms.

2. Policy: New development shall be located outside of the San Luis Obispo County Tsunami Inundation Area to the maximum extent feasible. If all or part of a new construction project is required to be located within the Tsunami Inundation Area, a Coastal Development Permit authorizing such development shall be conditioned to require property owners to submit a tsunami safety plan to the permitting agency for review and approval. The tsunami safety plan shall clearly describe the manner in which hazards associated with tsunamis shall be addressed. At a minimum, the plan shall be prepared in cooperation with the San Luis Obispo County Office of Emergency Services, and shall be in general conformance with any area-wide tsunami safety plan that has been prepared for this section of the coast.

3. Policy: As a condition of any development in a know coastal hazard zone, the property owner shall be required to acknowledge and assume all risks from coastal hazards (including but not limited to hazards from episodic and long-term shoreline retreat and coastal erosion, high seas, ocean waves, storms, tsunami, tidal scour, flooding, and the interaction of same) associated with development on the property, waive any claims of damage or liability against the permitting agency, and agree to indemnify the permitting agency against any liability, claims, damages or expenses arising from any injury or damage due to such hazards. Prior to issuance of a Coastal Development Permit, any private property owner shall execute and record a deed restriction against the property that explicitly assumes these risks, on behalf of themselves and any successors or assigns.

4. Policy: No revetments, breakwaters, groins, channels or similar structures that might alter tidal and current action or wind action and thus effect replenishment of the beach and sand dunes shall be permitted except where necessary for the public safety, specifically for the protection of existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

5. Policy: Offshore oil drilling or any other activity which creates the potential for oil spills that may endanger Pismo Clam populations or recreational value of the beach shall be prohibited within the City boundaries.

6. Policy: Sand mining within the City's jurisdiction shall be prohibited. (Section 30233 (a) (6))

INTERTIDAL AREA

1. Action: The segregation of incompatible recreational uses of the intertidal zone shall be implemented to ensure that maximum possible value is gained from these resources by all users. The area between Grand Avenue and the northerly City limits shall remain designated for pedestrian uses only, except for emergency, law enforcement, and maintenance vehicles. Also excepting the area between Grand Avenue and 400' to the north to provide an area for emergency turn around if the beach ramp is blocked by disabled vehicles. And furthermore, this 400' may be used by handicapped persons for on-beach parking and subsequent access to the pedestrian beach area. Enforcement of these provisions shall be made through appropriate signage and routine police patrol.

SAND DUNES

1. Policy: No development shall be allowed in the vegetated dune areas; development adjacent to vegetated dunes shall be sited and designed to prevent impacts which would significantly degrade the vegetated dunes. Retaining fences, walls, or other structures or earth moving activities shall be allowed only to protect existing structures.

2. Action: With the cooperation of the California Department of Parks and Recreation, special precautions shall be taken to ensure that the vegetated dunes are not further damaged through overuse, either by vehicles or pedestrians. Precautions shall include the posting of additional signs along Grand Avenue and the beach which notify visitors of the prohibition against vehicular use of the dunes as well as the penalty for violating this prohibition (Section 30240(a)).

3. Action: To prevent overuse by walk-in visitors, provision of support facilities and services in the dunes shall be prohibited. Nature trails which utilize existing paths could be developed with the cooperation of the Department of Parks and Recreation to encourage pedestrians to avoid trampling dune vegetation.

B. INLAND RESOURCE AREAS

WATER RESOURCES

PISMO LAKE AND MEADOW CREEK (NORTHEASTERN BRANCH)

1. Recommendation: The area of Pismo Lake and its immediate environs are within the jurisdiction of the City of Pismo Beach; and, as such, it can only be recommended that the City of Pismo Beach take steps to protect the Pismo Lake ecosystem while still providing

public use such as photographic blinds, nature trails and other non-intensive facilities to support passive uses of the area.

2. Action: Any dredging or removal of vegetation in or near Meadow Creek shall be limited to the removal of excessive sediment or vegetation only when (1) no feasibly less environmentally damaging alternative exists; (2) mitigation measures have been provided to minimize adverse environmental impacts; and (3) solely for the purpose of flood control to protect existing structures within the Meadow Creek flood plain. (Section 30233(4) and 30236).

3. Action: A natural buffer area shall be established between the riparian habitat area of Meadow Creek and the adjacent upland areas to the South. This buffer zone shall be of sufficient width to provide essential open space between the environmentally sensitive habitat area and any development. The actual width of this buffer shall be determined by precise ecological studies which define and measure the functional capacity of the Meadow Creek ecosystem. Development upland of the environmentally sensitive habitat area and its adjacent buffer shall be sited and designed to prevent impacts which would significantly degrade the Meadow Creek and downstream Pismo Lake environs, and shall be compatible with the continuance of those habitat areas.

4. Action: Areas designated for development in the Meadow Creek uplands shall not exceed 5 units per gross acre.

   Any application for development must demonstrate the following:

   (a) That the project does not significantly alter presently occurring plant and animal populations in the Meadow Creek ecosystem in a manner that would impair the long-term stability of the Meadow Creek ecosystem; i.e., natural species diversity, abundance and composition are essentially unchanged as a result of the project.

   (b) That the project does not harm or destroy a species or habitat that is rare or endangered.

   (c) That the project does not significantly harm a species or habitat that is essential to the natural biological functioning of the Meadow Creek ecosystem.

   (d) That the project does not significantly reduce consumptive values of the Meadow Creek ecosystem.

5. Action: As the areas designated for low density development within the City limits in the Pismo Lake area actually develop, natural buffer areas and open space dedications shall be made for as much of the undeveloped land as feasible.

6. Policy: The area generally known as the Meadow Creek Uplands shall be developed with clustered single family detached dwellings. The cluster design will aid in development which is sensitive to surrounding habitat areas. Development in this area shall be sited and designed to prevent impacts which would significantly degrade Pismo Lake and/or Meadow Creek habitat values. Please see approved development plan (Figure 1) at the end of this component. The number of dwelling units shown on this exhibit for areas within the Coastal Zone represent the maximum number allowed.

Access to development in the Meadow Creek upland area shall be via a 30' wide private residential street extension of North 5th Street ending in a cul-de-sac, and off of Charles Place connecting to Margarita Avenue. Parking shall be required as per existing City standards.

7. Policy: All materials used to cover any part of the ground within the proposed developable areas, other than residential structures, public roads, public street improvements, and swimming pools shall be permeable. Permeable surfaces may consist of paving blocks, porous concrete, brick, or any other similar material which will permit percolation of precipitation and runoff into the ground. (Section 30231)

8. Policy:

   (a) Lands with a slope of 25% or greater shall not be developed. Lands with a slope between 10% and 25% may be developed if the development incorporates specific measures to minimize grading and drainage systems which limit the rate of runoff, including siltation and erosion, to that which occurs naturally on the undeveloped site. Applications for development on sites between 10% and 25% shall be accompanied by site specific professional engineering plans.

   (b) Prior to the transmittal of a coastal development permit, the permittee shall submit a runoff control plan designed by a licensed engineer qualified in hydrology and hydraulics, which would assure no increase in peak runoff rate from developed site over the greatest discharge expected from the existing undeveloped site as a result of a 100 year frequency storm. Runoff control shall be accomplished by such means as on-site detention/desiltation basins or other devices. Energy dissipating measures at the terminus of outflow drains shall be constructed. The runoff control plan including supporting calculations shall be in accordance with the latest adopted City Standards and shall be submitted to and determined adequate in writing by the Community Development Department.

   (c) All permanent erosion control devices shall be developed and installed prior to or concurrent with any on-site grading activities and shall be maintained. Periodic monitoring of said devices shall be carried out by the City and the Department of Fish and Game.

   (d) All grading activities for roads, future building pads, utilities and installation of erosion and sedimentation devices shall be prohibited during September 30 through May 1. Prior to commencement of any grading activity, the permittee shall submit a grading schedule which indicates that grading will be completed within the permitted time frame designated in this condition and that any variation from the schedule shall be promptly reported to the Community Development Department.

   (e) All areas disturbed by grading shall be planted prior to October 15th with temporary or permanent (as in the case of finished slopes) erosion control vegetation. Vegetative cover must be established by November 1 of each year. Said planting shall be accomplished under the supervision of a licensed landscape architect or landscape contractor and shall consist of seeding, mulching, fertilization and irrigation adequate to provide 90% coverage within 90 days. Planting shall be repeated if the required level of coverage is not established. This requirement shall apply to all disturbed soils including stockpiles, and to all building pads.

(f) Prior to transmittal of a coastal development permit, a detailed landscape plan indicating the type, size, extent, and location of plant materials, the proposed irrigation system, and other landscape features shall be submitted, reviewed and determined to be adequate by the Community Development Department. Drought tolerant plant materials shall be utilized to the maximum extent feasible.

(g) Moderate Soil Limitations: Cut and fill slopes on areas under 20% slope shall not be over 4:1 pitch and four feet high, compacted (if fill), with straw mulch broadcast and rolled at 3000 pounds per acre, and seeded with a grass and native shrub seed mixture generally having the following basic ratio of components:

Native woody shrubs--6 lbs/acre
Native herbaceous annuals and perennials--15 lbs/acre
Native grasses--60 lbs/acre
Wood fiber mulch with soil binder--1500 lbs/acre
Fertilizer--150 lbs/acre

Low Soil Limitations: Cut and fill slopes on areas under 10% slope shall not exceed 3:1 pitch and four feet in height. Disturbed soil shall be hydroseeded (no straw mulch needed) with the seed mixture as recommended above, except additional wood fiber shall be incorporated at a minimum of 2000 lbs/acre.

(h) Temporary dust controls shall be employed during construction. Watering down methods used to control dust shall not erode the soil. Downhill cut or fill areas shall be lined with straw bales to control erosion from runoff. Where exposed soil conditions exist within the landscaped and irrigated portions of the sites near dwellings, slopes shall be planted with ground cover netting to retain soil. Plant materials shall be selected, sized and spaced to achieve total soil surface coverage in one year with irrigation provided. Trees and shrubs having fibrous root systems shall be used. Any of the mulch and seed mitigation measures described in 8 (g) above may be used instead of erosion control netting.

(I) That the City and the State Department of Fish and Game be made "third party" to the project's CC and R's to the extent that the City and/or the Department of Fish and Game may come onto private property to inspect and if necessary perform maintenance on drainage and erosion control devices and place a lien on the subject properties to recover cost of said maintenance.

9. Policy:

(a) The removal of Coast Live Oaks and of Shagbark Manzanita from the developable as well as undevelopable land in the vicinity of Pismo Lake shall be prohibited except for emergency situations. Removal of vegetation, grading and other earth-moving activities in developable areas shall be minimized. Impacts of such activities shall be shown in site and grading plans and shall meet with the approval of the City. Landscaping in developable areas here shall be comprised primarily of native vegetation and shall be compatible with surrounding native vegetation.

(b) No development shall occur within 50 feet of the dripline of a solid canopy oak woodland.

(c) Areas of Shagbark Manzanita shall be left intact with other associated shrubs undisturbed. A buffer of natural vegetation 25 feet thick shall be maintained around the area of Shagbark Manzanita.

(d) As a condition of development approval lands below the 60 foot contour at a minimum in the Meadow Creek uplands areas shall be dedicated to the City or State Department of Fish and Game as public open space as an integral portion of the Pismo Lake Ecological Reserve.

MEADOW CREEK (WESTERN BRANCH)

1. Action: All present and proposed storm drain outfalls within the City's portion of the Coastal Zone and discharging into Meadow Creek shall be equipped with oil separators and devices designed to filter sediment from runoff (Section 30231).

2. Policy: Approval of developments in areas draining into Meadow Creek shall be conditioned upon provision of on-site ponding basins or other means of regulating runoff water. Retention facilities should be capable of retaining the first two hours of a fifty-year frequency storm. (Section 30231)

3. Action: Riparian and marsh vegetation either side of the creek channel south of Grand Avenue shall be permanently protected within an open space area.

4. Policy: The existing sediment filtering capabilities of Meadow Creek as it passes through the Coastal Visitor Serving area shall be maintained and where feasible it shall be enhanced through the use of "stilling devices" to filter out additional oils and sediment.

5. Policy: That there shall be a minimum of a 50 foot buffer, or other appropriate buffer established by a habitat restoration plan approved by the Department of Fish and Game, on both sides of the portion of Meadow Creek north of Grand Avenue. The purpose of this buffer is to protect and enhance the habitat values and filtration capabilities of Meadow Creek while recognizing that for most of its length north of Grand Avenue there is existing development on both sides of the creek.

GENERAL

1. Policy: The City shall designate the following types of land as open space:
    a. Sensitive habitats or unique resources such as oak woodlands, riparian/creek corridors, significant wetlands and corridors which connect habitats.
    b. Those areas which are best suited to non-urban uses due to:
        i. Infeasibility of providing proper access or utilities;
        ii. Excessive slope or slope instability;
        iii. Wildland fire hazard;
        iv. Noise exposure;
        v. Flood hazard; and
        vi. Scenic value.

2. Policy: Lands designated Open Space/Resource Conservation should be used for purposes which do not need urban service, major structures, or extensive landform changes. Such uses include:

a. Unimproved trails.
b. Watershed protection; wildlife and native plant habitat; and passive recreation.
c. Buildings, lighting, paving, use of vehicles, and alterations to the landforms and native or traditional landscapes on open space lands should be minimized, so rural character and resources are maintained.

3. Policy: The City shall preserve and protect:
    a. The ecological integrity of creek corridors that support riparian resources by preserving native riparian plants, and to the extent feasible, removing invasive nonnative plants.
    b. Wetland resources including creeks and other seasonal wetland areas in conformance with Coastal Act Sections 30233 and 30236; all adverse impacts to riparian resources from any allowable development within wetlands or streams shall be fully mitigated.

4. Policy. The City should manage its Meadow Creek wetlands, floodplains, and associated resources to achieve the multiple objectives of:
    a. Maintaining and restoring natural conditions and fish and wildlife habitat;
    b. Preventing loss of life and minimizing property damage from flooding;
    c. Providing recreational opportunities which are compatible with fish and wildlife habitat, flood protection, and use of adjacent private properties.

5. Policy: 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.

6. Policy: Environmentally Sensitive Habitat Areas shall be buffered by a minimum of 50 feet. Development in areas adjacent to ESHA 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.

7. Policy: New public or private developments adjacent to creeks, oak woodlands and wetlands must respect the natural environment and incorporate the natural features as project amenities, provided doing so does not diminish natural values. Developments along creeks should include public access across the development sites to the creek and along the creek, provided that wildlife habitat, public safety, and reasonable privacy and security of the development can be maintained.

8. Policy: The City shall encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character.

9. Policy: Prior to the approval of a project with the potential to adversely impact special status plant or animal species of their habitats, the City shall ensure compliance with the relevant provisions of state and federal laws relating to the preservation of rare, threatened, or endangered species and their habitat. Such laws include, but are not limited to, the federal and state Endangered Species Acts, and federal Clean Water Act.

10. Policy: Where future development projects have the potential to impact natural plant communities or sensitive wildlife resources, the City shall require the project applicant to conduct appropriate surveys prepared by a qualified biologist in accordance with applicable

regulatory guidelines. Such surveys shall identify and map any existing rare, threatened, or endangered plant and animal species and recommend appropriate mitigation measures.

11. Policy: Monitoring of mitigation and restoration activities shall be consistent with requirements for each species or habitat as prescribed by the relevant regulatory jurisdictional agencies. For listed or candidate species, species of special concern, or sensitive habitats for which no mitigation or avoidance measures have been published, the City shall require evidence of coordination with the responsible agencies prior to acceptance of mitigation, avoidance measure, and/or monitoring requirements.

12. Policy: It is the general policy of the City to allow the State Coastal Conservancy to conduct restoration projects within the City subject to City approval and permit requirements.

13. Policy: Blown sand removed from Grand Avenue, Le Sage Drive, parking lots or other paved surfaces shall be disposed of either by spreading on the hard beach area of the intertidal zone or in the general area of the existing dirt vehicle ramp. In no instance shall blown sand be dumped or spread in the dunes area.

14. Action: The City will work with the County, conservation organizations, the San Luis Obispo Council of Governments, the California Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service to identify strategies for the permanent protection of habitat for rare and endangered species.

15. Action: The City shall support, and participate in, local regional efforts of local, state and federal resource agencies to protect, restore and maintain viable, contiguous areas of habitat for sensitive plant and animal species.

Water Quality

16. Policy: All new development shall protect the quality of water bodies and drainage systems through adaptive site design, stormwater management, and the implementation of Best Management Practices (BMPs) for stormwater management, including, but not necessarily limited to, those identified in the California Storm Water Best Management Practice Handbooks (March 1993).

17. Action: The City shall adopt and implement an Urban Storm Water Quality and Discharge Control Ordinance.

18. Action: To ensure new development and the redevelopment of existing sites adequately protects water quality, the City shall consider, and implement where appropriate, low impact development options and revisions to the City's water quality management regulations consistent with the Storm Water Management Program adopted by the Regional Water Quality Control Board.

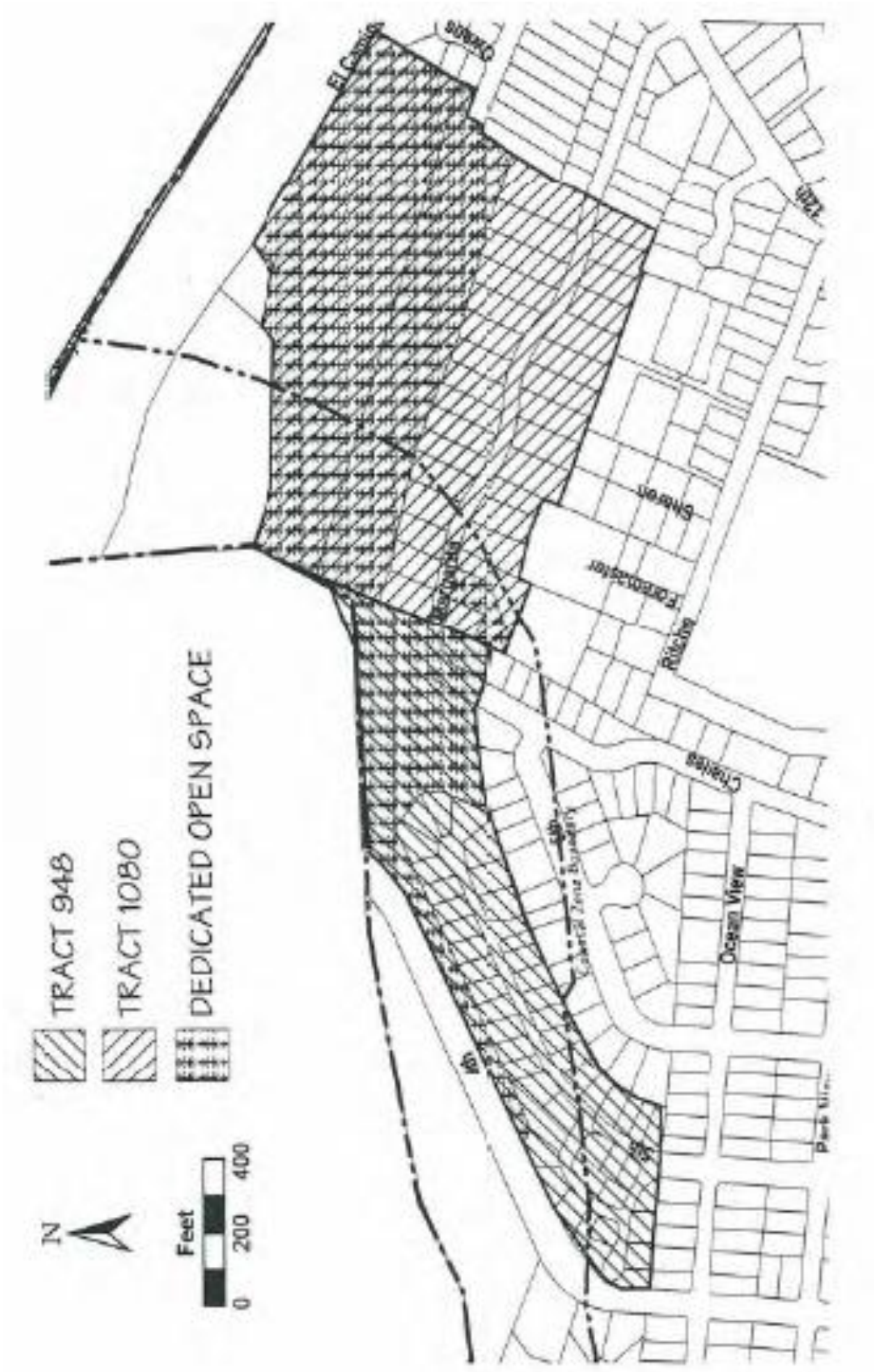
19. Action: The City shall ensure the new development will maintain historic off-site storm flows unless improvements are in place or made with the development that will maintain historic downstream and upstream flows.

20. Action: The City has adopted and shall periodically update a Storm Water Master Plan including shared detention facilities.

21. Action: The City shall comply with relevant provisions of the National Pollution Discharge Elimination (NPDES) program as part of the development review process.

22. Action: The City will undertake long-term watershed planning and management activities in coordination with adjoining cities, San Luis Obispo County, and State Parks. The main objectives of these efforts are to ensure the protection of water quality, the beneficial uses of water, and the biological and physical integrity of watersheds and aquatic habitat. The City will consider amendments to the policies and programs of the Local Coastal Program as necessary to incorporate the findings and recommendations of these watershed planning efforts.

FIGURE 1
APPROVED DEVELOPMENT PLAN



2.2 PART II - VISUAL RESOURCE AREAS

2.2.1 INTRODUCTION

One of the findings made in Chapter 1, Section 30001 of the Coastal Act states "that the permanent protection of the State's natural and scenic resources is a paramount concern to present and future residents of the State and Nation." Visual values of the Coastal Zone are also referred to in Section 30251 of the Coastal Act:

> *"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 the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas ..."*

In order to analyze visual values, the City's portion of the Coastal Zone has been divided into nine geographic areas based either upon homogeneity of visual character or land use, or upon the presence of a shared visual resource problem. The nine visual resource areas are shown on Map 4 at the end of this section.

In order to establish visual values for each of the visual resource areas, specific criteria for determining such values were needed. Components of visual quality described in the federal Coastal Zone Management Guidelines (Roy Mann Associates, Inc., 1975) were selected and used to address the broader areas of concern which will be discussed in the following pages.

2.2.2 VISUAL RESOURCE AREAS

The areas of concern which will be addressed in relation to visual resources are as follows:

- Visual quality
- Visual fragility or sensitivity
- View quality
- Visual conflicts

A. AREA 1

DESCRIPTION

This area contains the portion of Pismo State Beach which lies within Grover Beach boundaries. With the exception of a restaurant, picnic area, parking lot, and public restroom facilities, the entire area is undeveloped. Visually significant features include a riparian corridor along Meadow Creek south of Grand Avenue, sand dunes which extend between and beyond the City's northern and southern boundaries, a wide, level beach, and a long and unobstructed shoreline.

VISUAL QUALITY

The area contains a variety of topographic forms. A flat sandy beach rises into a series of sloping foredunes which in turn give way, south of Grand Avenue, to the lower and more stabilized forms of the vegetated back dunes. The back dunes function as a buffer between the harsh climatic conditions near the shoreline and the sensitive, low-lying marsh lands and creek to the east. In

addition to a varied topography, the area displays a high degree of vegetative diversity and a range of habitat types which clearly illustrates succession from the pioneer plants of the foredunes to the complex vegetation along the creek and marsh. This area represents a unique visual resource for it is one of the few areas remaining along the California coast that still offers extensive unobstructed coastal vistas easily accessible to urbanized areas.

VISUAL SENSITIVITY

Because of its value as a unique natural area and as a regional recreational resource, Pismo State Beach is visually sensitive to any significant alterations. The open beach will tolerate no development. The straight coastline and absence of any natural vertical rock formations make the shoreline extremely sensitive as well. Any shoreline or off-shore structure could be highly obtrusive and could detract from the visual quality of unobstructed expanses which are becoming increasingly rare on the California coast.

The foredunes cannot tolerate development of any type since any angular structure would conflict with the softer contours and light color of the unvegetated sand dunes. The vegetated back dunes and riparian corridor have natural scenic qualities which would be significantly diminished by any structures not subordinate to their natural features. The visual value of vegetative diversity in the backdunes and riparian corridor would be diminished by the alteration of land forms or removal of vegetation. Within the area designated for Coastal Visitor Serving a balance must be struck between natural visual quality and manmade visual quality.

VIEW QUALITY

The foredunes block views of the beach and shoreline from all but the highest inland elevations. These dunes also obstruct views of the lower backdunes and riparian corridor from the shoreline. The dunes themselves are largely concealed by development or by vegetation south of Grand Avenue and by the mobilehome park north of Grand Avenue. Only glimpses of the dunes between structures and from higher elevations are available to most inland areas. Views from the dune tops, however, are excellent although these may be somewhat diminished in areas near Grand Avenue where structures are visible.

VISUAL CONFLICTS

The existing structures in Area 1 are visually prominent but are located immediately adjacent to Grand Avenue and do not occupy large, undeveloped areas of the dunes. Fences used to control the erosion of sand onto Grand Avenue have been erected at several locations near Grand Avenue where they detract somewhat from visual quality. Destruction of vegetation in the dunes by vehicles has resulted in unattractive "scars" across vegetated dunes which can be viewed from Grand Avenue and the beach.

During peak recreation periods large numbers of vehicles, most of them moving in lines north or south near the shoreline, substantially diminish the visual quality of the beach and views of the beach from the dunes. Littering, particularly during peak use periods, presents serious visual resource problems throughout the area, but most noticeably in areas of high use along Grand Avenue west of Highway 1, and the beach and dunes near the Grand Avenue ramp.

Proposals by the California Department of Parks and Recreation to develop the backdunes and the area along Meadow Creek for more intensive recreational uses would diminish natural visual values in some portions of Area 1. For example, the parking area proposed for the backdunes south of Grand Avenue would conflict sharply with present natural visual qualities there. Other Department proposals, such as that of creating more open water in the lagoon south of Grand Avenue by removing sediment and debris, would not adversely impact upon visual quality of the lagoon.

B. AREA 2

DESCRIPTION

This area, which contains the City's highest elevations, lies between its northern boundary and Ocean View Avenue. The area is adjacent to Pismo Lake and to the branch of Meadow Creek which is located east of North Fourth Street. Residential development covers most of the southern half of this area, extending north from Ocean View Avenue on south-facing slopes to the undeveloped land which slopes north to Pismo Lake and Meadow Creek. The northeastern portion of this undeveloped land lies within a secondary floodplain. North Fourth Street, a major traffic arterial, bisects the area and links Highway 101 to Grand Avenue, and also to the beach and Highway 1 via Grand Avenue.

VISUAL QUALITY

Visual quality in both the developed and undeveloped portions of this area is high. Unlike most of the City's streets, North Fourth Street and many of the residential streets near it follow natural contours rather than a superimposed grid pattern and appear compatible with the area's irregular topography. Most of the existing structures are newer single-family homes on relatively large lots. In size and design they are compatible with their surroundings and among the most attractive in the City. Landscaping here is well maintained, but utilizes non-native ornamental vegetation.

The undeveloped slopes above Pismo Lake and the Meadow Creek floodplain comprise one of the City's most significant visual resources. Native vegetation is dense and is comprised of several habitat types including chaparral, coastal sage scrub, riparian, fresh-water marsh, and oak woodland communities. The last includes one of the most extensive remaining coast live oak woodlands in the south county area. The shagbark manzanita, a rare and endangered plant species, reaches the northernmost limit of its range here. The diverse vegetation of these undeveloped slopes provides an excellent and unusual example of ecological transition from northern to southern habitat types.

VISUAL SENSITIVITY

Because of its high visual quality, much of the area is extremely sensitive to the visual impacts of human activities. While only a few vacant lots remain within the developed portion, visual quality here could be adversely impacted by structures which, in size and design, are not compatible with surrounding development.

The land that is presently undeveloped is a particularly fragile scenic resource. The high visual quality of its diverse plant communities will not tolerate disruption or structures not subordinate to the character of predominantly low-growing vegetation. Grading and extensive earth-moving would also alter the character of this area and detract greatly from its scenic resource value.

VIEW QUALITY

The slopes and ridge which comprise this area offer some of the finest views of the coast and inland areas in the City. Looking seaward from some portions of the developed land, an excellent shoreline view of dunes and ocean is often visible. Undeveloped areas north of Highway 101 and a portion of the City of Pismo Beach can be seen to the north. The quality of this inland view is marred by the presence of a large mobilehome park in Pismo Beach. The roofs of these mobilehomes are clearly visible from many parts of Area 2.

The largely undeveloped land in the area's northern half offers a view of high quality to travelers on North Fourth Street as they approach the entrance to Grover Beach. This view, predominantly one

of wooded and densely vegetated hillsides, is impaired to some extent by the presence of several houses below the ridge line east of North Fourth Street.

VISUAL CONFLICTS

At present, the only significant conflict with the visual quality of this area is found in the obstructive appearance of the homes built below the ridge line and referred to above. The homes, while new and attractive, are designed primarily to exploit impressive inland views. The structures, most of which are two stories high, are elevated above the relatively low-growing vegetation of the slopes east of North Fourth Street and contrast sharply with the visual quality of the native vegetation around them. Native vegetation and landscaping screens, which might obstruct occupants' views, have not been utilized to camouflage the houses from the view of travelers on Fourth Street.

An additional problem throughout this area relates to the preservation of the high quality of the viewshed here. Newer structures, as mentioned, are designed to exploit views available to the occupants, often at the expense of views available from surrounding development and public streets.

C. AREA 3

DESCRIPTION

This area lies between Ocean View Avenue and Ramona Avenue to the south along the City's western edge. It is entirely developed and only a few scattered lots remain vacant. Highway 1 bisects this area. Adjacent to the highway's eastern side, the Southern Pacific Railroad tracks lie within a 100-foot wide easement. The land to the east of the railroad tracks in this area is zoned for industrial and residential uses. Industrial uses, such as warehouses and auto repair services, are increasing. On the west side of Highway 1 lies a mobilehome and recreational vehicle park. In the dunes bordering the beach is a golf course which is operated as a concession on State Park land.

VISUAL QUALITY

The visual quality of Area 3 is, for the most part, poor. Within the industrial zoned area, the single-family residences are small, older homes constructed before the area was designated for industrial uses. Many of these are in deteriorated condition with little or no landscaping. The industrial structures, which near the railroad tracks are intermixed with residential buildings, vary widely in height, bulk and design. The overall appearance of this area is one of transition from residential to industrial land use.

Of particularly low visual quality in this area is the strip of land along Front Street adjacent to the railroad tracks. This area is now developed extensively in industrial uses of various types. These industrial structures are purely utilitarian in appearance with little evidence of concern for visual amenities in design and with little or no landscaping. A storage shed and a RV storage yard are located on the west side of Front Street and, like development along the east side of this street, are highly visible from Highway 1. The railroad tracks and easement are also of very low visual quality in this area. The easement is unlandscaped and overgrown with weeds for almost its entire length between Grand Avenue and the City's northern boundary line. No trees or shrubbery screen the railroad tracks from the view of highway travelers. The overall visual impression offered motorists on Highway 1 as they pass this area is that of a "back door" entrance to the City. Newer industrial development in the Saratoga Avenue/Atlantic City Avenue block and along Beckett Street provide landscaping and architectural design that is an improvement over the older developments.

Visual quality along the west side of Highway 1 is better than that along the east side. The mobilehome park is walled and trees are located at intervals in front of the wall. The upper portions of the mobilehomes are still visible, however, as are recreational vehicles using the adjoining park. These structures somewhat diminish visual quality on this side of the highway.

VISUAL SENSITIVITY

Area 3 is visually sensitive primarily by virtue of its visibility from Highway 1. The character of a neighborhood of small "beach community" houses is another visually sensitive aspect of the area which has been disregarded and will soon be lost if current development trends continue.

VIEW QUALITY

Area 3 has some potential for excellent views of the dunes and glimpses of the ocean beyond from Highway 1. At present, however, this view is obstructed by the mobilehome park and recreational vehicle park along the west side of the highway.

VISUAL CONFLICTS

As noted above, the visual conflicts of this area are numerous. The appearance of industrial structures, until very recently, has not been regulated to protect the character of the preexisting residential neighborhood; and the result has been a degraded area of unplanned transition and jarring visual conflicts. Industrial uses on the west side of Beckett Place and North 1st Street will be long-term developments. Appearances from residences to the east have not always been considered during architectural review.

The land adjacent to the railroad tracks, discussed above, represents one of the City's most critical visual resource problems. The appearance of storage areas visible from both Grand Avenue and Highway 1 in this area degrade the visual quality of these important routes and reflect on the character and image of the City as a whole. Similarly, the neglected aspect of the railroad track easement seriously diminishes the visual quality of this portion of Highway 1.

The mobilehome and recreational vehicle parks, while not visually degrading, obstruct the view of the shoreline and dunes for highway travelers.

D. AREA 4

DESCRIPTION

Area 4 extends south of Ocean View Avenue to Ramona Avenue and lies east of North First Street. This area is completely developed, with the exception of a small number of vacant lots, in residential uses. Many of the residential structures are older, single-family homes, however, during recent years two-story planned unit development (PUD) units have dominated the building activity. The area is zoned entirely for residential use, however there is a nonconforming storage building at the corner of North 2nd Street and Newport Avenue. Land in the southern two-thirds of the area is adjacent to an industrial zone while designated for medium density (C-R-2) uses (between Ramona Avenue and Atlantic City Avenue). North of Atlantic City Avenue this area is zoned for single-family (C-R-1) uses.

VISUAL QUALITY

The visual quality of this area is fair. The area presents the visual character of a neighborhood of modest homes, some of which are in deteriorated condition, transitioning to a higher residential density. Small lots with minimal landscaping predominate. Many of the properties lack curb, gutter, and sidewalk.

VISUAL SENSITIVITY

Because the area is occupied primarily by small, one-story homes, it is visually sensitive to the construction of larger, multiple-unit dwelling structures which do not blend well with the low-profile and closely knit character of surrounding development. The present visual character of this area is also adversely impacted by adjacent industrial development to the west.

VIEW QUALITY

Views from this area are not as dramatic as those in Area 1. However, glimpses of the ocean and dunes by travelers moving west on residential streets contribute significantly to the atmosphere of a small, beach neighborhood.

VISUAL CONFLICTS

A source of potential conflict is the designation of the adjacent land in Area 3 for industrial uses. The construction of even well-designed industrial buildings may diminish the visual quality of the adjoining residential area and will also detract from coastal views from residential streets. The management of industrial operations is difficult due to residential complaints of noise, appearance, traffic, dust, and possible negative residential property value impacts.

Viewshed losses increase as more two-story structures are built or modified and as trees mature.

E. AREA 5

DESCRIPTION

This six-block area, although small, is of great significance to the City. The area is bisected by the City's main commercial street, Grand Avenue, and is located between Fourth Street, a freeway exit route, and Highway 1, a coastal access route.

Because of its location, Area 5 is highly visible to large numbers of tourists traveling to and from Pismo State Beach. It has been zoned primarily for highway commercial uses, a designation which permits, in addition to recreation-oriented developments, a variety of general commercial uses including nurseries and animal hospitals. Lots fronting on the south side of Grand Avenue between the railroad tracks and South 3rd Street are vacant. Existing development fronting on either side of Grand Avenue is predominantly general commercial. Behind these commercial developments and fronting on Ramona Avenue are single family homes and duplexes. On streets lying immediately south of Grand Avenue, residential development is entirely single-family. The single-family homes found in this area are small and usually older, deteriorating dwellings.

VISUAL QUALITY

Visual quality in this area is fair. The 100-foot width of Grand Avenue, along which small trees have been planted at intervals, is visually dominant. The area is in nearly completed transition from a scattered mixture of residential, service-commercial, retail commercial and even industrial developments to a more homogenous general commercial strip along Grand Avenue. On streets north and south of Grand Avenue, residential uses predominate. Developments along Grand Avenue are diverse in both use and architectural theme although in recent developments an effort has been made to conform to either a rustic western or Spanish style design. The presence of a major entrance to a State beach nearby has not been exploited in either the use or design of most existing developments along Grand Avenue to any extent, and the absence of a theme which capitalizes on the areas visibility to beach visitors is noticeable.

VISUAL SENSITIVITY

This area is particularly sensitive to uses and structural designs which detract from its appeal to tourists and beach visitors. It is sensitive, in addition, to structures which, because of height and bulk or poor design, diminish the value of views down Grand Avenue, are sensitive to the visual impacts of large developments, either commercial or residential, which appear obtrusive among small one-story, single-family dwellings such as those characteristic of Area 5.

VIEW QUALITY

The dominant view in Area 5 is that of the ocean as one travels west on Grand Avenue. The quality of this view is not enhanced, however, by the nature or appearance of older developments on either side of the street. Newer general commercial structures are attractively designed.

VIEW CONFLICTS

Visual conflict is evident here in the mixture of designs and uses of existing developments. The area lacks a strong identity and visual interest. A wide variety of unrelated uses are present along this commercial strip and do not promote the development of a common architectural theme which focuses on the City's proximity to the coastline.

A specific source of conflict in the area is a fenced storage yard adjacent to the railroad easement on the north side of Grand Avenue. This storage yard conflicts sharply with the appearance of developments to the east, and with that of the beach and ocean west of the railroad tracks. This visual conflict is of special significance because it is highly visible from both Grand Avenue and Highway 1, the City's two main coastal access routes.

F. AREA 6

DESCRIPTION

This strip of land, which is located south of Rockaway Avenue along the east side of South Fourth Street, is primarily for medium density residential uses. The development in Area 6 is a mixture of single-family homes, multiple-unit structures, and PUD units. Existing single-family homes are similar in character to those in Area 4, although a larger proportion of those in Area 6 and its vicinity are in deteriorated condition. In recent years, PUD's rather than rental units have replaced the traditional detached single family home.

VISUAL QUALITY

Numerous substandard houses, accumulations of debris and inoperative vehicles on private property, and neglected grounds diminish visual quality of this area. Because of larger lots, more vacant land and more level terrain, the visual impression of a closely-knit beach community is not evident in Area 6 as is found in Area 4.

VISUAL SENSITIVITY

Because this area is developed almost entirely in smaller, single-family homes, it is visually sensitive to the presence of larger, multiple-unit developments. Structures of more than one story appear particularly obtrusive.

VIEW QUALITY

Coastal views from this relatively level area are limited and, in most cases, are presently obstructed either by trees or by development adjacent to the railroad. However, some views of the dunes are still available to travelers on residential streets south of Manhattan Avenue.

VISUAL CONFLICTS

The most noticeable visual conflict in this area arises from the presence of a number of deteriorated, substandard and marginal dwelling units. In many cases the appearance of the structures themselves is further diminished by neglected and/or cluttered front yards or the presence of partially dismantled or inoperable vehicles.

G. AREA 7

DESCRIPTION

This area, located south of Rockaway Avenue and west of South Fourth Street, is designated primarily for industrial uses. A number of "heavy" industries, including a lumber yard, a wire manufacturing plant, and a concrete plant, occupy sites within the industrial district here. Some residential uses, primarily older single-family homes, are located near industrial developments as well. Between the railroad easement and Highway 1 in Area 7 lies a narrow strip of land which is being used for the storage of recreational vehicles and trailers although it is part of a much larger recreational vehicle park which lies outside City boundaries. The Coastal Commission has given approval to a permit application for development of a full-service recreational vehicle park. Presently, stored recreational vehicles behind a chain link fence are visible from Highway 1.

VISUAL QUALITY

Landscaping and some design improvements have recently been made to two of the larger industrial developments, but the structures themselves are conventional industrial buildings with little aesthetic value. Most of the few single-family dwellings, including several non-conforming or illegal mobilehomes, are substandard and deteriorated. Some landscaping has been done, and most properties do not show evidence of dumping or neglect. The recreational vehicle storage area on the east side of Highway 1 in this area does not contribute to the visual quality of the area as seen from the Highway.

The multimodal transportation facility and entrance park at the southeast corner of Grand Avenue and Highway 1 will serve as a visual focal point for this area that is an important entry into the City.

VISUAL SENSITIVITY

This area itself is not highly sensitive. The character of an industrial area has been fairly well established. The land in this area, which is visible from Highway 1, is sensitive to developments which detract from the Highway's value as a scenic coastal access route.

VIEW QUALITY

Views from this low-lying, relatively level area are negligible, due both to the topography of the land here and to the presence of trees and industrial buildings which obstruct views of the dunes.

VISUAL CONFLICTS

Visual conflict within this area at present lies primarily in the obstruction of views of the dunes from inland areas by industrial developments and by trees behind them. These industrial developments also conflict to some extent with the remaining older single-family homes in the area. The recreational vehicle storage area along the east side of Highway 1 is visible to highway travelers and conflicts with the value of the Highway as a scenic coastal route.

H. AREA 8

DESCRIPTION

This area, located south of Farroll Avenue, is also designated for industrial uses. Light industrial developments such as warehouses and contractor's yards are expanding rapidly here, particularly in the area immediately adjacent to South Fourth Street. A closely grown row of very large eucalyptus trees screen this area from view from Highway 1.

VISUAL QUALITY

Most development in this area is industrial and visual quality is fair. Industrial uses on South Fourth Street are showing signs of aging. Storage lots are unscreened from public view.

VISUAL SENSITIVITY

This area is not highly sensitive. Large, heavy industrial uses or uses lacking the special design features of surrounding development would appear obtrusive.

VIEW QUALITY

Views of the dunes and ocean here are entirely obstructed by the trees that screen South Fourth Street from the adjacent railroad tracks and Highway and by vegetation along the west side of Highway 1.

VISUAL CONFLICTS

There are no significant visual conflicts in this area at present. Conflict could arise if heavy industrial developments were permitted to locate here or if special design features which characterize existing development were not required of future development.

I. AREA 9

DESCRIPTION
This small area south of Calvin Court is designated for single-family residential uses and includes the South 4th Street right-of-way. Within the C-R-1 zone, the single-family dwellings are relatively new and attractive. As in Area 8, most of this area is screened by a row of tall, closely growing eucalyptus trees along the western side of South Fourth Street.

VISUAL QUALITY
Visual quality in this area is fair. Views inland from South Fourth Street here are of productive agricultural lands outside of the Coastal Zone, which provide some open space relief.

VISUAL CONFLICTS
There are no significant visual conflicts in this area at present.

2.2.3 SUMMARY OF CONFLICTS

A. AREA 1

1. New development on or near the dunes or beach could detract from the visual quality of the presently undeveloped areas here.

2. Destruction of vegetation by illegal vehicles in the dunes has resulted in unattractive scars across vegetated dunes.

3. Littering, particularly at peak use periods, diminishes the visual value of the beach and dunes.

B. AREA 2

1. Because of the sloping topography here, viewsheds are often impacted by new structures.

C. AREA 3

1. The appearance of most of the industrial developments here is of low visual quality, although they are highly visible from Highway 1.

2. Industrial uses in the area conflict sharply with the visual character of surrounding single-family dwellings.

3. The land within the railroad easement, also visible from Highway 1, is neglected and of very low visual quality.

D. AREA 4

1. Viewshed losses increase as more two-story structures are built or modified and as trees mature.

E. AREA 5

1. The land use designation presently applied to land fronting on Grand Avenue in this area does not require special design and landscaping features compatible with its high visibility to tourists and travelers.

2. A fenced storage yard near the intersection of Grand Avenue and Highway 1 detracts significantly from the visual quality of this highly visible area.

F. AREA 6

1. Several structures in this area are deteriorated or dilapidated. Accumulations of debris or vehicles in some yards diminish visual quality.

G. AREA 7

1. Industrial developments and trees here obstruct views of the dunes from inland areas.

2. The recreational vehicle storage area adjacent to Highway 1 is not adequately screened from view from Highway 1.

H. AREA 8

1. Visual conflict with existing uses could arise here if large-scale industrial uses were permitted.

I. AREA 9

1. There are no significant visual conflicts in this are at present.

2.2.4 RECOMMENDATIONS

A. AREA 1

1. Policy: Dunes, beach and shoreline shall continue to dominate the area visually. All structures shall be subordinate or complimentary to these natural features and to existing structures.

2. Policy: In the relatively small portion of Area 1 where development may occur, development shall be sited and designed to protect views to and along the shoreline and dunes. The scenic and visual quality of this area shall be considered, protected, and enhanced where feasible.

3. Action: In cooperation with the California Department of Parks and Recreation, additional trash containers shall be provided at appropriate locations whenever a proposal which will increase the number of beach users in a particular area is implemented.

4. Action: The City should cooperate with the California Department of Parks and Recreation in providing additional trash containers and collection service near the Grand Avenue ramp entrance and near LeSage Drive. Additional service is particularly necessary during peak recreational use periods.

B. AREA 2

1. Policy: Landscaping which incorporates native vegetation and vegetative camouflage shall be required for any dwellings constructed below the ridgeline and visible from North Fourth Street.

2. Policy: As this visual area encompasses lands zoned Coastal Single Family Residential (C-R-1), Coastal Multiple Residential (C-R-3), and Coastal Planned Single Family Residential (C-P-R-1) there will be differing height, bulk and coverage requirements. These specific limitations shall be addressed in respective zoning component sections. However, in each case, the scenic and visual qualities shall be considered and protected; development in any of these zoned districts shall be sited and designed to protect views and the general visual quality.

3. Action: The undeveloped Meadow Creek upland area designated for Coastal Planned Single Family Residential is within an area of high scenic and visual quality and as such these qualities shall be considered and protected. Permitted development shall be sited and designed to protect views to, along, and over this scenic coastal area; to minimize the alterations of natural land forms; and to be visually compatible with the character of surrounding areas. Development in this area shall be subordinate to the character of its setting.

4. Action: North Fourth Street from the City's northern boundary south to Ocean View Avenue shall be designated as a scenic corridor. All native vegetation along the corridor for 50 feet from the ultimate width on either side shall be preserved in its existing state or enhanced by the introduction of additional native vegetation.

C. AREA 3

1. Policy: As the Coastal Visitor Serving area west of Highway 1 redevelops into consistent visitor serving uses, the allowed development shall be sited and designed to protect the existing view corridors perpendicular to Highway 1, along Grand Avenue and LeSage Drive, and create one to three additional view corridors perpendicular to Highway 1 north of LeSage Drive. The development in this area shall be complimentary and subordinate to the character of the shoreline and dune setting to the fullest extent feasible.

2. Action: That the Southern Pacific Railroad and/or their lessees be required to upgrade the visual quality of the railroad easement.

3. Policy: As the areas east of Highway 1 in this area develop or redevelop, the area shall be screened from the Highway 1 viewshed by shrubs and low growing trees (8' to 12' mature height).

4. Policy: As the areas east of Highway 1 in this area develop or redevelop, the scenic and visual qualities of the dunes, shoreline and ocean shall be addressed in the siting and designing of the projects. The viewshed over this area and to the shoreline environs are of major importance. Where feasible visually degraded areas shall be enhanced.

D. AREA 4

1. Action: Views or vistas to the scenic dunes and shoreline westerly and southerly of this area shall be considered and protected as a resource of public and private importance. Permitted development shall be sited and designed to protect and enhance where feasible the views or vistas to shoreline areas. Said development shall be visually compatible with the character of the surrounding areas.

2. Policy: All new structures in this area shall utilize designs and materials which are compatible with the character of existing single-family homes.

E. AREA 5

1. Policy: Future developments along this commercial strip shall be limited to structures which are visually appealing to beach visitors and tourists. Design, material and landscaping requirements shall promote imaginative development compatible with the adopted City architectural guidelines.

2. Policy: The existing slot view on Grand Avenue toward the dunes and shoreline shall be protected and enhanced where feasible.

3. Action: A design plan, complementing the Central Business District design theme, may be prepared and adopted for this area.

F. AREA 6

1. Action: Building code enforcement in this area should be given high priority to ensure that the visual and structural quality of marginal and substandard dwellings is upgraded. Assistance from community volunteers in identification of visually degraded structures and grounds could be encouraged for this purpose.

G. AREA 7

1. Policy: Future industrial developments here shall be required to meet precise landscaping and design requirements.

2. Policy: Future developments shall not be permitted to further obstruct views of the dunes from adjacent inland areas.

3. Action: The recreational vehicle park area should be better screened, through the use of trees and shrubs, from view from Highway 1.

H. AREA 8

1. Policy: Future developments shall conform in design, height, and bulk to the light industrial character of existing development.

I. AREA 9

1. Policy: Future developments in this area shall be residential uses which are visually compatible with adjacent residential uses.

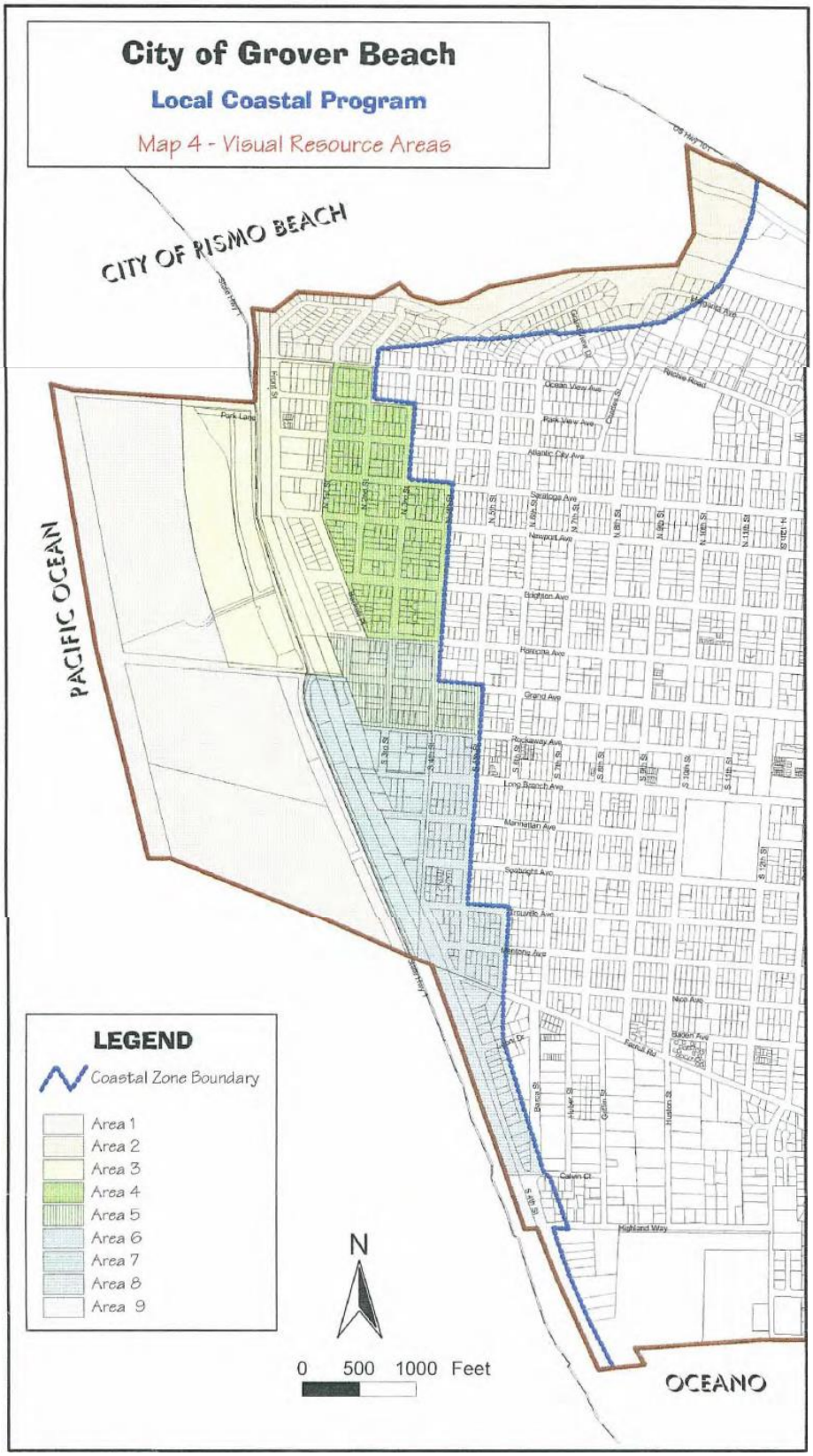
J. GENERAL

1. Policy: No billboards or other off-site signs shall be permitted at any time in any part of the Coastal Zone within Grover Beach boundaries for any but public service purposes.

2. Action: Existing billboards and off-site signs for all but public service purposes shall be required to be removed within the Coastal Zone of the City of Grover Beach as soon as legally permitted.

3. Policy: Hillside development shall:
   a. Keep a low profile and conform to the natural slopes;
   b. Avoid large, continuous walls or roof surfaces, or prominent foundation walls, poles, or columns;
   c. Minimize grading of roads;
   d. Minimize grading on individual lots;
   e. Locate houses close to the street; minimize the grading of visible driveways;
   f. Include planting which is compatible with native hillside vegetation and which provides a visual transition from developed to open areas;
   g. Use materials, colors, and textures which blend with the natural landscape and avoid high contrasts;
   h. Minimize exterior lighting.

Map 4 – Visual Resource Areas



3.0 ARCHAEOLOGICAL RESOURCES COMPONENT

of the LOCAL COASTAL PROGRAM

3.1 COASTAL ACT POLICY

Although their value is not directly derived from proximity to the coastline, areas of archaeological and paleontological importance often have coastal locations. In Section 30244 of the Coastal Act, the preservation of both archaeological and paleontological resources in the Coastal Zone is addressed:

> "*Where development would adversely impact archaeological or paleontological resources identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required*."

The intent of the Coastal Act regarding historic and prehistoric resources is made clearer by the more specific policies of the *Coastal Plan* (Coastal Commission, 1975) which relate to such resources. In the *Coastal Plan*, upon which the Coastal Act of 1976 was based, the following policy is stated:

> *"Policy 151: Protect Historical and Prehistorical Resources.*
> *Representative and unique archaeological, paleontological and historical features shall be identified and protected from destruction and abuse. These sites shall be permanently preserved through public acquisition or other means and shall be integrated with recreational and other cultural facilities where appropriate."*

In order to implement the above policy, the State Historic Preservation Officer is required to give highest priority for preservation to the following types of archaeological sites:

1. Areas where substantial information has been recorded but still require a systematic overview;

2. Those areas of high "sensitivity" where suspected resources are endangered by a proposed development;

3. Those sites most likely to yield significant new information; and

4. Those unsurveyed areas located within areas zoned and designated for near-future development.

In addition to requiring that this system of prioritization be applied to coastal archaeological resources, *Coastal Plan* policy also mandates that,

> *"Where development would adversely affect identified archaeological or paleontological resources, adequate mitigation measures (e.g. preserving the resources intact underground, fencing the resource area, or having the resources professionally excavated) shall be required."*

3.2 COASTAL ARCHAEOLOGICAL RESOURCES IN GROVER BEACH

Due to the abundance of wildlife and fishlife, Grover Beach's Coastal Zone area at one time apparently supported relatively large populations of the Chumash, a native American group. Several cultural deposits in the areas adjacent to Pismo Lake within the Grover Beach Coastal Zone have been identified and recorded by the San Luis Obispo County Archaeological Society. Only preliminary studies of these sites have been made at this time, but findings of the initial examinations indicate that they have archaeological significance. Excavation of two percent of one large site in the area has unearthed ovens, food processing locations, and areas of stone tool manufacture. An archaeologist who participated in the excavation believes that the site was occupied sometime during the period between A. D. 500 - 1500. He has stated that "the site probably served as a special purpose campsite with an emphasis on the collection of shellfish from the nearby intertidal zone as well as other resources present in the oak woodland and marshland to the north" (Spanne, 1978). The archaeologist has also noted that, because of its relatively undisturbed condition, this area is a unique resource for aboriginal deposits along the California coast. It is believed that such a site may not exist elsewhere in southern San Luis Obispo County and that the area may provide important new archaeological information.

The sites already recorded by the San Luis Obispo County Archaeological Society all lie within areas presently zoned for residential development. Five acres of land west of North Fourth Street, adjacent to a City-owned, natural buffer area, are presently divided into four large-lot home sites. The Regional Coastal Commission has required, as a condition of approval for site preparation and development here, that an archaeologist be present on the site during all grading and earth-moving activity, and that mitigating measures be taken to protect any significant archaeological features from adverse impacts.

When the Mar Brisa Planned Development, located east of North Fourth Street and north of Ocean View Avenue, was reviewed by the City, provisions for the protection of archaeological resources were made. Home sites in sensitive areas require archaeological monitoring during construction.

3.3 CONFLICTS

Since any development in archaeologically sensitive areas within the Coastal Zone requires archaeological monitoring by a qualified archaeologist and Native American, conflicts have been eliminated.

3.4 RECOMMENDATIONS

1. Policy: Where development would adversely impact archaeological or paleontological resources as identified by the State Historical Preservation Officer, reasonable mitigation measures shall be required by the City's Planning Commission and/or City Council.

2. Policy: All of the cost associated with archaeological investigations shall be borne by the applicant.

3. Policy: That during any archaeological field investigations one native American representative has access to the property during the investigation.

4. Policy: That should archaeological resources be found during the construction phase of any project, all activity shall be temporarily suspended for a maximum of 30 days in which time a qualified archaeologist who has a working knowledge of Coastal Chumash archaeological sites chosen by the City's Environmental Coordinator has examined the site and recommended mitigation measures to be approved by the City. Said investigation costs shall be borne by the developer.

5. Policy: That prior to the issuance of any permit within areas identified as potential archaeological sites the City shall require an initial reconnaissance by a qualified archaeologist who has a working knowledge of Coastal Chumash archaeological sites.

6. Policy: That the City of Grover Beach's Planning Department shall maintain copies of maps of known areas of archaeological significance.

7. Policy: That in general, the standard mitigation for development on or near archaeological sites shall be importation of 18" to 24" of sterile sand fill provided that no utility trenching be allowed in native material; or leave area in open space and that a qualified archaeologist is present during any excavation; or, as a last resort, removal of any artifacts be by a qualified archaeologist. Said artifacts to be turned over to the San Luis Obispo Archaeological Society.

4.0 COASTAL AIR QUALITY AND VEHICULAR ENERGY CONSUMPTION COMPONENT

of the LOCAL COASTAL PROGRAM

4.1 COASTAL ACT POLICY

In addition to the site-specific concerns discussed in preceding chapters, the Coastal Act identifies several which cannot be shown on a map but may nevertheless be considered as coastal resources. Two such resources of importance in relation to Grover Beach's portion of the Coastal Zone are those of air quality and transportation energy. Section 30253 of the Coastal Act, in part, requires that new development shall:

> *"(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development;*
>
> *(4) Minimize energy consumption and vehicle miles traveled.*"

4.2 CHARACTERISTICS

Grover Beach lies within the Coastal Plateau of San Luis Obispo County. Within San Luis Obispo County the greatest single source of air pollution is exhaust from motor vehicles. Vehicular travel is also responsible for consumption of a significant portion of the State's total energy supply. It is estimated that in California 48 percent of statewide energy use is attributable to transport of passengers and freight. Motor vehicle emissions in San Luis Obispo County are responsible for about 40% of all reactive organic gases and nitrogen oxides, over 50% of particulate matter under 10 microns in size, and 60% of carbon monoxide emissions. In early 1995, average vehicle ridership during morning commute hours on all roads in the county was about 1.2. This means that approximately 80% of the vehicles driven to those trips have only one occupant.

The above information indicates that automobile travel has a significant impact on the related problems of air quality and energy consumption. Within Grover Beach's portion of the Coastal Zone, these two problem areas and their relationship to each other are of special significance because Pismo State Beach, a major State recreation destination, lies partially within Grover Beach boundaries. The State Beach and the adjoining Oceano Dunes Vehicular Recreation Area to the south are provided with two accessways, one of which is located at the Grand Avenue vehicular ramp in Grover Beach. It is estimated that over 50 percent of the more than two million annual visitors to the beach and dunes, most of them in vehicles, use the Grand Avenue ramp.

Two other significant characteristics of the Pismo State Beach and Oceano Dunes use are also of importance in considering air quality and transportation energy. Peak annual use of Pismo State Beach and the Oceano Dunes Vehicular Recreation Area occurs during three or four major recreation periods which last approximately 3.5 days each. Because of this peak use phenomenon,

most of the consumption of transportation energy and associated production of air pollutants resulting from trips to or from Pismo State Beach and Oceano Dunes is not distributed evenly over the year but occurs simultaneously. The effect of this peak use pattern on air quality in particular is probably significant, although no data relating vehicular travel generated by the Pismo State Beach and Oceano Dunes to air quality is presently available and would have to be reviewed with climatic conditions existing on the 3-day weekends as compared to other times.

A second important characteristic of the Pismo State Beach and Oceano Dunes use is that, because the facility is remote from major population centers of the State, a large number of the total annual trips to these facilities originate at some distance from San Luis Obispo County. The California Department of Parks and Recreation estimates that over 80 percent of all visitors to the beach and dunes travel there from a distance greater than 100 miles, and of these, over half originate in the Los Angeles Metropolitan Area, approximately 200 miles from the State Beach.

The implications of this characteristic for energy consumption and air quality are critical. It is estimated that almost one million vehicles carry visitors to Pismo State Beach and Oceano Dunes each year. Because nearly all these vehicles, particularly those coming from a distance, are passenger automobiles rather than mass transit vehicles, per passenger vehicle miles traveled to and from the State facilities are extremely high. This high number of vehicle miles traveled results both in a high rate of energy consumption and a proportionately high level of auto-related pollutant emissions. With the completion of the multi-modal transportation facility at the southeast corner of Highway 1 and Grand Avenue and Amtrak San Diegan service in late 1996, vehicle use may decline.

The cumulative impacts of the above-described use characteristics are particularly significant for air quality, both in Grover Beach's portion of the Coastal Zone and throughout the County. The non-local peak use character of most travel to and from the Pismo State Beach and Oceano Dunes suggests very high concentrations of atmospheric pollutants over a limited number of days in the vicinity of the major regional and State transportation corridors, and the beach.

Because of the impacts of the peak recreational use phenomenon on coastal air quality and on other coastal resources and facilities as well, it may be desirable to attempt to redistribute use of the Pismo State Beach and Oceano Dunes over a greater number of days during the year. Such a shift in demand pressure could be facilitated through a variety of actions. Several feasible methods of altering the present peak use pattern or mitigating its impacts on air quality and energy consumption follow.

4.3 RECOMMENDATIONS

1. The Chamber of Commerce should institute "off-season" beach-related events which will have a regional or statewide interest and will attract beach visitors at non-peak periods. A mobile home and/or recreational vehicle show; an arts and crafts festival; a beach olympics with a beach jogging marathon; volleyball and frisbee tournaments; kite-flying competitions; swimming races and so on; or any other family-oriented, broad appeal activity.

2. Cal Trans should develop and implement means of increasing use of mass transit by beach visitors from long distances as well as by those who are local residents. The success of such a program will depend on the following conditions:

- Provision of lodging and dining facilities near the beach which are convenient for beach visitors without cars. Appropriate sites for a beach visitor-oriented hotel/motel are: (1) the six acres currently owned by the State Parks and Recreation which was previously a golf driving range; and (2) a strip of land privately owned and currently occupied by a mobile home/recreational vehicle park north of Grand Avenue along the west side of Highway 1. Approximately 42 of the 60 mobile homes located here are presently used only as vacation homes.

- Expansion of the existing local bus system to provide service on weekends with beach stops.

- Upgrading by the property owners and users of the railroad easement of the visual quality of land along Highway 1 north of Grand Avenue. Improvements should include, at minimum, landscaping or screening of the railroad easement north of Grand Avenue, removal of deteriorated structures at the intersection of the railroad tracks and Grand Avenue, and screening of storage yards abutting the railroad easement immediately north of Grand Avenue. These objectives should be achieved through a land use designation requiring amortization or screening of unsightly uses in coastal corridors.

3. The City shall promote the expansion of employment opportunities in Grover Beach to reduce the volume and distance of home-to-work commute trips by motor vehicle.

5.0 PUBLIC ACCESS AND RECREATION COMPONENT

of the LOCAL COASTAL PROGRAM

5.1 INTRODUCTION

Of all the issues which the Coastal Act addresses, those concerned with provision of public access to the coast are perhaps the most significant and the most familiar. Provision of coastal access was a primary concern of California voters who approved the Coastal Zone Management Initiative in 1973. The Coastal Act of 1976, which arose from the preliminary work accomplished under the Initiative's mandate, helped to establish protection of public access to the State's 1,072 miles of coastline as a high-priority objective designated for immediate implementation.

The specific public access policies of the Coastal Act implicitly recognize that, while coastal access is guaranteed under the California Constitution (Article XV, Section 2), escalating coastal land values and the increasing demands of the private market for coastal land pose a serious threat to the continuance of public access to the coast. To insure that the public's constitutional right to have access to the coast will be enhanced and protected by local policy, the Coastal Act requires the following:

> *Each local coastal program prepared pursuant to this chapter shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided. (Coastal Act, Section 30500)*

The Regulations prepared by the Coastal Commission in order to implement Coastal Act policies specify the content of the access component in the following terms:

> *The public access component of a local coastal program pursuant to Public Resources Code Section 30500 may be set forth in a separate plan element or may be comprised of various plan components that are joined together in a text accompanying the submission of the local coastal program. The public access component shall set forth in detail the kinds of public service capacities for recreational purposes where required pursuant to Public Resources Code Section 32054, and specific geographic areas proposed for direct physical access to coastal water areas as required by Public Resources Code, Sections 30210-30224 and 30604.*

In the Local Coastal Program Manual, also developed by the Coastal Commission, the requirements of the above regulation are further clarified as follows:

> *With the exception of the reference to Section 30604(c), this provision will be met by showing how the relevant policies of Chapter 3 of the Coastal Act (more specifically, groups A, B, C, and M) have been met, including specific designations of land uses and access areas. Section 30604(c) requires that a coastal permit for any development between the nearest public road and the shoreline include a finding of conformity with the public access and recreation policies of Chapter 3 ... The LCP (most likely the zoning portion) must provide for this finding to be made as part of the local permitting process. (LCP Manual, pp.1-29 to 1-30)*

The primary purpose of the access component of the local coastal program, then, is to describe in detail the ways in which local conditions do or do not conform to Coastal Act policies, and to recommend local policies and actions to correct non-conforming conditions. Because of the extent of overlap between concerns relevant to shoreline access and those involving coastal recreation, policies and plans concerning both are addressed in a single report.

In the following pages, existing and probable future conditions related to the provision of recreation opportunities and shoreline access within the City's portion of the Coastal Zone are described. This description is followed by a comparison of these conditions with the specific applicable policies of the Coastal Act in order to identify existing and potential non-conformities. In the final pages of the report, existing conditions and existing or potential conflicts with relevant Coastal Act policies are summarized.

5.2 EXISTING CONDITIONS

5.2.1 PUBLIC RECREATION AREAS

PISMO STATE BEACH

Of the slightly less than one square mile of the Coastal Zone which lies within Grover Beach's limits, approximately 150 acres are contained by the boundaries of Pismo State Beach. This State facility includes not only the shoreline, but the coastal dunes and wetlands along the beach's eastern edge as well.

Because this large area along Grover Beach's coastline is under State rather than local jurisdiction, most of the Coastal Act policies relating to shoreline access and recreation will be only indirectly the responsibility of Grover Beach to implement. Nevertheless, the park does lie within City boundaries and, as an extremely popular recreational resource of the State; it has a significant impact upon the community and its residents.

The Coastal Act requires that any project proposed by a State agency for land lying within the Coastal Zone of a local jurisdiction be found in conformity with that local jurisdiction's coastal plan before development of any type can occur. For this reason it is necessary that Grover Beach's Local Coastal Program establish specific policies regarding access to, and use of, the portion of the State lands which lies within City boundaries. It is also necessary to coordinate development of these policies with local coastal program policies of the City of Pismo Beach and the County of San Luis Obispo as both these jurisdictions contain lands which are within Pismo State Beach and must also establish a basis for decisions concerning access to and use of this regional facility.

BEACH AND SHORELINE

Broad sandy beaches offer visitors the only opportunity available anywhere along the California coastline for drive-on beach camping or beach "touring" in ordinary motor vehicles. This same beach is also the habitat of large populations of the Pismo Clam. Clamming, surf fishing and "touring" are the beach's most popular recreational activities.

COASTAL DUNES

Approximately 100 acres of the 15,900 acres which comprise the coastal dunes system called the Nipomo Dunes complex lie within Grover Beach boundaries. In Grover Beach the dunes are slightly more than 2 miles in length and a maximum of about 1/4 mile in width. The dunes within Grover Beach's boundaries are partially stabilized by vegetation. Popular activities in Grover Beach's portion of the dunes include hiking, horseback riding, and bird-watching.

In order to protect stabilizing vegetation, vehicles are prohibited in the dunes between Grover Beach's northern limit and the Oceano Dunes Vehicular Recreation Area at the beach's southern extremity. However, only those dunes within the 430-acre Pismo Dunes Natural Preserve south of Arroyo Grande Creek are permanently protected from vehicular use. The dunes within Grover Beach boundaries do not have the permanent protection of preserve status, primarily because they do not contain the examples of undisturbed vegetation and native habitats found in the dunes in the Preserve.

COASTAL WETLANDS

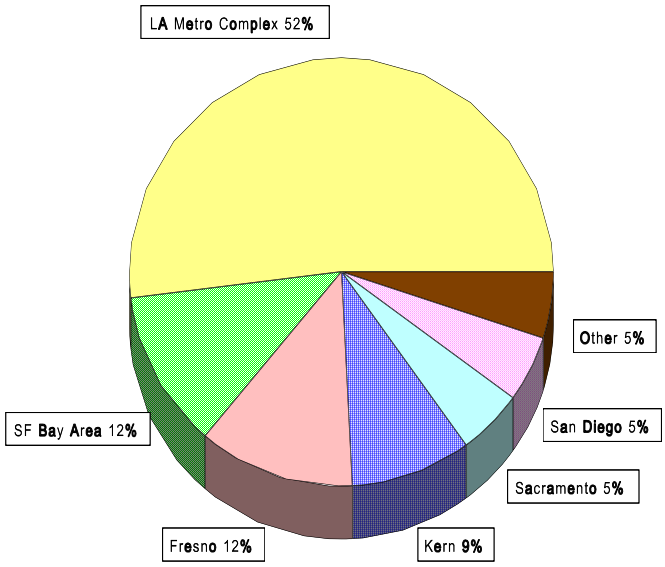
Immediately to the east of the sand dunes, yet still within State Beach boundaries, lies a portion of the coastal wetlands system which borders Grover Beach on three sides. North of Grand Avenue native riparian and marsh habitats along Meadow Creek have been replaced by a mobilehome park and a nine-hole public golf course. South of Grand Avenue, however, both Meadow Creek and a part of the Oceano Lagoon provide marsh and riparian habitats for wildlife. This area, which is little used and largely undisturbed, is an excellent place for activities such as photography, nature study, and bird-watching.

VISITOR USE

Pismo State Beach is one of the most popular of California's State parks. In the 1996-97 fiscal year, the State Beach and Vehicular Recreation Area attracted over one and one-half million visitors. Peak use periods presently occur primarily during the months of July, August and September and particularly during holidays and three-day weekends such as those accompanying Labor Day and Memorial Day.

Figure 2 shows the origin of visitors to Pismo State Beach campgrounds. Because local beach visitors do not use overnight camping facilities to the extent that non-local visitors do, the campground survey from which this figure was derived does not indicate the actual level of use of the entire park by local visitors. No study of local versus non-local beach use has been undertaken for Pismo State Beach.

FIGURE 2
Origin of Visitors to Pismo Beach Campgrounds



SOURCE: California Dept of Parks and Recreation, 1977

VISITOR-SERVING AND RECREATIONAL SUPPORT FACILITIES

Support facilities for the Park are extremely limited. Two restroom facilities, one at the foot of Grand Avenue in Grover Beach and one at the foot of Pier Avenue in Oceano, are maintained by the State's Department of Parks and Recreation. At the Grand Avenue entrance to the beach, the public parking area can safely accommodate 106 vehicles with an additional 57 spaces located near the golf course. A picnic area with twenty tables is located off the parking lot.

While overnight camping is not permitted within Grover Beach's boundaries, campgrounds are maintained by the Department of Parks and Recreation at two locations on the eastern border of the beach. North Beach Campground, located just beyond Grover Beach's northern limit, contains 103 campsites. The campground lies 1/4 mile inland from the beach off Highway 1.

Approximately one mile south of Grover Beach, the Department of Parks and Recreation maintains the Oceano Campgrounds. This facility has 82 developed campsites, 42 of which provide water and electric hook-ups for trailers. The present entrance to the campground is located immediately off Pier Avenue in Oceano.

During peak use periods and holidays, both the Oceano and North Beach campgrounds are filled to capacity. Pismo Beach Park rangers have noted an increase in the number of off-season visitors to the campgrounds, a trend which may help to mitigate the impacts of overcrowding at the beach during peak recreation periods.

Drive-on beach camping, one of the beach's most unique visitor attractions, is restricted to the beach and open dune areas about 2 miles south of the Grand Avenue ramp. These beach camping areas are designed for "primitive camping" and are provided with sanitation facilities but no water. Reservations are recommended since there is a limit on the number of camping units allowed.

Beach camping fees are collected by State employees only at the entrance stations or reservations can be made and paid for through DESTINET.

5.2.2 BEACH ACCESS

Vehicular access to all parts of the sandy beach between the City of Pismo Beach and the southern boundary of the State's Vehicular Recreation Area, a distance of about seven miles, was historically permitted. However, in late 1979 the portion of the sandy beach within the City limits of the City of Pismo Beach and in 1980 the portion north of Grand Avenue in Grover Beach was closed to vehicular access. Pedestrian use of the beach north of Grand Avenue is longstanding.

All vehicle operators anywhere on the beach or in the Vehicular Recreation Area must observe a 15-mile per hour speed limit. Drivers are also subject to prohibitions against driving in restricted dunes, driving without a valid license, operating a vehicle which does not meet State equipment standards, driving under the influence of alcohol or drugs, or driving while carrying an opened container of alcohol. However, it should be noted that there are no prohibitions related to consuming alcoholic beverages on the beach by persons over 21 years of age.

There are two permanent entrance stations to the beach.

There are five accessways to the shoreline available for use by either vehicle operators or pedestrian or "walk-in" visitors. These accessways are described below.

North Beach Campground: This campground, owned and operated by the California Department of Parks and Recreation, is located on the west side of Highway 1 and 1/4 mile inland from the beach within the City of Pismo Beach. Access to the beach from the campground is used primarily by campground visitors, and is available only to pedestrians because vehicular use of the dunes between the campground and the beach is prohibited.

Grand Avenue: The only ramp entrance to the beach within Grover Beach lies at the foot of its main commercial street, Grand Avenue. The ramp itself is owned and maintained by the California Department of Parks and Recreation. The Grand Avenue ramp provides beach access for approximately 51 percent of the beach's visitors. Because this ramp is the most conveniently located access point for the most densely developed portion of the City, it is used by more "walk-in" visitors than is any other accessway. During many high tides the ramp is underwater and unusable. City maintenance of Grand Avenue ends at the driveway to the day use parking area.

Oceano Campground: Like the North Beach Campground this facility is owned and maintained by the State's Department of Parks and Recreation. Campground beach access, which is used primarily by campground visitors, is restricted to pedestrian use because vehicles are not permitted in the dunes which lie between the campground and the beach.

Pier Avenue: The ramp located at the foot of Pier Avenue in Oceano is owned and maintained by the Department of Parks and Recreation. This State agency also owns a portion of Pier

Avenue itself near the ramp entrance. The Pier Avenue ramp is the southernmost of the two public ramp entrances to the beach. It lies approximately one mile south of Grand Avenue and provides convenient access to the State's Vehicular Recreation Area. The Pier Avenue ramp provides access for approximately 32 percent of the beach's visitors. The State Department of Parks and Recreation has made significant improvements to the Pier Avenue approach including widening the street and bridge and installing sidewalks and traffic signals. With these improvements, traffic management has improved and there is seldom a back up of traffic.

Oso Flaco Lake Road: There is at present no direct inland access to the 430-acre Oceano Dunes State Vehicular Recreation Area which lies south of Oceano. Primary access to the dunes at present is via the beach from Grand Avenue or Pier Avenue. Some visitors also use the Oso Flaco Lake Road which is maintained by the County. This road is narrow and in poor condition, and terminates at the Oso Flaco Lake Natural Area entrance station and parking lot. This accessway is used primarily by hikers, nature watchers, and fishermen.

5.2.3 PRIVATE VISITOR-SERVING FACILITIES

Grover Beach's portion of the Coastal Zone contains a limited number of visitor-serving facilities. Most of these facilities lie within areas designated as "Coastal Visitor Serving", which permitted uses ranging from motels and restaurants to veterinary hospitals and professional offices.

The CVS District encompassed both sides of Grand Avenue from Highway 1 eastward and is developed primarily in commercial uses although few of these are visitor-serving or recreation-oriented. However, this area must offer commercial services to both local residents as well as visitor needs.

The Coastal Visitor Serving designation has been applied to thirty acres of land located on the west side of Highway 1 between Grand Avenue and the City's northern boundary. Approximately five acres within this district are presently undeveloped. The remaining developed land is occupied by a sixty-unit mobilehome park and adjoining recreational vehicle park.

The recreational vehicle park is a visitor-serving use, however, the mobilehome park serves only residents. Although the park is immediately adjacent to the beach and to a nine-hole golf course, its residents must use public access to these facilities from LeSage Drive and Grand Avenue.

Also adjacent to Highway 1, but at the City's southern boundary, lies a 100-foot wide strip of land which is owned by the County of San Luis Obispo. It is presently leased by a private party for use as a recreational vehicle park. Five acres at the northernmost end of this facility are within Grover Beach boundaries. This land, designated on the City's Zoning Map for Coastal Visitor Serving uses, is presently used for open-air vehicle storage.

5.2.4 MULTIMODAL TRANSPORTATION FACILITY

In November 1996 the Grover Beach Multimodal Transportation Facility was opened. Located at the southeast corner of Grand Avenue and Highway 1, the facility includes an unmanned Amtrak station for train and bus service. Parking is provided on the east and west sides of the tracks. The City owns these properties, however, a 0.32 acre parcel along Grand Avenue was retained in private ownership to allow for future visitor-serving commercial activities.

5.2.5 ECOLOGICAL PRESERVE

A 5.12 acre Ecological Preserve was acquired by the City through dedication by a private developer and is the only City-owned recreational area within the City's portion of the Coastal Zone. The preserve area originally was comprised of a narrow, sloping strip of land along the southern border of Pismo Lake west of North Fourth Street. Additional land was included in the preserve east of 4th Street as a condition of approval of the Mar Brisa and Meadow Creek planned developments. The preserve status of this land requires that it be maintained permanently in an undisturbed natural condition. None of its many coastal live oaks or other marsh and riparian vegetation are to be removed. Vehicles are prohibited in the area and only limited passive activities such as nature walks and birdwatching are permitted. No parking, access or other visitor-serving facilities are provided.

5.2.6 NEIGHBORHOOD PARKS

There are no neighborhood parks within the Coastal Zone boundary, however, Grover Heights Park's service area includes areas within the Coastal Zone. Grover Heights Park is a barrier free, full service park facility. As land and money become available, new parks will be added within the Coastal Zone.

5.3 EXISTING POLICY

5.3.1 STATE POLICY

The California Department of Parks and Recreation produced, in 1975, a General Development and Management Plan for Pismo State Beach and Dunes. The principal objectives of this plan are the following:

1. Control of vehicular beach access.

2. Reduction in vehicle traffic on the beach, primarily through

    a. Development of new access to the dunes
    b. Development of off-beach parking
    c. Reduction in beach-camping densities
    d. Conversion of one mile of beach to pedestrian only beach use north of the Grand Avenue ramp.

3. Continuity in administration of recreational lands.

Implementation of several of the above objectives could have a significant impact upon Grover Beach. The relationship between the objectives of the State's Development Plan and the policies of the Coastal Act will be discussed in later pages.

5.3.2 LOCAL POLICY

The Open Space/Conservation Element of Grover Beach's General Plan contains several policies relevant to the recreation and access concerns of the Coastal Act. Among these are included the following:

1. Recreation development should be provided as a part of any future residential subdivision (p. 71)

2. Encourage and provide recreational facilities, whether active or passive, in locations near all living and working areas (p. 71)

3. Proper commercial recreational uses should be encouraged (p. 71)

4. Proposed sites for recreation should be evaluated to assure that they have maximum flexibility and adaptability (p.72)

5. Encourage the State Parks Department to proceed with acquisition of additional land to enlarge the present state park and increase state beach frontage.

The City's Park and Recreation Element includes a map that identifies the need for a park/mini-park in the Northwest Grover Beach neighborhood and a mini-park in the West Grover Beach neighborhood south of Long Branch Avenue.

5.4 STATE GENERAL DEVELOPMENT PLAN

The Pismo State Beach and Pismo Dunes State Vehicle Recreation Area General Development and Resource Management Plan, referred to in preceding pages, was produced by the California Department of Parks and Recreation in 1975. It was approved by the South Central Regional Coastal Commission, with several conditions. Those having the most significant impact upon Grover Beach include the following:

Access

1. Provide controlled vehicle access to the State Beach using temporary control stations in the initial phase with conversion to permanent facilities in the future. The main entrance station to be operated by the State will be located at the Grand Avenue ramp. Status: The entrance station has been constructed.

2. Reduce the number of vehicle access points to the State Beach and provide an inner road circulation system connecting overnight use areas, day use areas, and the beach. Status: Access points reduced to two; inner road not provided.

Day Use

1. Provide off-beach parking at Pismo Creek and Pier Avenue with a major facility near the foot of Grand Avenue (520 paved parking spaces plus 400 turfed spaces total for the three locations). Status: Grand Avenue parking facility has been constructed.

2. The State should enhance Meadow Creek below Pismo Lake for fishing and other recreational uses through dredging, landscaping, and wildlife enhancement measures. Status: No action.

3. Provide two off-beach picnic areas, one adjacent to Grand Avenue parking and another adjacent to Meadow Creek (40 picnic sites at each location). Status: Twenty picnic sites provided at Grand Avenue with City installing and maintaining landscaping.

4. Provide a system of trails for bicycle riding, hiking, and equestrian use, with bicycle and hiking trails paralleling access roads and connecting use areas. Status: Not provided.

5. Continue existing day-use concession facilities including golf course, restaurant and beach-related facilities. Status: Concessions have continued.

6. Provide a dune arboretum with educational and interpretive facilities. Status: Not provided.

7. Provide additional compatible beach-related concession facilities, such as beach equipment rental and beach tram, when warranted by public need. Status: Not provided.

Because any of these proposals may have a significant effect upon coastal recreation and access conditions in or near Grover Beach, the City must determine the extent to which impacts of the proposals will conflict or conform with Coastal Act policies.

5.5 CONFORMANCE WITH COASTAL ACT POLICIES

In order to determine the extent to which local conditions and policies conform with the policies of the Coastal Act, a comparison will be made between the former and the latter. Each of those Coastal Act policies relevant to recreation or to shoreline access will be cited and will be applied to local conditions and policies.

5.5.1 MAXIMUM ACCESS AND RECREATION OPPORTUNITIES

Section 30210 of the Coastal Act is the most comprehensive of the Act's policies concerning shoreline access and recreation. For this reason, in order to determine the extent to which the City and the California Department of Parks and Recreation are or are not in compliance with this policy, several points will need to be addressed.

A. MAXIMUM ACCESS

Provision of "maximum access" to the shoreline is, of course, one of the cornerstones of the Coastal Act. There are points of access to various interconnected parts of Pismo State Beach and the adjoining Vehicular Recreation Area. One of these accessways, the ramp entrance which lies at the foot of Grand Avenue, is located within Grover Beach limits. This entrance to the State Beach is the most intensively used of the access points, serving over 50 percent of the beach's visitors each year. The Grand Avenue ramp, which provides access for both pedestrians and vehicles, is located approximately one mile from the nearest ramp accessway to the south.

At peak use periods the ramp sometimes becomes congested and contributes to traffic congestion farther inland on Grand Avenue and Highway 1. Beach access for pedestrians near the Grand Avenue Ramp entrance but separate from the accessway used by vehicles is available from the parking lot.

B. PUBLIC SAFETY

The decision to prohibit vehicles on the beach north of Grand Avenue has reduced access opportunities for vehicle operators who have had access to the entire beach. According to Section 30210 of the Coastal Act, "maximum access opportunities" are to be provided only where consistent with several other needs, including public safety. The unique conditions which enable vehicle operators and pedestrians to use many of the same recreation areas of Pismo State Beach in the past were also potential sources of a public safety hazard due to the absence of any separation between the areas used by vehicles and by walk-in visitors. The closure of the beach north of Grand Avenue to vehicular use has enhanced public safety within that area for walk-in visitors.

The beach area within Grover Beach's boundaries is also patrolled by the California Department of Parks and Recreation. This Agency patrols the area at regular intervals daily and increases enforcement activities during peak use periods.

C. PROTECTION OF NATURAL RESOURCES FROM OVERUSE

A third concern of Section 30210 is the protection of natural resources from overuse where public shoreline access is provided. Existing conditions may represent sources of conflict with this requirement in several ways.

The Pismo Clam (*Tivela stultorum*) populations inhabiting Pismo State Beach are a significant economic and recreational as well as a natural resource. Despite heavy clamming activity, the region still supports one of the largest remaining populations of Pismo Clams in the State. Measures designated to mitigate impacts of over-fishing have been established by the California Department of Fish and Game. These measures include a preserve area which is rotated from one portion of the beach to another at ten-year intervals and size and take limitations. It is possible, however, that the clam's continuance as a significant source may be jeopardized by recreational overuse of another type. The clam's intertidal habitat is a popular site for beach "touring" in vehicles. Although no studies have been made which deal with the impact of vehicular beach use on clam populations, in a biological study of Pismo State Beach marine life the following observation was made:

> *Extensive vehicle traffic on the easily compacted sand prevents many organisms from burrowing in this area. (Source: Benthic Study, Pomeroy, Johnston & Bailey; 1972)*

In addition to reducing the clam's available habitat in this manner, extensive vehicular use of the beach's intertidal zone results in destruction of the mollusks themselves, as is evidenced by the large numbers of crushed shells found on the beach at low tides during peak use periods.

The impacts of vehicles on clam habitat areas may be extensive enough to seriously reduce the clam population's ability to resist other, more critical threats to its survival. Chief among these threats is that of the sea otter which has recently migrated into south county beaches. In its migration southward from northern California, the sea otter has depleted clam populations along its path.

The sand dunes which lie along the eastern edge of the State Beach are also potentially subject to recreational overuse. Most of the dunes within Grover Beach boundaries are partially or fully stabilized with chaparral vegetation and with dune grasses planted by the State's Department of Parks and Recreation. Only the dunes immediately adjacent to the beach are still active, although these also are planted with dune grass. The chaparral of the most eastward dunes within City limits is largely indigenous and provides habitat for a variety of wildlife. The most seaward dunes have been planted sparsely with dune grass by the State in order to increase dune stability and control wind erosion. Neither the active nor the stabilized dunes in this area contain any rare or unusual plant species. Vehicular access to these dunes is prohibited in order to preserve the habitat and wind erosion control values of dune vegetation.

Despite the prohibition against vehicular access to these dunes, many four-wheel drive and off-highway vehicles do use them. It is believed that this situation is, in part, due to the difficulty of apprehending vehicle operators who enter the dunes. In addition, officials believe that because the dunes of the Vehicular Recreation Area are not easily accessible, many vehicle operators prefer the convenience of restricted dunes nearer to the main accessways and public campgrounds, even though in using these dunes they run the risk of a citation.

Although many of those who operate vehicles in the restricted dunes are never apprehended, evidence of overuse of these dunes by vehicles is very much apparent in the wide swaths of bare sand and crushed vegetation left by vehicles which enter them from the beach or from Grand Avenue. The destruction of stabilizing vegetation not only reduces wildlife habitat, but contributes to problems of wind eroded sand on Grand Avenue and in Meadow Creek adjacent to the dunes.

While illegal vehicular access to the dunes represents the most critical immediate source of their overuse, it is also possible that pedestrian visitors to this area may, in time, adversely affect it. Frequent use by horseback riders or large groups of walk-in visitors, if present conditions of uncontrolled pedestrian access continue, could result in overuse of this area and the destruction of its vegetation. The California Department of Parks and Recreation, in its 1975 Development and Management Plan for Pismo State Beach, has proposed that the dunes between Grand Avenue in Grover Beach and the Oceano Campground about 3/4 mile to the south be developed as a Dunes Arboretum. Access to such a facility would be controlled and designated trails would be provided. In the State's plan it is also proposed that an interior access road and bicycle trail be constructed along Meadow Creek which lies adjacent to the inland dunes. While the above actions would improve regulation of access to the sensitive dunes, they would attract greater numbers of visitors, increasing the level of use of this area and reducing its value as a wildlife habitat. Current Department policy precludes the development of facilities in sensitive coastal areas.

5.5.2 RECREATIONAL SUPPORT FACILITIES

Public restrooms, picnic area, and a large off-beach parking lot are located at the end of Grand Avenue near the entrance station to the beach. These support facilities were previously identified as serious needs. Currently, lack of landscaping, however, makes this area not very inviting to visitors.

5.5.3 PUBLIC VISITOR-SERVING AND RECREATIONAL FACILITIES

Pismo State Beach is the only publicly operated recreation area in Grover Beach's portion of the Coastal Zone. The nature of the most popular beach activities in the Grover Beach area - surf-fishing, clamming, and beach touring - is such that many visitors can, at a relatively low cost, provide their own equipment with little difficulty. However, some of the trends projected for recreational beach use, such as an increase in the number of pedestrian beach users and greater emphasis on local recreational beach users and greater emphasis on local recreation opportunities, suggest that a greater demand for inexpensive facilities on and near the beach will arise in the future. The State's Department of Parks and Recreation and the City of Grover Beach will need to cooperate in planning for and providing facilities accessible to all types of beach visitors. In 1997, the City prepared a feasibility study for the development of an accessible pedestrian path over the dunes and is pursuing grant funding for its construction.

A portion of the City's moderate-cost housing stock in the form of an attractively landscaped 60-unit mobilehome park occupies land adjacent to Pismo State Beach and LeSage Golf Course. This privately-owned park, because of its proximity to the beach and public golf course, is suitable for visitor-serving commercial facilities to which the Coastal Act gives priority over residential uses as is indicated in Section 30222 of the Coastal Act. The potential conflict between the need for moderate-cost housing in the Coastal Zone and the Coastal Act's emphasis on visitor-serving facilities nearest the shoreline is discussed under the heading which follows.

5.5.4 PRIVATE VISITOR-SERVING AND RECREATIONAL FACILITIES

Although Pismo State Beach is Grover Beach's most outstanding attraction for both residents and visitors the City does not, like many other beach communities, draw its own character from the nearby shoreline. Recreational and visitor-oriented land uses have received low priority in the community's development even on land nearest to the beach.

The presence of the Southern Pacific Railroad's tracks along the east side of Highway 1 is partially responsible for the lack of emphasis upon local coastal resources in Grover Beach's development. These railroad tracks separate the community from the shoreline, both physically and visually, and in doing so reduce the recreational and visitor-serving potential of most of the privately-owned land nearest the ocean. A positive use of the railroad easement land is the multi-modal transportation facility.

Land adjacent to railroad tracks was traditionally designated as industrial and service-commercial uses and this pattern was followed in Grover Beach. Most of the land nearest the east side of the railroad tracks is designated for industrial uses. While this land particularly north of Grand Avenue is well-sited for visitor-oriented commercial uses, industrial and general commercial developments are already established in the area. Most of these developments are relatively new and have long economic lives ahead of them.

In addition to the industrial land discussed above, the City's portion of the Coastal Zone contains other lands suitable for visitor-serving uses. Most of these lands are located along Grand Avenue east of Highway 1 and along the west side of Highway 1 north of Grand Avenue. A six-acre site owned by the State Department of Parks and Recreation is most suitable for visitor-serving commercial use.

The west end of Grand Avenue was zoned Coastal Highway Commercial (C-H-C) in 1981, a designation that permits uses which are visitor-oriented and several which are not. The majority of existing uses in this area, while in conformance with the ordinance, are not visitor-serving or recreation-related. This situation indicates a conflict between the City's present zoning designations for these areas and the priority given by the Coastal Act to visitor-serving and recreation-related uses on "suitable" lands.

A conflict of this type is particularly apparent in the Coastal Visitor Serving (CVS) District which lies on the west side of Highway 1 north of Grand Avenue. A large portion of this district is occupied by a well-designed, 60-unit mobilehome park which overlooks the adjacent golf course and Pismo State Beach. This type of development is not among the uses permitted by the City's zoning ordinance, nor can it be considered the type of visitor-serving or recreation-related use which is given priority by the Coastal Act. However, it presently provides much-needed, comfortable moderate-cost housing for many of the City's elderly residents.

However, the precedent which the development of the mobilehome park in this area potentially establishes is not acceptable in terms of Coastal Act recreation policies nor in relation to the City's own development code designation. Any new use which replaces the mobilehome park or is established in the CVS District must be visitor-serving or recreation-related in order to conform to Coastal Act requirements.

5.5.5 RECREATIONAL DEMANDS FOR PUBLIC SERVICES

The Coastal Commission's Local Coastal Program Regulations specify that the Access Component, in compliance with the portions of Section 30254, include "the reservation of public service capacities for the present and projected demands for recreation-oriented uses." The variables which determine this demand and which must be considered in the reservation of sewer, water, circulation capacities for recreation, and total public service capacities of the City is examined in depth in the Public Works Component.

5.6 SUMMARY

A. PEDESTRIAN ACCESS

The Grand Avenue ramp entrance is one of the major access points to Pismo State Beach. At peak use periods the vehicle ramp becomes congested and contributes to traffic congestion farther inland on Grand Avenue and Highway 1. Pedestrians have a separate accessway from the parking lot.

Coastal Act: Section 30210 requires that maximum beach access be provided.

B. SEGREGATION OF VEHICLES AND PEDESTRIANS

Unrestricted integration of vehicles and pedestrian beach users on all parts of the beach represents a potential safety hazard which is acknowledged by both local police and by the California Department of Parks and Recreation. The closure of the beach north of Grand Avenue to vehicles has enhanced public safety for walk-in visitors.

Coastal Act: Section 30210 requires that access and recreation opportunities be consistent with protection of public safety.

C. OVERUSE OF NATURAL RESOURCES

The dunes at the inland edge of the beach are partially stabilized by fragile vegetation which serves both as wildlife habitat and as a means of controlling the movement of sand into adjacent wetlands and nearby City streets. This vegetation has been severely damaged in some areas by increasing numbers of off-highway vehicles which enter and traverse the dunes despite prohibitions posted by the State's Department of Parks and Recreation. An additional potential source of damage may lie in pedestrian use of the dunes. This type of use, while permitted, may in the future do great damage to dune habitats if it is allowed in excess of the dunes' ability to withstand disturbance.

Coastal Act: Section 30210 requires that access and recreation opportunities be consistent with the protection of natural resources from overuse.

D. RECREATIONAL SUPPORT FACILITIES

Public restrooms, picnic area, and parking lot have been constructed at the end of Grand Avenue. Increased landscaping is needed to make the area more inviting to visitors.

Coastal Act: Section 30212.5 requires provision of parking areas or facilities sufficient to mitigate against adverse impacts of crowding or overuse of a single area.

E. PUBLIC RECREATIONAL AND VISITOR-SERVING FACILITIES

There are presently few public, lower-cost visitor-serving and recreational facilities within the City's portion of the Coastal Zone. However, at this time most uses of the beach within Grover Beach limits attract visitors who do not require facilities or who provide their own (e.g. equipment such as clamming forks and fishing rods). The demand for low-cost, visitor-serving and recreational facilities will, however, increase in the near future as the number of visitors using the Grover Beach access increases.

Coastal Act: Section 30213 requires, in part, that lower-cost visitor and recreational facilities be provided where feasible.

F. PRIVATE COMMERCIAL RECREATIONAL FACILITIES

Much of the privately-owned land nearest to the beach and shoreline within Grover Beach is zoned for commercial development. The proximity of this land to the ocean makes it an area well-suited for visitor-serving and recreational uses. Many industrial and service-commercial uses, however, are well-established both north and south of Grand Avenue so that amortization of such uses in favor of visitor-serving developments would necessarily be a long-term process. In addition, the railroad tracks which separate this land from Highway 1 and the beach present problems of aesthetics and of access which would impede recreation-related development.

None of the land zoned for commercial purposes within the City's portion of the Coastal Zone was designated solely for visitor and recreation-oriented uses. Development in the last fifteen years along Grand Avenue near the ocean has been primarily in the form of small general retail business oriented toward residents rather than toward visitors. Only a small amount of developable land remains in this area. However, a six acre site owned by the State Department of Parks and Recreation is well suited for visitor-serving uses.

Coastal Act: Section 30222 requires that the development of visitor-serving commercial recreational facilities be given priority, in "suitable" coastal areas, over all other types of potential development (with the exception of agriculture and coastal-dependent industry).

G. PRIVATE COMMERCIAL VISITOR-SERVING VERSUS RESIDENTIAL USES

A large privately-owned piece of land along the west side of Highway 1 and north of Grand Avenue is designated for Coastal Visitor Serving uses. This beach front property is presently occupied by an attractively landscaped mobilehome park which provides inexpensive housing for a number of residents, many of whom are retired. Although this park lies immediately adjacent to the beach and to a developed public golf course, its residents do not have private access to either of these facilities. It should be noted that 42 of the 60 units are vacation homes.

Coastal Act: Section 30222 requires that on "suitable" lands within the Coastal Zone commercial visitor-serving and recreational uses have priority over "private residential uses".

H. ECOLOGICAL PRESERVE

Within the City's portion of the Coastal Zone, a 5.12 acre Ecological Preserve is located adjacent to the Pismo Lake Ecological Preserve owned by the State's Department of Fish and Game. Within the Preserve only limited passive use for activities such as nature walks and birdwatching are permitted. No parking, access or other visitor-serving facilities are provided. The primary purpose of the Preserve is to provide a natural buffer between development and Pismo Lake and for this reason it has little potential for a true recreation area.

I. RECREATIONAL DEMANDS FOR PUBLIC SERVICES

Several factors affecting trends in recreation and visitor-serving uses will have an impact upon the demands generated by these uses for public services (sewer service, water, circulation facilities). Proposals by the State's Department of Parks and Recreation to provide additional visitor-serving facilities near the ramp will increase the recreation-related annual demand upon the City's total public service capacities in the near future.

An anticipated increase in the number of "off-season" visitors, however, may mitigate the impacts of increasing annual recreational activity. When visitor use of the State Beach and related facilities is more evenly distributed throughout the year, peak use period service demands will be reduced. Average daily demands will increase. These conditions will reduce the level of the peak flow capacities required to serve recreational needs. There is potential for conflict between recreational and residential public service demands if present near-capacity peak demands are not stabilized or reduced in the immediate future.

Coastal Act: Section 30254 of the Coastal Act requires that public services to public and commercial recreation and visitor-serving land uses not be precluded by other development.

5.7 RECOMMENDATIONS

A. MAXIMUM ACCESS

Ensure that maximum public coastal access be provided through:

1. Policies

    a. No future development shall be permitted which obstructs access to the dunes, beach and shoreline from Highway 1 within the City limits. New development west of Highway 1 shall provide access to the dunes, beach and shoreline if adequate access does not already exist nearby.

    b. The City, in cooperation with the California Department of Parks and Recreation and other public agencies and private interests, shall utilize all opportunities to provide additional public access except if it is inconsistent with public safety or the protection of fragile coastal resources or if adequate access exists nearby.

    c. The provision of vehicular and pedestrian access to the beach from Grand Avenue shall be maintained.

    d. The City should work with property owners, resource conservation agencies, the State of California, the adjoining cities, and the County to establish an interconnected system of trails connecting open space resources with surrounding neighborhoods.

2. Actions

    a. The California Department of Parks and Recreation shall provide off-beach, off-road public parking in the general vicinity of the existing restaurant and the existing golf course. This area should have about 160 public parking spaces.

    b. The boardwalk across the dunes to the hard beach from the parking lot shall be maintained for pedestrians. The boardwalk shall be located in an area away from vegetated dunes and shall be of a raised wood decking and piling type of construction to allow sand movement under the decking.

    c. A special pedestrian ramp in the vicinity north of the existing ramp entrance to the beach at Grand Avenue should be provided with the cooperation of the California Department of Parks and Recreation. This ramp should provide access for the disabled.

d. With the cooperation of the State Department of Parks and Recreation at a future date a pedestrian pier may be constructed perpendicular to the coastline and as an extension of Grand Avenue. Said pedestrian pier should be approximately 25-30 feet wide and of sufficient length to allow fishing beyond the area where the waves break. Said pier shall be so constructed as to allow emergency and maintenance vehicles to pass under to gain access to the pedestrian beach. The proposed pier shall also be properly lighted for public safety. Any such pier shall not detract from coastal views to and along the shoreline from the beach. Structural elements of such a pier shall be open to the greatest degree feasible to minimally obstruct views. Lighting shall be directed to the pier deck and shall be contained within the footprint of the pier to the greatest degree feasible.

e. A boardwalk across the dunes that links the picnic area at the beach to a proposed beach front promenade in Pismo Beach should be provided for pedestrians, only if it minimizes disruption to and does not interfere with the dunes ecosystem and lagoon. The boardwalk shall conform with Americans with Disabilities Act standards for accessibility, maintain a high degree of user visual contact with the beach and ocean, and maintain safety and security on public and private properties.

f. The City should prepare and adopt a Trail Plan to achieve the intent of Policy 5.7.A.1.d. Trail connections to be considered include a trail along Meadow Creek to Pismo Marsh, and a trail along the railroad right-of-way to the City of Pismo Beach with appropriate links to the regional DeAnza Trail.

B. PROTECTION OF PUBLIC SAFETY

Ensure that public access to the beach and shoreline is consistent with the protection of public safety.

1. Policies

a. The City, in cooperation with the California Department of Parks and Recreation and other public agencies, shall adopt and enforce public safety regulations and vehicle regulations on the beach.

b. The City, in cooperation with the California Department of Parks and Recreation and other public agencies, shall take any actions necessary to minimize conflict between vehicular and non-vehicular beach uses and to reduce public safety hazards created by such conflicts.

2. Actions

a. The area between Grand Avenue and the City's northerly City limits shall remain designated for pedestrian uses only, except for emergency, law enforcement, and maintenance vehicles. Also excepting the area between Grand Avenue and 400' to the north to provide an area for emergency turnaround if the beach ramp is blocked by disabled vehicles. And furthermore, this 400' may be used by handicapped persons for on-beach parking and subsequent access to the pedestrian beach area. Enforcement of these provisions shall be made through appropriate signage and routine police patrol.

b. Through the cooperation of the California Department of Parks and Recreation, the cities of Pismo Beach and Grover Beach, and the County of San Luis Obispo, a control station should be provided at existing and future public entrances to Pismo State Beach and the Oceano Dunes Recreational Vehicle Area to facilitate control of vehicular beach use and apprehension of violators of State and local laws.

C. PROTECTION OF NATURAL RESOURCES

Ensure that public access to the beach and shoreline is consistent with the protection of natural resources.

1. Policies

   a. Public access, vehicular or pedestrian, to the beach and dunes shall be prohibited wherever such access may diminish the ability of a natural resource to provide habitat, control erosion, and serve other important purposes.

   b. The public shall be adequately informed of regulations and prohibitions designed to protect natural resources from abuse and overuse.

2. Action: In cooperation with the California Department of Parks and Recreation, the prohibition against vehicular beach access to the dunes shall be more clearly and conspicuously posted at more frequent intervals along the beach and along Grand Avenue at the edges of the dunes.

D. RECREATIONAL SUPPORT FACILITIES

Ensure that adequate parking and other recreational support facilities are available to the public.

1. Policies

   a. Public amenities, such as public parking, additional public restrooms, day-use picnic units (20 minimum), and beach fire rings (20 minimum) shall be provided by the State Department of Parks and Recreation prior to or concurrent with the development proposed for the Coastal Visitor Serving area between LeSage Drive and Grand Avenue. The proposed 20 fire rings shall be placed on the pedestrian beach at the eastern edge of the intertidal zone out of the dune area.

   b. Development in the Coastal Visitor Serving zone adjacent to the environmentally sensitive habitat area which will be sited and designed to prevent impacts which would significantly degrade such areas shall provide additional public parking for beach users. Exact number of spaces designated for public use shall be determined at the time of project review and depend upon project size and feasibility.

2. Actions

a. In cooperation with the California Department of Parks and Recreation additional trash receptacles shall be provided and maintained near the cul-de-sac of LeSage Drive and on both sides of Grand Avenue near the ramp entrance. Trash receptacles should also be provided at intervals of 300 feet along the beach itself, particularly north of Grand Avenue. Trash should be collected at least weekly and daily during peak beach use periods.

b. Existing and future sanitation stations shall be well signed in the vicinity of the beach and on all coastal access routes. The provision of the existing public dumping station with sewer services by the San Luis Obispo County Sanitation District should be facilitated to make more hours of station service economically feasible.

c. The State Department of Parks and Recreation shall maintain an entrance facility to the Pismo Beach State Park. Said facility to be located on Grand Avenue right of way. The City shall make this R.O.W. available to the State Parks and Recreation either through easement or abandonment.

d. In cooperation with the California Department of Parks and Recreation, the parking lot and picnic area shall be landscaped with species that are drought tolerant and if feasible, with native species, and a water-conserving irrigation system installed. Landscaping shall be maintained in a healthy, growing condition, shall receive regular pruning, fertilizing, mowing, and trimming, and shall be kept free of weeds and debris. Any damaged, dead, or decaying plant material shall be replaced within thirty days from the date of damage.

E. PUBLIC VISITOR-SERVING AND RECREATION FACILITIES

Ensure the protection of lower cost visitor and recreational facilities.

1. Policies

a. Any fees charged in the future in connection with Pismo State Beach facilities within Grover Beach boundaries should be minimal and shall be related directly to the cost of providing specific services to beach users. Fees should not at any time be applied for access to or use of any part of the beach by either pedestrian visitors or vehicles.

b. Existing public recreational facilities should be preserved. The City in cooperation with the California Department of Parks and Recreation should pursue every opportunity to provide additional lower-cost recreational facilities.

2. Actions

a. The area presently occupied by the LeSage Riviera Golf Course shall remain designated for open-space, low intensity public visitor-serving and recreation facilities only.

b. With the cooperation of the California Department of Parks and Recreation, fire rings should be provided at intervals along the beach north of Grand Avenue near the foot of the dunes.

F. VISITOR-SERVING AND RECREATIONAL FACILITIES

Ensure that commercial visitor-serving and recreational uses are given priority over residential, general industrial and general commercial development on lands suitable for visitor-serving commercial, public recreational access, and beach-related uses.

1. Policies

a. The City shall ensure that visitors to the Pismo State Beach are provided with easily accessible, visitor-serving commercial and public recreational access services, particularly those relating to provision of food and lodging and beach related uses, in any new development in the Coastal Visitor Serving area west of Highway 1. In the Coastal Visitor Services area along Grand Avenue east of the railroad tracks, the City shall ensure that visitors are provided with easily accessible visitor-serving commercial services, particularly those relating to provision of food and lodging. The area west of Highway 1 shall be developed with visitor serving uses, including a lodge and conference center within the portion of Pismo State Beach shown in Figure 3.

In addition to other applicable LCP policies, the lodge and conference center project shall be subject to the following requirements:

(1) Density. The project shall be limited to a maximum room/acre density of 15 rooms/acre.

(2) Height. 60% of the project may extend to a maximum height of 40 feet, and 40% of the project may extend to a maximum height of 28 feet. In the area seaward of the viewshed setback line, as illustrated in LCP Figure 3, the project shall be limited to a maximum of 24 feet in height, with an allowance for minor architectural projections and articulations (such as eaves, gables and cupolas) to extend to a maximum of 26 feet. All such height limits are maximums, and not entitlements, that must be understood in relation to the public viewshed context, and may be adjusted downwards as necessary to meet LCP public view requirements.

(3) View Corridors. The project shall be sited and designed to provide public view corridors from along Grand Avenue, Highway 1, and Le Sage Drive that will adequately break up project massing and provide views of the shoreline.

(4) Design. The project, including all architectural, landscape and design elements, shall be sited and designed to seamlessly blend into and complement the surrounding natural dune environment (including through the use of natural and natural appearing materials as much as possible). Structures shall be subservient to the natural dune landscape as much as possible, and shall employ measures to increase visual interest and to decrease perceived massing (e.g., low slung structures, areas of offsets and indents, upper stories pulled back from lower stories, landscaped berms, etc.). Lighting shall be limited as much as possible to avoid nighttime glares while still providing adequate lighting for public safety purposes.

(5) Landscaping. Landscaping throughout the project site shall be limited to native dune species. In the areas designated as necessary for detention basins, native riparian species shall be allowed. All landscaping shall be kept in good growing condition. All areas not committed to structural development shall be landscaped to emulate a dune, riparian and/or back-beach environment.

(6) Ingress/Egress. Road access to the project shall be from Highway 1, Le Sage Drive and Grand Avenue and shall be designed in such a way as to facilitate all forms of access to the project and to the beach area (including vehicular, pedestrian, bicycle, etc.).

(7) Coverage. The project shall have a maximum site coverage (i.e., structures, pavement, paths, etc. – anything not landscaped) of 60%, the remaining minimum of 40% shall be in landscaped open areas. All paved areas shall be pervious to the extent feasible. All runoff shall be filtered and treated prior to discharge from the site, including that high pollutant generation areas shall require pollutant specific BMPs (e.g., restaurant wash down plumbed to sanitary sewer, etc).

(8) Food Service. The project shall include restaurant facilities, including providing for lower-cost eating options, such as coffee shops and snack bars.

(9) Parking. Public recreational access parking (including for day use of the beach) shall be provided at a volume commensurate with such demand and free of charge.

(10) Public Availability. All project facilities shall be open to the general public, and shall include as many integrated and defined areas within which public access is provided free of change (e.g., viewing decks, etc.) as possible while still addressing paying guest needs.

(11) Overnight Units. All overnight units shall be provided as traditional overnight units (e.g., traditional hotel accommodations). Timeshare residential uses and quasi-residential visitor-serving uses (including condominium hotels, private unit ownership, fractional ownership, and similar use and ownership structures) shall be prohibited. Rooms may not be rented to any individual, family, or group for more than 29 days per year nor for more than 14 days between Memorial Day and Labor Day.

(12) Public access paths. The project shall provide continuous public access path connectivity from Highway One, Grand Avenue, and Le Sage Drive to the shoreline along the perimeter of and through the project site, including connections to the boardwalk to Pismo Beach. All such paths shall be sited and designed to maximize their public utility and value (including for connectivity, views, etc.).

(13) Public Access Management Plan. The project shall include a public access management plan that clearly describes the manner in which general public access associated with the project is to be managed and provided, with the objective of maximizing public access to the public access areas of the site (including all walkways, benches, boardwalks, stairs and all other public access amenities).

b. Armoring (including but not limited to seawalls, revetments, retaining walls, etc.) and similar responses to coastal hazards intended to protect development in the area west of Highway 1 (as shown on Figure 3) from coastal hazards (including but not limited to hazards from episodic and long-term shoreline retreat and coastal erosion, high seas, ocean waves, storms, tsunami, tidal scour, flooding, and the interaction of same) shall be prohibited. All development in such area shall be conditioned to require that property owners expressly waive any future right to construct such armoring or similar hazard responses that may exist pursuant to Public Resources Code Section 30235 and the City of Grover Beach certified LCP. Prior to issuance of a coastal development permit, any private property owner shall execute and record a deed restriction against the property that ensures that no such armoring or similar hazard responses shall be proposed or constructed to protect the development, and which includes their waiver, on behalf of themselves and any successors or assigns, of a future right to such armoring.

In addition, as a condition of approval of any development in the area west of Highway 1 (as shown on Figure 3) the property owner shall be required to acknowledge and assume all risks from coastal hazards (including but not limited to hazards from episodic and long-term shoreline retreat and coastal erosion, high seas, ocean waves, storms, tsunami, tidal scour, flooding, and the interaction of same) associated with development at this location, waive any claims of damage or liability against the permitting agency, and agree to indemnify the permitting agency against any liability, claims, damages or expenses arising from any injury or damage due to such hazards. Prior to issuance of a coastal development permit, any private property owner shall execute and record a deed restriction against the property that explicitly assumes these risks, on behalf of themselves and any successors or assigns.

c. The area west of Highway 1 (as shown on Figure 3) is in the San Luis Obispo County Tsunami Inundation Area. Therefore, as a condition of approval of any development in the area west of Highway 1 (as shown on Figure 3), all property owners must submit a tsunami safety plan for review and approval. The tsunami safety plan shall clearly describe the manner in which hazards associated with tsunamis will be addressed, including that: the existence of threat from both distant and local source tsunamis will be communicated to all guests, information regarding personal safety measures to be undertaken in the event of a tsunami in the area will

be made available, efforts will be provided to assist those physically less mobile in seeking evacuation during a tsunami event and that staff have been adequately trained to carry out the safety plan. At a minimum, the plan shall be prepared in cooperation with the San Luis Obispo County Office of Emergency Services, and shall be in general conformance with any area-wide tsunami safety plan that has been prepared for this section of the coast; the plan shall detail the posting of placards, flyers, or other materials at conspicuous locations within each room, provided in an appropriate variety of languages and formats (e.g., embossed braille, tape recordings, etc.), explaining tsunami risks, the need for evacuation if strong earthquake motion is felt or alarms are sounded, and the location of evacuation routes; the plan shall detail the efforts to be undertaken by staff to assist the evacuation of physically less mobile persons during a tsunami event; and the plan shall detail the instruction to be provided to all employees to assure that the Tsunami Safety Plan is effectively implemented.

d. The City should ensure that the appearance of commercial structures within the Coastal Zone contribute to an attractive, beach-oriented, visual theme which enhances the quality of the recreational experience within the Coastal Zone.

e. Lower-Cost Visitor and Recreational Facilities. Existing lower-cost visitor serving and recreational facilities shall be projected and enhanced, and new lower-cost visitor and recreational facilities shall be encouraged and provided in the City.

f. The transition of the LeSage Mobile Home Park to accommodate additional visitor serving commercial or retail businesses shall be encouraged.

2. Actions

a. The City shall establish a new land use designation which specifically provides for those uses which are visitor-serving and recreation-related. Uses which shall be permitted under this designation include the following:

(1) Hotels, motels, restaurants, and cocktail lounges or dancing facilities in connection with restaurants.
(2) Refreshment stands.
(3) Souvenir shops.
(4) Convenience services.

b. Land designated for coastal commercial uses shall be subject to special landscaping and design requirements which will provide and protect an attractive visual theme. Height limitations shall be more restrictive than in general commercial areas in order to avoid obstruction of or conflict with ocean views. Landscaping in coastal commercial areas shall occupy a larger portion of building sites than is required in other commercial districts. The use of building materials and architectural designs which are appropriate to highly visible tourist areas shall also be required here. Acceptable modes and materials for developments in coastal commercial areas shall be specified in the City's coastal zoning ordinance.

c. The City should designate the following areas for Coastal Visitor Serving uses:

(1) The land which lies between the west side of Highway 1 and the Meadow Creek drainage channel, and between Grand Avenue and Le Sage Drive.
(2) The strip of land south of Grand Avenue between the railroad easement and Highway 1.
(3) That land presently occupied by the Le Sage Riviera Mobile Home and Recreational Vehicle Park.
(4) That land west of Highway 1 and north of Grand Avenue.

G. RECREATIONAL DEMAND FOR PUBLIC SERVICES

Ensure that adequate public services are available for recreational and visitor serving, beach-related uses, now and in the future.

Policy: The City shall reserve a percentage of its water, sewer and street capacities for use by beach-related recreation and visitor-oriented developments and land uses.

H. PROMOTION OF VISITOR SERVING FACILITIES

Create an identity for the City that will enhance its image as a tourist destination.

Policies:

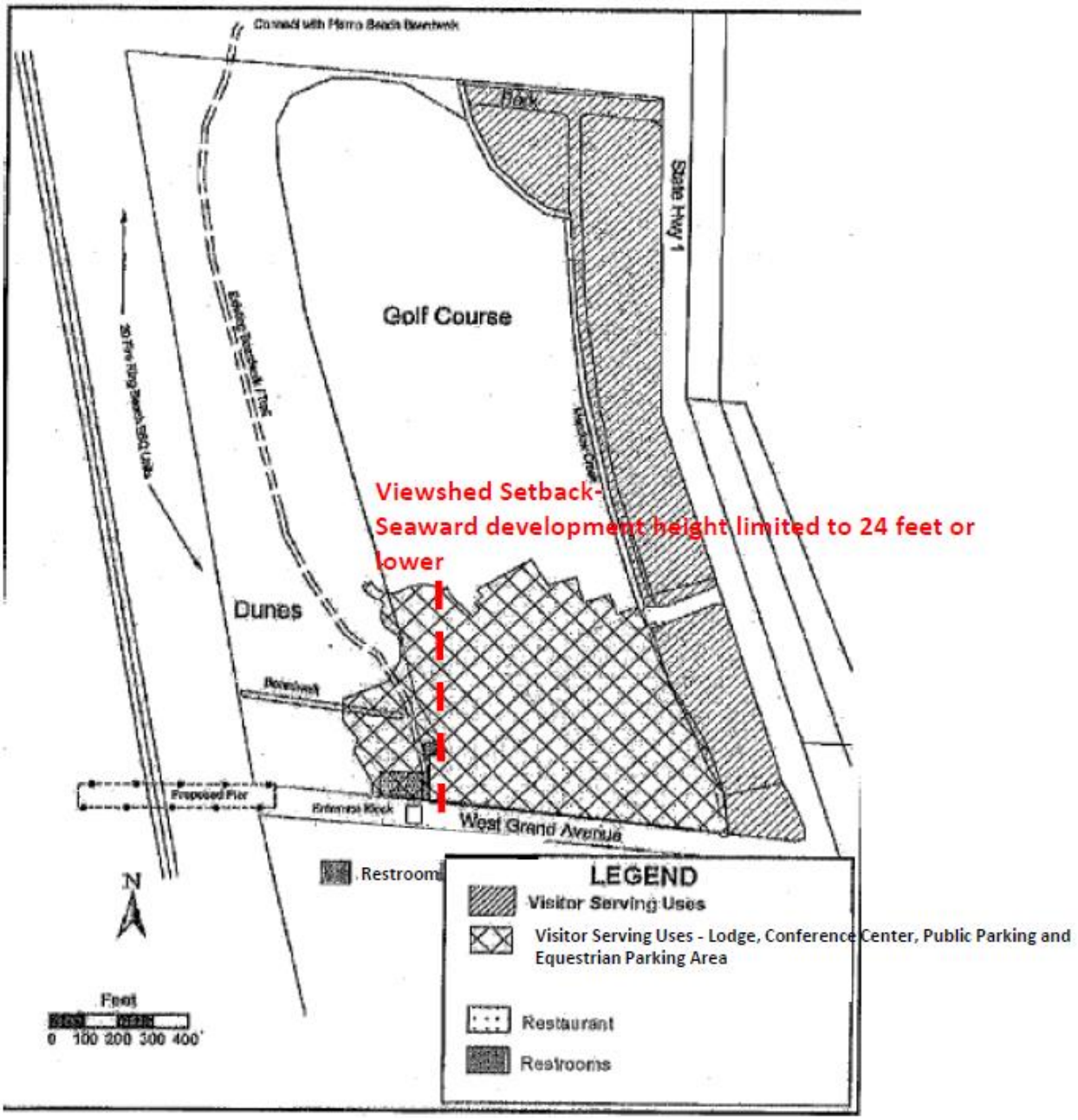
a. The City will promote the City's tourist amenities including the Oceano Dunes State Vehicular Recreational Area, Pismo State Beach, monarch butterfly preserve, and Amtrak train service.
b. The City will establish entry monuments at major City entrances to identify Grover Beach, and provide signage directing visitors to coastal access locations, key amenities such as the train station and dune access.

I. GENERAL

1. Policy: All proposed land use plans or proposals and any subsequent development within the Coastal Zone of Grover Beach must receive approval by the City prior to the implementation. Said land use plans or proposals and any subsequent development shall be consistent with Grover Beach's Local Coastal Program.

2. *Action:* All projects shall be consistent with the uses and viewshed setback in the area west of Highway 1 as shown in Figure 3.

FIGURE 3
CONCEPTUAL COASTAL COMMERCIAL PLAN



6.0 PUBLIC WORKS COMPONENT
of the LOCAL COASTAL PROGRAM

6.1 INTRODUCTION

The provision of public works facilities - water, sewer and transportation services - is a central concern of the Coastal Act and is designated as the primary mechanism for land use planning within the Coastal Zone. Section 30254 of the Act, which establishes certain priority uses within the Coastal Zone, states in part that

> *"New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with provisions of this division . . . Where existing or planned public works facilities can accommodate only limited amounts of new development, services to coastal-dependent land use; essential public services and basic industries vital to the economic health of the region, state, or nation; public recreation; commercial recreation, and visitor-serving land uses shall not be precluded by other development."*

Coastal Commission Regulations concerning the "common methodology" to be used in developing local coastal programs further emphasize the importance of public works facilities in land use planning. The Regulations require local governments to include the following data in the scope of local coastal programs:

> *"A. Where the application of the policies of Chapter 3 of the Coastal Act of 1976 requires limits or conditions as to the amount, timing, or location of public works facilities, an analysis shall be made to determine:*
>
> *1. Existing and proposed capacities of such relevant public works systems;*
>
> *2. Key decision points for stages of facility expansion, and*
>
> *3. What portion of public works facilities capacity is allocated to new development within the area and what portion is reserved for priority uses . . ."*

This section of the Local Coastal Program contains the data on existing and proposed public works capacities required by the above regulation. In order to provide a basis for determining the extent and manner in which capacities will need to be allocated, an analysis of existing and potential demands for public services is also presented in this section. The allocation of remaining facility capacities to the priority land uses of Section 30254 of the Coastal Act, and the means of achieving these allocations, will be discussed in the final pages of this chapter.

6.2 WATER SUPPLY

6.2.1 EXISTING SUPPLY

Water supply for all areas within the city limits of the City of Grover Beach consists of groundwater from the Arroyo Grande-Tri-Cities Mesa groundwater subbasin and surface water stored at the Lopez Reservoir. These supplies are shared with other cities and agricultural uses in the region and water is allocated to the City of Grover Beach based on contractual agreements. Outside of these contractual agreements a very small number of residential developments, all agricultural activities, two large City parks and the State's Le-Sage Riviera golf course rely on individual private wells.

A. ARROYO GRANDE-TRI-CITIES MESA GROUNDWATER SUBBASIN

The groundwater basin serving Grover Beach has been discussed in the chapter of this document on Coastal Resources. Significant characteristics of the groundwater basin are summarized below:

Size and Location: The California Department of Water Resources (DWR, 1979) investigated groundwater resources of southern San Luis Obispo County. The study focused on an area of approximately 47,000 acres bounded on the west by the ocean, on the south by the San Luis Obispo-Santa Barbara County line, and on the northeast by U.S. Highway 101. This basin drains a watershed area of about 130,000 acres and can be subdivided into three subbasins: the Arroyo Grande-Tri-Cities Mesa subbasins, Nipomo Mesa subbasins, and Santa Maria subbasin. Grover Beach produces water from wells within the Arroyo Grande-Tri-Cities Mesa subbasin, which lies between the City of Pismo Beach and the northern part of the Nipomo Mesa and encompasses a total area of 12,460 acres. The Department of Water Resources (DWR, 1980) concluded that the Arroyo Grande-Tri-Cities Mesa and Nipomo Mesa subbasins are continuous with the Santa Maria basin to the south.

Storage Capacity: The Arroyo Grande-Tri-Cities Mesa subbasin has an estimated storage capacity of 387,000 to 389,000 acre-feet (DWR, 2002). Usable storage above sea level is estimated to be between 27,000 and 29,000 acre-feet.

Replenishment: The chief sources of groundwater replenishment for the basin are urban and agricultural runoff, and precipitation. Periodic releases from the Lopez Reservoir totaling 4,200 acre-feet per year also contribute to the basin water table. The Arroyo Grande-Tri-Cities Mesa subbasin is recharged at an estimated average rate of 5,700 acre-feet per year; 1,300 acre-feet of which are agricultural return. The City has also constructed a ground water recharge basin with a 30 acre-foot capacity.

Groundwater Quality: The groundwater of the shallow Paso Robles Formation aquifer of the Arroyo Grande-Tri-Cities Mesa subbasin is not of the best quality. Nitrate levels fluctuate between about 25 milligrams per liter and 125 milligrams per liter. The maximum nitrate level recommended by the State Health Department is a concentration of only 45 milligrams per liter. During 1988 - 1989 the City constructed an ion exchange water treatment plant designed to remove nitrates from groundwater produced from shallow wells. Concentrations of total dissolved solids (TDS) are also found to be high in this basin water, although TDS concentrations have declined as the result of periodic basin recharge with purer Lopez Reservoir waters. The City's deep well within the Careaga Formation has produced water of a higher quality, however, water from this well approaches State limits for iron and manganese levels. Testing of Grover Beach wells indicate that no volatile organics

(manmade chemicals) or perchloroethylene (PCE's) are present in the groundwater (1992 Water Report).

Groundwater Extraction: The Santa Maria Valley Groundwater basin underlies the Arroyo Grande-Tri-Cities Mesa groundwater subbasin from which the City of Grover Beach derives its groundwater supply. As a result of litigation which began in 2005 involving nearly every agency and private landowner in the Santa Maria basin, entitlements to groundwater in the Arroyo Grande-Tri-Cities Mesa groundwater subbasin are now controlled by the Court's final judgment. In accordance with the Court's final judgment, the City has an entitlement to 1,407 acre-feet of groundwater per year from the Arroyo Grande-Tri-Cities Mesa groundwater subbasin. Groundwater is supplied to the water distribution system via four municipal wells.

B. LOPEZ RESERVOIR SUPPLY

Service Area: The Lopez Reservoir project, completed in 1970, has a potential service-area of approximately 12,460 acres overlying the Arroyo Grande groundwater basin. This service area has been designated as Zone 3 of the San Luis Obispo County Flood Control and Conservation District. It is estimated that the reservoir presently serves a population of 24,610.

Storage Capacity: The Lopez Reservoir has a storage capacity of 51,800 acre-feet. The reservoir's dependable annual yield is approximately 8,730 acre-feet.

In 1969 the City of Grover Beach contracted with the County for an annual entitlement of up to 800 acre-feet. Water supplied by the Lopez Reservoir can be provided to the City at a peak flow rate of 1.8 times the average daily rate, which is presently 717,000 gallons per day. The remainder of the safe yield is contracted to the cities of Arroyo Grande, Pismo Beach, Oceano CSD, and County Service Area 12 (Avila Beach and Port San Luis).

Lopez Water Quality: Lopez water is superior in quality to that of the Arroyo Grande-Tri-Cities Mesa subbasin. Total dissolved solids concentration is approximately 330 mg/L. Nitrates are found in trace amounts (0.25 mg/L) (DWR, 1986).

Lopez Water Consumption: In the past three years deliveries of water from Lopez Reservoir to Grover Beach have reached or exceeded the City's maximum annual entitlement of 800 acre-feet. As in each of these years, surpluses have been declared at Lopez and sold at reduced rates.

6.2.2 DELIVERY SYSTEM

A. DISTRIBUTION AND STORAGE

The City uses its shallow wells to produce water straight into the water mains after passing through the ion exchange water treatment plant and a chlorination station. Water from the groundwater basin and from the Lopez Reservoir is stored in three 1.5 million gallon reservoirs with a total capacity of 4.5 million gallons.

The water distribution system consists of a network of 50 miles of mains up to 16 inches in diameter.

B. SERVICE CONNECTIONS

The City's water system now serves all land uses within the City, with the exception of agricultural activities, the Pismo State Beach Golf Course, recreational fields at Grover Beach Elementary School and a small number of residential developments which are supplied by private wells.

6.2.3 EXISTING CAPACITY

The City's deep well, because of its higher quality water, can provide a safe annual yield of 1407 acre-feet per year. With the 800 acre-feet of water provided by the Lopez Reservoir, the City's total water supply capacity is 2207 acre-feet per year.

The ability to deliver the City's water supply to existing and future developments is affected by the capacity of the City's water distribution system which consists of the Lopez Waterline turnout, the municipal well pumps, the pressure boosting station, the water treatment system and the network of water mains.

Lopez Waterline Turnout

The Lopez Turnout has an existing capacity to provide approximately 804 AFY from the Lopez Reservoir which exceeds the City's 800 AFY allocation.

Well Pumps

The capacity of each of the City's well pumps are as follows: Well #1 - .79 MGD; Well #2 - .86 MGD; Well #3 – 1.79 MGD; Well #4 – 1.17 MGD. Groundwater from Wells #1 and #2 requires treatment but their production capacity is matched to the capacity of the treatment system which is 1.66 MGD. The City primarily operates Wells #1 and #4 full time to meet current water demands. Well #2 is operated occasionally during extended periods of peak demand. Well #3 is used as a backup well in case of failure of one of the other well pumps. Together, the pumping capacity of the four wells greatly exceeds the City's groundwater allocation.

Pressure Boosting Stations

The City's pressure boosting station provides water to a section of the City outside of the Coastal Zone that is already built out. The capacity of the boosting station does not affect the capacity of the water system in the Coastal Zone.

Treatment System

The City's water treatment system is capable of meeting all current water quality requirements with an output capacity of 1.66 MGD. This capacity matches that of the two wells that require treatment. As such it is not a limiting factor in the production of groundwater.

Water Mains

The City's water mains are the primary limiting factor in delivering water to all areas of the City. Capacity of the water mains can be measured by the system's ability to provide adequate pressure at reasonable velocities during all demand scenarios.

In 2005 a hydraulic model of the City's water distribution system was developed to study the capacity of the system under projected demands at build-out. Based on the results, the City's Water Master Plan identified deficiencies in the size of water mains located throughout the City.

Build out demand scenarios that were contemplated include maximum daily demand, extended peak hour demand, short-term peak hour demand, maximum day demand and a combination of peak daily domestic demand and fire hydrant flow. The peak daily demand combined with fire hydrant flow scenario turned out to be the controlling demand scenario.

Water main Deficiencies within the Coastal Zone boundary can be divided into three categories: 1. Fire hydrant flow deficiencies along Front Street north of Ramona Avenue due to undersized trunk mains; 2. Low domestic water pressure to existing residences north of Ramona Avenue and east of Front Street during fire flow scenarios on Front Street due to existing 2" and 4" waterlines that serve the existing residential developments in the area; and, 3. New waterlines needed to serve future developments west of State Highway 1.

6.2.4 EXISTING DEMAND

The City annual water demand in 2009 was 1,940 AFY. The 2009 maximum daily demand was 2.60 MGD. With an estimated 2,207 AFY supply in 2009 (see previous section), the City's 2009 water supply and distribution system was able to supply adequate volume to all then existing service connections in the City. As identified previously, water system improvements are needed in order to provide adequate pressure and acceptable velocities in the system during a combination of peak daily domestic demand and fire flow demand.

6.2.5 POTENTIAL DEMAND

The City is projected to have a build-out population of 15,000 in 2030 (2010 Land Use Element).

In 1990, the City began implementation of a retrofit program to promote water conservation. Developers of new residential units pay a fee into a fund for the retrofit installation of water conservation devices in existing structures. The fee amount allows for five residences to be retrofitted for each residential unit permitted to be built.

In 2009 the State passed Senate Bill 7 that requires the City to implement a 20 percent reduction in water usage by 2020.

The projected water demand at potential build-out based on 2009 per-capita water use and implementation of Senate Bill 7 would be 1,892 AFY. Provided the City's water supply is maintained at the 2009 level, and the projections for build out prove accurate, then, the City would have adequate water resources to meet the projected build-out population for all areas of the City, including the Coastal Zone.

Although the City's water resources would be adequate to serve the projected build-out population of the City including all permitted uses within the Coastal Zone under that scenario, the City's Urban Water Management Plan identifies water shortage stages of action that are to be implemented if a water shortage is ever realized. The stages of action include voluntary and mandatory water consumption reduction measures. In addition, the City of Grover Beach continues to investigate opportunities to procure additional allocations from existing sources and to investigate opportunities to secure new sources of water in an effort to provide greater supply reliability.

6.3 SEWER SERVICE

The sewer system which presently serves Grover Beach carries City wastewater to a treatment plant located to the south in the unincorporated community of Oceano. This treatment plant was placed in operation in 1966. Prior to that time the City had no public sewer system and all developments were served by septic tanks. The treatment plant is operated by the South San Luis Obispo County Sanitation District which was formed prior to construction of the plant. The District is comprised of three member jurisdictions, the Cities of Arroyo Grande and Grover Beach and the unincorporated community of Oceano.

6.3.1 SEWER SERVICE SYSTEM

The existing sewer system which transports wastewater from Grover Beach to the treatment plant serves nearly all development within the City with the exception of a small number of residential and commercial uses which rely on septic tanks for wastewater disposal. Wastewater from these developments is carried in pipes ranging from 6 inches to 15 inches in diameter. A 48-mile trunk interceptor sewer system of pipes ranging from 18 inches to 24 inches in diameter conveys collected wastewater to the treatment plant in Oceano.

The City operates three sewer pumping stations located at Front Street, Nacimiento Lane and Oak Park Boulevard. These pumping stations collect sewage and convey it to locations in the system that can gravity flow to the District treatment plant. In addition to the City's pumping stations there are several private pumping stations that convey sewage to the City's collection system.

6.3.2 SEWER CAPACITY

A. DISTRICT

The existing District treatment plant was constructed in 1965 with 2.5 MGD capacity. In 1980, the treatment plant was upgraded and a new ocean outfall line installed. Capacity of the plant was increased in 1982 to 2.7 MGD and in 1983 to 3.3 MGD. In 1992, the plan expanded to 5.0 MGD. The treatment plant was originally designed to facilitate expansion, in stages, to an ultimate capacity of 10 MGD. The City of Grover Beach has a contractual obligation with the District for 1.5 million gallons per day (MGD) of wastewater treatment.

B. SEWER SERVICE SYSTEM

The City of Grover Beach 2006 Sewer Master Plan provides an evaluation of the existing capacity of the City's sewer mains. Capacity was evaluated during peak wet-weather flows. Under current conditions, the Master Plan identifies several locations where the depth of flow in the mains exceeds industry recommendations. These are identified as surcharge locations. Although surcharge conditions exist, there are no location where sewer flows are expected to overflow the system resulting in spills.

The City's Front Street sewer pumping station serves properties located in the Coastal Zone near Front Street. The lift station has a pumping capacity of 120 GPM (gallons per minute) in each of two pumps.

6.3.3 PRESENT DEMAND

The estimated 2010 sewer flows are approximately 1.06 MGD average. For use in evaluating pipe capacity and sewer pumping capacity a peaking factor was applied to obtain a flow of 3.18 MGD at the peak demand.

6.3.4 POTENTIAL DEMAND

The City is projected to have a build-out population of 15,000 in 2030 (2010 Land Use Element). The estimated average sewer flow at build-out is 1.30 MGD. Based on the City's contract with the District for treatment of 1.5 MGD, and provided it is maintained at this level and the projections for build-out prove accurate, then the City would have adequate wastewater treatment capacity to meet the projected build-out population for all areas of the City, including the Coastal Zone.

However, if projected wastewater demand exceeded 80% of the wastewater treatment facility's capacity, the South San Luis Obispo County Sanitation District would be obligated to start planning for plant expansion. If the wastewater treatment plant capacity reached 90% of capacity, the Sanitation District would be required to expand the facility which has an ultimate capacity of 10 MGD.

The City of Grover Beach 2006 Sewer Master Plan provides an evaluation of the capacity of the City's sewer mains at build-out. Based on an applied peaking factor, the estimated peak flow rate is 3.90 MGD. In 2008, the City constructed all of the improvements identified in the Master Plan. The Master Plan identifies remaining surcharge conditions expected to exist in sewer mains at build-out sewer volumes in several locations throughout the City. Although the surcharge conditions are not desirable, no sewer system overflows are expected. As a result there are no additional sewer main system improvements proposed.

At build-out the estimated peak wet-weather flow tributary to the Front Street pumping station is estimated to be 42 GPM.

6.4 CIRCULATION

6.4.1 EXISTING SYSTEM

A. STREETS

Three major streets provide access to Grover Beach's portion of the Coastal Zone. These streets are described below:

North Fourth Street: This street functions as a minor arterial, providing an ingress-egress route serving Highway 101 and linking this State highway with Grand Avenue and Pismo State Beach. The northernmost portion of North Fourth Street is a winding two-lane street which bisects Pismo Lake, a large marsh. This portion of the street is paved to a width of only 56 feet of its 70-foot right-of-way and includes sidewalks and bike lane on each side of the street. South of Ocean View Avenue, North Fourth Street widens to 56 feet and provides two traffic lanes, one left-turn lane, and parking on both sides. Within the City of Pismo Beach, North Fourth Street has been paved to a width of 52 feet with two driving lanes, median, and two shoulder lanes.

North Fourth Street intersects Grand Avenue approximately one mile south of the Highway 101 exit. This intersection lies one half mile east of the Grand Avenue ramp entrance to Pismo State Beach. Parking north of Ocean View Avenue on North Fourth Street is prohibited at all times.

Grand Avenue: Grand Avenue is primarily a commercial street. In addition to serving commercial needs, Grand Avenue provides access to Pismo State Beach for both local residents and out-of-the-area beach visitors. Within Grover Beach limits, two freeway exits are linked to Grand Avenue by local streets. One of these exits, at North Fourth Street, lies within the boundaries of the Coastal Zone.

Grand Avenue's right-of-way is 100 feet wide for its entire length. Between the City's eastern Coastal Zone boundary and Highway 1, Grand Avenue is paved and sidewalks are provided on both sides of the street. West of Highway 1, Grand Avenue is paved to a width of 45 feet and a sidewalk is provided along the northern side up to the vehicular ramp entrance to Pismo State Beach. On both sides of Grand Avenue, parallel parking is permitted. Some areas are limited to two hours while other areas allow 72-hour parking. This portion of Grand Avenue near the ramp entrance is often critically congested at peak use periods, particularly when high tides hinder access and egress of beach visitors in vehicles.

Highway 1: This State Highway, also called Pacific Coast Highway, serves primarily as a State, regional, and local coastal access route within Grover Beach limits. The land west of Highway 1 is largely within Pismo State Beach, although a mobilehome park fronting on the Highway and a vacant parcel just north of Grand Avenue are privately owned. Along the east side of Highway 1, north of Grand Avenue, lies the Southern Pacific Railroad easement. South of Grand Avenue, the railroad easement is separated from the Highway by a narrow strip of land. The southern portion of this strip is owned by the County and partially developed as a recreational vehicle storage area. The City owns the property at the southeast corner of Grand Avenue and Highway 1 where the multimodal transportation facility is located. Grand Avenue is the only inland street within City boundaries which intersects Highway 1. Parking is not permitted at any time on Highway 1 within Grover Beach. Emergency parking is possible on some portions of the west shoulder of the Highway, both north and south of Grand Avenue, but is difficult and dangerous during peak use periods when the Highway is used.

B. ADDITIONAL PARKING FACILITIES

Off-street parking within the City's portion of the Coastal Zone includes free public parking for visitors to Pismo State Beach and the LeSage Golf Course west of Highway 1. These parking areas are paved and provide space for about 163 cars and are used in an average day at about half their capacity. During peak use periods, however, which usually occur in the summer months, the parking lots are often used at capacity.

Pismo State Beach itself presently provides parking space for both local and out-of-the-area beach visitors. At low tides the beach within Grover Beach has a capacity adequate for approximately 100 moving or stationary vehicles per hour. This capacity is frequently exceeded during peak use periods, particularly at high tides.

C. SOUTH COUNTY AREA TRANSIT (SCAT)

The South County communities, of which Grover Beach is one, are in the nineteenth year of a subregional fixed route transit system which serves area residents. As of January 1997, service is offered five days per week and utilizes four buses. The average ridership per day is about 360. During the summer months, daily ridership levels often are higher, largely due to greater use of the system by younger residents as a means of transportation to the beach. Over the next 20 years a 27% increase in ridership is forecasted.

D. MULTIMODAL TRANSPORTATION FACILITY

In November 1996, the Grover Beach Multimodal Transportation Facility was opened at the southeast corner of Grand Avenue and Highway 1. This facility includes an unmanned Amtrak station with train and bus service to destinations such as San Diego and Sacramento. Eventually the SCAT transfer station will be moved to this location from the Ramona Gardens Park.

6.5 IMPACTS ON PUBLIC SERVICE DEMANDS

The data on projected demands for water, sewer, and circulation services presented in the preceding pages are based upon present commitments to development as shown in the City's Zoning Map and Land Use Plan. However, in order to implement the policies of this document, some of the designations presently applied to areas within the Coastal Zone will have to be altered. These alterations will change the City's present commitment to development and so affect the distribution and level of public service demands generated by land uses within the Coastal Zone in the future. Probable changes in future public service demands which will result from changes in land use designations are addressed below.

6.5.1 RECREATION

Within Grover Beach's portion of the Coastal Zone, implementation recommendations concerning access and recreation will alter future land use patterns and projected public service demands. These land recommendations and their expected impacts on water, sewer and circulation demands within the Coastal Zone are discussed below:

1. Improved access to the beach: Several recommendations would result in easier access to the beach in the future. Recommendations relating to improved access are, in general, oriented toward day use and non-vehicular beach use. Improved pedestrian access to the beach will result in increases in the frequency and turnover rates of local beach use, and in corresponding increases in the demand for public services, particularly off-beach parking and restrooms. Increases in beach use frequency and turnover rates associated with greater local pedestrian use will probably have a more significant impact upon average daily service demands than on peak service demands in the Coastal Zone.

2. Additional recreational facilities: The development of recommended recreational facilities at Pismo State Beach within Grover Beach will increase demands for public support facilities to some extent. The additional opportunities for beach day use activities will also increase the future demand upon private commercial services, particularly restaurants and other food-related businesses. Impacts of this type will probably be significant during peak recreational periods.

3. Private recreation and visitor-oriented facilities: The proposed Visitor Services land use designation will probably result in a greater number of visitor-oriented, commercial land uses within the Coastal Zone. Public service demands by such uses will tend to reflect the public beach use patterns, i.e., there will be a substantial difference between average daily demands and peak period demands. Food service and transient lodging uses in particular are subject to such wide variations. Near the public beach such businesses may have a peak use factor as great as Item 3.

6.5.2 RESIDENTIAL

The Coastal Act gives low priority to residential development within the Coastal Zone. Grover Beach's portion of the Coastal Zone contains a substantial amount of low and moderate cost housing comprised mainly of small, older single-family homes. To protect this existing housing stock from economic forces which will hasten its demolition and replacement with new, more expensive housing, specific criteria must be met before a demolition permit is issued. See the Housing Element of the City's General Plan for further information. Densities in all residential land use categories were reduced in 1991 by 15 to 45%. A general reduction in the number of future dwelling units within the Coastal Zone boundaries will occur.

A. WATER AND SEWER

The overall impact of these changes in residential land use commitments within the Coastal Zone on water and sewer needs will be a reduction in the ultimate potential demands generated by residential uses.

B. CIRCULATION

The changes in the City's commitment to coastal residential development will also result in a reduction in the residential demand upon the City's circulation system. Reduction in future average daily traffic flows will be most significant on North Fourth Street and on Grand Avenue, the two coastal access routes which serve the largest amounts of commuter and local traffic. Because residential development in Grover Beach contributes a greater share of traffic to average daily flows than to peak flows, which are usually recreation-oriented, reductions in coastal residential commitments will have a greater impact on average daily traffic than on peak hour traffic demands.

C. PARKING

Because off-street parking facilities associated with coastal access routes are in demand primarily during peak recreational periods, and because residential development must, by City ordinance, be provided with substantial private off-street parking space, a reduced residential commitment is not expected to significantly alter projected demands for public parking in the City's portion of the Coastal Zone.

6.5.3 COMMERCIAL

The Coastal Act gives very high priority to commercial land uses which are recreation-related and/or visitor-serving (Coastal Act, Section 30222). Within Grover Beach's portion of the Coastal Zone, several areas are specifically committed to recreational and visitor-serving uses at this time, and

expansion and enhancement of visitor-serving land uses (including a Lodge project at Pismo State Beach) are also contemplated by the LCP. In addition, several areas previously designated as "highway-commercial" districts permit recreation and visitor-oriented as well as general commercial development. In compliance with Coastal Act policy, these areas are being designated for recreation and visitor-oriented uses only. This designation may not affect the annual amount of the commercial demand for public services, but will alter the pattern of that demand. General commercial development generates only moderate peak period and peak day demands for services, while recreation and visitor-oriented commercial uses generate relatively high peak period and peak day demands.

The impacts of the expected increase in future recreation-related commercial demands resulting from implementation of these policies were considered in developing the projections for recreational demands which were presented earlier.

A. PARKING

The potential general commercial demand for public parking facilities within the City's portion of the Coastal Zone will be decreased through implementation of this document's policies, although the demand generated by recreation-related commercial developments will be greater. As the result of this change in the type of commercial demand which will predominate in the future, peak period parking needs will be increased, particularly on Grand Avenue where the greatest potential for high-turnover, recreation-related commercial activities exists.

6.5.4 INDUSTRIAL

Coastal-dependent industrial uses are given high priority in the Coastal Act. However, within Grover Beach's Coastal Zone, the entire coastline is owned by the State of California and its primary use is recreational. This makes the major portion of the Coastal Zone area unavailable for coastal-dependent industries.

A. WATER AND SEWER

There will be no change in the ultimate and potential demand for water and sewer needs for areas designated for industrial land uses within the Coastal Zone.

B. CIRCULATION

Under the existing industrial commitment, industrial development in the Coastal Zone will not contribute a significant amount of traffic to coastal access routes due primarily to the relatively small amount of employment which industrial uses permitted in Grover Beach generate. Parking needs generated by industrial uses must be met on-site under the City's present development code so that a reduction in the Coastal Zone commitment to industrial development will not have a significant impact upon public parking demands.

6.6 SUMMARY

6.6.1 WATER SUPPLY

1. As of 2009, Grover Beach had the capacity to provide 2,207 acre-feet of domestic water per year to serve the City, including the area within the Coastal Zone.

2. As of 2009 the City uses approximately 1,940 acre-feet of domestic water per year, or about 88 percent of its present yearly capacity.

3. Provided the City's water supply is maintained at the 2009 level, and the projections for build-out prove accurate, then the City would have adequate water resources to serve the projected build-out population of 15,000 in 2030.

4. The City shall continue to implement water conservation programs including SB 7 which requires a 20% reduction in water usage by 2020.

5. The Water Master Plan has identified deficiencies in the size of existing waterlines that serve existing and future developments in the Coastal Zone.

6. The City has adopted an Urban Water Management Plan that identifies consumption reduction measures to be implemented if the City ever experiences a water supply shortage.

6.6.2 SEWER SERVICE

1. As a member of the South San Luis Obispo County Sanitation District (SSLOCSD), Grover Beach is presently entitled to approximately 1.5 million gallons per day (MGD) of the treatment plant's 5 MGD average daily capacity.

2. The estimated average flow rate in 2010 is 1.30 MGD, or about 87 percent of the District's allocated daily treatment capacity.

3. Provided the City's current contract with the District for 1.5 MGD remains unchanged and the projections for build-out prove accurate, then the City has adequate wastewater treatment capacity to serve the projected build-out population of 15,000 in 2030.

6.6.3 CIRCULATION

1. The three major coastal access routes presently serving Grover Beach's portion of the Coastal Zone are North Fourth Street, Grand Avenue, and State Highway 1.

2. Peak use of North Fourth Street south of Ocean View Avenue occurs at about 89 percent of its design capacity. South of Manhattan Avenue, South Fourth Street peak traffic flows represent 43 percent of the design capacity.

3. On Grand Avenue west of Fourth Street peak traffic flows presently occur at 35 percent of the street's design capacity.

4. Highway 1 north of Grand Avenue carries a peak traffic flow of 83 percent of its design capacity and south of Grand Avenue, only 50 percent of its capacity.

5. The distribution of average and peak demands among recreational, residential, commercial, and industrial uses differs slightly for each of the three coastal access routes. However, recreational demand at peak periods is high on all parts of the three coastal access routes. Neither local nor commuter traffic competes heavily with recreational demand at peak use periods.

6. On-street, free public parking is permitted south of Ocean View Avenue on North Fourth Street, and on Grand Avenue to within 680 feet of the end of the street. This area experiences significant congestion during peak use periods. No parking is permitted on Highway 1 within the City limits.

7. Traffic on Grand Avenue is not expected to exceed design capacities, during peak use periods, at City buildout.

8. North Fourth Street may experience significant peak hour congestion by City buildout; however the recently completed widening project will allow for future striping of four traffic lanes, if warranted.

9. Traffic on Highway 1 north of Grand Avenue, is also expected to exceed design capacities, during peak use periods, at City buildout. The State Department of Transportation has previously proposed to widen portions of the Highway to provide emergency parking and to increase pedestrian and cyclist safety.

6.6.4 IMPACTS ON PUBLIC SERVICE DEMANDS

The most significant impact will be a proportionate reduction in the potential residential demand for services, and an increase in the demand generated by recreation-oriented, private commercial activity. These alterations may result in a slightly lower average daily demand and in a higher peak period demand than would be expected under existing land use commitments.

6.7 RECOMMENDATIONS

6.7.1 WATER SUPPLY

1. Policy: The City shall continue to pursue adequate water supplies to serve the projected population at buid-out in 2030, including by implementing conservation strategies. During periods of drought the City will implement additional water conservation measures that prohibit wasting water in order to reduce short term impacts on supply.

2. Policy: The City shall continue to implement water conservation programs related to new development including requirements for water efficient landscaping, water conserving fixtures and programs to encourage purchase of water conserving appliances which have shown to be effective based on the per capita use declines. The City shall continue to implement water policies and infrastructure improvements including replacement of undersized water mains and extension of new mains to serve new development so that the

water system can provide adequate pressure at acceptable velocities during all demand scenarios.

3. Policy: The City shall continue to investigate opportunities to procure additional allocations from existing supplies and shall continue to investigate opportunities to secure new water supply sources in order to provide greater supply reliability.

4. Policy: The City shall condition all new developments to install new water infrastructure designed to provide adequate pressure at acceptable velocities for the proposed use unless adequate mains already exist or the City has adopted a development impact fee for installation of the water infrastructure needed to supply the proposed development in which case the applicant shall be required to pay the adopted fee.

5. Policy: In compliance with Section 30254 of the Coastal Act, proposed new development within the Coastal Zone that provides; services to coastal-dependent land uses; essential public services; basic industries vital to the economic health of the region, state, or nation; public recreation; commercial recreation, and visitor-serving land uses shall be given priority over other new proposed developments in the Coastal Zone in the event that existing or planned public works facilities serving the Coastal Zone can accommodate only limited amounts of new development.

6. Policy: Development shall only be approved if it is first clearly demonstrated that the development will be served by an adequate, long-term public water supply.

7. Policy: To minimize the need for the development of new water sources and facilities and sewer treatment needs, the City shall promote water conservation both in City operations and in private development.

8. Action: Continue to promote the use of drought tolerant landscaping.

9. Action: Support storm drainage systems that would keep runoff on-site through Low Impact Design (LID) and hydromodification approaches and percolate into the groundwater.

6.7.2 SEWER SERVICE

1. Policy: Recycling of treated wastewater as an alternative to ocean disposal of all effluent treated in the treatment plant shall be strongly supported and encouraged by the City when reclamation is economically feasible.

2. Policy: New developments shall be conditioned to evaluate the project's sewer flows and to provide upgrades to existing sewer service systems when needed or, where no sewer service system exists to serve the proposed development, shall be conditioned to install new sewer service systems unless the City has adopted a development impact fee for the proposed system in which case the applicant shall be required to pay the adopted fee.

3. Policy: In compliance with Section 30254 of the Coastal Act, proposed new development within the Coastal Zone that provides: services to coastal-dependent land uses; essential public services; basic industries vital to the economic health of the region, state, or nation; public recreation; commercial recreation, and visitor-serving land uses shall be given priority over other new proposed developments in the Coastal Zone in the event that existing or planned public works facilities serving the Coastal Zone can accommodate only limited amounts of new development.

4. Policy: Development shall only be approved if it is first clearly demonstrated that there is adequate, long-term public wastewater treatment capacity to serve such development.

6.7.3 CIRCULATION

1. Action: It is proposed that North Fourth Street from Ocean View to the City's northerly City limits be widened to a paved section of fifty-six (56) feet. This street section will provide for four driving lanes, two bike lanes, and emergency parking. The City will provide cooperative efforts with the California Department of Fish and Game to insure an environmentally sound construction project. Future street striping will be coordinated with the City of Pismo Beach to insure traffic safety.

2. Action: In cooperation with the California Department of Transportation, Transportation Management Strategies recommended by the State for Grand Avenue should be implemented to reduce present and future conflicts between design capacity and peak use demand on this street.

3. Policy: Highway 1, both north and south of Grand Avenue, should be retained permanently as a two-lane highway, although minor improvements necessary for purposes of public safety or for provision of bicycle and pedestrian paths should be permitted.

4. Policy: To protect public access to the shoreline and reserve limited road capacity for coastal priority uses, development shall be required to identify and appropriately offset all circulation impacts, with preference given to mitigation measures designed to improve public recreational access and visitor-serving circulation.

5 Policy: All development shall be sited and designed to maximize public recreational access opportunities, including through providing meaningful and useful connections to and from roads, trails, and other such facilities and areas that provide access to and through the City's coastal zone and along the shoreline. Development shall accommodate all modes of circulation (including vehicular, pedestrian, bicycle, etc.) in a way that facilitates and enhances public recreational access to and along the shoreline.

6. Policy: In compliance with Section 30254 of the Coastal Act, proposed new development within the Coastal Zone that provides: services to coastal-dependent land uses; essential public services; basic industries vital to the economic health of the regions, state, or nation; public recreation; commercial recreation, and visitor-serving land uses, shall be given priority over other development in the Coastal Zone in the event that existing or planned public works facilities serving the Coastal Zone can accommodate only limited amounts of new development.

6.7.4 GENERAL

1. Action: The City shall develop and adopt standards which indicate a probable range of public service demands generated by the types of uses permitted within the City's portion of the Coastal Zone. These standards shall be used to evaluate specific projects within Coastal Zone boundaries in order to ensure that the percentage allocations to Coastal Zone land uses are not exceeded.

2. Action: The City should adopt by reference the State Coastal Commission's interpretive guidelines on exclusion of permit requirements. These guidelines apply only to exclusions established in Section 30610 of the Public Resources Code. NOTE: The adoption of these guidelines by reference does not exclude any public or private party from obtaining the required encroachment permits, but only excludes the requirement for coastal permits. Copies of said interpretive guidelines for said exclusion permits are on file in the Planning Department of the City of Grover Beach.

7.0 DESCRIPTION OF LAND USE DESIGNATIONS AND ZONES

of the LOCAL COASTAL PROGRAM

7.1 LAND USE DESIGNATIONS

The City's General Plan Land Use Element contains the following land uses designations for the area within the Coastal Zone with the boundaries as shown on Map 5.

Low Density Residential: This designation allows for single-family detached and attached homes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 2 to 5 units per gross acre.

Medium Density Residential: This designation allows for small lot single-family attached or detached homes, duplexes, multi-family residential units, public and quasi-public uses and similar and compatible uses. Residential densities shall be in the range of 6 to 9 units per gross acre.

High Density Residential: This designation provides for single-family attached homes, multi-family residential, mobile home parks, public and quasi-public uses and similar and compatible uses. Residential densities shall be in the range of 10 to 20 units per gross acre.

Visitor Serving – Mixed Use: This designation accommodates a complementary range of hotels and motels, bed and breakfast accommodations, convention facilities, restaurants, recreational uses and retail sales primarily for the convenience of visitors. This category is intended to foster the establishment of a pedestrian-oriented area near the beachfront, the train station, and the entrance to the Oceano Dunes State Vehicular Recreation Area, and Pismo State Beach that provides convenience goods and services for visitors to Grover Beach and the surrounding neighborhood areas. Opportunities to provide family oriented businesses within this area should be explored. The Visitor Serving- Mixed Use category allows for both vertical (different uses stacked above one another) and horizontal (different ground level uses on a single parcel) mixed use opportunities.

In general, ground floor development within the Visitor Serving - Mixed-Use designation should be reserved for retail shops, eating and drinking establishments, and visitor accommodations, with the upper floors reserved for additional visitor accommodations, offices and dwellings. To assure adequate space for visitor-serving uses, properties within this designation should not include general retail stores unless oriented to visitors, auto repair, or business services. Although mixed-use development is encouraged, it is not required.

The ratio of building floor area to site area shall not exceed 3.0. The Zoning Regulations will establish maximum building height and lot coverage, and minimum setbacks from streets and other property lines, as well as procedures for exceptions to such standards in special circumstances. However, the maximum building height for structures in this designation shall be

40 feet or 3 stories, whichever is greater. A higher building height may be established for specific areas by the Development Code.

When dwellings are provided in the Visitor Serving - Mixed Use zone, they shall not exceed 20 units per acre. So long as the floor area ratio is not exceeded, the maximum residential density may be developed in addition to nonresidential development on a site.

Industrial: The Industrial designation allows for planned industrial parks, warehouses, retail uses when accessory to a warehouse or industrial use, light manufacturing and assembly, and similar and compatible uses. In addition, the Industrial designation accommodates smaller service businesses such as contractor's yards and car storage. This designation also allows for automobile service and repair shops, wholesalers and commercial uses related to building and mechanical material sales and supply.

The ratio of floor area to site area shall not exceed 0.50. The Zoning Regulations will establish maximum building height and lot coverage, and minimum setbacks from streets and other property lines, as well as procedures for exceptions to such standards in special circumstances. Development review will determine a project's realized building intensity, to reflect existing or desired architectural character in a neighborhood.

Dwellings may be provided as part of a specially approved mixed-use development which may include live-work settings, caretaker's residences, or other similar and compatible living arrangements. The appropriate residential density would be set considering the maximum residential density allowed in any neighboring residential area.

Open Space/Resource Conservation: This designation is applied to areas intended for active and passive recreation (including the Pismo Beach State Park and golf course), to preserve sensitive habitat for special status plant or animal species, in areas subject to flood hazard; in areas for watershed protection, and on land subject to steep slopes.

In general, structures are not allowed within this designation; however, structures necessary to support recreation activities at the State Park may be considered. The commercial extraction of natural resources is prohibited under this designation

7.2 ZONING REGULATIONS

The City's Development Code contains the following zones for the area within the Coastal Zone with the boundaries as shown on Map 6.

Coastal Planned Low Density Residential Zone (CPR1): This Zone is intended primarily as an area for detached and attached single-family dwellings. All development shall be developed in a manner which will maximize protection of environmental, visual and archaeological resources within and adjacent to the boundaries of the Zone by minimizing removal or disturbance of native vegetation, controlling grading, erosion, and run-off and sensitively siting and designing structures to avoid impacting archaeological deposits and reducing the visual impact on surrounding and adjacent areas.

Coastal Low Density Residential Zone (CR1): This Zone is intended primarily for detached and attached single-family dwellings. Public and quasi-public uses, and similar or compatible uses may also be appropriate.

Coastal Medium Density Residential Zone (CR2): This Zone is intended primarily as an area for small lot detached and attached single-family dwellings and multi-family residential dwellings. Public and quasi-public uses, and similar or compatible uses may also be appropriate.

Coastal High Density Residential (CR3) Zone: This Zone is intended primarily as an area for small lot detached and attached single-family dwellings and multi-family residential dwellings. Public and quasi-public uses, and similar or compatible uses may also be appropriate.

Coastal Visitor Serving Zone (CVS): This Zone applies to areas of the City appropriate for pedestrian oriented commercial development. The CVS Zone encompasses a unique location near the beachfront, and is a transitional area to the West Grand Avenue downtown area to the east. The provisions of this Zone encourage an attractive area that provides convenience goods and services that support visitor needs related to beach activities and surrounding neighborhood areas. The provisions of this Zone do not allow residential uses west of the Union Pacific Railroad tracks

Coastal Commercial Zone (CC): This Zone applies to a unique area of the City generally located between Front and Beckett Streets, south of Atlantic City Avenue, which contains a mixture of industrial, commercial and residential uses. Appropriate new uses for the area include visitor serving uses, commercial services, personal services, office, live/work, mixed use, and adaptive reuse. In addition, artisan manufacturing is encouraged where items such as pottery, jewelry, crafts, food and winemaking are sold on-site.

Coastal Industrial Zone (CI) Zone: This Zone applies to areas of the City appropriate for light manufacturing and assembly, industrial parks, warehouses, and similar and compatible uses. The area is also appropriate for smaller service businesses such as contractor's yards, vehicle repair and storage, and material sales and supplies. Live-work may be appropriate when compatible with surrounding uses.

Coastal Industrial Commercial Zone (CIC): This Zone applies to the area adjacent to the Coastal Commercial Zone. The area is appropriate for technology businesses, custom and light manufacturing and assembly, and similar and compatible uses where all operations are conducted within the building. The area is also appropriate for office uses, live-work, recreational uses and similar and compatible uses.

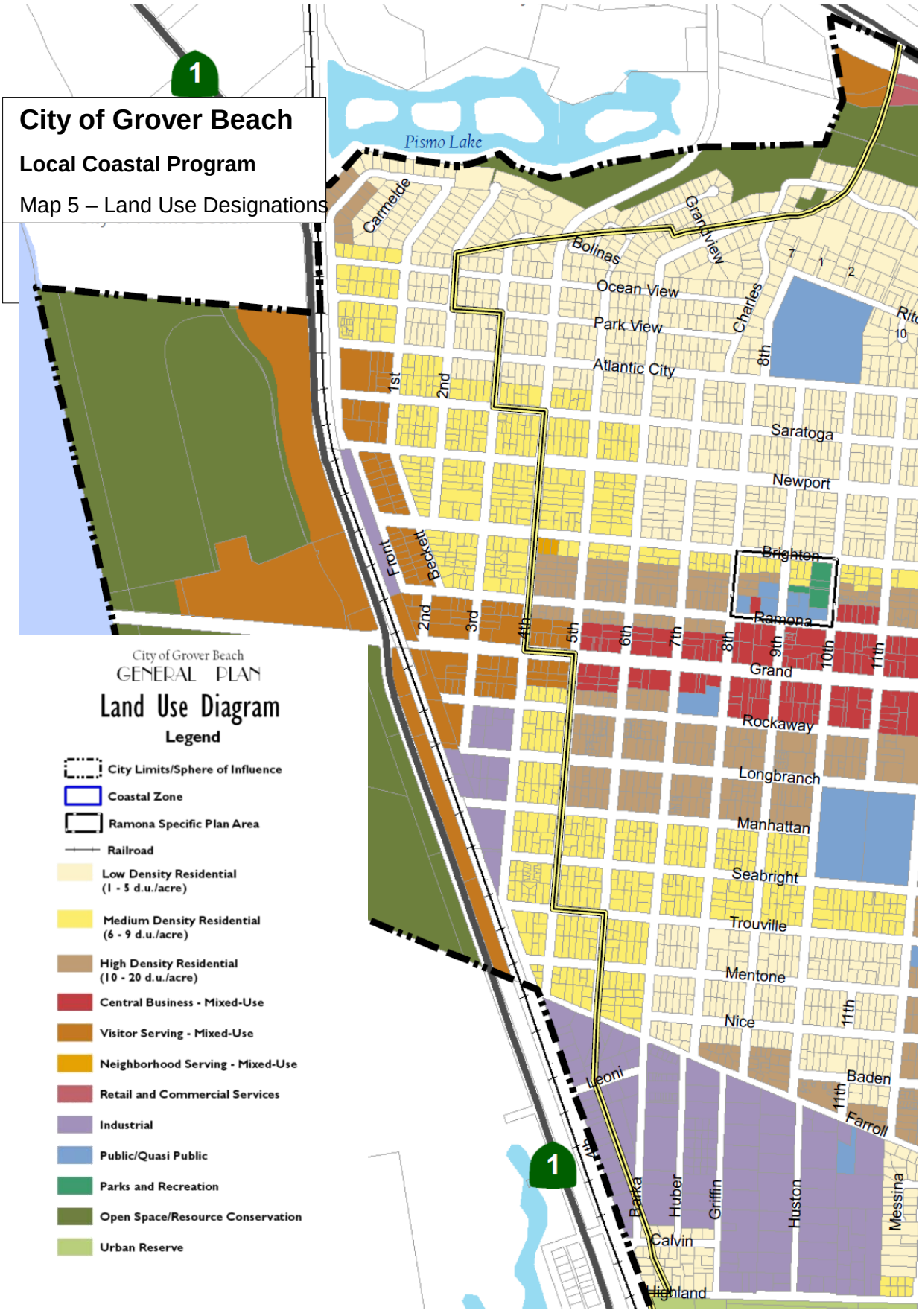
Coastal Open Space Zone (COS): This Zone is designed to protect and preserve sensitive natural areas including but not limited to those containing significant habitat areas, rare or endangered plant and animal species, and erosion-prone lands. Opportunities for educational and scientific study of undisturbed natural environments are encouraged.

Coastal Golf Course Zone (CGC): This Zone applies to the Pismo State Beach public golf course facility within the coastal zone.

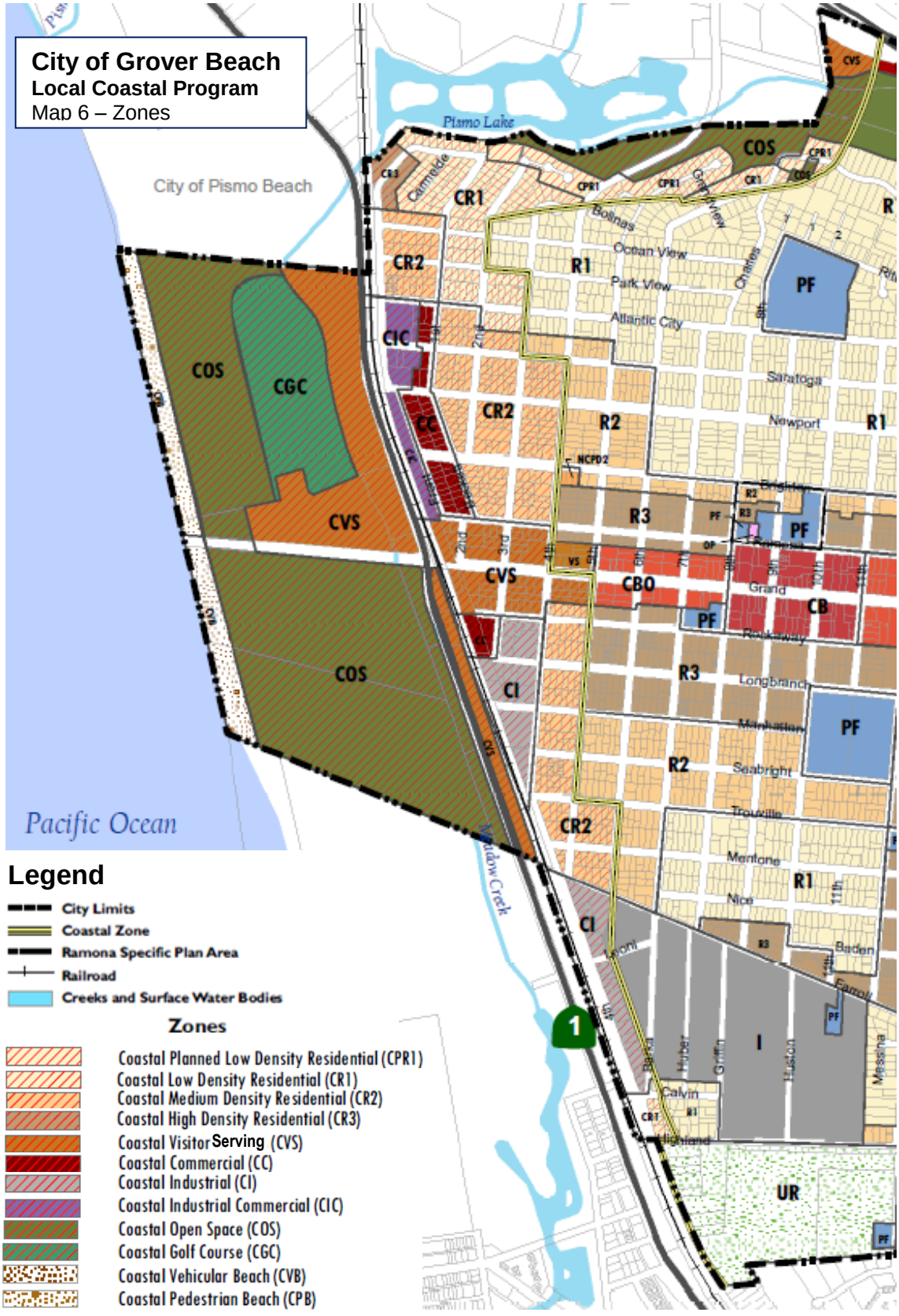
Coastal Pedestrian Beach Zone (CPB): This Zone applies to the area adjacent to the beach, generally north of the West Grand Avenue terminus. The purpose is to provide a public beach area in which non-vehicular beach activities can be pursued free from conflict with vehicular beach users.

Coastal Vehicular Beach Zone (CVB): This Zone applies to the area adjacent to the beach, generally south of the West Grand Avenue terminus. The purpose is to provide an area in which

vehicular beach activities are allowed which will not significantly disrupt native vegetation or sensitive habitat areas.


City of Grover Beach
Local Coastal Program
Map 5 – Land Use Designations
Pismo Lake
Carmelde
Bolinas
Grandview
Ocean View
Park View
Atlantic City
Charles
8th
1st
2nd
Saratoga
Newport
Brighton
Ramona
Front
Beckett
2nd
3rd
4th
5th
6th
7th
8th
9th
10th
11th
Grand
Rockaway
Longbranch
Manhattan
Seabright
Trouville
Mentone
Nice
11th
Baden
11th
Farroll
Leoni
Banka
Huber
Griffin
Huston
Messina
Calvin
Highland
City of Grover Beach
GENERAL PLAN
Land Use Diagram
Legend
City Limits/Sphere of Influence
Coastal Zone
Ramona Specific Plan Area
Railroad
Low Density Residential (1 - 5 d.u./acre)
Medium Density Residential (6 - 9 d.u./acre)
High Density Residential (10 - 20 d.u./acre)
Central Business - Mixed-Use
Visitor Serving - Mixed-Use
Neighborhood Serving - Mixed-Use
Retail and Commercial Services
Industrial
Public/Quasi Public
Parks and Recreation
Open Space/Resource Conservation
Urban Reserve

Map 6 – Zones


City of Grover Beach
Local Coastal Program
Map 6 – Zones
Pismo Lake
City of Pismo Beach
Pacific Ocean
Oso Flaco Creek
Legend
City Limits
Coastal Zone
Ramona Specific Plan Area
Railroad
Creeks and Surface Water Bodies
Zones
Coastal Planned Low Density Residential (CPR1)
Coastal Low Density Residential (CR1)
Coastal Medium Density Residential (CR2)
Coastal High Density Residential (CR3)
Coastal Visitor Serving (CVS)
Coastal Commercial (CC)
Coastal Industrial (CI)
Coastal Industrial Commercial (CIC)
Coastal Open Space (COS)
Coastal Golf Course (CGC)
Coastal Vehicular Beach (CVB)
Coastal Pedestrian Beach (CPB)