

RESOLUTION NO. 17-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GROVER BEACH, ADOPTING A MITIGATED NEGATIVE DECLARATION FOR A GENERAL PLAN AMENDMENT, DEVELOPMENT CODE AMENDMENT, DEVELOPMENT PERMIT & USE PERMIT ASSOCIATED WITH DEVELOPMENT APPLICATION 15-18 (1400 RAMONA AVENUE)

WHEREAS, the applicant submitted an application to amend the General Plan and Development Code to change the land use and zoning designations from Retail and Commercial Services and Retail Commercial (RC) to Central Business – Mixed Use and Central Business Open (CBO) and to construct a 13-unit multi-family residential and 2-unit live/work development project at APN 060-246-016; and

WHEREAS, the City of Grover Beach has prepared an Initial Study and draft Mitigated Negative Declaration for the proposed Development Application 15-18; and

WHEREAS, the Notice of Availability for the Negative Declaration was properly advertised in the manner required by law; and

WHEREAS, public notice has been given in the time and manner required by State law and City code; and

WHEREAS, the Planning Commission of the City of Grover Beach reviewed and considered the Initial Study and Mitigated Negative Declaration associated with Development Application 15-18 at a Public Hearing on December 14, 2016 and recommended that the City Council adopt the Initial Study and Mitigated Negative Declaration; and

WHEREAS, the City Council of the City of Grover Beach reviewed and considered the Initial Study and Mitigated Negative Declaration associated with Development Application 15-18 at a Public Hearing on January 9, 2017; and

WHEREAS, there is no substantial evidence of any significant adverse effect, either individually or cumulatively, on wildlife resources as defined by Section 711.2 of the Fish and Game Code or on the habitat upon which the wildlife depends as a result of development of this project; and

WHEREAS, the approval of Development Application 15-18 will not have a significant effect on the environment; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Grover Beach **HEREBY** adopts the Mitigated Negative Declaration relating to Development Application 15-18 attached as Exhibit A.

Upon motion by _____, seconded by _____, and on the following roll-call vote, to wit:

AYES: Council Members –
NOES: Council Members –
ABSENT: Council Members –
ABSTAIN: Council Members –

the foregoing RESOLUTION NO. 17-__ was **PASSED, APPROVED**, and **ADOPTED** at a Regular Meeting of the City Council of the City of Grover Beach California this 9th day of January, 2017.

**** D R A F T ****

JOHN P. SHOALS, MAYOR

Attest:

DONNA L. McMAHON, CITY CLERK

APPROVED AS TO FORM:

DAVID P. HALE, CITY ATTORNEY

City of Grover Beach

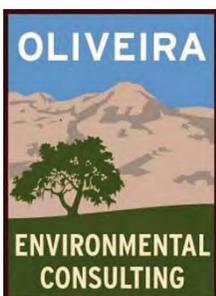
14th Street and Ramona Avenue Multi-Family Residential and General Plan Amendment Project Initial Study and Mitigated Negative Declaration



Prepared for:
City of Grover Beach
154 South 8th Street
Grover Beach, CA 93433

Prepared by:
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November 2016



City of Grover Beach

14th Street and Ramona Avenue Multi-Family Residential and General Plan Amendment Project

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November 2016

Table of Contents

Section	Page
Table of Contents.....	i
Environmental Factors Potentially Effected (IS Checklist Summary).....	2
1. Project Description.....	3
2. Project Location.....	4
3. Existing Setting.....	4
4. Environmental Analysis.....	4
I. Aesthetics.....	5
II. Agricultural Resources.....	7
III. Air Quality/Greenhouse Gas Emissions.....	7
IV. Biological Resources.....	13
V. Cultural Resources.....	15
VI. Geology and Soils.....	16
VII. Hazards and Hazardous Materials.....	19
VIII. Noise.....	22
IX. Population and Housing.....	24
X. Public Services.....	25
XI. Recreation.....	27
XII. Transportation and Circulation.....	28
XIII. Wastewater.....	30
XIV. Water.....	31
XV. Land Use.....	32
XVI. Mandatory Findings of Significance.....	33
5. References and Resources.....	34
6. Mitigation Monitoring and Reporting Program.....	36

Attachments:

Attachment A: Figure 1, Site Location. Figure 2, Project Site Plan/Aerial Overlay

Attachment B: Project Site Plans



**CITY OF GROVER BEACH
INITIAL STUDY AND ENVIRONMENTAL CHECKLIST**

Proposed Project: 14th Street and Ramona Avenue Multi-Family Residential and GPA Project

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Recreation
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hazards/Hazardous Materials	<input type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Noise	<input type="checkbox"/> Wastewater
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Water
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the City of Grover Beach finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jeff Oliveira, Principal, Oliveira Environmental Consulting		11/16/16
Prepared by (Print)	Signature	Date

Lead Agency Rep. (Print)	Signature	Date
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Project Environmental Analysis: The City of Grover Beach (City) environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. The City uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the City of Grover Beach, 154 South 8th Street, Grover Beach, CA 93433 (805-473-4520; FAX 805-489-9657).

1. PROJECT DESCRIPTION: The proposed project includes the construction of a 15-unit multi-family residential complex, two units of which include the addition of “live-work” commercial/office space. The dwelling units would be located within a total of four, three-story apartment buildings located on-site. The proposed residential units would each include:

- a total of 1,058 square feet of living area;
- 291.5 square feet of garage space; and
- 194 square feet of roof deck.

The proposed project includes 4,872.5 square feet of landscaping (native and/or non-invasive species). In addition, Units 1 and 3 (located in Building 1, in the southwest corner of the site) each include 268 square feet of “live-work” office space.

The proposed apartment buildings would have a building height between 35 feet, 9 inches (at the highest natural grade elevation of 83 feet) and 39 feet, 1 inch (at the lowest natural grade elevation of 78 feet).

Stormwater management for the proposed development would include full on-site stormwater retention provided in an underground system consisting of 3 subsurface chambers and drain rock.

Parking for the proposed project would include a single-car garage for each dwelling unit (15 spaces total), seven open parking spaces, and 12 shared parking spaces with the neighboring AutoZone parking lot for a grand total of 34 parking spaces (it should be noted that the project applicant is also the owner of the AutoZone lot). The City Development Code requires a minimum of 37 parking spaces for the proposed project, but allows parking reductions for multi-family residential projects within 500 feet of a transit stop. The applicant is requesting a parking reduction of three spaces, providing a total of 34 parking spaces.

In order to accommodate the proposed residential density on-site, the project includes a proposed General Plan Amendment and Zone Change from the current Retail Commercial (RC) zone to the

proposed Central Business Open (CBO) zone. The proposed General Plan and Zoning Map amendment would change the allowable residential density from 9 dwelling units/acre to 20 dwelling units/acre. The increased residential density of 20 dwelling units/acre is consistent with neighboring CBO zoning to the west and the R3 zoning to the north and would be consistent with the residential growth anticipated under the 2010 General Plan Land Use Element Update buildout.

Please refer to Figure 2, Site Plan/Aerial Overlay, for a detailed depiction of the proposed project.

2. PROJECT LOCATION: The proposed project is located at the southeast intersection of 14th Street and Ramona Avenue (APN 060-246-016), one block north of West Grand Avenue, in the City of Grover Beach, San Luis Obispo County, CA. The subject parcel is 30,000 square feet (.69 acres) in size and is located adjacent to an existing mobile home park (Pacifico Del Amo Mobile Home Park) to the east and commercial retail development (AutoZone) to the south along West Grand Avenue. The project site is considered an in-fill lot located in the urban core of the city and is currently undeveloped. The project site is fairly level with an approximate 4% slope from north to south. The subject parcel is regularly maintained and is void of any mature vegetation.

The subject parcel is designated “Retail and Commercial Services” under the City’s General Plan and is currently zoned Retail Commercial (RC). The project site is surrounded by High Density Residential (R3) and Central Business Open (CBO) zoned parcels.

The project site has the following approximate latitude/longitude coordinates: North: 35.1221°, West: -120.6138°. Please refer to Figure 1, Project Site Location/Vicinity, for a depiction of the proposed project location.

3. EXISTING SETTING: The subject site consists of a vacant, undeveloped lot north of and adjacent to the commercial corridor along West Grand Avenue in the City of Grover Beach. The project site is void of native vegetation. The subject parcel is fairly level with an approximate 4% slope from north to south and is maintained/mowed regularly. The parcel is bound by multi-family and single family residential to the north/east/west with commercial development to the south (along West Grand Avenue). The project site is considered to be an in-fill lot within the urban core of the community, located approximately 1 mile inland (east) of Highway 1 and approximately 1.5 miles from the Pacific Ocean. Site elevation ranges from approximately 84 feet above mean sea level (AMSL) at the northern site boundary to approximately 78 feet AMSL at the southern property boundary.

4. ENVIRONMENTAL ANALYSIS: During the Initial Study process, several issues were identified as having potentially significant environmental effects (see following Initial Study). Impacts identified as "Impact can & will be mitigated" are considered to be significant but mitigable impacts. Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.

INITIAL STUDY CHECKLIST

I.	AESTHETICS - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	<i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	<i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	<i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	<i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	<i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	<i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. The City of Grover Beach occupies an expansive coastal plain that is bound by the Pacific Ocean to the west and the cities of Pismo Beach and Arroyo Grande to the north and east. The unincorporated community of Oceano borders the City to the south. Grover Beach is composed of a diverse collection of residential neighborhoods interconnected by a grid system of streets. Most neighborhoods are visually synonymous with typical, California residential developments, with a range of housing types.

As discussed under the City’s General Plan Update (2010), the City of Grover Beach is commonly associated with the nearby beach characterized by a sandy, flat beach with sand dunes along eastern edge of the coast. A mixture of open space, residential, commercial, and industrial uses can be found east of the dunes, associated with the City. There are no views of the ocean from Highway 1 as it travels through the city; however, views of the beach entrance at the western end of West Grand Avenue provide notable scenic qualities. Traveling south through Grover Beach, views along Highway 1 consist of eucalyptus trees and the Monarch Butterfly Grove, residential development, sand dunes, the Grover Beach coastal entrance and vehicle access, and vegetation along Meadow Creek.

In the project vicinity, the West Grand Avenue commercial/retail corridor consist of strip development common in the 1960s-70s with more recent areas of mixed use west of 3rd Street. Landscaped islands at the east end and central portion of the commercial/retail corridor provide definition to the city’s eastern entrance at West Grand Avenue. The viewshed down West Grand Avenue towards the beach to the west provides views of sand dunes and the ocean from a distance, however, coastal views are blocked from the project site by intervening structural development. West Grand Avenue has been designated as a scenic route in the City’s Scenic Route Element.

Being in general proximity to West Grand Avenue, the project site can be seen from public vantage points. Although the project will be intermittently visible from public roadways, it is important to note that the proposed project development would consist of residential multi-family housing consistent with the residential development along Ramona Avenue and 14th Street in the project vicinity. The proposed General Plan amendment and zone change from the Retail Commercial (RC) zone to the proposed Central Business Open (CBO) zone would be consistent with neighboring CBO-zoned parcels to the west, high density residential development north of the project site, and the multi-family housing (trailer park) development to the east.

Impact. As the overarching policy document guiding development for the City, the Grover Beach General Plan contains policies to ensure that development is compatible with the existing visual context. The City’s Scenic Routes Element and Open Space-Conservation Element includes policies to minimize visual impacts on surrounding natural landscapes and scenic views. In addition, the City’s Development Code provides guidance on structural design requirements to ensure compatibility with surrounding land uses.

The proposed project consists of the construction of a 15-unit multi-family residential complex, two units of which include the addition of commercial/office “live-work” space. The dwelling units would be located within a total of four, three-story apartment buildings located on-site. The proposed apartment buildings would have a building height between 35 feet, 9 inches (at the highest natural grade elevation of 83 feet) and 39 feet, 1 inch (at the lowest natural grade elevation of 78 feet).

Please refer to the project site plans for detailed elevations of the proposed development, as well as photosimulations showing the project development in the context of the site and surrounding area.

Implementation of the City’s General Plan and Development Code will address project design compatibility and visual impacts. Specifically, the following General Plan policies are intended to address aesthetic qualities of existing and developed residential neighborhoods: Goals LU-1, LU-3, and LU-19 through LU-21 and Policies LU-1.1 through LU-1.3, LU-3.1 through LU-3.4, LU-19.1, LU-19.2, LU-20.6 through LU-20.9 and LU-21.1. Implementation of the above General Plan goals and policies will reduce development impacts related to the visual and aesthetic quality of the project vicinity. Based on these existing design review requirements, and as shown in the project elevations and photosimulations, the project is not expected to degrade the existing visual character of the site. The current project site is undeveloped and the introduction of the proposed project has the potential to result in significant but mitigable impacts related to new nighttime lighting and glare.

Mitigation/Conclusion. In order to reduce nighttime lighting impacts to less than significant levels the following shall be required:

AES-1 The following project features shall be required:

- Project outdoor lighting shall be limited to the minimum required for security and safety;
- Outdoor lighting shall be of a minimal wattage required for security and safety;
- The height of outdoor light fixtures shall be limited to the minimum height allowed;

- Outdoor light fixtures shall include a solid/metal hood to direct light downward and shall be designed to avoid the spilling of light off-site.

Implementation of the above measures will reduce impacts to less than significant levels.

II. AGRICULTURAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Conflict with existing zoning or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. Unlike a large part of San Luis Obispo County, there are few parcels within the City of Grover Beach in agricultural production, and few vacant parcels large enough to support agriculture. Based on the County Department of Agriculture (<http://www.slocounty.ca.gov/agcomm>), there are less than 30 acres of cropland and ½-acre of nursery production located within the City limits.

Impact. The proposed project consists of the construction of a 15 unit multi-family residential complex, including two “live-work” units with commercial/office space. The dwelling units would be located within a total of four, three-story apartment buildings located on-site. The project site is located entirely within the City limits and is not designated as Prime or Unique Farmland or Farmland of Statewide Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not result in conversion of agricultural resources to nonagricultural use.

The project site is not located on farmland, nor is it under a Williamson Act contract. The project site is surrounded by developed properties and public streets. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts to existing agricultural resources are anticipated with implementation of the project.

Mitigation/Conclusion. No mitigation measures are necessary.

III.	AIR QUALITY/GREENHOUSE GAS EMISSIONS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	<i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by the applicable air quality district?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	<i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	<i>Create or subject individuals to air pollution emissions or objectionable odors?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	<i>Be inconsistent with an applicable Air Quality Management Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	<i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	<i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h)	<i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. Air quality in the Grover Beach region of San Luis Obispo County is characteristically different than other regions of the County (i.e., the Upper Salinas River Valley and the East County Plain), although the physical features that divide them provide only limited barriers to transport pollutants between regions. The County is designated nonattainment for the one-hour California Ambient Air Quality Standards (CAAQS) for ozone and the CAAQS for respirable particulate matter (PM₁₀). The County is designated attainment for national ambient air quality standards (NAAQS).

Both the US Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria

documents. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

Grover Beach is currently designated as nonattainment for the state and federal ambient air quality standards for ground-level ozone and PM_{2.5} as well as the state standards for PM₁₀. Grover Beach is primarily a bedroom community, with approximately three out of every four workers currently commuting out of the city for work. This commuting is the primary source of locally produced Greenhouse Gas emissions and criteria pollutants.

Greenhouse Gas Emissions: Prominent Greenhouse Gas (GHG) emissions contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). GHG emissions in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of global climate change or global warming. Global sources of GHG emissions include fossil fuel combustion in both stationary and mobile sources, fugitive emissions from landfills, wastewater treatment, agricultural sources, deforestation, high global warming potential (GWP) gases from industrial and chemical sources, and other activities.

As is common throughout the region, the major sources of GHG emissions in the city are transportation-related emissions from cars and trucks, followed by energy consumption in buildings. These local sources constitute the majority of GHG emissions from community-wide activities in the City, and combine with regional, statewide, national, and global GHG emissions that result in the cumulative effect of global warming, resulting in global climate change.

Statewide legislation, rules and regulations that apply to GHG emissions associated with the project setting include the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill [SB] 375), the Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32), Advanced Clean Cars Rule, Low Carbon Fuel Standard, Renewable Portfolio Standard, California Building Codes, and recent amendments to the California Environmental Quality Act (CEQA) pursuant to SB 97 with respect to analysis of GHG emissions and climate change impacts.

The San Luis Obispo County Air Pollution Control District (APCD) is the agency primarily responsible for ensuring that NAAQS and California ambient air quality standards (CAAQS) are not exceeded and that air quality conditions are maintained in the region. The County of San Luis Obispo APCD adopted the Clean Air Plan in January 1992; the Plan was updated in 1998, and again in 2001. The Clean Air Plan is a comprehensive planning document designed to reduce emissions from traditional industrial and commercial sources, as well as from motor vehicle use. The purpose of the County's Clean Air Plan is to address the attainment and maintenance of state and federal ambient air quality standards by following a comprehensive set of emission control measures within the Plan.

The City of Grover Beach Climate Action Plan (CAP) includes goals and policies for implementing reductions in GHG emissions. The CAP includes the City's emissions inventory (updated June 2013), and identifies GHG reductions, including implementation measures and monitoring procedures. The CAP is consistent with CEQA Guidelines Section 15183.5(b) for mitigating emissions and climate change impacts and serves as a Qualified GHG Reduction Strategy through the APCD. As such,

project-specific analysis of GHG emissions is only required if GHG emissions from a project would be cumulatively significant regardless of CAP implementation.

Impact. Temporary impacts from the project, including but not limited to excavation and construction activities, vehicle emissions from heavy duty equipment, have the potential to create dust and emissions that exceed air quality standards during construction for temporary and intermediate periods.

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. The proposed project is expected to generate construction emissions in excess of the thresholds approved by the APCD [Ozone Precursors (ROG + NO_x) = 137 lbs/day or 2.5 tons for projects lasting up to one quarter; Diesel Particulate Matter (DPM) = 7 lbs/day or 0.13 tons for projects lasting up to one quarter; Fugitive Particulate Matter (PM₁₀) = 2.5 tons for projects lasting up to one quarter]. Because the project is within 1,000 feet of sensitive receptors (i.e., neighboring residents, commercial/retail employees and customers, etc.), impacts related to fugitive dust emissions during proposed construction activities are considered significant but mitigable.

Construction equipment itself can be the source of air quality emission impacts, and may be subject to California Air Resources Board or APCD permitting requirements. This includes portable equipment, 50 horsepower (hp) or greater or other equipment listed in the APCD's 2012 CEQA Air Quality Handbook, Technical Appendices. Truck trips associated with the materials that will be cut from the site may also be a source of emissions subject to APCD permitting requirements, subject to specific truck routing selected. Impacts related to vehicle and heavy equipment emissions are considered significant but mitigable.

Operational Screening Criteria for Project Impacts: Table 1-1 of the CEQA Air Quality Handbook indicates that the construction of an apartment building (low rise) with less than 109 dwelling units would not exceed the threshold of significance for the APCD Annual Bright Line threshold (1,150 MT CO₂e/year). The threshold for reactive organic gases (ROG) and oxides of nitrogen (NO_x) would not be exceeded by the proposed project (maximum size for exemption stated at 94 dwelling units). Therefore, operational phase air quality impacts are considered less than significant.

Greenhouse Gas Emissions: As discussed above, the City of Grover Beach CAP is designed as a Qualified GHG Reduction Plan, consistent with CEQA Guidelines Section 15183.5(b). According to the CAP, the City's GHG emissions for the sample year (2005) were estimated at 48,169 MT CO₂e, with the transportation sector contributing the most (38.5%) to this total. The City's forecasted GHG emissions are estimated at 57,794 MT CO₂e by 2020. The City will need to reduce its GHG emissions by 8,670 MT CO₂e by 2020 to meet the 15% reduction below 2005 levels recommended by the California Air Resources Board by 2020.

The proposed project is relatively small in scope when compared to the Bright Line threshold discussed above and it was determined that the project contribution to GHG emissions are considered to be consistent with the City's CAP. However, the proposed project would result in a change from the current Retail Commercial (RC) zone to the proposed Central Business Open (CBO)

zone. Overall, this change would result in an increase from the previously allowed 9 dwelling units on the project site to the proposed 15 dwelling units. This results in an increase of 6 dwelling units when compared to what would be allowed under the existing project site zoning.

Proposed projects resulting in an increase in population growth beyond the San Luis Obispo Council of Government's (SLOCOG) adopted forecast for the region would be considered inconsistent with the CAP.

According to the SLOCOG 2040 Population, Housing & Employment Forecast (August 2011), the growth rates for San Luis Obispo County (2010-2020) range between 0.60% and 0.85% per year. The City's forecasted GHG emissions are based on this growth forecast. However, the California Department of Finance demographic data shows that San Luis Obispo County's population has increased by an average of just 0.59% between 2010 and 2015, below the SLOCOG forecasts used for the CAP emissions modeling.

Although the proposed project includes a zone change, the project would not result in growth beyond the SLOCOG regional population forecast used to generate the GHG emission models for the City's CAP. Accordingly, implementation of the proposed project would not have the potential to result in growth beyond the population growth forecast for the region, and the proposed residential project can therefore be considered consistent with the City's CAP.

In addition, it is important to note that the proposed project would include in-fill development within the urban core of the city with direct access to the local bicycle and pedestrian network, would provide residential development in proximity to safe public transit access, and would include shared parking. These aspects are consistent with the City's CAP Measures TL-1, TL-2, TL-3, and TL-6. The proposed project is also consistent with aspects of the Smart Growth Measure (Measure TL-8) that encourages mixed-use development, higher densities, and in-fill development near transit routes in existing community centers. The proposed project is consistent with this measure. Impacts related to GHG emissions are considered less than significant.

Mitigation/Conclusion. In order to reduce impacts to less than significant levels, the following mitigation shall be required:

AQ-1. The APCD Air Quality Handbook provides mitigation measures specifically intended to mitigate fugitive dust emissions related to project construction. The following shall be implemented as feasible. It should be noted that these measures are intended to be broad in nature and some measures may not be feasible depending on the specific project:

- a) Reduce the amount of the disturbed area where possible;
- b) Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c) All dirt stock pile areas should be sprayed daily as needed;

- d) Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e) Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f) All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g) All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h) Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i) All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j) Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k) Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l) All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m) The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below required opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-2. The required mitigation measures for reducing nitrogen oxides (NO_x), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment are listed below:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- If possible given the geometry of the project site, staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

IV. BIOLOGICAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species or their habitats?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Introduce barriers to movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: In order to assess project site biological resources, a site visit was performed by Oliveira Environmental Consulting LLC (August 26, 2016). As observed during the project site visit, the approximately 30,000 square foot subject parcel is a highly disturbed environment located in the urban core of the City consisting of an open, vacant lot located between existing multi-family and single-family residential development and bound to the south by the existing AutoZone business and the West Grand Avenue commercial/retail corridor. The site is regularly maintained (mowed) and is void of any trees, shrubs or mature vegetation. Weedy, non-native annual grassland (California Annual Grassland) is the predominant vegetation community found on site, as well as ruderal/disturbed habitat.

California Annual (Non-Native) Grassland

The California annual grassland series, as described by Sawyer and Keeler-Wolf (1995) correspond with the Non-Native Grassland plant community described by Holland (1986) and with Annual

Grassland described in the California Wildlife Habitat Relationship (CWHR) database. This plant community is typically found on dry hillsides and valleys throughout the Central Valley and Coast Ranges, and along the coast of central and southern California. This plant community generally contains a mix of native and non-native annual grasses and forbs and often contains sparsely distributed shrubs and trees.

Grasslands provide foraging habitat for a variety of small mammals which in turn serve as a prey base for larger predator animals, including snakes, raptors (“birds of prey”), and coyotes (*Canis latrans*). Numerous invertebrate species (such as insects), many of which provide a food source for larger animals such as lizards, birds, and some small mammals can also be found within grassland habitat type. Grasslands provide valuable foraging habitat for many predators, including raptors such as the red-tailed hawk (*Buteo jamaicensis*) and northern harrier (*Circus cyaneus*).

Developed/Ruderal

Developed/ruderal conditions are common in abandoned fields, along roadsides, in un-maintained areas adjacent to development, and areas that have been altered by construction, agriculture, landscaping, or other types of regular human activity that constrains plant growth. If vegetated, these areas are typically dominated by non-native annual grasses and herbaceous plants adapted to the regular cycle of disturbance from traffic and weed reduction practices such as mowing and herbicide application. Typical plants consist primarily of introduced species.

Plant species common to developed areas include English ivy, ripgut brome, slender wild oats (*Avena barbata*), bur-clover (*Medicago polymorpha*), sweet fennel (*Foeniculum vulgare*), and a variety of ornamental plantings associated with landscaping. The developed/ruderal portions of the study area would typically attract common wildlife species adapted to human disturbance, and are not expected to provide significant habitat values for native species.

Impact. Completion of the proposed project would disturb developed and ruderal areas on site. Developed and ruderal areas dominated by non-native species are not considered sensitive plant communities by the California Department of Fish and Wildlife, and are common throughout the region. Therefore, any loss of the developed and ruderal habitat would be considered a less than significant impact, and no mitigation would be required.

Although considered somewhat degraded habitat, both the California Annual (Non-Native) Grassland and Disturbed/Ruderal vegetation communities have the potential to offer suitable conditions for wildlife use. However, the project site is void of any trees, shrubs or mature vegetation and contains little to no natural habitat. Some low-growing weedy vegetation was apparent during the project site visit, but lacking in any structure that could be used by nesting birds or raptors for nesting or foraging. No wildlife was observed at the time, and no birds were seen utilizing the property. Given the in-fill nature of the site, neighboring residential and commercial/retail development framing the subject parcel and overall level of activity in the neighborhood, wildlife use of the site is expected to be low.

Given the nature of the vacant in-fill lot, surrounding urban land uses and lack of connectivity between open spaces, the site would not be considered conducive to wildlife movement and would not be considered a movement corridor. As such, impacts related to biological resources are considered less than significant.

Mitigation/Conclusion. No mitigation required.

V.	CULTURAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	<i>Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	<i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	<i>Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	<i>Disturb any human remains, including those interred outside of formal cemeteries?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	<i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. Historical, archaeological, and paleontological resources in the City were evaluated as part of the Final Environmental Impact Report for the City of Grover Beach Land Use Element Update (available for review at the following City of Grover Beach Community Development Department web site: <http://www.grover.org/index.aspx?NID=230>).

As discussed in the above referenced evaluation, at the time of Spanish contact in the region speakers of the Obispeño language of the Chumash language family occupied the lands in the Grover Beach vicinity. The project area is located south of the boundary of the Obispeño or Northern Chumash (to the south) and Salinan groups that resided to the north near Big Sur.

Numerous Chumash cultural sites in Grover Beach have been recorded by the San Luis Obispo County Archaeological Society. The locations of archaeological sites are confidential per requirements of the State Historic Preservation Officer and the California Historical Resources Information System (CHRIS). These sites are all in areas of present-day residential land use. The City is aware of the sensitive cultural resources areas and has included measures in the updated General Plan to protect these resources. It also includes standard implementation measures to stop any construction should cultural resources be unearthed until appropriate safeguards are taken to protect the resources.

As required under Senate Bill (SB) 18, Local and Tribal Intergovernmental Consultation, any City or County proposing a General Plan amendment or Specific Plan must contact appropriate Native American tribal representatives for the purpose of entering into meaningful consultation between the tribes and the Lead Agency. Per SB 18 requirements, the City has sent an invitation for project consultation to the local tribal representatives as identified by the Native American Heritage Commission. No requests for consultation have been received to-date.

The project site is vacant and avoid of any structures that would have the potential to considered historic resources.

Impact. The project site consists of a previously disturbed, fairly level in-fill lot and is not located in proximity to known archaeological, historic or paleontological resources. Although remote, there is a possibility of the unanticipated and accidental discovery of subsurface archaeological and/or paleontological resources and/or human remains during project construction. Implementation of the required City General Plan Policies and Programs would ensure protection of any archaeological or paleontological resources or human remains that may be unearthed during project construction. The City’s standard project use permit conditions for projects entailing new construction impose the accepted protocol for protection of any archaeological or human remains that may be discovered during construction.

The potential for impacts to cultural resources is considered less than significant and no mitigation measures are recommended beyond the City standard conditions for protection of cultural resources. The City requires construction to cease if in-situ cultural resources are encountered until a protection plan can be implemented to protect or remove the resources. In the event of accidental discovery of human remains, all work is required to stop and the County Coroner will be contacted and the Most Likely Descendent will be identified and contacted.

Mitigation/Conclusion. No measures beyond those mandated under the City’s General Plan are required.

VI. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>a) Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>b) Be within a California Geological Survey “Alquist-Priolo Earthquake Fault Zone”?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Involve activities within the 100-year flood zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Be inconsistent with the goals and policies of the City General Plan relating to geologic and seismic hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: San Luis Obispo County, including the City of Grover Beach, is located within the Coast Range Geomorphic Province, which extends along the coastline from central California to Oregon. This region is characterized by extensive folding, faulting, and fracturing of variable intensity. In general, the folds and faults of this province comprise the pronounced northwest trending ridge-valley system of the central and northern coast of California.

Under the Alquist-Priolo Special Studies Zone Act, the State Geologist is required to delineate appropriately wide special study zones that encompass all potentially and recently active fault traces deemed sufficiently active and well-defined as to constitute a potential hazard to structures from surface faulting or fault creep. In San Luis Obispo County, the Special Studies Zones (i.e., Earthquake Fault Zones) includes the San Andreas and Los Osos faults, neither of which are located in proximity to the project site.

As discussed under the City’s General Plan Update Master EIR (2010), the City of Grover Beach is located in the Santa Maria Basin-San Luis Range (SMB-SLR) seismotectonic domain. The SMB-SLR is one of four distinct seismotectonic domains within San Luis Obispo County, as defined by rock type and the nature of faulting and folding. This domain’s surface geology consists of Quarternary and Holocene sediments of alluvium and dune deposits underlain by Jurassic Age Franciscan basement.

The coastal topography of Grover Beach is predominantly flat to gently rolling, minimizing the risk of landslide hazards.

San Luis Obispo County is located within the Southern Coast Ranges Province, one of the most complex geologic provinces in the State of California. It is characterized by a number of subparallel structural blocks bounded by several on- and off-shore faults. Earthquake-related hazards have the potential to result in public safety risks and property damage in Grover Beach. Several secondary seismic hazards are associated with strong seismic shaking, especially in areas characterized by a relatively shallow ground water table, and underlain by loose, cohesion-less soil deposits. These secondary seismic hazards include fault rupture, liquefaction, and ground shaking.

Impact. Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely to occur along active faults. However, the potential for ground rupture also exists along potentially active faults. The project site is not located within an Earthquake Fault Zone as established in accordance with the Alquist-Priolo Earthquake Fault Zoning Act of 1972. The potential for surface rupture to occur on the site is determined to be very low, and impacts are considered less than significant.

Small to moderate earthquakes (with magnitudes less than 5.0 on the Richter Scale) are common in San Luis Obispo County. The project site is located in general proximity to active or potentially active faults and is approximately 40 miles west of the San Andreas Fault. As such, strong shaking should be expected during the lifetime of the proposed project. The Safety Element of the Grover Beach General Plan presents policies and implementation measures with respect to geologic and seismic hazards, with the objective of minimizing the potential for loss of life and property. The policies address hazards associated with seismicity, fault rupture, groundshaking, liquefaction and seismic settlement, slope instability, landslides, and coastal bluff erosion. Development of the proposed project consistent with the requirements of the City's General Plan Safety Element will result in less than significant impacts related to seismic hazards.

Liquefaction is the loss of strength in saturated granular soils produced by seismic shaking. For this to occur, the soils must be saturated at a relatively shallow depth, of a granular (non-cohesive) nature, and be relatively loose. The project site exhibits minimal liquefaction hazards. Impacts are considered less than significant.

The project site is relatively flat and is not located in proximity to any nearby slopes; therefore, it is unlikely to be impacted by landslides. Impacts are considered to be less than significant.

The project site is underlain by the Oceano sand (0 to 9 percent slopes) soil unit. According to the United States Department of Agriculture-Natural Resources Conservation Service's Web Soil Survey, this soil has a minimal to slight erosion hazard; however, Oceano sand soils are susceptible to wind-blown erosion. A rating of slight indicates that erosion is unlikely under ordinary conditions. Implementation of the requirements for dust abatement and air quality that require watering of loose soils and various erosion and dust control measures would ensure that any earthmoving activities would be properly mitigated for soil erosion. Therefore, project impacts related to soil erosion or the loss of topsoil are considered to be less than significant.

The project site is not located on an unstable geologic unit or expansive soil, nor would the site become unstable as a result of the project. The primary soil types underlying the project site are characterized as being nearly level to gently sloping and having a negligible runoff rate, low shrink-swell potential, rapid permeability level, and a minimal to slight erosion hazard. Impacts related to expansive soils are considered less than significant.

With the proposed development, stormwater runoff volumes and rates will be altered as a result of the proposed construction. Although the existing project site soils exhibit negligible runoff rates, implementation of the project will result in an increase in impermeable surfaces resulting in increased stormwater runoff. To adequately manage storm water runoff, and address water quality including impacts related to sedimentation and erosion, the applicant has proposed the implementation of a stormwater management system consisting of full on-site stormwater retention as required by the City Code. Stormwater retention would be provided in an underground system of 3 subsurface chambers and drain rock to allow for groundwater infiltration of runoff. Currently, runoff from the neighboring trailer park (east) is known to drain across the project site. It is our understanding that the proposed stormwater management system has been designed to accept neighboring runoff as well. With implementation of this stormwater management system, impacts related to runoff are considered less than significant.

Mitigation/Conclusion. Implementation of the proposed stormwater management system, including capacity for neighboring runoff, will reduce impacts to less than significant levels. No additional measures are required.

VII.	HAZARDS & HAZARDOUS MATERIALS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	<i>Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	<i>Interfere with an emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	<i>Expose people to safety risk associated with airport flight pattern?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	<i>Increase fire hazard risk or expose people or structures to high fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	<i>Create any other health hazard or potential hazard?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	<i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. Hazardous Materials: Hazardous materials are defined as substances with physical and chemical properties of ignitability, corrosivity, reactivity, or toxicity which may pose a threat to human health or the environment. This includes, for example, chemical materials such as petroleum products, solvents, pesticides, herbicides, paints, metals, asbestos, and other regulated chemical materials. Additionally, hazards include known historical spills, leaks, illegal dumping, or other methods of release of hazardous materials to soil, sediment, groundwater, or surface water. If a historical release exists, then there is a risk associated with disturbing the historical release area. The potential for risks associated with hazardous materials are varied regionally. The primary risk concerns within the city are expected to focus on the transportation of hazardous materials in and around the City. Most of these incidents are related to the increasing frequency of transport of chemicals over roadways, railways or through industrial accidents. Highway 101 and a rail corridor are major transportation corridors through the Grover Beach area.

Fire Hazards: Fires have the potential to cause significant losses to life, property, and the environment. Urban fire hazards result from the materials that make up the built environment, the size and organization of structures, and spacing of buildings. Additional factors that can accelerate fire hazards are availability of emergency access, available water volume and pressure for fire suppression, and response time for fire fighters. Fire hazard severity in rural areas, including areas on the edge between urban and rural land (commonly called the wildland interface), are highly influenced by the slope of the landscape and site vegetation and climate. This risk is somewhat amplified by the native, Mediterranean vegetation common to the rural setting in which the city is located that has evolved to rely on wildfires for its ecological sustainability. Where wildland fires may be a threat, plant fuels are often managed by replacement planting, grazing, plowing, or mechanical clearing.

Airport Hazards: The County of San Luis Obispo manages activities on airport property through the Airport Land Use Commission (ALUC). As the means of fulfilling these basic obligations, the ALUC, must prepare and adopt Airport Land Use Plans for each airport within their jurisdiction. The policies in the ALUP are intended to minimize the public's exposure to excessive noise and safety hazards while providing for the orderly expansion of airports (Public Utility Code Section 21670(a)(2)).

Impact. The proposed project would not create a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would be required to comply with applicable building, health, fire, and safety codes. Hazardous materials would be used in varying amounts during construction and occupancy of the project. Construction and maintenance activities would use hazardous materials such as fuels (gasoline and diesel), oils, and lubricants; paints and paint thinners; glues; cleaners (which could include solvents and corrosives in addition to soaps and detergents); and possibly pesticides and herbicides. The amount of materials used would be small, so the project would not create a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous materials, assuming such use complies with applicable federal, state, and local regulations, including but not limited to Titles 8 and 22 of the CCR, the Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code.

With respect to operation of the project, apartment buildings do not generate significant amounts of hazardous materials, and only a minimal amount of routine “household” chemicals would be stored on-site. These materials would not create a significant hazard to the public or to the environment.

As discussed in the City’s Land Use Element Update EIR (2010), according to the California Department of Toxic Substances Control electronic clearinghouse of toxic sites, the toxic site nearest to Grover Beach is the currently inactive Conoco Phillips Company site, in neighboring Arroyo Grande.

The proposed project would not result in the routine transport, use, disposal, handling, or emission of any hazardous materials that would create a significant hazard to the public or to the environment. Implementation of Title 49, Parts 171–180, of the Code of Federal Regulations and stipulations in the General Plan Safety Element would reduce any impacts associated with the potential for accidental release during construction or occupancy of the proposed project or by transporters picking up or delivering hazardous materials to the project site. These regulations establish standards by which hazardous materials would be transported, within and adjacent to the proposed project. Where transport of these materials occurs on roads, the California Highway Patrol is the responsible agency for enforcement of regulations.

Pursuant to State law and local ordinance, the Division of Environmental Health of the County of San Luis Obispo Health Agency conducts inspections to ensure proper handling, storage, and disposal of hazardous materials and proper remediation of contaminated sites. In addition, information is collected under the Business Plan Act is collected and certified by the County Environmental Health Department for emergency response purposes.

The County Office of Emergency Services (OES) is an emergency management agency with responsibilities that include coordination of emergency and disaster preparedness planning, response, and recovery with and between federal, state, and local agencies. To address the potential for an uncontrolled hazardous material release in San Luis Obispo County, and to ensure that adequate resources are available to respond to a significant hazardous materials release, the County OES has prepared a Hazardous Materials Emergency Response Plan (1994).

The proposed project is a multi-family residential mixed use apartment development with parking and associated amenities, and is approximately 1/4 of a mile northeast of Long Branch Elementary School. As discussed above, the proposed project is a multi-family apartment use that would not result in the routine transport, use, disposal, handling, or emission of any hazardous materials that would create a significant hazard to the public or to the environment, including at the existing school.

Fire protection is provided by the Five Cities Fire Authority, a Joint Powers Authority between the Cities of Grover Beach, Arroyo Grande, and the Oceano Community Services District. A Five Cities Fire Authority Fire station is in close proximity to the project site (701 Rockaway Avenue), providing timely emergency support if needed. The project is not within a high severity risk area for fire. The project site is not located within an airport land use plan and is approximately 2 miles northeast of a public use airport or airstrip (Oceano Airport). There are no private airstrips in the vicinity of the project site that would result in a safety hazard for people residing or working in the project area.

Mitigation/Conclusion. With implementation of applicable local, State and Federal regulations discussed above, impacts are considered less than significant. No mitigation measures are required.

VIII. NOISE - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the City Noise Element thresholds?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate increases in the ambient noise levels for adjoining areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. As discussed in the City’s General Plan Noise Element, the major noise source in the City of Grover Beach, as in most other communities, is traffic. Other noise generators such as railroads, aircraft, commercial development, construction, and industrial facilities can contribute to local ambient noise levels.

Some land uses are less tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than commercial or industrial activities. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design of new developments.

As ambient noise levels affect the perceived livability of a development, noise impacts can impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work.

The Office of Noise Control, established by the California Noise Control Act of 1973, has developed criteria and guidelines for local agencies for use in setting standards for human exposure to noise and preparing noise elements. The noise standards developed by the Office of Noise Control are intended as guidelines for municipal noise elements and have been incorporated in the City’s General Plan Noise Element.

The Noise Element was adopted by the City in 1993 as a required element of the General Plan. The Noise Element contains maps showing noise contours. Theses contour maps can help guide land use decisions. This Element also contains implementation measures and possible solutions to existing and future noise problems.

The City’s Noise Element and Section 3120 of the City’s Municipal Code requires that interior noise exposure from exterior noise sources (e.g., traffic) within residential dwellings not exceed 45 dB LDN (or CNEL) between the hours of 7AM and 10PM and 40 dB LDN (or CNEL) between the hours of 10PM

and 7AM, regardless of exterior noise exposure. The City of Grover Beach has established an acceptable exterior noise level criterion of less than 60 dB LDN (or CNEL) between the hours of 7AM and 10PM and 55 dB LDN (or CNEL) between the hours of 10PM and 7AM within residential land uses, including the yards and patios used by the residences. These are considered to be the “Normally Acceptable” levels, and may be adjusted upward to 70 dB LDN for playgrounds and neighborhood parks.

The proposed project site is located just outside of the mapped 60 dB noise contour line associated with noise generated by traffic along West Grand Avenue as delineated under the General Plan Noise Element.

Impact. With respect to existing ambient noise levels in the project vicinity, the proposed project site is located in proximity to residential land uses along the northern, eastern and western site boundary, with commercial/retail development bordering the site to the south (AutoZone business) along West Grand Avenue. The majority of the project vicinity exhibits residential development similar to that under the proposed project. The project site is located outside of the City’s 60 dB noise contour which is located just south of the project site boundary. As such, exposure to noise sources along the southern site boundary associated with both the neighboring AutoZone business and traffic along West Grand Avenue is considered less than significant.

Construction activities would result in substantial, short-term increases in existing ambient noise levels over 65 dBA CNEL within the project vicinity during the following activities:

- construction vehicles entering and leaving the site, including workers, building materials, or construction equipment;
- activities in the construction staging areas;
- operation of temporary on-site generators and compressors;
- grading and/or earth-moving activities; and
- construction of proposed structures

Construction noise is subject to the standards contained in the City’s Noise Ordinance/Municipal Code, which stipulates the following limits:

- Residential Zones: 75 dBA between 7AM and 10PM (exception permit required for construction between 10PM and 7AM);
- Commercial Zones: 85 dBA between 7AM and 10PM (exception permit required for construction between 10PM and 7AM).

Although construction noise has the potential to exceed established thresholds, construction activities would be limited to daytime hours between 7:00 AM and 7:00 PM Monday through Friday, and 8:00 AM to 5:00 PM Saturday, Sunday and holidays, in accordance with the City of Grover Beach’s Municipal Code Section 3120.1. Therefore, construction noise levels would not affect residential uses that are sensitive to vibration levels when sleep is disturbed. In addition, the project would not exceed groundborne vibration levels that could potentially damage nearby buildings.

The proposed project is not expected to result in a significant long-term increase in traffic noise levels, and temporary construction noise would be less than significant, based on compliance with the City’s time restrictions on construction activities, contained in the City’s Municipal Code. The proposed residential use of the proposed project would not be expected to have a significant impact on daily noise at the project site. As such, noise-related impacts resulting from implementation of the proposed project would be less than significant.

The proposed project site is not located within an airport land use plan or within the mapped noise impact contours around the Oceano Airport as mapped under the City’s General Plan Update EIR (2010).

General community noise exposure has the potential to increase as a result of the population growth and traffic generated by the proposed project. These impacts have been addressed under the following City General Plan goals, policies and implementation measures: Goal LU-20 and Policies LU-20.1(g), LU-20.4, and LU-20.8(h), and the applicable portions of the Noise Element and Grover Beach Municipal Code. Impacts related to community noise increases are considered less than significant with the incorporation of the City’s General Plan requirements.

Mitigation/Conclusion. None required. Impacts are considered less than significant.

IX. POPULATION/HOUSING - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Use substantial amount of fuel or energy?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting/Impact. As discussed under the City’s General Plan Land Use Update EIR (2010), the population for Grover Beach was 13,213 in 2008. The Grover Beach population has more than doubled since 1970, with an average growth rate of 3.2 percent per year. However, Grover Beach grew about 12 percent from 1990 to 2000 and only one percent from 2000 to 2008. This represents a discernable slow-down in community growth in recent years. Population growth in Grover Beach has been below that of San Luis Obispo County as a whole, which experienced a nine percent increase from 2000 to 2008.

SLOCOG allocates housing production goals for the County and incorporated cities based on their “fair-share” of the region’s population and employment, which is outlined in the SLOCOG 2008 Regional Housing Needs Plan (RHNP). Of the 4,885 housing units allocated to SLOCOG, Grover Beach will need to accommodate 193 units (or an average of 28 units per year) over the 2007-2014 planning period. This includes accommodating 44 very low-income, 31 low-income, 37 moderate-income, and 76 above moderate-income housing units.

After accounting for the availability of vacant and secondary unit potential, the city has a remaining un-accommodated RHNA of 50 very low and low-income units. This represents a general deficit in affordable residential units citywide, which can only be accommodated through higher density development. As required by State law (AB 1233), these units will be addressed by implementing Housing Element programs to allow for higher density residential development.

The project includes a proposed General Plan Amendment and Zone Change from the current Retail Commercial (RC) zone to the proposed Central Business Open (CBO) zone. The proposed zone change would change the allowable residential density from 9 dwelling units/acre to 20 dwelling units/acre. The increased residential density is considered to be consistent with the City’s goals to meet the SLOCOG RHNP and will help the City meet the housing needs identified under the RHNA. Impacts related to the proposed development are considered less than significant.

Mitigation/Conclusion. No significant population and housing impacts are anticipated, and no mitigation measures are necessary.

X. PUBLIC SERVICES/UTILITIES - <i>Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Police protection (e.g., City Police, CHP)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Roads?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Solid Wastes?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. Police: The Grover Beach Police Department (GBPD) is located at 711 Rockaway Avenue, adjacent to the fire station. There are no current plans for upgrading or relocating the facility. A Mutual Aid Agreement exists between the GBPD and San Luis Obispo County agencies, enabling the jurisdictions to cooperatively serve residents within the city.

The GBPD has 19 full-time sworn officers, one reserve officer, and nine non-sworn employees. This staffing level provides Grover Beach with a ratio of 1.4 officers per 1,000 residents.

Fire: Fire protection is provided by the Five Cities Fire Authority, a Joint Powers Authority between the Cities of Grover Beach, Arroyo Grande, and the Oceano Community Services District. The Grover Beach Fire station is in close proximity to the project site (701 Rockaway Avenue), providing timely emergency support if needed. The GBFD's current staffing, equipment and physical facility are adequate and efficient.

Schools: Grover Beach is served by Lucia Mar Unified School District (LMUSD), which serves the communities of Grover Beach, Arroyo Grande, Pismo Beach, Shell Beach, Nipomo, and Oceano. Enrollment in LMUSD has remained steady at approximately 10,500 pupils since 1997, although a slight increase in 2006 brought enrollment to the current level of just over 10,900 students.

The City of Grover Beach contains three elementary schools, all located in residential neighborhoods, with one school primarily serving the unincorporated community of Oceano. Grover Beach students attend one of the following LMUSD schools: Paulding Middle School (Arroyo Grande), Judkins Middle School (Pismo Beach), Arroyo Grande High School (Arroyo Grande), or Lopez High School (Arroyo Grande).

School facilities in Grover Beach have capacity for existing and projected students. There are no current plans to expand school facilities in Grover Beach and based on the City's General Plan Land Use Update the school facilities in the city have capacity for existing and projected students.

Solid Waste: South County Sanitary is the service provider for the City of Grover Beach, including the project vicinity, and offers curbside solid waste and recyclable collection services. South County Sanitary is a municipal waste hauling company supported by the Cold Canyon Landfill, and is owned by Waste Connections, Inc. The Cold Canyon Landfill is the primary Landfill for the Five Cities area, as well as for the City of San Luis Obispo, and is projected to reach its capacity around 2018. The landfill has been approved for the expansion of the facilities capacity from 1,620 to 2,500 tpd, extending the landfill's projections to reach capacity in approximately 30 years in order adequately service current and anticipated district needs (County of San Luis Obispo 2012).

Impact. Future residential development projects will require compliance with General Plan and Grover Beach Municipal Code requirements related to public services, including payment of applicable impact fees, and Zoning Ordinance requirements regarding site planning and development.

Implementation of the proposed project will result in additional residential development which will contribute to a cumulative demand on public services including schools, police, fire and solid waste. The project's direct and cumulative impacts are within the general assumptions of allowed uses within the city that were used to estimate the fees in place. As such, public service impacts are considered less than significant.

Senate Bill 50 (SB 50) implemented school impact fee reforms in 1998 by amending the laws governing developer fees and school mitigation. Pursuant to SB 50, future development projects would be required to pay school impact fees established to offset potential impacts on school facilities. Implementation of this state fee system would ensure that any significant impacts to schools which could result from the proposed project would be offset by development fees and reduce potential impacts to a less than significant level.

Mitigation/Conclusion. Impacts are considered less than significant, no mitigation is required.

XI. RECREATION - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Other</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. The City of Grover Beach manages seven parks, two dedicated open space areas, a community garden, skate park, Community Center, and the Ramona Garden Park Center. The California Department of Parks and Recreation (State Parks) manages the Dune boardwalk that connects to Pismo State Beach and a nine-hole golf course in the dune area north of West Grand Avenue. State Parks, in cooperation with the City, manages a day use plaza and beach access at the terminus of West Grand Avenue. According to the Grover Beach Parks and Recreation Element, the current standard the City uses to provide adequate recreational opportunities for its residents is five acres of land for every 1,000 person population increase.

Impact. The proposed project does not have the potential to impact the City’s parks/population ratio, or significantly increase demands on local parks facilities or other City recreational facilities.

Mitigation/Conclusion. Impacts are considered less than significant and no additional measures are required.

XII. TRANSPORTATION/ CIRCULATION - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Levels of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Result in inadequate internal traffic circulation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. U.S. Highway 101 (U.S. 101): This highway is the primary north-south route serving Grover Beach. As reported under the City’s Land Use Element Update EIR (2010), freeway traffic volumes average about 124,000 vehicles per day at the intersection at Oak Park Boulevard. This volume increases to about 146,000 vehicles per day during the peak month, an increase of about 20 percent.

The Pacific Coast Highway (State Route [SR]-1): This highway is a major two-lane north-south coastal highway serving California, which extends from Orange County to the south to Mendocino County to the north. SR-1 is generally designated a Scenic Highway for most of its length in the state route classification system, but is not designated as such in the city. As reported in the City’s Land Use Element Update EIR, Annual Average Daily Traffic (AADT) is about 11,000 vehicles and operates at Level of Service (LOS) C.

West Grand Avenue: This road is the closest arterial roadway to the project site. This road is a major thoroughfare and arterial for the city. Bike lanes are planned for this route but have only been established for a portion of the route. The portion in Arroyo Grande adjacent to Grover Beach has been striped as a Class II bike route.

Traffic Conditions: Motor vehicle traffic congestion is generally expressed in terms of Level of Service (LOS). LOS A through C indicates free-flowing traffic with little delay. LOS D and E indicate worsening

congestion, with LOS F indicating essentially grid lock, or stopped conditions. The definition of LOS has been expanded to encompass all modes of travel, not just private automobiles.

Based on the current City Circulation Element, all existing roadway segments meet LOS C or better, with the majority of roads at LOS A. The modeling techniques and traffic counts are found in the Circulation Element.

Impact. Regional access to the project site is provided by SR-1, located west of the project site, and Highway 101, located north of the project site. Local access to the project site is provided by West Grand Avenue, Ramona Avenue and 14th Street. All roadways in the immediate project vicinity have curbs, gutters, sidewalks, and on-street parking. The project does not conflict with any applicable circulation system plans and does not significantly add to demand on the circulation system or conflict with any congestion management programs or any other agency’s plans for congestion management.

Based on the Institute of Transportation Engineers (ITE) trip generation calculations (see below), the proposed project is expected to generate approximately 99 new vehicle trips (Average Daily Trips; ADT) on the adjacent street system with approximately 7 AM trips and 9 PM trips occurring.

Proposed Apartment Development	Units	ITE Code	ADT Rate	ADT	AM Rate	AM Trips	PM Rate	PM Trips
	15	220	6.65	99.75	0.51	7.65	0.6	9

Source: Institute of Transportation Engineers, Trip Generation Manual, 9th Edition.

These vehicular trips will be added to local and area streets. Existing streets have sufficient capacity to accommodate the added vehicular traffic without reducing existing levels of service. In addition, the project location makes it a prime candidate to take advantage of public transportation services located along West Grand Avenue.

The proposed project would not result in a significant impact with regard to increased vehicular trips and does not conflict with performance standards provided in City adopted plans or policies. The project will also contribute to overall impact mitigation for transportation infrastructure by participating in required transportation impact fee programs.

The project is not located in the vicinity of any public or private airports and will not result in any changes to air traffic patterns, nor does it conflict with any safety plans of the Airport Land Use Plan.

The project would not modify existing intersections or roadways and the project would not significantly alter the existing travel flow of vehicles, bicyclists, or pedestrians. The project driveways would be consistent with City code requirements for ingress/egress to safely and adequately serve the project. Because the project is a similar use to those in the immediate vicinity, the project would not introduce any incompatible uses. Impacts are considered less than significant.

Because the project would not alter the existing travel flow of vehicles, bicyclists, or pedestrians or substantially increase traffic on local streets, the proposed project would not have a significant impact on emergency access.

The project is consistent with policies supporting alternative transportation due to the site’s location within the city’s urban center, and its proximity to shopping, parks and services. West Grand Avenue is served by RTA, the regional transit agency.

Parking for the proposed project would include a single-car garage for each dwelling unit (15 spaces total), seven open parking spaces, and 12 shared parking spaces with the neighboring AutoZone parking lot for a grand total of 34 parking spaces. The City Development Code requires a minimum of 37 parking spaces for the proposed project, but allows parking reductions for multi-family residential projects within 500 feet of a transit stop. The applicant is requesting a parking reduction of three spaces, providing a total of 34 parking spaces.

Mitigation/Conclusion. Traffic and circulation impacts are considered less than significant. Further mitigation is not required.

XIII. WASTEWATER - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate waste discharge requirements or local criteria for wastewater systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Change the quality of surface or ground water (e.g., nitrogen-loading, daylighting)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Adversely affect City wastewater service provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. The South San Luis Obispo County Sanitation District (SSLOCS D) is responsible for the collection and treatment of sewage and wastewater in the Cities of Arroyo Grande, Grover Beach, and the community of Oceano. The SSLOCS D’s sewage treatment facility is located on a 7.6-acre site between the Oceano Airport and the Arroyo Grande Creek Channel, in unincorporated Oceano. The sewage collected by Grover Beach is transported through its own collection system to the plant, via trunk sewers that are owned and operated by SSLOCS D. SSLOCS D wastewater facilities are capable of processing five million gallons of wastewater per day. In 2000, the average wastewater flow per day was 2.9 million gallons, or 81 gallons per person per day. Projected population growth for Arroyo Grande, Oceano, and Grover Beach indicates that, at build-out of these three communities, the average flow per day will equal 75 percent of the capacity of the system. The City continues the process of upgrading and replacing sewer collection pipelines through the implementation of their Capital Improvement Plan.

San Luis Obispo County Department of Environmental Health and the Central Coast Regional Water Quality Control Board (RWQCB) ensure that proposed projects conform to all applicable local standards.

Impact. The proposed project would result in an incremental increase in demand on City infrastructure, including wastewater. Development of the site is required to be served by City sewer and water service, which both have adequate capacity to serve the use. Existing storm water facilities are present in the vicinity of the project site; however, the applicant has proposed the installation of a stormwater retention system with the capacity to retain all on-site runoff including historic runoff from the neighboring parcel to the east. As such, the proposed project will not result in the need for new facilities or expansion of existing facilities which could have significant environmental effects (please refer to Section VI, Geology and Soils, for a discussion of impacts related to stormwater runoff and runoff retention). Wastewater impacts are considered less than significant.

Mitigation/Conclusion. Mitigation measures are not required. Impacts are considered less than significant.

XIV. WATER - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Change the quantity or movement of available surface or ground water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Adversely affect community water service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. As discussed in the City’s 2010 Urban Water Management Plan, Grover Beach’s current water supply of 2,207 acre-feet per year (afy) comes from a combination of ground water and surface water. This includes an allocation of up to 1,402 acre-feet per year from four groundwater wells, and an allocation of 800 acre-feet per year from the Lopez Lake water supply reservoir. In the previous two calendar years the City’s average annual water demand was 1,300 acre-feet.

The city’s groundwater is supplied from the 184,000-acre Santa Maria River Valley Groundwater Basin. This groundwater supply is shared with other South San Luis Obispo County communities

under the terms of the “Arroyo Grande – Tri-Cities Mesa Groundwater Basin Gentlemen’s Agreement”

Grover Beach’s groundwater supply is augmented by an agricultural land conversion water credit that has been in place since 1991. . Grover Beach’s total groundwater extraction allowance is set at 1,402 afy. Surface water supply for Grover Beach comes from the Lopez Reservoir, with a safe yield of 8,730 afy. Currently, contracting agencies have entitlements that total 4,530 afy. Out of this, the City of Grover Beach has an allocation of 800 afy. The difference between the availability and total usage of Lopez Reservoir water is intended to provide a sustainable supply and buffer during drought years.

In order to address future growth, the City’s 2010 Grover Beach Urban Water Management Plan identifies alternatives to allow Grover Beach to increase water supply by up to 400 afy, bringing the City’s total supply to 2,607 afy.

Impact. The proposed project would result in an incremental increase in demand on City infrastructure, including water supply. Development of the site is required to be served by City water services, which has adequate capacity to serve the use. It is not anticipated the proposed project will result in the need for new facilities or expansion of existing facilities which could have significant environmental effects. Impacts are considered less than significant.

Mitigation/Conclusion. Impacts are considered less than significant. No mitigation is required.

XV. LAND USE - <i>Will the project:</i>	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [City General Plan and ordinance], specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting/Impact. The project site is located adjacent to an existing mobile home park (Pacifico Del Amo Mobile Home Park) to the east and commercial retail development (AutoZone) to the south. The project site is considered an in-fill lot located in the urban core of the City, is fairly level and is

currently undeveloped. The subject parcel is regularly maintained and is void of any mature vegetation.

The subject parcel is designated “Retail and Commercial Services” under the City’s General Plan and is currently zoned Retail Commercial (RC). The project site is surrounded by High Density Residential (R3) and Central Business Open (CBO) zoned parcels. The existence of high, medium and lower density residential zoning on three sides of the project site indicate that the proposed General Plan amendment and related rezoning from the RC to the CBO Zone would provide for logical in-fill development and would not conflict with existing uses in the site vicinity. The proposed project has been reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., City Land Use Ordinance, General Plan, etc.) and has been determined to be in substantial conformance. As discussed under Section IX, Population and Housing, the requested General Plan land use map amendment and related residential development will help provide adequate housing to meet population projections anticipated under the current General Plan. In addition, the proposed project will help implement the housing strategies identified in the Housing Element and satisfy the City’s identified fair share housing allocation. Impacts are considered less than significant.

The project is not within or adjacent to a habitat or community conservation plan. The project is consistent or compatible with the surrounding uses as discussed in this Initial Study.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required are determined necessary.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of history or prehistory?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>				



For further information on CEQA or the City's environmental review process, please contact the City of Grover Beach, or the California Environmental Resources Evaluation System at "http://ceres.ca.gov/topic/env_law/ceqa/guidelines/" for information about the California Environmental Quality Act.

5. REFERENCES AND RESOURCES

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28. California Resources Agency. California Environmental Quality Act, California Public Resources Code, Division 13 Environmental Protection, Sections 21000–21777. 2005.
29. California Resources Agency. Guidelines for the Implementation of the California Environmental Quality Act, Title 14 California Code of Regulations. Chapter 3. 2005.
30. Governor’s Office of Planning and Research, State of California. Guidelines for Implementation of the California Environmental Quality Act.

6. MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
Aesthetics						
<p>AES-1: The following project features shall be required:</p> <ul style="list-style-type: none"> Project outdoor lighting shall be limited to the minimum required for security and safety; Outdoor lighting shall be of a minimal wattage required for security and safety; The height of outdoor light fixtures shall be limited to the minimum height allowed; Outdoor light fixtures shall include a solid/metal hood to direct light downward and shall be designed to avoid the spilling of light off-site. 	<p>Required mitigation shall be shown on building plans and shall be incorporated into project design prior to final approvals.</p>	<p>City staff shall ensure required measures are included in project design prior to project approval.</p>	<p>Prior to project approval.</p>	<p>City of Grover Beach</p>		
Air Quality						
<p>AQ-1. The APCD Air Quality Handbook provides mitigation measures specifically intended to mitigate fugitive dust emissions related to project construction. The following shall be implemented as feasible. It should be noted that these measures are intended to be broad in nature and some measures may not be feasible depending on the specific project:</p> <ol style="list-style-type: none"> Reduce the amount of the disturbed area where possible; Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible; All dirt stock pile areas should be sprayed daily 	<p>Required mitigation measures shall be printed on building plans. Applicant to work with APCD to ensure incorporation of required measures.</p>	<p>Monitoring shall be required at periodic inspections.</p>	<p>Continuous</p>	<p>City of Grover Beach</p>		

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
<p>as needed;</p> <p>d) Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;</p> <p>e) Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;</p> <p>f) All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;</p> <p>g) All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;</p> <p>h) Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;</p> <p>i) All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;</p> <p>j) Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;</p> <p>k) Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water</p>						

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
<p>should be used where feasible;</p> <p>l) All of these fugitive dust mitigation measures shall be shown on grading and building plans; and</p> <p>m) The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below required opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.</p>						
<p>AQ-2. The required mitigation measures for reducing nitrogen oxides (NO_x), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment are listed below:</p> <ul style="list-style-type: none"> • Maintain all construction equipment in proper tune according to manufacturer's specifications; • Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); • Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation; • Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and 	<p>Required mitigation measures shall be printed on building plans. Applicant to work with APCD to ensure incorporation of required measures.</p>	<p>Monitoring shall be required at periodic inspections.</p>	<p>Continuous</p>	<p>City of Grover Beach</p>		

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
<p>comply with the State On-Road Regulation;</p> <ul style="list-style-type: none"> Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance; All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit; Diesel idling within 1,000 feet of sensitive receptors is not permitted; If possible given the geometry of the project site, staging and queuing areas shall not be located within 1,000 feet of sensitive receptors; Electrify equipment when feasible; Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and, Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel. 						

**Attachment A:
Figure 1, Site Location. Figure 2, Project Aerial Overview**

Site Location

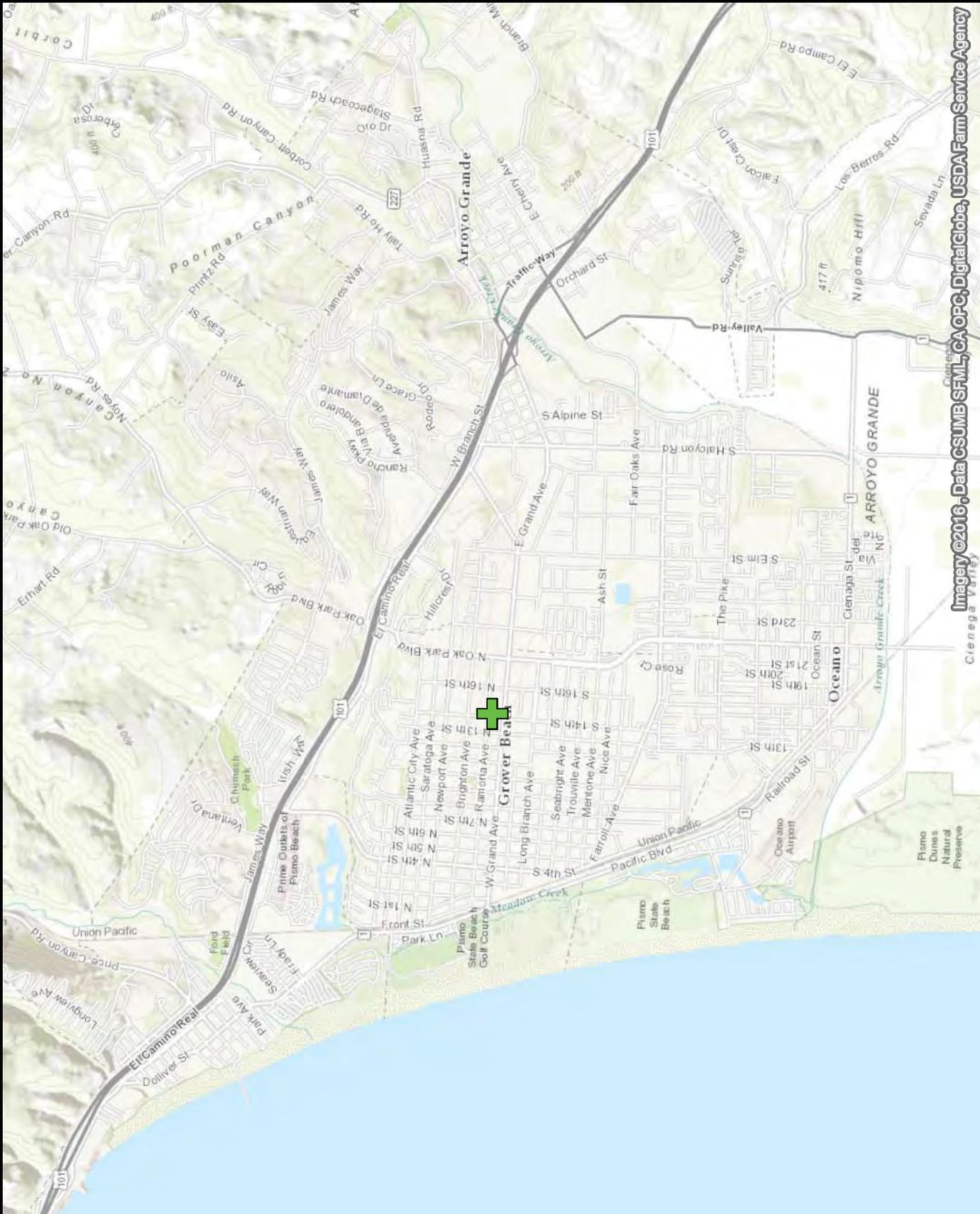


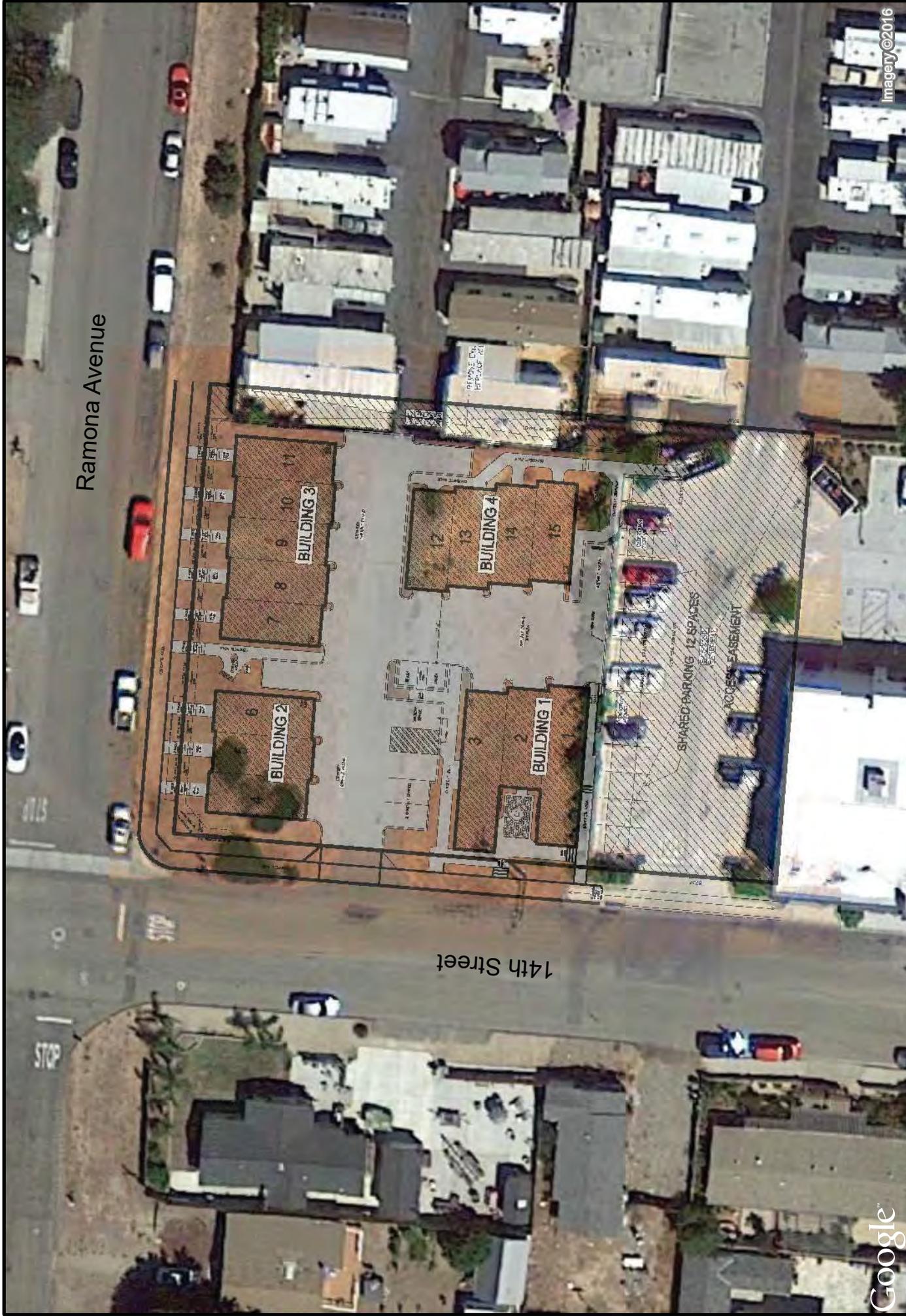
Image ©2016, Data CSUMB SFML, CA OPC, DigitalGlobe, USDA Farm Service Agency



1 inch = 3,333 feet

14th Street and Ramona Avenue
Multi-Family Residential and GPA Project
City of Grover Beach

Figure 1
Site Location / Vicinity Map



Google



14th Street and Ramona Avenue
 Multi-Family Residential and GPA Project
 City of Grover Beach

Figure 2
 Site Plan/Aerial Photo

Imagery ©2016

**Attachment B:
Project Site Plans**

CIBILIA ASSOCIATES
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POMONA, CA 91768
PH: 909-478-0000
FAX: 909-478-0024
www.cebillaassociates.net

Architect: **OWEN S. CIBILLA**
Designer: **MATT CIBILLA**

PROJECT:
CLINT APARTMENT
2151 WORK UNIT PROJECT
11000 GRAND AVENUE
GROVER BEACH, CA 94923

OWNER:
BRAND GROUP
399 IRON STREET
GROVER BEACH, CA 94923
909-441-4075



REVISIONS
PLANNING REVISIONS 02-10-16
PLANNING REVISIONS 05-02-16
PLANNING REVISIONS 04-10-16

JOB # 15-12

DATE: JULY 10, 2015

SHEET

1

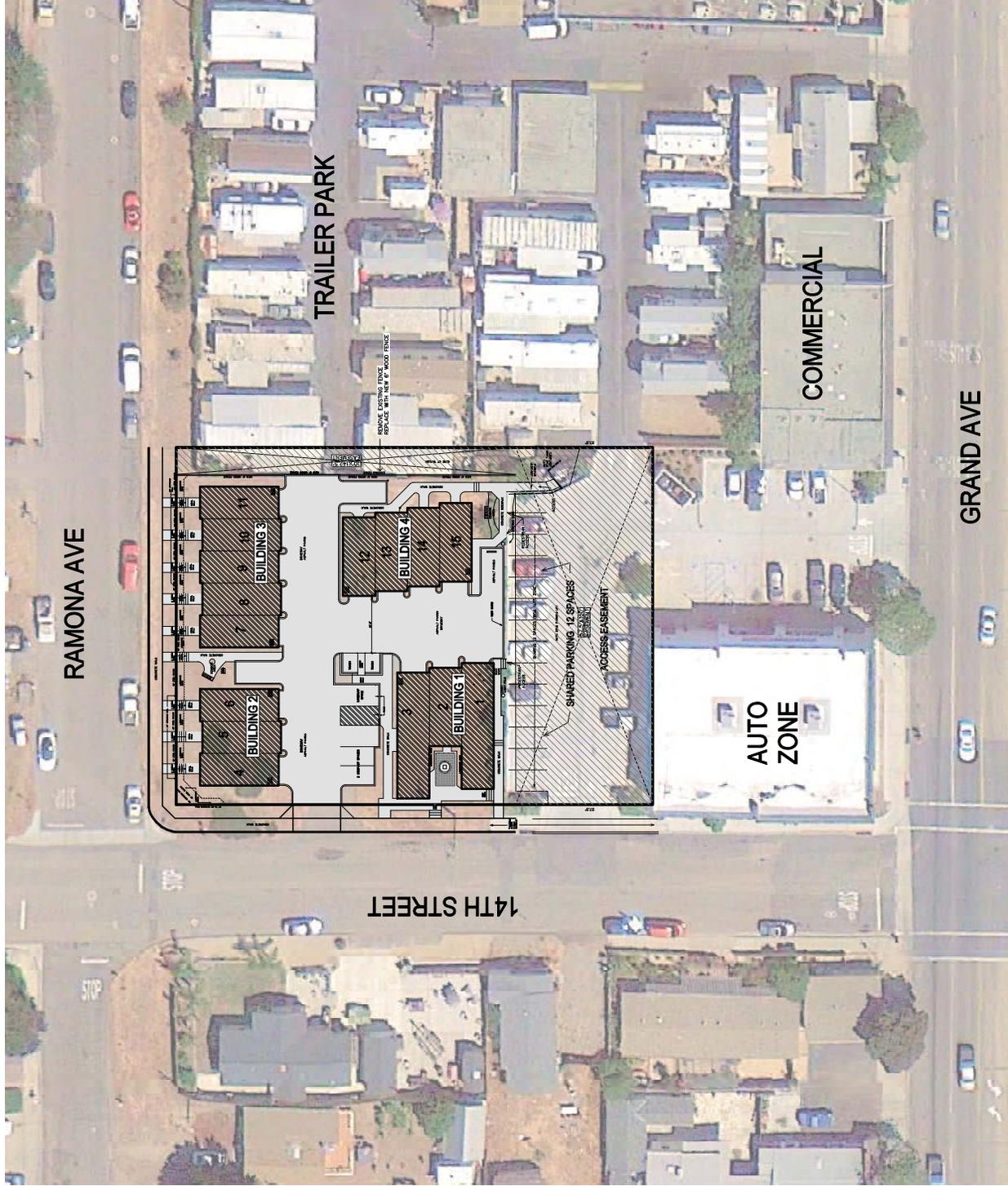
SITE

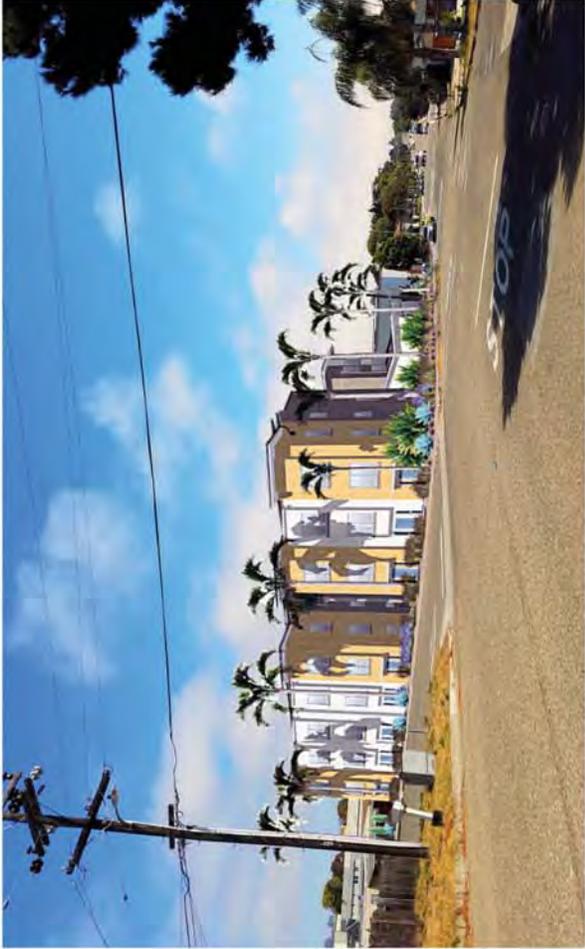


VICINITY MAP



SITE PLAN
SCALE: 1" = 20'





View from the corner
of 14th and Ramona



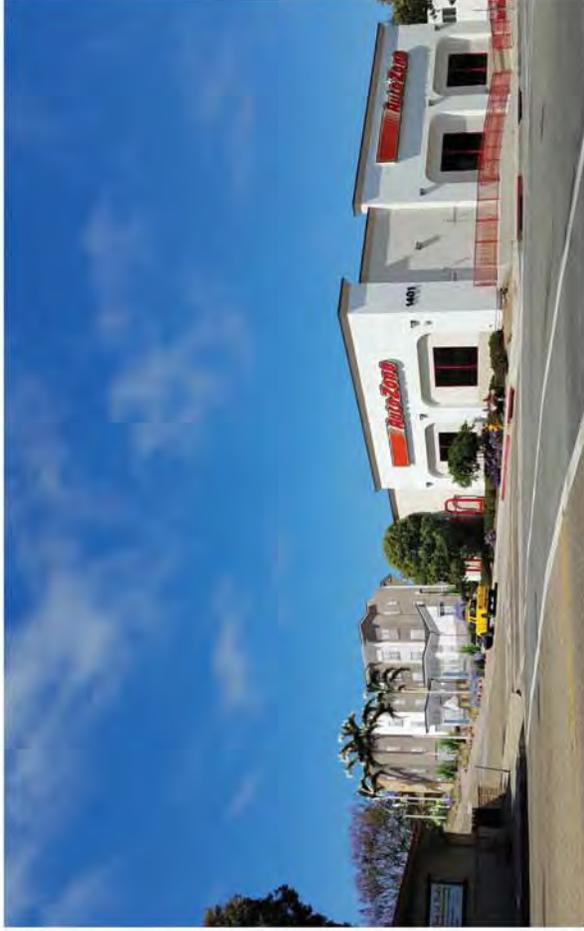
CEBILLA ASSOCIATES
 P.O. BOX 40
 IRMO, BEAD, CA 90448
 PH: 805 475 090
 FAX: 805 475 090
 www.cebillaassociates.com

Architect: CHARLES CEBILLA
 Designer: MATT CEBILLA

PROJECT:
 14TH AND RAMONA
 2101 WALK UNIT PROJECT
 RAMONA AND 14TH STREET
 IRMO, BEAD, CA 90448

OWNER:
 THE IRMO
 1000 WALK STREET
 CHESTER BEAD, CA 90411
 805.475.090

View from the corner
of 14th. and Grand



REVISIONS:
 PLANNING REVISIONS 04-03-06
 PLANNING REVISIONS 05-02-06
 PLANNING REVISIONS 06-03-06

JOB # 10-12
 DATE: JULY 10, 2005

SHEET

1.1

PROJECT DATA

OWNER NAME BRAD FORDE
 EXISTING LAND USE "RETAIL COMERCIAL"
 PROPOSED LAND USE "CENTRAL BUSINESS OPEN SPACE"
 APR 060-246-016

GROSS LOT AREA 43,475 SF 99 ACRES
 DENSITY 20/ACRE 20X39=19.8
 NET LOT AREA 30,000 SF
 LOT COVER 7688.5 SF, 25% → INCLUDES 1ST FLOOR GARAGE
 PAVED AREA 17,439 SF
 LANDSCAPE AREA 4872.5 SF 17.5%
 TOTAL AREA 14,290 SF, 67%
 FLOOR AREA RATIO = 59%
 BUILDING OCCUPANCY TYPE R-2, B, U
 CONSTRUCTION TYPE, V-B SPRINKLERED

PARKING
 13 X 2 = 26
 13/2 = 6.5 GUEST SPACES
 TYPICAL PARKING SPACE SIZE 16'0" X 16'0"
 TOTAL PAVED AREA PLUS 2' OVERHANG COMPACT SIZE = 8'X14' PAVED AREA PLUS 2' OVERHANG
 10% REDUCTION FOR EACH LIVE WORK UNIT (SEC 3.50.06B)
 10% OF 36.0 SPACES = 3.60
 TOTAL SPACES PROVIDED 34
 15 ONE CAR GARAGES
 7 OPEN SPACES
 12 SHARED SPACES WITH AUTO ZONE

BUILDING AREA
 UNITS 2,4-15
 1ST FLOOR 164 SF
 2ND FLOOR 452 SF
 3RD FLOOR 452 SF
 TOTAL 1068 SF
 GARAGE 291.5 SF
 ROOF TOP DECK 194 SF
 UNITS 1,3 LIVE WORK
 1ST FLOOR 164 SF
 2ND FLOOR 452 SF
 3RD FLOOR 452 SF
 TOTAL 1068 SF
 LIVE WORK OFFICE 288 SF
 GARAGE 291.5 SF
 ROOF TOP DECK 194 SF

CEBILLA ASSOCIATES
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 PISMO BEACH CA 93448
 PH: 805 407-098
 FAX: 805 407-8033
 www.cebillaassociates.com
 Architect: OMBER CEBILLA
 Designer: MATI CEBILLA

PROJECT:
 1. LIVE WORK UNIT PROJECT
 2. LIVE WORK UNIT PROJECT
 3. LIVE WORK UNIT PROJECT
 4. LIVE WORK UNIT PROJECT
 5. LIVE WORK UNIT PROJECT
 6. LIVE WORK UNIT PROJECT
 7. LIVE WORK UNIT PROJECT
 8. LIVE WORK UNIT PROJECT
 9. LIVE WORK UNIT PROJECT
 10. LIVE WORK UNIT PROJECT
 11. LIVE WORK UNIT PROJECT
 12. LIVE WORK UNIT PROJECT
 13. LIVE WORK UNIT PROJECT
 14. LIVE WORK UNIT PROJECT
 15. LIVE WORK UNIT PROJECT

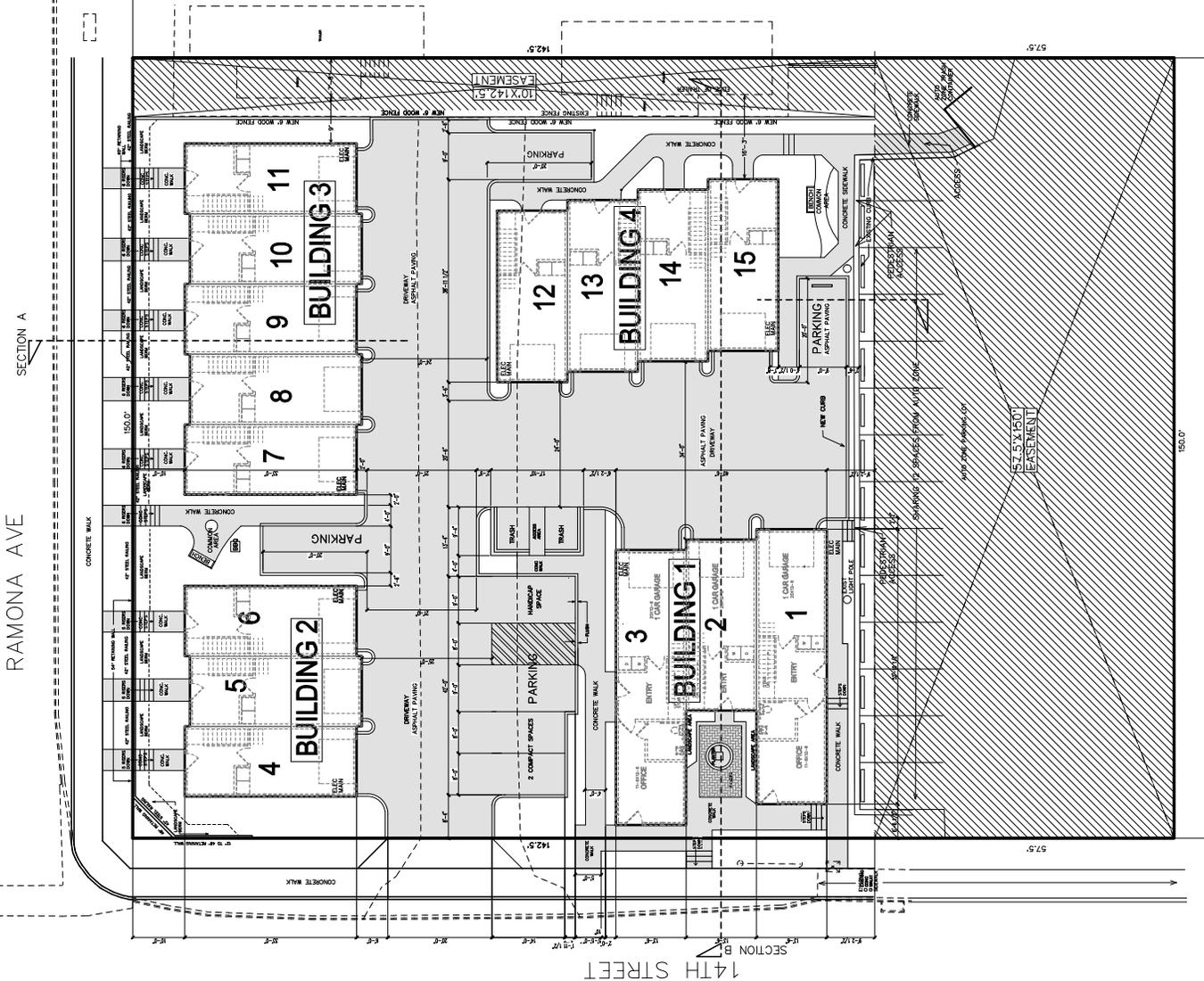


REVISIONS
 PLANNING REVISIONS 02-D-16
 PLANNING REVISIONS 05-C2-16
 PLANNING REVISIONS 06-D-16

JOB # 15-112
 DATE JULY 10, 2015

SHEET

2



CEBILLA ASSOCIATES
P.O. BOX 40
PISMO BEACH, CA 93446
PHONE: 475-0900
FAX: 805-475-8500
www.cebillaassociates.com

Architect: CHARLES CEBILLA
Designer: MATT CEBILLA

PROJECT:
1. SITE PLAN
2. LAYOUT PLAN
3. EXISTING SITE PLAN
4. CONCEPT PLAN
5. PRELIMINARY PLAN

OWNER:
M. J. PINE
100 HUNTERS STREET
GROVER BEACH, CA 94331
805-461-4052

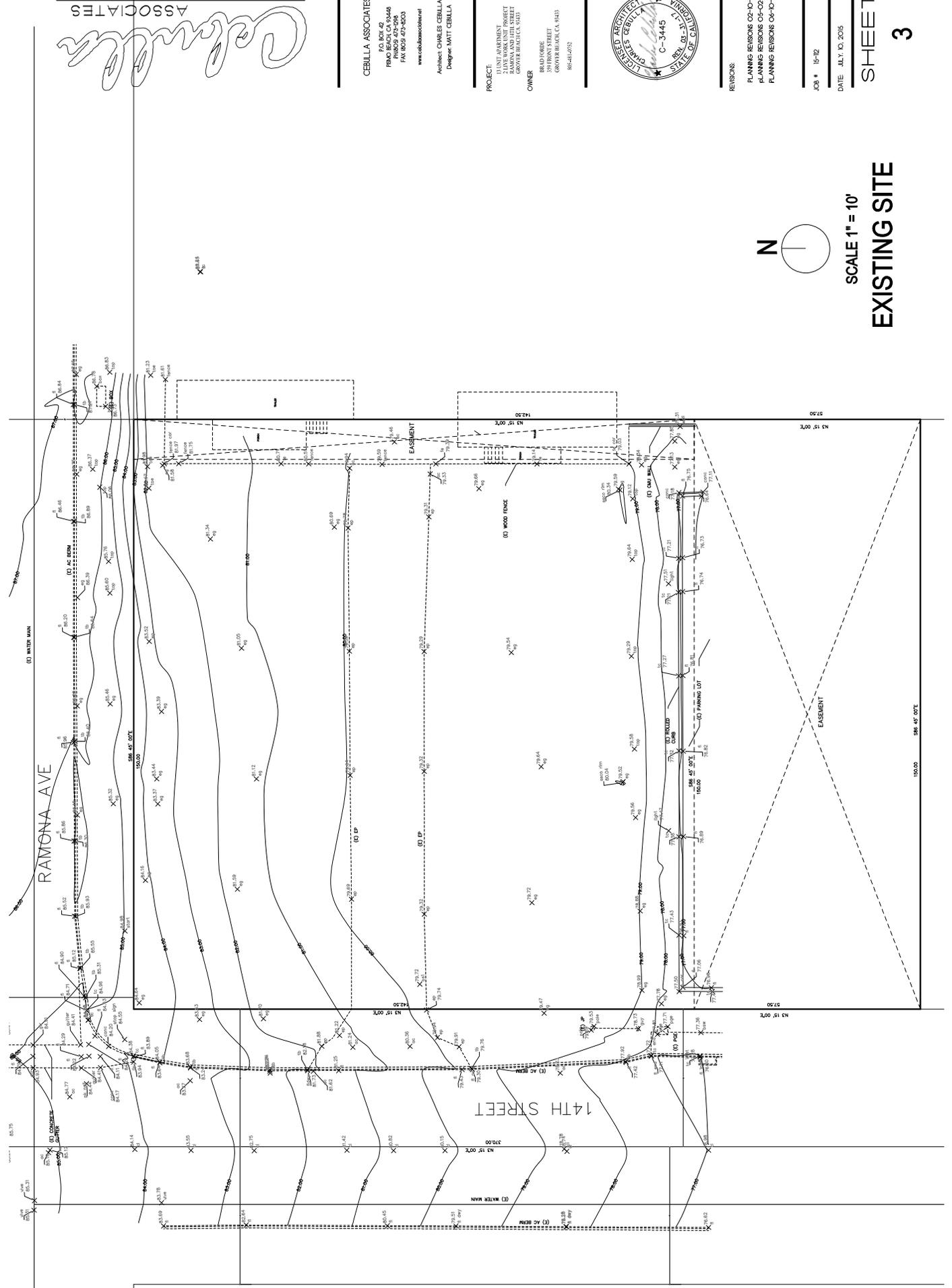


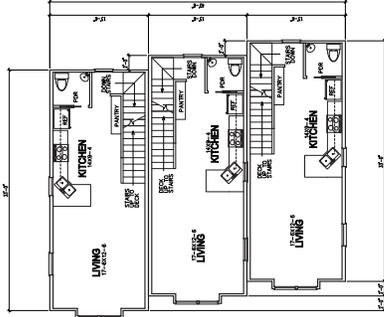
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PLANNING REVISIONS 02-10-16
PLANNING REVISIONS 05-02-16
PLANNING REVISIONS 06-10-16

JOB # 1P-12
DATE: JULY 10, 2015



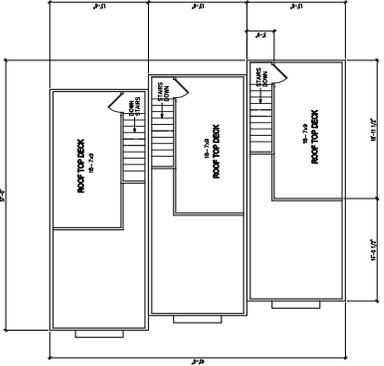
SCALE 1" = 10'
EXISTING SITE





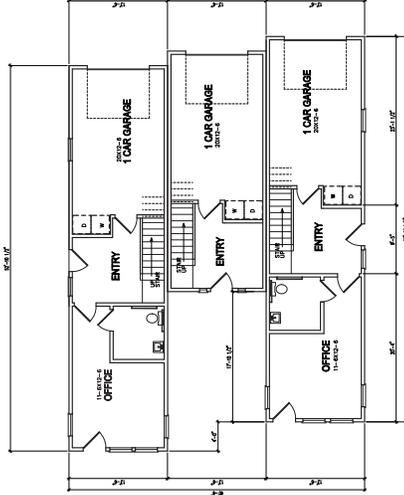
THIRD FLOOR PLAN

scale 1/8" = 1'-0"



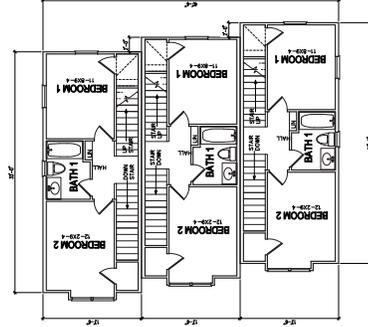
ROOF TOP DECK

scale 1/8" = 1'-0"



FIRST FLOOR PLAN

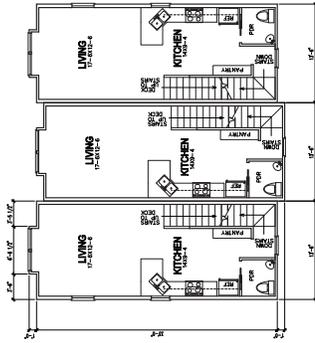
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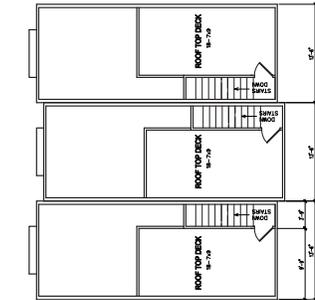
SECOND FLOOR PLAN

scale 1/8" = 1'-0"

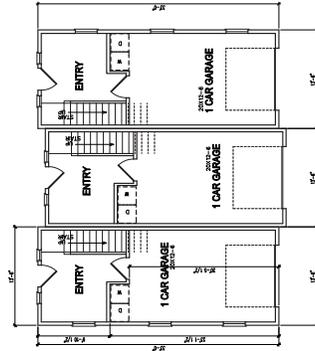
BUILDING 1
UNITS 1,2,3



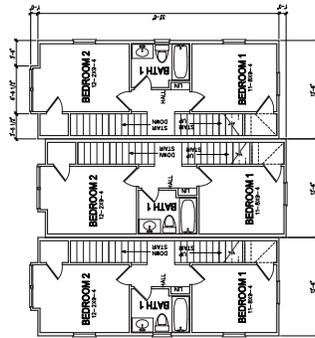
THIRD FLOOR PLAN



ROOF TOP DECK



FIRST FLOOR PLAN



SECOND FLOOR PLAN

BUILDING 2
UNITS 4, 5, 6



Cebulla Associates
 P.O. Box 42
 Pismo Beach, Ca. 93448

13 Unit Apartment
 2 Live Work Unit Project
 RAMONA AND 14TH ST.
 GROVER BEACH, CA.



Revisions:

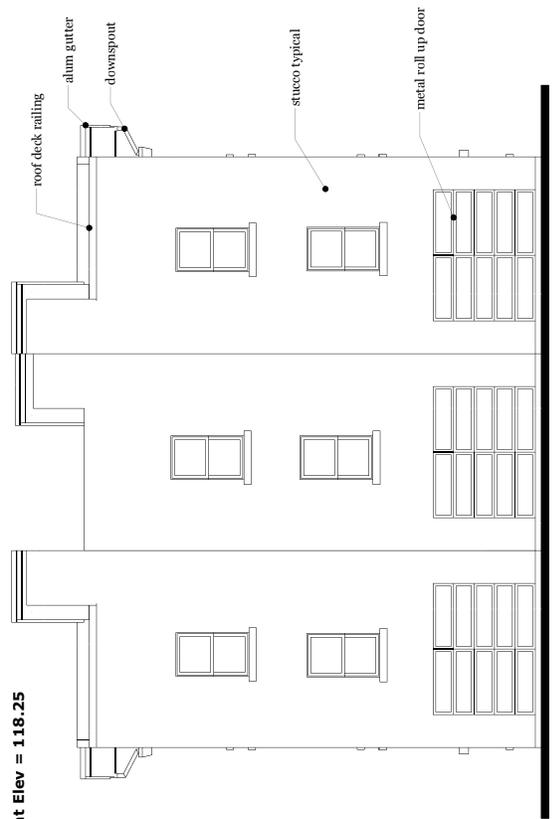
Job # 45-111
 Date 10-10-2015

Sheet
6

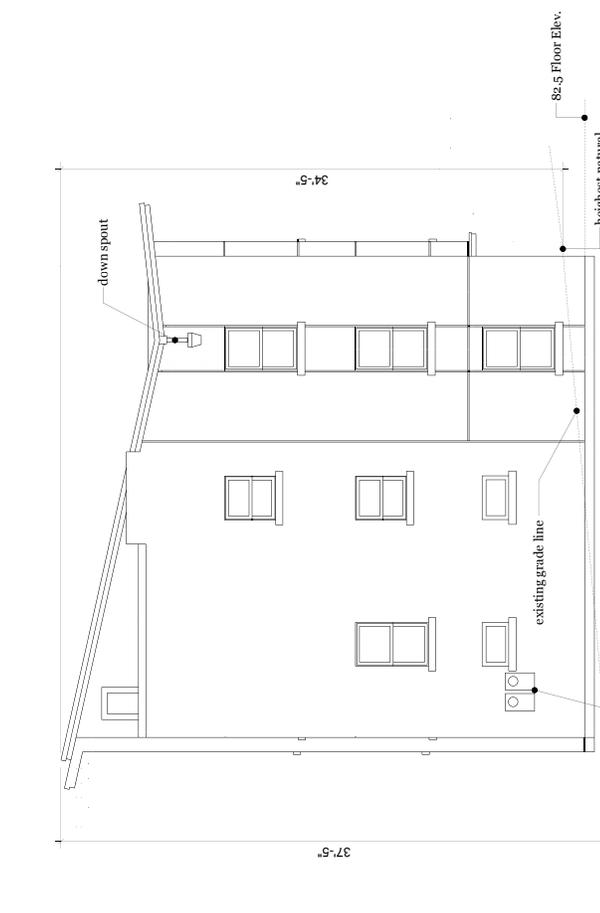


NORTH ELEVATION
 typical scale 1/4"

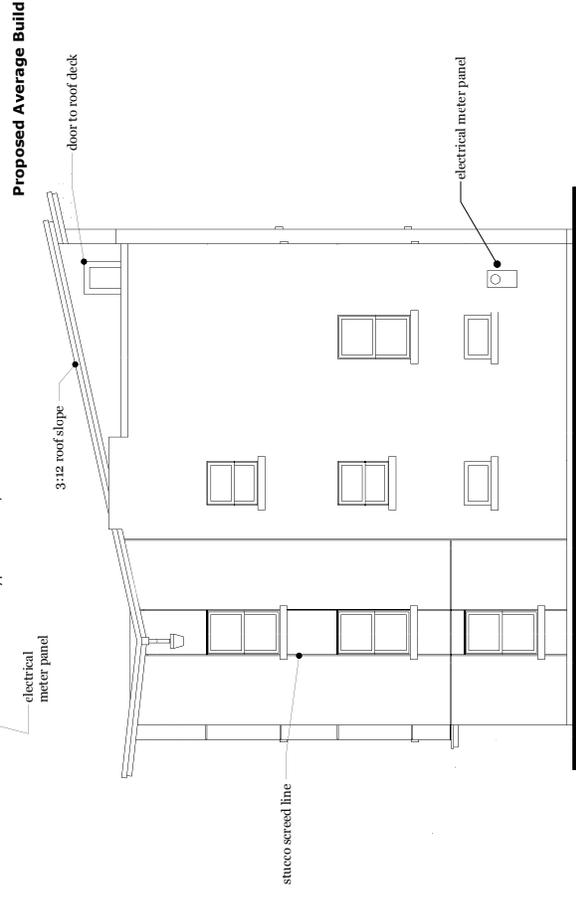
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 Allowable Building Height Elev. = 122.25
 Proposed Average Building Height Elev = 118.25



SOUTH ELEVATION
 typical scale 1/4"

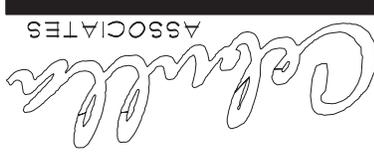


EAST ELEVATION
 typical scale 1/4"



WEST ELEVATION
 typical scale 1/4"

Building 2
 units 4,5,6



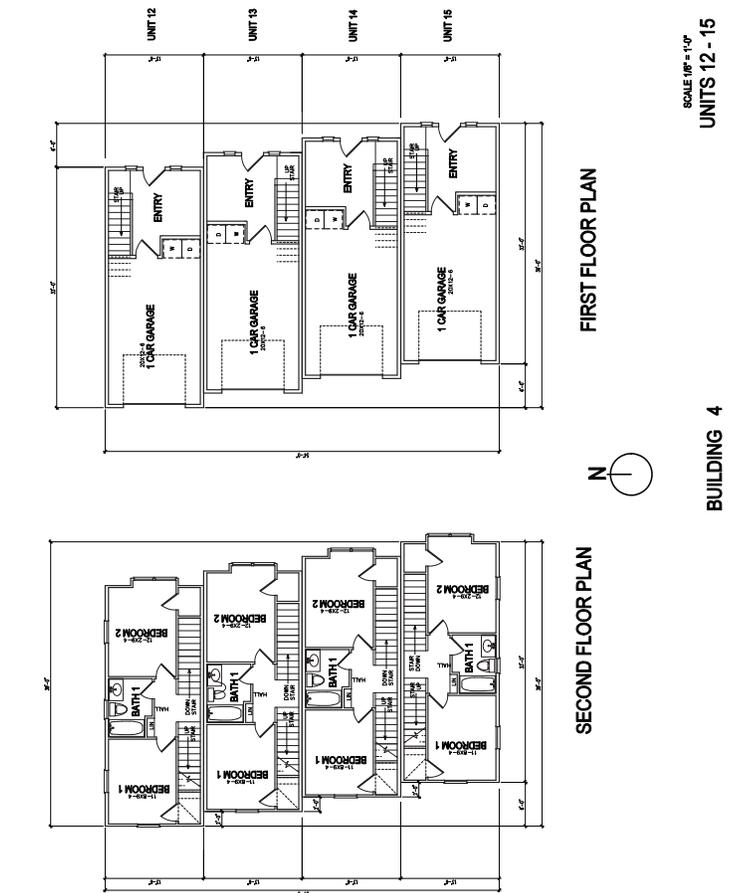
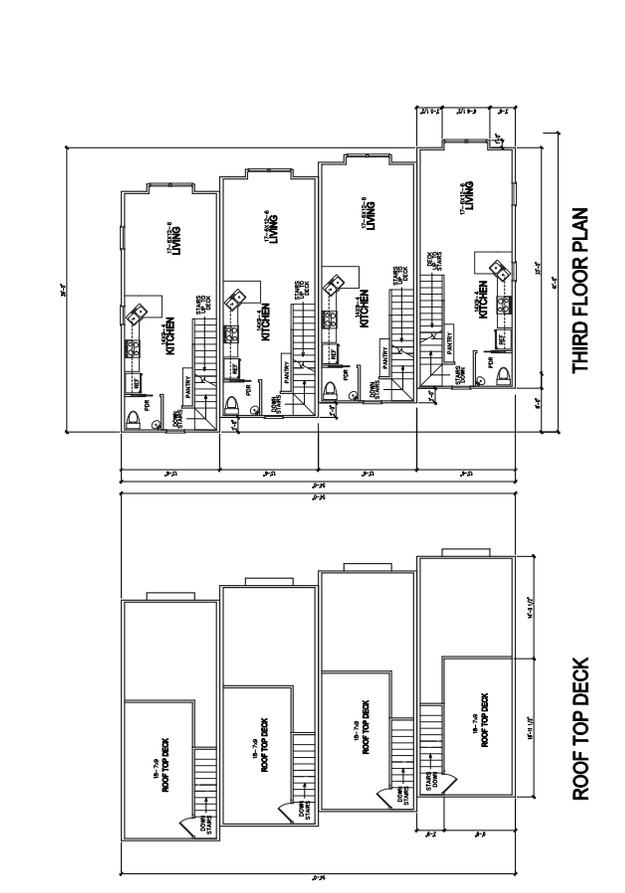
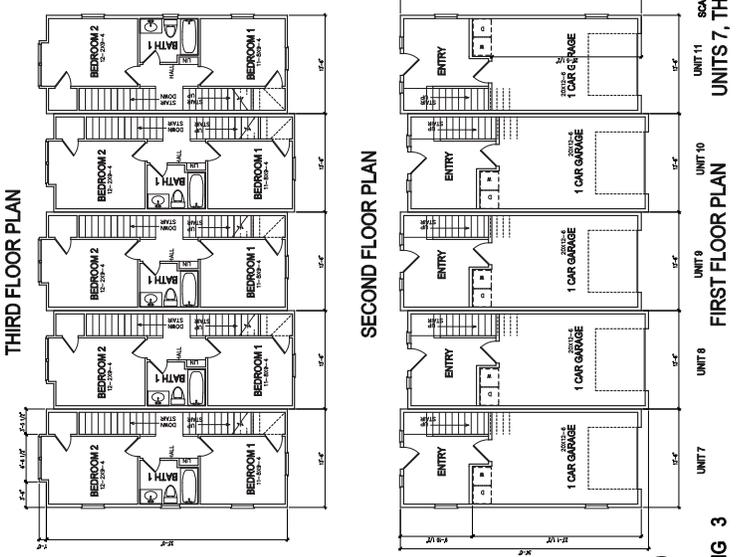
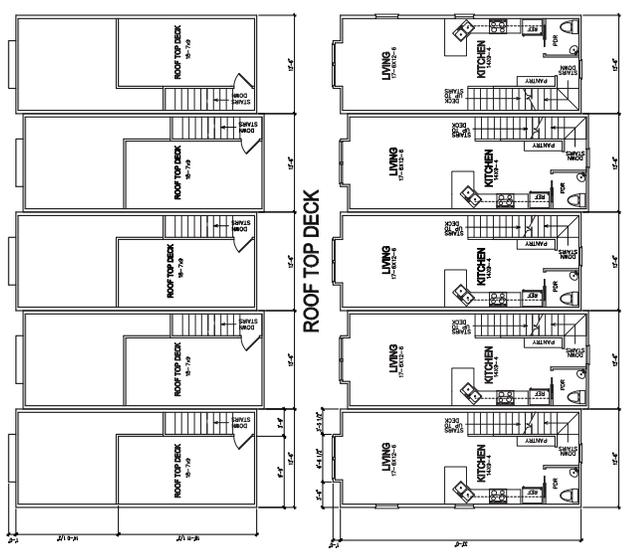
CEBELLA ASSOCIATES
 P.O. BOX 42
 1100 JARDIN BLVD
 RANCHO AND HILL STREET
 GARDEN HILLS, CA 94543
 FAX (925) 472-2048
 www.cebellaassociates.com
 Architect: CHARLES CEBELLA
 Designer: MATT CEBELLA

PROJECT:
 11 UNIT APARTMENT PROJECT
 RAMONA AND HILL STREET
 GARDEN HILLS, CA 94543
 OWNER:
 BRAD OTHER
 8000 RIVER BLVD, #103
 OROVILLE, CA 95965
 916.541.0252



REVISIONS:
 PLANNING REVISIONS 02-10-16
 PLANNING REVISIONS 03-02-16
 PLANNING REVISIONS 04-10-16
 JOB # 16-102
 DATE: JULY 10, 2015

SHEET
7



BUILDING 3
 UNIT 11
 UNIT 10
 UNIT 9
 UNIT 8
 UNIT 7
 SCALE 1/8" = 1'-0"
 FIRST FLOOR PLAN
 UNITS 7, THRU, 11

BUILDING 4
 UNIT 15
 UNIT 14
 UNIT 13
 UNIT 12
 SCALE 1/8" = 1'-0"
 FIRST FLOOR PLAN
 UNITS 12 - 15



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 P.O. Box 42
 Pismo Beach, Ca. 93448

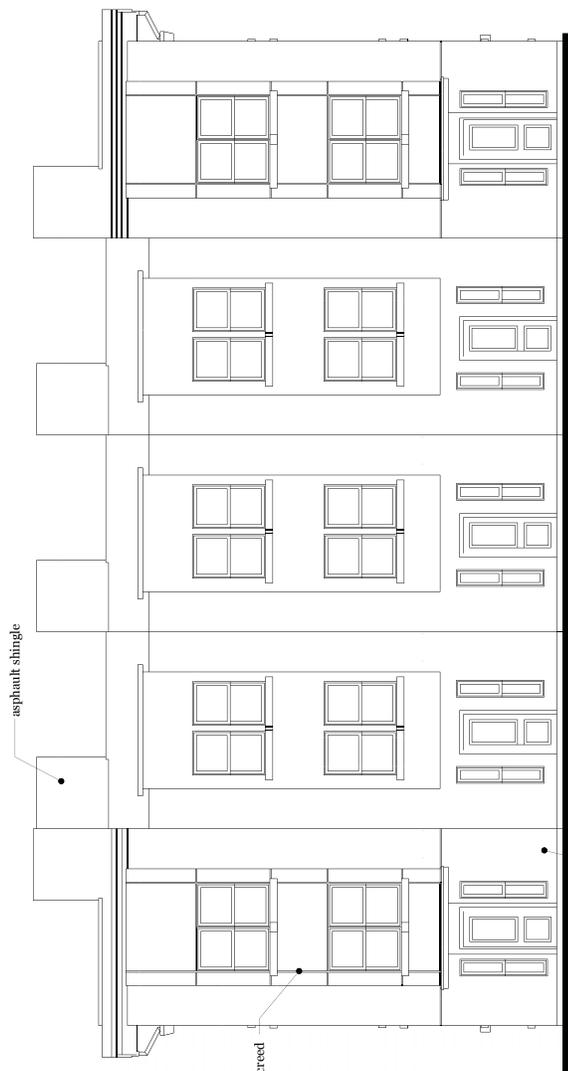
13 Unit Apartment,
 2 Live Work Unit Project
 RAMONA AND 14TH ST.
 GROVER BEACH, CA.



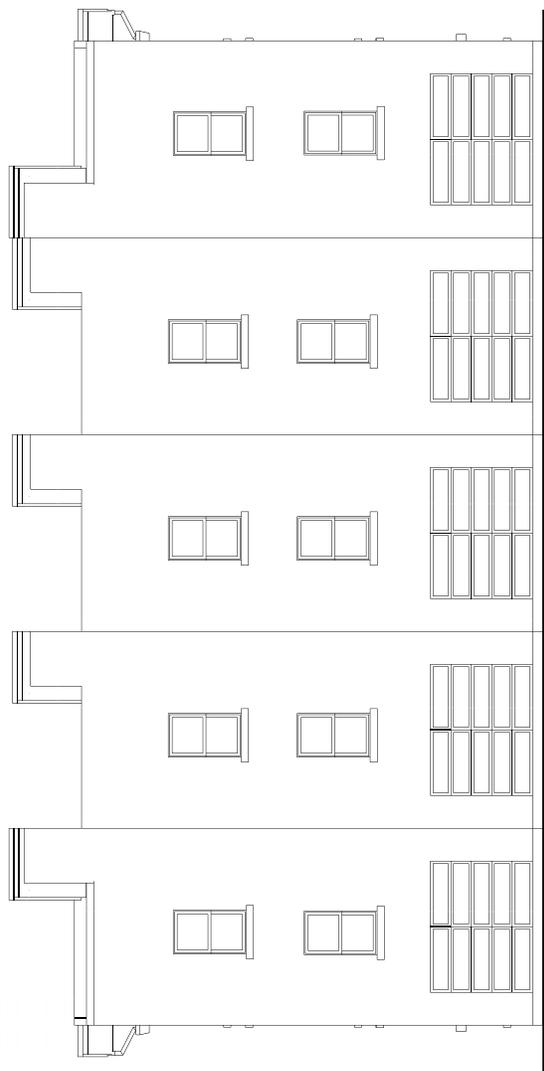
Revisions:

Job # 45-111
 Date 10-10-2015

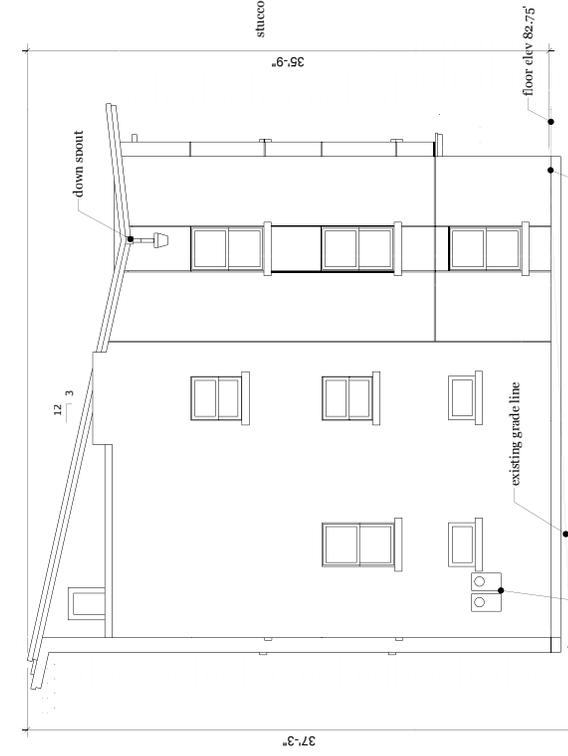
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NORTH ELEVATION
 typical scale 1/4"

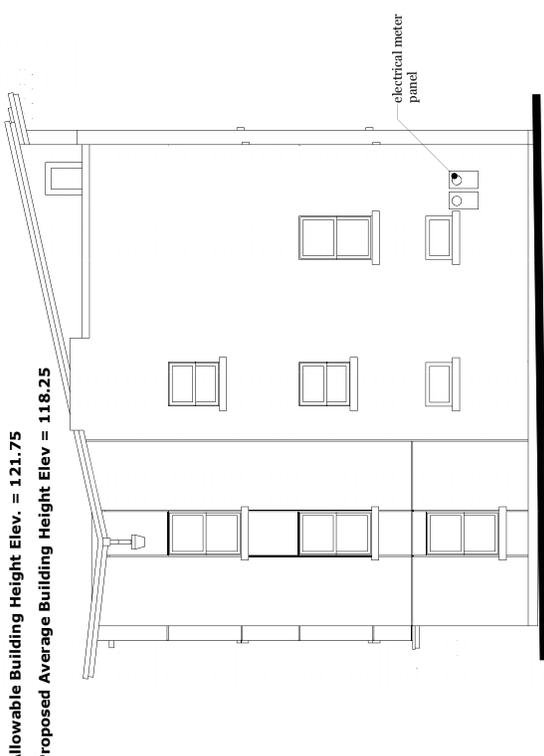


SOUTH ELEVATION
 typical scale 1/4"



EAST ELEVATION
 typical scale 1/4"

Average Natural Grade Elev = 81.75
 Allowable Building Height Elev. = 121.75
 Proposed Average Building Height Elev = 118.25



WEST ELEVATION
 typical scale 1/4"

Units 7,8,9,10,11
 Building 3



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 P.O. Box 42
 Pismo Beach, Ca. 93448

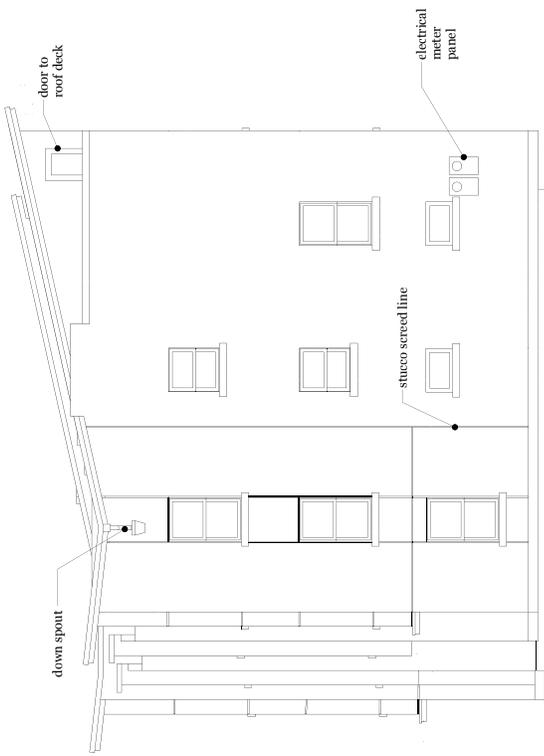
13 Unit Apartment,
 2 Live Work Unit Project
 RAMONA AND 14TH ST.
 GROVER BEACH, CA.



Revisions:

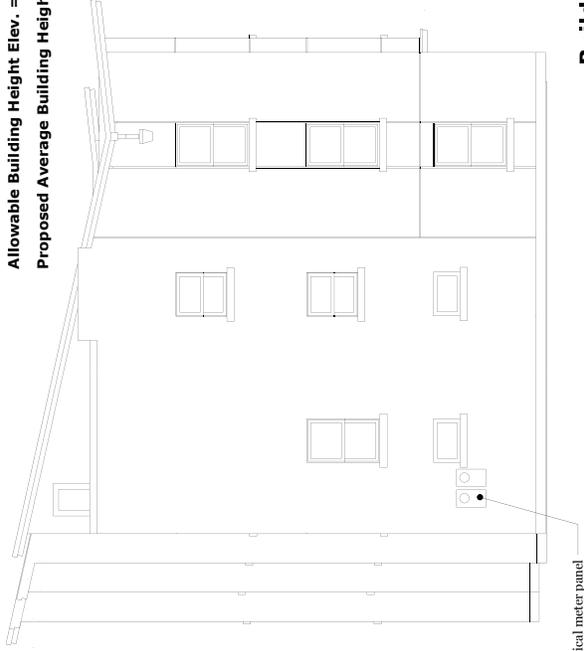
Job # 45-111
 Date 10-10-2015

Sheet
9



NORTH ELEVATION
 typical scale 1/4"

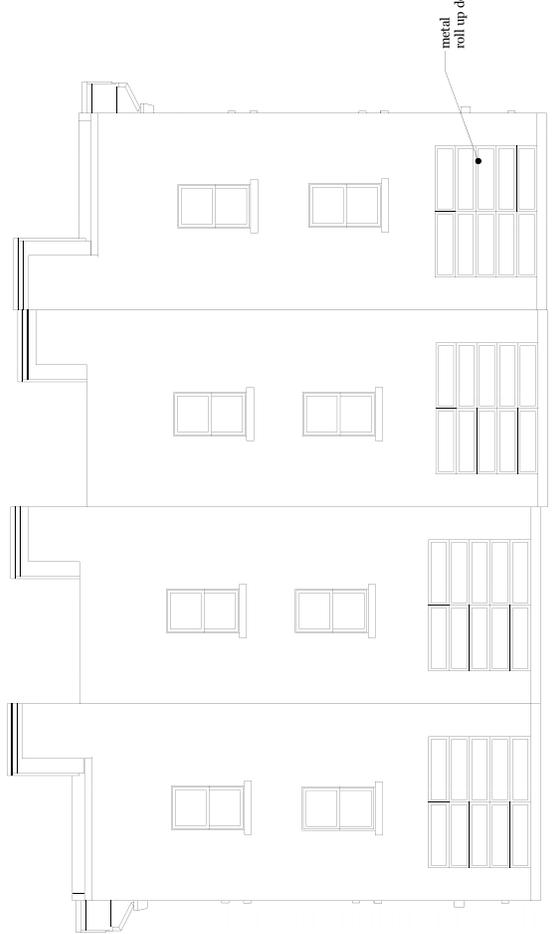
Average Natural Grade Elev = 78.75
 Allowable Building Height Elev. = 118.75
 Proposed Average Building Height Elev = 117.1



SOUTH ELEVATION
 typical scale 1/4"



EAST ELEVATION
 typical scale 1/4"



WEST ELEVATION
 typical scale 1/4"

Building 4
 UNITS 12,13,14,15

CEBULLA ASSOCIATES
PO BOX 40
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PH (805) 472-2098
FAX (805) 472-2083
www.cebullaassociates.com

Architect: CHASLER CEBULLA
Designer: MATT CEBULLA

PROJECT:

15 UNIT APARTMENT PROJECT
ROMANA AND 4TH STREET
GROVER BEACH, CA 93433

OWNER:

BRAD FORBE
11000 E STREET
GROVER BEACH, CA 93433
805.481.6792



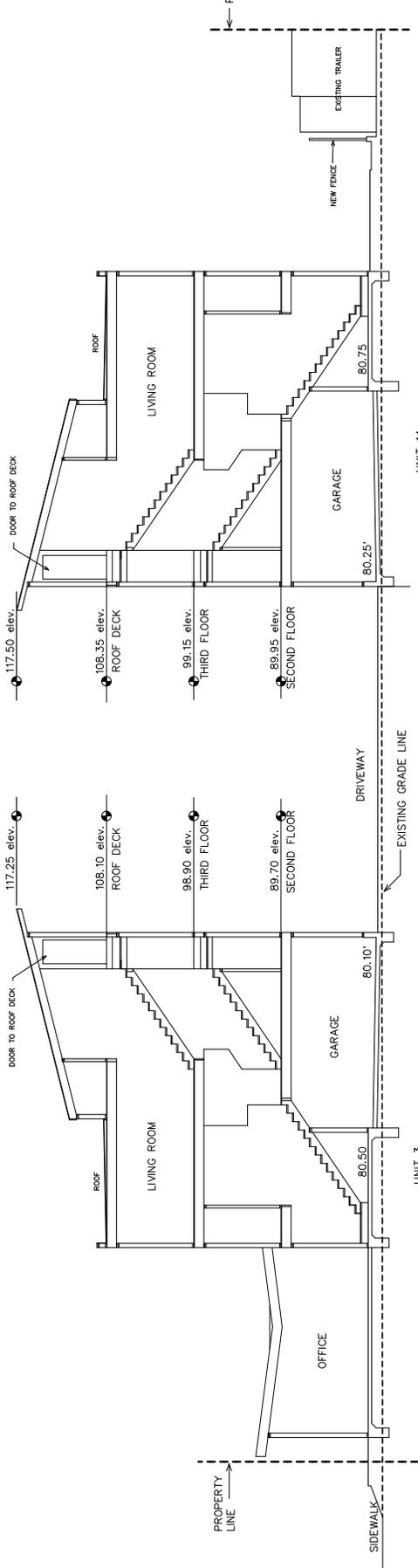
REVISIONS:

RAMO PLANING REVISIONS 02-10-16

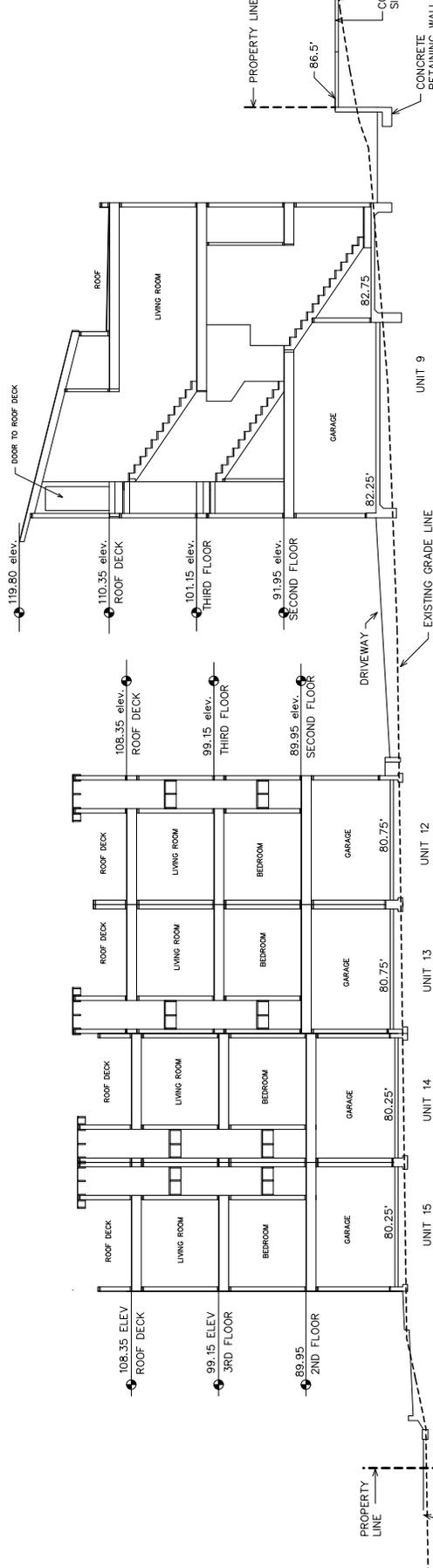
CONCRETE SIDEWALK
1208 * 15-12

DATE: JULY 10, 2015

SHEET 10



SECTION B
SCALE 3/16"



SECTION A
SCALE 3/16"



Cebulla Associates
P.O. Box 42
Pismo Beach, Ca, 93448



Revisions:

Job # 15-111
Date 05-10-2015

Sheet
11



Unit 2
Court Yard entry



Unit 3 Entry



Unit 3 roof top deck



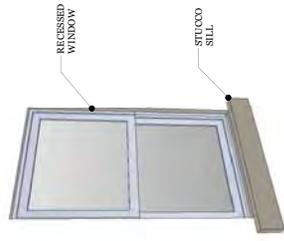
Unit 4 front door



Unit 4 Corner View



Trash Enclosure



Typical Window



Unit 15 Entry



DRIVEWAY ENTRANCE OFF 14TH STREET



**Unit 15
garage side**



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P.O. Box 42
Pismo Beach, Ca, 93448



14TH STREET VIEW



Revisions:

Job # 15-111
Date 05-10-2015

