Mitigated Negative Declaration

Northeast Grover Beach Mixed-Use Development Plan
Enviornmental Document No. 2019-02

SCH# 2019XXXXXX

City of Grover Beach
Community Development Department
154 South 8th Street
Grover Beach, CA 93433

DA NO.	18-06	**Environmental Document No.**	2019-02		
State Clearinghouse	2019XXXXXX				
PROJECT TITLE:	Northeast Grover Beach Mixed-Use Development Plan				
APPLICANT NAME & PHONE NUMBER:	Ram Krupa Real Estate, LLC (805) 538-0241	**Email**	darshanpatel@ramkrupallc.com		
MAILING ADDRESS:	845 Morro Avenue	Morro Bay, CA		93442	
STAFF CONTACT:	A. Rafael Castillo, AICP	(805) 473-4528	rcastillo@groverbeach.org		
PROJECT ADDRESS:	1598 El Camino Real	Grover Beach, CA 93433		**APN:**	060-031-021,022

PROJECT ENVIRONMENTAL ANALYSIS

The City of Grover Beach's 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 staff's on-site inspection of the project site and surrounding area and a detailed review of the information on file for the proposed project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geological information, significant vegetation and/or wildlife resources, water availability, wastewater disposal service, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of this Initial Study. The City of Grover Beach 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 Community Development Department, 154 South 8th Street, Grover Beach, CA 93433 or call (805) 473-4520.

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PROJECT TITLE: Northeast Grover Beach Mixed-Use Development Plan

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 analysis.

☒ Aesthetics	☒ Geology and Soils	☐ Recreation
☐ Agricultural Resources	☒ Hazards / Hazardous Materials	☒ Transportation
☒ Air Quality	☒ Noise	☒ Wastewater
☒ Biological Resources	☐ Population / Housing	☒ Water / Hydrology
☒ Cultural Resources	☒ Public Services / Utilities	☐ Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Community Development Director 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.

A. Rafael Castillo, AICP	A. Rafael Castillo	6/12/19
Prepared by (Print)	**Signature**	**Date**
Bruce Buckingham	Bruce Buckingham	6/12/19
Reviewed by (Print)	**Signature**	**Date**

A. PROPOSED PROJECT

The subject site is approximately 7.3 acres and contains grassland, oak woodland and riparian habitats (Figure 1). There are eucalyptus trees along the eastern border, oak trees scattered in the grassland, and an existing single family residence in the center of the site. A willow riparian habitat is located within Meadow Creek and expands through the northern portion of the site. Meadow Creek, an active waterway that is a designated waters of the United States, runs east to west close to the El Camino Real frontage. The project site contains terraced topography with grassland on the higher ground to the south, a steep slope with a band of oak woodland running through the center of the site, down to a lower terrace of grassland and riparian habitat north to El Camino Real. An existing bridge single lane timber bridge is currently utilized to access the site from El Camino Real. This bridge is located northwest of an existing shopping center. The bridge is located on the neighboring property to the east, however an ingress / egress easement has been recorded allowing access to the subject site.

To the north of the subject site, lies El Camino Real right-of-way (ROW) and US Highway 101. To the south, a vacant 3.3 acre parcel that is designated for future high density residential development (R3 Zone). To the east is an existing commercial shopping center and existing hotel, along with Oak Park Boulevard ROW. Oak Park Boulevard is considered an arterial street running north/south. To the west, the project site abuts existing single family residential units that are accessed off of Laguna Court, as well as, designated open space area that is owned by the City of Grover Beach. The General Plan land use designations for the site are Retail Commercial Services (5.6 acres) and Open Space (1.7 acres), which preserves the Meadow Creek riparian corridor (Figure 2). The subject site is zoned Retail Commercial (RC) and Open Space (OS) (Figure 3).

The proposed project consists of a horizontal mixed-use development that includes two (2) hotels (Hotel A / Hotel B), construction of a 4,000 square (sf) restaurant and seven (7) single family home sites with the creation of approximately 42 to 44 part-time and full time employment position. To accomplish this, the applicant has applied for a zone change to add a Planned Development (PD) Overlay (Figure 4) to the subject site. Approval of a PD overlay allows for modification development standards including setbacks, building heights, lot coverage, etc. in exchange for a substantial public amenity for example, a public plaza, a public park, or a similar improved open space feature, including provisions for guaranteed long-term maintenance not at the expense of the City, and preservation and enhancement of a significant natural feature (Development Code Section 2.90.020).

The proposed project includes the preservation of 1.53 acres of riparian habitat area (Meadow Creek) consistent with the City's General Plan in an open space area, as well as, incorporate a 13,700 sf landscape buffer directly adjacent to the existing residential homes. The riparian habitat area is proposed to be enhanced with additional willow replanting, and other native trees and shrubs. The applicant includes a bank stabilization plan for the protection of Meadow Creek (Figure 5). The applicant is seeking the following entitlements as part of the proposed project:

- Zone change to add a planned development overlay (PD-5) to modify development standards to facilitate development of the site;
- Vesting Tentative Subdivision (Tract 3122) subdividing one parcel into 13 separate lots (Figure 6);
- A Use Permit to construction a horizontal mixed-use project consisting of two (2) hotels, restaurant, and seven (7) single family residential lots within the retail commercial (RC) zone.

The following is a detail summary of the proposed project:

- Construction of 4-story, 91 room hotel totaling 50,995 sf (Hotel "A") with a total building footprint of 12,510 sf, associated swimming pool, and porte-cochere (Figure 7);
- Construction of a 4-story, 60 room hotel totaling 42,200 sf building footprint (Hotel "B") within a total building footprint of 10,920 sf, associated swimming pool, and porte-cochere (Figure 8);
- Construction of 4,000 sf, maximum 100 seat, restaurant;
- Construction of three (3) separate parking areas for a total of 174 parking spaces and five (5) motorcycle spaces for shared use between non-residential uses;
- Preservation of up to 20 native oak trees between Hotel A and Hotel B;
- Creation of a 35-foot landscape buffer between the existing residential neighborhood to the west and proposed non-residential uses (Figure 9);
- Construction of seven (7) single family residences;
- Removal of an existing, off-site, bridge structure and installation of a replacement of bridge at Meadow Creek, to serve as the project entry and to remain partially off-site;
- Construction of a new entry roadway (Road A) that intersects with El Camino Real and will serve Hotel A, Hotel B, the restaurant site, terminate at the residential lots;
- Construction of a new residential street (Road B) to serve residential lots 1-7 that will dead end at Lot 1 and connect to Road A;
- Construction of an emergency access way, to be controlled for through traffic, between residential lots 6 and 7 and connect with Oak Park Boulevard;
- Frontage improvements to widen El Camino Real that include intersection improvements with future Road A, completion of project frontage sidewalk, center turning lane, and Class 2 bicycle lane (Figure 10);
- Modifying an existing, Caltrans controlled, culvert that channels water for Meadow Creek and adding an additional 60-feet to this existing culvert;
- Construction of a new sewer lift station near Hotel A to serve the project for sanitary sewer purposes.

To accommodate the proposed project, the subject side will need to be graded. Proposed on-site grading of approximately 12,240 cubic yards (cu^3) of earth will be moved, and approximately 14,480 cu^3 of fill will be required. This will result in the importation of 2,235 cu^3 of material to the project site (Figure 11). The proposed grading will impact approximately 0.15 acres of riparian habitat for the proposed bridge replacement and

El Camino Real frontage improvements. Approximately 0.38 acres of riparian habitat along the northern development footprint will also be disturbed. To install the proposed bridge and modify the existing culvert, the applicant will need to de-water Meadow Creek temporarily, creating an impact to a designated waters of the United States. The applicant proposes to remove 22 native trees (Coast Live Oaks) totaling 396-inches in diameter breast height (dbh). The proposed project will create an additional 169,900 sf of new impervious surface.

The proposed development is expected to be completed in phases. Phase 1 includes the grading of Hotel B site, the restaurant site, and the seven (7) single family residential lots. Phase 1 also include the construction of Hotel "B", its associated parking lots, and all infrastructure improvements necessary to accommodate this phase of the proposed project, including bridge replacement, Road A, Road B, and frontage improvements to El Camino Real. It is anticipated that construction will be completed by late fall / early winter 2023 for Phase 1.

Assessor parcel number(s):	060-031-021,060-031-022
Latitude:	120° 36'33.9"W **Longitude:** 35° 07' 47.5"N
Other public agencies whose approval is required:	US Army Corp of Engineers (USACE) US Fish and Wildlife Service (USFWS) California Department of Fish and Wildlife (CDFW) California Department of Transportation (Caltrans) Regional Water Quality Control Board (RWQCB) San Luis Obispo Air Pollution Control District (SLO APCD)
Native American tribes requested consultation pursuant to Public Resources Code section 21080.3.1	City staff sent out early consultation requests on July 13, 2018, with no responses received. Letters are available within the project file located at Community Development Department, 154 South 8th Street, Grover Beach, CA.

B. EXISTING SETTING

Land use designation:	Retail Commercial Services, Open Space
Zoning	Retail Commercial (RC) / Open Space (OS)
Parcel size:	7.3 acres
Topography:	Sloping **Average Slope:** 10% site
Vegetation:	Riparian habitat area near Meadow Creek is heavily vegetated. Disturbed soil near location of existing home.
Existing use:	Vacant single family residence
Surrounding land use:	

North:	**South:**	**East:**	**West:**
El Camino Real / US 101 Freeway	Vacant	Hotel / Commercial Development / Oak Park Blvd. ROW	Open Space (Meadow Creek) / Single Family Residential

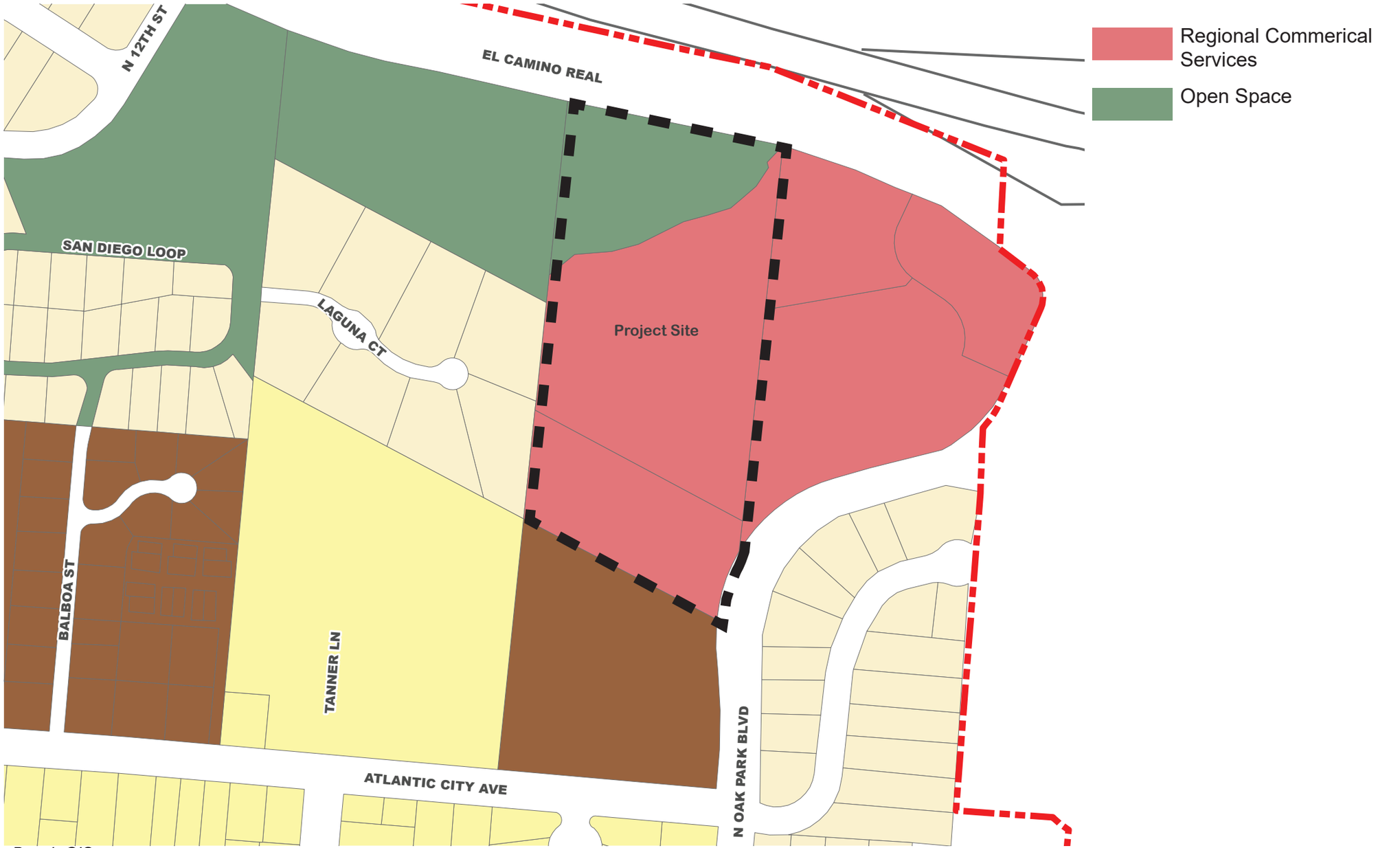
C. ENVIRONMENTAL ANALYSIS

During the initial study process, at least one issue was identified as having a potentially significant environmental effect (see following Initial Study). The potentially significant items associated with the proposed project can be minimized to less than significant levels.

Figure 1 - Aerial

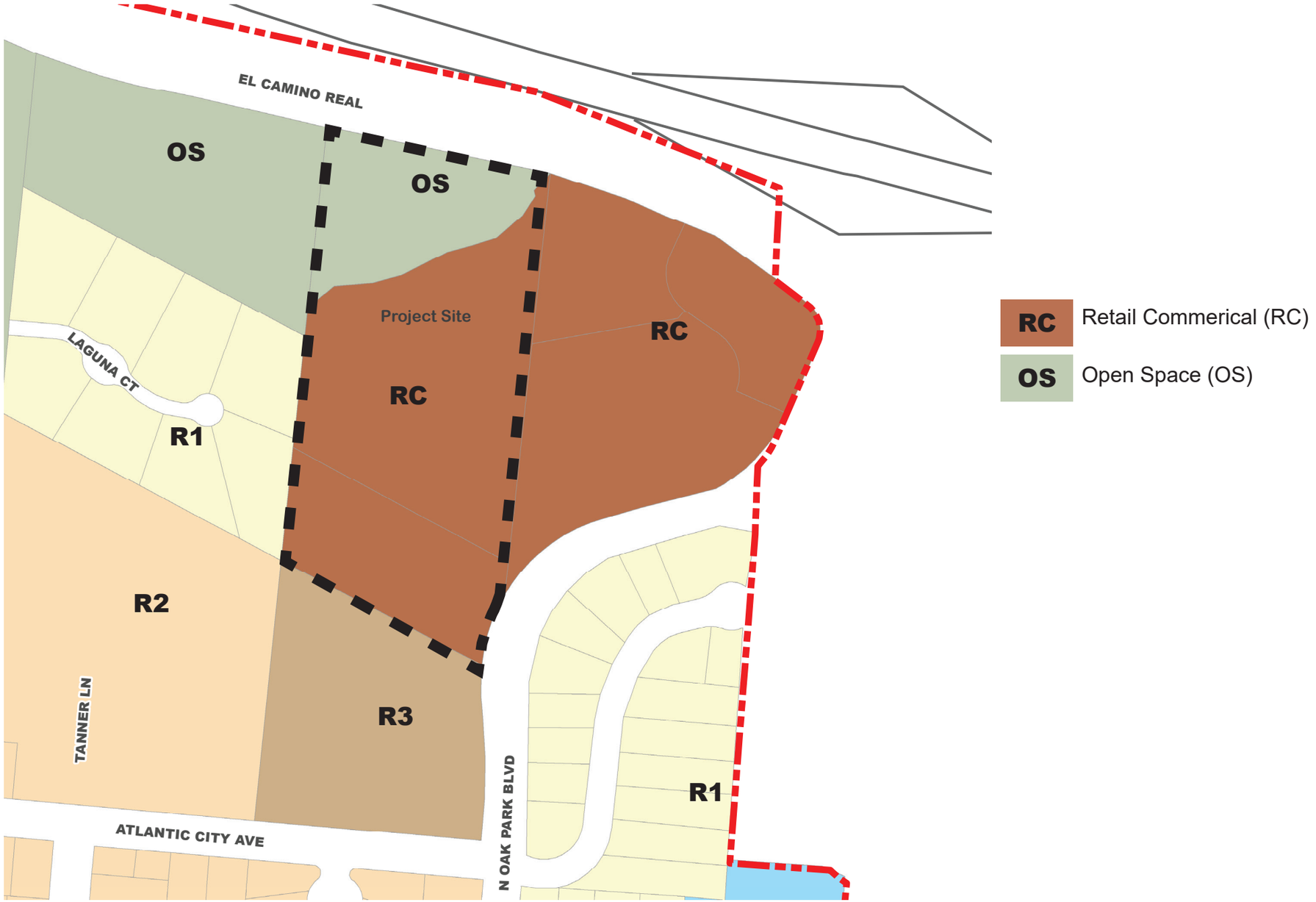
Source: City of Grover Beach GIS

Figure 2 - Existing General Plan Designations



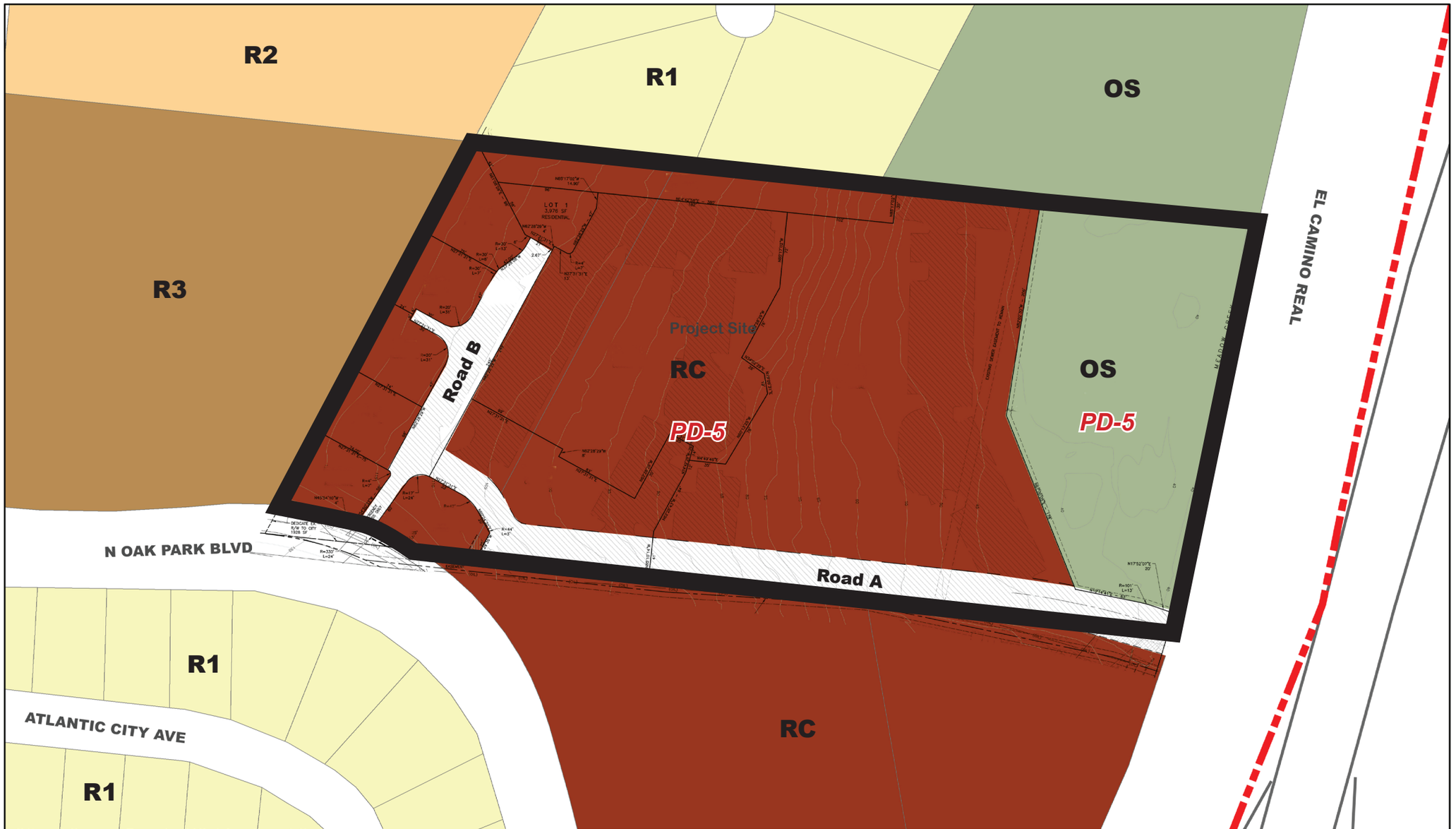
Source: City of Grover Beach GIS

Figure 3 - Existing Zoning



Source: City of Grover Beach GIS

Figure 4 - Proposed Zoning



Source: City of Grover Beach GIS / Applicant Submittal

Figure 5 - Proposed Site Plan

Figure 6 - Vesting Tentative Subdivision Map

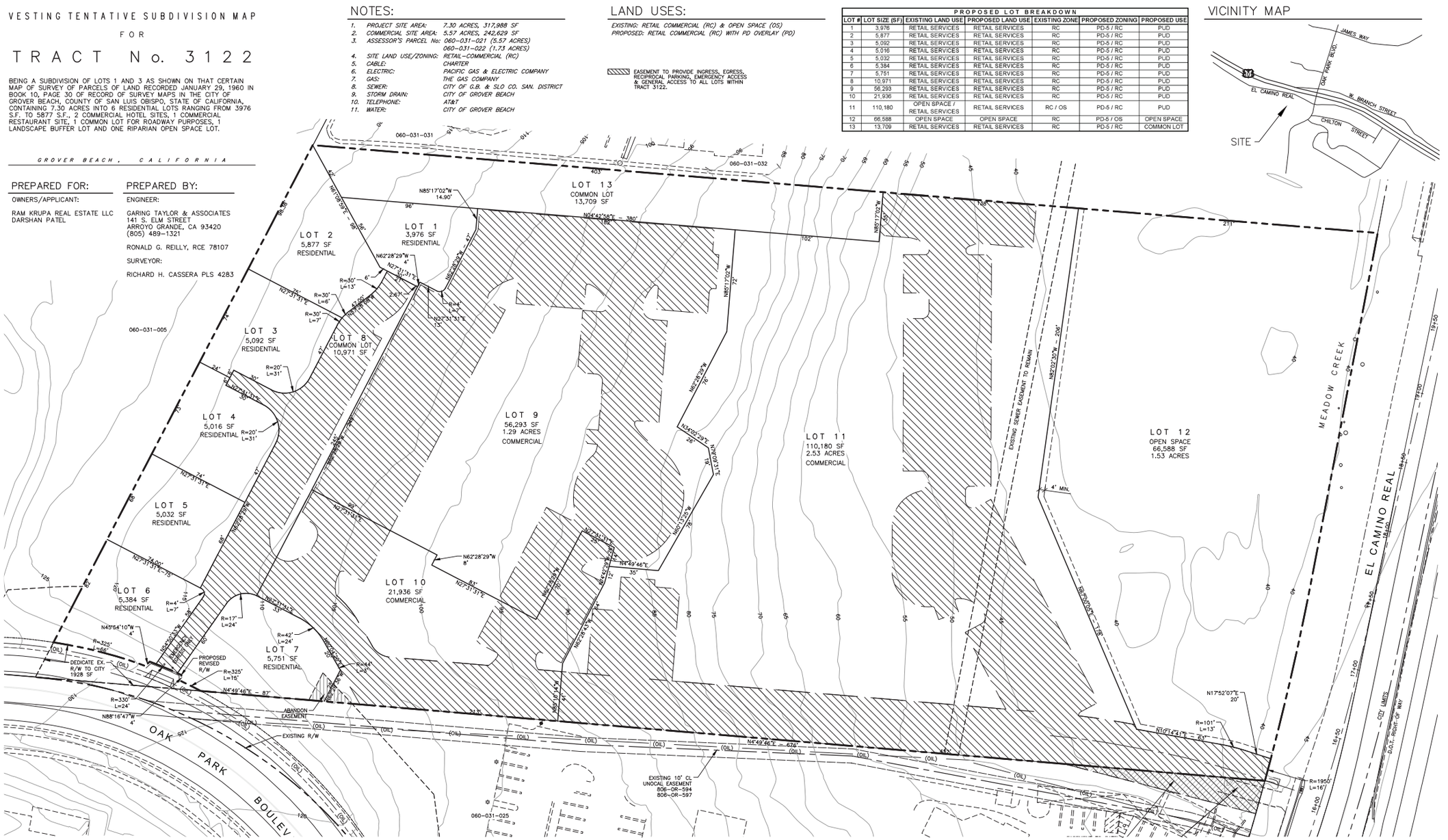
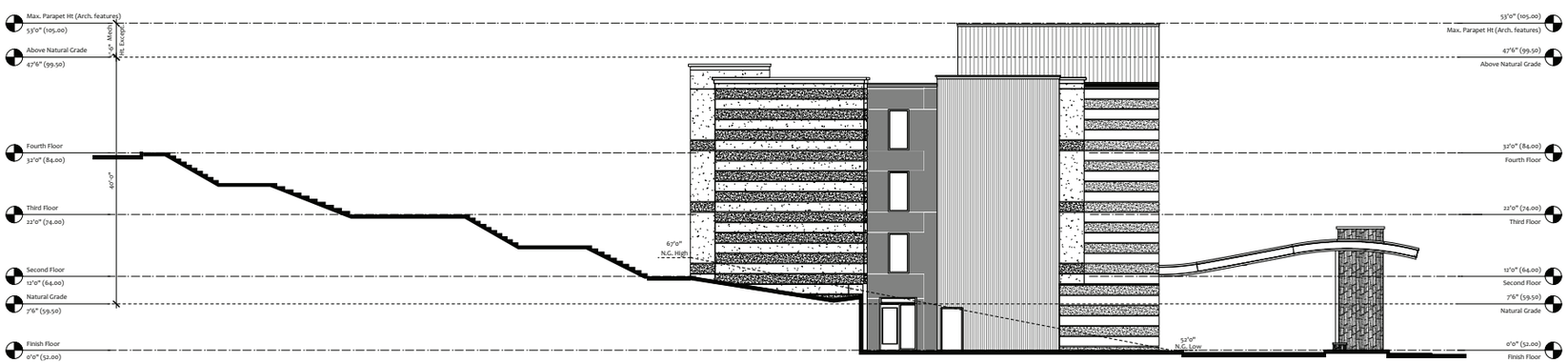


Figure 7 - Hotel A Elevation / Section

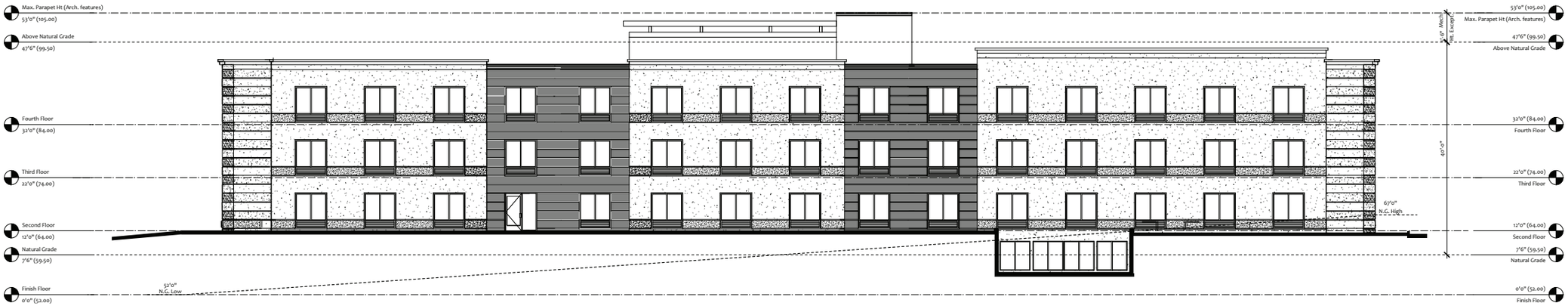
FRONT ELEVATION

Scale: 3/32" = 1'-0"



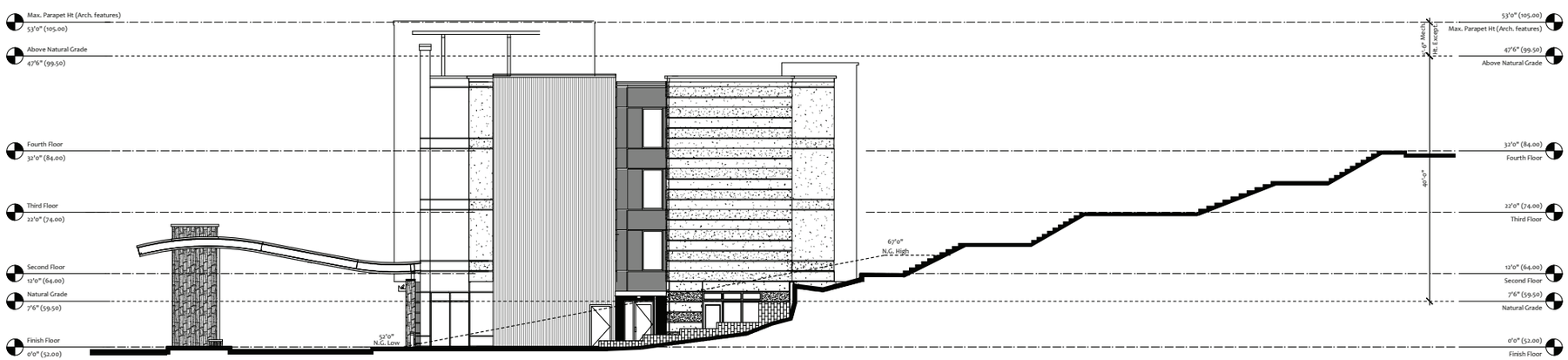
RIGHT ELEVATION

Scale: 3/32" = 1'-0"



BACK ELEVATION

Scale: 3/32" = 1'-0"



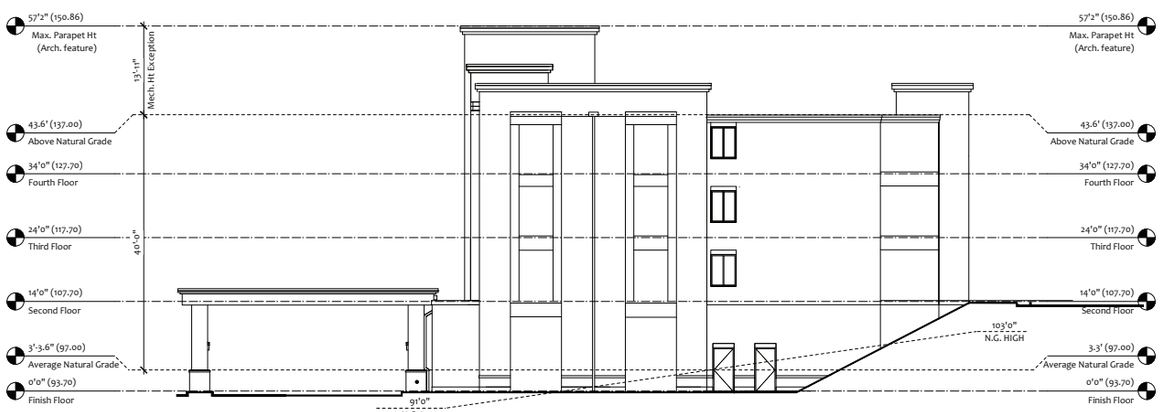
LEFT ELEVATION

Scale: 3/32" = 1'-0"

Figure 8 - Hotel B Elevation / Section

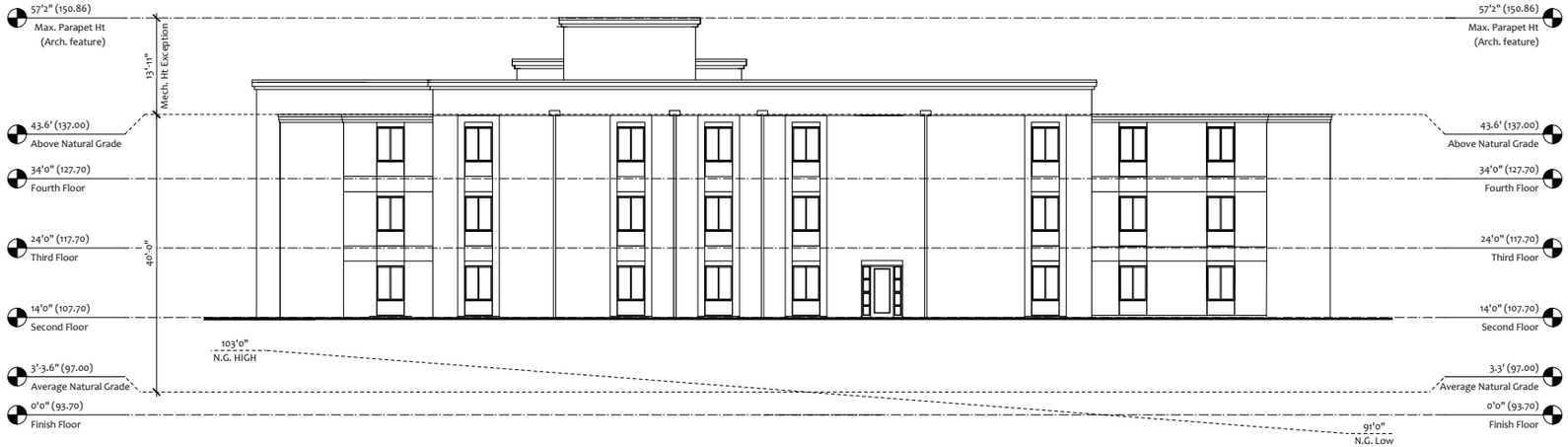
EXTERIOR ELEVATION - FRONT

Scale: 3/32" = 1'-0"



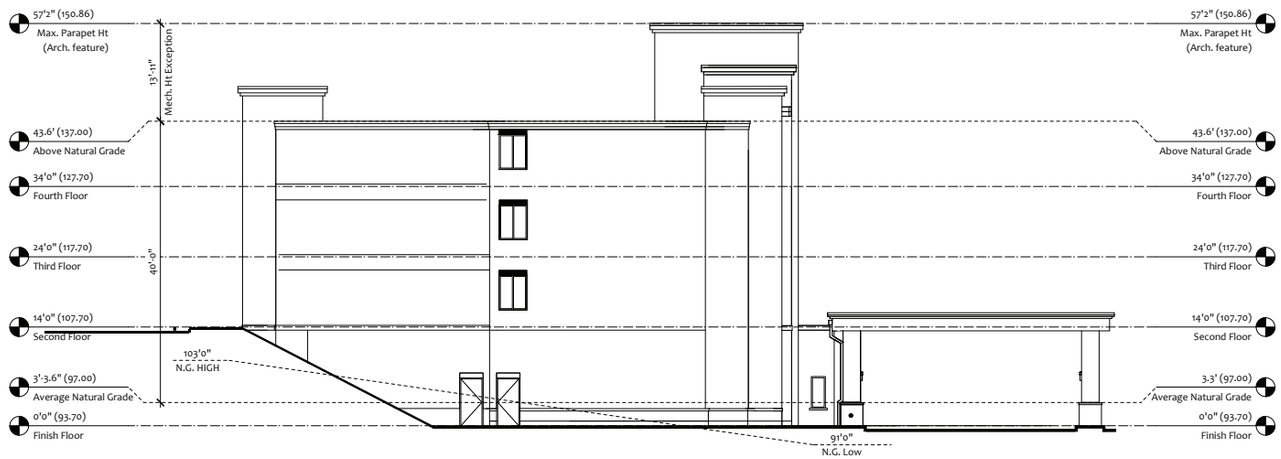
EXTERIOR ELEVATION - RIGHT

Scale: 3/32" = 1'-0"



EXTERIOR ELEVATION - BACK

Scale: 3/32" = 1'-0"



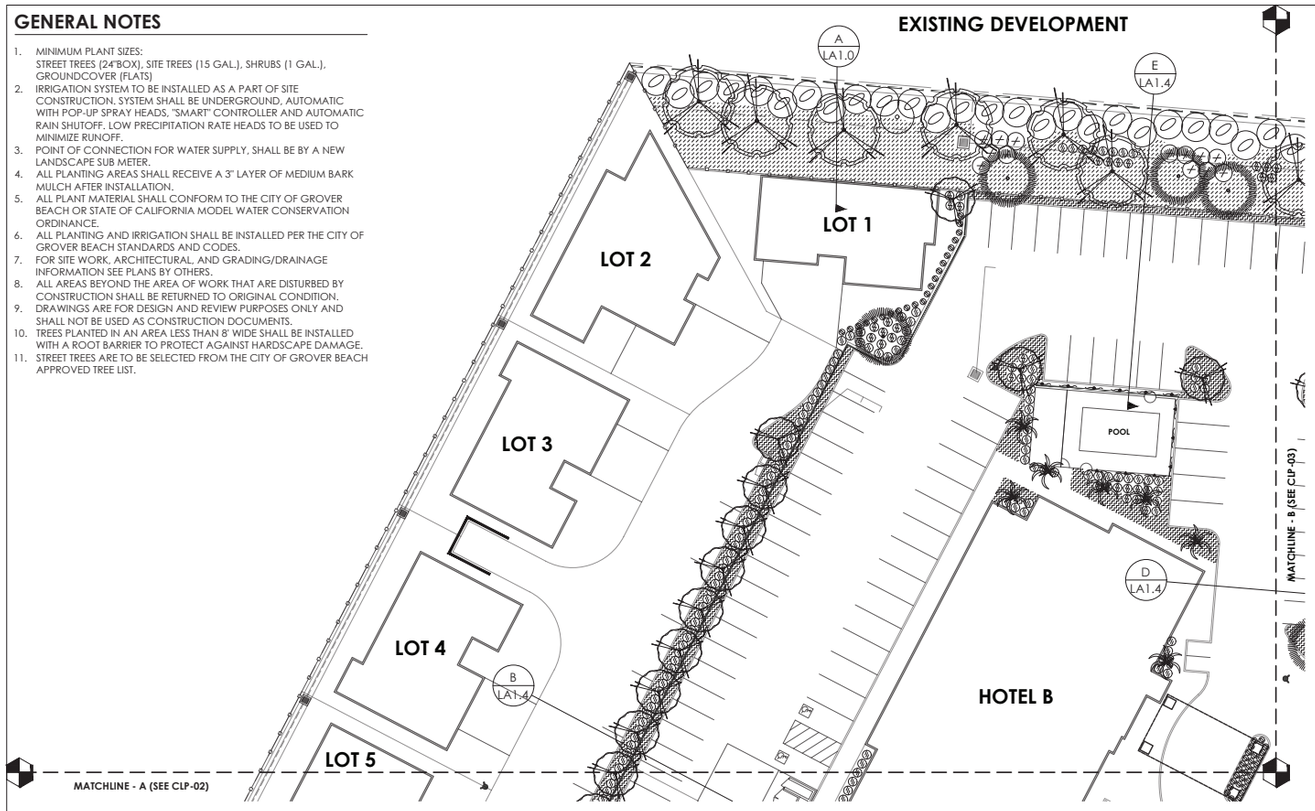
EXTERIOR ELEVATION - LEFT

Scale: 3/32" = 1'-0"

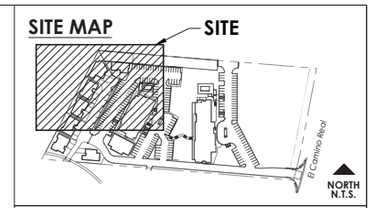
Figure 9 - Landscaping Plan

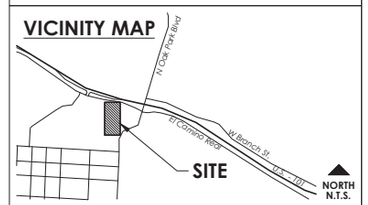
GENERAL NOTES

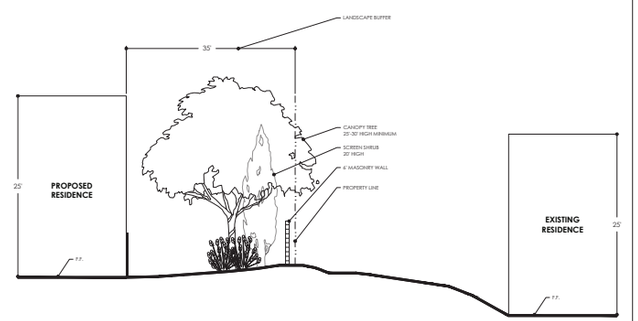
1. MINIMUM PLANT SIZES:
   STREET TREES (24"BOX), SITE TREES (15 GAL.), SHRUBS (1 GAL.), GROUNDCOVER (FLATS)
2. IRRIGATION SYSTEM TO BE INSTALLED AS A PART OF SITE CONSTRUCTION. SYSTEM SHALL BE UNDERGROUND, AUTOMATIC WITH POP-UP SPRAY HEADS, "SMART" CONTROLLER AND AUTOMATIC RAIN SHUTOFF. LOW PRECIPITATION RATE HEADS TO BE USED TO MINIMIZE RUNOFF.
3. POINT OF CONNECTION FOR WATER SUPPLY, SHALL BE BY A NEW LANDSCAPE SUB METER.
4. ALL PLANTING AREAS SHALL RECEIVE A 3" LAYER OF MEDIUM BARK MULCH AFTER INSTALLATION.
5. ALL PLANT MATERIAL SHALL CONFORM TO THE CITY OF GROVER BEACH OR STATE OF CALIFORNIA MODEL WATER CONSERVATION ORDINANCE.
6. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER THE CITY OF GROVER BEACH STANDARDS AND CODES.
7. FOR SITE WORK, ARCHITECTURAL, AND GRADING/DRAINAGE INFORMATION SEE PLANS BY OTHERS.
8. ALL AREAS BEYOND THE AREA OF WORK THAT ARE DISTURBED BY CONSTRUCTION SHALL BE RETURNED TO ORIGINAL CONDITION.
9. DRAWINGS ARE FOR DESIGN AND REVIEW PURPOSES ONLY AND SHALL NOT BE USED AS CONSTRUCTION DOCUMENTS.
10. TREES PLANTED IN AN AREA LESS THAN 8' WIDE SHALL BE INSTALLED WITH A ROOT BARRIER TO PROTECT AGAINST HARDSCAPE DAMAGE.
11. STREET TREES ARE TO BE SELECTED FROM THE CITY OF GROVER BEACH APPROVED TREE LIST.



❑ CONCEPTUAL LANDSCAPE PLAN - A







❑ SECTION - A

CONCEPTUAL LANDSCAPE PLAN - A

CONCEPTUAL PLANTING LEGEND

15 GAL. FLOWERING ACCENT TREES
Crape Myrtle - Lagerstroemia spp.
Bronze Loquat - Eriobotrya deflexa
Marina Strawberry Tree - Arbutus marina
Saucer Magnolia - Magnolia soulangeana

15 GAL. FLOWERING ACCENT TREES (MULTI-TRUNK)
Marina Strawberry Tree - Arbutus marina
Crape Myrtle - Lagerstroemia spp.
Saucer Magnolia - Magnolia soulangeana

24" BOX SCREEN TREES
Catalina Ironwood - Lyonothamnus f. asplenifolius
African Sumac - Rhus lancea
Brazilian Pepper - Schinus terebinthifolius
Brisbane Box - Lophostemon confertus

PALM TREES
Queen Palm - Syagrus romanzoffiana
Date Palm - Phoenix dactylifera
King Palm - Archontophoenix alexandrae

MITIGATION OAKS
Coast Live Oak - Quercus argrifolia

EXISTING TREE TO REMAIN
SEE TREE INVENTORY PLAN (LA1.5-1.8)

LARGE SCREEN SHRUBS
Toyon - Heteromeles arbutifolia
Coffeeberry - Rhamnus californica
Italian Buckthorn - Rhamnus alaternus

MEDIUM FLOWERING SHRUBS
Dwarf Yedda Hawthorn - Rhaphiolepis umbellata 'Minor'
Fortnight Lily - Dietes vegata
New Zealand Flax - Phormium spp.
Kangaroo Paw - Anigozanthos spp.
Golf Ball Kohuhu - Pittosporum tenuifolium 'Golf Ball'
Iceberg Rose - Rosa 'Iceberg'
Glossy Abelia - Abelia x grandiflora
Variegated J. Mock Orange - Pittosporum t. 'Variegata'
Natal Plum - Carissa macrocarpa
Lily of the Nile - Agapanthus spp.

SMALL FLOWERING SHRUBS
Peter Pan Lily of the Nile - Agapanthus africanus 'Peter Pan'
Daylily - Hemerocallis spp.
Stalked Bulbine - Bulbine frutescens
Flax Lily - Dianella spp.
Dwarf Kangaroo Paw - Anigozanthos spp.

ORNAMENTAL GRASSES
Dwarf Mat Rush - Lomandra longifolia 'Breeze'
Slender Velat Grass - Pennisetum spathiolatum
Blonde Ambition Blue G. Grass - Boutelloua g. 'Blonde Ambition'
Small Cape Rush - Chondropetalum tectorum
Berkeley Sedge - Carex divulsa
Purple Fountain Grass - Pennisetum setaceum 'Rubrum'
Pine Muhly - Muhlenbergia dubia

SHADE SHRUBS
Giant Lily Turf - Liriope gigantea
Foxtail Fern - Asparagus densiflorus 'Myers Fern'
David Viburnum - Viburnum davidii
Xanadu philodendron - Philodendron xanadu
Giant Chain Fern - Woodwardia fimbriata
Japanese Aralia - Fatsia japonica

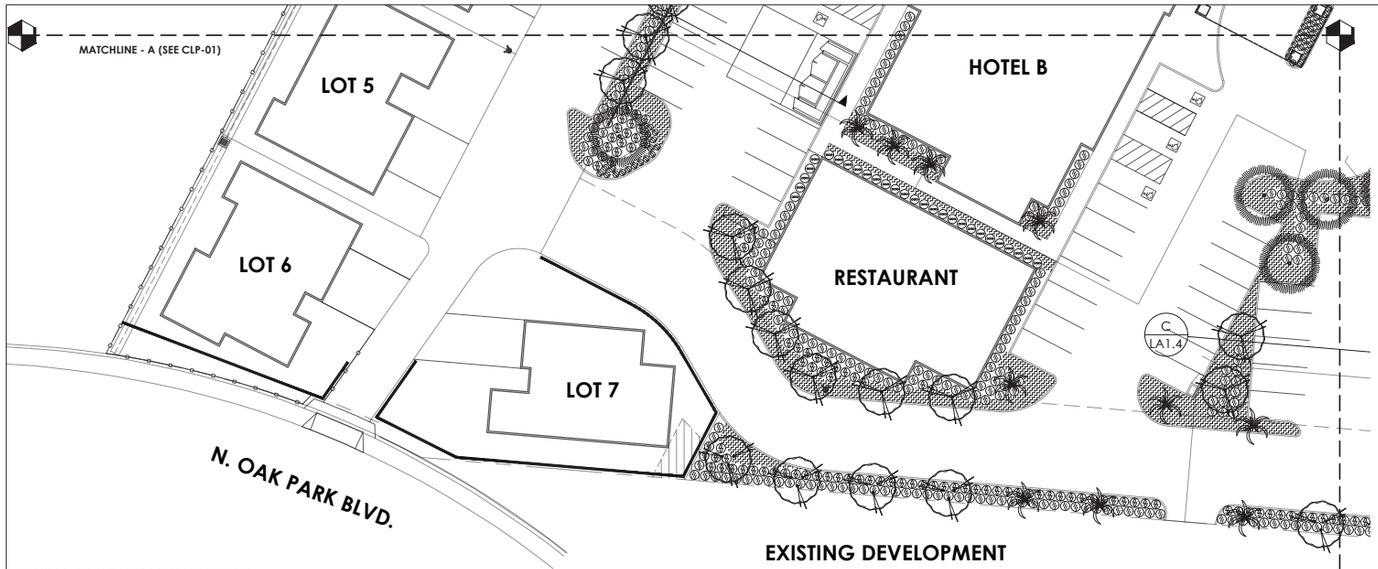
MEDIUM NATIVE SHRUBS
John Dourley Manzanita - Arctostaphylos 'John Dourley'
Wild Lilac - Ceanothus 'Joyce Coulter'
Pink Powder Puff - Calliandra eriophylla

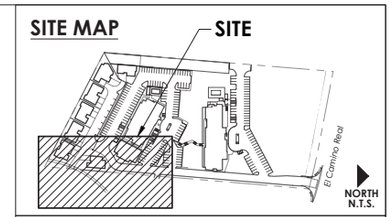
SPREADING NATIVE GROUNDCOVERS
Manzanita - Arctostaphylos spp.
Ceanothus - Ceanothus spp.
Coyote Bush - Baccharis spp.
Low Boy Acacia - Acacia redolens 'Low Boy'

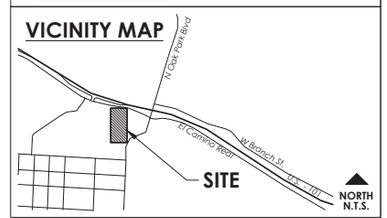
FLOWERING GROUNDCOVER
Creeping Myoporum - Myoporum p. 'Putah Creek'
Star Jasmine - Trachelospermum jasminoides
Trailing Rosemary - Rosmarinus officinalis 'Prostratus'
Huntington Carpet Rosemary - Rosmarinus o. 'Huntington Carpet'
Trailing Lantana - Lantana montevidensis
Tricolor Moses-In-The-Cradle - Rhoeo spathacea 'Tricolor'

FLOWERING VINE
Lavender Star Flower - Grewia occidentalis
Oo-La-La Bougainvillea - Bougainvillea 'Monka'
Lavender Trumpet Vine - Clytostoma callistegioides

CLINGING VINE
Creeping Fig - Ficus Pumila
Boston Ivy - Parthenocissus tricuspidata







WATER EFFICIENT LANDSCAPE WORKSHEET

City of Gover Beach Reference Evapotranspiration (ETo): 40
Project: 1598 El Camino Real; Grover Beach CA 93433

Hydrozone # /Planting Description a	Plant Factor (PF)	Irrigation Method b	Irrigation Efficiency (IE)c	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Water (ETWU) e	Total Use
Regular Landscape Areas								
Very Low	0.1	drip	0.81	0.12	3,511.00	433.46	10,749.73	
Low	0.2	drip	0.81	0.25	7,022.00	1,733.83	42,998.91	
Low	0.3	drip	0.81	0.37	50,305.00	18,631.48	462,060.74	
Medium	0.5	drip	0.81	0.62	14,045.00	8,669.75	215,009.88	
Non-irrigated	0		0.81	0.00				
				Totals	74,883.00	29,468.52	730,819.26	
Special Landscape Areas								
Turf				1	-	-	-	
						-	-	
						-	-	
						-	-	
						-	-	
				Totals	-	-	-	
						ETWU Total		730,819.26
Maximum Allowed Water Allowance (MAWA)-								835,694.28

a
Hydrozone #/Planting Description
E.g.
1.) front lawn
2.) medium water use planting

b
Irrigation Method
overhead spray or drip

c Irrigation Efficiency
0.75 for spray head
0.81 for drip

d
ETWU (Annual Gallons Required)
= Eto x 0.62 x ETAF x Area
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year.

e
MAWA (Annual Gallons Allowed)
= ((Eto) (0.62) ((ETAF x LA) + (1-ETAF) x SLA))
where 0.62 is a conversion factor that converts acre- inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, SLA is the total special landscape area in square feet, and ETAF is .55 for residential areas and 0.45 for non-residential areas.

ETAF Calculations:
Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

All Landscape Areas	
Total ETAF x Area (B+D)	29,468.52
Total Area (A+C)	74,883.00
Sitewide ETAF (B+D) ÷ (A+C)	0.39

Regular	
Total ETAF x Area (B)	29,468.52
Total Area (A)	74,883.00
Average ETAF (B ÷ A)	0.39

❑ CONCEPTUAL LANDSCAPE PLAN - B

CONCEPTUAL LANDSCAPE PLAN - B

CONCEPTUAL PLANTING LEGEND

15 GAL. FLOWERING ACCENT TREES
Crape Myrtle - Lagerstroemia spp.
Bronze Loquat - Eriobotrya deflexa
Marina Strawberry Tree - Arbutus marina
Saucer Magnolia - Magnolia soulangeana

15 GAL. FLOWERING ACCENT TREES (MULTI-TRUNK)
Marina Strawberry Tree - Arbutus marina
Crape Myrtle - Lagerstroemia spp.
Saucer Magnolia - Magnolia soulangeana

24" BOX SCREEN TREES
Catalina Ironwood - Lyonothamnus f. asplenifolius
African Sumac - Rhus lancea
Brazilian Pepper - Schinus terebinthifolius
Brisbane Box - Lophostemon confertus

PALM TREES
Queen Palm - Syagrus romanzoffiana
Date Palm - Phoenix dactylifera
King Palm - Archontophoenix alexandrae

MITIGATION OAKS
Coast Live Oak - Quercus argrifolia

EXISTING TREE TO REMAIN
SEE TREE INVENTORY PLAN (LA1.5-1.8)

LARGE SCREEN SHRUBS
Toyon - Heteromeles arbutifolia
Coffeeberry - Rhamnus californica
Italian Buckthorn - Rhamnus alaternus

MEDIUM FLOWERING SHRUBS
Dwarf Yedda Hawthorn - Rhaphiolepis umbellata 'Minor'
Fortnight Lily - Dietes vegata
New Zealand Flax - Phormium spp.
Kangaroo Paw - Anigozanthos spp.
Golf Ball Kohuhu - Pittosporum tenuifolium 'Golf Ball'
Iceberg Rose - Rosa 'Iceberg'
Glossy Abelia - Abelia x grandiflora
Variegated J. Mock Orange - Pittosporum t. 'Variegata'
Natal Plum - Carissa macrocarpa
Lily of the Nile - Agapanthus spp.

SMALL FLOWERING SHRUBS
Peter Pan Lily of the Nile - Agapanthus africanus 'Peter Pan'
Daylily - Hemerocallis spp.
Stalked Bulbine - Bulbine frutescens
Flax Lily - Dianella spp.
Dwarf Kangaroo Paw - Anigozanthos spp.

ORNAMENTAL GRASSES
Dwarf Mat Rush - Lomandra longifolia 'Breeze'
Slender Veldt Grass - Pennisetum spathiolatum
Blonde Ambition Blue G. Grass - Bouteloua g. 'Blonde Ambition'
Small Cape Rush - Chondropetalum tectorum
Berkeley Sedge - Carex divulsa
Purple Fountain Grass - Pennisetum setaceum 'Rubrum'
Pine Muhly - Muhlenbergia dubia

SHADE SHRUBS
Giant Lily Turf - Liriope gigantea
Foxtail Fern - Asparagus densiflorus 'Myers Fern'
David Viburnum - Viburnum davidii
Xanadu philodendron - Philodendron xanadu
Giant Chain Fern - Woodwardia fimbriata
Japanese Aralia - Fatsia japonica

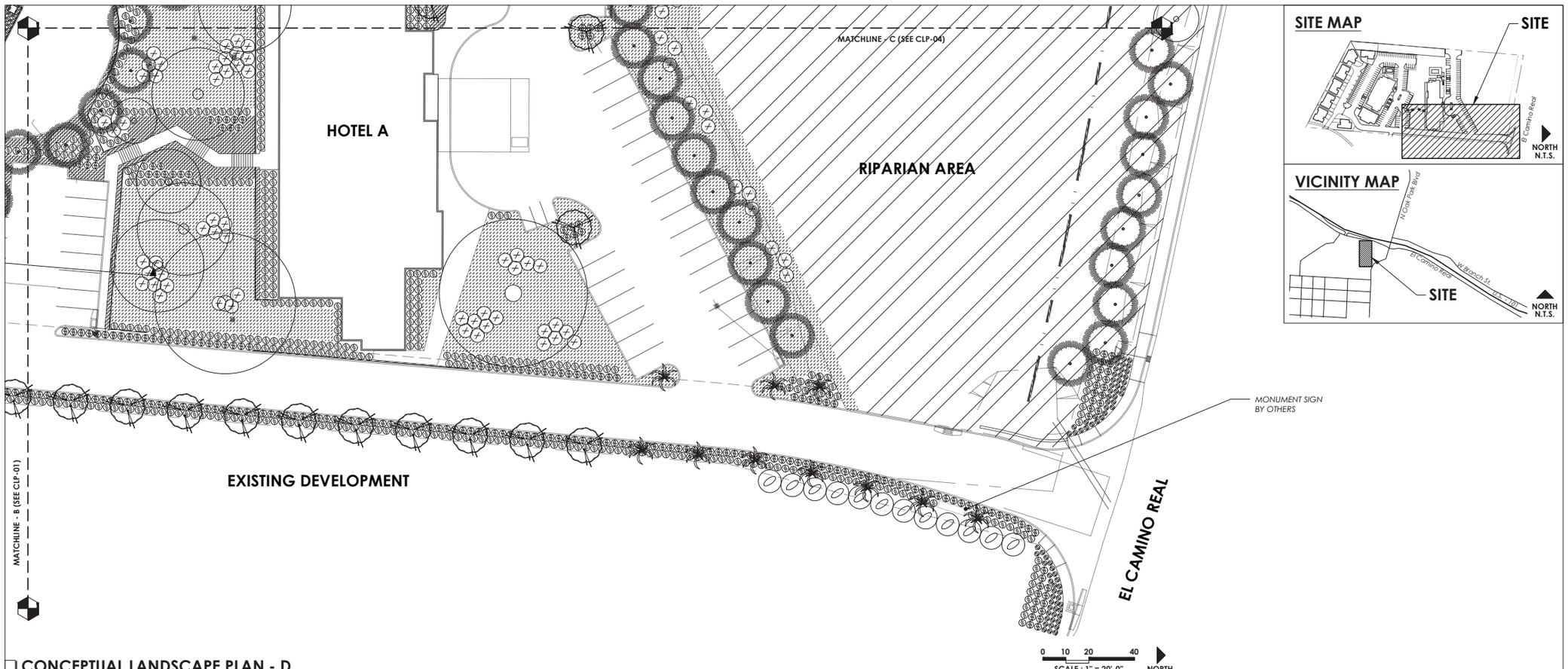
MEDIUM NATIVE SHRUBS
John Dourley Manzanita - Arctostaphylos 'John Dourley'
Wild Lilac - Ceanothus 'Joyce Coulter'
Pink Powder Puff - Calliandra eriophylla

SPREADING NATIVE GROUNDCOVERS
Manzanita - Arctostaphylos spp.
Ceanothus - Ceanothus spp.
Coyote Bush - Baccharis spp.
Low Boy Acacia - Acacia redolens 'Low Boy'

FLOWERING GROUNDCOVER
Creeping Myoporum - Myoporum p. 'Putah Creek'
Star Jasmine - Trachelospermum jasminoides
Trailing Rosemary - Rosmarinus officinalis 'Prostratus'
Huntington Carpet Rosemary - Rosmarinus o. 'Huntington Carpet'
Trailing Lantana - Lantana montevidensis
Tricolor Moses-In-The-Cradle - Rhoeo spathacea 'Tricolor'

FLOWERING VINE
Lavender Star Flower - Grewia occidentalis
Oo-La-La Bougainvillea - Bougainvillea 'Monka'
Lavender Trumpet Vine - Clytostoma callistegioides

CLINGING VINE
Creeping Fig - Ficus Pumila
Boston Ivy - Parthenocissus tricuspidata



CONCEPTUAL LANDSCAPE PLAN - D

CONCEPTUAL LANDSCAPE PLAN - D

CONCEPTUAL PLANTING LEGEND

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Crape Myrtle - Lagerstroemia spp.
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PALM TREES
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Date Palm - Phoenix dactylifera
King Palm - Archontophoenix alexandrae

MITIGATION OAKS
Coast Live Oak - Quercus argrifolia

EXISTING TREE TO REMAIN
SEE TREE INVENTORY PLAN (LA1.5-1.8)

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Iceberg Rose - Rosa 'Iceberg'
Glossy Abelia - Abelia x grandiflora
Variegated J. Mock Orange - Pittosporum t. 'Variegata'
Natal Plum - Carissa macrocarpa
Lily of the Nile - Agapanthus spp.

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Small Cape Rush - Chondropetalum tectorum
Berkeley Sedge - Carex divulsa
Purple Fountain Grass - Pennisetum setaceum 'Rubrum'
Pine Muhly - Muhlenbergia dubia

SHADE SHRUBS
Giant Lily Turf - Liriope gigantea
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Trailing Lantana - Lantana montevidensis
Tricolor Moses-In-The-Cradle - Rhoeo spathacea 'Tricolor'

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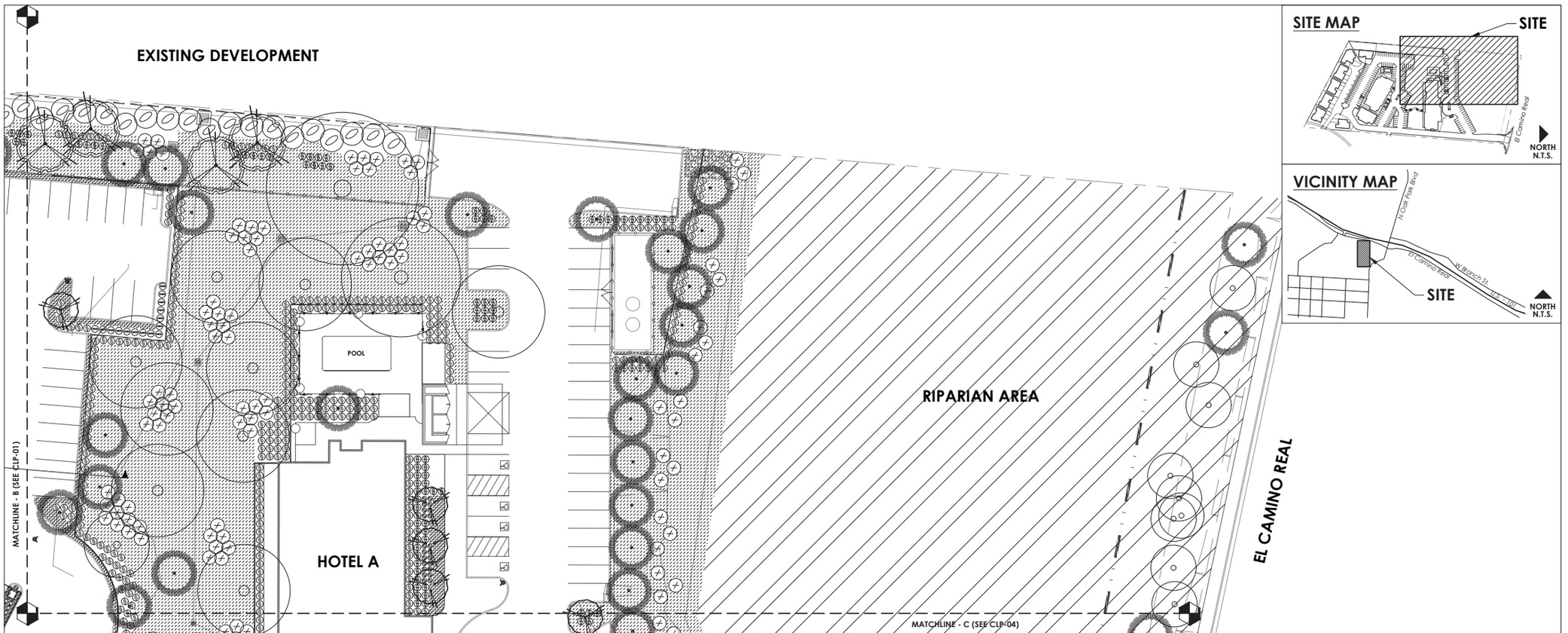
Lavender Trumpet Vine - Clytostoma callistegioides

CLINGING VINE
Creeping Fig - Ficus Pumila
Boston Ivy - Parthenocissus tricuspidata



❑ CONCEPTUAL LANDSCAPE PLAN - C

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CLINGING VINE
Creeping Fig - Ficus Pumila
Boston Ivy - Parthenocissus tricuspidata

Figure 10 - Proposed Frontage Improvements

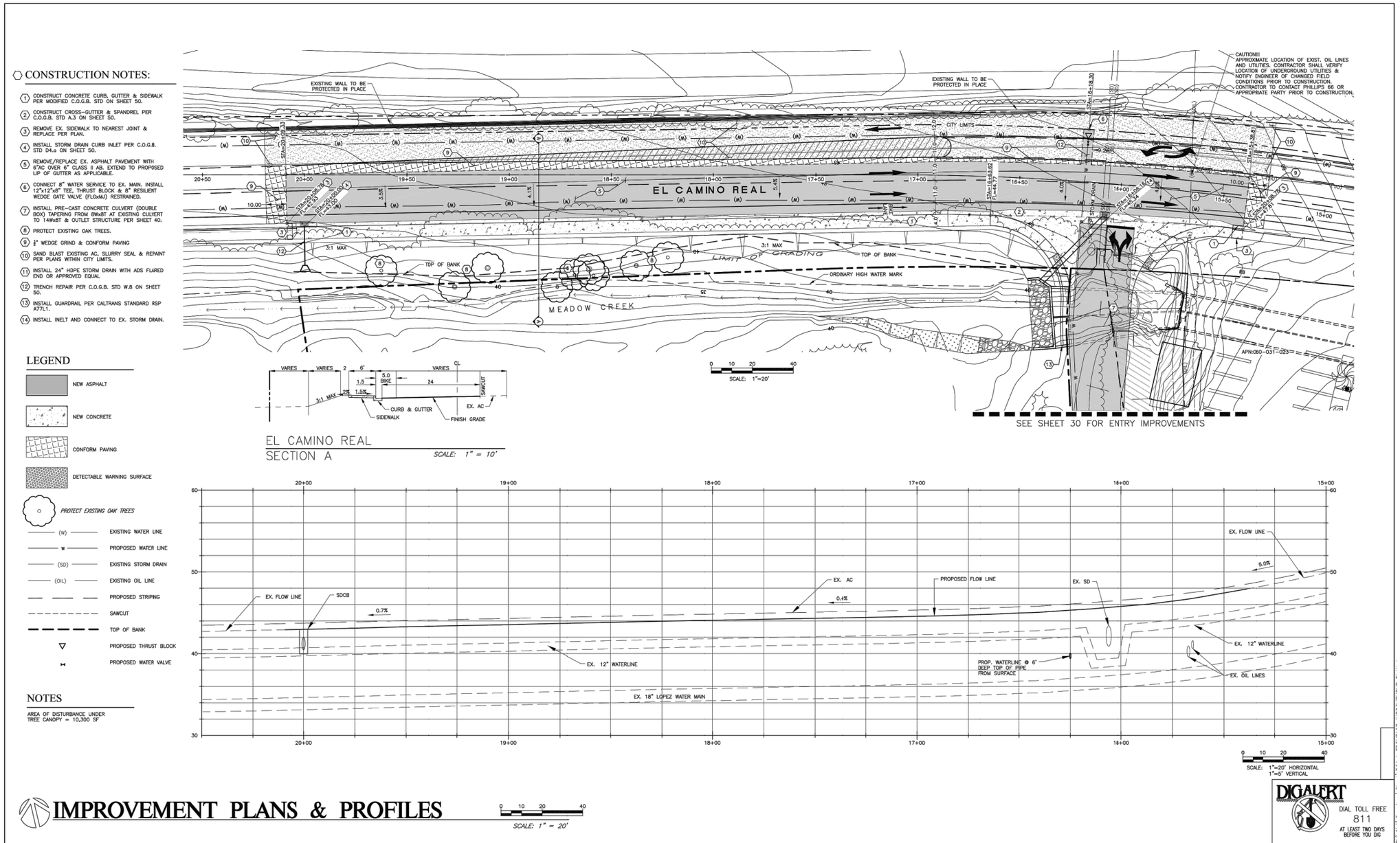
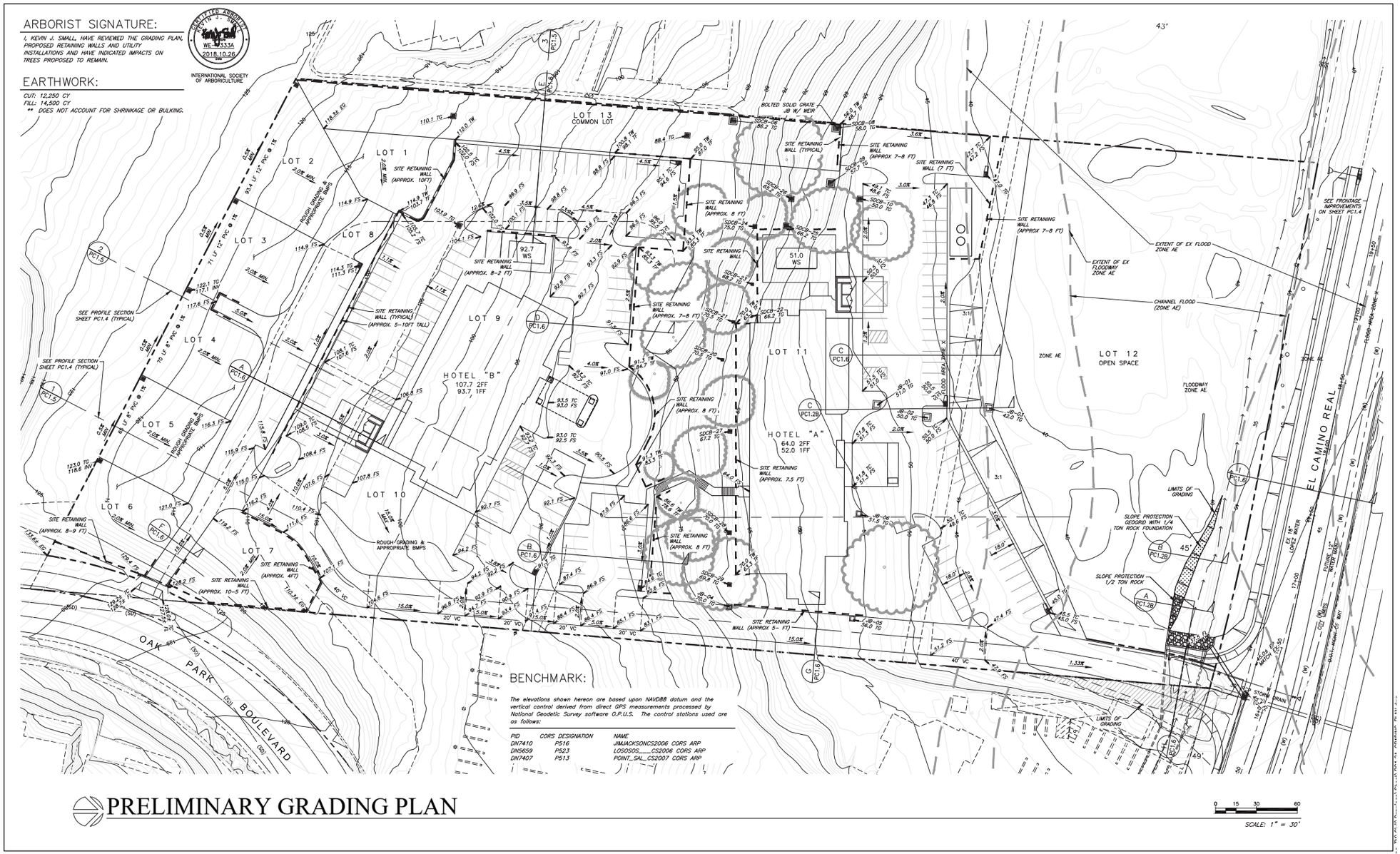


Figure 11 - Grading Plan



1. AESTHETICS

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Have a substantial adverse effect on an adopted scenic vista?	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

EXISTING SETTING: The project site is accessed from El Camino Real by an existing bridge over Meadow Creek. The project site is located in adopted scenic vista zones, consistent with the City's Scenic Routes element. There are no known scenic resources within the project site or within the vicinity of the project site. Highway 1, which is located approximately 1.2 miles to the west of the project site, is an eligible scenic state highway, however this transportation facility is not directly visible from the project site. Highway 101, which abuts El Camino Real, is also an eligible scenic state highway and is directly visible from the project site. The proposed project site contains one (1) vacant single family home. The subject site contains heavy woodland vegetation on the northern end where Meadow Creek bisects the property. Additional oak trees are located to the south of Meadow Creek that is a remnant of a former drainage area.

The site is partially surrounded by existing development. To the southwest of the site, existing single family homes are developed, while an open space riparian area abuts the project site to the northwest. To the east of the proposed project site, existing development includes a three-story, 78 room hotel, and commercial center. Directly to the south is an undeveloped parcel that is zoned High Density Residential (R3) which allows up to 20 dwelling units per acre.

Existing development provides a source of light and glare visible from the subject site. This includes existing parking lot and lighting from the adjacent commercial center development, as well as, lighting from the existing hotel development. Additional lighting may be seen from Highway 101 and El Camino Real / Oak Park Blvd. intersection.

PROPOSED PROJECT: To accommodate the proposed mixed-use project, the applicant will remove 22 native coast live oak trees, totaling 396-inches in diameter breast height (dbh). The applicant is also proposing riparian preservation and enhancement including bank stabilization of Meadow Creek.

The applicant is proposing to complete the proposed project in various phases. Phase 1 would include removal of the existing residential unit, and replacement of the bridge. Once completed, backbone infrastructure and grading will be completed, along with construction of Hotel B, grading of associated restaurant pad, and completion of the seven (7) single family homes. Phase 2 will include construction of Hotel A and associated grading with the parking lot to serve this portion of the project, along with parking area. Phase 3 will include construction of the restaurant.

1.a – Scenic Vistas

The proposed project will have a substantial adverse effect on the adopted scenic vista zones, adopted as a part of the City's Scenic Routes element. Adopted in November 1981, this element identifies El Camino Real from 4th Street to Oak Park Boulevard; Oak Park Boulevard from US Highway 101 to Grand Avenue; and Atlantic Avenue from Grand Avenue to Front Street as a Scenic Vistas. The element states that "[El Camino Real's], characteristic of many frontage roads as it parallels the Highway 101 route, offers a close-up view of Meadow Creek and its environs. This route could provide a unique opportunity for a pedestrian / bikeway path adjacent to the roadway" (*Grover Beach Scenic Routes Element).* Oak Park Boulevard is "an entryway into Grover Beach from Highway 101. On the north side of the ridgeline, views of the oak-studded hills north of Highway 101." The Scenic Routes Element's pertinent goal 2.0 requires the following:

Goal 2.0

To conserve, enhance, and protect scenic views observable from scenic routes without unduly restricting the primary uses of the land involved.

Objectives and Policies are included to meet the goal established by the Scenic Routes Element. The following are pertinent objectives and policies:

Scenic Routes Element

Policy 2.1.2	Underground distribution lines when feasible and make overhead lines inconspicuous.
Policy 2.1.3	Use landscaping to increase scenic qualities of route corridors.
Policy 2.1.4	Provide and ensure the continuing maintenance of Scenic Routes Corridors.
Policy 2.2.1	Acquire areas having outstanding scenic values through dedication of land, development rights, or open space easements.
Policy 2.3.1	Design Scenic routes to minimize grading in right-of-ways.
Policy 2.3.3	Establish roadway, traffic, and recreational facilities in right-of-way.
Policy 2.3.5	Landscape the right-of-way of existing and proposed routes.

To ensure the proposed project implements the goal of enhancing and protecting views observable from scenic routes, staff produced a visual assessment of where potential impacts would be visible from El Camino Real, Oak Park Boulevard, and Atlantic City Avenue. The before and after photo simulations are

included as Figure 12 through Figure 14. These simulations are based upon submitted elevations, proposed heights, and existing and proposed grades. Scenic elements along El Camino Real are preserved due to the inclusion of the dedicated riparian area along Meadow Creek, as well as, preservation of oaks trees within the project site (refer to Attachment 3.1). Because of this, the visual impacts are considered less than significant impact.

Viewsheds from Atlantic City Avenue are affected because of development of Hotel A and the seven (7) residential lots. Figure 14 was developed to show the views from Atlantic City Avenue as the result of the proposed development. Because of the lack of landscaping plan submitted for the single family residential lots, the proposed project will cause a degradation of view sheds along Atlantic City Avenue. This will be further exacerbated as future development occurs for higher density residential development along the north side of Atlantic City Avenue between Tanner Lane and North Oak Park Boulevard. A mitigation measure is included to reduce the impacts of loss of scenic vista along this stretch of roadway.

The proposed project is consistent with the goals, objectives, and policies of the Scenic Routes Element. The proposed project includes preservation of approximately 1.53 acres of riparian habitat along Meadow Creek. This includes preservation of existing oak trees, and other woodland habitat area along El Camino Real, as well as, additional oak tree replanting along El Camino Real that will serve as mitigation for tree removals (refer to section 5, Biological).

The applicant will be responsible for maintaining the dedicated open space areas. Along with proposed site improvements, the applicant is required to provide frontage improvements along El Camino Real which includes construction of a Class 2 bicycle lane and pedestrian facilities. This will include minor grading within Meadow Creek to complete improvements which has been designed to minimize the proposed grading to reduce the amount of removal of soil, and fill. This is further discussed in section 5, Biological.

1.b – Scenic Resources

The proposed project is not located within a designated state scenic highway, therefore no impacts are expected.

1.c – Visual Character

The proposed project will substantially alter the existing visual character or quality of the site and its surroundings. Currently the site consists of one (1) single family residence surrounded by riparian habit along Meadow Creek, grassland vegetation, and native trees that contribute to the scenic quality of Grover Beach, as noted in the City's Scenic Routes Element, as well as, the Land Use Element. The City's General Plan Land Use Element Policy 3.4 indicates the proposed project should address the following:

Land Use Policy 3.4

- The identification of suitable building sites that protect sensitive resources, views and minimize grading by integrating the development into the hillside;
- Protection of the sensitive biological resources associated with Meadow Creek and large oak trees;
- Development standards to ensure compatibility with the character and scale of the surrounding development;
- View protection;
- Create an adequate buffer from surrounding residential development.

The proposed project does include preservation of oak trees and native vegetation along Meadow Creek, as well as, native trees between Hotel A and Hotel B. The hotels have been designed to be screened by existing vegetation, where feasible, as well as, minimizing grading by utilizing the hillsides as benches to preserve viewsheds. The proposed architecture of the buildings are compatible with surround development, as well as, development that is seen in the distance within the City of Pismo Beach.

The proposed project also includes a 30-foot vegetative buffer (Lot 13 as shown in Figure 5) that will include tree replanting for native oaks, in addition to, planting of evergreen trees for screening. To ensure that no development occurs in this lot that will contribute to the visual character of the site, a mitigation measure has been included for consistency with the City's adopted General Plan.

The proposed project does not include architectural renderings for the proposed seven (7) single family residential units. City staff included design parameters will shape how future residential development will occur on-site within the Planned Development Overlay ordinance. The planned development overlay includes regulations such as building heights, lot coverage, lot sizes, and depth. The applicant has include rough grading for the residential area, however site specific grading has not been completed. Additionally, the applicant has not included a set of proposed landscaping plans that may provide screening of the proposed development from existing residential units. Without a landscaping plan for the proposed residential development, city staff cannot determine how landscaping will contribute to the alleviating the alteration of scenic vistas. Because of these unknown factors with the proposed residential development, mitigation measures pertaining to site grading and landscaping have been included. With implementation of these mitigation measures, the visual character impact of the proposed project is considered less than significant.

1.d – Substantial Light and Glare

The proposed project will create a new source of light or glare that may adversely affect nighttime views in the area. The proposed project does not include any metal or reflective elements that would cause a substantial light or glare condition during the daytime. The proposed project will need to implement the City's Development Code standards for outdoor lighting, which include the following:

- Utilize energy-efficient fixture / lamps;
- Fixtures shall be directed downward and away from adjoining property and public right-of-ways;
- Maximum light fixture height of 20-feet or the height of the building, whichever is lower.

The California Building Code requires a certain amount of light be utilized, as well as, parking lot lighting to ensure safety of users of the hotel sites and restaurant. The proposed project utilizes topography to shield light from spillage offsite and to neighbors. Implementation of the 35-foot landscape buffer also creates a barrier for light to travel off-site once the vegetative screen is fully grown. Hotel A is also located at the bottom of the existing hillside that contributes to containing off-site light spillage.

It is expected that off-site glare to existing neighborhoods would occur from proposed parking lot light fixtures. The applicant did not submit a preliminary photometric plan showing location of proposed lights within the proposed parking areas, or on the proposed buildings. With implementation of the mitigation measures proposed, off-site glare and light spillage will be reduced to less than significant thresholds.

MITIGATION / CONCLUSION:

To reduce the potential impacts to scenic vistas, resources, and the creation of new nighttime light and glare sources, the following mitigation measures shall be incorporated. With these measures, potential environmental impacts to aesthetics are considered less than significant.

AES – 1. Photometric plans shall be submitted for each phase of development. These plans shall include location of all outdoor light fixtures, including parking lot lighting and building mounted light fixtures including signage.

AES – 2. The applicant shall record a five (5) foot landscape easement directly adjacent to the proposed five (5) foot drainage easement at the time of map recordation for the rear portions of lots 2 through 6 and provide a landscaping plan that demonstrates vegetative screening for existing residences.

AES – 3. The applicant shall submit a landscaping plan with each individual lot that includes planting of screening evergreen trees, every 20-feet with evergreen trees at a minimum of 24-inch boxes within the recorded landscape easement.

AES – 4. At the time of vesting tentative subdivision map recordation, the applicant shall include an easement for Lot 13 that limits development within the lot with the exception of underground utilities or irrigation. This lot is to be maintained by development association or similar type of mechanism.

AES – 5. For Lots 1 through 6, individual grading building and grading envelopes shall be developed to minimize further grading. The applicant shall incorporate, to the extent feasible, natural grade and slope into proposed housing sites.

AES – 6. Any luminaire pole height shall not exceed 14-feet in height for all non-residential development to minimize off-sight light spillage on the western portion of the proposed project, which is considered any parking area west of the Hotel A / Hotel B building footprint.

AES – 7. Proposed lighting fixtures shall be compliant with the international dark sky association standards, and down lit to prevent off-site spillage of light.

AES – 8. Prior to final occupancy for all non-residential phases, staff and the applicant shall meet on-site and review lights at dusk conditions to ensure off-site light spillage and glare is minimized or eliminated.

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Figure 12 - Viewshed A Elevated Highway 101

KEY MAP


A
HOMES
CONDOS
THE VILLAGE AT
PacificWest
Grover Beach Community Development Department - Jan 2019


A

KEY MAP

Figure 13 - Viewshed B El Camino Real

KEY MAP


B
AHEAD
Grover Beach Community Development Department - Jan 2019


B

KEY MAP

Figure 14 - Viewshed C Atlantic Avenue

KEY MAP


C
Grover Beach Community Development Department - Jan 2019


C

KEY MAP

2. AG RESOURCES

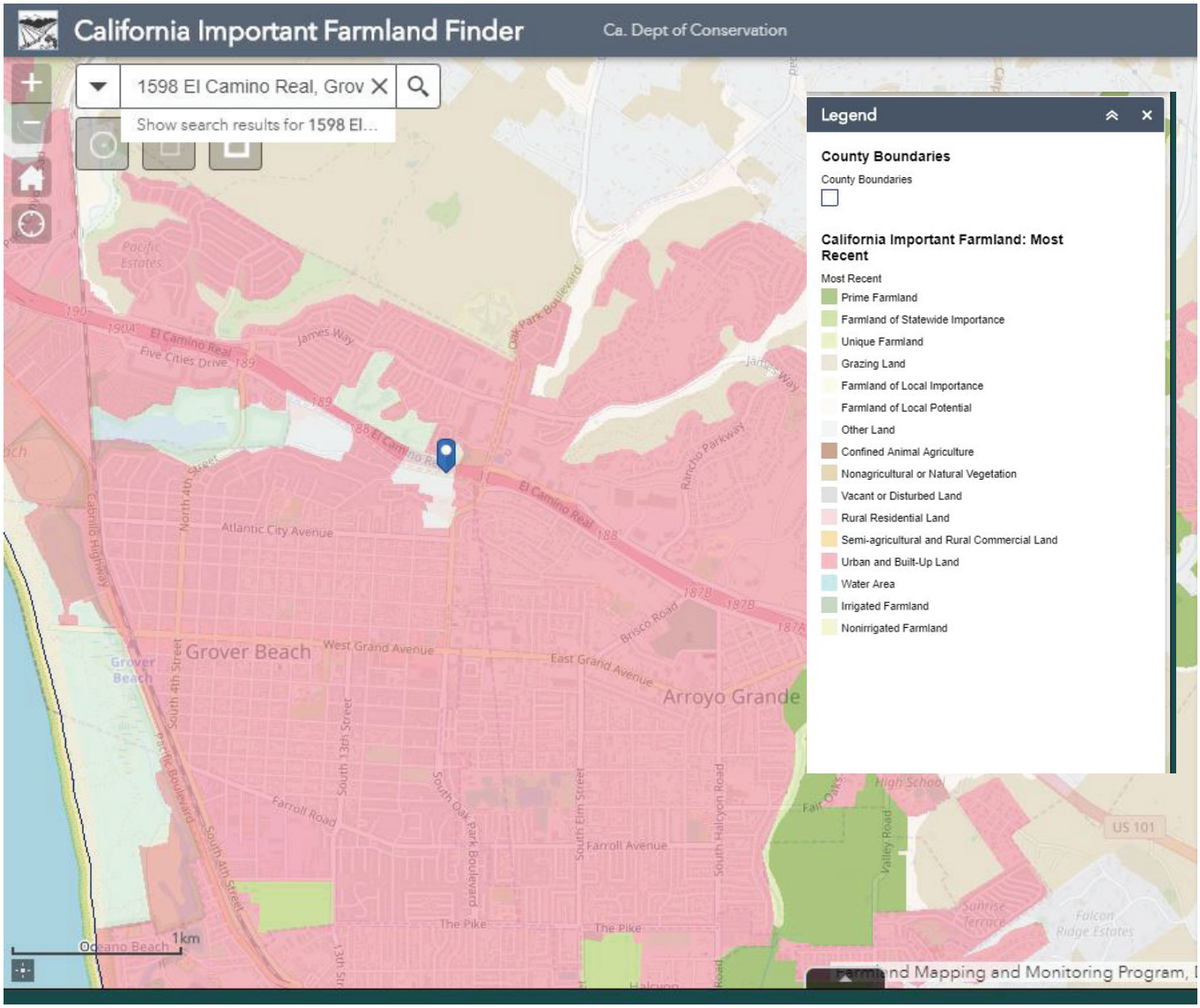
	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

EXISTING SETTING: The current General Plan land use designation is Retail Commercial Services and Open Space. Currently an existing single family residence and associated adu that is vacant is on-site on the southern portion of the site. There are no agriculture activities occurring on-site. Based on data from the California Department of Conservation, there are no lands of statewide importance, or prime farmland on the site.

PROPOSED PROJECT: The proposed project is not in any agriculture zones and will not affect agriculture resources in the City. Staff verified through the California Department of Conservation that the project site is located within State designated “vacant or disturbed land” as shown in Figure 15 and is not part of a Williamson Act contract or designated prime farmland.

MITIGATION / CONCLUSION: The proposed project will not impact any agricultural resources.

Figure 15 - Site Prime Agriculture Map



3. AIR QUALITY

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

EXISTING 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 PM2.5 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.

PROPOSED PROJECT: The applicant proposes to construct the proposed project in phases. A figure has been included (Figure 3.1) to show the proposed phases by the applicant. The following is a breakdown of the proposed phasing.

Phase 1

This phase would include demolition of the existing residential unit, and removal of the existing bridge crossing over Meadow Creek. The project applicant will then proceed to construct a new crossing over Meadow Creek, which includes grading within the creek bed and completion of a new culvert. Upon completion of the bridge, grading activities will be completed for Hotel B, the restaurant pad, seven (7) single family lots, and associated backbone infrastructure completed (primary driveway, secondary emergency access point onto North Oak Park Boulevard, and infrastructure including pass through drainage system, and sewer lift station). Hotel B and the associated parking areas would be completed. It is expected that the seven (7) single family residences will be constructed at this time. Proposed construction to commence spring of 2020 with completion in late Fall 2023 (Figure 16).

Phase 2

Phase 2 includes the grading of Hotel A pad and construction of Hotel A and its associated parking lot. Proposed construction to commence early winter 2024, with completion and operation in late Fall 2025 (Figure 17).

Phase 3.

Phase 3 will include construction of the restaurant. Proposed construction to commence late winter 2026 and completion and operation early fall 2027 (Figure 18).

Screening Criteria and Air Quality Analysis Model

Consistent with the guidelines established by the San Luis Obispo County Air Pollution Control District (APCD), which is the responsible / commenting agency for air quality matters, city staff undertook the operational screening criteria for project impacts (CEQA Air Quality Handbook, April 2012). Based on this screening criteria, the proposed project required an air analysis through its California Emissions Estimator Model (CalEEMOD). This is a statewide land use emissions computer model designed to provide a uniform platform to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from mitigation measures selected by the lead agency. In order to utilize the software, the proposed project model was completed in three (3) phases for both construction and operational air emissions. The model is limited in that it is based on inputs and assumptions provided by the applicant based on submitted site plan, construction schedule, etc. The summary of these models are included in Appendix A.

3.a – Conflict or obstruct with applicable air quality plan

The Final 2001 San Luis Obispo Clean Air Plan (CAP) is used to guide emission control schemes that will help the area meet PM10 and ozone standards for the entire county (SLO APCD 2004). The CAP presents a detailed description of pollutant sources, future air quality impacts expected under current growth trends, and an appropriate control strategy for reducing ozone precursor emissions, thereby improving air quality. Land use generally dictates mobile source activity. Since cars and trucks are major emission categories, in the long term, land use planning strongly influences air quality. Based on the CalEEMod analysis, the proposed project will have a less than significant impact and will not conflict or obstruct APCD's CAP.

3.b,c. – Existing and Projected Air Quality Standards

The significance of a given pollutant can be evaluated by comparing its atmospheric concentration to federal and state air quality standards. These standards represent allowable atmospheric contaminant concentrations at which the public health and welfare are protected. Generally, standards are set to protect the most vulnerable populations that include infants and children, those with respiratory illness, and the elderly. California ambient air standards are generally more stringent than federal standards.

In San Luis Obispo County, ozone and fine particulate are the pollutants of main concern, since exceedances of state health-based standards for those are experienced in some areas of the County. Particulate matter is monitored in two ways: PM10 and PM2.5. The monitoring stations closest to Grover Beach are located in Nipomo. The project site is within the coastal plateau of San Luis Obispo County and is considered an attainment zone for 8-hour ozone, PM10 and PM 2.5. The County is a non-attainment zone for state standard 8-hour zone and PM2.5. Since 2015, the area has not had a day that exceed the 24-hour standard for particulate matter and three (3) days since 2015 where the area has exceeded federal PM 2.5 standards. The PM 10 standards have had numerous violations from the two Nipomo stations (*source: California Air Resources Board*).

The proposed project will contribute both short term construction air emissions, as well as operational emissions. SLO APCD has established thresholds for construction emissions. Those include the following: Reactive Organic Gas (ROG) plus Nitrogen Oxide (NOx), Diesel Particulate Matter (DPM/PM 2.5) and Fugitive Particulate Matter Dust (PM 10). An air quality model analysis was conducted, CalEEMOD, first inputting the proposed project, based on phases, without any proposed mitigation measures. The proposed project, without mitigation, is considered a significant impact. SLO APCD requires mitigation for proposed projects that exceed standards by implementing standard mitigation measures established by the District. Based on the unmitigated model, the proposed project would exceed thresholds for only ROG/NOx. The following is a breakdown of the proposed projects impact by phase when unmitigated:

Table 3.1 – Thresholds of Significance for Construction Operations without Mitigation

Project Phasing	Pollutant					
	ROG / NOx Threshold (per pound / per day)	Proposed Project w/o Mitigation	DPM / $PM_{2.5}$ Threshold (ton / per quarter)	Proposed Project w/o Mitigation	PM_{10} Threshold (ton / per quarter)	Proposed Project w/o Mitigation
Phase 1	137 lb	**143 lb***	0.13 tons Tier 1 0.32 tons Tier 2	0.13 tons	2.5 tons	0.23 tons
Phase 2		121 lb		0.11 tons		0.10 tons
Phase 3		20 lb		0.02 tons		0.03 tons

Bold denotes thresholds exceeded

A second run of the model was completed including additional mitigation measures to reduce potential air quality impacts. These mitigations included the use low Volatile Organic Compound (VOC) interior, exterior paint, the use of water trucks to minimize dust, etc. When the model included these mitigation measures, levels of significance dropped. These measures have been included to ensure the proposed project stays below construction thresholds established by APCD. Implementation of SLO APCD standard mitigation measures, and project mitigation, renders this impact to less than significant measures.

Table 3.2 – Thresholds of Significance for Construction Operations with Mitigation

Project Phasing	Pollutant					
	ROG / NOx Threshold (per pound / per day)	Proposed Project w/ Mitigation	DPM / $PM_{2.5}$ Threshold (ton / per quarter)	Proposed Project w/ Mitigation	PM_{10} Threshold (ton / per quarter)	Proposed Project w Mitigation
Phase 1	137 lb	**142 lb***	0.13 tons Tier 1 0.32 tons Tier 2	0.07 tons	2.5 tons	0.11 tons
Phase 2		121 lb		0.05 tons		0.08 tons
Phase 3		20 lb		0.01 tons		0.02 tons

Bold denotes thresholds exceeded

In addition to construction operation air emissions, air pollutant emissions from development, when completed, can result from a variety of sources, including motor vehicles, wood burning appliances, natural gas and electric energy use, combustion-powered utility equipment, paints and solvents, equipment or operations used by the proposed development. Air quality impacts that result from operational activities of the proposed must be fully evaluated and quantified as part of the CEQA review process. SLO APCD establishes thresholds of significant for operational impacts for ozone precursors (ROG + NOx), Diesel Particulate Matter (DPM), Fugitive Dust (PM_{10}), Carbon, and Greenhouse Gas Emissions (GHG). GHG emissions is discussed in the following Section (Section 4). Again, similar to the construction air emissions model, operational emissions model was conducted without mitigation. The Proposed project, during full operations (Phase 1 through 3) did not exceed thresholds of significance for operational emissions. The following is a summary of operational emissions without mitigation.

Table 3.3 – Thresholds of Significance for Operational Emission without Mitigation

Pollutant	Proposed Project			
	Phase 1	Phase 2	Phase 3	Full Operation
Ozone Daily (25 lb / day)	4.23 lb	3.39 lb	2.2 lb	9.82 lb
Ozone Annual (25 tons / year)	0.74 tons	0.60 tons	0.34 tons	1.68 tons
DPM (1.25 lb / day)	0.37 lb	0.29 lb	0.47 lb	1.13 lb
Fugitive Dust Daily (25 lb / day)	1.23 lb	0.96 lb	1.68 lb	3.87 lb
Fugitive Dust Annual (25 tons / year)	0.19 tons	0.15 tons	0.24 tons	0.58 tons
CO (550 lb / day)	5.42 lb	3.17 lb	4.12 lb	12.71 lb

Bold denotes thresholds exceeded

A second run of the model was completed, incorporating mitigation measures to off-set GHG emissions as discussed in section 4. Based on those mitigations, a reduction in diesel particulate matter (DPM) is shown, however still within the allowed thresholds as established by SLO APCD.

Table 3.4 – Thresholds of Significance for Operational Emission With Mitigation

Pollutant	Proposed Project			
	Phase 1	Phase 2	Phase 3	Full Operation
Ozone Daily (25 lb / day)	3.81 lb	3.03 lb	2.19 lb	9.03 lb
Ozone Annual (25 tons / year)	0.67 tons	0.53 tons	0.33 tons	1.53 tons
DPM (1.25 lb / day)	0.36 lb	0.29 lb	0.46 lb	1.11 lb
Fugitive Dust Daily (25 lb / day)	1.22 lb	0.95 lb	1.68 lb	3.85 lb
Fugitive Dust Annual (25 tons / year)	0.19 tons	0.15 tons	0.24 tons	0.58 tons
CO (550 lb / day)	5.37 lb	3.17 lb	4.11 lb	12.65 lb

Bold denotes thresholds exceeded

Implementation of the proposed project does not exceed thresholds established for operational emissions, therefore this is considered a less than significant impact.

3.d. – Exposure to Sensitive Receptors

The proposed project is located within 1,000 feet of sensitive receptors. Sensitive receptors are includes parks and playgrounds, day care centers, nursing homes, hospitals, and residential units. The proposed project includes construction and grading activities, while temporary, that may expose these receptors to temporary, short term, pollutant concentrations that are related to construction activities. To ensure the temporary, construction pollution is reduced, mitigation measures are included in AQ-5 based on APCD's standard mitigations. Implementation of those measures in AQ-5 render this impact less than significant.

The proposed project also includes demolition of an existing residential structure. Because of the age of the structure, and the potential for lead paint, asbestos, and other demolition activities that may have negative air quality impacts, a standard SLO APCD mitigation measure has been included to reduce any potential impacts from demolition activities. With implementation of AQ-1, the impact is considered less than significant.

3.e. – Create Objectionable Odors

The proposed project will not create objectionable odors affecting a substantial number of people, therefore no impact will be created by the proposed project.

MITIGATION / CONCLUSION: To reduce exceeding local air pollution standards, and the potential exposure of temporary, construction related air emissions, the following mitigation measures are standard San Luis Obispo APCD Mitigation Measures to render potential temporary impacts of air quality to a less than significant threshold.

AQ – 1. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing structures or the disturbance,

demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Engineering & Compliance Division for further information or go to slocleanair.org/rules-regulations/asbestos.php for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of slocleanair.org/library/download-forms.php.

AQ – 2. Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the APCD Engineering & Compliance Division at (805) 781-5912.

AQ – 3. The standard construction equipment mitigation measures for reducing nitrogen oxide (NOx), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions are listed below and in Section 2.3.1 of the APCD's 2012 CEQA Handbook. These measures are applicable to all projects where construction phase emissions exceed APCD thresholds:

- 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 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;
- Staging and queuing areas shall be located as far away from 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.

AQ – 4. Construction activities can generate fugitive dust, which could be a nuisance to residents and businesses in close proximity to the proposed construction site. The following mitigation measures shall be implemented to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402):

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 and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to select from to mitigate

dust emissions: http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm

c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers 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. Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;
k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
l. All PM10 mitigation measures required should be shown on grading and building plans; and,
m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). 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 – 5. This project is in close proximity to nearby sensitive receptors (existing residential neighborhoods within 1,000 feet). Projects that have diesel powered construction activity in close proximity to any sensitive receptor shall implement the following mitigation measures to ensure that public health benefits are realized by reducing toxic risk from diesel emissions:

To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

1. California Diesel Idling Regulations

   a. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

      1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,

      2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.

   b. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation.

   c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the State's 5-minute idling limit.

   d. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

2. Diesel Idling Restrictions Near Sensitive Receptors for nearby residences within 1,000 feet of the proposed project.

   In addition to the State required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:

   a. Staging and queuing areas shall be located as far away from sensitive receptors;

   b. Use of alternative fueled equipment is recommended; and

   c. Signs that specify the no idling areas must be posted and enforced at the site.

AQ – 6. 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 within 1,000 feet of a sensitive receptor and shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402):

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 and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of

an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to select from to mitigate dust emissions: http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm

c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers 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. Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;

k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Street sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;

l. All PM_{10} mitigation measures required should be shown on grading and building plans; and,

m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). 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 – 7. During construction activities within all phases, the applicant shall water exposed top soil / graded areas a minimum of two (2) times per day or consistent with AQ-4.b, whichever is more stringent.

AQ – 8. At the end of construction days, the applicant shall clean paved road surfaces to ensure reduce off-site dust (PM10, PM2.5).

AQ – 9. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc).

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements.

AQ – 10. For all phases of the proposed project, the applicant shall utilize a low Organic Volatile Compound (VOC) paint of less than 50 grams per liter for all exterior painting applications, 0 VOC for all interior applications, as well as, low VOC carpet where feasible.

Figure 16 - Phase 1 and Phase 2 Construction

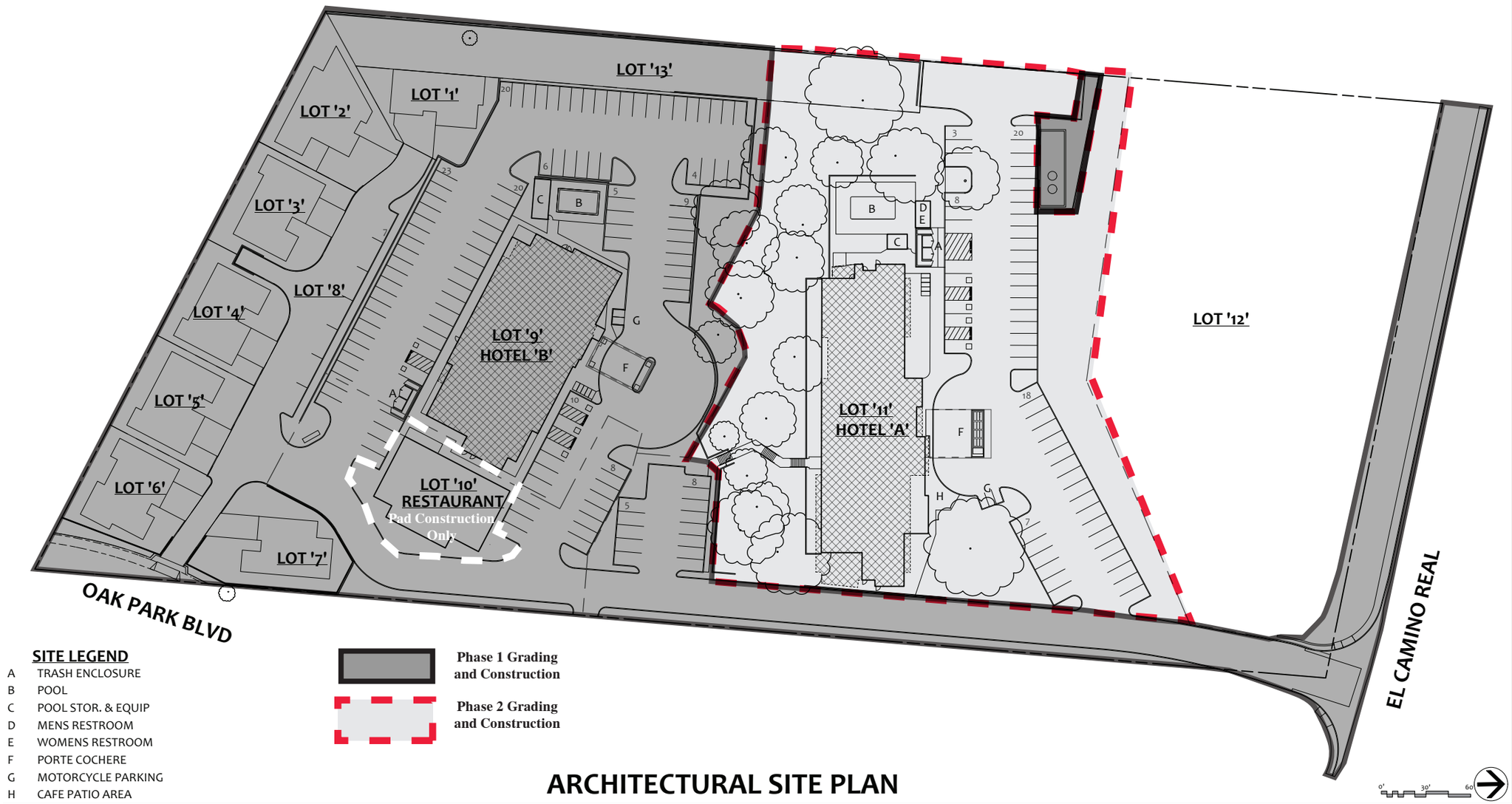
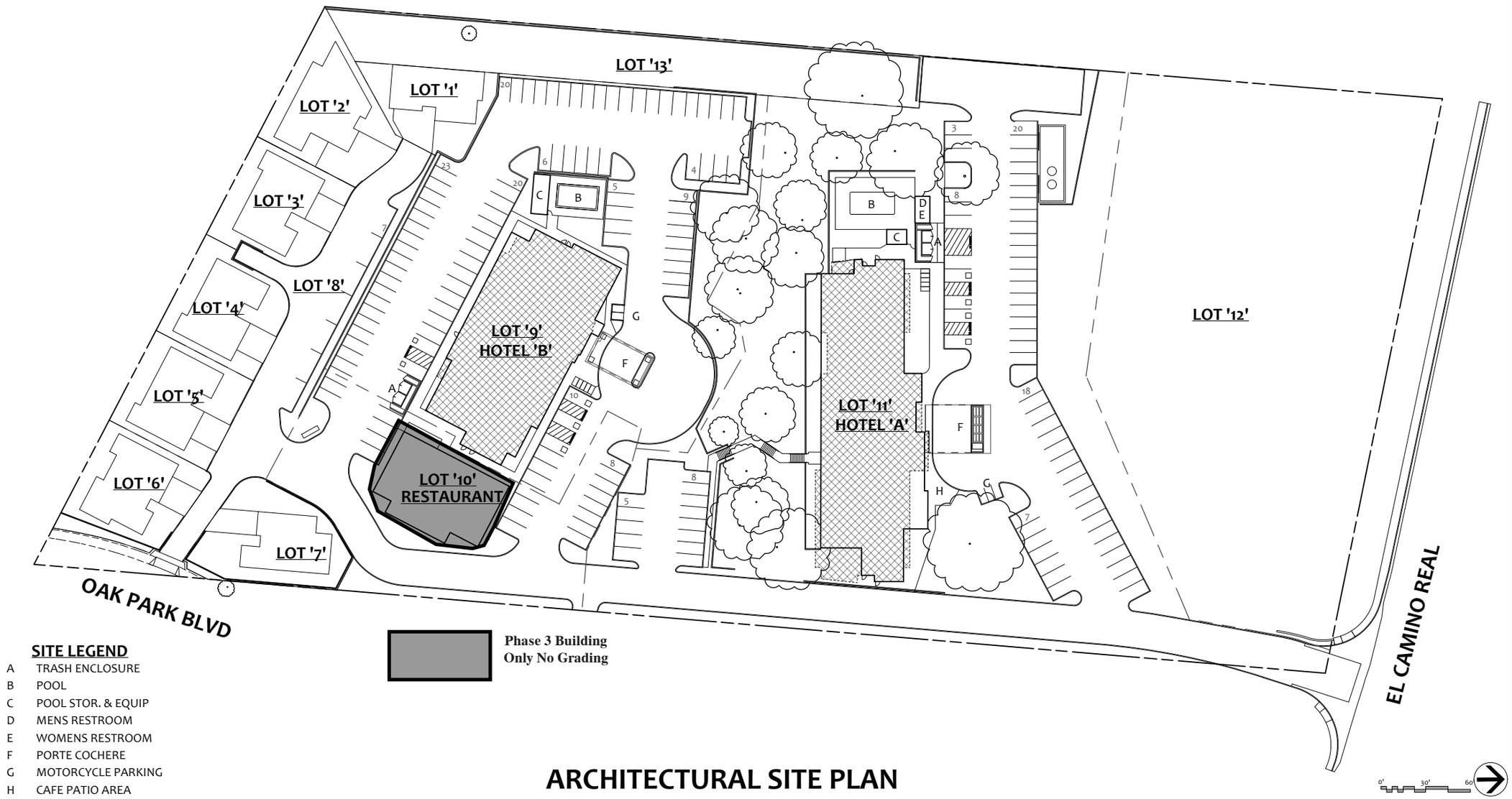


Figure 17 - Phase 3 Construction



ARCHITECTURAL SITE PLAN

4. GHG EMISSIONS

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

EXISTING SETTING: 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, 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 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. Additionally, SB 32, enacted in 2016, now requires the State, through work the municipalities and other local government entities, to reduce Greenhouse Gas emissions to below 40% of 1990 levels. AB 32, originally set that goal for a 20% reduction by 2020 for 1990 levels.

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 per AB 32, which is 20% below 1990 GHG thresholds. The CAP includes the City's

emissions inventory, 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.

In late 2015, the California Supreme Court's Newhall Ranch decision confirmed that there are multiple potential pathways for evaluating GHG emissions consistent with CEQA, depending on the\ circumstances of a given project (Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal. 4th 204). The decision also identified the need to analyze both near term and post2020 emissions, as applicable, stating that an "EIR taking a goal-consistency approach to CEQA significance may in the near future need to consider the project's effects on meeting longer term emissions reduction targets." While not legally binding on local land use agencies, SB 32 extends the statewide AB 32 reduction goal, requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030, and Executive Order S-03-05 has set forth a long-term reduction target to reduce GHG emissions in California by 80 percent below 1990 levels by the year 2050.

While the State has adopted the AB 32 Scoping Plan and multiple regulations to achieve the AB 32 year 2020 target, there is no currently adopted State plan to meet post-2020 GHG reduction goals. The California Air Resources Board (ARB) is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target set forth by SB 32 (ARB 2017). As a result, State reduction strategies cannot be applied to the project to achieve long-term reductions. Achieving these long-term GHG reduction policies will require State and federal plans and policies for achieving post-2020 reduction goals.

The City has not adopted a revision to its CAP to address the reductions required by SB 32. City staff is working with SLO APCD to revise its CAP along with other municipalities for consistency with State Law and establishing a thresholds for post 2020 goals for the City as well as surrounding municipalities.

GHG Analysis Methodology

The City of Grover Beach completed a 2005 Greenhouse Gas Emissions Inventory was prepared to identify the major sources and quantities of GHG emissions produced in Grover Beach in 2005 and forecast how these emissions may change over time. The GHG Emissions Inventory provides information on the scale of emissions from various sources and where the opportunities to reduce emissions lie. It also provides a baseline against which the City can measure its progress in reducing GHG emissions. As required by AB 32, the City is required to reduce GHG emission by 15 percent by 2020.

In 2008, SLO APCD adopted its CEQA handbook, and later adopted a revision in April 2012 to quantify GHG impacts for projects subject to CEQA review. Similar to air quality, the City utilized the California Emissions Estimator Model (CalEEMOD). This is a statewide land use emissions computer model designed to provide a uniform platform to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from mitigation measures selected by the lead agency. These mitigation measures specifically for GHG have been quantified by the California Air Pollution Control Officers Association handbook, published in August 2010. This handbook contains over 100 mitigation measures to reduce GHG emissions from both an operational and construction standpoint and is considered a state wide standard for mitigation measures in reducing GHG emissions.

The CalEEMOD model contains a number of these mitigations that will have the most impact on reducing GHG emissions. The model is limited by various inputs including the following that may be know or unknown by city staff and the applicant. When an input is unknown, the model defaults to an assumed value. City staff

input known values such as grading, proposed construction dates, vehicle trips, size of the proposed project, etc.

PROPOSED PROJECT: The Brightline threshold established by APCD's Greenhouse Gas (GHG) emissions is 1,150 Carbon Dioxide (CO^2e) metric tons a year in either operational or construction air emissions for 2020. This is APCD's GHG threshold that is defined in terms of carbon dioxide equivalent (CO^2e) a metric ton that accounts for the emissions from various greenhouse gases based on their global warming potential. If annual emissions of GHGs exceed these threshold levels, the proposed project would result in a significant impact to global climate change.

Similar to the air quality analysis, a CalEEMod analysis was completed. Table 4.1 is a summary of this analysis, GHG impacts with no project mitigation. Based on this scenario, this would be considered a significant and unavoidable impact, as full operational impacts exceed the established threshold for 2020 GHG reduction.

Table 4.1 – Thresholds of Significance for GHG Operational – No Mitigation

Greenhouse Gas (CO_2, CH_4,N2O,HFC,CFC,F6S)	Proposed Project			
	Phase 1	Phase 2	Phase 3	Full Operation
Consistency with a Qualified Greenhouse Gas Reduction Plan OR 1,150 MT CO2e/year	478.30 MT /Year	410.56 MT /Year	309.73 MT /Year	**1,198.59 MT /Year***

Bold denotes thresholds exceeded, significant and unavoidable impact

City Staff subsequently completed a second run of the model for all phases with the following mitigation / reductions in place to determine if a reduction in full operational GHG emissions could be made. The following mitigations were included:

- Exceedance of Title 24, Building Energy of the 2016 CBC efficiency by a minimum of 10 percent for all phases;
- Installation of high efficiency lighting to reduce energy consumption by 40%;
- Installation of low-flow bathroom, kitchen, and showers;
- Installation of water efficient irrigation systems;
- Solid waste diversion program for the restaurant use;
- Installation of energy star rated appliances, particularly clothes washers and dish washes within the proposed hotel portions;
- Implementation of any additional California Air Pollution Control Officers Association (CAPCOA) quantifying GHG mitigation measures mitigation measure to reduce GHG emissions to a less than significant threshold.

With inclusion of mitigation measures that reduces long term GHG, the proposed project is well below the threshold established by the proposed project is well below the brightline threshold as shown in Table 4.2. The proposed project impacts would be considered less than significant for 2020 GHG emission standards.

Table 4.2 – Thresholds of Significance for GHG Operational – With Mitigation

Greenhouse Gas (CO_2, CH_4,N2O,HFC,CFC,F6S)	Proposed Project			
	Phase 1	Phase 2	Phase 3	Full Operation
Consistency with a Qualified Greenhouse Gas Reduction Plan OR 1,150 MT CO2e/year	437.90 MT /Year	375.84 MT /Year	298.52 MT /Year	1,112.26 MT / Year

Climate Action Plan Compliance

The proposed project implements portions of the City's adopted Climate Action Plan by specifically implementing the following pertinent measures of the Climate Action Plan:

- Policy TL-1.1 –improvements along El Camino Real and Class 2 bicycle lanes consistent with the General Plan and Bicycle Master Plan;
- Policy TL 1.6 – Inclusion of bicycle parking, as required by the California Building Code (CBC) for the proposed project;
- TL-2 – internal link new development projects and connecting the project to existing streets to promote interconnectivity;
- TL 2.2 - construction of sidewalk frontage along El Camino Real;
- S-1 – solid waste diversion.

Implementation of these improvements creates a consistency with the adopted CAP for reduction in GHG emissions.

SB 32 Compliance

The proposed project will be completed in phases beyond the 2020 guidance that has been developed through the adopted CAP. There is no guidance from the State regarding emissions thresholds for projects with a horizon year beyond 2020. Additionally, although Grover Beach adopted a CAP in 2014 that outlines strategies to achieve a GHG reduction target of 15 percent below 2005 levels by 2020, the CAP is not considered a qualified GHG reduction plan for projects beyond 2020. Therefore, absent any guidance from the State regarding emissions thresholds for projects with a horizon year beyond 2020, the most appropriate threshold for the project to achieve further GHG reductions to meet the goal of a 40 percent reduction of GHG by 2035, is to demonstrate further reduction of the established SLO APCD brightline threshold.

The following are strategies that further the projected brightline operational emission of 1,112.26 metric tons a year of CO2e the applicant may utilize in any phase of the proposed project:

- Installation of electric vehicle chargers to reduce non-point source emissions;
- Exceedance of Title 24 building standards greater than 10 percent;
- Dedicating a percentage of electricity use generated by on-site renewable energy through the use of PV systems, etc.;
- Implement a trip mandatory reduction program for a certain percentage of employees;
- Provide a transit subsidy for a percentage of employees that covers a minimum of 50 percent of the cost of a monthly transit pass;
- Implement a recycling, composting, and diversion program to reduce waste disposed for all non-residential components of the proposed project;
- Eliminate the use of natural gas appliances within all residential units;
- Any additional GHG reduction methods as approved by SLO APCD.

With inclusion of mitigation measures from the CalEEMod analysis, and measures from the City's adopted CAP, and strategies to further reduce GHG emissions beyond 2020, the proposed project is considered less than significant.

MITIGATION / CONCLUSION:

Implementation of the following mitigation measures, including mitigation measure AQ-6 through AQ-9, during the construction and operation of the proposed project would not result in a considerable contribution to GHG emissions, therefore rendering this potential impact to less than a significant impact level.

GHG – 1. To reduce GHG emissions consistent with the adopted SLO APCD Brightline threshold (1,150 metric tons per year of CO2e), the applicant shall implement any of the following mitigation measures:

- Exceedance of Title 24, Building Energy Efficiency of the 2016 California Building by a minimum of 10 percent for all phases;
- Installation of high efficiency lighting to reduce energy consumption by 40% for all phases;
- Installation of low-flow bathroom, kitchen, and showers for all phases;
- Installation of water efficient irrigation systems for all phases;
- Solid waste diversion program for the restaurant use for all phases;
- Installation of energy star rated appliances, particularly clothes washers and dish washes within the proposed hotel portions;
- Implementation of any additional California Air Pollution Control Officers Association quantifying GHG mitigation measures or combination thereof to reduce brightline threshold GHG emissions to less than significant threshold.

GHG – 2. To further reduce GHG emissions consistent with SB 32, the applicant shall implement any of the following in all phases of the proposed project:

- Installation of electric vehicle chargers to reduce non-point source emissions;
- Exceedance of Title 24 building standards greater than 10 percent;
- Dedicating a percentage of electricity use generated by on-site renewable energy through the use of PV systems, etc.;
- Implement a trip mandatory reduction program for a certain percentage of employees;
- Provide a transit subsidy for a percentage of employees that covers a minimum of 50 percent of the cost of a monthly transit pass;
- Implement a recycling, composting, and diversion program to reduce waste disposed for all non-residential components of the proposed project;
- Eliminate the use of natural gas appliances within all residential units;
- Any additional GHG reduction methods as approved by SLO APCD.

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5. BIOLOGICAL RESOURCES

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or CDFW and USFWS?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with policies or ordinances protecting biological resources, such as the tree native tree ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

EXISTING SETTING: The proposed project site is a total of 7.3 acres and contains grassland, oak woodland and riparian habitats. There site contains a diverse amount of foliage including eucalyptus trees, oak trees, and scattered grassland. Willow riparian habitat is located within Meadow Creek and expands into the through the northern portion of the site. Meadow Creek, an active waterway that is a designated waters of the United States, runs east to west close to the El Camino Real frontage. Meadow Creek enters the site

from a culvert under Highway 101 and follows a varied width riparian corridor to Pismo Lake near Highway 1 and the Pacific Ocean. The riparian habitat narrows substantially just downstream of the project site at North 12th Street along the Nacimiento Avenue residential development.

The project site contains terraced topography including, a steep slope with a band of oak woodland running through the center of the site, down to a lower terrace of grassland and riparian habitat north to El Camino Real.

The site abuts existing development on the north and east with no connectivity to existing native habitats. The surrounding existing development creates a "dead end" for wildlife movement on three sides of the project site.

PROPOSED PROJECT: The approximately 7.3 acre project site abuts existing development on three sides with the Meadow Creek riparian corridor extending downstream to the west. The proposed project includes the construction of two hotels and a restaurant with associated access roads, parking, and hotel amenities. Seven (7) residential lots are included along the southern project area with a landscape buffer setback between existing residential developments on the west property line. The single point of access to the site will be from El Camino Real and will require the replacement of the existing bridge over Meadow Creek. An extension of sidewalk, curb and gutter along the El Camino Real frontage will replace a compacted dirt road shoulder that is existing. A riparian preservation and enhancement open space lot is included for consistency with the City's General Plan from the northern edge of development and the temporary access bridge replacement with a culvert extension. A biological report was completed for the proposed project (Appendix B), as well as, an arborist report. These are included as appendices and are summarized below.

Biological Report / Reconnaissance Survey

The project biologist conducted a review of available background information. A five (5) mile radius was used as opposed to the typical 10-mile search radius that would have included areas well outside of the area not relevant to this study such as, higher elevation mountain areas, or coastal areas. Additionally, the biologists conducted on-site field reconnaissance surveys of the proposed project site on various dates and times from November 2017 to July 2018 that included a floristic inventory and rare plant survey. The purpose of the field surveys was to document existing conditions within the project site including habitat for plants and wildlife species, and the potential to support special-status species, jurisdictional wetlands, riparian habitats, and/or waters of the U.S./State. Plant and wildlife species observed in the field were recorded.

The project site supports three distinct plant communities:

- Disturbed non-native annual grassland – The disturbed annual grassland habitat is dominated by non-native annual grasses and herbaceous broadleaf plant species. This habitat within the study area was observed to be very low in native species diversity.

- Arroyo willow riparian – Arroyo willow (*Salix lasiolepis*) is the dominant species in the patch of Meadow Creek arroyo willow riparian habitat mixed with some red willow (*Salix laevigata*) and black cottonwood (*Populus balsaifera*), and northern California black walnut. The riparian habitat extends well beyond the creek channel.

- Coast live oak woodland – A band of coast live oaks (*Quercus agrifolia*) runs on an east/west alignment through the center of the site. There are other scattered individual live oaks and northern

California walnut trees (*Juglans hindsii*) in the grassland and bordering the riparian habitat. Several eucalyptus trees and palm trees intermingle with the oak woodland. The oaks do not truly represent an oak woodland as it is a narrow band of oaks with dominant understory of cape ivy (*Delairea odorata*) and nasturtium (*Tropaeolum majus)*, with the existing residence under part of the oaks. There is not a native shrub understory and even the non-native annual grassland species are precluded by the cape ivy and nasturtium limiting the oak woodland habitat values.

- The project site provides habitat for a variety of wildlife species as it is at the "end of the road" for wildlife habitat because it is surrounded by existing development. However, several common species have become adapted to the developed environment such as raccoons, opossums, beavers, ground squirrels, gophers, and other common rodents, and reptiles. The oak tree canopy may provide nesting habitat for a variety of resident and migratory birds. Given that the site is surrounded by a mix of urban uses, the site can be considered generally low in wildlife values as there is no overland connectivity to other natural habitat areas to the north, east, or south. The riparian corridor along Meadow Creek provides connectivity downstream but is compromised west of North 12th Street where the riparian habitat narrows substantially along residential development.

Wildlife observed during the biologist field visits were mostly locally common species included the following:

Biological Species Observed		
Botta's pocket gopher *Thomomys bottae*	Anna's hummingbird *Calypte anna*	California towhee *Melozone crissalis*
California ground squirrel *Otospermophilus beecheyi*	California scrub jay *Aphelocoma californica*	northern mockingbird *Mimus polyglottos*
gopher snake *Pituophis melanoleucus*	acorn woodpecker *Melanerpes formicivorus*	turkey vulture Cathartes aura
Bewick's wren *Thryomanes bewickii*	house finch *Haemorhous mexicanus*	red-tailed hawk *Buteo jamaicensis*
black-headed grosbeak *Pheucticus melanocephalus*	song sparrow *Melospiza melodia*	Pacific tree frogs Pseudacris regilla
Pacific-slope flycatcher *Empidonax difficillis*	white-crowned sparrow *Zonotrichia albicollis*	California red-legged frogs *Rana draytonii*
Chestnut-backed chickadee *Poecile rufescens*	spotted towhee *Pipilo maculatus*	western fence lizard *Sceloporus occidentalis*

5.a.b.d. Potential Impact to Sensitive Special Status Species or Woodland Habitat

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the United States Fish and Wildlife Service (USFWS) under the federal Endangered Species Act (FESA). Species considered "of concern" by the USFWS and those listed or proposed for listing as rare, threatened, or endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA) are also considered. Natural Communities of Special Concern are habitat types considered rare and worthy of tracking in the California Natural Diversity Database (CNDDB) by the CNPS and CDFW because of their limited distribution or historic loss over time. The Fish and Game Code of California Sections 3503 and 3503.5 (raptors specifically) is interpreted to include the destruction of active bird nests or disturbance to active bird nests that could lead to nest abandonment or failure of the reproductive effort. This applies to both special-status and common resident and migratory birds. The Migratory Bird Treaty Act also protects migratory birds from a "taking".

The springtime floristic inventory and rare plant survey conducted identified all plant species observed to determine if any rare, threatened or endangered plant species occur on the project site. No rare, threatened, or endangered plant species were observed within the project area.

The CNDDB search revealed the recorded occurrences of 19 special-status wildlife species within the five (5) mile search radius of the project site. Special-status wildlife species known from the region evaluated for this study have specific habitat use requirements (i.e., coastal dunes, terrestrial or aquatic). The CNDDB has recorded occurrences of steelhead (*Oncorhynchus mykiss*), California red-legged frog (*Rana draytonii*), and western pond turtle (*Emys marmorata*) within the five (5) mile search radius. All these species require highly aquatic habitat that is represented by Meadow Creek in the project site. Meadow Creek is not a documented steelhead stream and would not be expected to occur in the stagnant backwater in the project area and with the long culvert under Highway 101 creating a substantial barrier to upstream migration. The western pond turtle was not observed during numerous surveys. The California red-legged frog was observed in Meadow Creek during a July 18, 2018 nighttime survey and affirmed on August 2 and 21, 2018 daytime surveys. Three juvenile red-legged frog were observed on August 2nd, and one red-legged frog juvenile along with ten juvenile bullfrogs were observed on the August 21st daytime survey. Prior to these observation, no red-legged frogs, bullfrogs, tadpoles or any obvious macro-invertebrate aquatic life were observed in the onsite reach of creek. The frogs may likely be dispersing from upstream and/or downstream locations.

The few isolated eucalyptus trees do not provide suitable winter roost habitat for the monarch butterfly. The grass dominated onsite ground cover does not represent suitable habitat for the obscure bumblebee that ranges from California to Washington with little data supporting actual distribution and abundance. The sandy and friable onsite soils are suitable for the northern California legless lizard (*Anniella pulchra*). None were readily observed during field surveys, however, a focused effort to find them was not conducted (raking through soils). There was no evidence of badger dens that have a characteristic "halfmoon" shape with claw marks. The tricolored blackbird nests in cattail/tule marshes and thickets that are not present on the project site and would not be expected to occur. The site does not support suitable roost habitat nor are any present for the Townsend's big-eared bat that uses caves, crevices in rocks, and buildings.

Implementation of the proposed project would result in the conversion of non-native annual grassland, oak woodland, and arroyo willow riparian habitat to urbanized uses for the hotels, restaurant, residential lots, parking, bridge replacement, and El Camino Real frontage sidewalk improvements. Replacing the existing timber bridge access to the site with a culvert extension would impact Meadow Creek with placement of a culvert structure and wingwalls in and across the creek, and vegetated rock slope protection downstream of the culvert extension. The conversion of native habitat types to developed urbanized uses would result in the loss of habitat for locally common plant and wildlife species, potential impacts on nesting resident and migratory birds, loss of riparian habitat associated with Meadow Creek, and potential impacts on the California red-legged frog. This is considered a potentially significant impact that requires mitigation. Measures have been included to reduce this impact to less than significant thresholds when implemented.

5.c. Potential Impact to Waters of the US

Meadow Creek enters the site via a culvert under Highway 101 to an outfall at the northeast corner of the site. Meadow Creek runs along the northern edge of the site with an approximately 10-foot wide bank that represents the Ordinary High Water Mark (OHWM). The OHWM typically represents the limits/extent of waters of the U.S. subject to U.S. Army Corps of Engineers (Corps) Clean Water Act (CWA) Section 404 regulations. Meadow Creek to the outside extent of arroyo willow riparian habitat and would be considered waters of the State by the California Department of Fish and Wildlife (CDFW) subject to Fish and Game Code Section 1600 et. seq. (Streambed Alteration Agreements) regulations.

Implementation of the proposed project would result in impacts on Meadow Creek riparian habitat considered to be waters of the U.S./State that includes the following:

- 0.15 acre of creek and riparian habitat impacts for the culvert extension;
- Rock slope protection for localized impacts from the increased culvert size required to slow additional stormwater flow, as required by the City;
- Project entry road replacement of the existing entry road access and bridge; and
- Approximately 0.38 acre of willow riparian habitat for the fill slope along the north edge of site development and a proposed lift station and dosso[atopn trench in the proposed site improvement.

These proposed activities within the Meadow Creek designated waters of the US is considered to be a potentially significant impact that requires mitigation. The proposed project includes the preservation of Meadow Creek and the preservation/restoration of 1.63 acres of willow riparian habitat (Figure 5, Lot 12) that preserves habitat for the riparian/creek associated species. The proposed project includes the restoration of the open areas of the riparian canopy in the open space with native riparian trees and shrubs, and incorporating native seed mix and willow sprigging into the rock slope protection to reduce localized impacts from the wider culvert extension.

As such, the approximately 3:1 onsite riparian habitat preservation and enhancement mitigation for Meadow Creek riparian habitat impacts, and implementation of mitigation measures would reduce potentially significant impacts on waters of the U.S./State to a less than significant level. These proposed mitigation measures would need to be approved by agencies outside of the City's jurisdiction to concur with the City's analysis.

5.e. Policies Protecting Biological Resources.

The City does not have a native tree ordinance, however there are policies within the adopted General Plan that highlight the need to protect biological resources. Those include the following:

- Protection of the sensitive biological resources associated with Meadow Creek and large oak trees (LU Policy 3.4); and
- The City shall designate the following types of land as open space including sensitive habitats or unique resources such as oak woodlands, riparian/creek corridors, significant wetlands and corridors which connect habitats (LU Policy 16.1);
- Lands designated Open Space/Resource Conservation should be used for purposes which do not need urban services, major structures, or extensive landform changes (LU Policy 16.2);

- Minimize development of the hillside where possible (LU Policy 16.3);
- Maintain and restore Meadow Creek (LU Policy 16.4);
- Respect natural resources and incorporate natural features (LU Policy 16.5);
- Establish a trail system network (LU Policy 16.6);
- Limit potential damage from creek flood zones (LU Policy 16.7).

The applicant proposes to retain 30 healthy coast live oak trees mostly in the woodland configuration through the center of the site (Figure 16). No oak trees would be removed for the El Camino Real frontage improvements. Native trees that have a root impact of less than 20 percent, in addition to canopy coverage over proposed development would also remain. These trees would need to be maintained in order to avoid any additional loss of native tree habitat.

Implementation of the proposed project would remove 14 healthy and eight (8) dead/damaged coast live oak trees, totaling 396-inches in diameter breast height (DBH). The proposed project would also impact five (5) oak tree root zones during construction. The impacted root zones deemed to be significant were root impacts of greater than 20 percent. Root zone impacts may affect the ability for a healthy tree to survive, depending on what roots are cut, impacted, or permanently altered. Without any proposed mitigation, this action would run contrary to the adopted policies of the City, and would be considered a significant impact. Implementation of the proposed project will require mitigation.

The arborist report includes a mitigation for trees to be replanted for native trees that will be impacted by construction at a three (3) to one (1) ratio, however trees that will not be removed should be protected to the maximum extent feasible. Typically, when an native tree is removed, in this instance, a coast live oak, it should be replanted in the following manner: a) replanted with the same exact plant species or b) if replanting is determined to be not viable, by the project arborist, than replanting should consists of a similar tree with similar characteristics. The coast live oak is an evergreen oak tree, as its leaves maintain a constant canopy throughout the year. Typically replanting should consists of either 15-gallon trees or 5-gallon trees, with proper irrigation of trees to ensure survival. Although larger box trees may be planted, these larger trees typically do not survive. City staff is including proposed mitigation that will reduce native tree impacts to a less than significant level.

MITIGATION / CONCLUSION: The following mitigation measures are required to reduce potential impacts to potential habitat for special status species / endangered species, impact to waters of the US, and impacts to native trees to a less than significant impact threshold.

BIO – 1. The following shall be completed by the applicant to mitigate displacement of common and special status ground dwelling wildlife:

a. Prior to issuance of a grading or construction permit, a qualified biologist shall conduct a pre-construction survey within 30 days of initial ground disturbance (clearing, grubbing, grading) to identify whether any non-listed special-status upland wildlife species (i.e. northern California legless lizard; American badger) are using any portion of the project area where ground disturbance is proposed. Results of the pre-construction survey will be used to focus construction monitoring activities to salvage and relocate ground dwelling wildlife to the extent feasible.

b. Highly visible construction fencing shall be placed around project elements to clearly delineate the limits of disturbance. No work shall be allowed outside of the delineated construction limits. This fencing is to remain during the duration of all construction activities for each phase.

c. A biological monitor shall be present during initial grading and vegetation removal activities to attempt active/passive relocation efforts for the ground dwelling wildlife that may be present such as the legless lizard, and common reptiles and small mammals. Salvaged individuals will be re-located to the riparian preservation area. A biological report shall be submitted to the Community Development Department after the commencement of grading activities for all phases of the proposed project indicating any species found and actions taken, etc.

d. If active natal American badger dens are found to be within the project site, all construction activity shall cease, in an area determined by a qualified biologist, until the young are self-sufficient as determined by a qualified biologist. Then passive relocation efforts shall be implemented to avoid and minimize injury or mortality to any badgers.

BIO – 2. Oak tree removal, and riparian and grassland impacts could result in the destruction of active bird nests or the disruption in the reproductive effort from abandonment of the nest and young birds if activities are conducted during the nesting season typically February 1st to August 31st. Vegetation removal and initial site disturbance for any project elements shall be conducted to the extent feasible between September 1st and January 31st outside of the nesting season for birds.

BIO – 3. If vegetation removal is planned for the bird nesting season (February 1st to August 31st), then a pre-construction nesting bird surveys shall be completed prior to issuance of a construction permit to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required.

If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by a qualified biologist. Preferred non-disturbance buffers of 250 feet for passerines and 500-feet for raptors are recommended. Buffer zones may be adjusted based on sight lines, noise barriers, or other factors between the nest and project activities as determined by a qualified biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist.

BIO – 4. Implementation of the proposed project entry road culvert extension in Meadow Creek replacing the existing bridge, and El Camino Real frontage improvements (sidewalk) may result in a taking of the California red-legged frog (CRLF) that is protected as a threatened species under the Federal Endangered Species Act. As such, the proposed project may affect, and is likely to adversely affect, the California red-legged frog. Therefore, prior to commencement of any ground disturbing activities, the applicant shall obtain compliance with the Federal Endangered Species Act (FESA) for potential impacts on the California red-legged frog in the form of a take permits/authorizations or written documentation from the U.S. Fish and Wildlife Service (USFWS) that the proposed project would not result in take of the California red-legged frog, or would not otherwise adversely affect the species prior to issuance of a construction permit for any phases of the proposed project.

BIO – 5. If a take permit/authorization is required, and / or conditions imposed by the USFWS to ensure that take is avoided and minimized (e.g. capture and relocation of individuals out of harm's way), the applicant

shall implement all the terms and conditions of the USFWS permit or authorization recommendations to the satisfaction of the USFWS. The USFWS can only provide take authorization for projects that demonstrate the species affected would be left in as good as or better condition than before the project was implemented. Additionally, the USFWS cannot authorize any project that would jeopardize the continued existence of a listed species. The proposed project includes the preservation of Meadow Creek and the preservation/restoration of 1.63 acres of willow riparian habitat (Lot 12 and El Camino Real frontage) that restores and preserves habitat for the California Red-legged Frog.

BIO – 6. The applicant shall obtain Clean Water Act (CWA) regulatory compliance in the form of a permit from the US Army Corp of Engineers (USACE) or written documentation from the USACE that no permit would be required for the proposed bridge replacement prior to the issuance of a construction permit for the bridge replacement at Meadow Creek located on the adjacent property of 1750 El Camino Real (APN 060-031-023).

BIO – 7. The applicant shall implement all the terms and conditions of the permit to the satisfaction of the USACE. These permits and authorizations require applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts on aquatic resources. Compliance with Corps permitting would also include obtaining a CWA 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). In addition, the USACE and RWQCB may require additional onsite or offsite compensatory mitigation for unavoidable permanent impacts on non-wetland waters of the U.S. habitat to achieve the goal of a no net loss of aquatic resources values and functions. As such, with implementation of the 2.9:1 ratio of Meadow Creek riparian habitat preservation and enhancement mitigation (Lot 12) and regulatory compliance.

BIO – 8. Prior to issuance of a building permit for any phase, a tree protection fencing plan shall be submitted showing the location of tree protection fencing and removal of proposed trees on-site.

BIO – 9. A pre-construction meeting shall be completed prior to the issuance of any grading permit with the project arborist, the applicant's construction manager, and grading sub-contractor on-site.

BIO – 10. Prior to pre-construction meeting, beginning of grading, and during all ground disturbance and construction activities, temporary orange plastic fencing shall be installed at the drip line of all trees in order to control access and delineate areas of non-disturbance. The minimum height construction protective barrier shall be erected around the drip line of the tree shall be 4-feet.

BIO – 11. The following measure shall be implemented for all native trees on-site that remain after proposed removal and pre-construction meeting:

a. Any necessary pruning shall be in accordance to the most current international society of arboriculture pruning standards under the supervision of a certified arborist. Removal of weeds within the drip line of the trees shall be done by hand tools only.

b. No construction, storage of materials, and/or parking of vehicles shall be permitted within the drip line of existing trees.

c. No grading shall occur within the drip line of existing trees except as required within designated area of encroachment and under the supervision of the project arborist

d. If utility installation must occur within the drip line of any of existing trees, then the following precautions must be observe and performed under the supervision of the project arborist:
    - Where it is necessary to excavate adjacent to existing trees, the contractor shall use all possible care to avoid injury to trees and tree roots.
    - Excavation in these areas where two (2) inch and larger roots occur shall be done by hand.
    - All roots less than two (2) inches in diameter, directly in the path of the pipe or conduit, shall be clean cut under the direction of an approved arborist.
    - All roots two (2) inches and larger in diameter, except directly in the path of pipe or conduit, shall be tunneled under and shall be heavily wrapped with burlap to prevent scarring or excessive drying.
    - Roots one (1) inch and larger in diameter requiring cutting shall be painted with two coats of tree seal or equal.
    - Where a ditching machine is run close to trees having roots smaller than two (2) inches in diameter, the wall of the trench adjacent to trees shall be hand trimmed, making clean cuts through.
    - Trenches adjacent to trees should be closed within twenty four (24) hours and where not possible, the side of the trench adjacent to the trees shall be kept shaded with burlap or canvas.

BIO – 12. Removal of the following native trees shall require mitigation replanting of either five (5), 5-gallon native trees for every native tree removed (5:1), or three 15-gallon native (3:1). Based on the arborist report, the following replanting is required to occur on-site:

- Either five (5) 5-gallon or three (3) 15-gallon Toyon (*Hetermeles)* or similar native, drought tolerant, evergreen tree for the removal of native Toyon trees;

- Either one-hundred and ten (110) 5-gallon or forty-five (45), 15-gallon Coast Live Oak (*Quercus Agriolia*) or similar, native evergreen tree for the removal of native oak trees.

BIO – 13. The applicant shall provide irrigation or provide water through portable water tanks, or other irrigation methods deemed acceptable by the project arborist, for a minimum of two (2) years after issuance of final occupancy to ensure mitigation replanting survival for all native tree removals.

BIO – 14. Upon project completion and prior to final occupancy for each phase, a final status report shall be prepared by the project arborist certifying that the tree protection plan was implemented, the trees designated for protection were protected during construction, and the construction-related tree protection measures are no longer required for tree protection.

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6. CULTURAL RESOURCES

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Cause a substantial adverse change in the significance of a historical resource?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

EXISTING SETTING: 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 General Plan Land Use Element Policy LU-16.9 requires the protection of these resources or appropriate mitigation. 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 Assembly Bill (AB) 52, Local and Tribal Intergovernmental Consultation, any proposed project that is not categorically exempt must contact appropriate Native American Nations representatives for the purpose of entering into meaningful consultation between the Nations and the Lead Agency. Per AB 52 requirements, the City sent an invitation for project consultation to the local tribal representatives as identified by the Native American Heritage Commission. Two (2) requests for additional information were received from local tribes requesting additional information on the project and studies performed. City Staff forwarded the requested information to these tribes.

PROPOSED PROJECT: A Phase 1 cultural resource study and historic resource evaluation was completed for the proposed project (Appendix C). This study evaluated both through existing records search, as well as, an on-site investigation of any cultural resources and potential resources of historical significance within the proposed project area. The phase 1 inventory concluded that there were no cultural resources recorded or observed in the proposed project area. While this study found a low sensitivity for cultural materials within the Project area, there is always the potential for encountering prehistoric or historic-period materials during construction, especially with grading activities that are proposed on-site. Implementation of mitigation measures will ensure archeological resources, include the potential for human remains, are protected.

Section 15064.5(a)(3) of the CEQA Guidelines (as amended) states that a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (CRHR) (PRC 5024.1, Title 14 CCR, Section 4852), including the following:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
(2) Is associated with the lives of persons important in our past;
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
(4) Has yielded, or may be likely to yield, information important in prehistory or history.

A resource must also, except in rare circumstance, be 50 years old or older. In addition, the resource must retain enough of its historic character to convey the reason for its significance. The existing buildings at 1598 El Camino Real in Grover Beach meet the age criterion for historical resources (i.e., 50 years or older), but does not possess important historical associations and/or architectural characteristics to qualify for inclusion in the CRHR, and as a result is not considered a significant resource. Therefore, implementation of the proposed project is considered less than significant.

MITIGATION / CONCLUSION: Implementation of the following mitigation measure will lower the threshold of impacts to a less than significant.

CR – 1. If cultural materials are encountered during ground-disturbing work, it is recommended that all work in the immediate vicinity is halted until a Registered Professional Archaeologist can evaluate the finds and make recommendations.

CR – 2. If human remains are discovered during project construction, work must stop at the discovery location and any nearby area suspected to contain human remains (PRC 7050.5). The San Luis Obispo County Coroner must be contacted to determine whether the cause of death should be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials (PRC 5097), which fall within the jurisdiction of the NAHC. The coroner will contact the NAHC. The NAHC will contact the most likely descendant (MLD) who will be afforded the opportunity to recommend means for treatment of the human remains following protocols in PRC 5097.98.

7. GEOLOGY & SOILS

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Result in the exposure to or production of unstable earth conditions including the following: • Landslides; • Earthquakes; • Liquefaction; • Land subsidence or other similar hazards?	☐	☒	☐	☐
b) Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone, or other known fault zone? (consultant Division of Mines and Geology Special Publication #42)	☐	☐	☒	☐
c) Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from proposed improvements such as grading, vegetation removal, excavation or use of fill soil?	☐	☐	☒	☐
d) Include any structures located on known expansive soils?	☐	☐	☒	☐
e) Be inconsistent with the goals and policies of the City's Safety element relating to geologic and seismic hazards?	☐	☐	☒	☐
f) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

EXISTING SETTING: The project site does not lie within an area of high risk of liquefaction, landslides or subsidence based on review of City Geographic Information System (GIS) information and State GIS maps. The project site is not located on or near a known fault line and is not located within a California Geological Survey "Alquist- Priolo" Earthquake Fault Zone.

PROPOSED PROJECT: A preliminary geotechnical study and geological hazards evaluation was completed for the site and is included in the appendix (Appendix D). The findings of this report are summarized below.

7.a. Exposure to Unstable Earth Conditions

The site generally slopes to the south, away from Highway 101. There is a slope that is approximately 25-feet high with a gradient of 2.5 to 1 (horizontal to vertical) to the north side of the existing residential home that has a high potential for surficial soil slumps to occur. An existing soil slump is present on a slope near the western end of the residential home. The potential for gross instability on this slope is considered to be low.

Liquefaction refers to a phenomenon that tends to occur in saturated soils of low density that have grain sizes within a certain range, usually fine- to medium-grained poorly graded sands, silty sands, and silts. A sufficiently strong earthquake is also required to cause liquefaction. During liquefaction, the energy from the earthquake causes the water pressure within the pores of the soil to increase. The increase in water pressure decreases the friction between the soil grains, allowing the soil grains to move relative to one another. During this state, the soil will behave as a viscous liquid, temporarily losing its ability to support foundations and other improvements. The high pressure water will flow through the soil along the path of least resistance. As the pressure is released, the soils typically settle in a process called “dynamic settlement.” Dynamic settlement can cause damage to structures and other surface and subsurface improvements.

The site is located in an area mapped by the County as having a moderate potential for liquefaction (County of San Luis Obispo 2017). Due to the subsurface soil and geologic conditions encountered and the presence of groundwater, the potential for liquefaction was assessed. Groundwater is a required element for liquefaction, and as groundwater rises, the potential for liquefaction becomes more likely. Groundwater was encountered in on-site borings at depths ranging from 5-feet to 30.5-feet below the ground surface. The analyses of the subsurface soil conditions indicate there is a high potential for liquefaction and seismically induced settlement to occur due to the calculated Peak Mean Ground Acceleration (PGA), anticipated groundwater level, and the loose to medium dense cohesion less soils at the site. Additionally, there is also a high potential for dynamic settlement of unsaturated, loose to medium dense sand layers above the groundwater table. The potential for lateral spreading is also high where the where the potentially liquefiable soils were encountered. Because of this, there is a potential to expose visitors and residents to the site to a potential hazard. Additionally, conventional shallow foundation system construction, which is typically associated with new construction, may not be suitable for the majority the proposed project site. This is considered a significant impact and will require mitigation.

7.b. Earthquake Fault Zone

The site is not located in any State Earthquake Fault Zones (Bryant & Hart 2OO7) and there are no mapped faults crossing the site. The closest mapped fault zone to the site is the Irish Hills segment of the Los Osos Fault System, located approximately 12 miles northwest. Therefore, the potential for surface fault rupture to occur at the site is considered to be very low. This is considered a less than significant impact.

7.c,d. Soil Erosion / Expansive Soils

The soils at the site are erodible; stabilization of soils by vegetation or other means during and following construction is essential to reduce erosion damage. Care should be taken to establish and maintain vegetation. The applicant has submitted a preliminary erosion control plan as a part of the project submittal. This plan included conditions to prevent stormwater runoff, but did not include specific erosion control. The City’s development code contains requirement for an erosion control plan that coincides with a Grading and Drainage Plan to be submitted that addresses these issues. Implementation of the City’s Development Code. Implementation of the City’s Development Code renders this impact less than significant.

The proposed project lies on the northeastern edge of the Pismo Mesa, an oval-shaped, relatively flat

landmass bounded to the north by the southern limb of the Pismo Syncline and the San Luis Range, to the east by Arroyo Grande Creek and Valley, and to the west by the Pacific Ocean (Hall, 1973). The Pismo Mesa is a thick deposit of Older Dune Sand deposit. In the vicinity of the site, the Pismo Mesa slopes gently to the north. The subsurface conditions encountered within the seven borings were generally similar, with the profiles consisting of older dune sands with a thickness on the order of L7.5 to 49 feet, underlain by older alluvium. The dune sands varied in density from loose to medium dense, and consisted of poorly graded sand with variable amounts of silt. The underlying alluvial soils consisted of interbedded layers of loose to dense clayey sand and silty sand. Therefore, based on the on-site tests, the soils are considered non-expansive and this is considered a less than significant impact.

7.e. Consistency with Adopted Safety Element

The proposed project is consistent with the adopted Safety Element relating to geologic and seismic hazards. The proposed project implemented, or will implement the following policies:

- Policy 4.1 – Fault Information. The City requires structures to be consistent with the latest iteration of the California Building Code (CBC) at the time of building permit submittal;
- Policy 4.2 – Fault rapture hazard. The proposed project is located away from a known fault zone;
- Policy 4.3 – Reduce Seismic Hazards. The proposed project will require to implement mitigation measures as required by the geotechnical report, as well as, CBC requirements;
- Policy 4.4 – Liquefaction and Seismic Settlement. The geotechnical report includes mitigation measures that are listed in this section that address this policy.

The proposed project's implementation of mitigation measures, along with implementation of CBC and city Development Code standards render this a less than significant impact.

7.f Use of Septic Tanks

The proposed project would connect to the City's existing sewer system located and would need to install new sewer lines / laterals to implement the proposed project. No local septic system is proposed to be utilized, therefore no impact.

MITIGATION / CONCLUSION: Implementation of the following mitigation measures in relation to exposure to unstable earth conditions will render potential impacts to less than significant levels.

GEO – 1. A geotechnical report is required for all buildings constructed on-site that require issuance of a building permit, regardless of phasing.

GEO – 2. As determined by the geotechnical engineer, structures that would be susceptible to settlement resulting only from dry sand shaking, an over-excavating of loose to medium dense soils shall be completed to a sufficient depth, including but not limited to the replacement of soil with engineered fill.

GEO – 3. The following shall be implemented to reduce the effects of liquefaction and lateral spreading on-site:

- Deep foundations (i.e., piles) for structure support with piles needing to extend to depths of 50 feet or more, to account for the negative pile capacity resulting from down drag forces due to seismically induced settlement or depths recommended by the geotechnical engineer may be utilized; or
- Ground improvement, which may consist of deep soil mixing, or other methods such as stone or grout columns, which involve displacing the soil with an auger to the bottom of the liquefiable layers and consolidating gravel, or injecting grout into the resulting soil voids, thus densifying the soil in order to than construct conventional shallow or mat slab foundations over the ground improvement elements; or
- Other methods as proposed by a geotechnical engineer and approved by the City Building Official.

8. HAZARDS & HAZARDOUS MATERIALS

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

EXISTING SETTING: The existing site does not have any documented hazardous materials on or around the site. The proposed project site is approximately 2 miles from the Oceano County Airport, however it is not located within an adopted flight plan, and is not identified in the Oceano County Airport Land Use Plan (OCALUP) as an area impacted by departing aircraft. The proposed project is not located in an area considered high risk for wildland fires.

PROPOSED PROJECT: The proposed project includes the retention of approximately 1.9 acres of open space, which mainly consists of the meadow creek habitat area. This area may be susceptible to wildland fires. Additionally, the proposed project includes a 35-foot wide buffer adjacent to existing residential development. This buffer will include additional landscaping, as well as, mitigation replanting of native trees. New structures, including non-residential and residential buildings, will be required to implement the latest iteration of both the CBC, and the California Fire Code, which addresses construction methodologies in high fire severity zones. The proposed project includes project driveways and access easements that have been review by the Five Cities Fire Authority, and meet their existing standards. With implementation of local codes, state regulations, the potential impact is considered less than significant.

MITIGATION / CONCLUSION: Implementation of the City's adopted Development Code, Municipal Code, and state regulations, renders potential impacts to less than significant thresholds.

9. WATER QUALITY / HYDROLOGY

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☒	☐	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

EXISTING SETTING: Existing drainage of the site occurs into Meadow Creek located at the northernmost boundary. Meadow Creek easterly of the project has been filled in and the culvert crossing Highway 101 has been extended as a double 8 foot by 8 foot reinforced box culvert. The box culvert ends approximately30 feet easterly of the property line. The existing access to this site is over an existing bridge. The El Camino Real right-of-way fronting the project has been improved but does not have curb, gutter, and sidewalk improvement adjacent to the subject site.

The creek channel is vegetated with dense brush and mature trees and is mapped as being within the 100-year flood zone. The flow in Meadow Creek at the freeway is noted to be 2,600 Cubic Feet per Second (CFS) per the FEMA Flood Insurance Study, which were last updated in 2012. The existing, pre-development pervious surface (a surface that allows percolation of water into the underlying soil) is approximately 308,168 sf (7.07 acres). The total amount of existing impervious surface is approximately 9,820 sf.

The proposed project is not within the identified tsunami risk zone. The site is located in Zone 3 of the San Luis Obispo County Flood Control District. The site is not located in the Lopez Lake Dam inundation area if Lopez Lake, the nearest water body with a dam structure, experienced catastrophic failure and released stored water downstream.

PROPOSED PROJECT: On-site improvements to support the proposed project that may affect water quality include frontage improvements to widen El Camino Real which is directly adjacent to the Meadow Creek riparian area. The proposed improvements will impact approximately 0.04 acres of willow riparian habitat area for construction of sidewalk fill slope. The California Department of Fish and Wildlife has jurisdiction over construction in this area.

The proposed project includes the removal of the existing bridge and extending the culvert approximately 60 feet with a precast concrete box culvert. This culvert will channelize additional flow and has the potential to alter the existing drainage pattern of Meadow Creek, as well as, increase potential flooding hazards in the existing channel. The applicant proposes to terminate the box culvert with a headwall to minimize the required work within the creek/riparian area. Construction of the proposed bridge replacement and box culvert will impact approximately 0.15 acres if Waters of the US (Meadow Creek). The USACE has jurisdiction, along with the Regional Water Quality Control Board on permitting for this aspect of the proposed project

The applicant is proposing to construct a fill slope in order to accommodate grading activities associated with the development of the Hotel B, which includes construction of a lift station, drainage improvements, and a local drainage dissipation trench.

The proposed project will include a new stormwater drainage system that includes re-routing and collecting existing stormwater run-off from areas not requiring treatment, primarily native grasses and clusters of oak trees) to be discharged into Meadow Creek through the energy dissipater, that is supposed to mimic pre-project conditions.

The remainder of the development (the portion producing new, pervious run-off) will utilize a series of catch basins to capture run-off, then route the runoff into an underground infiltration system (infiltration was selected as the LID treatment system per Resolution R3-2013-0032). The underground system is sized to retain sufficient volume at peak flow to reduce run-off to pre-construction rates. The approximate area of site disturbance is 244,750 sf (5.62 acres), with a proposed 141,548 sf (3.24 acres) of new impervious surface area created, which includes the impervious surface t that existed prior to construction of the project.

Three documents that analyze water quality are included in the appendix:

- The preliminary Stormwater Control Plan and Hydrology report;
- Drainage Report; and
- Permit applications for regulatory compliance.

9.a.b.f Water Quality and Depletion of Ground Water Supplies

The proposed project does not include any industrial type of development that will violate water quality standards to waste discharge requirements. Stormwater runoff is proposed to be channeled through two different systems; however, based on review of the proposed project plans the system does not separate runoff generated from new development from runoff generated offsite, and therefore mixes and discharges runoff without treatment. This is considered a significant impact in terms of water quality with the system as proposed and will require mitigation measures to ensure that water quality is maintained at pre-construction levels.

The proposed project includes an additional 141,548 sf of impervious surface. This additional impervious surface may interfere substantially with ground water recharge. The City's adopted Development Code requires that an applicant submit a stormwater control plan, as a part of a building permit that requires grading and drainage. The applicant has submitted a preliminary drainage report but did not demonstrate post construction performance requirement #2 (water quality treatment) would be met as the proposed project is designed, therefore this remains a significant impact. Mitigation measures have been included to ensure the applicant complies with the water quality treatment requirement. With implementation of the proposed mitigation measures, the impact would be considered less than significant.

9.c.d. Alter Existing Drainage Patterns

The applicant is proposing construction within the existing Meadow Creek channel to construct a new bridge and box culvert. In order to construct the culvert, the applicant is proposing 300 cubic yards of cut and 300 cubic yards of fill within an existing riparian area. The applicant proposes to construct an additional culvert located in the open space area that will discharge untreated stormwater runoff from undeveloped areas. This culvert will discharge into a proposed riprap energy dissipation system that will include 60 cubic yards

of rocks laid over geotextile fabric. The proposed rocks will range in diameter from 2 to 4-feet. The energy dissipater is located away from the high water mark of Meadow Creek but this will create a new drainage pattern that will require mitigation to ensure that drainage continues to mimic pre-construction conditions.

Based on hydraulic modeling provided by the applicant the new 8'x8' dual box culvert would increase the flow depth and velocity within Meadow Creek which would cause a significant impact downstream in Meadow Creek. In order to reduce flow velocity and depth to preconstruction conditions, the applicant proposed adding "wingwalls" to the outlet of the box culvert to reduce the velocity to pre-construction levels.

As a part of the proposed construction, the applicant will more than likely need to "dewater" Meadow Creek. A dewatering plan will require approval by outside agencies prior to issuance of any construction permit within the Meadow Creek habitat / riparian area. The applicant proposes the following:

- Dismantle any remaining beaver dams that were observed during the biological survey;
- Set up an inflatable bladder, a check dam of consisting of k-rails and clean gravel bags, or other method approved by outside agencies;
- Pump incoming flows around worksite to downstream location with sediment control measures to maintain downstream aquatic habitat; and

Dewatering from over excavation of worksite will be pumped into baker tanks and disposed of offsite. Mitigation measures included will reduce proposed impacts to less than significant levels.

9.e. Contribute Excess Stormwater Run-off

The proposed drainage system will collect and discharge drainage stemming run-on (run-off from (areas outside of the project or not requiring treatment which consist primarily of native grasses and clusters of oak trees) and discharge it to Meadow Creek through an energy dissipater, which mimics pre-project conditions. As noted in the above sections, this may degrade water quality without any treatment due to capture of off-site runoff into a designated waters of the US and mitigation is required and included. However, the proposed outlet, based on the provided design and schematic will mimic pre-construction stormwater runoff. This impact is considered less than significant with implementation of mitigation measures.

The remainder of the development (the portion producing new run-off from impervious surfaces) will utilize a series of catch basins to capture run-off and route it into underground infiltration systems. The underground systems are also sized to retain the necessary volume at peak flow to reduce run-off to pre-construction rates. The proposed project meets the City's Development Code standard and stormwater storage requirements. Based on the proposed design and documents, the impact is considered less than significant.

9.g.h. Flood Hazards

The proposed project includes construction within Zone AE, which has a 1 percent chance of flooding every year. (This area would have previously been identified as the 100-year flood zone.) Proposed construction within the 100-year flood zone includes construction of a new box culvert, new bridge, and sewer lift station. There are no proposed occupied structures to be located within the 100 year flood zone, therefore the proposed project will not expose persons to a potential flood hazard. Because the proposed project does include construction of a lift station within the 100-year flood zone, mitigation measures will be required to relocate the structure out of the flood plane and to assure Meadow Creek is protected from lift station overflow. With implementation of the proposed mitigation, the impact is considered less than significant.

The double box culvert extension, as proposed with mitigation will pass the 1-percent storm as noted in the FEMA Flood Insurance Study updated in 2012. The post construction flow characteristics of the 1-percent storm in Meadow Creek will not be modified from the preconstruction condition, therefore the impact is considered less than significant.

9.i.j. Inundation from Damn Failure or Tsunami

In general, coastal Grover Beach is protected from tsunami hazards by the area's wide beaches and coastal dunes. Several small tsunami events have been recorded in San Luis Obispo County, none of which have caused major damage in Grover Beach. The proposed project is not located in the inundation zone for a tsunami event. The proposed project is also not located within the Lopez Lake Dam inundation area, therefore there is no impact to the proposed project.

MITIGATION / CONCLUSION: With implementation of the proposed project, including the mitigation measures outlined in this section, impacts to water quality, hydraulics and hydrology are considered less than significant.

WQH – 1. Prior to issuance of a grading permit for construction of the stormwater system, the applicant shall provide a test of pollutants within Meadow Creek or other measure deemed appropriate by the Regional Water Quality Control Board to measure existing, pre-construction pollutant levels. The applicant shall provide subsequent tests post construction to ensure pollutant levels are not increased beyond pre-construction levels. If additional water treatment is required, this shall be installed at the owner's expense.

WQH – 2. The proposed project shall construct separate run-on pass-through system, and the Stormwater Control Plan (SWCP) shall be revised to account for areas that include proposed landscaping and other "non-natural" development. Appropriate Post Construction Requirement Tier 4 (PCR4) Best Management Practices shall be implemented, accounting for the additional area and inlets, and then approved by the City Engineer prior to issuing grading permits.

WQH – 3. Prior to the issuance of a grading permit for construction of the stormwater system, the applicant shall modify the proposed stormwater system and include an above ground bio-flirtation, low impact development feature(s) that treat water quality to pre-construction levels, to the extent feasible. The applicant shall submit documentation consistent with performance requirement 2 and 3, water quality treatment, per the City's Stormwater Control Plan checklist to the satisfaction of the City Engineer and/or permitting State Agency.

WQH – 4. Prior to construction of proposed bridge or culvert, the applicant shall obtain all required regulatory compliance permits from the US Army Corp of Engineers, California Regional Water Quality Control Board, the California Department of Fish and Wildlife, or any other additional agencies as required by Federal or State law.

WQH – 5. Proposed box culvert installation shall include two (2) box-culverts that are a minimum of 8-feet high, and 14-feet in width with proposed culver wing walls, or another design as approved by regulatory compliance agencies.

WQH – 6. Prior to issuance of a permit for construction of the proposed lift station, the applicant shall move the proposed lift station outside of the 100-year floor zone and design the system to protect Meadow Creek from lift station overflows.

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10. LAND USE & PLANNING

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

EXISTING SETTING: The site's General Plan designation is Retail Commercial Services and Open Space. The project site is zoned Open Space (OS) and Retail Commercial (RC). The existing Surrounding properties are zoned Low Density Residential (R1), and High Density Residential (R3). The City Limits are to the north, and to the east additional Retail Commercial (RC). The project site is not located with any adopted habitat conservation plan or natural community conservation plan area.

PROPOSED PROJECT: The proposed project is located in the northeast section of the city and is currently developed with a single family residence. The proposed project includes the development of seven (7) single family residences, two (2) hotels, and a restaurant. The proposed project will continue the existing development pattern established by the commercial uses directly to the east of the site. Additionally, the proposed project includes the residential component to create a transition from existing single family residential units. The proposed project, as implemented, will have no impact on physically dividing a community.

The proposed project does not conflict with any applicable land use plan, policy or regulation of the City of Grover Beach, therefore no impact.

MITIGATION / CONCLUSION: No Impact.

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11. MINERAL RESOURCES

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

EXISTING SETTING: There are no known mineral resources on the site.

MITIGATION / CONCLUSION: No impact.

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12. NOISE

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

EXISTING SETTING: Noise-sensitive land uses located in the vicinity of the project site consist predominantly of residential land uses. The nearest residential land uses are located adjacent to the western boundary of the project site. Residential land uses are also located east of the project site, across Oak Park Boulevard.

Major sources of exterior noise are located within the vicinity of the proposed project site, including US Highway 101, El Camino Real, and Oak Park Boulevard. These roads carry additional vehicle traffic, and therefore create additional source of noise for existing and potentially future residents. There are no nearby business that create significant noise sources within the project vicinity. The project site is not located within an airport land use plan area, or within two miles of a public airport. The project site is not within the vicinity of a private air strip.

The City has adopted the Noise Element (a required element and component of the General Plan), as well as, a noise ordinance. These documents provide guidance and standards for existing and future ambient noise levels.

PROPOSED PROJECT: Based on the proposed project's increase in density from the existing single family residence, it is anticipated that additional noise impacts will be generated. A noise study was completed for the proposed project and is included in the appendix for reference (Appendix F).

12.a. Exposure to increase noise levels

The City has adopted noise standards to assess whether or not proposed land uses would be compatible with projected future noise levels. For hotel land uses, an exterior noise level of 60 dBA (decibels) CNEL (Community Noise Equivalent Level) /Ldn, or less, would be considered "normally acceptable." Exterior noise levels between 60 and 75 dBA CNEL/Ldn are considered "conditionally acceptable" and exterior levels in excess of 75 dBA CNEL/Ldn are considered "unacceptable." For residential land uses, an exterior noise level of 60 dBA CNEL/Ldn, or less, would be considered "normally acceptable." Exterior noise levels between 60 and 70 dBA CNEL/Ldn are considered "conditionally acceptable" and exterior levels in excess of 70 dBA CNEL/Ldn are considered "unacceptable." Within noise environments considered "conditionally acceptable", new development should be undertaken only after noise-reduction measures have been incorporated to ensure an acceptable noise environment (i.e., 65 dBA CNEL/Ldn in outdoor activity areas and an interior noise level of 45 dBA CNEL/Ldn). A noise analysis was completed that anticipated ambient outside and inside noise levels for all uses within the proposed project site.

Based on the complete noise analysis, predicted noise levels at the façade of proposed residential land uses located on Lot 1, Lot 6, and Lot 7, as well as, at the proposed hotels would exceed the City's "acceptable" exterior noise standard of 60 dBA CNEL/Ldn. In addition, predicted exterior noise levels at the hotel swimming pools and portions of the outdoor activity areas of residential Lots 6 and 7, which are located along Oak Park Boulevard, may also exceed the City's "acceptable" exterior noise standard of 60 dBA CNEL/Ldn. With windows open, predicted interior noise levels of the proposed hotels and residential units located on lots 1, 6 and 7 may exceed the City's interior noise standard of 45 dBA CNEL/Ldn. This impact is considered potentially significant, requiring mitigation.

The following mitigation measures to reduce noise impacts include the following:

- Inclusion of mechanical air systems;
- Minimize outdoor activity areas for residential lots 6 and 7; and
- Construction of sound barriers for various portions of the proposed project.

With implementation of the recommended sound barriers, predicted future average-daily noise levels within the outdoor activity areas of residential Lot 6 and Lot 7 would be reduced to 65 dBA CNEL/Ldn, or less. Future average-daily noise levels within the outdoor activity areas of the hotels and residential Lot 1 would be reduced to 60 dBA CNEL/Ldn, or less. Exterior noise levels at outdoor activity areas would not exceed the City's "conditionally acceptable" noise standard of 65 dBA CNEL/Ldn for hotels or residential land uses.

The installation of mechanical air ventilation systems (e.g., HVAC systems, PTAC systems) for proposed land uses would allow windows to remain closed. Assuming an average exterior-to-interior noise-reduction of 25 dBA, which is typical for new building construction with windows closed, predicted interior noise levels for the proposed hotels and residential land uses would be reduced to below the City's interior noise standard of 45 dBA CNEL/Ldn. With mitigation, this impact would be considered less than significant.

12.b. Temporary Noise Level Increase

Noise associated with demolition and construction activities typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., land clearing, grading, excavation, and paving). Noise generated by off-road equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges are generally similar for all construction phases, the initial demolition and site preparation phases tends to involve the most heavy-duty equipment having a higher noise-generation potential.

Noise levels generated by individual pieces of construction equipment typically range from approximately 74 to 89 dBA Lmax at 50 feet (Appendix F). Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average-hourly noise levels at construction sites typically range from approximately 65 to 87 dBA Leq at 50 feet, depending on the activities performed.

Anticipated construction noise levels at nearby existing residential land uses could reach levels of approximately 87 dBA Leq when construction occurs within approximately 50 feet of the proposed project site., Predicted noise levels would exceed the commonly applied nighttime noise criteria of 80 dBA Leq. With regard to residential land uses, construction noise occurring during the more noise-sensitive nighttime hours (i.e., 10 p.m. to 7 a.m.) is typically of increased concern. Because exterior ambient noise levels typically decrease during the nighttime hours as community activities (e.g., commercial activities, vehicle traffic) decrease, construction activities performed during these more noise-sensitive periods of the day can result in increases in ambient noise levels. Increases in ambient noise levels may contribute to increased levels of annoyance and potential sleep disruption for occupants of nearby residential dwellings. The proposed project does not include restrictions on the hours during which construction activities would occur. As a result, this impact would be considered potentially significant.

Mitigation measures have been included to reduce temporary noise cause by the proposed project. This includes restricting time for construction activities to occur, as well as, ensuring construction equipment utilized has sound-control devices. With implementation of these mitigation measures, the impact is considered less than significant.

12.c. Permanent increase in Ambient Noise

Long-term increases in ambient noise levels associated with the proposed project would be associated with increases in vehicle traffic along area roadways. On-site non-transportation noise sources would also contribute to potential increases in ambient noise levels. Noise levels associated with project-generated traffic and non-transportation sources include building mechanical equipment and swimming pool equipment.

Building mechanical equipment associated with commercial uses, such as boilers and HVAC systems, are typically enclosed or located on rooftop areas away from direct public exposure. For hotels, HVAC systems are typically direct vent individual systems, commonly referred to as packaged terminal air conditioning (PTAC) systems. Depending on the operational mode of the unit (e.g., fan, air conditioner, heater), PTAC units typically generate noise levels ranging from the mid-40's to the low 60's at approximately 10 feet. For restaurants, noise levels associated with exhaust fans and exterior HVAC units typically range from approximately 55 to 66 dBA Leq at 5 feet.

Assuming a maximum average-hourly operational noise level of 65 dBA Leq, predicted noise levels associated with hotel HVAC systems would range from 37 to 41 dBA Leq at the proposed on-site residential land uses. Predicted operational noise levels at the nearest off-site residential land uses would be less and would be largely masked by ambient noise levels, which includes freeway noise which average between 70.7 to 72.5 Leq. Predicted operational noise levels for hotel HVAC systems would not exceed the City's daytime or nighttime noise standards of 50 and 45 dBA Leq, respectively.

Assuming that restaurant exhaust fans and HVAC units were located at the rooftop edge of the nearest building facade and a maximum operational noise level of 66 dBA Leq at 5 feet, predicted operational noise levels at the façade of Hotel "B" could reach levels of approximately 60 dBA Leq. No outdoor activity areas are located along the eastern façade of Hotel "B". In addition, assuming a minimum exterior-to-interior noise reduction of 15 dBA, with windows open, predicted interior noise levels at Hotel "B" would not exceed the City's interior noise standard of 45 dBA Leq. Based on these same assumptions, predicted exterior operational noise levels at the property line of the nearest on-site residential land use (i.e., Lot 7) would be approximately 49 dBA Leq. Predicted operational noise levels associated with restaurant exhaust fans could potentially exceed the City's exterior nighttime noise standard of 45 dBA Leq at the property line of residential Lot 7. As a result, this impact is considered potentially significant.

Swimming pool equipment, such as water pumps and heat pumps, can generate average-hourly noise levels of approximately 55 to 75 dBA Leq at three feet. For commercial facilities, swimming pool equipment is typically enclosed or removed from direct public exposure. Assuming a maximum noise level of 75 dBA Leq at three feet and that swimming pool equipment were not enclosed, predicted operational noise levels would be approximately 45 - 47 dBA Leq at the nearest existing residential land uses located adjacent to and west of the project site. Predicted operational noise levels would be approximately 58 dBA Leq at the hotels and approximately 51 dBA Leq at the nearest proposed residential land use (i.e., Lot 1). Predicted operational noise levels at the nearest existing residential land uses could potentially exceed the City's nighttime noise standard of 45 dBA Leq. Predicted operational noise levels at the nearest on-site residential use could potentially exceed the City's daytime and nighttime noise standards of 50 and 45 dBA Leq. As a result, this impact is considered potentially significant.

The noise study is recommending the following be implemented to reduce potentially significant impacts:

- Installation of shielding for exhaust fans and HVAC units;
- Reduction in operation hours for the proposed swimming pools at Hotel A and Hotel B;
- Enclosures for equipment that generate noise.

Implementation of these measures, the potential impact is considered less than significant.

12.d. Excessive Groundborne Vibrations

Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term demolition and construction-related activities. These activities would likely require the use of various off-road equipment, such as tractors, concrete mixers, and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, would not be required for this project.

There are no federal, state, or local regulatory standards for groundborne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria based on potential structural damage risks and human annoyance. Based on these criteria, short periods of ground vibration exceeding an exterior peak-particle velocity (ppv) of 0.5 inches per second (in/sec) may have a potential for structural damage to nearby structures. Groundborne vibration levels exceeding 0.2 in/sec ppv may also result in increased levels of annoyance to occupants of buildings considered sensitive to vibration, such as offices and residential dwellings.5

Groundborne vibration levels associated with representative construction equipment are summarized in Table 10. Based on the vibration levels presented in Table 10, the highest ground vibration generated

by construction equipment would be approximately 0.21 in/sec ppv at 25 feet. Predicted vibration levels at the nearest off-site structures, would not exceed 0.5 in/sec ppv. Groundborne vibration levels associated with on-site demolition and construction activities would be short-term and would not exceed the minimum recommended criteria for structural damage or human annoyance. Therefore, the impact is considered less than significant.

12.e.f Airport Noise / Private Airstrip

The nearest public-use airport is the Oceano County Airport, which is located approximately 2 miles southwest of the project site. No private airstrips are located within the vicinity of the project site. The project site is not located within the projected 65 dBA CNEL/Ldn contours of the Oceano County Airport. As a result, the project site is not subject to high levels of aircraft noise, therefore, no impact.

MITIGATION / CONCLUSION: Implementation of the following noise mitigation measures would reduce potential noise impacts to less than significant thresholds.

NOI 1 – Mechanical air ventilation systems (e.g., HVACs, PTACs) shall be installed for proposed land uses that will provide the minimum air circulation and fresh-air supply requirements for occupied rooms without the need to open any windows, doors, or other openings to the exterior. At a minimum, mechanical air ventilation systems shall be installed for rooms located on the northern sides of Hotels “A” and “B”, as well as, residential lots 1, 6, and 7.

NOI 2 – Residential lots 6 and 7 should be designed so that the outdoor activity areas of these dwellings are not located within the 65 dBA CNEL contour of Oak Park Boulevard. The projected 65 dBA CNEL contour of Oak Park Boulevard is depicted in Figure 3. If outdoor activity areas of lots 6 and 7 are located within the 65 dBA CNEL contour of Oak Park Boulevard sound barriers shall be constructed along the eastern boundary of the project site sufficient to shield line-of-sight between the outdoor activity area and vehicular traffic on the roadway. If sound barriers are required, it is recommended that the barriers connect to the existing barrier along Oak Park Drive and extend southward. The sound barriers should be constructed to a minimum height of 4.5 feet above roadway grade. It is recommended that the barriers be constructed of concrete masonry block, or material of similar density and usage, with no gaps between construction materials or at the base of the barriers.

NOI 3 – Outdoor activity areas/swimming pool areas at the proposed hotels shall be shielded from direct line-of-sight of U.S. Highway 101 by installation of sound barriers along the northern boundaries of the outdoor activity areas. The sound barriers should be constructed to a minimum height of 6 feet above ground level. It is recommended that the barriers be constructed of wood or masonry block, with no gaps between construction materials or at the base of the barriers. Refer to Figure 4 for recommended barrier locations.

NOI 4 – A sound barrier shall be constructed along the northern boundary of Lot 1. The sound barrier should be constructed to a minimum height of 6 feet above ground level. It is recommended that the barrier be constructed of wood or masonry block, with no gaps between construction materials or at the base of the barrier (refer to Figure 4 in the Noise Study)

NOI 5 – Noise-generating construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. through 5:00 p.m. on Saturdays and Sundays. Noise-generating construction activities shall be prohibited on federally recognized holidays, unless otherwise approved by the City.

NOI 6 – All construction equipment shall have properly maintained sound-control devices (e.g., mufflers). Unmuffled exhaust systems for off-road equipment shall be prohibited.

NOI 7 – Exhaust fans and exterior HVAC units for the proposed restaurant shall be mounted on the rooftop and shielded from direct line-of-sight of the nearest proposed residential land use (i.e., Lot 7). Shielding may include centrally locating fans on rooftop areas and/or construction of a parapet around the building perimeter.

NOI 8 – Operational hours for the proposed hotel swimming pools shall be limited to between the daytime/ early evening hours of 7:00 a.m. and 10:00 p.m.

NOI 9 – Swimming pool equipment motors (e.g., water pumps, heat pumps, and blowers) shall be located within an enclosure.

13. POPULATION & HOUSING

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

EXISTING SETTING: 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. The 2010 US Census population for Grover Beach was 13,156 residents. The California Department of Finance (DOF) estimated that the City's population in 2018 was 13,560 persons.

PROPOSED PROJECT: The following is a discussion of population and housing as it relates to the proposed project.

13.a Induce Population Growth

The proposed project includes seven (7) residential units. Based on the City's General Plan Land Use Element, the population per household, based on the 2000 US Census, was 2.58 persons per household. The 2010 US Census refined that number to 2.54. Based on the 2010 Census, the estimated population of the proposed project would be 17.78 persons. The California Department of Finance (DOF) estimated that the City's population in 2018 was 13,560 persons. The proposed project would add an additional less than 0.25% of the total, existing population.

The proposed project does not include any expansion or extension of infrastructure, with the exception of required infrastructure that is required to service the proposed project, including downstream sewer improvements as discussed in section 17, Utilities. El Camino Real will be widen to accommodate turning lanes and a bicycle lane, but will not include any additional traffic lanes that would be considered growth inducing. Based on this information, the proposed project's impact is considered less than significant.

13.b.c Displacement of Persons

The proposed project will not displace residents, therefore no impact.

MITIGATION / CONCLUSION: The proposed project will have an insignificant impact on population and house.

14. PUBLIC SERVICES

Will the proposed project have an effect upon, or result in the need for new or altered public services in any of the following areas:	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Emergency Services (Five Cities Fire Authority)?	☐	☐	☒	☐
b) Police Services (Grover Beach Police)?	☐	☐	☒	☐
c) Public Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☐	☒

EXISTING SETTING: The proposed project site is within the City Limits of the City of Grover Beach. It is within the service area for the Five Cities Fire Authority (FCFA), and the Grover Beach Police Department. The proposed project site is within the Lucia Mar Unified School District. The nearest public park is Grover Heights Park.

PROPOSED PROJECT: The following is a discussion of public services within the proposed project area.

14.a.b Emergency and Police Services

The City of Grover Beach requires the payment of development Impact fees for any new project for which a building permit is issued. The concept of the impact fee program is to fund and sustain improvements which are needed as a result of new development as stated in the General Plan and other policy documents within the fee program. These fees include police fees and fire services fees. The collection of these fees helps to offset additional needed services due to new development. The Police Department will continue to service the proposed project site, however, impact fees will be collected to off-set new services

The FCFA reviewed the proposed project to ensure that no new equipment would be needed to deliver services, as well as, ensure that the proposed project can be adequately served by existing apparatus. The following development impact fees would be collected based on the submitted project:

Table 14-1 – Proposed Impact Fee Collection

Development Type	DU / SF per 1,000	Police	Fire
Single Family Residence*	6*	$620.70	$1,382.67
Restaurant	4	$1,293.12	$126.95
Hotel A	50.995	$16,485.66	$1,618.48
Hotel B	42.202	$13,643.06	$1,339.40
Total		**$32,042.54**	**$4,467.50**

*Credit given for existing residential unit

Collection of the development impact fees would render this impact to less than significant thresholds.

14.c Lucia Mar Services

The Lucia Mar provides school services to the proposed project area. The projected schools that students from the project will utilize include for Arroyo Grande High School and Grover Heights Elementary, which are under below their operating capacity, based on the District's Facilities Master Plan. It is projected that Judkins Middle School, will be beyond capacity. The Lucia Mar Unified School District charges impact fees to fund additional schools, as well as, facility upgrades to accommodate additional student and needs. State law restricts mitigation of school impacts to the levying of these fees and other measures adopted by the school district. Provision of adequate facilities for the population is the responsibility of the school district. The following are the proposed facility fees that would be owed based on the submitted project description:

Table 14-2 – Proposed School Fee Collection

Development Type	Total Square Foot	Fee per Residential sf	Fee per Commercial sf	Total
Single Family Residence*	12,600	$3.48	-	$43,848.00
Restaurant	4,000	-	$0.56	$2,240.00
Hotel A	50,995	-	$0.56	$28,557.20
Hotel B	42,202	-	$0.56	$23,633.12
			Total	**$98,278.32**

*Estimated at 1,800 sf per unit, 7 units total, final amount based on square footage

Payment of these fees are required to be made prior to the issuance of building permits, unless deferred by the City Council. With the collections of these fees, the impact is considered less than significant.

14.d Park Impacts

The proposed project includes the development of seven (7) single family lots. These units will be required to pay both the park improvement impact fee for improvements to existing park facilities that the new development will utilize, as well as, the recreation facility development impact fee for the creation of new park facilities, and the park land acquisition fee (Quimby Act) since the proposed project is not proposing to providing new or, dedicated park land to the public.

Table 14-3 – Parkland Fees

Fee Type	Fee	Number of DU	Total
Park Improvement	$3,272.82 per du	6*	$19,636.92
Recreational Facility Development	$585.10 per du	6*	$3,510.60
Park Land Dedication	$2,751.00 per du	6*	$16,506.00
*Credit given for existing residential unit			

Payment of these fees are required to be made prior to the issuance of building permits, unless deferred by the City Council. With the collections of these fees, the impact is considered less than significant.

MITIGATION / CONCLUSION: With collection of development impact fees for fire, police, and schools, and parks the impacts are considered less than significant.

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15. RECREATION

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

EXISTING 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.

PROPOSED PROJECT: The proposed project includes construction of a 4-story, 91 room hotel within a 50,995 square foot (sf) building footprint (Hotel "A"), construction of a 4-story, 60 room hotel within a 42,200 sf building footprint (Hotel "B"); construction of 4,000 sf, 100 seat, restaurant pad, and construction of seven (7) single family lots. The proposed project, at completion, will include a project population of 17.78 person. This increase in population is considered less than significant as the increase is less than 0.25% of the total population. While visitors to the hotel may utilize existing or nearby regional parks, these will not substantially deteriorate or accelerate deterioration of these facilities. The impact is considered less than significant.

The proposed project does not include facilities nor expansion of recreational facilities that will have an adverse physical effect on the environment.

MITIGATION / CONCLUSION: The proposed project is considered less than significant impact to recreational facilities.

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16. TRANSPORTATION & TRAFFIC

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

EXISTING SETTING: The site currently contains a single-story residence and associated improvements to support the single-family residential unit. Access into the site is located at the northeastern corner of the property and is provided by a single lane bridge extending over Meadow Creek, adjacent to El Camino Real. An access road extends along the eastern property line from the bridge to the residence located near the center of the property. The existing residences are currently vacant.

US Highway 101

The proposed project is nearby US Highway 101, which provides regional access throughout San Luis Obispo County. Highway 101 is currently constructed as a four lane divided freeway with controlled access. Access to US Highway 101 is provided southbound just northerly of the project site to El Camino Real. Northbound access to US Highway 101 is provided via ramps at Oak Park Boulevard (just south of the project site) or at 4th Street (northerly of the project site).

El Camino Real

The project is located off of El Camino Real approximately 515 feet northwest of the intersection with Oak Park Boulevard. El Camino Real is a designated collector with two (2) eastbound travel lanes between the southbound US Highway 101 on/off-ramp and Oak Park Boulevard. In the westbound direction there is one (1) travel lane. Adjacent to the shopping center between the project site and Oak Park Boulevard, there is a center left turn lane for turning movements to/from El Camino Real. There is no on-street parking on El Camino Real and the posted speed limit is 30 MPH (miles per hour) eastbound / 40 MPH westbound. To the north and south of the project site, there is a sidewalk, however there is not existing sidewalk directly adjacent to the proposed project site. El Camino Real is a designated truck route.

Oak Park Boulevard

Oak Park Boulevard is a designated four (4) lane arterial from south of El Camino Real traversing north/south. A small portion of Oak Park Blvd. is directly adjacent to the proposed project site. There is no center turn lane. There is a sidewalk on the southside of Oak Park. This sidewalk connects to Atlantic City. Oak Park is a designated truck route. The posted speed limit is 25 MPH in both southbound and northbound directions.

Existing Traffic Counts

Traffic counts were conducted by a traffic engineer for intersections to determine levels of service (LOS). The following are the LOS existing at intersections that were analyzed:

Table 16-1 – Existing Intersection Level of Service

Existing Level of Service – El Camino Real			
Intersection	**Intersection Control Type**	**AM Peak Hour**	**PM Peak Hour**
Southbound US 101 on/ off Ramps	All-Way Stop	LOS B	LOS C
Oak Park Blvd	Traffic Signal	LOS C	LOS C
Existing Level of Service – Oak Park Boulevard			
West Branch Street / US 101 Northbound On-ramp*	Traffic Signal	LOS B*	LOS B*

**This intersection is located within the City of Arroyo Grande, however, was included for analysis purposes. LOS C or above is consistent with the Arroyo Grande Circulation Element.*

These intersection are functioning at an acceptable level, based on the standard of LOS C as adopted in the City's Circulation Element of the General Plan.

Oceano Airport

The subject site is located approximately 2 miles to the northeast of the Oceano County Airport. The existing site is not located within any air traffic patterns for the Oceano County Airport.

PROPOSED PROJECT: The proposed project includes construction of a 4-story, 91 room hotel (Hotel "A"), construction of a 4-story, 60 room hotel (Hotel "B"); construction of 4,000 sf, 100 seat, restaurant pad, and construction of seven (7) single family lots. Circulation improvements on-site (within the proposed project area) includes the following:

- Removal and replacement of an existing bridge crossing at Meadow Creek, to serve as the project entry;
- A primary project entry roadway (Road A), approximately 785 feet from the Centerline of El Camino Real to the centerline of a new residential street. This roadway will serve as the primary access to Hotel A, Hotel B, the restaurant pad, and the residential neighborhood with a total width of 24-feet from curb to curb;
- A new primary residential access way (Road B) from the primary entry roadway, approximately 230 feet from centerline. This residential access way is approximately 32-feet curb to curb, and includes parallel parking on one-side of the roadway with the roadway and the roadway "dead-ends" at Lot 1 with no connectivity to the existing residential neighborhood to the west;
- An emergency access way connecting Road B to Oak Park Boulevard. This access way is proposed to be closed and only utilized for emergency access purposes through the use of bollards;
- El Camino Real frontage improvement including construction of curb, gutter, sidewalk, and a Class 2 bicycle lane;
- Intersection widening to accommodate turning movements from Road A at El Camino Real.

16.a.b Traffic Study Analysis

A traffic study was completed by the applicant. This study was peer reviewed by a consultant hired by the City to ensure completeness and accuracy of the provided traffic study. The complete traffic study is included as Appendix G of this document. The following is a summary of the findings of traffic study.

Proposed Project Traffic Generation Assumption

To estimate the potential trips generated by the project, the Institute of Transportation Engineers (ITE) reference, Trip Generation - 10th Edition, was used. ITE trip generation references are industry standards for estimate trip generation for proposed land uses. The daily and peak hour trip rates in the ITE publication were applied to the proposed land uses and a trip estimate for the project was completed.

Due to the location of the proposed restaurant use, the study estimated that approximately 227 people on-site from the hotels (assuming 1.5 persons per room); a reduction of the restaurant trips of 70% could be made. In other words, 70% of the restaurant trips may be internal to the site (i.e. generated by patrons of either Hotel A or Hotel B) with the remaining 30% of total trips would be considered "point of destination" trips (i.e. customers whom solely will use a vehicle to use the restaurant). In order to ensure a conservative trip generation evaluation, no reduction in restaurant trips were incorporated into the analysis.

The annual average hotel occupancy in the region is approximately 75%, based on published data provided by the traffic consultant. The referenced data indicated approximately 20 nights or 5% of total operating days throughout the year does a hotel see 100% occupancy. Based on this information, the hotel trip generation was reduced by 25% for distribution and analysis purposes.

In summary, the proposed project may generate an additional 992 average daily trips (ADT), 82 AM Peak Hour Trips and 81 PM Peak Hour trips.

Table 16-2 – Project Trip Generation Summary

Trip Rates	Size	Land Use Code		AM Peak Hour			PM Peak Hour		
			ADT	In	Out	Total	In	Out	Total
Hotel (rooms)	60	310	4.17	0.25	0.17	0.42	0.16	0.16	0.32
Hotel (suites)	91	311	3.89	0.10	0.09	0.19	0.14	0.16	0.30
	(Rooms)								
Restaurant									
Hi Turnover (KSF)	4.0	932	112.25	5.50	4.50	10.00	6.05	3.70	9.75
	(KSF)								
Single Family Residential (SFR)	7	210	12.86	0.29	1.14	1.43	0.71	0.43	1.14
	(DU)								
Trip Generation[2]				AM Peak Hour			PM Peak Hour		
	Size		ADT	In	Out	Total	In	Out	Total
Hotel (rooms)	60		250	15	10	25	10	9	19
Hotel (suites)	91		354	9	8	17	13	14	27
Subtotal			604	24	18	42	23	23	46
75% Occupancy			453	18	14	32	17	17	34
Residential (SFR)	7		90	2	8	10	5	3	8
Phase 1 Total			543	20	22	42	22	20	42
Restaurant (KSF)	4.0		449	22	18	40	24	15	39
Project Total	Trips		**992**	**42**	**40**	**82**	**46**	**35**	**81**

A traffic analysis must take into account three separate types of traffic conditions: existing plus project and cumulative plus project. The existing traffic assumes traffic patterns as it stands today, if the project were constructed. Cumulative plus project assumes traffic patterns taking into account traffic from other proposed projects around the region (i.e. on/off ramps for Highway 101 that generate traffic from Pismo Beach and Arroyo Grande), plus the proposed project. The final analysis is the General Plan Buildout 2035. The following is a break down that analysis.

Existing Plus Phase 1 Project

To evaluate the potential project impacts on existing conditions with the construction of Phase 1 project traffic volumes were superimposed on existing traffic volumes and the intersection levels of service were analyzed. Phase 1 is considered the construction of Hotel B, along with completion of the seven (7) residential lots. The results of that analysis are summarized in Table 16-3. Based on this analysis, existing intersections analyzed continue to operate at or above LOS C, consistent with the adopted General Plan.

Table 16-3 – Existing Traffic Plus Phase 1 Proposed Project

El Camino Real					
Intersection	**Intersection Control Type**	**AM Peak Hour**		**PM Peak Hour**	
		Existing	**Plus Project**	**Existing**	**Plus Project**
Southbound US 101 on/off Ramps	All-Way Stop	LOS B (11.6 sec/veh)	LOS B (11.7 sec/veh)	LOS C (23.6 sec/veh)	LOS C (24.3 sec/veh)
Oak Park Blvd	Traffic Signal	LOS C (20.6 sec/veh)	LOS C (20.9 sec/veh)	LOS C (21.6 sec/veh)	LOS C (22.0 sec/veh)
Project Entry	One-Way Stop (Road A)	N/A	LOS B (12.9 sec/veh)	N/A	LOS C (20.6 sec/veh)
Oak Park Boulevard					
West Branch Street / US 101 Northbound On-ramp	Traffic Signal	LOS B (17.2 sec/veh)	LOS B (17.3 sec/veh)	LOS B (19.5 sec/veh)	LOS B (19.8 sec/veh)

Existing Plus Phase 2 Project

To evaluate the potential project for Phase 2, project traffic volumes were superimposed on existing volumes and the intersection levels of service recalculated. For analysis purposes, Phase 2 is considered the construction of Hotel A, and the completion of Phase 1. The results of that analysis are summarized in Table 16-4. Based on this analysis, existing intersections analyzed continue to operate at or above LOS C, consistent with the adopted General Plan.

Table 16-4 – Existing Traffic Plus Phase 2 Proposed Project

El Camino Real					
Intersection	**Intersection Control Type**	**AM Peak Hour**		**PM Peak Hour**	
		Existing	**Plus Project**	**Existing**	**Plus Project**
Southbound US 101 on/off Ramps	All-Way Stop	LOS B (11.6 sec/veh)	LOS B (11.8 sec/veh)	LOS C (23.6 sec/veh)	LOS C (24.9 sec/veh)
Oak Park Blvd	Traffic Signal	LOS C (20.6 sec/veh)	LOS C (21.0 sec/veh)	LOS C (21.6 sec/veh)	LOS C (22.6 sec/veh)
Project Entry	One-Way Stop (Road A)	N/A	LOS B (13.2 sec/veh)	N/A	LOS C (22.4 sec/veh)
Oak Park Boulevard					
West Branch Street / US 101 Northbound On-ramp	Traffic Signal	LOS B (17.2 sec/veh)	LOS B (17.4 sec/veh)	LOS B (19.5 sec/veh)	LOS C (20.0 sec/veh)

Existing Plus Phase 3 Project

To evaluate the potential project for Phase 3, project traffic volumes were superimposed on existing volumes and the intersection levels of service analyzed. For this purposes, Phase 3 is considered the construction of the restaurant, and the completion of Phase 1 and Phase 2. The results of that analysis are summarized in Table 16-5. Based on this analysis, existing intersections analyzed continue to operate at or above LOS C, with the exception of the Southbound Highway 101 On and Off Ramps. The addition of the restaurant use causes this intersection to drop below the adopted General Plan threshold of Level of Service C during the PM Peak hour trips, therefore a mitigation measures are required to ensure acceptable interchange level of operation.

Table 16-5 – Existing Traffic Plus Phase 3 Proposed Project

El Camino Real					
Intersection	**Intersection Control Type**	**AM Peak Hour**		**PM Peak Hour**	
		Existing	**Plus Project**	**Existing**	**Plus Project**
Southbound US 101 on/off Ramps	All-Way Stop	LOS B (11.6 sec/veh)	LOS B (12.0 sec/veh)	LOS C (23.6 sec/veh)	**LOS D (25.9 sec/veh**)
Oak Park Blvd	Traffic Signal	LOS C (20.6 sec/veh)	LOS C (21.2sec/veh)	LOS C (21.6 sec/veh)	LOS C (22.9sec/veh)
Project Entry	One-Way Stop (Road A)	N/A	LOS B (13.8 sec/veh)	N/A	LOS C (23.8 sec/veh)
Oak Park Boulevard					
West Branch Street / US 101 North-bound On-ramp	Traffic Signal	LOS B (17.2 sec/veh)	LOS B (17.5 sec/veh)	LOS B (19.5 sec/veh)	LOS C (20.2 sec/veh)

Bold denotes an intersection operating below established thresholds

Cumulative Conditions without the Proposed Project

A comprehensive evaluation of the projects that have already been approved or are under review by the three cities that may have an impact on the study area intersections was conducted. The City of Grover Beach has identified a list of 20 potential development projects (two completed, two under construction, 15 approved and one pending) for use in evaluating the near term potential impacts of the project. The City of Pismo Beach has identified three projects that have been approved or are currently under review. Also, the City of Arroyo Grande has identified 28 projects that may contribute to traffic volumes through the study area intersections.

Similarly to the project trip generation, the cumulative list of projects trip generation estimates were calculated using the same ITE Trip Generation factors. In total, when all of the completed, approved, under construction or pending projects are fully occupied, 11,625 new Average Daily Traffic (ADT) would be added to roadways throughout Grover Beach and the surrounding areas. During the AM Peak Hour, 833 trips would be added as well as 1,050 PM Peak Hour trips. As these projects are located throughout the City not all of the traffic generated by these developments would impact the two study area intersection 100 percent. The cumulative project volumes were added to the existing traffic volumes and the resultant volumes are summarized in Appendix G. To determine the base to evaluate the project's impact on the cumulative development conditions, the cumulative development intersection levels of service were calculated for the study area intersections. The resulting intersection levels of service are summarized in Table 16-6.

Table 16-6 – Cumulative Conditions Level of Service without Proposed Project

Cumulative Level of Service – El Camino Real			
Intersection	**Intersection Control Type**	**AM Peak Hour**	**PM Peak Hour**
Southbound US 101 on/off Ramps	All-Way Stop	LOS B	**LOS E**
Oak Park Blvd	Traffic Signal	LOS C	LOS C
Cumulative Level of Service – Oak Park Boulevard			
West Branch Street / US 101 Northbound On-ramp	Traffic Signal	LOS B	LOS C

Bold denotes an intersection operating below established thresholds

With the addition of currently approved and pending projects within Grover Beach, Pismo Beach and Arroyo Grande, the intersection of El Camino Real at the southbound Highway 101 on/off Ramps continue to deteriorate to a LOS E during the PM Peak Hour. Without improvements identified in Phase 3, the intersection would continue to operate beyond acceptable limits of the adopted Grover Beach General Plan. The Circulation Element does not identify any improvements to this intersection. City Staff reviewed the adopted US 101 Corridor Mobility Master Plan, adopted by the San Luis Obispo Council of Governments (SLOCOG) in 2014. This mobility study did not identify any US 101 southbound on/off ramps, nor were improvements identified in both the adopted Regional Transportation Plan (RTP) and the draft RTP that is currently being circulated for comments.

Cumulative Conditions with the Proposed Project

To evaluate the potential impacts on cumulative conditions, the proposed project's traffic volumes were superimposed on cumulative volumes and the intersection levels of service were analyzed. The results are summarized in Table 16-7. Additional traffic associated with the proposed project does not change the intersection levels of service in the cumulative condition. The PM Peak Hour intersection operation at El Camino Real at SB US Highway 101 Ramps would continue to operate at LOS E, however, the intersection condition would worsen with the proposed project, and therefore considered a significant impact. All other intersections continue to operate within acceptable limits (LOS C).

Table 16-7 – Cumulative Plus Proposed Project

El Camino Real					
Intersection	**Intersection Control Type**	**AM Peak Hour**		**PM Peak Hour**	
		Existing	**Plus Project**	**Existing**	**Plus Project**
Southbound US 101 on/off Ramps	All-Way Stop	LOS B (14.9 sec/veh)	LOS C (15.5 sec/veh)	**LOS E** (**35.9 sec/veh)**	**LOS E** (**38.8 sec/veh**)
Oak Park Blvd	Traffic Signal	LOS C (21.9 sec/veh)	LOS C (22.6 sec/veh)	LOS C (25.2 sec/veh)	LOS C (26.2 sec/veh)
Project Entry	One-Way Stop (Road A)	N/A	LOS B (14.6 sec/veh)	N/A	LOS C (22.7 sec/veh)
Oak Park Boulevard					
West Branch Street / US 101 Northbound On-ramp	Traffic Signal	LOS B (19.9 sec/veh)	LOS C (20.3 sec/veh)	LOS C (26.3 sec/veh)	LOS C (26.7 sec/veh)

Bold denotes a significant impact

Build-Out 2035 Analysis

To account traffic generated between 2018 and 2035, the cumulative traffic volumes shown were increased by 15% (one percent per year from 2020 plus the specific project traffic volumes for 2018-2020) to develop the potential traffic conditions anticipated in 2035, General Plan buildout. The buildout volumes (including project related traffic) are summarized in Table 16-8. Under buildout development conditions, the intersection levels of service were calculated for the study area intersections.

Table 16-8 – 2035 Build-Out Level of Service with Proposed Project

Buildout Level of Service – El Camino Real			
Intersection	**Intersection Control Type**	**AM Peak Hour**	**PM Peak Hour**
Southbound US 101 on/off Ramps	All-Way Stop	LOS C (17.8 sec/veh)	**LOS E (42.2 sec/veh)**
Oak Park Blvd	Traffic Signal	LOS C (24.3 sec/veh)	LOS C (29.8 sec/veh)
Project Entry	One-Way Stop (Road A)	LOS B (14.8 sec/veh)	LOS C (23.6 sec/veh)
Buildout Level of Service – Oak Park Boulevard			
West Branch Street / US 101 Northbound On-ramp	Traffic Signal	LOS C (23.2 sec/veh)	LOS C (34.1sec/veh)

Bold denotes an intersection operating below established thresholds

The PM Peak Hour intersection level of service for El Camino Real at Highway 101 Southbound on/off ramps would be LOS E without improvements. This remains a significant impact that requires mitigation.

Intersection Control Evaluation for El Camino Real / US 101 Southbound Ramp

Because the US 101 Southbound on/off ramps at El Camino Real are deficient at cumulative without project, and further exacerbated with Phase 3 of the proposed project, mitigation is required for intersection improvements. This intersection is under the jurisdiction of the California Department of Transportation (Caltrans), therefore, any improvements to the intersection are not controlled by the City, but instead must be approved by Caltrans.

To determine the most efficient and effective right-of-way control at an intersection, Caltrans has published a Traffic Operations Policy Directive 13-02 entitled Intersection Control Evaluation (ICE). This policy was implemented to rationally compare the various forms for right-of-way controls for a specific installation. Stop Signs, Traffic Signals and Roundabout designs are all compared and contrasted to determine the most effective right-of-way control at the intersection. It was determined that based on projected future intersection operations, that a traffic signal installation or a roundabout installation should be considered.

Based on this evaluation, a traffic signal was found to be the most appropriate traffic control system for the intersection. A roundabout installation did not fit within reasonably obtainable right-of-way and without environmental and circulation system impacts.

Proposed Mitigation

To improve the operation of the intersection a traffic signal installation is required to improve the operation of the intersection and reduce the potential queuing of vehicles on the SB off Ramp toward the mainline of Highway 101 prior to issuance of final occupancy for Phase 3. With the installation of a traffic signal, the cumulative operation of the intersection would be improved to LOS B during the AM and PM peak hours, as shown in Table 16-9.

Table 16-9 – 2035 Build-Out Level of Service with Proposed Project & Mitigation

Buildout Level of Service – El Camino Real			
Intersection	**Intersection Control Type**	**AM Peak Hour**	**PM Peak Hour**
Southbound US 101 on/off Ramps	*Traffic Signal*	LOS B (15.0 sec/veh)	*LOS B (11.7 sec/veh)*

The traffic signal must be completed and operational prior to issuance of a building permit for Phase 3. With implementation of the traffic signal, the impact is considered less than significant.

16.c. Impact to Air Traffic

The existing site is not located within any air traffic patterns for the Oceano County Airport, therefore no impact.

16.d Impacts to Oak Park Boulevard Intersection

A potential impact was identified with the proposed location of the project driveway along El Camino Real. The proposed project, if constructed, may impacted the queue of eastbound traffic on El Camino Real, creating a potential safety hazard. The distance between the “limit line”(white striping denoting a crosswalk at an intersection) on El Camino Real at Oak Park Boulevard to the proposed project entry (Road A) is approximately 516-feet.

The distance to the first adjacent driveway is 247-feet and the distance from the second driveway of the adjacent shopping center is 415-feet. During the existing traffic count data collection, the number of vehicles queue or backed up along this approach to the intersection was observed. During the AM peak hour, the queue length was 154-feet while during the PM peak hour the queue length was 308-feet.

For this analysis, the queuing impacts during the PM peak hour were evaluated as a worst case scenario. The Highway Capacity Manual simulation model, calculated queue length. The existing observed queue length was compared to the calculated queue length. The resulting factor was applied to the various analysis scenario queue lengths to calibrate the model queue lengths to actual queue lengths. The various queue lengths for each analysis scenario are summarized in Table 16.10 and shown in Figure 18. Based on this analysis, the build out of the proposed project and its associated traffic it is not anticipated to block or impact the proposed entryway (Road A), therefore the impact is considered less than significant.

Table 16-10 – Vehicle Queuing on El Camino Real

	Queuing Distance Available	Existing PM	Existing Plus Project Phase 1 PM	Cumulative PM	Cumulative Plus Project PM	Buildout PM
Queue Length (Actual)	516 feet	308 feet				
Calculated		278 feet	291+ feet	370+ feet	392+ feet	427+ feet
Adjusted (Actual/Calculated)		308 feet	322 feet	410 feet	435 feet	474 feet
Clear Distance to Project Driveway		208 feet	194 feet	106 feet	81 feet	42 feet

16.e Emergency Access Analysis

The proposed project was reviewed by the FCFA for emergency access. There is an existing easement on the adjacent Holiday Inn Express parking lot for ingress / egress. However, based on the grades associated with connecting the proposed project with this existing entryway, it was determined to be infeasible. The applicant proposes installation of an emergency access point at Oak Park Blvd with Road B. This emergency access will contain bollards, or other type of traffic restriction as approved by the FCFA. With implementation of the proposed emergency access, the impact is considered less than significant.

16.f Alternative / Active Transportation

The proposed project fronts El Camino Real, which is a designated collector. Based on the City's Bicycle Master Plan, El Camino Real is a designated Class 2 bicycle facility. Currently, El Camino Real does not include bicycle lanes in either the east or west bound direction. The proposed project includes construction of a Class 2 bicycle lane. Additionally, the proposed project includes construction of an "infill" sidewalk adjacent to the project frontage, implementing the City's Circulation element, therefore the impact is considered less than significant.

Currently, the only fixed transit service is located along Oak Park Blvd, with a stop at Newport Avenue. This stop is located south of the proposed project. The proposed project will not conflict with existing or future transit service, therefore the impact is considered less than significant.

MITIGATION / CONCLUSION: With implementation of the following implementation, impacts to transportation is considered less than significant.

TP-1 – Prior to issuance of a building permit for any portion of Phase 3, a traffic signal shall be installed and operational at the intersection of El Camino Real and the On / Off-ramps of Southbound US Highway 101.

Figure 18 - Traffic Queuing

LEGEND

1 - Existing Conditions -- 308 feet
2 - Cumulative Conditions -- 410 feet
3 - Cumulative Plus Project Conditions -- 435 feet
4 - Buildout Plus Project Conditions -- 474 feet
5 - Driveway -- 516 feet

N
NOT TO SCALE

9
PM Peak Hour Queuing Distance
1598 EL CAMINO REAL

17. UTILITIES & SERVICES

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

EXISTING SETTING: There are existing improvements on the site that deliver public utility services to the existing residence.

Sanitary Sewer Service

The South San Luis Obispo County Sanitation District (SSLOCSD) is responsible for the treatment of sanitary sewage in the Cities of Arroyo Grande, Grover Beach, and the community of Oceano. The SSLOCSD'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 sanitary sewage collected by Grover Beach is transported through its own collection system to the plant, via trunk sewers that are owned and operated by SSLOCSD. SSLOCSD 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. The City is allocated 1.5 million gallons a day (mgd) of sanitary sewer treatment and estimated build-out demand is 1.26 mgd based on a higher build-out estimate than was calculated in the General 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 state and federal standards.

Municipal Water Service

The City of Grover Beach is the water purveyor for the subject site. Grover Beach's current water supply of 2,207 acre-feet per year (afy) comes from a combination of ground water and surface water, according to the adopted 2010 Urban Water Management Plan. 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 (afy) from the Lopez Lake water supply reservoir. The City Engineer estimates that the average annual water demand is approximately 1,200 acre-feet.

The city's groundwater is supplied from the 184,000-acre Santa Maria River Valley Groundwater Basin. A portion of 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.

Solid Waste Service

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 tons per day, extending the landfill's projections to reach capacity in approximately 30 years in order adequately service current and anticipated district needs.

PROPOSED PROJECT: The proposed project includes construction of two hotels, restaurant pad, and construction of seven (7) single family lots. The proposed project, at completion, will include a project population of 17.78 persons.

17.a.b.e Proposed Project Sanitary Sewer

The proposed project will need to connect into the City's wastewater system which ultimately is collected and treated at the SSLOCSD's Oceano treatment facility. Sanitary Sewer demand has been estimated for the proposed project. Table 17.1 summarizes the estimated sanitary sewer demand for the proposed project:

Table 17-1 – Estimated Wastewater Demand

Land Use	Number of Uses	Gallons Per Day	Estimated Sewer Factor*	Estimated Wastewater GPD	Million Gallons per Day
Single Family Residence	7	182 gpd	0.7	127.4 gpd	***0.10 mgd***
Non-Residential Uses	3	110,880 gpd	0.9	99,792 gpd	
Proposed Project Total		***113,063 gpd***		***99,919.4 gpd***	

*Based on the 2019 Draft Wastewater Master Plan factors as of March 26, 2019

The City is currently drafting an update to the adopted 2006 Wastewater Master Plan. The adopted Master Plan identifies projected sanitary sewer factor usage rate of 0.8 (or 80 percent of potable water consumed is discharged into the city sanitary sewer system) for commercial and institutional uses, and 0.55 factor for single family residential uses. Because the Draft Wastewater Master Plan utilizes a more conservative factor, city staff is opting to utilize this to estimate expected sanitary sewer flows as a worst case scenario versus the adopted 2006 Wastewater Master Plan. Based on these estimates, the proposed project is expected to generate a peak flow of 0.10 million gallons a day (mgd) of sanitary sewage. The draft wastewater Master Plan estimates that the future flow plus existing flows (including the proposed project) is estimated to be at 1.02 mgd, which is within the contractual obligation of the SSLOCSD to provide sanitary sewer treatment in the amount of 1.5 mgd, therefore there is sufficient capacity to treat the proposed project plus future flow, and this is considered a less than significant impact.

The 2019 draft Wastewater Master Plan has developed a draft sewer collection system model to identify where the system is currently at maximum capacity and what sanitary sewer mains must be upsized to support future development. In cases where proposed development creates sanitary sewer discharges in excess of the capacity of existing sanitary sewer mains, the excess discharges are considered a significant impact.

The City of Grover Beach has included capacity upgrades to existing sanitary sewer mains in its adopted Capital Improvement Plan sufficient to mitigate any impacts created by development of this project and as a result, the proposed improvements to be conducted by the City of Grover Beach will render this impact less than significant.

17.b.d. Proposed Project Municipal Water Service

Water demand for the project has been estimated for the proposed project. Table 17.2 summaries the estimated water demand for the proposed project:

Table 17-2 – Estimated Water Consumption

Land Use	Number of Uses	Gallons Per Day	Acre Feet Per Year
Single Family Residence	7	182 gpd	0.20 afy
Non-Residential Uses	3	110,880 gpd	124.20 afy
Landscaping	1	2,001 gpd	2.24 afy
Proposed Project Total		***113,063 gpd***	***126.64 afy***

The City has a current water supply of 2,207 afy according to Urban Water Management Plan with estimated existing water use of approximately 1,200 afy. The total proposed water usage for the proposed project at build out is 126.64 afy. This represents only 5.7 percent of the total water supply. When the proposed project is complete, combined with existing water usage, 40% of the total allocated water supply will remain. Additional General Plan buildout will also increase demand for existing water supplies, however there are adequate water supplies available for ultimate buildout. This impact is considered less than significant.

The proposed project will connect to the existing water main that is located within the Oak Park Boulevard right-of-way, as well as, existing mains in El Camino Real. Individual laterals within the proposed project site will service uses. Upgrades to the City's water system are funded in part through Impact fees which would be collected at the time of building permit issuance. The City has included water main upgrades sufficient to provide adequate flow and pressure in the adopted Capital Improvement Plan and therefore impacts to the City's water system are considered less than significant.

17.c Proposed Project Storm Drainage Facilities

The proposed project is required to provide on-site storm drainage system. The City's adopted Development Code requires that an applicant submit a stormwater control plan, as a part of a building permit that requires grading and drainage. The applicant is responsible for repair and maintenance of its on-site system, therefore the impact is considered less than significant.

17.f.g. Proposed Project Solid Waste Services

Garbage and recycling in Grover Beach is collected by South County Sanitary Service, and trash would be conveyed to the Cold Canyon Landfill. The property owners of each individual lot would be responsible to pay service fees for collection purposes. There is sufficient capacity to serve the proposed project, therefore the impact is considered less than significant.

MITIGATION / CONCLUSION: The following mitigation measures must be implemented to ensure potential impacts are less than significant.

UT –1. City will implement its adopted sewer master plan if there is insufficient capacity prior to any phase to accommodate the proposed project to increase downstream capacity.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe?:	☐	☐	☒	☐
b) Impact a listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as define in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
c) Impact a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. The lead agency shall consider the significance of the resource to a California native American Tribe?	☐	☐	☒	☐

EXISTING SETTING: The proposed project site is a total of 7.3 acres and contains grassland, oak woodland and riparian habitats. There are eucalyptus trees along the eastern border, oak trees scattered in the grassland, and an existing residence in the center of the site. The willow riparian habitat is located within Meadow Creek and expands into the floodway through the northern portion of the site. Meadow Creek, an active waterway runs east to west close to the El Camino Real frontage. The project site contains terraced topography with grassland on the higher ground to the south, a steep slope with a band of oak woodland running through the center of the site, down to a lower terrace of grassland and riparian habitat north to El Camino Real. In addition to the primary residence, there is an accessory residential structure, as well as, additions that were completed on both the primary and secondary residential structure.

PROPOSED PROJECT: City staff sent out pre-consultation letters to all potentially affect tribes known in and around the project site. Two (2) Native American Tribes responded within the 30 day period. City staff forwarded the complete Phase 1 historical survey completed by the consultant (Appendix C). This study is included in this document, however portions have been redacted to protect locations of cultural significance near the proposed project area. The responding tribes did not indicate that the proposed project area contained any significant tribal cultural resource, therefore the impact is considered less than significant.

Additionally the project would not impact a site of tribal historical significance, nor is it a listed site on the California Register of Historical Resources, therefore the impact is considered less than significant.

MITIGATION / CONCLUSION: Implementation of the proposed project will not have a significant impact on tribal cultural resources.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Does the project 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 California history or prehistory?	☐	☒	☐	☐
b) Does the project 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)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

EXISTING SETTING: The proposed project site is a total of 7.3 acres and contains grassland, oak woodland and riparian habitats. There are eucalyptus trees along the eastern border, oak trees scattered in the grassland, and an existing residence in the center of the site. The willow riparian habitat is located within Meadow Creek and expands into the floodway through the northern portion of the site. Meadow Creek, an active waterway runs east to west close to the El Camino Real frontage. The project site contains terraced topography with grassland on the higher ground to the south, a steep slope with a band of oak woodland running through the center of the site, down to a lower terrace of grassland and riparian habitat north to El Camino Real. In addition to the primary residence, there is an accessory residential structure, as well as, additions that were completed on both the primary and secondary residential structure.

PROPOSED PROJECT: The proposed project includes construction of a 4-story, 91 room hotel (Hotel "A"), construction of a 4-story, 60 room hotel (Hotel "B"); construction of 4,000 sf, 100 seat, restaurant pad, and construction of seven (7) single family lots.

The use is consistent with the goals and policies of the General Plan. The proposed project may have an effect on a the endangered red legged frog, however, implementation of mitigation measures contained in the biological section render this potential impact less than significant.

The cumulative effects will not have an impact on existing and future projects, nor does the proposed project have any environmental effects which will cause substantial adverse effects on residents, either directly or indirectly.

MITIGATION / CONCLUSION: The proposed project will not have a significant cumulative impact. Mitigation measures for potential endangered species have been included in the biological section and implementation of those measures renders proposed impacts, less than significant.

For further information on California Environmental Quality Act (CEQA) or the City's environmental review process, please visit the City's website at www.groverbeach.org under the Community Development Department or the California Environmental Resources Evaluation System at: http://resources.ca.gov/ceqa/ for additional information on CEQA.

Exhibit A – Initial Study References & Outside Agency Contacts

The Community Development Department of the City of Grover Beach has contacted various agencies for their comments on the proposed project. With respect to the proposed project, the following outside agencies have been contacted (marked with an ☒) with a notice of intent to adopt a proposed negative / mitigated negative declaration.

☒	South San Luis Obispo County Sanitation District	☒	Native American Heritage Commission
☒	Lucia Del Mar Unified School District	☐	San Luis Obispo Council of Governments
☒	South County Sanitation	☒	San Luis Obispo Air Pollution Control District
☒	AB 52 – Salinan Tribe	☐	San Luis Obispo Integrated Waste Management Board
☒	AB 52 – Coastal Band Chumash	☒	Regional Water Quality Control Board District 3
☒	AB 52 – Santa Ynez Band	☒	HEAL SLO – Healthy Communities Workgroup
☒	AB 52 – San Luis Obispo County Council Chumash	☐	US Postal Service
☐	AB 52 – Other	☐	California Highway Patrol
☒	California Department of Fish and Wildlife (Region 4)	☒	Southern California Gas Co. (SoCal Gas)
☒	California Department of Transportation (District 5)	☐	San Luis Obispo County Assessor
☒	Pacific Gas & Electric	☐	LAFCO
☐	San Luis Obispo County Planning & Building	☐	Office of Historic Preservation
☒	San Luis Obispo County Environmental Health Department	☒	Charter Communications
☒	Coastal San Luis – RCD	☐	CA Housing & Community Development
☐	Central Coast Information Center (CA. Historical Resources Information System)	☐	CA Department of Toxic Substances Control
☐	CA Department of Food & Agriculture	☒	US Army Corp of Engineers
☐	CA Department of Conservation	☒	San Luis Obispo County Airport Land Use Commission
☐	CA Air Resources Board	☒	Other: City of Pismo Beach
☐	Address Management Service	☒	Other: City of Arroyo Grande

The following checked ("☒") reference materials have been used in the environmental review for the proposed

project and are hereby incorporated by reference into the Initial Study. The following information is available at the Community Development Department and requested copies of information may be viewed by requesting an appointment with the project planner at (805) 473-4520.

- ☒ Project File / Application / Exhibits / Studies
- ☒ Grover Beach General Plan / Final EIR
- ☒ Grover Beach Municipal Code / Development Code
- ☐ West Grand Avenue Master Plan
- ☒ Grover Beach Urban Stormwater Management Plan
- ☐ Grover Beach Local Coastal Plan
- ☐ Ramona Specific Plan
- ☒ Grover Beach Climate Action Plan (CAP)
- ☒ Grover Beach Bicycle Master Plan
- ☒ Grover Beach GIS mapping layers
- ☒ Caltrans Scenic Highways Map
- ☐ Other _____

- ☒ Adopted Grover Beach Capital Facilities Fee Ordinance
- ☒ SLO APCD Handbook
- ☒ Regional Transportation Plan
- ☒ Flood Hazard Maps
- ☒ CDFW / USFWS Mapping
- ☒ CA Natural Species Diversity Data Base
- ☒ Archaeological Resources Map
- ☒ Grover Beach Urban Water Management Plan
- ☒ CalEnvironScreen
- ☒ Other California Department of Conservation mapping services
- ☐ Other _____
- ☐ Other _____

EXHIBIT B – MITIGATION SUMMARY TABLE
Northeast Grover Beach Mixed-Use Development Plan
DA 18-06

Per Public Resources Code § 21081.6, the following measures also constitutes the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. The measures will become conditions of approval (COAs) should the project be approved. The City of Grover Beach, as the Lead Agency, or other responsible agencies, as specified, are responsible to verify compliance with these COAs.

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
Aesthetics							
AES-1	Photometric plans shall be submitted for each phase of development. These plans shall include location of all outdoor light fixtures, including parking lot lighting and building mounted light fixtures including signage.	Applicant shall include photometric plan.	Building Permit Submittal.	City of Grover Beach			
AES-2	The applicant shall record a five (5) foot landscape easement directly adjacent to the proposed five (5) foot drainage easement at the time of map recordation for the rear portions of lots 2 through 6 and provide a landscaping plan that demonstrates vegetative screening for existing residences.	Easements must be shown at Final Map	Final Map recordation	City of Grover Beach			
AES-3	The applicant or subsequent developer shall submit a landscaping plan with each individual lot that includes planting of screening evergreen trees, every 20-feet with evergreen trees at a minimum of 24-inch boxes within the recorded landscape easement.	Landscaping plan must be completed and submitted	Building Permit Submittal	City of Grover Beach			
AES-4	At the time of vesting tentative subdivision map recordation, the applicant shall include an easement for Lot 13 that limits development within the lot with the exception	An easement must be shown on final map, as well as, provide	Final Map recordation	City of Grover Beach			

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
	of underground utilities or irrigation. This lot is to be maintained by development association or similar type of mechanism.	maintenance agreement					
AES-5	For Lots 1 through 6, individual grading building and grading envelopes shall be developed to minimize further grading. The applicant shall incorporate, to the extent feasible, natural grade and slope into proposed housing sites.	To be shown in grading and drainage plans	Building Permit Submittal	City of Grover Beach			
AES-6	Any luminaire pole height shall not exceed 14-feet in height for all non-residential development to minimize off-sight light spillage on the western portion of the proposed project, which is considered any parking area west of the Hotel A / Hotel B building footprint.	Applicant shall provide drawing detail and lighting plan at construction phase	Building Permit Submittal	City of Grover Beach			
AES-7	Proposed lighting fixtures within the project must shall be compliant with the international dark sky association standards, and must be down lit to prevent off-site spillage of light for all phases of the proposed project.	Detail specification must include seal and/or standards	Building Permit Submittal	City of Grover Beach			
AES-8	Prior to final occupancy for all non-residential phases, staff and the applicant shall meet on-site and review lights at dusk conditions to ensure off-site light spillage and glare is minimized or eliminated.	Prior to final inspection, applicant shall schedule on-site meeting with city staff	Prior to certificate of Final Occupancy	City of Grover Beach			
Air Quality							
AQ-1	Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or	Obtain APCD Demo Permit prior to submittal of a City Demo permit for all	Prior to Demo Permit submittal	SLO APCD			

	MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
	remodeling of existing structures or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Engineering & Compliance Division at for further information or go to slocleanair.org/rules-regulations/asbestos.php for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of slocleanair.org/library/download-forms.php.	existing structures					
AQ-2	Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the APCD Engineering & Compliance Division at (805) 781-5912.	No burning permitted	Continuous	SLO APCD			
AQ-3	The standard construction equipment mitigation measures for reducing nitrogen oxide (NOx), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions are listed below and in section	Applicant to verify and submit any required	During Constructio n	SLO APCD / City of Grover Beach			

MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
				INITIAL	DATE	COMMENTS
2.3.1 of the APCD's 2012 CEQA Handbook. These measures are applicable to all projects where construction phase emissions exceed APCD thresholds: • 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 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; • Staging and queuing areas shall be located as far away from sensitive receptors;	compliance documentation					

	MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
	• 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.						
AQ-4	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 following mitigation measures shall be implemented to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402): 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 and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to select from to	Applicant to verify and submit any required compliance documentation and/or show in compliance during on-site inspections	During Construction	SLO APCD / City of Grover Beach			

MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
				INITIAL	DATE	COMMENTS
mitigate dust emissions: http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers 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						

MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
				INITIAL	DATE	COMMENTS
between top of load and top of trailer) in accordance with CVC Section 23114; j. Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified; k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible; l. All PM10 mitigation measures required should be shown on grading and building plans; and, m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the						

	MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
	mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). 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-5	This project is in close proximity to nearby sensitive receptors (existing residential neighborhoods within 1,000 feet). Projects that have diesel powered construction activity in close proximity to any sensitive receptor shall implement the following mitigation measures to ensure that public health benefits are realized by reducing toxic risk from diesel emissions: To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques: 1. California Diesel Idling Regulations a. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-	Applicant to verify and submit any required compliance documentation and/or show in compliance during on-site inspections	During Construction	SLO APCD / City of Grover Beach			

MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
				INITIAL	DATE	COMMENTS
California based vehicles. In general, the regulation specifies that drivers of said vehicles: 1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and, 2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation. b. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation. c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the State's 5-minute idling limit. d. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf. 2. Diesel Idling Restrictions Near Sensitive Receptors for nearby residences within 1,000 feet of the proposed project. In addition to the State required diesel idling requirements, the project applicant shall						

	MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
	comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors: a. Staging and queuing areas shall be located as far away from sensitive receptors; b. Use of alternative fueled equipment is recommended; and c. Signs that specify the no idling areas must be posted and enforced at the site.						
AQ-6	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 within 1,000 feet of a sensitive receptor and shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402): 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 and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-	Applicant to verify and submit any required compliance documentation and/or show in compliance during on-site inspections	During Construction	SLO APCD / City of Grover Beach			

MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
				INITIAL	DATE	COMMENTS
approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to select from to mitigate dust emissions: http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers 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;						

MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
				INITIAL	DATE	COMMENTS
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. Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified; k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Street sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible; l. All PM10 mitigation measures required should be shown on grading and building plans; and,						

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
	m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). 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-7	During construction activities within all phases, the applicant and/or developer shall water exposed top soil / graded areas a minimum of two (2) times per day or consistent with AQ-46.b, whichever is more stringent.	Applicant to verify and submit any required compliance documentation and/or show in compliance during on-site inspections	During Constructio n	SLO APCD / City of Grover Beach			
AQ-8	At the end of construction days, the applicant and/or developer shall clean paved road surfaces to ensure reduce off-site dust (PM10, PM2.5).	Applicant to verify and submit any required compliance documentation and/or show in compliance during on-site inspections	During Constructio n	SLO APCD / City of Grover Beach			

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
AQ-9	Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook. • Power screens, conveyors, diesel engines, and/or crushers; • Portable generators and equipment with engines that are 50 hp or greater; • Electrical generation plants or the use of standby generator; • Internal combustion engines; • Rock and pavement crushing; • Unconfined abrasive blasting operations; • Tub grinders; • Trommel screens; and, • Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc). To minimize potential delays, prior to the start of the project, please contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements.	Applicant to verify and submit any required compliance documentation and/or show in compliance during on-site inspections	During Construction	SLO APCD / City of Grover Beach			
AQ-10	For all phases of the proposed project, the applicant and/or developer shall utilize a low Organic Volatile Compound (VOC) paint of	Applicant shall demonstrate the type of paint	Building Permit Submittal	City of Grover Beach			

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
	less than 50 grams per liter for all exterior painting applications, 0 VOC for all interior applications, as well as, low VOC carpet where feasible.	utilize and provide specifications					
Greenhouse Gases							
GHG-1	To reduce GHG emissions consistent with the adopted SLO APCD Brightline threshold (1,150 metric tons per year of CO_2e), the applicant shall implement any of the following mitigation measures: • Exceedance of Title 24, Building Energy Efficiency of the 2016 California Building by a minimum of 10 percent for all phases; • Installation of high efficiency lighting to reduce energy consumption by 40% for all phases; • Installation of low-flow bathroom, kitchen, and showers for all phases; • Installation of water efficient irrigation systems for all phases; • Solid waste diversion program for the restaurant use for all phases; • Installation of energy star rated appliances, particularly clothes washers and dish washes within the proposed hotel portions; • Implementation of any additional California Air Pollution Control Officers Association quantifying GHG mitigation measures or combination thereof to reduce brightline threshold GHG emissions to less than significant threshold.	Applicant shall demonstrate reduction in GHG emissions by selecting mitigation measures and providing those to City staff prior to issuance of building permit	Building Permit Submittal	City of Grover Beach			

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
					INITIAL	DATE	COMMENTS
GHG-2	To further reduce GHG emissions consistent with SB 32, the applicant shall implement any of the following in all phases of the proposed project: • Installation of electric vehicle chargers to reduce non-point source emissions; • Exceedance of Title 24 building standards greater than 10 percent; • Dedicating a percentage of electricity use generated by on-site renewable energy through the use of PV systems, etc.; • Implement a trip mandatory reduction program for a certain percentage of employees; • Provide a transit subsidy for a percentage of employees that covers a minimum of 50 percent of the cost of a monthly transit pass; • Implement a recycling, composting, and diversion program to reduce waste disposed for all non-residential components of the proposed project; • Eliminate the use of natural gas appliances within all residential units; • Any additional GHG reduction methods as approved by SLO APCD.	Applicant shall demonstrate reduction in GHG emissions by selecting mitigation measures and providing those to City staff prior to issuance of building permit	Building Permit Submittal	City of Grover Beach / SLO APCD			
Biological Resources							
BIO-1	The following shall be completed by the applicant / developer to mitigate displacement of common and special status ground dwelling wildlife:	Applicant shall submit required reports	Prior to issuance of a grading permit	City of Grover Beach			

MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
				INITIAL	DATE	COMMENTS
a. Prior to issuance of a grading or construction permit, a qualified biologist shall conduct a pre-construction survey within 30 days of initial ground disturbance (clearing, grubbing, grading) to identify whether any non-listed special-status upland wildlife species (i.e. northern California legless lizard; American badger) are using any portion of the project area where ground disturbance is proposed. Results of the pre-construction survey will be used to focus construction monitoring activities to salvage and relocate ground dwelling wildlife to the extent feasible. b. Highly visible construction fencing shall be placed around project elements to clearly delineate the limits of disturbance. No work shall be allowed outside of the delineated construction limits. This fencing is to remain during the duration of all construction activities for each phase. c. A biological monitor shall be present during initial grading and vegetation removal activities to attempt active/passive relocation efforts for the ground dwelling wildlife that may be present such as the legless lizard, and common reptiles and small mammals. Salvaged individuals will be relocated to the riparian preservation area. A biological report shall be submitted to the Community Development Department after the commencement of grading activities for all phases of the proposed project indicating any species found and actions taken, etc.						

	MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
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	d. If active natal American badger dens are found to be within the project site, all construction activity shall cease, in an area determined by a qualified biologist, until the young are self-sufficient as determined by a qualified biologist. Then passive relocation efforts shall be implemented to avoid and minimize injury or mortality to any badgers.						
BIO-2	Oak tree removal, and riparian and grassland impacts could result in the destruction of active bird nests or the disruption in the reproductive effort from abandonment of the nest and young birds if activities are conducted during the nesting season typically February 1st to August 31st. Vegetation removal and initial site disturbance for any project elements shall be conducted to the extent feasible between September 1st and January 31st outside of the nesting season for birds.	Applicant shall submit required reports	Prior to issuance of a grading permit	City of Grover Beach			
BIO-3	If vegetation removal is planned for the bird nesting season (February 1st to August 31st), then a pre-construction nesting bird surveys shall be completed prior to issuance of a construction permit to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by a qualified biologist. Preferred non-disturbance buffers of 250 feet for passerines and 500-feet for raptors are recommended. Buffer zones may be	Applicant shall submit required reports	Prior to issuance of a grading permit	City of Grover Beach			

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
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	adjusted based on sight lines, noise barriers, or other factors between the nest and project activities as determined by a qualified biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist.						
BIO-4	Implementation of the proposed project entry road culvert extension in Meadow Creek replacing the existing bridge, and El Camino Real frontage improvements (sidewalk) may result in a taking of the California red-legged frog (CRLF) that is protected as a threatened species under the Federal Endangered Species Act. As such, the proposed project may affect, and is likely to adversely affect, the California red-legged frog. Therefore, prior to commencement of any ground disturbing activities, the applicant shall obtain compliance with the Federal Endangered Species Act (FESA) for potential impacts on the California red-legged frog in the form of a take permits/authorizations or written documentation from the U.S. Fish and Wildlife Service (USFWS) that the proposed project would not result in take of the California red-legged frog, or would not otherwise adversely affect the species prior to issuance of a construction permit for any phases of the proposed project.	Applicant shall submit required reports	Prior to issuance of a grading permit	CADFW / USFWS			
BIO-5	If a take permit/authorization is required, and / or conditions imposed by the USFWS to ensure that take is avoided and minimized (e.g. capture and relocation of	Applicant shall submit required reports	Prior to issuance of a grading permit	CADFW / USFWS			

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
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	individuals out of harm's way), the applicant shall implement all the terms and conditions of the USFWS permit or authorization recommendations to the satisfaction of the USFWS. The USFWS can only provide take authorization for projects that demonstrate the species affected would be left in as good as or better condition than before the project was implemented. Additionally, the USFWS cannot authorize any project that would jeopardize the continued existence of a listed species. The proposed project includes the preservation of Meadow Creek and the preservation/restoration of 1.63 acres of willow riparian habitat (Lot 12 and El Camino Real frontage) that restores and preserves habitat for the California Red-legged Frog.						
BIO-6	The applicant shall obtain Clean Water Act (CWA) regulatory compliance in the form of a permit from the US Army Corp of Engineers (USACE) or written documentation from the USACE that no permit would be required for the proposed bridge replacement prior to the issuance of a construction permit for the bridge replacement at Meadow Creek located on the property of 1750 El Camino Real (APN 060-031-023).	Applicant shall submit required reports	Prior to issuance of a grading permit	RWQCB / USACE			
BIO-7	The applicant shall implement all the terms and conditions of the permit to the satisfaction of the USACE. These permits and authorizations require applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts on aquatic resources. Compliance with	Applicant shall submit required reports	Prior to issuance of a grading permit	RWQCB / USACE			

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
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	Corps permitting would also include obtaining and CWA 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). In addition, the USACE and RWQCB may require additional onsite or offsite compensatory mitigation for unavoidable permanent impacts on non-wetland waters of the U.S. habitat to achieve the goal of a no net loss of aquatic resources values and functions. As such, with implementation of the 2.9:1 ratio of Meadow Creek riparian habitat preservation and enhancement mitigation (Lot 12) and regulatory compliance.						
BIO-8	Prior to issuance of a building permit for any phase, a tree protection fencing plan shall be submitted showing the location of tree protection fencing and removal of proposed trees on-site.	A separate tree protection plan required	Prior to issuance of building permit	City of Grover Beach			
BIO-9	A pre-construction meeting shall be completed prior to the issuance of any grading permit with the project arborist, the applicant's construction manager, and grading sub-contractor on-site.	Applicant required to set-up a pre-con meeting	Prior to issuance of building permit	City of Grover Beach			
BIO-10	Prior to pre-construction meeting, beginning of grading, and during all ground disturbance and construction activities, temporary orange plastic fencing shall be installed at the drip line of all trees in order to control access and delineate areas of non-disturbance. The minimum height construction protective barrier shall be erected around the drip line of the tree shall be 4-feet.	Applicant shall have fencing installed prior to pre-con meeting	Prior to issuance of building permit	City of Grover Beach			

MITIGATION MEASURE	ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
				INITIAL	DATE	COMMENTS
BIO-11 The following measure shall be implemented for all native trees on-site that remain after proposed removal and pre-construction meeting: a. Any necessary pruning shall be in accordance to the most current international society of arboriculture pruning standards under the supervision of a certified arborist. Removal of weeds within the drip line of the trees shall be done by hand tools only. b. No construction, storage of materials, and/or parking of vehicles shall be permitted within the drip line of existing trees. c. No grading shall occur within the drip line of existing trees except as required within designated area of encroachment and under the supervision of the project arborist d. If utility installation must occur within the drip line of any of existing trees, then the following precautions must be observe and performed under the supervision of the project arborist: • Where it is necessary to excavate adjacent to existing trees, the contractor shall use all possible care to avoid injury to trees and tree roots. • Excavation in these areas where two (2) inch and larger roots occur shall be done by hand. • All roots less than two (2) inches in diameter, directly in the path of the pipe or conduit, shall be clean cut under the direction of an approved arborist.	Applicant to verify and submit any required compliance documentation and/or show in compliance during on-site inspections	During Construction	City of Grover Beach			

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
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	• All roots two (2) inches and larger in diameter, except directly in the path of pipe or conduit, shall be tunneled under and shall be heavily wrapped with burlap to prevent scarring or excessive drying. • Roots one (1) inch and larger in diameter requiring cutting shall be painted with two coats of tree seal or equal. • Where a ditching machine is run close to trees having roots smaller than two (2) inches in diameter, the wall of the trench adjacent to trees shall be hand trimmed, making clean cuts through. • Trenches adjacent to trees should be closed within twenty four (24) hours and where not possible, the side of the trench adjacent to the trees shall be kept shaded with burlap or canvas						
BIO-12	Removal of the following native trees shall require mitigation replanting of either five (5), 5-gallon native trees for every native tree removed (5:1), or three 15-gallon native (3:1). Based on the arborist report, the following replanting is required to occur on-site: • Either five (5) 5-gallon or three (3) 15-gallon Toyon (Hetermeles) or similar native, drought tolerant, evergreen tree for the removal of native Toyon trees; • Either one-hundred and ten (110) 5-gallon or forty-five (45), 15-gallon Coast Live Oak (Quercus Agriolia) or similar, native evergreen tree for the removal of native oak trees.	Applicant shall demonstrate mitigation through submittal of a landscaping plan	Building Permit Submittal	City of Grover Beach			

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BIO-13	The applicant shall provide irrigation or provide water through portable water tanks, or other irrigation methods deemed acceptable by the project arborist, for a minimum of two (2) years after issuance of final occupancy to ensure mitigation replanting survival for all native tree removals.	Applicant shall submit arborist report	2 Years after final occupancy of Phase 1 / Phase 2	City of Grover Beach			
BIO-14	Upon project completion and prior to final occupancy for each phase, a final status report shall be prepared by the project arborist certifying that the tree protection plan was implemented, the trees designated for protection were protected during construction, and the construction-related tree protection measures are no longer required for tree protection.	Applicant shall submit arborist report	Prior to Final Occupancy	City of Grover Beach			
Cultural Resources							
CR-1	If cultural materials are encountered during ground-disturbing work, it is recommended that all work in the immediate vicinity is halted until a Registered Professional Archaeologist can evaluate the finds and make recommendations.	Applicant shall notify City Staff	During Construction	City of Grover Beach			
CR-2	If human remains are discovered during project construction, work must stop at the discovery location and any nearby area suspected to contain human remains (PRC 7050.5). The San Luis Obispo County Coroner must be contacted to determine whether the cause of death should be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials (PRC 5097), which fall within the jurisdiction of the NAHC. The	Applicant shall notify City Staff	During Construction	City of Grover Beach			

MITIGATION MEASURE		ACTION REQUIRED	TIMING	RESPONSIBLE AGENCY	COMPLIANCE VERIFICATION		
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	coroner will contact the NAHC. The NAHC will contact the most likely descendant (MLD) who will be afforded the opportunity to recommend means for treatment of the human remains following protocols in PRC 5097.98.						
Geology and Soils							
GEO-1	A geotechnical report is required for all buildings constructed on-site that require issuance of a building permit, regardless of phasing.	Geotechnical report required prior to acceptance of building permit submittal	At the time of building permit submittal	City of Grover Beach			
GEO-2	As determined by the geotechnical engineer, structures that would be susceptible to settlement resulting only from dry sand shaking, an over-excavating of loose to medium dense soils shall be completed to a sufficient depth, including but not limited to the replacement of soil with engineered fill.	Geotechnical report required prior to acceptance of building permit submittal	At the time of building permit submittal	City of Grover Beach			
GEO-3	The following shall be implemented to reduce the effects of liquefaction and lateral spreading on-site: • Deep foundations (i.e., piles) for structure support with piles needing to extend to depths of 50 feet or more, to account for the negative pile capacity resulting from down drag forces due to seismically induced settlement or depths recommended by the geotechnical engineer may be utilized; or • Ground improvement, which may consist of deep soil mixing, or other methods such as stone or grout	Geotechnical report required prior to acceptance of building permit submittal	At the time of building permit submittal	City of Grover Beach			

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	columns, which involve displacing the soil with an auger to the bottom of the liquefiable layers and consolidating gravel, or injecting grout into the resulting soil voids, thus densifying the soil in order to than construct conventional shallow or mat slab foundations over the ground improvement elements; or • Other methods as proposed by a geotechnical engineer and approved by the City Building Official.						
Water Quality and Hydrology							
WQH-1	Prior to issuance of a grading permit for construction of the stormwater system, the applicant shall provide a test of pollutants within Meadow Creek or other measure deemed appropriate by the Regional Water Quality Control Board to measure existing, pre-construction pollutant levels. The applicant shall provide subsequent tests post construction to ensure pollutant levels are not increased beyond pre-construction levels. If additional water treatment is required, this shall be installed at the owner's expense.	Applicant shall provide correspondence from RWQCB	Prior to issuance of a building permit	RWQCB / City of Grover Beach			
WQH-2	Prior to the issuance of a building permit for construction of the stormwater system, the applicant shall modify the proposed stormwater system and include an above ground bio-flirtation, low impact development feature(s) that treat water quality to pre-construction levels, to the extent feasible. The applicant shall submit documentation consistent with performance	Stormwater Control Plan completed to the satisfaction of the City Engineer	Prior to issuance of a building permit	RWQCB / City of Grover Beach			

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	requirement 2 and 3, water quality treatment, per the City's Stormwater Control Plan checklist to the satisfaction of the City Engineer and/or permitting State Agency.						
WQH-3	Prior to the issuance of a grading permit for construction of the stormwater system, the applicant shall modify the proposed stormwater system and include an above ground bio-flirtation, low impact development feature(s) that treat water quality to pre-construction levels, to the extent feasible. The applicant shall submit documentation consistent with performance requirement 2 and 3, water quality treatment, per the City's Stormwater Control Plan checklist to the satisfaction of the City Engineer and/or permitting State Agency.	Submittal of permits to city staff	Prior to issuance of a building permit	USACE / RWQCB / CDFW			
WQH-4	Prior to construction of proposed bridge or culvert, the applicant shall obtain all required regulatory compliance permits from the US Army Corp of Engineers, California Regional Water Quality Control Board, the California Department of Fish and Wildlife, or any other additional agencies as required by Federal or State laws.	Submittal of permits to city staff	Prior to issuance of a building permit	USACE / RWQCB / CDFW			
WQH-5	Proposed box culvert installation shall include two (2) box-culverts that are a minimum of 8-feet high, and 14-feet in width with proposed culver wing walls, or another design as approved by regulatory compliance agencies.	Submittal of permits to city staff	Prior to issuance of a building permit	USACE / RWQCB / CDFW			
WQH-6	Prior to issuance of a permit for construction of the proposed lift station, the applicant shall move the proposed lift station outside of the 100-year floor zone and design the system to protect Meadow Creek from lift station overflows.	Provide detail drawings at the time of building permit submittal	Prior to issuance of a building permit	City of Grover Beach			

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NOI-3	Outdoor activity areas/swimming pool areas at the proposed hotels shall be shielded from direct line-of-sight of U.S. Highway 101 by installation of sound barriers along the northern boundaries of the outdoor activity areas. The sound barriers should be constructed to a minimum height of 6 feet above ground level. It is recommended that the barriers be constructed of wood or masonry block, with no gaps between construction materials or at the base of the barriers. Refer to Figure 4 for recommended barrier locations.	Walls and fencing plan shall be submitted with a landscaping plan	Building Permit Submittal	City of Grover Beach			
NOI-4	A sound barrier shall be constructed along the northern boundary of Lot 1. The sound barrier should be constructed to a minimum height of 6 feet above ground level. It is recommended that the barrier be constructed of wood or masonry block, with no gaps between construction materials or at the base of the barrier (refer to Figure 4 in the Noise Study).	Walls and fencing plan shall be submitted with a landscaping plan	Building Permit Submittal	City of Grover Beach			
NOI-5	Noise-generating construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. through 5:00 p.m. on Saturdays and Sundays. Noise-generating construction activities shall be prohibited on federally recognized holidays, unless otherwise approved by the City.	Applicant shall be responsible for maintaining construction schedule	During Construction	City of Grover Beach			
NOI-6	All construction equipment shall have properly maintained sound-control devices (e.g., mufflers). Unmuffled exhaust systems for off-road equipment shall be prohibited.	Applicant shall be responsible for maintaining equipment	During Construction	City of Grover Beach			
NOI-7	Exhaust fans and exterior HVAC units for the proposed restaurant shall be mounted on the rooftop and shielded from direct line-	To be shown on submittal Mechanical	Building Permit Submittal	City of Grover Beach			

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	of-sight of the nearest proposed residential land use (i.e., Lot 7). Shielding may include centrally locating fans on rooftop areas and/or construction of a parapet around the building perimeter.	plans and to be reviewed by building department					
NOI-8	Operational hours for the proposed hotel swimming pools shall be limited to between the daytime/early evening hours of 7:00 a.m. and 10:00 p.m.	Operator shall post Pool Hours	On-going	City of Grover Beach			
NOI-9	Swimming pool equipment motors (e.g., water pumps, heat pumps, and blowers) shall be located within an enclosure.	Site plan shall show location of equipment and enclosures	Building Permit Submittal	City of Grover Beach			
Transportation / Traffic							
TP-1	Prior to issuance of a building permit for any portion of Phase 3, a traffic signal shall be installed and operational at the intersection of El Camino Real and the On / Off-ramps of Southbound US Highway 101.	A traffic signal shall be constructed at the intersection with Caltrans encroachment permit	Prior to building permit issuance	Caltrans			
Utilities							
UT-1	City will implement its adopted sewer master plan if there is insufficient capacity prior to any phase to accommodate the proposed project to increase downstream capacity.	City Staff to implement Sewer Master Plan.	Prior to building permit issuance for all phases	City of Grover Beach			

The applicant agrees to incorporate the above measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the above mitigation measures. The measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property. The applicant understands that any changes made to the project description subsequent to this environmental determination must be reviewed by the Community Development Director or their designee and may require a new environmental analysis for the project. By signing this agreement, the owner(s) agrees to and accepts the incorporation of the above mitigation measures into the proposed project description.

Signature of Applicant(s)	Name (Print)	Date

Signature of Owner(s)	Name (Print)	Date