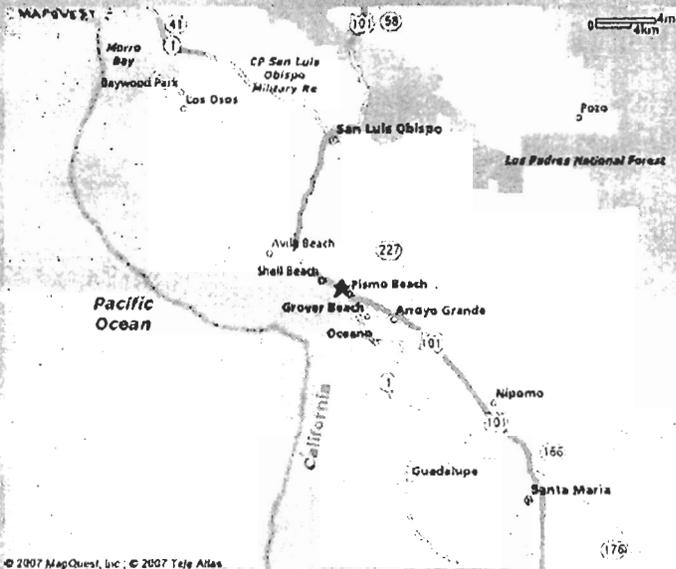
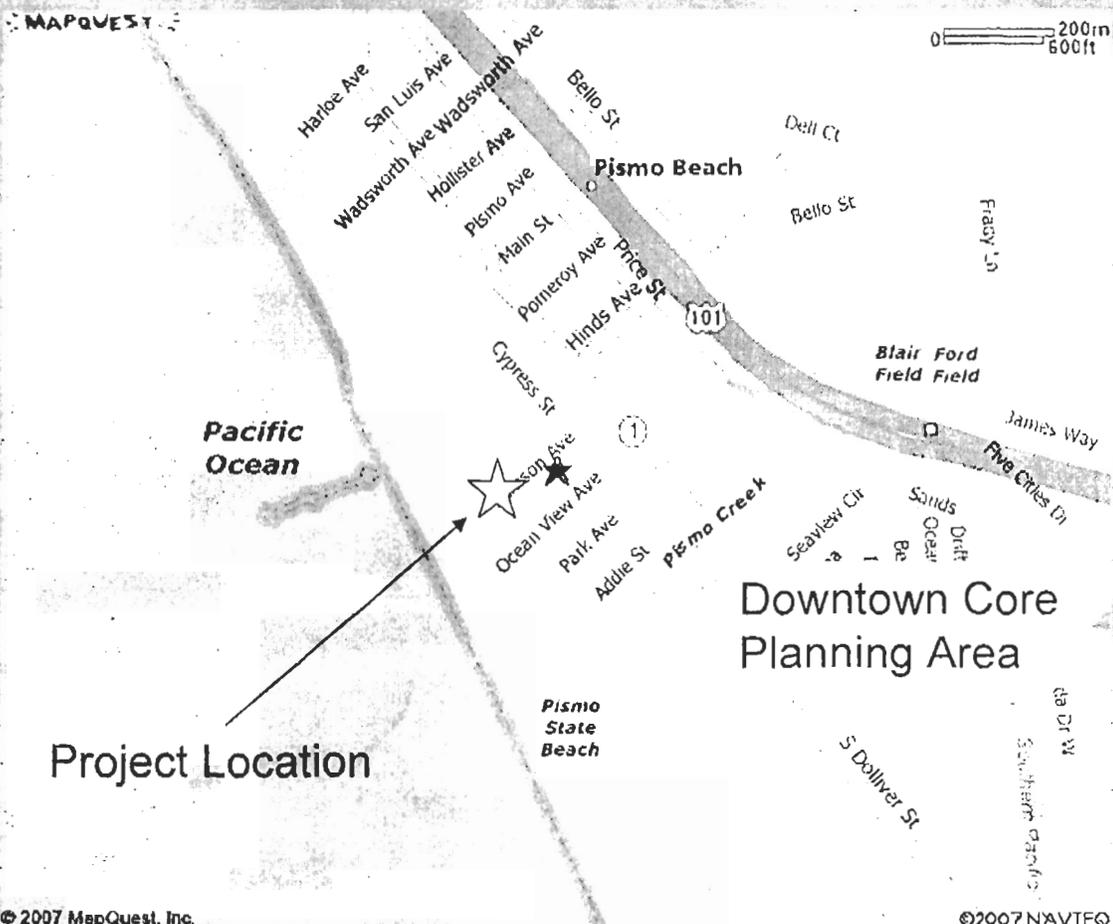


Exhibit 1



Pismo Beach Vicinity Map



Project Location

Downtown Core Planning Area

Exhibit 2

147 Stimson Avenue
APNs 005-152-027
and 005-152-032

Stimson Avenue

Project Site

← To Pismo Pier

RECEIVED

DEC 16 2005

RESOLUTION NO. 02-0138
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PISMO BEACH ADOPTING THE MITIGATED NEGATIVE DECLARATION, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTION 15074, A CONDITIONAL USE PERMIT, COASTAL DEVELOPMENT PERMIT, ARCHITECTURAL REVIEW, VARIANCE FOR PROJECT NO. 02-0138, APN: 005-152-027

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

WHEREAS, HMW Group, (The "Applicant") has submitted applications to the City of Pismo Beach for approvals of a Conditional Use Permit, Coastal Development Permit, Architectural Review and Vesting Tentative Map for demolition of a 13 unit residential hotel and construction of a new 77,585 s.f. 67 room hotel with underground parking at 147 Stimson Street and;

WHEREAS, the Planning Commission held a duly noticed public hearing on October 25, 2005 at which all interested persons were given the opportunity to be heard; and

WHEREAS, the determination is made that under the provisions of the California Environmental Quality Act (CEQA), this project qualifies for issuance and adoption of a Mitigated Negative Declaration; and,

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Pismo Beach, California as follows:

A. FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1. The project consists of construction of a new hotel development, located within the urban areas of the City, and on a site zoned for commercial development.
2. There are no site constraints or other factors that have otherwise not been addressed within the Initial Study/Mitigated Negative Declaration (attached hereto as exhibit A), therefore, the potential for any significant environmental impact has been mitigated to be less than significant.
3. That the Mitigation and Monitoring program attached to the Mitigated Negative Declaration, has been reviewed and determined to be adequate in mitigating or avoiding potentially significant environmental effects.
4. The public hearing and issuance of the Mitigated Negative Declaration for this project has been adequately noticed and advertised, to the provisions of Sections 15072, 15073, and 15074 of the CEQA guidelines and California Government Code Sections 65090, 65091, and 65095.

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(page 1 of 19 pages)
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13. The 77,585 s.f. 67-unit hotel with related improvements will provide adequate parking for the hotel with the use of tandem parking consistent with Zoning Code criteria 17.108.0206B.
14. Zoning Code section 17.102.010 (9c) specifies that "All structures on ocean fronting parcels shall be limited to 25 feet above site grade." The intent of this requirement was to limit tall excessive massing directly adjacent to the promenade. The ocean front elevation of the hotel notes a 35' height limit with extensive articulation to alleviate the appearance of a solid block wall along the oceanfront. This articulation includes on the 65' frontage (of the entire 152' ocean frontage) where hotel rooms are proposed adjacent to the boardwalk, the proposed structure has a 12' façade that recesses approximately 9' into the building. A second level façade is 25' and the building height is limited to 35'. The distance of each level of the building further facilitates building articulation, with a building step back of 9' to the first level, 15' to the second level and 19' to the first level from the property line. The design of this project where the majority of the project ocean frontage is left open to a courtyard complies with the spirit of this requirement.
15. The parking demands for the hotel and meeting room together vary in times; the proposed reduced 81 parking spaces, equating to an approximately 5% reduction in parking will adequately accommodate both the hotel and meeting room uses.
16. The development of the project as an ocean front hotel is a coastal dependent facility and exempt from the housing replacement policy requirements of GP/LCP policy H-13.

C. VARIANCE FINDINGS

1. The subject property is adjacent to the balance of the Clamdigger site to the northwest. The adjacent site is zoned Commercial-Retail (C-1) and has no setback requirements. If and when the adjacent site is developed, a 5' side yard setback on the subject property would create an alleyway with no purpose or function. The setback and dedication requirements for the ocean front of the property requires the applicant to move the project back as far as possible to maintain a functional ocean frontage consistent with the zoning code requirements.

This is a special circumstance relating to the location and surroundings of the subject site. Because of the location and surroundings of the site, the strict application of the zoning ordinance would limit the project's ability provide adequate open space consistent with the pedestrian ambiance and scale specified in the City's General Plan/Local Coastal Plan. A requirement for strict adherence to zoning code side and rear setback requirements would deprive development potential afforded to other lots in the vicinity.

2. Granting the variance will not constitute a grant of special privilege inconsistent with limitations upon other property owners in the vicinity of the subject site. The project will have the same conditions and is subject to the same requirements as others properties in the area.

B. FINDINGS FOR APPROVAL OF THE CONDITIONAL USE PERMIT, COASTAL DEVELOPMENT PERMIT AND ARCHITECTURAL REVIEW:

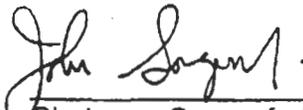
1. The project improvements conform to the public access and public recreation policies of Chapter 3 (commencing with Section 30220) of the California Coastal Act of 1976.
2. The new 77,585 s.f. hotel is appropriate in size so as to be compatible with the adjacent structures.
3. The architectural and general appearance of the development is in keeping with the character of the downtown area. The proposed 77,585 s.f. 67-unit hotel is compatible with the visual quality and character of the downtown and Pismo Beach Ocean fronting area.
4. The proposed 77,585 s.f. 67-unit hotel with related improvements is consistent with the General Plan land use designation of Commercial.
5. The proposed 77,585 s.f. 67-unit hotel with related improvements is compatible with the nearby existing uses and not detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the surrounding area of the proposed project.
6. The site is physically suitable for construction of project improvements to provide support for a new 77,585 s.f. 67-unit hotel with related.
7. The proposed 77,585 s.f. 67-unit hotel with related improvements is in keeping with the character of the surrounding commercial core area of the Downtown and is consistent with the zoning of the project site.
8. The proposed 77,585 s.f. 67-unit hotel with related improvements will not impair the desirability of investment or occupation in the downtown area.
9. The design of the 77,585 s.f. 67-unit hotel with related improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
10. The 77,585 s.f. 67-unit hotel with related improvements will not cause serious public health problems.
11. The proposed 77,585 s.f. 67-unit hotel with related improvements is not detrimental to the health, safety, and general welfare of persons living or working in the surrounding area of the proposed project.
12. The 77,585 s.f. 67-unit hotel with related improvements will not be detrimental to the orderly development of improvements in the surrounding area, and will not be detrimental to the orderly and harmonious development of the city.

3. The variance does not authorize a use or activity that is not otherwise permitted by the zone, the project is a hotel consistent with the requirements of the Zoning Code for development in an R-4 zoning district.

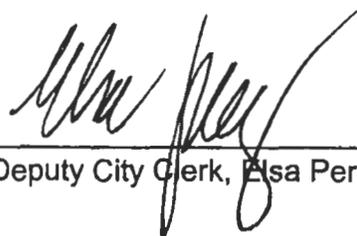
The Planning Commission does hereby approve the Mitigated Negative Declaration, (attached hereto as attachment A) and Conditional Use Permit, Coastal Development Permit and Architectural Review and Variance subject to the Conditions attached as attachment B .

UPON MOTION of Commissioner Ehring seconded by Commissioner Vardas, the foregoing Resolution is hereby approved and adopted the 25th day of October, 2005, by the following roll call vote, to wit:

AYES: Commissioners Ehring, Vardas, Sorgenfrei, Burns and Anderson
NOES: None
ABSTAIN: None
ABSENT: None



Chairman Sorgenfrei



Deputy City Clerk, Elsa Perez

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**CONDITIONS AND MITIGATION MEASURES
 PLANNING COMMISSION MEETING OF OCTOBER 25, 2005
 PERMIT NO. 02-0138: CDP / CUP/ ARP / VARIANCE
 147 Stimson, APN: 05-152-027 and 05-152-032**

CONDITIONS AND MITIGATION MEASURES FOR THE COASTAL DEVELOPMENT PERMIT, ARCHITECTURAL REVIEW PERMIT, CONDITIONAL USE PERMIT, AND VARIANCE

A. MITIGATION MEASURES

Number	Measure
1	<p>Air Quality Measures:</p> <p>a.</p> <p>c. This project may be subject to various regulations, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – asbestos NESHAP). The applicant must contact Tim Fuhs of the Air Pollution Control District Enforcement Division at 781-5912 to determine if additional permits must be obtained or regulations met.</p> <p>d. Prior to any grading activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if Naturally-Occurring Asbestos (NOA) is present within the area to be disturbed. If NOA is not present, an exemption request must be filed with the District. If NOA is found, the applicant must comply with all requirements outlined in the Asbestos ATCM.</p> <p>Monitoring: Building plans shall be reviewed for compliance.</p>
2	<p>Measure: Cultural resources measures:</p> <p>d. A historical archaeologist or other qualified professional shall be on site during demolition of the residential units. This professional shall make note of the materials used in the construction of the buildings and of the nature of the foundation or lack of it, and any other construction elements not identified in the supplemental study. The professional shall later compile this information in a report to the Community Development Department.</p> <p>e. Copies of the supplemental study (source 19) shall be kept in the archaeological files maintained by the Community Development Department, and made available to qualified historians when requested.</p> <p>f. Archaeological monitoring shall be performed by a qualified archaeologist or person trained by a qualified archaeologist. Following demolition, an extended phase I archaeological investigation shall be performed. Such study should take the form of limited subsurface testing using shovel test probes.</p> <p>The archaeologists conducting these separate studies shall</p>

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	<p>recommendations on any further study needed. The Community Development Director shall make the final determination of further action required, consistent with State law.</p> <p>Monitoring: Contracts with qualified archaeologists will be required to be submitted during the building plan check process.</p>
3	<p>Measure: The recommendations in the geotechnical investigation shall be followed in the development of structural designs for the project.</p> <p>Monitoring: Building plans will be reviewed for compliance.</p>
	<p>Measure: The subterranean garage wall shall be raised to a height of 17.5 feet, or modifications shall be made as recommended by the consulting geological engineers at the time that working drawings are developed, to reduce the frequency of overtopping by waves during an El Niño or tsunami event.</p> <p>Monitoring: Structural plans shall be signed by the geological consultants or other proof shall be submitted to Planning and Building Divisions to show that the recommendations of the geological wave-up study have been followed.</p>
	<p>Measure: The parking garage may not encroach into the City's right-of-way. The following (and other possible) solutions must be considered in the review of this development:</p> <ul style="list-style-type: none"> • The additional area needed for street improvements may be granted as an easement rather than a street dedication, making it the responsibility of the land owner rather than the City. <p>Monitoring: The planner developing the staff report will discuss this issue and possible solutions. The Planning Commission will be asked to choose an appropriate solution, if one has not already been determined (such as the elimination of the dedication requirement).</p>
4	<p>Measure: The applicant shall submit, prior to issuance of a demolition permit for the housing on site:</p> <ul style="list-style-type: none"> □ A plan, acceptable to the Community Development Director, for providing relocation assistance to moderate-income- and below tenants. Plan shall include reasonable moving expenses and assistance in finding new homes, as described in Housing Element policy H-13. <p>Monitoring: The project planner will insert these requirements into the recommended conditions. The planner will then check for these items during plan check.</p>

B. CONDITIONS TO BE MET PRIOR TO ISSUANCE OF THE BUILDING PERMIT:

PLANNING CONDITIONS

1. **COMPLIANCE WITH PLANNING COMMISSION APPROVAL.** Prior to the issuance of a building permit, the Project Planner shall confirm that the

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construction plot plan and building elevations are in compliance with the Planning Commission's approval and conditions of approval.

2. Project shall comply with all of the following:

Item	Project Permitted/Required
Max bldg height Exceeding height limits	35 feet above existing natural grade at any point. Height limits shall not be exceeded by more than 5.25' for architectural features
<u>Height limitation overlay zone:</u> Special Height limits – ocean fronting parcels in the Commercial core planning area	On the 65' frontage (of the entire 152' ocean frontage) where hotel rooms are proposed adjacent to the boardwalk, the structure will include a 12' façade that recesses approximately 9' into the building. A second level façade is 25' and the building height is limited to 35'. 1 st level: 9' 2 nd level: 15' 3 rd level: approximately 19' modifications may be approved by the Community Development Director, but shall not exceed a one story facades no higher than twelve (12) feet in height above site grade (including roofs) shall be permitted immediately adjacent to the boardwalk. Additional story facades beyond the first level shall maintain the following minimum setbacks from the inland extent of the public boardwalk: 1 st level – none required 2 nd level 7 – 10' minimum setback 3 rd level – 14' – 20' minimum setback
Max lot coverage	14,685 s.f or 32% lot coverage, Modifications to increase lot coverage up to 55% may be permitted by the Community Development Director with the redesign of the project plaza area. (45,465 s.f. lot x 55% = 25,005 s.f.)
Building floor area	45,685 s.f. (excludes lower level parking area, more than 50% of that area is below site grade and does not count as a part of the total building area.) Modifications to increase total building floor area up to 125% (to 56,831 s.f.) may be permitted by the Community Development Director with modification of the plaza area and portico to accommodate fire department access.

Item	Project Permitted/Required
Minimum planting area	20% of lot area or 9,093 s.f. is required, with a redesign of the courtyard area and planting material subject to the CD Director's approval prior to issuance of a building permit.
Minimum front yard setback	15' – the ocean front section of the site is considered as the front yard
Minimum interior side and rear yard setbacks	A zero setback is permitted.
Minimum street side yard setback	10'
Parking	81 spaces shall be provided

3. **PROMENADE ACCESS** - Applicant shall construct access to the Promenade as shown on the approved project plans and provide an interpretive panel or art feature identifying a beach plant or animal life along the promenade adjacent to the hotel, subject to review and approval by the Parks, Recreation and Beautification Commission prior to issuance of a building permit.

4. **LANDSCAPE AND COURTYARD PLANS:**

- a) Landscape plans, including hardscape, irrigation and planting material and related courtyard structures shall be reviewed and approved by the Community Development Director prior to issuance of a building permit or recordation of final map.
- b) The Courtyard area shall include public art and be reviewed through the City's public art process.
- c) The courtyard and entry to the courtyard from the Promenade will be open to the general public. *(added by the Planning Commission, 10/25/05)*

4. **SIGN PROGRAM:** A uniform sign program to be submitted to the Community Development Department Planning Division for review and approval prior to issuance of a building permit on the project.

5. **STIMSON STREETScape IMPROVEMENTS:** Streetscape improvements along Stimson shall comply with the City's downtown streetscape design, which includes new sidewalks, curb and gutter, street lights and palm trees. Patterns and specifications for said improvements will be provided by the City of Pismo Beach.

6. **BICYCLE PARKING:** On-site bicycle parking shall be provided at a rate of one bicycle space per every ten car parking spaces.

7. **EMPLOYEE BREAK ROOM:** An employee break room shall be provided that includes space to sit and eat and that includes a refrigerator, microwave oven, and sink.

8. EMPLOYEE PARKING SPACE: At least one preferential carpool parking space shall be provided for employees.
9. EMPLOYEE FACILITIES: Minimum of one shower and three lockers shall be provided for the use of employees or bike or walk to work. Such use will be at no cost to the employee.
10. APCD TRANSPORTATION CHOICES PROGRAM: The hotel management shall join the APCD's Transportation Choices Program to keep employees informed about up-to-date available transportation choices and to have public transportation information available for guests.

Building conditions

11. The title sheet of the plans shall include:
 - a. Street address, lot, block, track and Assessor Parcel number.
 - b. Description of use
 - c. Type of construction
 - d. Height of the building
 - e. Floor area of building (s)
12. The Title sheet of the plans shall indicate that All construction shall conform to the 2001 California Building Code (1997 UBC and California amendments), 2001 California Mechanical Code (2000 IAPMO, UMC and California amendments), 2001 Plumbing Code (2000 IAPMO UPC and California amendments), 2001 California Electrical Code (1999 NEC and California amendments), and Accessibility Standards where applicable and all City codes as they apply to this project.
13. Code adoption dates are subject to change. The code adoption year is established by application date of plans submitted to Building Division for plan review.
14. Plans shall be submitted by a California licensed architect and/or engineer.
15. A separate grading plans complying with Appendix Chapter 33, UBC, and Title 15 PMBC, shall be required.
16. A soils investigation shall be required for this project.
17. The location of the building should be identified on an established flood hazard map (most recent flood insurance rate map published by FEMA may be considered).
18. Certification that the actual elevation of structures in relation to mean high sea level by a licensed surveyor/engineer.
19. Well-established engineering principles should consider the effect of hydrostatic and hydrodynamic forces.
20. Erosion control of the site shall be clearly identified and mitigated.

21. Spaces below the base flood elevation in a coastal high zone shall be free of obstruction.
22. A sound transmission study may be required for multi-family buildings. Mitigating factors shall be indicated on the plans.
23. Fire sprinklers are required per City codes.
24. Projects shall comply with current City and State water conservation regulations.
25. Dust and erosion control shall be in conformance with standards and regulation of the City of Pismo Beach.
26. Any demolition shall comply with A.P.C.D. regulations, and A.P.C.D. permits, if required for the demolition, shall be obtained prior to the issuance of Pismo Beach City Building Division Demolition permits.
27. The permittee shall put into effect and maintain all precautionary measures necessary to protect adjacent water courses and public or private property from damage by erosion, flooding, deposition of mud or debris originating from the site.
28. A licensed surveyor/engineer shall verify pad elevations, setbacks, and roof elevations.
29. Clearly dimension building setbacks and property lines, streets centerlines, and between buildings or other structures on plot plan.
30. All cut and fill slopes shall be provided with subsurface drainage as necessary for stability; details shall be provided.
31. Certification of compliance with the grading plans and soils report shall be submitted to the Building Division prior to final approvals.
32. Title 24, Energy Conservation Documentation shall be prepared and submitted with the Building application.
33. The accessible parking appears not to meet accessible parking standards for the required number of spaces and location. The parking layout will require approval prior to issuance of a building permit.
34. Accessible parking spaces shall be located such that they do not compel users to travel behind parked cars other than their own. CBC 1129B.4.3
35. Four Accessible parking spaces are required per CBC 1129.B.1
36. Reduce the amount of disturbed area where possible;
37. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency is required whenever

wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.

38. All dirt stockpile areas must be sprayed daily as needed.
39. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
40. Wall and attic insulation shall exceed Title 24 requirements.
41. South-facing windows shall be shaded or otherwise designed to reduce the heat load from the sun and thereby reduce air conditioning requirements.
42. A portion of the hot water requirements for the hotel shall be met by use of solar heating.
43. Windows shall be double-paned or the equivalent in energy saving.
44. Where possible, appliances shall be built-in and energy-efficient.

Engineering conditions
General Improvement Requirements

45. Identify the scale on project layout drawings and present proposed layouts to scale. All Project improvements shall be designed and constructed in accordance with City standards and specifications and in accordance with all applicable City Ordinances. Where no City Standard or Specification exists, the Standards and Specifications of the County of San Luis Obispo shall govern. The decision of the City Engineer shall be final regarding the specific standards that shall apply.
46. Public improvement plans including the following shall be prepared by a registered Civil Engineer and approved by the Public Services Department, Engineering Division:
 - Grading, drainage and erosion control.
 - Street paving, curb, gutter and sidewalk as determined necessary by the City Engineer.
 - Public utilities.
 - Water and sewer.
47. If deemed necessary by the City Engineer, plans within the right-of-way shall include profile drawings. Improvement plans shall accurately identify the size and location of all existing public and private utilities within 10' of the property, and in all public right-of ways fronting the property. Show all proposed private utilities and Tie-in locations.

48. Upon approval of the improvement plans, the applicant shall provide a reproducible mylar set and 3 sets of prints of the improvements for inspection purposes. Prior to acceptance of the improvements, the applicant shall provide reproducible mylars, and 2 sets of prints of the approved record drawings (as built).
49. The applicant will be responsible for obtaining an encroachment permit for all work within a public right of way (City or Caltrans).
50. The City Engineering Division shall approve any landscaping or irrigation within a public right of way or otherwise to be maintained by the City.

Street Improvements

51. Street improvements shall be designed and constructed to the following street standards:
52. 18-foot half-street width on Stimson from centerline to curb, 5 foot wide integral sidewalks, curb and gutter on project side of the street.
53. The City General Plan Section LU-K-2 requires the construction of a cul-de-sac at the end of Stimson on the project side that meets public safety standards. The City standard cul-de-sac requires an outside radius of 40 feet to the curb and a 50 feet radius to the property line, which the existing cul-de-sac does not conform to. However, an alternative turnaround that incorporates portions of the proposed entrance may be approved if it meets the City Fire Department's dimensional requirements for a turnaround.
54. All site and floor plans must show the new right-of-way widths and street improvements. The proposed upper levels may not overhang above the street and sidewalk improvements.
55. The proposed lower parking area may encroach into the public right of way with the approval of an Encroachment Agreement by the Pismo Beach City Council, at their discretion.
56. Proposed upper levels may not overhang above the street and sidewalk improvements.
57. The proposed lower parking area may encroach into the public right of way with the approval of an Encroachment Agreement by the Pismo Beach City Council, at their discretion.
58. Street structural sections shall be determined by an R-Value soil test. The Traffic Index for each street shall be as follows:
 - a. T.I.= 5.5 for Local Streets (Stimson)
 - b. T.I.= 7.0 for Collector Streets.
 - c. T.I.= 8.0 for Arterial Streets.

Utilities

59. The applicant is responsible for securing Public Utility signatures for proposed utility relocations. Utility comments shall be forwarded to the City Engineer for approval.
60. All existing above ground utilities located on the property and property frontages shall be relocated underground.
61. The existing 10" water stub at the end of Stimson Avenue shall be abandoned to the tee and the existing fire hydrant relocated to accommodate the new cul-de-sac design.
62. The existing fire hydrant at the corner of Stimson and Cypress shall be modified to add a control gate valve.

Dedications and Easements

63. The owner shall offer for dedication to the public the following easements:
64. Half-street right of way, 28 feet wide, a 3-foot public right of way dedication along Stimson is required

Grading and Drainage

65. All grading and drainage improvements shall be designed and constructed in accordance with the City Grading Ordinance.
66. A preliminary grading soils and geology report for the project shall be prepared by a registered professional and supported by adequate test borings. The report shall address the need for slope protection measures and shall identify requirements for grading and structural footings. All earthwork design and grading shall be performed in accordance with the approved soils report.
67. A Grading and Drainage plan shall be submitted in accordance with the City Grading Ordinance.
68. Plans shall include Engineering Division standard notes.
69. An Erosion and Drainage Control Plan shall be submitted in accordance with the City Grading Ordinance. The plan shall reflect "Best Management Practices" as proposed in the California Regional Water Quality Control Board Erosion and Sediment Control Field Manual, and shall include both temporary measures (to be used during construction, and until permanent measures are completed/ established) and permanent measures. No Building Permits will be issued during the period from October 15 to April 15 without prior approval of the Engineering Division and an approved erosion and sediment control plan and construction

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schedule. Erosion control measures shall be in place and approved by the Engineering Division prior to the start of construction.

Fees and Bonds

70. The Applicant shall pay the following fees and post the following bonds as applicable at the time of construction prior to submitting the plans for approval:
City Standard Fees and Bonds

- Erosion Control Bond

71. The applicant shall provide a current title report.

Fire Department

72. **Address Numbers** – Plans for address numbers on every structure shall meet the following requirements:

- Numbers must be plainly visible and clearly legible from the frontage street
- All multi-unit residential numbers to be five (5) inches in height
- Numbers shall contrast with their background

73. **Access Roadways (For Fire Apparatus)** – access roads shall have all-weather driving surface capable of supporting fire apparatus weighing 40,000 lbs.

- The portico driveway must be able to accommodate a fire engine with a width no less than 20 feet, no overhead obstructions below 13' 6" and adequate turning radius. "loading Zone Only, No Parking" signs will be required.
- Fire lanes shall be a minimum of **24** feet wide.
- Access roads and fire lanes must have 13'6" overhead clearance.
- All-weather surface shall consist of an asphalt road.
- No combustible construction will occur prior to all-weather access being provided, and combustible construction may be stopped anytime these conditions are not met.

74. **Waterlines and Hydrant Distribution** – Prior to construction, plans for waterlines and hydrant locations shall be submitted to the Fire Department for approval.

75. No combustible construction shall be allowed until required hydrants and waterlines are in and serviceable.

76. Water mains should be a minimum of 8" in size.

77. Hydrants spaced maximum 300' for commercial.

78. **Fire Hydrants** – All fire hydrants shall conform to the Pismo Beach water distribution system materials list.

- Each hydrant to have one 4.5" outlet and two 2.5" outlets (wet barrel).
- Each hydrant shall be painted OSHA yellow.
- No rolled curbs will be allowed within 15" of a hydrant. Sidewalks shall have a minimum of 40" wide behind hydrant center line.

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- Curb to be painted red 15" both sides of hydrant.
 - A blue reflective marker shall be installed 6" off center of street in line with hydrant.
 - Must install new hydrant and water distribution lines in locations indicated in the adopted City Water Master Plan.
79. **Fire Flow** – All fire protection water must be gravity flow with adequate storage to meet domestic and required fire flow.
80. Required fire flow will be determined by the Fire Chief, City Engineer, CFC Appendix III-A and ISO.
81. In all cases the minimum acceptable residual pressure shall be 20 psi.
82. Minimum fire flow shall be 1500-5000 gpm for commercial.
83. **Standpipe System** – A Class I standpipe hose connection shall be installed on all floors and roof. A Class II standpipe system will be installed in the parking garage. This will be a minimum 1 inch hose reel(s) 150 feet long that can reach all portions of the garage.
84. **Utilities** – If gas meters, electric utilities or any part of the Fire Protection Water System are subject to vehicular damage, impact protection shall be provided:
85. **Smoke Detectors** – Provide smoke detectors conforming to State Fire Marshall Standard 12-72-2:
86. Detectors shall be installed in accordance with the approved manufacturer's instructions
87. **Refuse Areas** – Dumpsters and containers with an individual capacity of 1.5 cubic yards (40.5 cubic feet) or more:
88. Shall not be stored in buildings or placed within 5 feet of combustible walls, openings or combustible roof eave lines
89. Permanent refuse areas within 5 feet of combustible construction shall have automatic sprinklers installed
90. **Fire Alarm Systems** – Installation and maintenance of fire alarm system shall be in accordance with the U.F.C. section 1007.
91. **Automatic Fire Protection Sprinkler System** – Provide an Automatic Fire Sprinkler System to be monitored by an approved U.L. listed central station.
- This system shall comply with requirements of the California Fire Code, Pismo Beach Fire Department and NFPA
 - NFPA standard 13R system shall be installed in all R-1 occupancies.

- NFPA standard 13 system shall be installed in all other occupancies.
92. **Lockbox** – Provide an approved key lock box to be installed per Fire Department requirements.
93. **Fire Extinguishers** – Fire extinguishers shall be installed and maintained in U.F.C. Standards #10-1.
94. Portable fire extinguishers shall have a minimum rating of 2A-10BC.
95. **Roof Access** – Roof access shall be provided to all roofs from two remote locations.
96. **Building/Tenant Improvements** – All future building/tenant improvements shall be forwarded to the Fire Department for review and approval prior to the issuance of a building permit.
97. **Fire Protection Engineer** – A Fire Protection Engineer will review and stamp the Fire Protection Systems for this project (CFC 103.1.1). The Fire Protection Engineer will require that you provide working plans as outlined in NFPA 13, 6-1 and NFPA 72 (1999). The Fire Protection Engineer must be approved by the Fire Marshal.

Kitchen Hood Extinguishing System Submittals:

- If the project includes a restaurant a kitchen hood extinguishing system shall be installed.
- Plans shall be submitted to the Pismo Beach Fire Department for approval.
- The system shall be installed by a State licensed contractor.

Exiting:

98. All egress and exiting requirements shall comply with the California Building Code to provide egress from the building to the public way.

Special Events:

99. All special events shall be approved by the County Fire Department 30 days in advance. A list of Special Events should be submitted each year. The applicant must submit a site plan, a description of the events, the number of anticipated participants, measures taken to mitigate the impact of the events on public safety and a written emergency plan for medical aids, injuries, structure fires, wildland fires and other emergencies. The buildings which will be used for special events must be identified during plan review as they may impact the occupancy classification, thus changing the building requirements. No special events will be allowed in buildings designed for other uses, such as stables and barns unless the building is in full compliance of all requirements for assembly occupancy type. The County Fire Department will review the submitted plans and make comments and necessary requirements.

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 (page 16 of 19 pages)
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100. Emergency Plans for Hotels:

A written emergency plan will be developed and written for medical aids, structure fires, wildland fires and other types of emergencies. This plan should include an inventory of equipment and its location, trained personnel and their responsibilities, evacuation procedures of buildings, trails and other facilities, identification of safe refuge areas, facility evacuation and any other pertinent information. The plan should include a site map. NFPA 299 Chapter 10, NFPA 1620

C. During construction:

1. Owner and or owner's contractor are to take precaution against damaging road surfaces. Note: The existing street sections adjacent the property may be substandard and may be subject to damage by heavy loading/equipment during construction. The owner is responsible for protection against and/or repairs of, at owner's expense, any/all damage incurred during and/or due to construction.
2. Encroachment Permits are required prior to any/all work in the public right of way. City Streets are to remain open to through traffic at all times. A traffic control plan shall be submitted to the Engineering Division for approval prior to detours or rerouting of traffic. Excavation within the streets shall be covered or backfilled and paved prior to the end of work each day. No temporary or long term parking or storage of construction equipment or materials shall occur without prior issuance of an encroachment permit.
3. Erosion and Drainage control features are to be available to be placed in the event of rain or other erosive action to prevent any sediment from leaving the site at all times. Erosion control devices shall be installed and in place following daily construction activities from October 15 to April 15. The applicant shall notify the Engineering Division of any changes in construction, which will require additional erosion control measures.

MISCELLANEOUS/FEEES:

1. **REQUIRED FEES.** The applicant shall be responsible for the payment of all applicable development and building fees including the following:
 - a. All applicable current adopted development impact fees in place as of August 23, 2005 including the yearly CPI increases.
 - b. Water system improvement charge.
 - c. Water meter hook-up charge.
 - d. Sewer public facilities fee.
 - e. Park development and improvement fee.
 - f. School impact fees pursuant to the requirements of the applicable school district.
 - g. Building and construction and plan check fees: building fee, grading and paving fee, plan check fee, plumbing, electrical/mechanical fee, sewer connection fee, Lopez assessment, Strong motion instrumentation, encroachment fee, and other fees such as subdivision plan check and inspection fees.

- h. Other special fees:
 - 1. Assessment district charges.
- Other potential fees
- i. Any other applicable fees.

- END -

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Attachment A: Text of Appeal

The City of Pismo Beach approved a proposal to demolish an existing series of small motel units and commercial building and construct a 4-level, 35-foot high, 67 room ocean front hotel with subterranean parking and related improvements. The project includes construction of a shoreline protective device within the foundation of the hotel. The proposal is to construct the garage foundation wall fronting the beach to a height of 17.5 feet above mean sea level to reduce the frequency of overtopping by waves during periods of high storm activity or a tsunami event. (City Application Number 02-0138; HMW Group LTD). The proposed project fronts Pismo State Beach just north of Stimson (147 Stimson; APN 005-152-027 & 005-152-032) in the Downtown Planning Area of the City of Pismo Beach. The City-approved project raises Local Coastal Program (LCP) and Coastal Act conformance issues and questions as follows:

The certified LCP regulates new development and construction of shoreline protective structures through Land Use Plan (LUP) Policies S-2 (New Development), S-6 (Shoreline Protective Devices), and Implementation Plan (IP) Chapter 17.078 (Hazards and Protection Overlay Zone), particularly Section 17.078.060(5) (Shoreline Protection Criteria and Standards). These applicable LCP policies and standards require new development to: minimize risk to life and property by avoiding development in high hazard areas; to only allow for shoreline protection structures when necessary to protect *existing* principal structures in danger of erosion; and finally, to only be approved if the new development can be accommodated without shoreline armoring for a period of 100 years.

In contrast to LCP policy S-2, the City's approval includes new development that extends into an area that is periodically inundated by wave run up and ultimately subject to wave attack (i.e., a high hazard area). The proposal includes construction of a subterranean parking garage beneath the entire ocean fronting site and below the level of the beach. The wave run up study prepared for the project indicates that under existing conditions, the site has a high potential for being flooded from an El Nino storm event and/or from a tsunami. In order to mitigate the impacts of the potential hazards, the City-approved project also includes a shoreline protective device that will be constructed simultaneously with the proposed new hotel, parking, and related improvements. This conflicts with the certified LCP policies and standards which state that seawalls may be approved to protect *existing* structures in danger from erosion (S-6) and that new development shall not be approved where it is determined that shoreline protection will be necessary for a period up to 100 years (17.078.060(5)). Thus, the City's approval raises questions of consistency with the certified LCP development and shoreline protection policies and standards.

The project also raises questions of consistency with the certified LCP standards for preserving views to and along the beach, as well as safeguarding against excessive mass and bulk, throughout the R-4 (hotel/motel and visitor serving) zoned district. Specifically, section 17.102.010(9)(c) of the 1983 zoning ordinance establishes a 25-foot height limit for new development on ocean-fronting parcels within the R-4 zone to preserve scenic views. Elsewhere in the R-4 zone, a height limit of 35 feet is allowed. Section 17.081.030(3) requires a series of graduated setbacks for each successive floor

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on the primary ocean fronting elevation, up to the maximum height permitted by the zone, to address scale and bulk.

The City-approved project includes three above ground floors that fronts the beach and all along Stimson. The proposed project will be constructed to a maximum height of 35 feet with a portion at the rear of the site rising to 42.5 feet. Additionally a tower feature at the beach elevation is proposed at 42 feet. The proposal includes a modest graduated setback at the south (beach) elevation for the second and third floors. The City's findings for approval indicate that with the façade setbacks, the proposed 3-story, 35 foot height structure meets the intent of the standard. The applicable standards require that both the maximum height be limited to 25 feet *and* a series of setbacks be incorporated to preserve scenic views and safeguard against excessive bulk and scale. The city-approved project exceeds the ocean front height limit by 10 feet and in some cases even more. It will block public views from the Stimson cul-de-sac and create an unusually large and massive structure directly adjacent to and looming over the public beach access promenade. As a result, the City's approval raises questions of consistency with the City's certified LCP.

Section 17.102.080(3) establishes the maximum allowable lot coverage for all structures within the R-4 zone at 55% of the parcel size. Limiting coverage helps keep a limit on density of development, preserve visual aesthetics, and also works to maintain safe levels of water quality. The approved project site consists of two parcels totaling 45,465 square feet. From the project description and plans, it appears that as much as 85% or more of the site will be covered by impervious structures. Structures, as defined in the certified LCP, includes anything constructed or erected on or in the ground or attachment to something having location on the ground, such as swimming pools, buildings, roads, driveways, paving, parking spaces, or at-grade patios. The City-approved project includes a parking garage that covers nearly the entire site. Above ground there are 13 hotel rooms, two meeting rooms, a fitness center, lobby, business center, shop, courtyard and outdoor whirlpool. As noted this development covers nearly the entire site. Accordingly, the City's approval raises questions with consistency with section 17.102.080(3) of the certified LCP.

Also at issue is the project's compliance with LCP Housing Policies. According to the Initial Study prepared by the City, there are thirteen small dwelling units currently on the site that would be demolished. The Initial Study states that the units appear to have been designed for transient occupancy several years ago, but have long been rented on a longer-term basis. According to the Initial Study, eleven units are rented on a month-to-month basis, one is occupied by the property owner, and one is vacant. The Initial Study indicates that seven of the monthly rental units are rented at rates affordable to lower-income residents and the remaining units are affordable to moderate-income tenants.

LCP Housing Policy H-13 requires a one-to-one replacement of units that have been rented at rates affordable to low and moderate-income households. There are exceptions to this replacement requirement for the demolition of 10 or fewer dwelling units, and for new coastal dependent or coastal related uses, unless the City determines that replacement of all or any portion of the units is feasible. In this case, the City presented inconsistent information regarding the number of affordable units to be

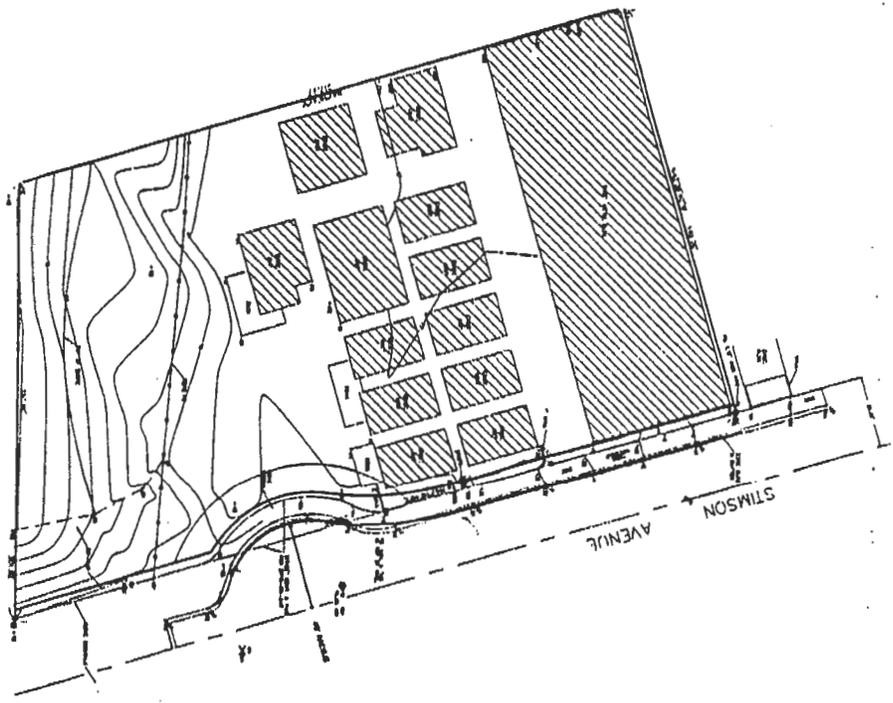
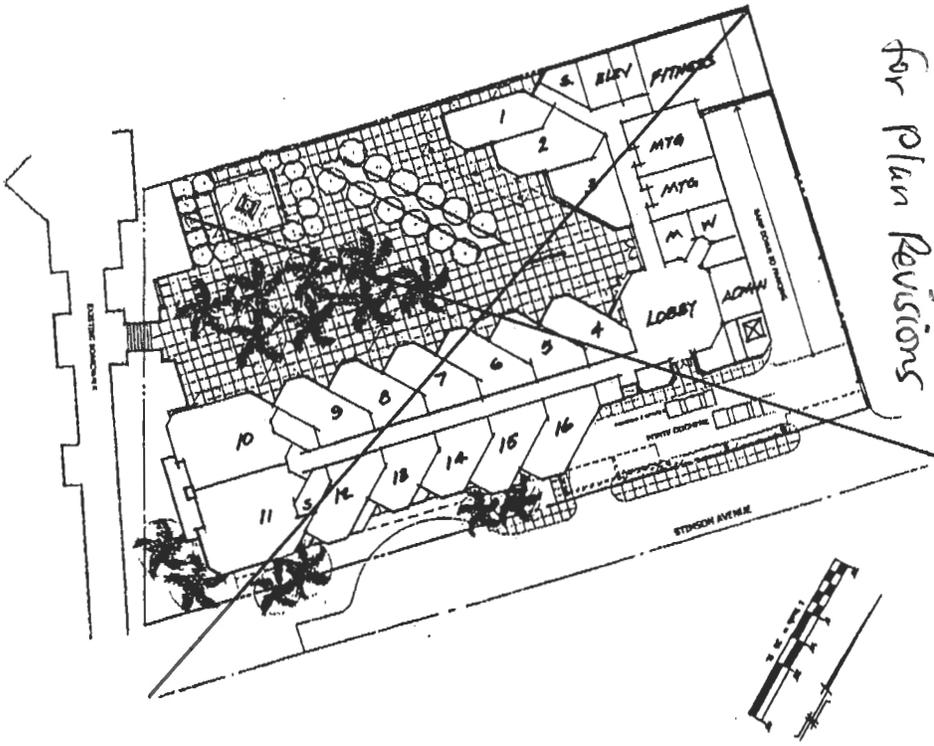
removed, inappropriately characterize the hotel project as a "coastal dependent use", and did not provide an analysis of the feasibility of providing replacement units. Therefore, the absence of a requirement to replace the affordable units that will be demolished by the project calls into question project consistency with LCP Policy H-13.

Finally, the City approved project raises issues regarding consistency with Coastal Act access policy 30213, calling for the protection, encouragement, and where feasible, preservation of lower cost visitor and recreation facilities. LCP Housing Policy H-14 states that the City may encourage the retention of older motels and cottage courts, which, where economically feasible, may continue to provide moderately priced overnight accommodations to Pismo Beach visitors, and identifies sources of economic assistance to facilitate such preservation. The information provided with the City's approval did not include an analysis of how the project may impact lower cost visitor and recreation opportunities, and therefore did not adequately address the requirements of Coastal Act Section 30213.

In sum, the City's LCP requires new development to be assured of 100 years of stability without reliance on shoreline protective structures. It also directs new development to be located outside of high hazard areas and stipulates that seawalls may be permitted to protect existing structures in danger from erosion. The City's LCP policies and standards further establish the height limits and lot coverage allowances designed to preserve scenic views, avoid excessive mass and scale, and protect water quality. In addition, LCP Housing policies require the replacement of affordable units, and encourage the retention of older motels and cottage courts. The City's approval does not appear to be consistent with the LCP in these regards, and raises further concerns regarding conformance to Coastal Act Access Policy 30213 regarding lower cost visitor and recreational facilities. These issues warrant a further analysis and review by the Coastal Commission of the proposed project.

CCC Exhibit 4
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See Exhibit 6
for plan revisions

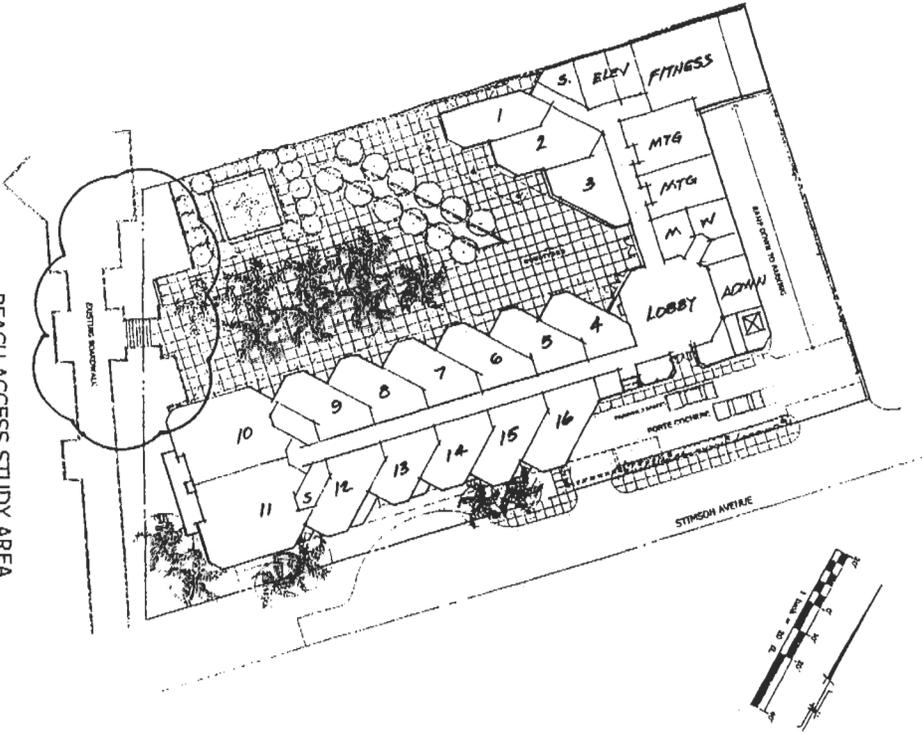


SAFETY MODIFICATIONS TO MEET CITY REQUIRED REPORT OF WAY ADJUSTMENTS

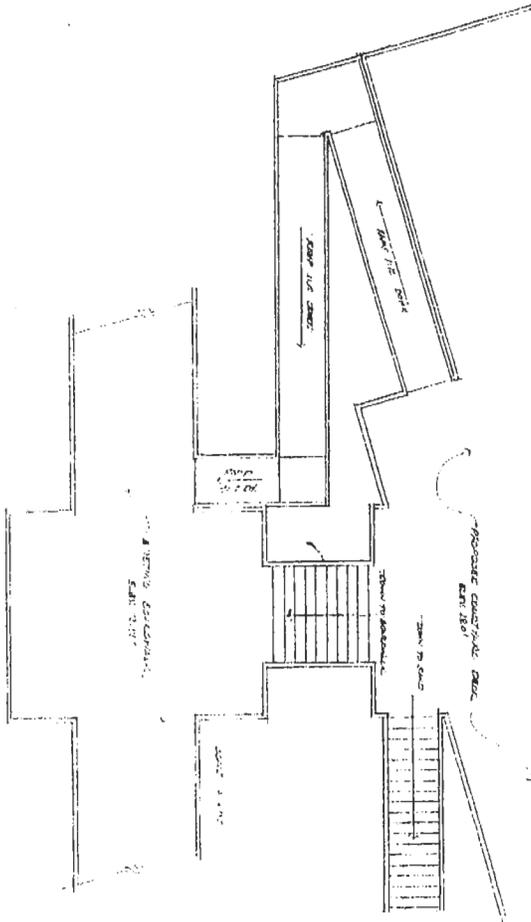
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(page 2 of 4 pages)

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BEACH ACCESS STUDY AREA



PROPOSED BEACH & HANDICAP RAMP ACCESS FROM THE HOTEL'S COURTYARD TO THE BOARDWALK AND BEACH



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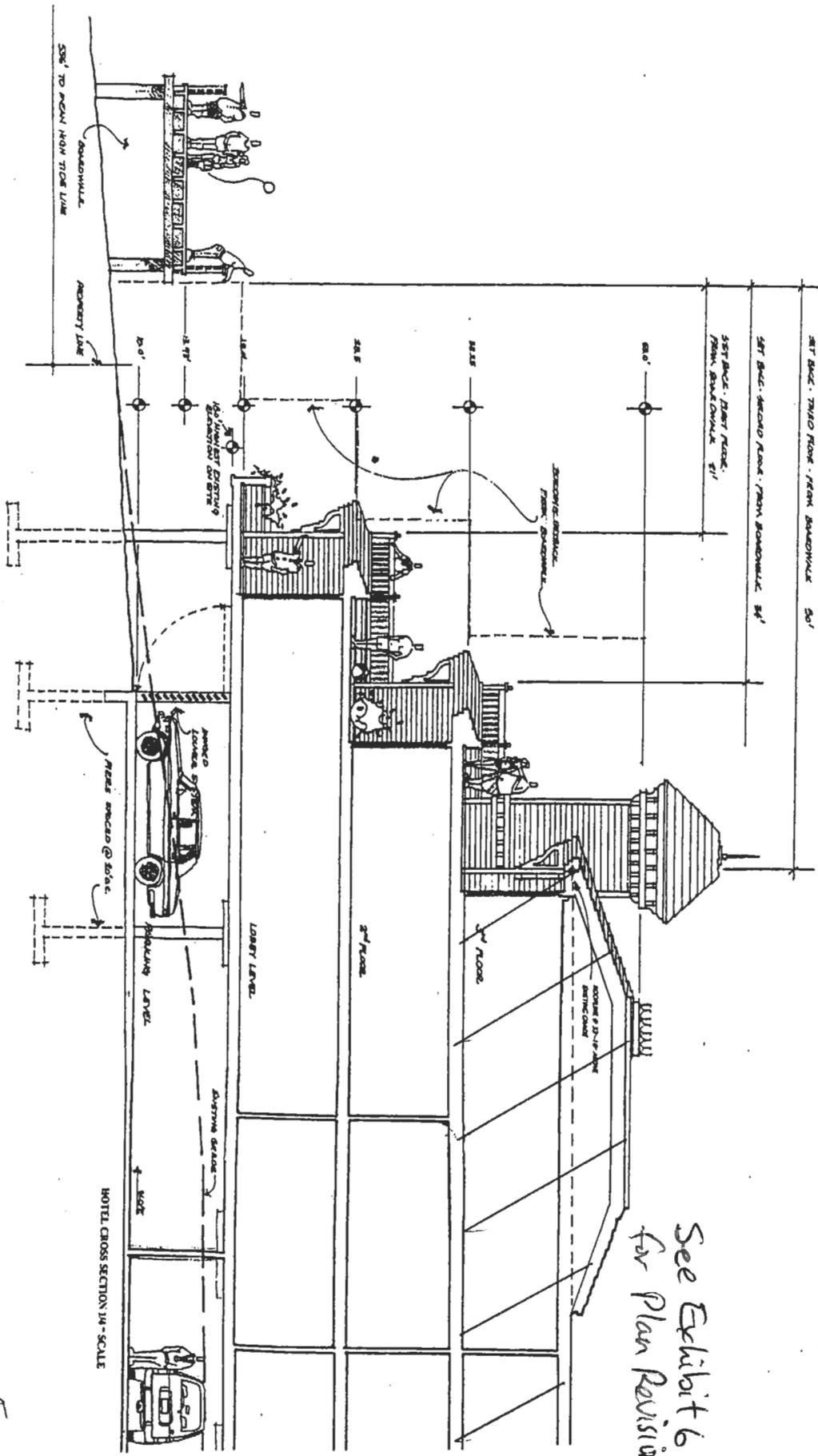
Enclosure 3

DATE	2/8
BY	
REVISIONS	

BEACHWALK RESORT, LLC
124 WEST MAIN STREET SUITE G
SANTA MARIA, CALIFORNIA 93458

BEACHWALK RESORT PISMO BEACH

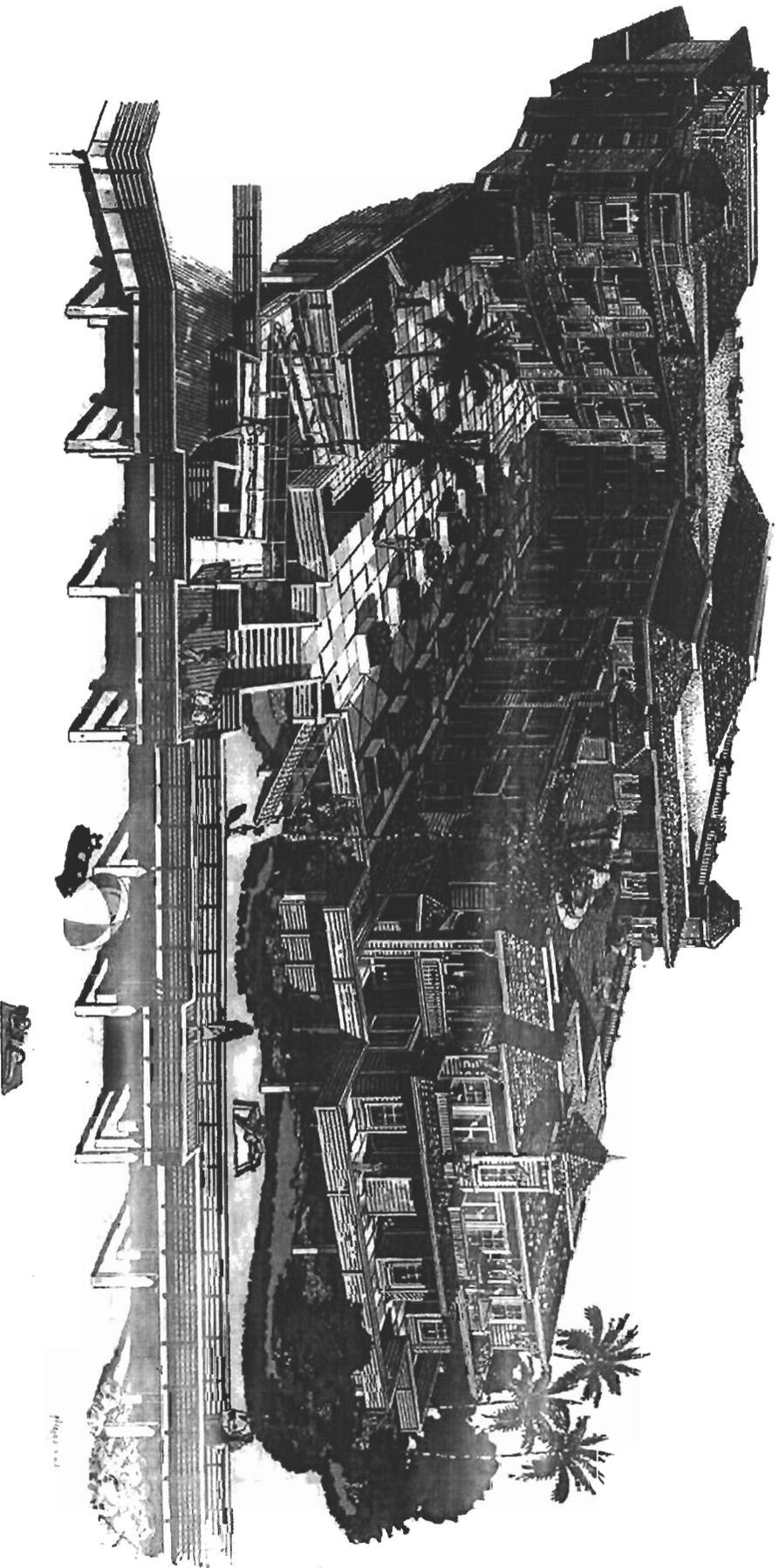
REVISIONS	BY	DATE



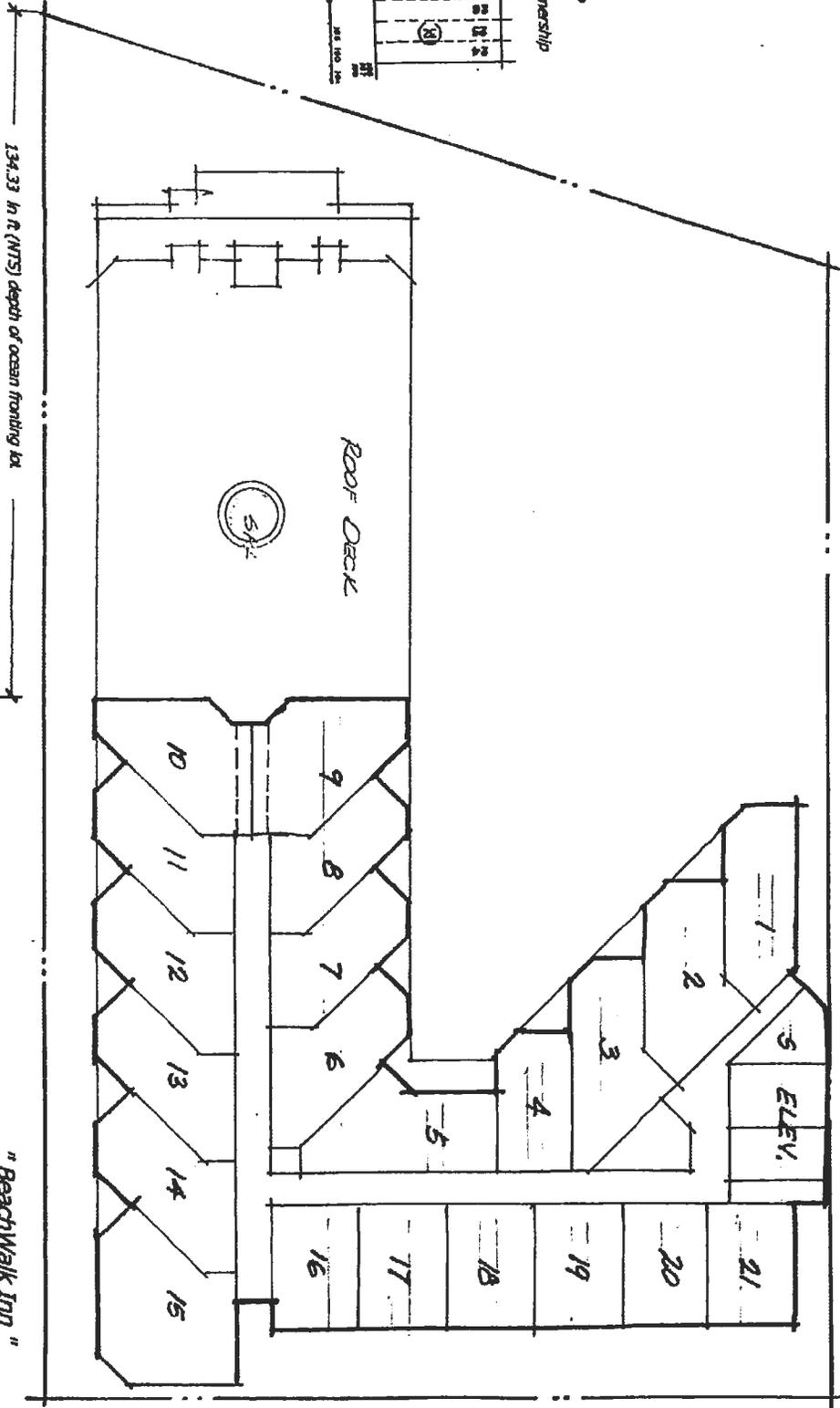
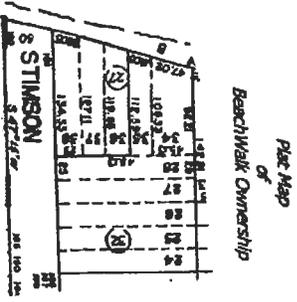
See Exhibit 6
for Plan Revisions

CCC Exhibit 5
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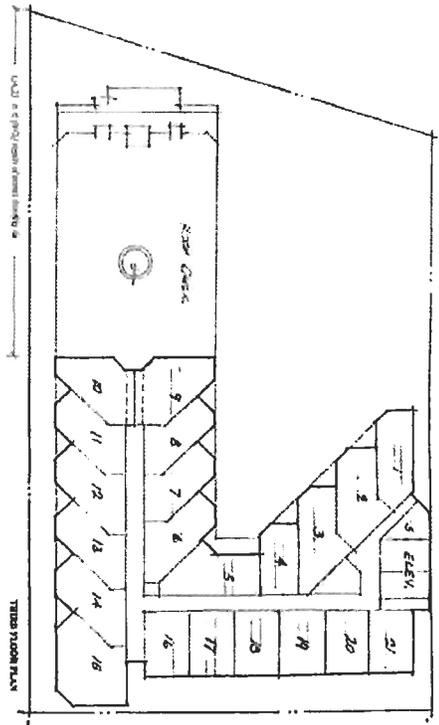
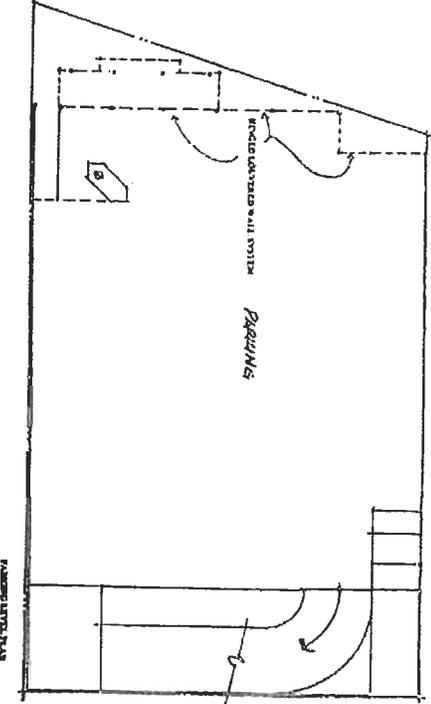
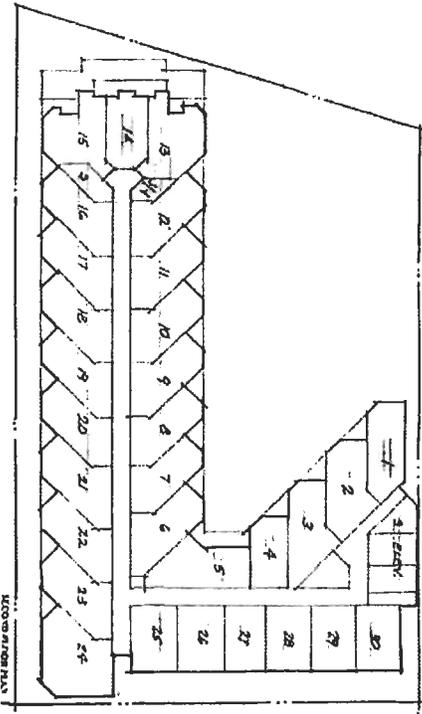
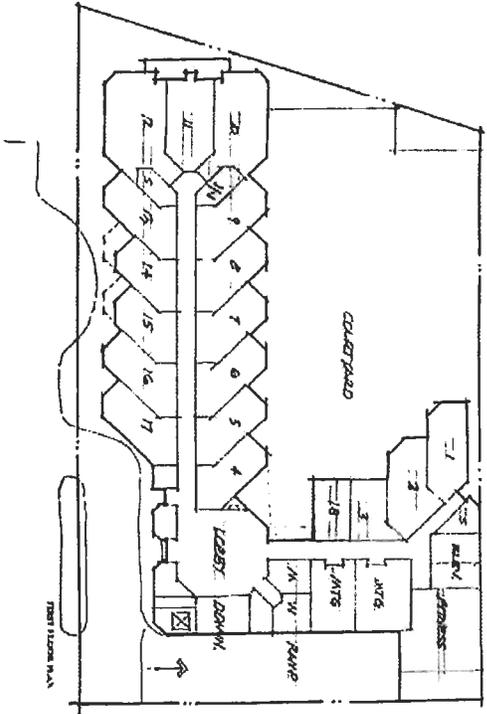
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A-3-PSB-06-001



CCC Exhibit 6
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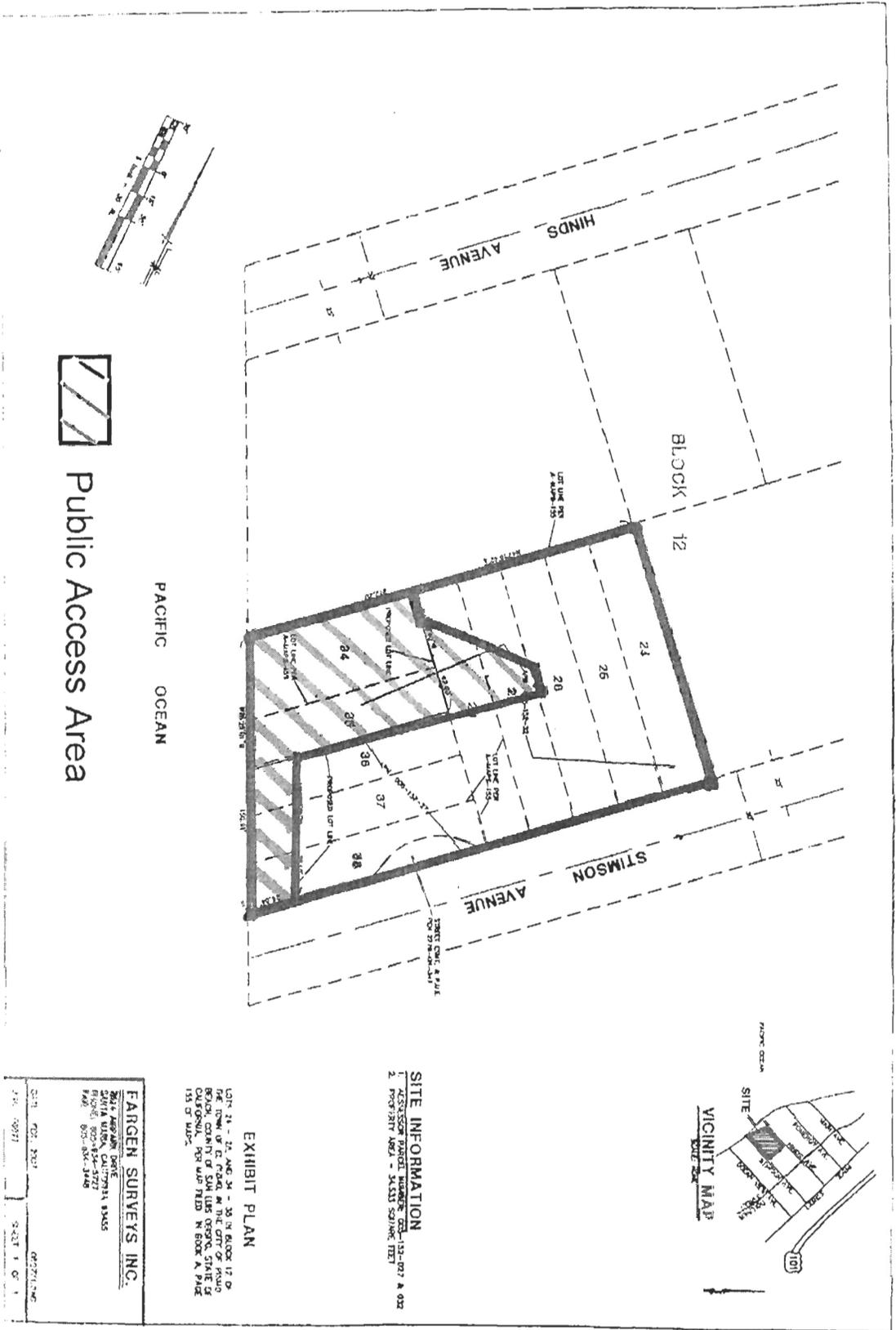


"BeachWalk Inn"
Schematic redesign

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Exhibit 7: Area Dedicated for Public Access



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MAR 09 2007

**CALIFORNIA
COASTAL COMMISSION
GENERAL COAST AREA**

Law Offices of Craig Prim
2710 Winding Creek Lane
Meadow Vista, CA 95722
(916) 662 4396

March 8, 2007

California Coastal Commission
725 Front Street
Suite 300
Santa Cruz, CA 95060

Agenda Number A-3-PSB-06-001
Item No. W7b
The Wade and Nancy Hampton Trust
Opposition to HMW Group Project

Dear Commissioners:

The undersigned is counsel to The Wade and Nancy Hampton Trust ("Trust"), owners of the properties located at 156 Stimson Avenue, Pismo Beach. I write in connection with respect to the Commission's consideration of the appeal (No. A-3-PSB-06-1) filed by Commissioners Kruer and Reilly ("Appellants") from the decision of the City of Pismo Beach ("hereinafter "Pismo").

While the Trust is generally supportive of development of the subject parcels, they fully support Appellants' position that the project should not be approved unless it complies with existing law. Specifically, the Trust has the following concerns and objections regarding the proposed project.

1. Height Limitation

As noted in the Staff Report, existing law specifically mandates a 25 foot height limitation for new development on ocean-fronting parcels within the R-4 zone. The proposed project, particularly along the Stimson side, is a gross violation of this limitation. Compared to the existing structures, the project is designed to extend an additional 30 feet closer to the oceanfront. Combined with the proposed 35 foot height (and 42 foot tower), this structure will obliterate the existing views from the Stimson cul-de-sac and for all of the properties currently located on the south side of Stimson. In addition to the absolute height non-compliance, the failure to include appropriate height setbacks will result in a "massive" blight on the shoreline. The existing regulations were specifically designed to preserve the development of the coastline, not to allow landowners to erect bulky structures solely for their own benefit.

2. Setbacks

As noted above, the violations of the height limitation are substantially aggravated by the proposed location of the project. The project is constructed directly alongside Stimson Avenue (as opposed to the main building being set along the north property line). Stimson Avenue is home to a number of other buildings and is largely used by both residents and tourists to access the City's beach. Although the maps attached to the Staff Report do not provide an exact calculation, it appears that the project is designed to extend 30 feet closer to the shoreline than the existing structures. Given that the property is clearly subject to wave run-up and potential tsunamis, the Trust believes that the project should be set back a sufficient distance to protect from erosion and destruction. The Trust is not satisfied with the building foundation serving as a seawall to the extent

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that the seawall will result in excessive waves being diverted to surrounding property. The Trust urges the Commission to enforce the restriction on seawalls for new development and to require the new development to be located no closer than 50 feet to the existing boardwalk.

3. Other Conditions

The Trust further notes that the Staff Report raises a number of substantial issues concerning the project's compliance with various regulations relating to the visitor serving and housing provisions of the Pismo Beach LCP. While the Trust recognizes that the non-compliance with these provisions does not adversely affect it, the Trust is concerned with the City's willingness to abandon its own principles in order to increase its tax base and requests that the Commission hold this project to the same standards as other landowners over the last 25 years.

4. Procedural Issues

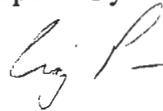
Although the Pismo Beach Resolution declares that the Planning Commission held a duly noticed public hearing on 10/25/06, the reality is that the Trust, owners of property immediately across Stimson Avenue from the project, never received legal notice of the October hearing or the right to be heard. The Trust has obviously received notice of the Commission's hearing and only brings this issue to the Commission's attention as an indication of why the City might have been unaware of opposition to the project.

In summary, the Trust appreciates that the Commission has been steadfast in its enforcement of the regulations limiting new coastside development to a 25 foot maximum height. Notwithstanding Pismo's desire to generate additional tax revenue, the Trust is unaware of any justifiable basis for Pismo's decision to ignore the height limitations and to allow new development closer to the coast at the expense of all residents and tourists who frequent Stimson Avenue.

Pismo's apparent willingness to compromise the standards of the Coastal Commission Act and its LCP and ignore long standing precedent in exchange for economic gain should not be countenanced. We believe that the principles of the Coastal Commission Act should continue to be maintained for the overall benefit of the State's residents and request that a permit only be approved in strict compliance with the Staff Report.

Thank you for your consideration.

Respectfully



Craig M. Prim

✓DD's rpt

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MAR 09 2007

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Mailing Address
650 Farroll, Suite D
Grover Beach, CA 93433

Residence Address
147 Stimson Ave, #8
Pismo Beach, CA 93455

March 5, 2007

California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: A-3-PSB-06-001, Beachwalk Resort

Dear Sirs:

I am a low-moderate income resident of the property at 147 Stimson. I was present at the October 25, 2005 Pismo Beach City Council hearing and listened with interest to the proposed development of the hotel project at my current residence. This letter requests that you do not accept the staff recommendation of approval with conditions and that you do not approve the construction of the proposed hotel. I have listed my objections below.

As a current resident I am concerned about my future and the proposed relocation assistance previously offered to the residents. I have lived here for the past six years and there are 11 units available for rent that the applicant proposes to demolish. There are thirteen structures on the property, two which the owner provides to his guests. Until February 1, 2007 ten of the units were occupied. The property manager has indicated to the residents that of the three remaining unrented are not available for rent pending the outcome of the appeals to the Commission. **It appears that the developer is attempting to avoid relocation assistance to the occupants by claiming there are fewer than 10 units rented.** The Commission needs to ensure these occupants are properly protected from the big business developer and should not allow the project to move forward.

Thank you,

Mark Howell

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

✓ DO's mpt
Mailing Address
2601 Skyway Drive, Suite A2
Santa Maria, CA 93455

Residence Address
160 Stimson Ave
Pismo Beach, CA 93455

March 5, 2007

California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

RE: A-3-PSB-06-001, Beachwalk Resort

Dear Coastal Commission,

I have watched the development of the property at 147 Stimson with great interest. I appeared at the October 25, 2005 and spoke of the importance of the vista from the land toward the ocean. This letter requests that you do not accept the staff recommendation of approval with conditions and that you therefore deny the proposed construction and establishment of the subject project known as the Beachwalk resort.

I have three concerns that I believe warrant denial of approval to construct the proposed hotel on this site. The first is the presence of the critically imperiled Pacific Coast population of the western snowy plover, *Charadrius alexandrinus nivosus*, a Federally listed, Endangered Species. I do not see evidence that this bird was considered in the CEQA document. The plover is present directly offshore of the tract of land under consideration. As evidence of this claim, I have attached two photographs of the plover taken with the Pismo Pier in the background (Photos 1 and 2). This little piece of undeveloped shoreline at 147 Stimson is potential habitat to protect this diminutive shorebird and this presence alone should be sufficient to stop this poorly designed project. The presence of this bird is well documented in the Pismo area and a large portion of the Oceano Dunes off-road vehicle area is restricted on an annual basis to protect this species. Permanent habitat protections should be afforded on this most northern portion of potential habitat, and it is within a high public area that would be a great opportunity to educate people on the diversity and value of the shores of California. For this reason alone, I ask that you permanently deny any permits that would allow development of the property where there is any impact to the coastal shoreline and publicly owned lands adjacent to 147 Stimson.

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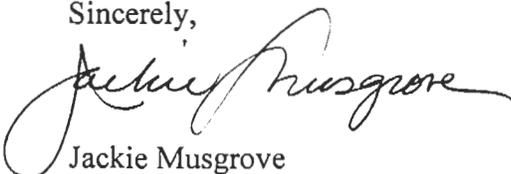
A second noteworthy concern is that the section of beachfront property between Stimson and Hinds Avenues, and proposed for development, is the only remaining beachfront in Pismo Beach that is not artificially seawalled and barricaded from the ocean. People come to Pismo to escape the heat and city, more concrete does not offer solace to the soul. This little section of mostly unaltered beach front provides a pleasing view of the natural seashore and lends to the quaint atmosphere of Pismo Beach. Construction of a seawall will remove this last vestige of the natural beach front for those persons that are seeking relief from the busy concrete cityscapes and visiting Pismo Beach. By allowing the area between the boardwalk and the privately held property to remain in a 'natural' state it provides opportunities for visitors to see close up the interaction of the sand and vegetation. Most people do not recognize that the shoreline was girded at some past time with large boulders; the presence of that material does not diminish the uninformed viewers' enjoyment of the sand/vegetation ecosystem. I have seen first hand families that let their children play in the area between the boardwalk and the private property. Many times the parents or grandparents will remain on the walkway, out of the sand and seated on the benches while the children play. The proposed development will remove this vital connection to the natural elements and should therefore be prohibited.

Lastly, the proposed hotel is projected to be 25-35 feet in height, similar to the adjacent Sandcastle Hotel. When viewed from the ocean, looking east, the hotel will be a visual barrier. I took two photographs from the ocean this week to help show this more clearly (Photos 3 and 4). Beyond the ClamDigger one can see the distant hills of Price Canyon, giving the viewer a sense of openness and freedom. Viewing the Sandcastle one is confronted with a large, looming barrier to the visual freedom offered by a visit to a quaint coastal town.

Lack of consideration for the western snowy plover should be sufficient to stop this project as it currently exists. However, the additional loss of the last natural shaped beach and replacement with a concrete seawall coupled with the loss of east vistas justify the denial of this project and upholding the lower decision. I request that you have the courage to protect the western snowy plover, protect a quaint beach town, and most of all protect a precious resource to California and accordingly not approve this project in its current format or any future revision.

I may be reached at 805-345-7495 if you have any questions or wish to discuss these issues further.

Sincerely,



Jackie Musgrove

Attachments

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(page 5 **of** 7 **pages)**
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RE: A-3-PSB-06-001, Beachwalk Resort

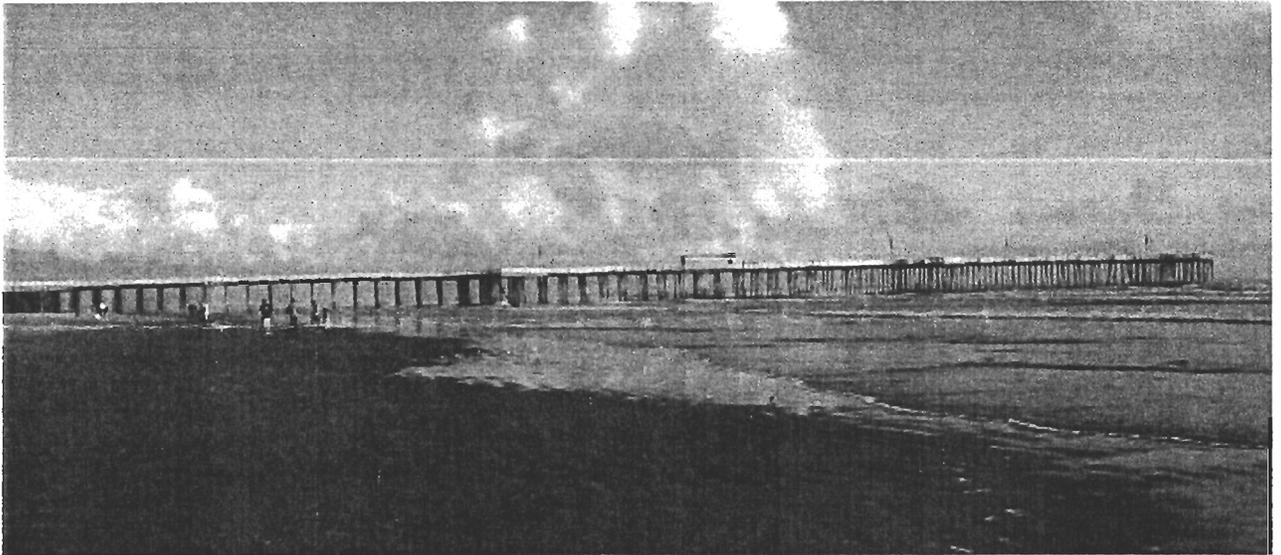


Photo 1, Pismo Pier with shorebirds.

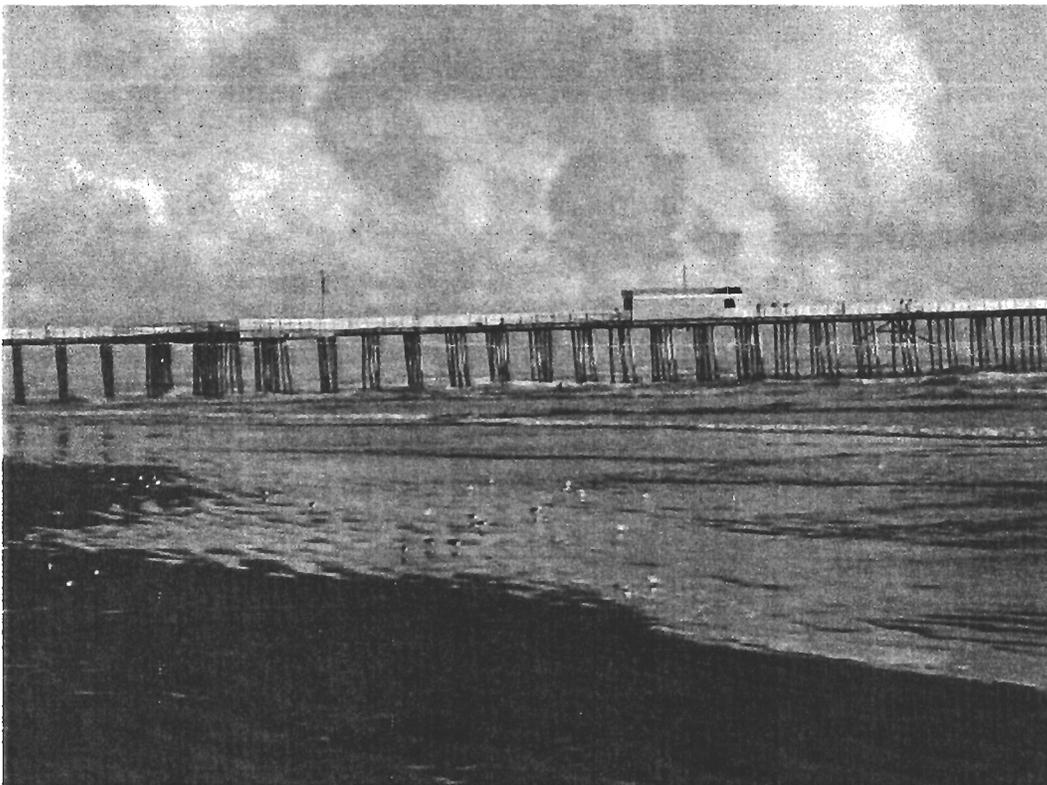


Photo 2. Western snowy plover adjacent to Pismo Pier. evidence of their presence in the area of proposed development.

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RE: A-3-PSB-06-001, Beachwalk Resort



Photo 3, The red roof is the garage proposed to be demolished at 147 Stimson. The Sandcastle Hotel is visible on the left.

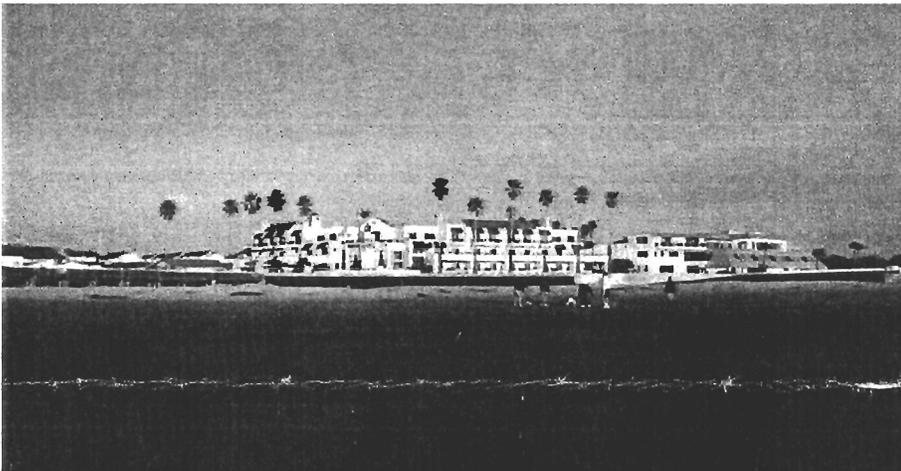


Photo 4, Sandcastle and SeaVenture Hotels, presenting visual barricade.

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