

Proposed Amendment to General Development Plan

PISMO STATE BEACH
PISMO DUNES
State Vehicular Recreation Area

DRAFT

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION



July 1982

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INTRODUCTION

Purpose

To change the present land use designation of multi-purpose at Pismo State Beach at Grand Avenue, Grover City, to include a 150-room lodge with a conference facility.

This land use change would permit facilities on undeveloped state-owned land.

Project Description

Grover Beach Lodge is to be a 150-room resort with conference room facilities, coffee shop, cocktail lounge, and restaurant, and will be developed through a commercial ground lease arrangement.

Grover Beach Lodge will be built on lands now owned by the state, and on lands to be gifted and/or dedicated to the state. This lodge will benefit park users both from a statewide and a local perspective.

In reference to the proposed lodge, it was agreed by the city of Grover City and the State Department of Parks and Recreation as follows:

- A. That there will be no acquisition cost to the State Department of Parks and Recreation for properties known as: Parcel A of G-73-420 parcel map (APN 60-201-09); Parcel B of G-73-420 parcel map (a portion of APN 60-381-06); and the right-of-way of Grand Avenue between the intersection of State Highway One and the western terminals of this public street.

A total land area of approximately 7-1/2 acres would be added to Pismo State Beach through gift, dedication, or abandonment.
- B. That the abandonment of Grand Avenue from the city of Grover City to the State Department of Parks and Recreation will provide the department with full control of ingress and egress to the unit. It will also place the full burden of maintenance and liability of that section of Grand Avenue on the department.
- C. That there will be increased revenue from the ground lease for that portion of park property occupied by the lodge, and from the bed tax levied by the city. This increased revenue shall be shared by the state and the city on a later-to-be-agreed-upon manner.
- D. That through increased golf course play, revenue from the golf course concession should increase significantly for the state and its concessionaire.
- E. That with control of Grand Avenue and a properly and jointly agreed upon designed control station, user fees for Pismo State Beach could increase significantly.
- F. That the appearance of the entrance to Pismo State Beach will be considerably improved through perimeter planting that will be made

possible through dedication of the lands bordering Highway One and the 1,300 feet of Grand Avenue.

- G. That several other long-needed improvements will be facilitated through dedication of the approximate 7-1.2 acres of land and redesign of the Grover City portion of Pismo State Beach, such as day-use parking, trails, or boardwalks from parking areas to the beach; and traffic circulation, day-use picnic areas, and possible accessibility to the nearby campground area. These improvements will be constructed at state expense prior to and concurrent with development of the Grover Beach Lodge.
- H. That in general, the public, both on a statewide and local perspective, will be better served through the proposed lodge development and public improvements to Pismo State Beach. Pismo State Beach will become more visible and readily identifiable to the public through improvements to the entrance and its overall attractiveness.
- I. That the staff of the State Department of Parks and Recreation will prepare appropriate Section 8.1 budget items to be presented to the State Legislature as required for all concession proposals. The city will, through its state legislators, provide support for this budget request.
- J. That the City of Grover City will obtain the necessary formal coastal commission approval as part of the city's local coastal program.
- K. That the State Department of Parks and Recreation will obtain formal approval of the golf concessionaire for any changes in the golf course design.
- L. That the city and the state will seek coastal conservancy assistance to purchase the approximately 3-1/2 acres of land which is to be gifted to the State Department of Parks and Recreation. If coastal conservancy assistance is not available for the purchase of the 3-1/2 acres of land that is to be gifted to the state, the City of Grover City will bear the full acquisition cost of the 3-1/2 acres through its redevelopment agency.
- M. That concession arrangements and terms for the lodge will be determined at the earliest date possible, and must be mutually beneficial to the state, the city, and the prospective lodge developer/management.
- N. That appropriate approvals for on-sale alcoholic beverages will be solicited from the State Park and Recreation Commission by the staff of the State Department of Parks and Recreation. The City of Grover City will support this request. The city and the state will subsequently support the lodge developer/management in obtaining alcoholic beverage control approvals.
- O. That the staff of the state and the city have joint review and approval responsibility for the architectural plans for the lodge.

PISMO STATE BEACH

GENERAL DEVELOPMENT PLAN AMENDMENT

To implement this amendment to the General Development Plan, and to allow land use changes at Pismo State Beach at Grand Avenue, the following changes are appropriate in the existing General Development Plan:

Page 25, Inland Use, in paragraph 2, add to last sentence: "The five acres of improved but undeveloped land is no longer being used as a golf course driving range. The reason is poor economic performance. The area now is not being used for any activities. The concessionaire mows the area to reduce the potential fire hazard.

Located in the northeast section of the property is the RV sewage dump station."

Page 32, Future Situation, new paragraph: "Mission 1990 identified Pismo State Beach as a high priority capital outlay project because of its visitation and economics. This project would assist the department in recovering a percentage of the system's operating costs. The legislature has approved the concession concept for this area."

Page 37, new fourth paragraph:

"Meadow Creek: A natural resource evaluation was completed on January 21, 1982. The report found no significant plant or animal species in the Meadow Creek flood channel."

Page 40, bottom of page, new paragraph:

"An archeological survey report was completed on December 15, 1981. The report found no archeological or historic sites in the area."

Page 50, Day Use Within Inland Areas of the State Beach, new fourth paragraph:

"The proposed lodge would enhance the restaurant and golf course operation, and further delineate the park entrance. The plan is also consistent with the local coastal plan for the City of Grover City and the County of San Luis Obispo.

Page 62, Overnight Facilities, add:

"5. 150-room lodge with a conference facility."

DRAFT ENVIRONMENTAL IMPACT REPORT - PISMO STATE BEACH
AMENDMENT TO GENERAL DEVELOPMENT PLAN

INTRODUCTION

An approved General Development Plan and Resource Management Plan, including a Final Environmental Impact Report for Pismo State Beach and Pismo Dunes State Vehicular Recreation Area, was completed in 1975.

This amendment requires an Environmental Impact Report in order to assess environmental impacts resulting from the change in plans. The following is a Draft EIR to the amended General Development Plan.

DESCRIPTION OF THE PROJECT

Please see page 2 of this document for a complete description of the project. Maps showing the site and region are on page(s) _____.

The objective of this DEIR is to assess the environmental impacts brought about by the proposed amendment. This will meet the objectives of the California Environmental Quality Act of 1970 and subsequent amendments to that act.

An environmental document reflecting a higher level of specificity for the portion of the project dealing with the lodge and conference center, and the land acquisition to be given to Pismo State Beach by the City of Grover City, will be prepared by the City of Grover City. The department's EIR will endeavor to generally assess the changes that will take place in the project area. Therefore, the department will be the lead agency for this amendment to the Pismo State Beach General Development Plan, and the city will be the lead agency for the land acquisition, 150-room lodge, and conference center.

The following is a list of features for the project site. Some of these features are essentially the same as in the original plan, some are completely new, and others are modified from the original plan.

OUTLINE OF PROJECT FEATURES

<u>PROJECT FEATURE</u>	<u>RELATION TO 1975 PLAN</u>
1. Convert existing concession to administration facility	same
2. Raze and relocate recreation vehicle sanitation station*	new
3. Raze and close Le Sage Drive	new
4. Ownership and control of Grand Avenue	new
5. Grand Avenue Entrance Station	same
6. Beach parking	modified
7. Picnic area	modified

PROJECT FEATURE

RELATION TO 1975 PLAN

- | | |
|--|----------|
| 8. Realign golf course holes (two) | new |
| 9. Build boardwalk over dunes for beach access | new |
| 10. Reestablish Meadow Creek's natural condition | modified |
| 11. Lodge, conference center, land acquisition
(City Lead Agency) | new |

*Constructed according to original GDP, but will be relocated in order to make space for the lodge and conference facilities.

DESCRIPTION OF THE ENVIRONMENTAL SETTING

To eliminate most duplication, please see the description of the environmental setting in the GDP of 1975, pages 12, 14-28, and 35-42.

The following is a brief description of the environmental setting of areas not mentioned previously, and a summary of other areas.

Seismicity

There are several active faults in the area; these are Nacimiento fault, the San Andreas fault, and the offshore Hosgri fault. The Nacimiento fault and San Andreas fault run parallel to the coast, and are approximately 20 and 45 miles from the project site respectively. Earthquakes as high as 7.5 on the Richter scale have occurred or are capable of occurring.

Tsunami hazards exist and could present a threat to the project, especially if high tides are present. Liquifaction potential also exists in this area because of the high water table and alluvial soil.

Energy

Energy is consumed by vehicular traffic going to Pismo State Beach and Pismo Dunes State Vehicular Recreation Area via Grand Avenue. Energy is also consumed at the concession building.

Biotic

Most natural vegetation has been disturbed. There is also less wildlife than formerly because of disturbances to wetlands and dunes.

Watershed

The primary drainage is Meadow Creek. Storm runoff from upstream areas carries pollutants onto Pismo State Beach, and to the ocean. Meadow Creek continues to the south to Arroyo Grande Wash, near Oceano.

Geology and Soil

The surface of the land has been greatly disturbed at this site. Meadow Creek has been channelized, and it no longer widens into a wetlands. The former wetlands was filled and subsequently used as a golf course driving range.

The soil is very sandy. Sand dunes on the western edge of the project site are disturbed, but have recently been undergoing stabilization.

Airshed

Pismo State Beach is in the South Central Coast Air Basin. The greatest source of air pollution at this site is exhaust from motor vehicles.

Most types of air pollution in San Luis Obispo County do not exceed concentrations specified by state and national ambient air quality standards. However, carbon monoxide and total suspended particles exceeded state and federal air quality standards in 1979.

Meteorology

Closely related to airshed conditions are weather conditions. Following are quotations from the EIR for Pismo State Beach and Pismo Dunes State Vehicular Recreation Area Land Acquisition and Development:

"Climate

The general climate of the Nipomo Dunes is of the Mediterranean type with cool winter rainy seasons and a warm summer dry season. Rainfall averages approximately 14 inches per year with over 90% occurring between November and April. Overall cloudiness during the winter is found about 40% of the time. Although fog and low clouds only occur 20% of the time during the summer, the number of days of occurrence is about 20 per month. Average maximum temperature for July is 70 degrees Fahrenheit, while the average minimum temperature for January is 43 degrees Fahrenheit. The mean annual temperature is 57 degrees Fahrenheit.

Airflow

A diurnal wind cycle moves air inland during the day and towards the ocean at night. Net air movement over the Nipomo Dunes is from the northwest to the southeast.

During the day, insolation causes heating of the ground layer of air resulting in a general upward movement. The rising warm air flows along the ground towards higher elevations. It is replaced by cooler air from over the ocean, thus forming the daytime wind pattern (Figure 6). This phenomenon is usually strongest in late afternoon when ground heating is at its peak. The gross daytime flow of an air parcel is approximately one hundred miles to the southeast.

Nighttime and early morning breezes are produced as heat is given off as a radiation from the land surface. As it is released, a cool ground layer forms causing the production of a temperature inversion with very little vertical air movement. This dense air flows downslope towards the ocean with movement becoming strongest during morning hours before the daytime patterns become established (see Figure 7). Nighttime flow is approximately thirty nautical miles in a northwesterly direction. The smaller nighttime air movement is due to opposition from the prevailing wind and a shortened time period. The net daily flow amounts to approximately 72 nautical miles of wind. This means that an air parcel originating over the dunes will be located 72 nautical miles southeast of the site twenty-four hours later.

Inversions

Temperature inversions form when a layer of warm air traps cooler air near the surface, thus preventing the normal rise of this air. The inversion phenomena in the south central coast is one of the most severe in the state. Frequent and low level inversions occur in this area due to the abrupt climatic change between the ocean and interior valleys. These inversions act as a lid over pollutants that are emitted in or beneath them.

Three types of inversion layers commonly occur in the air basin: radiational, marine, and subsidence.

Radiational inversions result from the rapid cooling of the lowest layers of the atmosphere by heat radiation to a cloudless night sky. The inversion has a ceiling height of only a few hundred feet above the earth. This is the most prevalent type of inversion in the air basin.

Marine inversions occur when cool sea breezes drive the sun-warmed ground layer upward. The inversion layer formed is generally 500 to 2,000 feet above the ground.

Subsidence inversions are caused by the heating of downward moving air. A band of warmer air many hundreds of feet thick often forms and persists for a number of days. This layer is usually several thousand feet above the ground and is especially prevalent during the summer and fall. These high level inversions often occur concurrently with other forms of inversions resulting in a series of superimposed layers.

During the night, light winds and a stable atmosphere combine to create very low inversion layers. The frequency of these low inversions is highest during the morning hours before the daytime breezes are able to lift the warm layer of air. There is thus great potential for the production of high ground-level pollutant concentrations at this time. Pollutants produced during night hours are also kept over the same area due to these conditions. By afternoon, the mixing heights increase in altitude although inversions generally remain below 2,000 feet."

Noise

Noise includes natural sounds of surf and wind blowing past obstacles. Unnatural noises include motor vehicles on Highway 1 and Grand Avenue. No significantly loud noises exist at this site.

Light and Glare

Reflections from light surfaces such as sand dunes, automobiles, and the concession building cause some glare. Lights come from vehicles, the concession building, and the golf course clubhouse.

Transportation

Major access to this area is by way of Grand Avenue and State Highway 1 (Pacific Coast Highway).

Highway 1 traffic fluctuation varies from season to season and from weekday to weekend. During a recent typical peak period, peak hour traffic at the Grand Avenue intersection was 1,100 vehicles. The average daily traffic at this location during a recent peak month was 12,900.

The City of Grover City reports that:

"Highway 1 north of Grand Avenue carries a peak traffic flow of 58 percent of its design capacity and south of Grand Avenue, only 24 percent of its capacity.

"Traffic on Highway 1, both north and south of Grand Avenue, is also expected to exceed design capacities, during peak use periods, by 1995. The State Department of Transportation has proposed to widen portions of the Highway to provide emergency parking and to increase pedestrian and cyclist safety.

"Traffic on Grand Avenue east of Highway 1 is expected to exceed design capacities, during peak use periods, by 1995. In order to relieve congestion on Grand Avenue, the California Department of Transportation has recommended the use of Transportation System Management strategies, such as the elimination of parking during peak use periods and sequential signal timing."

The City of Grover City reports that on Grand Avenue west of Highway 1, in the project site, "... traffic flows presently occur at 171 percent of the street's design capacity, during peak recreation periods."

Beach parking is now free and occurs along Grand Avenue, Le Sage Drive, and around the concession building.

Archeology

The project site has been surveyed, and no evidence of cultural significance was found.

Utilities

The City of Grover City sewer and water system serves this area.

Golf Course

This nine-hole golf course is situated on state beach property, and is operated by a concessionaire. A wall separates the golf course from the dunes to the west of the course.

ENVIRONMENTAL IMPACTS

Significant Environmental Effects of the Proposed Project

Following are categories of effects caused by types of environmental factors and a discussion of each.

Geology and Soils

Seismic activity has occurred in this vicinity. Construction and architectural design will take this into account. Offshore seismic activity, often with an epicenter distant from the California coastline, could produce tsunamis (seismic sea). These could be dangerous to human life, and could cause destruction.

The sand dunes between the beach and project area are being stabilized by recent plantings. Construction activities could result in soil and sand being loosened and becoming susceptible to wind erosion, unless protective provisions are taken.

Energy

Energy loss will occur during the construction phase and during the operation phase from vehicle use and from heating, cooking, etc., in the lodge complex.

Biotic Resources

No rare or endangered species have been identified on the project site. A part of the project will be to continue to protect the dunes, to reestablish and enhance Meadow Creek into a more natural state, and to encourage native vegetation and animal life in this riparian area.

There may be an effect on the Pismo clam from increased use of the area. However, the clam has been greatly reduced over the years; more recently, the California sea otter, once thought to be extinct, has migrated south and consumed great quantities of clams.

Visitors could affect biotic life by unrestricted access into Meadow Creek or the dunes area.

Fire

Structural fires would be the main concern in the project area.

Watershed

Meadow Creek is the main drainage through the area. Runoff from the parking lots, carrying pollutants of various types, would be the primary concern. The local sewer system would carry wastes from the lodge complex and restrooms in the project area.

Meadow Creek has the potential to flood, but project proposals such as widening the creek should help reduce this potential. The flooding potential will continue to be studied.

Airshed

Vehicle exhaust, pollutants from vents and heaters, dust from construction, and use of the area will add to the air pollution of the area. However, this area should remain at very low levels of air pollution.

Noise

Noise levels should remain fairly normal. During construction, there would be normal construction noises. When visitors use the area, there would be the usual noises associated with recreation areas; i.e., vehicle engine noises, voices of beach users, air conditioners, sand sweepers, etc.

Light and Glare

Some glare would result from cars in the parking lot. There will be increases in light due to the lodge and parking lot. None of these new light sources should be significant.

Transportation

There will be an increase in traffic along State Highway 1 due to the project. Most of this will be due to the lodge complex, although some could be attributed to the increase in parking facilities for the beach.

This project in itself should not significantly increase the traffic along Highway 1, but the cumulative effect of several projects could significantly affect the flow of traffic. The City of Grover City estimates that the present Highway 1 should reach capacity in 1995.

Cultural Features

No cultural sites have been identified in the immediate project area. This project appears to be esthetically designed, and will increase recreation opportunities. Landscaping will help screen the lodge from the highway.

Public Service

There will be additional services required from utilities, sewer services from the district, possible hospital needs, additional police protection, etc.

Demolitions

The City of Grover City will discuss demolitions (if any) on the 3.5 acres of land it proposed to acquire adjacent to Highway 1 in its environmental document for the lodge complex.

It will be necessary to relocate the RV dump station from Le Sage Drive to some other location. This station was recently constructed in conformance to the GDP, but the lodge will need this space, as shown in this amendment.

Most of Le Sage Drive west of Meadow Creek will be demolished in order to construct parking for the beach, golf course, and picnic area. Traffic to the golf course will be routed by way of Grand Avenue. The main entrance to the lodge complex will be by the existing Le Sage Drive off Highway 1. Le Sage Drive will not extend beyond that point.

There will be impacts on the golf course. The first and second holes of the golf course will need to be realigned. Some of the wall separating the golf course and the dunes will be removed in order to construct the proposed parking lot. The resulting changes should not significantly affect the quality of the golf course. Some increase in use of the golf course is expected from lodge guests.

SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

1. Loss of open space.
2. Loss of nonrenewable natural resources during the construction phase of the project.
3. Loss of nonrenewable sources of energy during operation of the project. This would be in the form of energy used for transportation and operation of the lodge complex.

MITIGATION MEASURES PROPOSED TO MINIMIZE THE SIGNIFICANT EFFECTS

Measures that will be part of the project which will minimize effects to the environment are:

1. There will be a boardwalk which will enable pedestrians to cross the sand dunes from the parking lot to the beach. This will help protect the dunes. The boardwalk will ease accessibility of the beach to many who would find the dunes a formidable barrier. There will be less interference with traffic on the beach at the end of Grand Avenue.
2. The plan proposes to reestablish Meadow Creek to a more natural-looking creek along this stretch. At present, it resembles a flood channel. It is hoped that animal and plant life, preferably native species, can be reestablished.
3. The plan proposes to deed the Grand Avenue right-of-way from Highway 1 to the beach from the City of Grover City to the Department of Parks and Recreation. A permanent entrance station is also proposed. This will enable the department to have better control of access to the beach, and to limit overnight and day-use activities in the state vehicular recreation area.
4. Relocation of the RV sanitary dump station will continue to keep harmful wastes out of the area.

Measures not specifically mentioned as part of the General Development Plan amendment are as follows:

1. Construction equipment and recreationists' vehicles should be muffled to reduce noise impacts.
2. Landscaping, design, and reestablishment of native species of plants (when possible) should be used to reduce wind erosion. Measures such as watering should be used during the construction stage to reduce the effects of blowing dust.
3. When facilities are completed, the project should be operated to protect natural features such as the dunes and Meadow Creek, and to keep the area clean for esthetic and health reasons and for the protection of visitors. State Park System personnel and the management of the lodge should provide this assurance.
4. Effects to the golf course should be mitigated by providing parking for the golf course in conjunction with beach parking. Realignment of the golf holes should be done carefully, in order to keep the course esthetic, challenging, and safe.
5. Energy conservation measures should be used whenever possible. These could include carpooling, mass transit (both bus and train), and energy-saving devices in the lodge design.
6. Oil separators should be used to prevent harmful oil pollution from entering Meadow Creek from parking lots.

ALTERNATIVES TO THE PROPOSED ACTION

No Amendment to General Plan

The 3.5 acres adjacent to the Pacific Coast Highway would remain in private ownership; Meadow Creek and the former driving range would remain the same as present. The proposals that remain from the General Development Plan would be completed; i.e., entrance station, picnic area, beach parking, etc., because they were part of the approved General Development Plan.

Since the General Development Plan was approved, the South Central Coast Regional Commission approved the plan with the exception of the interior road linking Oceano Campground to Northbeach Campground. Therefore, the beach parking and the picnic area locations had to be modified from the original GDP.

Another variation to the No Amendment alternative would be to not include any new development in the project area.

The No Amendment alternative would leave the problem of lack of adequate parking for beach users, esthetic problems relating to the former driving range, no improvement in natural conditions, and no improvement to the appearance of the private property (3.5 acres).

Variations to the Proposed Plan

Numerous possibilities exist for expanding or decreasing any of the proposed facilities. The alternatives for the lodge and conference center will be covered in the city's environmental document. In general, the facilities

proposed are placed in a compact area, and the controls of land size, requirements by local agencies, the desires of the public, and protection of natural resource values dictate the basic facilities and land use of these facilities.

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The project area contains areas that have been greatly disturbed in the past. The department is reestablishing the dunes by the beach, and plans to restore Meadow Creek.

The lodge and the department's developments will commit the land to long-term uses. The proposed parking lot and other project features will not alter the environment significantly, but will commit the environment to facilities for the public to use, and will increase beach access for the public.

ANY SIGNIFICANT IRREVERSIBLE CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

1. Open space would be committed to other uses.
2. There would be a commitment of nonrenewable natural resources for construction of the project facilities and in operation and maintenance of the project.

THE GROWTH-INDUCING IMPACT OF THE PROPOSED PROJECT

The project will increase the number of people in the area because of the lodge and the increase in beach parking and picnic facilities. There could also be a reduction in the number of visitors or vehicles to the SVRA.

The project should not significantly induce additional growth in the area.

PERSONS AND ORGANIZATIONS CONSULTED

City of Grover City
Tom Sullivan, City Planner

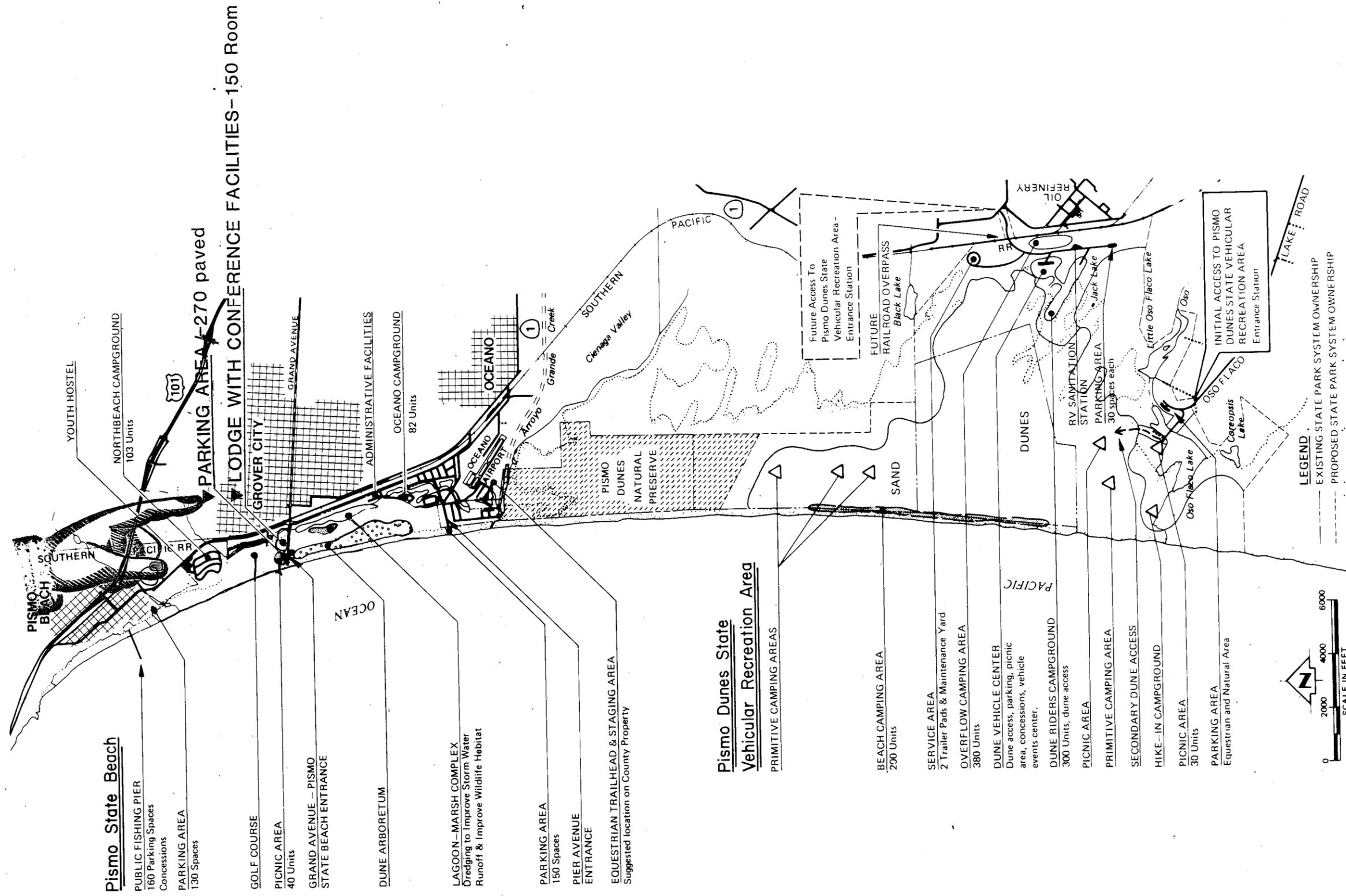
California Department of Transportation
Ray Scott, Environmental Planner
Gary Ruggerone, District A-95 Coordinator

County of San Luis Obispo
Patricia Beck, Local Coastal Program

California Coastal Commission
South Central Coast District
John Lien, Permit Chief
Mark Copelli, Permit Section

California Department of Parks and Recreation
Ken Huddleston, San Luis Obispo Area
Art Camacho, Development Division
Mary Wroten, Special Events
Jim Woodward, State Archeologist II
Kenneth L. Gray, State Park Resource Ecologist

G-0313R



Pismo State Beach

PUBLIC FISHING PIER
160 Parking Spaces
Concessions
PARKING AREA
130 Spaces

GOLF COURSE

PICNIC AREA
40 Units

GRAND AVENUE - PISMO
STATE BEACH ENTRANCE

DUNE ARBORETUM

LAGOON - MARSH COMPLEX
Dredging to Improve Storm Water
Runoff & Improve Wildlife Habitat

PARKING AREA
150 Spaces

PIER AVENUE
ENTRANCE

EQUESTRIAN TRAILHEAD & STAGING AREA
Suggested location on County Property

**Pismo Dunes State
Vehicular Recreation Area**

PRIMITIVE CAMPING AREAS

BEACH CAMPING AREA
200 Units

SERVICE AREA
2 Trailer Pads & Maintenance Yard

OVERFLOW CAMPING AREA
380 Units

DUNE VEHICLE CENTER
Dune access, parking, picnic
area, concessions, vehicle
events center.

DUNE RIDERS CAMPGROUND
300 Units, dune access

PICNIC AREA

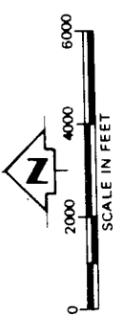
PRIMITIVE CAMPING AREA

SECONDARY DUNE ACCESS

HIKE-IN CAMPGROUND

PICNIC AREA
30 Units

PARKING AREA
Equestrian and Natural Area



LEGEND
- - - EXISTING STATE PARK SYSTEM OWNERSHIP
- - - PROPOSED STATE PARK SYSTEM OWNERSHIP

**PISMO STATE BEACH AND PISMO
DUNES STATE VEHICULAR RECREATION AREA
FIGURE 10
GENERAL DEVELOPMENT PLAN**

DRAWING NO.
14717

SHEET NO.
8

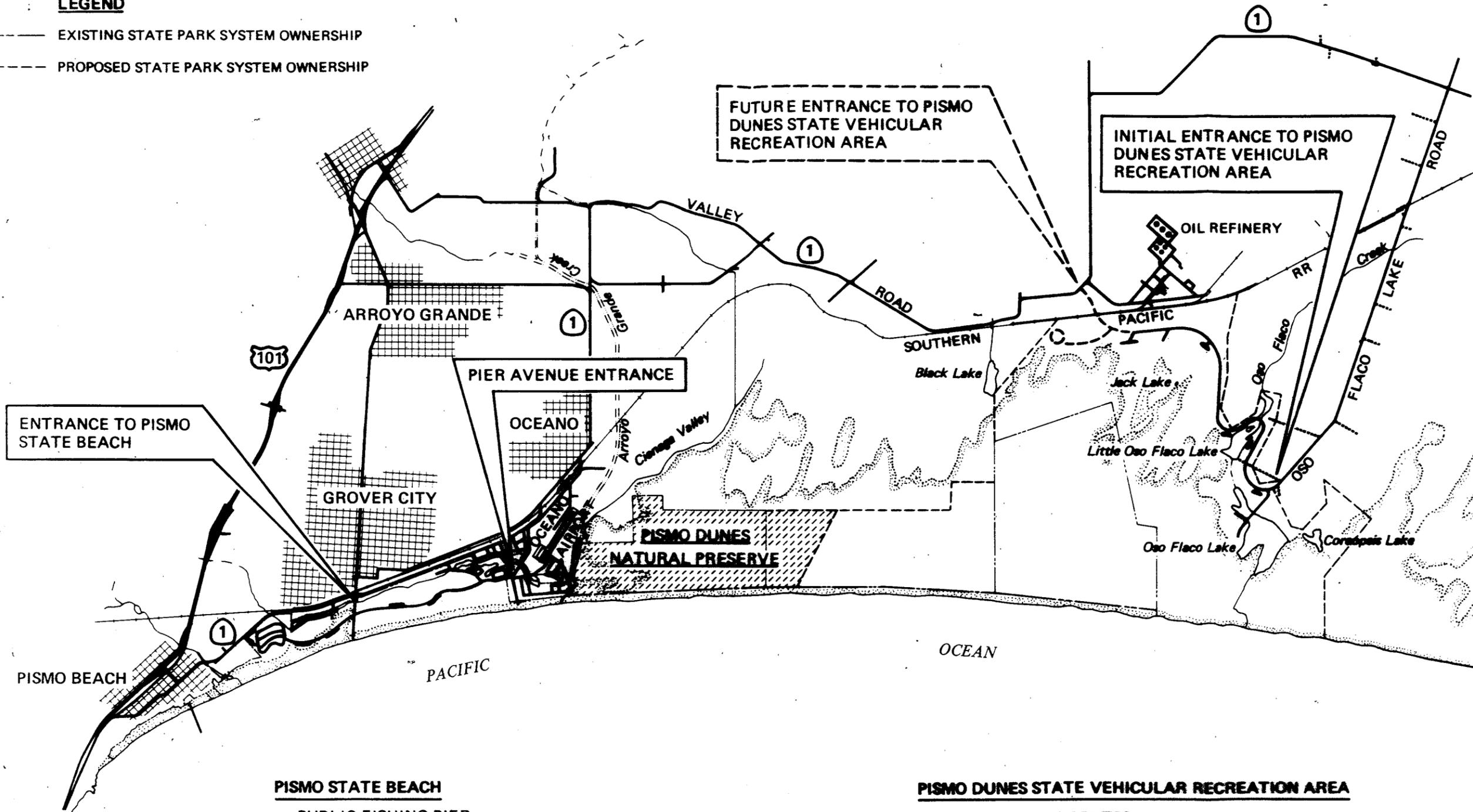
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED *Robert B. ...* DATE _____

REVISIONS
add 7.13.82

DESIGNED	DATE
DRAWN 4-18-75	
CHECKED	

LEGEND

- EXISTING STATE PARK SYSTEM OWNERSHIP
- - - - - PROPOSED STATE PARK SYSTEM OWNERSHIP

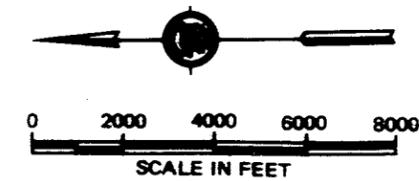
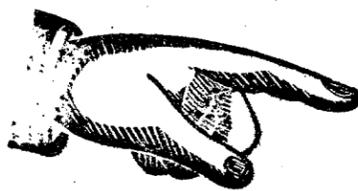


PISMO STATE BEACH

- PUBLIC FISHING PIER
- GOLF COURSE
- BEACH
- CAMPGROUNDS
- RESTAURANT
- PICNIC AREAS
- ARBORETUM
- BICYCLE, EQUESTRIAN & HIKING TRAILS
- LODGE WITH CONFERENCE FACILITIES-150 Room

PISMO DUNES STATE VEHICULAR RECREATION AREA

- DUNE VEHICLE CENTER
- DUNE VEHICLE RECREATION AREA
- CAMPGROUNDS
- PICNIC AREA
- EQUESTRIAN & HIKING TRAILS



DUPLICATE DRAWING-- For original drawing see Pismo State Beach and Pismo Dunes State Vehicular Recreation Area General Development Plan and Resource Management Plan -- Nov. 1974

DESIGNED		DATE	
DRAWN	K.F. 10/74	7.13.82	add
CHECKED			
RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION			
APPROVED			
PISMO STATE BEACH AND PISMO DUNES STATE VEHICULAR RECREATION AREA			
RECREATION ELEMENTS			
DRAWING No. 14355			
SHEET No. 1 of 1			