

Initial Study/Mitigated Negative  
Declaration for the 197 West Grand  
Avenue Mixed-Use Development  
Project, Grover Beach, San Luis  
Obispo County, California

JULY 2024

PREPARED FOR  
**City of Grover Beach**

PREPARED BY  
**SWCA Environmental Consultants**



**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
FOR THE 197 WEST GRAND AVENUE MIXED-USE  
DEVELOPMENT PROJECT,  
GOVER BEACH, SAN LUIS OBISPO COUNTY, CALIFORNIA**

Prepared for

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SWCA Project No. 87562

July 2024



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# 1 INTRODUCTION

|                            |  |
|----------------------------|--|
| Project Title:             | 197 West Grand Avenue Mixed-Use Development Project                  |
| Lead Agency:               | City of Grover Beach   |
| Lead Agency Staff Contact: | Kyle Bell<br>154 S. 8 <sup>th</sup> Street<br>Grover Beach, CA 93433 |
| Project Applicant:         | Coastal Community Builders, Inc.                                     |

## 1.1 Project Location

The project site consists of two parcels totaling 1.03-acres (Assessor Parcel Numbers [APN] 060-203-006 and 060-203-003) located at 197 West Grand Avenue in the City of Grover Beach, San Luis Obispo County, California (city, see Figure 1). The project site is located in the Coastal Zone northwest of the intersection of West Grand Avenue and North 2<sup>nd</sup> Street and is approximately 80 feet east of California State Route 1 (SR 1) (see Figure 2), within the Visitor Serving – Mixed-Use land use designation as identified in the City of Grover Beach’s (City) General Plan Land Use Element. The project site is primarily accessed via two existing driveways, one located off of West Grand Avenue, and one located off of North 2<sup>nd</sup> Street. The site also has gated access from Ramona Avenue on the northeastern side of the property. The western boundary of the project site is located adjacent to the Coast Line of the Union Pacific Railroad and associated railroad easement.

## 1.2 Environmental Setting

The 1.03-acre project site is characterized by generally flat topography that is developed with 10 existing structures associated with an all-terrain vehicle (ATV) rental company. The existing site is developed with four buildings, three carports, and three sheds used for rentals, sales, parts, and mechanical upkeep of ATVs. The commercial building on the south side of the property sells ATV parts and rentals, while the northern portion of the property is primarily used for storage of equipment and ATVs. Based on review of historical aerial imagery, the oldest structure on the site, located on the southern portion of the property, was built around 1963 and the other structures on the site were built between 1981 and 1994 (Universal Engineering Sciences 2023). The project site includes existing utility infrastructure on-site and within the public right-of-way, including sewer lines, water lines, and power poles.

The project site is adjacent to a vacant lot to the northwest, residential and commercial uses to the north and east, and the Grover Beach Grand Junction commercial center to the south. The Coast Line of the Union Pacific Railroad and SR 1 are located adjacent to the western edge of the project site with a 10-footwide unpaved access easement between the project site and the railroad. The project site currently supports two palm trees located in the southwest corner of the property and landscaped planters along the project frontage of West Grand Avenue.

There are no surface water features present on the project site. The nearest mapped surface water feature to the project site is Meadow Creek, located approximately 350 feet west of the project site and across SR 1. The Pacific Ocean is approximately 2,000 feet west of the project site. The project site is currently located within Flood Zone X, which indicates it is in an area of minimal flood hazard (Federal Emergency Management Agency FEMA] 2024). However, based on FEMA flood insurance studies and rate maps, State of California projections for sea level rise, and hydraulic modeling of the site, the project site would be inundated by a 100-year flood event under future conditions (SWCA Environmental Consultants 2023).

The project site is located within the Coastal Visitor Serving (CVS) zoning district as identified in the West Grand Avenue Master Plan (Master Plan). West Grand Avenue is the City’s commercial center and a major thoroughfare linking visitors and residents of the Five-Cities area to the beach. The Master Plan provides design guidelines for development along West Grand Avenue intended to create an attractive, pedestrian-friendly corridor and encourages design and continuity among the properties to establish a community character that will raise property values, attract new businesses, and improve economic vitality (City of Grover Beach 2011). The proposed project would also be subject to the City’s Development Code, which establishes objective design standards for the development of a mixed-use project (Grover Beach Municipal Code “GBMC” Article IX Section 4.25).

### 1.3 Project Description

#### Project Overview

The proposed project consists of demolition of the existing 10 structures at the project site, construction of a mixed-use development including 2,500 square feet (sf) of commercial/restaurant space and 23 dwelling units comprised of 16, three-story townhouse units, and seven (7) condominium units located above the proposed commercial/restaurant space, for a total of 49,776 sf of residential uses (Appendix A). The project proposes on-site improvements including construction of an 8-foot-tall sound wall along the residential townhomes fronting the railroad, provision of two trash enclosures, utility pipelines, site landscaping, stormwater control plan, and on- and off-street parking spaces. The project would also include off-site improvements including construction of sidewalks, curbs, and gutters, utility connections, and striping and signage improvements within public right of way of West Grand Avenue, Ramona Avenue, and 2<sup>nd</sup> Street.

#### Project Components

The project would consist of the construction of three new buildings: one 24,150-square-foot mixed-use building (commercial space on the lower level and residential on the upper levels), and two 19,332 square-foot buildings (residential) consisting of groups of 8 townhomes each (herein referred to as Residential Building A and Residential Building B), as summarized in Table 1 below. All proposed residential units would include three bedrooms.

**Table 1. Proposed Development Details.**

| Building               | Number of Stories | Maximum Height | Commercial Space (sf) | Residential Space (sf) | Hallways, Storage, and Other Areas <sup>1</sup> (sf) | Total Square Footage (sf) | Number of Residential Units |
|------------------------|-------------------|----------------|-----------------------|------------------------|--|---------------------------|-----------------------------|
| Mixed-Use Building     | 4                 | 55 feet        | 2,500                 | 11,112                 | 10,538   | 24,150                    | 7                           |
| Residential Building A | 3                 | 42 feet        | 0                     | 19,332                 | 0  | 19,332                    | 8                           |
| Residential Building B | 3                 | 42 feet        | 0                     | 19,332                 | 0  | 19,332                    | 8                           |
| <b>Total</b>           |                   |                |                       |                        |  | 62,814                    | 23                          |

<sup>1</sup> Includes five residential single-vehicle garages, stairwell, elevator, etc.  
 Source: Coastal Community Builders, Inc and RRM Design Group 2024

Mixed-Use Building: The proposed four-story mixed-use building would be located at the southern portion of the property facing West Grand Avenue (see Figure 3). The first floor would be comprised of

commercial retail spaces, five single-vehicle garages<sup>1</sup>, and an outdoor corner plaza. The second floor provides the entry level of seven (7) three-story residential condominium units, consisting of four 1,950-square-foot units (Unit Type B), and three 1,800-square-foot units (Unit Types C, D, and E; see Figure 4). The third and fourth floors consist of the second and third levels of each of the condos. Each of the units would include a rooftop deck above the fourth floor.

**Residential Buildings:** The two proposed residential buildings would each consist of eight three-story townhouses, 1,800 sf each (Unit Type A). The residential building is proposed at the southwestern portion of the site (Residential Building A), immediately adjacent to the Mixed-Use building, and the other along the northwestern portion of the site (Residential Building B). These buildings are designed to be mirrors of each other, separated by a pedestrian access area as the focal point. The ground floor of each townhouse unit would include a tandem garage with space to park two cars. The second and third floors of these units would include living space and bedrooms. Each townhouse unit would also include a rooftop deck.

The maximum height of the proposed mixed-use building would be 55 feet above natural grade, and the maximum height of the proposed residential buildings would be 42 feet above natural grade. The proposed architecture style includes features such as pop-outs, outdoor seating, storefront windows, decks, and balconies to enhance visual interest along West Grand Avenue. Proposed materials include fiber cement panels, neutral toned stucco, fiber cement siding, metal planks, powder coated steel, and other accents that complement the contemporary design (see Figure 4). The project would include several on-site improvements including construction of an 8-foot-tall sound wall along the western project frontage facing the railroad, provision of two on-site trash enclosures, utility pipelines, a landscaping plan, stormwater canal and on-and off-street parking spaces. The project includes a request for a Modification to Standards for the construction of an 8-foot-tall sound wall where 7 feet is the maximum allowed wall height by the City Development Code.

The estimated average daily trip (ADT) for the project is 373 net new vehicle trips per weekday, including 33 AM peak hour trips, and 25 PM peak hour trips (Central Coast Transportation Consulting 2024). The total number of parking spaces required for this project is 47 spaces, per the City's Development Code. The proposed parking would provide a total of 56 parking spaces including 50 off-street parking spaces and 6 on-street parking spaces. Off-street parking spaces would include 32 tandem garage spaces, five single-car garage spaces (to be reserved for use by residents of the mixed-use building), and 13 surface spaces in a parking lot on site. These spaces are intended to be utilized by residents of the development and visitors to the retail units, accessible parking spaces would be provided in compliance with the City's Development Code, and Americans with Disabilities Act (ADA). Electric vehicle (EV) parking spaces and EV-ready parking spaces would be provided in compliance with CalGreen Energy Code requirements. The project will provide bicycle parking on-site in accordance with City Development Code standards.

Proposed off-site improvements would include: replacement of the existing curb, gutter, and sidewalk along the project frontages of West Grand Avenue, 2<sup>nd</sup> Street, and Ramona Avenue, construction of driveway aprons designed in accordance with City standards on Ramona Avenue and North 2<sup>nd</sup> Street, installation of a connection to the existing sewer collection system within North 2<sup>nd</sup> Street east of the project site, installation of connections to the existing City water distribution system within North 2<sup>nd</sup> Street and West Grand Avenue east and south of the project site, modifications to an existing drainage inlet and concrete swale at the southwest corner of the intersection of Ramona Avenue and Front Street, and striping and signage improvements to the intersection of West Grand Avenue and North 2<sup>nd</sup> Street.

Water service for the proposed project would be provided by the City. The project would result in a demand of approximately 5.6 acre-feet per year (AFY). The project would be provided wastewater collection services by the City of Grover Beach and wastewater treatment services by the South San Luis Obispo County Sanitation District (SSLOCSD). The project is projected to generate approximately 1.5

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<sup>1</sup> Note, proposed vehicle garages would be accessed from within the site and would not be visible from West Grand Avenue.

million gallons of wastewater, annually. Electricity for the project would be provided by Central Coast Community Energy (3CE) and Pacific Gas and Electric (PG&E).

The project includes 5,979 sf of landscaping which equates to 13 percent of the total project area. The landscaping plan includes 6 street trees and 33 new trees planted on-site. The plant palette for the project includes plants that are known to thrive in the local climate and soil conditions. The proposed vegetation has been designed to effectively screen the proposed above ground utilities on the project site, such as the backflow preventor, transformer, and utility meters.

Project construction would result in approximately 45,000 square feet (1.03 acre) of ground disturbance, approximately 2,106 cubic yards (cy) of cut and 1,914 cy of fill for a total of 4,020 cy of earthwork. The two existing palm trees would be removed from the site. Construction is anticipated to begin in 2025 and last approximately 12 months. Construction would require the use of typical construction equipment, including, but not limited to, dozers, loaders, and excavators.



Figure 1. Project Vicinity Map

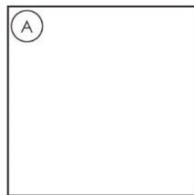


Figure 2. Project Location Map

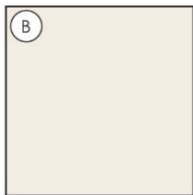


Figure 3. Ground Floor Project Site Plan

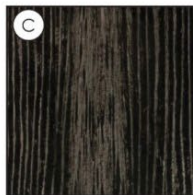
Source: RRM Design Group, April 2024



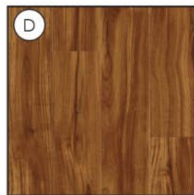
WHITE PAINT  
FIBER CEMENT PANEL



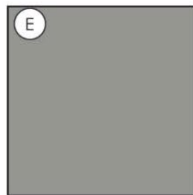
BEIGE STUCCO  
STUCCO



DK SIDING  
FIBER CEMENT SIDING



WOOD LOOK PLANKS  
METAL PLANKS



GREY PAINT  
FIBER CEMENT PANELS



STEEL (BLACK) - MATTE  
POWDERCOATED STEEL



GARAGE DOOR  
METAL



PERGOLA  
METAL



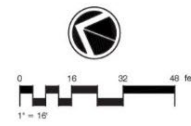
Source: RRM Design Group, April 2024

Figure 4. Colors and Materials



**DESIGN KEY**

| PEDESTRIAN HARDSCAPE SURFACES |                           | SITE AMENITIES |   | SITE INFRASTRUCTURE |   |
|-------------------------------|---------------------------|----------------|---|---------------------|---|
| 1                             | CONCRETE WALKWAY          | 4              | GROUND FLOOR RETAIL SPACE - INDOOR & OUTDOOR  | 10                  | TRASH ENCLOSURE   |
| 2                             | COLORLED CONCRETE WALKWAY | 6              | PROTECTED PATIO DINING - 3.5FT RAILING HEIGHT | 11                  | ASPHALT VEHICULAR DRIVE AISLE AND PARKING LOT, TYPICAL      |
| 3                             | DECORATIVE PAVING         | 6              | DROUGHT TOLERANT LANDSCAPING                  | 12                  | PERMEABLE VEHICULAR PAVING                                  |
|                               |                           | 7              | STREET TREES IN COMPACTED DG                  | 13                  | PRECAST DECORATIVE WALL WITH VINE PLANTING - 8FT MAX HEIGHT |
|                               |                           | 8              | OUTDOOR SHOWER & DOG RINSE STATION            | 14                  | WOOD PERIMETER FENCING - 6FT MAX. HEIGHT                    |
|                               |                           | 9              | BIKE RACKS                                    |                     |   |



**CONCEPT PLANT SCHEDULE**

|  |  |  |
|--|--|--|
|  | LG TREES<br>PISACIA CHINENSIS / CHINESE PISTACHE<br>QUERCUS TOMENTELLA / SLAND OAK   | 15 GAL, LOW<br>24BOX, LOW  |
|  | MD TREES<br>LOPHOSTEMON CONFERTUS / BRISBANE BOX<br>TRISTANICOPSE LAURINA / WATER GUM  | 24BOX, MODERATE<br>24BOX, MODERATE   |
|  | SM TREES<br>CERCIS OCCIDENTALE / WESTERN REDBUD<br>CITRUS X ALBURNIPOLIA THORNLESS / THORNLESS MEXICAN LIME<br>CITRUS X LIMON 'Meyer' / MEYER LEMON  | 15 GAL, LOW<br>15 GAL, MODERATE<br>15 GAL, MODERATE  |
|  | EXISTING TREES TO REMAIN<br>PALM TREES, ON CORNER OF W. GRAND AND N 2ND.   |  |
|  | VINES<br>BOUGAINVILLEA X 'BARBARA KARST' / BARBARA KARST BOUGAINVILLEA   | 5 GAL  |
|  | DROUGHT TOLERANT PLANTING<br>AGAVE X 'BLUE FLAME' / BLUE FLAME AGAVE<br>AGAVE X 'BLUE GLOW' / BLUE GLOW AGAVE<br>ALICE X 'ANDORA' / SAFARI ORANGE ALICE<br>ARCTOSTAPHYLOS EDMUNDSONI 'BERT JOHNSON' / BERT JOHNSON LITTLE SUR MANANITA<br>BAILEYA MULTIRADIATA / DESERT MARIGOLD<br>CAREX DIVISUA / EUROPEAN GREY SEDGE<br>CHONDROPETALUM TECTORIUM 'DWARF' / DWARF CAPE RUSH<br>ENCHELIA CALIFORNICA / CALIFORNIA ENCHELIA<br>HEPHERALOE TENIFOLIA / GRASSY HEPHERALOE<br>JUNCUS PATENS / CALIFORNIA GRAY RUSH<br>LIDIA-MERIA LONGIFOLIA 'ARCTIC FROST' / ARCTIC FROST RUSH<br>MULLUS AURANTIACUS VAR. PUNICEUS / RED BUSH STICKY MONKEYFLOWER<br>ROSMARINUS OFFICINALIS 'PROSTRATUS' / DWARF ROSEMARY<br>SPHAERALCACEA AMBIGUA / DESERT GLOBEMALLOW<br>LEUCANDRION X 'SAFARI GOLDSTRIKE' / SAFARI GOLDSTRIKE CONEBUSH<br>NEPETA X FAASSENI 'WALKER'S LOW' / WALKER'S LOW CATMINT<br>CONVOLVULUS MAURIFRANCUS / MORNING GLORY<br>TEUCRIUM COSSONII / CREEPING GERMANDER | 5 GAL, LOW<br>5 GAL, LOW<br>5 GAL, LOW<br>5 GAL, LOW<br>5 GAL, LOW<br>1 GAL, LOW<br>1 GAL, LOW<br>5 GAL, LOW<br>1 GAL, LOW<br>1 GAL, LOW<br>1 GAL, LOW<br>5 GAL, VERY LOW<br>5 GAL, LOW<br>5 GAL, LOW<br>1 GAL, LOW<br>1 GAL, LOW<br>4" POT, LOW<br>4" POT, VERY LOW |

**EXISTING TREES TO BE REMOVED**

PALM TREES SHALL BE REMOVED IN ACCORDANCE WITH §5.30.070 OF THE CITY OF GROVER BEACH MUNICIPAL CODE.

**NOTES:**

- TOTAL LANDSCAPE AREA:  
 REQUIRED: ~4,487 SF (10%)  
 PROPOSED: **5,979 SF (13%)**
- TOTAL IMPERVIOUS SURFACE AREA: **16,908 SF**
- NUMBER OF STREET TREES: **6 TREES**  
 STREET TREES SHALL BE BRISBANE BOX (LOPHOSTEMON CONFERTUS) IN A 24" BOX CONTAINER SIZE.
- NUMBER OF ON-SITE TREES: **33 TREES**  
 ON-SITE TREES SHALL BE SPECIES AND CONTAINER SIZE AS LISTED IN CONCEPT PLANT SCHEDULE.
- THIS LANDSCAPE PLAN SHALL COMPLY WITH CITY OF GROVER BEACH MUNICIPAL CODES RELATING TO LANDSCAPE DESIGN STANDARDS.



Source: RRM Design Group, April 2024

Figure 5. Preliminary Landscaping Plan

## 2 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

### Environmental Factors Potentially Affected

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

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Greenhouse Gas Emissions                   | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Air Quality             | <input type="checkbox"/> Hydrology and Water Quality                | <input type="checkbox"/> Transportation                                |
| <input checked="" type="checkbox"/> Biological Resources    | <input checked="" type="checkbox"/> Land Use and Planning           | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input checked="" type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Mineral Resources                          | <input checked="" type="checkbox"/> Utilities and Service Systems      |
| <input type="checkbox"/> Energy                             | <input checked="" type="checkbox"/> Noise                           | <input type="checkbox"/> Wildfire                                      |
| <input type="checkbox"/> Geology and Soils                  | <input type="checkbox"/> Population and Housing                     | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

### Environmental Determination

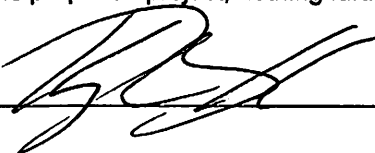
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that 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.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that 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 measure 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.
- I find that 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.

Date:

8/5/24

Signed:



## I. Aesthetics

| Environmental Issues   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| <i>Except as provided in Public Resources Code Section 21099, would the project:</i>   |                                |  |                                     |                                     |
| (a) Have a substantial adverse effect on a scenic vista?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

### Setting

#### California Scenic Highway Program

The California Scenic Highway Program was created by the State Legislature in 1963 with the intention of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

The project site is approximately 80 feet east of SR 1, which is designated as "Eligible" for listing as a State Scenic Highway at this location (California Department of Transportation [Caltrans] 2018).

#### City of Grover Beach Conservation Element

Scenic resources and vistas in Grover Beach include views of open spaces (beaches, coastal dunes, rolling hills, and wetlands). Some city streets offer views of the hills to the north and east. West Grand Avenue, 4<sup>th</sup> Street, and many other streets provide views of the beach, dunes, wetlands, and Pismo Lake (City of Grover Beach 2020a).

The City General Plan Conservation Element includes several policies associated with preservation of scenic quality, including, but not limited to, minimizing buildings, lighting, paving, use of vehicles, and alterations to natural landforms and native or traditional landscapes on open space lands, limitations for development on hillsides, incorporating natural features such as creeks and oak woodlands into development plans as project amenities, and undergrounding of utility lines in priority areas (City of Grover Beach 2020a).

#### City of Grover Beach Development Code

The Development Code is a set of adopted regulations and standards that guide development and use of land within the city, consistent with the General Plan. The City's Development Code provides specific rules and guidelines on various aspects of land use, including the types of buildings permitted, building heights, lot sizes, setbacks, density, and parking requirements. By providing detailed and enforceable

regulations, the Development Code ensures that new development and redevelopment align with the community's vision as expressed in the general plan (City of Grover Beach 2024).

Chapters 2 and 3 of the Development Code include regulations governing scenic quality that would apply to the project, including, but not limited to, regulations pertaining to fences and walls, building height, lot coverage, outdoor lighting, building setbacks, and landscaping.

#### *West Grand Avenue Master Plan*

Adopted in 2011, the West Grand Avenue Master Plan provides design guidelines for development along West Grand Avenue intended to create an attractive, pedestrian-friendly corridor and encourages design and continuity among the properties to establish a community character that will raise property values, attract new businesses, and improve economic vitality (City of Grover Beach 2011).

The Master Plan provides design guidelines for commercial and residential development projects that include, but would not be limited to, encouraging comfortable and safe pedestrian access, integration of multiple uses within the same project, providing retail and service needs to local residences in a mixed-use , and decreasing the negative visual impact of parking and reducing conflicts between automobiles and pedestrians. The Master Plan also states that the mixed-use typology is an ideal model for commercial corridors, which consists of using the upper floors of a mixed-use building for higher density residential units which provide housing within walking distance to amenities.

#### *Existing Conditions*

The 1.03-acre project site is characterized by generally flat topography that is developed with 10 existing structures associated with an ATV rental company (see Figures 6 and 7). The project site is adjacent to a vacant lot to the northwest, residential and commercial uses to the north and east, and the Grover Beach Grand Junction commercial center to the south. The Coast Line of the Union Pacific Railroad and SR 1 are located adjacent to the western edge of the project site with a 10-footwide unpaved access easement between the project site and the railroad.

Other properties located along West Grand Avenue east of SR 1 include 1- to 3-story commercial retail and mixed-use buildings (see Figure 8). West Grand Avenue is characterized by sidewalks lined with palm trees, bike lanes, and several central landscaped dividers in this area (see Figure 8). On the west side of SR 1, land uses include the Le Sage Recreational Vehicle (RV) park, undeveloped property that supports the Dune Trail, the future site for the Grover Beach Lodge (an approved development project including three hotel buildings with 144 rooms, and restaurant, totaling approximately 121,000 sf), Finn's restaurant, and the California State Parks West Grand Avenue entrance to the Oceano Dunes Natural Preserve State Park.



Figure 6. Photograph Taken from Southeast Corner of the Project Site Facing West



Figure 7. Photograph Taken from West of Project Site Facing Northeast



**Figure 8. Photograph of Development Located Along Grand Avenue Taken from Southeast Corner of Project Site Facing Southeast**

#### *Environmental Evaluation*

**a) Would the project have a substantial adverse effect on a scenic vista?**

A scenic vista is generally defined as a high-quality view displaying good aesthetic and compositional values that can be seen from public viewpoints. Vistas are inherently expansive views, usually from an open area or an elevated point. Some scenic vistas are officially or informally designated by public agencies or other organizations. A substantial adverse effect on a scenic vista would occur if the project would significantly degrade the scenic landscape as viewed from public roads or other public areas. A proposed project's potential effect on a scenic vista is largely dependent upon the degree to which it would complement or contrast with the natural setting, the degree to which it would be noticeable in the existing environment, and whether it detracts from or complements the scenic vista.

The project site would be primarily visible to the public via surrounding public roadways. While West Grand Avenue is described in the City Conservation Element as being a roadway that provides views of the beach and dunes, the subject property is not located within an area where these scenic resources are visible due to distance and intervening topography and vegetation. The project site is located within a developed landscape and is generally surrounded by commercial retail and residential uses to the north, east, and south, and the railroad and SR 1 to the east. The project site is not located in an officially designated scenic vista and the site and the site and surrounding area do not meet the criteria to be considered an unofficial scenic vista; therefore, *no impacts* would occur.

**b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

The project site is approximately 80 feet east of SR 1, which is designated as Eligible for listing as a State Scenic Highway at this location (California Department of Transportation [Caltrans] 2018). Pursuant to Appendix G of the California Environmental Quality Act Guidelines, this impact analysis only pertains to State of California “Officially Designated” scenic highways. Therefore, *no impacts* would occur.

**c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

The project site is located within an urbanized area within the City of Grover Beach within the CVS zone. The project would be subject to several City plans and policies pertaining to scenic quality, including the City’s Conservation Element, Development Code, and the West Grand Avenue Master Plan.

The City’s General Plan Conservation Element includes several policies associated with preservation of scenic quality, including, but not limited to, minimizing buildings, lighting, paving, use of vehicles, and alterations to natural landforms and native or traditional landscapes on open space lands, limitations for development on hillsides, incorporating natural features such as creeks and oak woodlands into development plans as project amenities, and undergrounding of utility lines in priority areas (City of Grover Beach 2020a). The project site is developed and not located within or adjacent to lands zoned for open space. The project site does not support creeks, oak woodlands, wetlands, or other natural resources that could be incorporated into the project design as natural amenities. The project site has relatively flat topography and is not located on or near a hillside. Location of all proposed utility connections would be underground. Therefore, the project would be consistent with the Conservation Element policies associated with preservation of scenic quality.

The City’s Development Code includes regulations governing scenic quality that would apply to the project, including, but not limited to, regulations pertaining to fences and walls, building height, lot coverage, outdoor lighting, building setbacks, and landscaping. The project includes a request for a Modification to Standards to allow for the construction of an 8-foot-tall sound wall where 7 feet is the maximum wall height allowed by the City Development Code. This modification would reduce noise experienced by residents, employees, and customers within the proposed development areas and would not result in a significant conflict with applicable regulations.

Based on a review of the project development plans, the project would be consistent with the Development Code standards for building height, lot coverage, and building setbacks. At the time of application for building permits, a lighting plan will be required subject to exterior lighting standards pursuant to the City’s Development Code and any applicable requirements within the California Energy Code.

The project proposes 5,979 sf of landscaping which equates to 13 percent of the total project area. Based on the current project design and future review for compliance with specific standards, the project would be consistent with the Development Code standards associated with scenic quality.

Lastly, the project is located within the West Grand Avenue Master Plan area and this Master Plan includes design guidelines for both the commercial and residential development components of the project. Based on a review of the project development plans and other relevant project

application materials, the project would be consistent with the design guidelines for commercial uses, including, but not limited to, providing retail needs to local residences in a mixed-use, pedestrian-oriented environment, placing parking within the inner block (behind building), orienting the primary pedestrian entrances toward West Grand Avenue, and providing housing on upper floors. The project would also be consistent with the design guidelines of the Master Plan established for high-density residential uses, including, but not limited to, incorporating high density housing in close proximity to West Grand Avenue commercial centers, orienting doorways toward the street, concealing parking behind the buildings, and minimizing front setbacks to help define the public right-of-way.

The Master Plan also includes guidance for designing building frontages, provides examples for building massing based on the proposed use, and identifies guidelines for architectural design features including doors, windows, parapets, cornices, eaves, balconies, colors and materials, and more. The project plans include a summary of the proposed colors and materials to be used for building construction, which includes use of white paint, beige stucco, dark brown fiber cement siding, wood look metal planks, grey fiber cement panels, black steel, and grey metal. These materials and colors are generally consistent with the material and color guidelines set forth in the Master Plan. Based on the current project design and future review for compliance with specific standards, the project would be consistent with the West Grand Avenue Master Plans standards associated with scenic quality.

Based on the analysis provided above, the project would be consistent with the applicable plans and policies pertaining to governing and preserving scenic quality and would be required to demonstrate compliance with these standards at the time of building permit application. Therefore, conflicts with applicable zoning or other regulations governing scenic quality would be considered *less than significant*.

**d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

The project would include exterior lighting in the outdoor corner plaza, on the rooftop decks above proposed residential units, and other areas. Pursuant to the Development Code, the project is conditioned to comply with standards for exterior lighting at the time of building permit submittal. Development Code standards for exterior lighting include, but are not limited to, limiting exterior lighting to a maximum height of 20 feet or the height of the nearest building, whichever is less, requiring light fixtures to be shielded and directed downward to minimize glare impacts on adjoining properties and prevent site light fixtures from directly illuminating an area off the site. Based on the project's required compliance with these standards and the City's evaluation of the project's compliance at the time of application for a building permit, impacts associated with creation of a new source of substantial light or glare would be *less than significant*.

*Conclusion*

The project is not located within a scenic vista and would not result in damage to scenic resources within the viewshed of a State scenic highway. The project would be consistent with the applicable plans and policies pertaining to governing scenic quality, including those pertaining to lighting and glare, and would be required to demonstrate compliance with these standards at the time of building permit application. Therefore, impacts associated with aesthetics would be *less than significant* and no mitigation is necessary.

*Mitigation Measures*

Mitigation is not necessary.

## II. Agriculture and Forestry Resources

| Environmental Issues   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i> |                                |  |                              |                                     |
| (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| (c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| (d) Result in the loss of forest land or conversion of forest land to non-forest use?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| (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?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

### Setting

The project site's current General Plan land use designation is Visitor Serving – Mixed-Use. The project site is developed and currently supports 10 existing structures associated with an ATV rental company, including four buildings, three carports, and three sheds. There are no agricultural activities occurring on-site.

### Farmland Designations

The California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and current land use. For environmental review purposes under CEQA, the FMMP categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land are considered "agricultural land." Other non-agricultural designations include Urban and Built-up Land, Other Land, and Water. Based on the FMMP, soils at the project site are designated as Urban and Built-Up Land (CDOC 2022).

### Williamson Act

The Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agriculture or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as

opposed to full market value. The property is not subject to a Williamson Act contract (County of San Luis Obispo 2024).

#### *On-site Soils*

Based on the Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2024), on-site soils include:

- **Soil Unit 184: Oceano sand, 0 to 9 percent slopes.** The parent material of this soil type is eolian deposits, and it consists of Oceano and similar soils at 85 percent and minor components at 9 percent. The drainage class of this soil type is excessively drained, and it is composed primarily of sand. This soil type occurs on dunes at elevations between 10 and 500 feet (3 and 152 meters). This soil type is considered farmland of statewide importance.

Farmland of Statewide Importance” is a category used to classify agricultural land based on its quality for farming. This classification is part of the state’s efforts to identify and conserve valuable farmland.

#### *Forestland and Timberland*

Forestland is defined in Public Resources Code Section 12220(g) as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The project site does not support enough native tree cover to meet the criteria to be defined as forest land per Public Resources Code (PRC) Section 12220(g).

Timberland is defined in Public Resources Code Section 4526 as land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. The project site does not meet the definition of timberland per PRC Section 4526.

#### *Environmental Evaluation*

- a) **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Based on the FMMP, the project site is designated as Urban and Built-Up Land (CDOC 2022). As such, implementation of the project would not result in conversion of existing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use and *no impacts* would occur.

- b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

The project site is not located within a land use designation or zone for agricultural use and is not subject to a Williamson Act contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and *no impacts* would occur.

- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

The project site is not within a land use designation or zone for forest land or timberland. Therefore, the project would not conflict with or cause rezoning of forestland or land for timber production, and *no impacts* would occur.

- d) **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

The project site does not meet the criteria to be considered timber land as defined by PRC Section 4526. The project would not result in the loss of forest land or convert forest land to non-forest use; therefore, *no impacts* would occur.

- e) **Would the project 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?**

The project site is located in an urbanized area along West Grand Avenue and considered the City's commercial center. As noted above, there is no Prime Farmland on the project site and the site is not located within or designated as an Agriculture land use category. The proposed project would not result in any changes to the environment that could indirectly result in the conversion of farmland to non-agricultural use or forestland to non-forest use; therefore, *no impacts* would occur.

*Conclusion*

The proposed project would not directly or indirectly result in the conversion of farmland, forest land, or timberland to non-agricultural uses or non-forest uses and would not conflict with agricultural zoning or otherwise adversely affect agricultural resources or uses. There are no potential impacts related to agricultural and forestry resources and mitigation measures are not necessary.

*Mitigation Measures*

Mitigation is not necessary.

### III. Air Quality

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| <i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i> |                                |  |                                     |                          |
| (a) Conflict with or obstruct implementation of the applicable air quality plan?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) 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?                            | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| (c) Expose sensitive receptors to substantial pollutant concentrations?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |

| Environmental Issues   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                |
|--|--------------------------------|--|------------------------------|--------------------------|
| (d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>     | <input type="checkbox"/> |

*Setting*

The project site is located in the City of Grover Beach, which is located within the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the San Luis Obispo County Air Pollution Control District (SLOAPCD).

*Criteria Air Pollutants*

For the protection of public health and welfare, the Clean Air Act (CAA) required that the United States Environmental Protection Agency (U.S. EPA) establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as “criteria” pollutants because the U.S. EPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public’s health. An ambient air quality standard is generally specified as a concentration averaged over a specific time period, such as one hour, eight hours, 24 hours, or one year. The different averaging times and concentrations are meant to protect against different exposure effects. The CAA allows states to adopt additional or more health-protective standards.

*California Air Resources Board*

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA) of 1988. Other CARB duties include monitoring air quality in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts, establishing California Ambient Air Quality Standards (CAAQS), which in many cases are more stringent than the NAAQS, and setting emissions standards for new motor vehicles.

*County of San Luis Obispo Air Pollution Control District*

The SLOAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions within the region are maintained. Responsibilities of the SLOAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the FCAA and the CCAA.

*San Luis Obispo County Clean Air Plan*

The San Luis Obispo County 2001 Clean Air Plan (CAP) is a comprehensive planning document intended to evaluate long-term air pollutant emissions and cumulative effects and provide guidance to the SLOAPCD and other local agencies on how to attain and maintain the state standards for ozone and particulate matter 10 micrometers or less in diameter (PM<sub>10</sub>). The CAP presents a detailed description of the sources and pollutants that impact the jurisdiction’s attainment of state standards, future air quality impacts to be expected under current growth trends, and an appropriate control strategy for reducing ozone precursor emissions, thereby improving air quality. In order to be considered consistent with the

San Luis Obispo County CAP, a project must be consistent with the land use planning and transportation control measures and strategies outlined in the CAP.

#### *SLOAPCD Criteria Pollutant Thresholds*

The SLOAPCD has developed and updated their CEQA Air Quality Handbook (most recently updated via a 2023 Administrative Update Version) to help local agencies evaluate project-specific impacts and determine if air quality mitigation measures are needed, or if potentially significant impacts could result. This handbook includes established thresholds for both short-term construction emissions and long-term operational emissions.

Use of heavy equipment and earth-moving operations during project construction can generate fugitive dust and engine combustion emissions that may have substantial temporary impacts on local air quality and climate change. Combustion emissions, such as nitrogen oxides (NO<sub>x</sub>), reactive organic gases (ROG), greenhouse gases (GHGs), and diesel particulate matter (DPM), are most significant when using large, diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators, and other heavy equipment. The SLOAPCD has established thresholds of significance for each of these contaminants.

Operational impacts are focused primarily on the indirect emissions (i.e., motor vehicles) associated with residential, commercial, and industrial development. Certain types of projects can also include components that generate direct emissions, such as power plants, gasoline stations, dry cleaners, and refineries (referred to as stationary source emissions). The SLOACPD has established several different methods for determining the significance of project operational air quality impacts:

1. Demonstrate consistency with the most recent CAP for San Luis Obispo County;
2. Demonstrate consistency with a plan for the reduction of GHG emissions that has been adopted by the jurisdiction in which the project is located that complies with State CEQA Guidelines Section 15183.5;
3. Compare predicted ambient criteria pollutant concentrations resulting from the project to federal and state health standards, when applicable;
4. Compare calculated project emissions to SLOAPCD emission thresholds; and
5. Evaluate special conditions that apply to certain projects.

In addition, many architectural coatings consist of oil-based paints. Solvents contained in these paints evaporate into the atmosphere as the paint dries, contributing to local ozone formation.

#### *Sensitive Receptors*

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups who are most likely to be affected by air pollution (i.e., sensitive receptors): children under 14, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. The project site is located within 1,000 feet of multiple sensitive receptor locations, including four single-family residential homes located as close as 50 feet northeast of the project site and upper-story residential units of mixed-use buildings located along the north and south sides of West Grand Avenue.

#### *Naturally Occurring Asbestos*

Naturally Occurring Asbestos (NOA) is identified as a toxic air contaminant by the California Air Resources Board (CARB). Serpentine and other ultramafic rocks are fairly common throughout San Luis Obispo County and may contain NOA. If these areas are disturbed during construction, NOA-containing particles can be released into the air and have an adverse impact on local air quality and human health. The project site is not located in an area identified as containing naturally occurring ultramafic rock or serpentine soils by the SLOAPCD (SLOAPCD 2018).

*Environmental Evaluation*

**a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**

As part of the CCAA, the SLOAPCD is required to develop a plan to achieve and maintain the State ozone standard by the earliest practicable date. The SLOAPCD's CAP addresses the attainment and maintenance of state and federal ambient air quality standards.

In order to be considered consistent with SLOAPCD's CAP, a project must be consistent with the land use planning and transportation control measures and strategies outlined in the CAP (SLOAPCD 2012). In addition, regional vehicle miles traveled (VMT) estimates are relied upon for regional air quality planning purposes and are used to determine the strategies to be implemented to reach the emission reduction targets set by CARB through Senate Bill 375. Therefore, the project has been evaluated for consistency with regional VMT-reduction efforts as well.

*Transportation and Land Use Control Measures*

The SLOAPCD's CAP includes multiple transportation and land use control measures intended to reduce emissions through reductions in VMT and the promotion of alternative forms of transportation. The control measure applicable to the proposed project is summarized in Table 2. As noted, the proposed project would be consistent with these applicable measures.

**Table 2. Project Consistency with SLOAPCD's CAP Land Use Control Measures**

| Control Measures  | Project Consistency  |
|---|--|
| <b><i>Land Use Planning Strategies</i></b>  |  |
| <p><b>L-1 Planning Compact Communities.</b> Within cities and unincorporated communities, sprawl has become a characteristic of growth. Development of lower density zones is discouraged. Within a medium density residential area, a high level of transit service is generally supportive for a density of 15 units per acre, or more.</p> | <p><b>Consistent.</b> The project site is located in a central location within the City of Grover Beach. The proposed project would be located on an approximately 1.03-acre parcel and construct 23 dwelling units within the parcel. This would result in an approximate density of 22.33 dwelling units/acre.</p> |

**Table 2. Project Consistency with SLOAPCD's CAP Land Use Control Measures**

| Control Measures   | Project Consistency  |
|--|--|
| <p><b>L-3 Balancing Jobs and Housing.</b> Travel from home to work accounts for about one-quarter of all private vehicle trips in a typical urban area; in rural areas this travel component is even higher. The length and location of these trips are important factors in determining the type of transportation alternatives available to the commuter and the quantity of air pollutants generated. If the average travel distance between the home and workplace is relatively long, emissions from private vehicles increase and non-motorized travel alternatives are less viable.</p> | <p><b>Potentially Consistent.</b> The intent of this measure is to minimize commute distances and minimize associated vehicle air pollutants and GHG emissions. The proposed project includes the establishment of a mixed-use development including high density residential uses and commercial land uses within the City of Grover Beach. According to the 2050 Regional Growth Forecast for San Luis Obispo County (San Luis Obispo Council of Governments 2017), as of 2015, the City of Grover Beach had the lowest Jobs-Housing Ratio in San Luis Obispo County when compared to other incorporated jurisdictions and the unincorporated area of the county, at 0.49. This means that for nearly every 1 job in the city, there were 2 housing units. The proposed project would include development of 2,500 square-feet of commercial uses and 23 new residential condominiums. Based on the size and scale of the proposed development, the project would not have a significant effect on the city's jobs-to-housing balance.</p> |
| <p><b>Transportation Control Measures</b></p>  |  |
| <p><b>T-3 Bicycling and Bikeway Enhancements.</b> The goal of this measure is to encourage a modal shift to bicycles through implementation of infrastructure improvements and administrative actions that provide inexpensive commute options and increased safety and convenience for commuters.</p>   | <p><b>Potentially Consistent.</b> The project is located near existing Class II bike lanes along West Grand Avenue east of North 2<sup>nd</sup> Street. The project would also be required to provide bicycle parking on-site in accordance with City Development Code standards.</p>  |

*Projected VMT*

The proposed project includes the establishment of multi-family residential land uses and commercial uses. As noted in the Transportation Impact Analysis Memorandum prepared by Central Coast Transportation Consulting (CCTC 2024), the project's infill location and mix of uses would minimize VMT. Therefore, the project would not result in a conflict with regional VMT-reduction efforts and associated plans and policies. Therefore, impacts would be *less than significant*.

- b) Would the project 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?**

The county is currently designated as non-attainment for ozone and PM<sub>10</sub> under state ambient air quality standards (CARB 2021). Demolition and construction activities associated with the project would result in the generation of criteria air pollutants including ozone precursors (reactive organic gases and nitrogen oxides) and fugitive dust. Additionally, future operation of the

residential uses and commercial uses would be generated by mobile sources, area sources, and energy use. Short-term and long-term emissions have been evaluated in detail, below.

*Short-Term Construction Emissions*

Construction-generated emissions are of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. Construction of the proposed project would result in the temporary generation of emissions associated with demolition, site grading and excavation, paving, motor vehicle exhaust associated with construction equipment, and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NO<sub>x</sub>) and emissions of PM. Emissions of ozone-precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Emissions associated with the construction of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.2 computer program. Table 3 presents a summary of the maximum daily and quarterly emissions associated with construction of the proposed project.

**Table 3. Summary of Project Construction Emissions without Mitigation**

| Criteria   | Project Emissions (lbs/day) | SLOAPCD Significance Threshold |                   | Exceeds Significance Threshold? |               |
|--|-----------------------------|--------------------------------|-------------------|---------------------------------|---------------|
|  |                             | Tier 1                         | Tier 2            | Tier 1                          | Tier 2        |
| Maximum Daily Emissions of ROG+NO <sub>x</sub>           | 154.2                       | 137 lbs/day                    |                   | Yes                             |               |
| Maximum Daily Emissions of PM <sub>2.5</sub>             | 4.33                        | 7 lbs/day                      |                   | No                              |               |
|  | <b>(tons/quarter)</b>       | <b>Tier 1</b>                  | <b>Tier 2</b>     | <b>Tier 1</b>                   | <b>Tier 2</b> |
| Maximum Quarterly Emissions of ROG+NO <sub>x</sub>       | 1.24                        | 2.5 tons/quarter               | 6.3 tons/quarter  | No                              | No            |
| Maximum Quarterly Emissions of PM <sub>10</sub>          | 0.03                        | 2.5 tons/quarter               | None              | No                              | No            |
| Maximum Quarterly Emissions of PM <sub>2.5</sub> Exhaust | 0.02                        | 0.13 tons/quarter              | 0.32 tons/quarter | No                              | No            |

Source: California Emissions Estimator Model 2022; Appendix B

Note: PM<sub>2.5</sub> = particulate matter 2.5 microns or less in diameter

As presented in Table 3, the maximum daily construction-generated emissions are predicted to be approximately 154.2 pounds (lbs) per day of combined ROG and NO<sub>x</sub> and 4.33 lbs per day of PM<sub>2.5</sub>. Estimated combined ROG and NO<sub>x</sub> emissions would exceed the SLOAPCD 137 lbs per day significance threshold for daily construction emissions. Mitigation Measure AQ-1 has been identified to require implementation of SLOAPCD's Standard Mitigation Measures for Construction Equipment. These measures have been designed to reduce ROG, NO<sub>x</sub>, and other emissions from heavy-duty construction equipment and have been shown to significantly reduce emissions while maintaining overall equipment performance and project scheduling needs. Based

on SLOAPCD guidance and estimated project emissions, upon implementation of Mitigation Measure AQ-1, project combined ROG and NO<sub>x</sub> emissions would be reduced below the SLOAPCD construction threshold of significance.

Based on the analysis provided above, project construction emissions would be *less than significant with mitigation*.

**Operation Emissions**

Long-term operational emissions associated with the proposed project would be predominantly associated with mobile sources (e.g., vehicle trips). To a lesser extent, emissions associated with area sources, such as landscape maintenance activities, as well as the use of electricity and natural gas would also contribute to increased operational emissions.

Emissions associated with long-term “operation” of the proposed project were calculated using the CalEEMod version 2022.1.1.2 computer program. Unmitigated operational emissions associated with the proposed project are summarized in Table 4.

**Table 4. Estimated Operational Emissions of Criteria Pollutants**

| Pollutant                        | Project Operational Emissions (lbs/day) | SLOAPCD Threshold (lbs/day) | Project Operational Emissions (tons/yr) | SLOAPCD Threshold (tons/year) | Meets or Exceeds Threshold? |
|----------------------------------|---|-----------------------------|---|-------------------------------|-----------------------------|
| ROG + NO <sub>x</sub> (combined) | 3.13                                    | 25                          | 0.54                                    | 25                            | No                          |
| Diesel PM                        | 0.02                                    | 1.25                        | <0.01                                   | N/A                           | No                          |
| PM <sub>10</sub>                 | 0.44                                    | 25                          | 0.07                                    | 25                            | No                          |

Source: California Emissions Estimator Model 2022; Appendix B

Note: lbs/day = pounds per day; tons/yr = tons per year

Based on the estimated operational emissions shown in Table 4, the project would not result in combined ROG and NO<sub>x</sub> or PM<sub>10</sub> emissions in excess of daily or annual thresholds set forth by the SLOAPCD, and operational emissions would be *less than significant*.

**c) Would the project expose sensitive receptors to substantial pollutant concentrations?**

The project site is located within 1,000 feet of multiple sensitive receptor locations, including four single-family residential homes located as close as 50 feet northeast of the project site and upper-story residential units of mixed-use buildings located along the south side of West Grand Avenue. Implementation of the proposed project is not anticipated to result in the installation of any major stationary sources of toxic air contaminants that could adversely affect nearby on-site or off-site sensitive receptors during operation.

Based on the analysis provided for threshold III.b, above, project construction would not result in substantial pollutant concentrations of ozone precursors upon implementation of Mitigation Measure AQ-1. In addition, estimated project construction emissions for DPM, and fugitive dust would fall below applicable SLOAPCD thresholds. Initial project demolition, grading, and trenching activities would occur within 1,000 feet of a sensitive receptor location, which may result in localized concentrations of DPM and/or fugitive dust emissions that could result in adverse health effects on proximate receptors. In accordance with current SLOAPCD guidance, implementation of fugitive dust mitigation measures (expanded list) and diesel idling mitigation is required when a parcel(s) being developed is within 1,000 feet of sensitive receptors. Mitigation Measures AQ-1 and AQ-2 have been identified to require applicable SLOAPCD diesel-idling

restrictions and fugitive dust suppression practices to be implemented and shown on all project plan sets.

Project construction activities would be anticipated to last approximately 12 months. Based on the limited scale of the project, relatively short duration of proposed construction activities involving use of diesel-fueled equipment (12 months), proximity of nearest off-site sensitive receptor locations, and implementation of Mitigation Measures AQ-1 and AQ-2, project impacts associated with construction equipment emissions on proximate sensitive receptors would be *less than significant with mitigation*.

**d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

The project site is not located in an area identified as containing naturally occurring ultramafic rock or serpentine soils by the SLOAPCD (SLOAPCD 2018). Therefore, naturally occurring asbestos is not expected to be encountered during project ground disturbance activities.

The project includes demolition of the existing structures on-site. Demolition activities could have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing materials (ACM), if present. According to the SLOAPCD, asbestos is not banned and may be present even in new construction and an asbestos survey is required prior to any tenant improvement or demolition of a regulated structure (SLOAPCD 2024). Mitigation Measure AQ-3 has been identified to ensure that project demolition activities are conducted in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP) regulations (40CFR61, Subpart M - asbestos NESHAP). NESHAP requirements include, but are not limited to, written notification to the SLOAPCD at least 10 days prior to commencement of demolition activities, completion of an asbestos survey report conducted by a Certified Asbestos Consultant, and preparation of written work plan addressing asbestos handling procedures in order to prevent visible emissions, as applicable.

The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. Construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition, installation of new wastewater system connections and pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday, would dissipate rapidly with increasing distance from the source, and would not affect a substantial number of people. Based on the analysis provided above, impacts would be *less than significant with mitigation*.

**Conclusion**

The project would be consistent with the SLOAPCD CAP. Potential impacts associated with a net increase of criteria pollutant emissions for which the region is in nonattainment for and exposure of sensitive receptors to substantial pollutant emissions would be reduced to less than significant upon implementation of Mitigation Measures AQ-1 and AQ-2. Potential impacts associated with ACM would be reduced to less than significant with implementation of Mitigation Measure AQ-3. Therefore, impacts associated with Air Quality would be less than significant with mitigation.

**Mitigation Measures**

**AQ-1 NO<sub>x</sub> and ROG Emissions and Idling Control Measures.** The following measures shall be implemented to reduce construction generated mobile-source and evaporative emissions:

1. Construction Activity Management Plan (CAMP) shall be prepared. The CAMP shall be submitted to San Luis Obispo Air Pollution Control District (SLOAPCD) for review and approval at least three months before the start of construction. The CAMP shall include a dust-control management plan, tabulation of on and off-road construction equipment (age, horsepower, and usage rates), construction truck trip schedules, construction work-day period, and construction phasing. If implementation of Standard Mitigation and Best Available Control Technology measures cannot reduce project emissions to below SLOAPCD's Tier 2 threshold, off-site mitigation shall be implemented in coordination with SLOAPCD to reduce NO<sub>x</sub> and ROG emissions to below the Tier 2 threshold. At a minimum, the following measures shall be implemented and included in the CAMP to reduce construction generated mobile-source and evaporative emissions:
  - a. Maintain all construction equipment in proper tune according to manufacturer's specifications.
  - b. Fuel all off-road and portable diesel-powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
  - c. Diesel-fueled construction equipment shall meet, at a minimum, ARB's Tier 4 emission standards for off-road heavy-duty diesel engines and comply with the State Off-Road Regulation.
  - d. Use on-road heavy-duty trucks that meet the ARB's 2010, or cleaner, certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation.
  - e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive or NO<sub>x</sub> exempt area fleets) may be eligible by proving alternative compliance.
  - f. Electrify equipment when feasible.
  - g. Substitute gasoline-powered in place of diesel-powered equipment, where feasible.
  - h. Use alternative-fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.
  - i. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the SLOAPCD. Such equipment may include power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g., aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.
  - j. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.

- k. To the extent locally available, use prefinished building materials or materials that do not require the application of architectural coatings.
- l. The following idling restrictions near sensitive receptors for both on- and off-road equipment shall be implemented:
  - i. Staging and queuing areas shall be located at the greatest distance feasible from sensitive receptor locations;
  - ii. Diesel idling when equipment is not in use is not permitted;
  - iii. Use of alternative fueled equipment is recommended whenever possible; and,
  - iv. Signs that specify the no-idling requirements must be posted and enforced at the construction site.
- m. On-road vehicle operations shall comply with Section 2485 of Title 13, the California Code of Regulations limits diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater 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:
  - i. Shall not idle the vehicle's primary diesel engine when vehicle is not in use, except as noted in Subsection (d) of the regulation; and,
  - ii. 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 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.
  - iii. Signs must be posted in the designated queuing areas and job sites to remind drivers of the idling restrictions. The specific requirements and exceptions in the regulation can be reviewed at the following website: [www.arb.ca.gov/msprog/truck-idling/2485.pdf](http://www.arb.ca.gov/msprog/truck-idling/2485.pdf).
- n. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use Off-Road Diesel regulation available at: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
- o. Signs shall be posted in the designated queuing areas and job sites to remind on-road and off-road equipment operators of the idling restrictions.

**AQ-2**

**Fugitive Dust Control Measures.** The following measures shall be implemented during all project site disturbance, demolition, construction activities to reduce construction generated fugitive dust. These measures shall be shown on grading and building plans:

- a. All fugitive dust mitigation measures shall be shown on grading and building plans;
- b. Reduce the amount of the disturbed area where possible;

- c. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the San Luis Obispo Air Pollution Control District (SLOAPCD) 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 (nonpotable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider use of a dust suppressant that is effective for the specific site conditions to reduce the amount of water used for dust control. Please refer to the following link from the San Joaquin Valley Air District for a list of potential dust suppressants: [Products Available for Controlling Dust](#);
- d. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- e. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding, soil binders or other dust controls are used;
- f. 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) or otherwise comply with California Vehicle Code (CVC) Section 23114;
- g. "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 CVC 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;
- h. 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 SLOAPCD'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 SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact the Compliance Division at 805-781-5912).
- i. 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;
- j. 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;
- k. 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 SLOAPCD;
- l. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

- m. 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 where feasible. Roads shall be pre-wetted prior to sweeping when feasible; and
- n. Take additional measures as needed to ensure dust from the project site is not impacting areas outside the project boundary.

**AQ-3 Abatement of Asbestos-Containing Materials (ACM).** Prior to issuance of demolition permits, the project applicant shall demonstrate full compliance with 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, written notification to the San Luis Obispo Air Pollution Control District (SLOAPCD), completion of an asbestos survey conducted by a Certified Asbestos Inspector, and preparation and implementation of a written work plan detailing the applicable removal and disposal requirements of identified asbestos containing materials. Compliance shall be verified through either submittal of evidence of SLOAPCD determining the project is exempt from NESHAP requirements, asbestos survey results indicating there are no ACM within the project site, or a complete work plan detailing the applicable removal and disposal requirements of identified asbestos containing materials.

## IV. Biological Resources

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| <i>Would the project:</i>   |                                |  |                                     |                                     |
| (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 Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (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?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (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?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

## *Setting*

### *Federal and State Endangered Species Acts*

The Federal Endangered Species Act (FESA) of 1973 provides legislation to protect federally listed plant and animal species. The California Endangered Species Act (CESA) of 1984 ensures legal protection for plants listed as rare or endangered and wildlife species formally listed as endangered or threatened, and also maintains a list of California Species of Special Concern (SSC). SSC status is assigned to species that have limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. Under state law, the California Department of Fish and Wildlife (CDFW) has the authority to review projects for their potential to impact special-status species and their habitats. CDFW also maintains a Watch List (WL) for species that were previously SSC but no longer merit SSC status, or which do not meet SSC criteria but for which there is concern and a need for additional information to clarify status. Lastly, CDFW also identifies a Fully Protected classification to identify and provide additional protection to those animals that were rare or faced possible extinction. Fully Protected Species (FPS) may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for scientific research, for relocation of the bird species for the protection of livestock, or if they are a covered species whose conservation and management is provided for in a Natural Community Conservation Plan (NCCP). The California Native Plant Society (CNPS) maintains a list of plant species ranging from presumed extinct to limited distribution, based on the following:

#### California Rare Plant Ranks (CRPR)

- 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
- 1B: Plants rare, threatened, or endangered in California and elsewhere
- 2A: Plants presumed extirpated in California, but common elsewhere
- 2B: Plants rare, threatened, or endangered in California, but more common elsewhere
- 4: Plants of limited distribution – a watch list

#### California Rare Plant Threat Ranks

- 0.1: Seriously threatened in California
- 0.2: Moderately threatened in California
- 0.3: Not very threatened in California

### *Migratory Bird Treaty Act*

The Migratory Bird Treaty Act (MBTA) of 1918 protects all migratory birds, including their eggs, nests, and feathers. The MBTA was originally drafted to put an end to the commercial trade in bird feathers, popular in the latter part of the 1800s. The MBTA is enforced by the U.S. Fish and Wildlife Service (USFWS), and potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other federal agencies and are required to be evaluated under CEQA.

### *Local Plans and Policies*

The City of Grover Beach has several policies within the Conservation and Open Space Element of the General Plan aimed at protecting biological resources (City of Grover Beach 2020a). Those include the following:

- **Policy COS-1.5 Meadow Creek and Wetland Resources**

The City shall manage its Meadow Creek wetlands, floodplains, and associated resources to achieve the following objectives:

- a. Maintaining and restoring natural conditions and fish and wildlife habitat;
- b. Preventing loss of life and minimizing property damage from flooding;
- c. Providing passive recreational opportunities that are compatible with fish and wildlife habitat, flood protection, and use of adjacent private properties.

- **Policy COS-3.1 On-site Resource Preservation**

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

- **Policy COS-3.3 Riparian Habitat Protection**

The City shall preserve the ecological integrity of creek corridors that support riparian resources by preserving native riparian plants and, to the extent feasible, removing invasive nonnative plants. If preservation of the ecological integrity of existing resources is found to be infeasible, adverse impacts to riparian resources shall be fully mitigated consistent with the requirements of applicable state and federal regulations.

#### *Project Site Characteristics*

The proposed project site is a total of 1.03 acres and is characterized by generally flat topography that is developed with 10 existing structures. There are two palm trees in the southwestern corner of the project site. The site abuts existing development on all sides with no connectivity to existing native habitats.

#### *Special-status Plant Species*

The project site is entirely developed and heavily disturbed. No special-status plant species are expected to occur within the project site.

#### *Special-Status Wildlife Species*

A review of the CNDDDB which found that 12 special-status wildlife species have recorded occurrences within 5 miles of the project site. Based on a six-quadrangle query of the CNDDDB, suitable habitat for the following special-status wildlife species has been identified on the project site.

- Townsend's big-eared bat (*Corynorhinus townsendii*) is a CDFW SSC. Townsend's big-eared bat require areas containing caves and cave-like roosting habitat including buildings or other man-made structures for roosting. This species is extremely sensitive to noise and disturbance and typically prefer quiet, undisturbed and secluded environments for roosting; a single disturbance or visit may result in abandonment of the roost. The nearest CNDDDB occurrence of this species is approximately 2.5 miles northwest of the project site (CDFW 2024). A property with loud machinery and regular ATV activity is likely to produce significant noise and vibrations, creating an unsuitable environment for this species of bats. The constant disturbance from machinery and ATVs would deter them from roosting in such a noisy location. Furthermore, this species of bats prefer roosts that offer stable temperatures and humidity levels, along with minimal disturbance. The type of structures found at this site (garages, sheds, open metal warehouse buildings) are generally not conducive to the needs of Townsend's big-eared bats. The noise, potential for roost disturbance, lack of suitable structures, and human activity contribute to an environment that is not suitable roosting habitat for this species (Journal of Mammology, 2002).

- Migratory and nesting bird species: the existing structures and palm trees on the project site may provide suitable nesting habitat for avian species. These species are expected to be onsite year-round, and the potential to encounter these species is highest during the nesting season of February 1 through September 15.

#### *Wetlands and other Water Bodies*

The project site is fully developed, and there are no surface water features or riparian habitat present on site. The nearest mapped surface water feature to the project site is Meadow Creek, located approximately 350 feet west from the project site and across SR 1. The Pacific Ocean is approximately 2,000 feet west of the project site.

#### *Environmental Evaluation*

- a) **Would the project 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 Game or U.S. Fish and Wildlife Service?**

##### *Special-status Bat Species*

This species is extremely sensitive to noise and disturbance and typically prefer quiet, undisturbed and secluded environments for roosting; a single disturbance or visit may result in abandonment of the roost. The nearest CNDDDB occurrence of this species is approximately 2.5 miles northwest of the project site (CDFW 2024). A property with loud machinery and regular ATV activity is likely to produce significant noise and vibrations, creating an unsuitable environment for this species of bats. The constant disturbance from machinery and ATVs would deter them from roosting in such a noisy location. Furthermore, this species of bats prefer roosts that offer stable temperatures and humidity levels, along with minimal disturbance. The type of structures found at this site (garages, sheds, open metal warehouse buildings) are generally not conducive to the needs of Townsend's big-eared bats. The noise, potential for roost disturbance, lack of suitable structures, and human activity contribute to an environment that is not suitable roosting habitat for this species. Mitigation Measure BIO-2 has been included to avoid and minimize any potential impacts to Townsend's big-eared bat by requiring a preconstruction survey for this species. Upon implementation of this measure, potential impacts to Townsend's big-eared bat would be *less than significant with mitigation*.

##### *Migratory and Nesting Birds*

Potentially suitable nesting habitat for migratory bird species is present within the two palm trees and existing structures on the project site. Direct impacts to nesting birds could occur from demolition of existing structures and removal of palm trees on site if they are being used for nesting habitat. Indirect impacts to nesting birds could occur from disturbance associated with construction activities. Mitigation Measure BIO-1 has been included to require construction best management practices to further minimize impacts to sensitive biological resources during construction. Mitigation Measure BIO-3 has been included to require a preconstruction survey for nesting birds to determine the presence and/or absence of nesting migratory birds on-site if construction activities are scheduled during the nesting bird season and includes the proper avoidance protocol to be implemented in the event special-status bird species or other migratory birds are found nesting in the project area.

Upon implementation of Mitigation Measures BIO-1 through BIO-3, the proposed project would not result in substantial adverse effects on special-status species, and impacts would be *less than significant with mitigation*.

**b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

There are no mapped water features and no riparian vegetation or other sensitive natural communities within or immediately adjacent to the proposed area of disturbance. The project is located approximately 350 feet from Meadow Creek and its associated riparian habitat and would not result in any direct impacts to this habitat area. The proposed project would disturb 1.03 acres of soils and therefore is required to comply with SWRCB general construction permit requirements. In accordance with City Development Standards, the applicant has prepared a SWCP because the project will create more than 2,500 sf of impervious area. The operational phase of the project does not include any components or features that would generate long-term erosion or siltation at the project site. Therefore, the project would not result in impacts to riparian habitat or other sensitive natural communities and *no impacts* would occur.

**c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Based on the National Wetlands Inventory (NWI) Map, the project site does not support state or federal wetlands or other potentially jurisdictional water features (USFWS 2024). The project is located approximately 350 feet from Meadow Creek and would not result in any direct impacts to this water feature. Therefore, the project would not result in an adverse effect on state or federally protected wetlands and *no impacts* would occur.

**d) Would the project 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?**

The project site is adjacent to a vacant lot to the northwest, residential and commercial uses to the north and east, and the Grover Beach Grand Junction commercial center to the south. The Coast Line of the Union Pacific Railroad and SR 1 are located adjacent to the western edge of the project site with a 10-footwide unpaved access easement between the project site and the railroad. Due to the surrounding developed areas and presence of major roadways and railroad, the project site does not provide a high level of connectivity to natural areas that could be used for terrestrial wildlife movement. Additionally, according to the CDFW Habitat Connectivity Viewer, the project site is located in an area with limited habitat connectivity (CDFW 2024).

The two palm trees on the project site provide marginally suitable habitat for migratory birds. As such, the removal of the two palm trees as a result of the project is not expected to reduce the ability for migratory birds to use this area for nesting.

Therefore, potential impacts would be *less than significant*.

**e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

The project is located approximately 350 feet from Meadow Creek and its associated riparian habitat and would not result in any direct impacts to this habitat area. As described above, the project would be subject to both construction and post-construction stormwater management regulations which would minimize erosion and polluted runoff from leaving the site and impacting nearby surface water features. Based on the National Wetlands Inventory (NWI) Map, the project site does not support state or federal wetlands or other potentially jurisdictional water features (USFWS 2024).

Based on the analysis provided above, the project would be consistent with the Conservation and Open Space Element policies regarding protection of Meadow Creek, wetlands, and riparian habitats. Therefore, potential impacts associated with conflicting with local policies or ordinances protecting biological resources would have *no impact*.

**f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

The project site does not overlap with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans and therefore would not conflict with any approved local, regional, or state habitat conservation plans, and *no impacts* would occur.

*Conclusion*

Mitigation Measures BIO-1 through BIO-3 have been included to avoid and/or minimize potential impacts related to special-status wildlife species and nesting birds. The proposed project would not result in disturbance to a migratory wildlife corridor. In addition, the proposed project would not conflict with a Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans. Upon implementation of the identified mitigation measures, potential impacts related to biological resources would be less than significant.

*Mitigation Measures*

- BIO-1 Best Management Practices.** The following measures shall be printed on all construction plans prior to issuance of building permits, and shall be adhered to during construction activities:
- a. The use of heavy equipment and vehicles shall be limited to the proposed project limits and defined staging areas/access points. use of heavy equipment and vehicles shall be limited to the project limits and defined staging areas/access points. No work shall occur outside these limits without prior approval from the Community Development Department.
  - b. No vehicles or equipment shall be refueled within 50 feet of drainage features unless a bermed and lined refueling area is constructed. No vehicles or construction equipment shall be stored overnight within 100 feet of these areas unless drip pans or ground covers are used. Construction staging areas should attain zero discharge of stormwater runoff into these habitats.
  - c. Secondary containment, such as drip pans, shall be used to prevent leaks and spills of potential contaminants.
  - d. Washing of concrete, paint, or equipment, and refueling and maintenance of equipment shall occur only in designated staging areas. Sandbags and/or absorbent pads and spill control kits shall always be available on site to clean up and contain fuel spills and other contaminants, and a Spill Response Plan shall be in place. Washing of equipment, tools, etc. should not be allowed in any location where the tainted water could enter onsite drainages.
  - e. All project-related spills of hazardous materials within or adjacent to the project site should be cleaned up immediately.
  - f. Construction equipment shall be inspected by the operator daily to ensure that equipment is in good working order and no fuel or lubricant leaks are present.
  - g. The use of pesticides (including rodenticides) and herbicides on the property shall be in compliance with all local, state, and federal regulations to avoid primary and secondary poisoning of sensitive species that may be using the site.

- h. Plastic monofilament netting (erosion control matting) or similar material will not be used on site due to the potential to entangle special-status wildlife. Acceptable substitutes are coconut coir matting, biodegradable fiber rolls, or tackified hydroseeding compounds.

**BIO-2 Preconstruction Survey for Townsend’s Big-eared Bat.** Within 30 days prior to removal of existing structures, a survey shall be conducted by a qualified biologist to determine if bats are roosting in the structures. If roosts of special-status bat species are identified and will be impacted during the proposed project, CDFW will be consulted to determine appropriate measures to be implemented. The results of the survey shall be provided to the City of Grover Beach prior to initial project activities.

**BIO-3 Preconstruction Survey for Nesting Birds.** Prior to initiation of any site preparation/construction activities, if work is planned to occur between February 1 and September 15, a qualified biologist shall survey the area for nesting birds within 1 week prior to initial project activity beginning, including ground disturbance and/or vegetation removal/trimming. If nesting birds are located on or near the project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active, as detailed below.

1. A 50-foot exclusion zone shall be established around non-listed, passerine species, and a 250-foot exclusion zone shall be established for raptor species. Each exclusion zone shall encircle the nest and have a radius of 50 feet (non-listed passerine species) or 250 feet (raptor species). All project activities, including foot and vehicle traffic and storage of supplies and equipment, are prohibited inside exclusion zones. Exclusion zones shall be maintained until all exterior construction activities have been terminated for the current phase of work (e.g., if Phase 1 improvements are completed, exclusion zones may be removed until initiation of site preparation for Phase 2 begins), or it has been determined by a qualified biologist that the young have fledged or that proposed project activities would not cause adverse impacts to the nest, adults, eggs, or young.
2. If special-status avian species are identified and nesting within the work area, no work shall begin until an appropriate exclusion zone is determined in consultation with the City of Grover Beach and any relevant resource agencies.

The results of the survey shall be provided to the City of Grover Beach Community Development Department prior to commencement of initial project activities. The results shall detail appropriate fencing or flagging of exclusion zones and include recommendations for additional monitoring requirements. A map of the project site and nest locations shall be included with the results. The qualified biologist conducting the nesting survey shall have the authority to reduce or increase the recommended exclusion zone depending on site conditions and species (if non-listed).

## V. Cultural Resources

| Environmental Issues   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| <i>Would the project:</i>  |                                |  |                                     |                          |
| (a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| (c) Disturb any human remains, including those interred outside of dedicated cemeteries?                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Setting**

San Luis Obispo County possesses a rich and diverse cultural heritage and therefore has a wealth of historic and prehistoric resources, including sites and buildings associated with Native American habitation, Spanish missionaries, immigrant settlers, and military branches of the United States. The City of Grover Beach is located in an area historically occupied by the Obispeño Chumash Native American tribe, the northernmost of the Chumashan-speaking peoples of California. Numerous Chumash cultural sites in Grover Beach have been recorded by the San Luis Obispo County Archaeological Society; the locations of these known sites are confidential per requirements of the State Historic Preservation Officer and the California Historical Resources Information System (City of Grover Beach 2012).

As defined by CEQA, a historical resource includes:

1. A resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR).
2. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant. The architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural records of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence.

Pursuant to CEQA, a resource included in a local register of historic resources or identified as significant in a historical resource survey shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

The City’s Local Coastal Program Chapter 3.0 (Archaeological Resources Component), and California Health and Safety Code Section 7050.5 requires that in the event of accidental discovery or recognition of any human remains, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the coroner of the county in which the human remains are discovered has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, they shall contact, by telephone within 24 hours, the Native American Heritage Commission.

An Archival Records Search and Phase I Archaeological Survey was conducted in 2005 by Robert O. Gibson (Gibson), Principal Archaeologist of Gibson’s Archaeological Consulting for a 203-acre area that included the project site. Based on the results of the records search, there were 14 previously conducted cultural resource survey’s within the survey area, and only one recorded archaeological site. The recorded site identified by the records search is not located within or adjacent to the project site (Gibson 2005).

### Environmental Evaluation

**a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?**

An Archival Records Search was conducted by Gibson at the Central Coast Information Center (CCIC), located at the Santa Barbara Museum of Natural History to identify any previously recorded cultural resources within the project area. Results of the records search did not identify any historic-era structures within the project site (Gibson 2005).

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 California Code of Regulations [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 unique circumstances, be 50 years old or older. In addition, the resource must retain enough of its historic character to convey the reason for its significance.

Based on review of historical aerial imagery, the oldest structure on the site, located on the southern portion of the property, was built around 1963 and the other structures on the site were built between 1981 and 1994 (Universal Engineering Sciences 2023). While at least one of the existing buildings on the project site meet the age criterion for historical resources (i.e., 50 years or older), it does not possess any known important historical associations and/or architectural characteristics to qualify for inclusion in the CRHR, and as a result is not a historical resource. Therefore, potential impacts associated with substantial adverse changes in the significance of a historical resource would be *less than significant*.

**b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**

The Local Coastal Program requires archaeological monitoring by a qualified archaeologist and Native American Tribes for ground disturbing activities located within or adjacent to any of the identified archeologically sensitive sites. The recorded archaeological site identified by the records search is not located within or adjacent to the project site (Gibson 2005).

No previously recorded prehistoric or historic cultural resources are present within the project area. Project grading and excavation activities could have the potential to disturb undiscovered resources. Mitigation Measure CR-1 has been identified to establish appropriate protocol for discovery of cultural resources during project ground-disturbing activities. Implementation of these mitigation measures would reduce potential impacts to *less than significant with mitigation*.

**c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?**

Based on existing developed conditions and results of the Archival Records Search and Phase I Archaeological Surface Survey prepared for nearby project sites, buried human remains are not expected to be present in the site area (Gibson 2005). In the event of an inadvertent discovery or recognition of any human remains; Health and Safety Code Section 7050.5 requires that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. With adherence to Health and Safety Code Section 7050.5, impacts related to the disturbance of human remains would be reduced to less than significant; therefore, potential impacts would be *less than significant*.

*Conclusion*

The project would not result in potentially significant impacts associated with historical resources or disturbance of human remains. Potential impacts associated with disturbance of undiscovered archaeological resources would be reduced to less than significant upon implementation of mitigation measures detailed below. Therefore, impacts associated with Cultural Resources would be *less than significant with mitigation*.

*Mitigation Measures*

**CR-1 Inadvertent Discovery of Cultural Resources Protocol.** If cultural resources are encountered during subsurface earthwork activities, all ground-disturbing activities within a 50-foot radius of the find shall cease and the City and the Salinan Tribe of Monterey and SLO Counties shall be notified immediately. Work shall not continue until a City-qualified archaeologist assesses the find and determines the need for further study. If the find includes Native American affiliated materials, a local Native American tribal representative shall be contacted to work in conjunction with the City-approved archaeologist to determine the need for further study, at the developer's expense. A standard inadvertent discovery clause shall be included in every grading and construction contract to inform contractors of this requirement. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance by a qualified archaeologist. The resource shall be considered historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (CRHR).

If the resource is determined significant, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the CCIC, located at the Santa Barbara Museum of Natural History, and provide for the permanent curation of the recovered materials.

## VI. Energy

| Environmental Issues   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| <i>Would the project:</i>  |                                |  |                                     |                          |
| (a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Setting

#### Local Utilities

Pacific Gas & Electric Company (PG&E) is the primary electricity provider for the City of Grover Beach. PG&E utilizes clean energy sources, including 38% from renewable energy sources and 57% from GHG-free energy sources (PG&E 2022). As of 2021, the City has also enrolled in Central Coast Community Energy (3CE), a Community Choice Aggregator (CCA). 3CE is a locally controlled public agency supplying clean and renewable electricity for residents and businesses in Santa Cruz, San Benito, Monterey, and Santa Barbara Counties as well as multiple incorporated cities within these counties. 3CE is based on a CCA model, which means that 3CE partners with the local utility (i.e., PG&E) which continues to provide consolidated billing, electricity transmission and distribution, customer service, and grid maintenance services. 3CE provides customers with a choice for clean and renewable energy, and community reinvestment through rate benefits and local GHG-reducing energy programs for residential, commercial, and agricultural customers. 3CE is currently on a pathway to achieving 60% clean and renewable energy by 2025 and 100% clean and renewable energy by 2030, which is 15 years ahead of California’s mandate for zero emissions (Central Coast Community Energy [3CE] 2023).

The Southern California Gas Company (SoCalGas) is the primary provider of natural gas for The City of Grover Beach. SoCalGas has begun purchasing 100% renewable power from the grid under Southern California Edison’s (SCE) Green Rate Program everywhere the gas utility is eligible for service by SCE. Under this new arrangement, SoCalGas estimates that it will purchase nearly 53.7 million kilowatt hours of power from 100% renewable sources each year, reducing greenhouse gas emissions by 38,000 metric tons annually, the equivalent of taking more than 8,000 gasoline-powered cars off the road each year. SoCalGas aims to achieve net zero emissions in operations and delivery of energy by 2045 (SoCalGas 2021).

#### Local Energy Plans and Policies

The Housing Element of the City’s General Plan includes several goals, policies, and programs to address housing issues faced by the community. One of the goals in this element is to “ensure energy efficiency in new housing” through implementation of Program 7.1 Energy Efficiency. This program requires all new dwelling units to meet current state requirements for energy efficiency (City of Grover Beach 2020b).

#### State Building Code Requirements

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards for residential and nonresidential structures, the most recent version of which is

referred to as the 2022 Building Energy Efficiency Standards (also referred to as CALGreen). These standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and non-residential lighting requirements.

#### *Environmental Evaluation*

**a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

The project would require the use of fossil fuels, electricity, and natural gas for construction vehicles and equipment during future construction of new residential and accessory uses. Proposed energy use during construction would be short term and limited in scale and would not result in unnecessary, wasteful, or inefficient energy consumption; therefore, energy consumed during construction would be temporary and would not represent a significant or wasteful demand on available resources.

Implementation of the project would result in the operation of 23 new single-family dwelling units and four retail spaces. The project would source energy from 3CE. While customers have the option to voluntarily opt out and continue service solely with PG&E if desired, it is reasonable to assume the majority of project tenants would maintain service with 3CE. Tenants who choose to opt out would be served by PG&E, which currently provides an energy supply mix that consists of approximately 38% from renewable energy sources and 57% from GHG-free energy sources (PG&E 2022). Additionally, natural gas service would be provided by SoCalGas, which has begun purchasing 100% renewable power to serve its customers (SoCalGas 2021).

Proposed residential building design would be required to adhere to Title 24 of the California Energy Code (CEC) and the most recent CBC Building Energy Efficiency Standards to further reduce operational energy use through implementation of green building and energy-efficient building design features. Based on the use of clean energy source mixes and required compliance with the CEC and CBC, operation of the proposed residential uses would not result in potentially significant environmental impacts due to wasteful, unnecessary, or inefficient use of energy resources during operation and impacts would be *less than significant*.

**b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

As previously evaluated, proposed construction activities would require the use of energy in the form of diesel fuel and gasoline for workers and construction vehicles and equipment. The energy consumed during construction would be temporary and would not represent a significant or wasteful demand on available resources, which would be consistent with applicable renewable energy plans.

The proposed dwelling units would be required to comply with Title 24 of the CEC and the most recent CBC Building Energy Efficiency Standards to ensure compliance with energy-efficient building design to reduce operational energy use. This compliance would be consistent with the goals and policies set forth in the Housing Element that require new housing to meet current state requirements for energy efficiency.

Based on required compliance with the CEC and CBC, the project would comply with applicable energy efficiency plans, and impacts would be *less than significant*.

**Conclusion**

The project would not result in unnecessary, wasteful, or inefficient energy use during short-term construction or long-term operation and would not conflict with state or local renewable energy or energy efficiency plans. Therefore, potential impacts related to energy would be less than significant, and no mitigation measures are necessary.

**Mitigation Measures**

Mitigation is not necessary.

**VII. Geology and Soils**

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| <i>Would the project:</i>   |                                |  |                                     |                                     |
| (a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:   |                                |  |                                     |                                     |
| (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (ii) Strong seismic ground shaking?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (iii) Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (iv) Landslides?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (b) Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (e) 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?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**Setting**

**Earthquake Fault Zones**

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) is a California state law that was developed to regulate development near active faults and mitigate the surface fault rupture potential and other hazards. The Alquist-Priolo Act identifies active earthquake fault zones and restricts the construction of habitable structures over known active or potentially active faults. According to the California Department of Conservation (CDOC), the nearest Alquist-Priolo Act fault zone is the Los Osos fault zone located approximately 11 miles northwest of the project site (CDOC 2021)

The City of Grover Beach General Plan Safety Element (Safety Element) identifies that there are several faults within proximity to the City including the Wilmar Avenue fault which runs along the northern portion of the city limits. This fault is potentially active with a moderate fault rupture hazard to the City of Grover Beach (City of Grover Beach 2022b).

### *Seismic and Other Geologic Hazards*

Ground shaking refers to the motion that occurs in response to regional and local earthquakes. Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. Ground shaking can endanger life and safety due to damage or collapse of structures or lifeline facilities. The CBC includes requirements that structures be designed to resist a certain minimum seismic force resulting from ground motion. The City's Safety Element identifies the Wilmar Avenue fault, the San Andreas fault, and the Hosgri fault to be the most likely sources of ground shaking for Grover Beach (City of Grover Beach 2022b). The project site is located 1.1-miles south of the Wilmar Avenue fault (City of Grover Beach 2022b).

Liquefaction is the sudden loss of soil strength due to a rapid increase in soil pore water pressures resulting from ground shaking during an earthquake. Liquefaction potential increases with earthquake magnitude and ground shaking duration. Low-lying areas adjacent to creeks, rivers, beaches, and estuaries underlain by unconsolidated alluvial soil are most likely to be vulnerable to liquefaction. The CBC requires the assessment of liquefaction in the design of all structures. Portions of Grover Beach are underlain by layers of unconsolidated sand which has a high potential to become liquified during ground shaking events. Based on the Safety Element, the project site is located in an area with moderate potential for liquefaction (City of Grover Beach 2022b).

Landslides and slope instability can occur as a result of wet weather, weak soils, improper grading, improper drainage, steep slopes, adverse geologic structure, earthquakes, or a combination of these factors. According to the County of San Luis Obispo Land Use View, the project site is located in an area with low potential for landslide (County of San Luis Obispo 2024).

Shrink/swell potential is the extent to which the soil shrinks as it dries out or swells when it gets wet. Extent of shrinking and swelling is influenced by the amount and kind of clay in the soil. Shrinking and swelling of soils can cause damage to building foundations, roads, and other structures. A high shrink/swell potential indicates a hazard to maintenance of structures built in, on, or with material having this rating. Moderate and low ratings lessen the hazard accordingly. Soils at the project site do not contain clay materials and it is unlikely that they would have potential for expansion to occur (NRCS 2024).

### *Local Regulations*

The Safety Element of the City of Grover Beach General Plan establishes goals, policies, and programs to protect the community from potential impacts of geologic and seismic hazards. Policy S-4.1 identifies that the CBC should be implemented to minimize the risk to life and property damage due to geologic and seismic hazards.

### *Geotechnical Investigation Report*

The following discussion is based on the information provided in the Geotechnical Investigation Report prepared for the project (Pacific Coast Testing Inc. 2023; Appendix C).

Soils observed within the project site consisted of sands and similar materials starting at below the existing grade and extending to a depth of 35 feet. Laboratory testing indicated that the near surface soils have very low expansivity. The soil was found to be nearly saturated below a depth of 5 feet, with free groundwater at 11 feet below the existing grade. A preliminary liquefaction analysis showed that overall seismic settlements of 4 to 5 inches are likely (Pacific Coast Testing Inc. 2023; Appendix C).

#### *Environmental Evaluation*

**a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

*a-i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

The project site is located approximately 11 miles southeast of the Los Osos fault zone which is a mapped Alquist-Priolo Act fault zone (CDOC 2021). Additionally, the nearest mapped potentially active fault, the Wilmar Avenue Fault, is located approximately 1.1 mile north of the project site (CDOC 2015). Proposed construction of occupiable buildings within the project site would be subject to construction standards and the CBC to ensure buildings are constructed to withstand the magnitude of earthquakes that could potentially occur in nearby fault zones; therefore, potential impacts would be *less than significant*.

*a-ii) Strong seismic ground shaking?*

The City of Grover Beach is located in a seismically active region and there is potential for seismic ground shaking to occur on the project site. The project site is located 1.1-miles south of the Wilmar Avenue fault which is a potentially capable quaternary fault associated with the South Margin of the San Luis Range fault system (City of Grover Beach 2022b; CDOC 2015). Proposed construction of occupiable buildings would be required to comply with seismic design criteria included in the most recent CBC and other applicable engineering and design standards to ensure the effects of a potential seismic event would be minimized through compliance with current engineering practices and techniques. The project does not include unique components that would be particularly sensitive to seismic ground shaking or result in an increased risk of injury or damage as a result of ground shaking. Implementation of the project would not expose people or structures to significant increased risks associated with seismic ground shaking; therefore, impacts would be *less than significant*.

*a-iii) Seismic-related ground failure, including liquefaction?*

Based on the City's Safety Element, the project site is located in an area with moderate potential for liquefaction (City of Grover Beach 2022). Additionally, a preliminary liquefaction analysis showed that overall seismic settlements of 4 to 5 inches can be anticipated, and differential sediments from soil liquefaction have potential to be on the order of 2 to 3 inches over a distance of 30 feet (Pacific Coast Testing, Inc. 2023). The Geotechnical Investigation Report identifies and recommends a number of measures to protect life and reduce loss, injury or death during a liquefaction event. As such, the project is required to comply and will be conditioned to comply with the recommendations provided in the report. Additionally, proposed construction of occupiable buildings would be required to comply with seismic design criteria included in the most recent CBC and other engineering standards to adequately withstand earthquake loads and associated risk, including liquefaction. Based on the required compliance with the Geotechnical Investigation Report, adherence to the CBC, and other applicable engineering standards, new development would not result in the risk of loss, injury, or death associated with liquefaction; therefore, impacts would be *less than significant*.

a-iv) *Landslides?*

The project site and surrounding area is characterized by generally level to gently sloping topography. According to the County Safety Element Maps, the entire project site is identified as an area with low landslide risk (County of San Luis Obispo 1999). Project construction would result in approximately 45,000 sf of ground disturbance, approximately 2,106 cy of cut and 1,914 cy of fill for a total of 4,020 cy of earthwork. Further, the proposed project would be required to comply with the most recent CBC and applicable engineering standards and practices to adequately withstand and minimize risk associated with landslides during construction and operation of the proposed project. Based on required compliance with the CBC and other applicable engineering standards and practices, new development would not result in the risk of loss, injury, or death associated with landslides; therefore, impacts would be *less than significant*.

b) **Result in substantial soil erosion or the loss of topsoil?**

The project site is located within a nearly-level developed infill site. Proposed development on-site would not require substantial permanent changes in existing topography, and the amount of developed, impervious area would increase by approximately 8,000 sf. Redevelopment of the project site would be subject to the City of Grover Beach Development Code Chapter 3.30 *Landscaping Standards* to provide soil erosion control on-site. Project construction would result in approximately 45,000 sf of ground disturbance, approximately 2,106 cy of cut and 1,914 cy of fill for a total of 4,020 cy of earthwork. The proposed project would be required to comply with City Development Standards requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Plan (WPCP) with Best Management Practices (BMPs) to ensure that potential water quality impacts during construction from soil erosion would be reduced to less than significant levels. Therefore, impacts related to soil erosion and loss of topsoil would be *less than significant*.

c) **Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

As previously described, the project site is located in an area with low potential for landslides and moderate potential for liquefaction to occur. The project site is not located in an area with known land subsidence (USGS 2022). As discussed above, a preliminary liquefaction analysis showed that there is potential for liquefaction to occur at the project site. Based on the required compliance with the Geotechnical Investigation Report, adherence to the CBC, and other applicable engineering standards, new development would not result in the risk of loss, injury, or death associated with a liquefaction event. Additionally, proposed construction of occupiable buildings would be required to comply with seismic design criteria included in the most recent CBC and other engineering standards to adequately withstand earthquake loads and associated risk, including liquefaction. Implementation of the recommendations of the Geotechnical Investigation Report and adherence to the CBC and other applicable engineering standards would reduce and minimize potential impacts related to ground failure; therefore, impacts would be *less than significant*.

d) **Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Soils at the project site consist of sand; they do not contain clay and would not be considered to have potential for soil expansion to occur. Laboratory testing indicated that the near surface soils have very low expansivity (Pacific Coast Testing Inc. 2023). Based on the lack of expansive soil at the project site, new development would not result in risk to life or property as a result of development on expansive soils; therefore, *no impacts* would occur.

**e) Would the project 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?**

The project would be served by the City’s sewer system and would generate approximately 1.5 million gallons of wastewater annually. New and existing sewer lines would be used to collect, transport, and treat wastewater generated by the proposed project. The proposed project does not include the installation of an on-site septic system or alternative wastewater disposal; therefore, *no impacts* would occur.

**f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

The project site is underlain by Old Eolian Deposits (Qoe), which consists of Pleistocene-age wild blown sand with weak soil development in places (USGS 2013). This paleontological unit is from the late Pleistocene and is of an appropriate age to contain paleontological resources, but coastal dune deposits very rarely preserve fossils in California (Jefferson 2010; PBDB 2022; UCMP 2022). Additionally, the Grover Beach Lodge 2012 Revised Final EIR evaluated paleontological resources for the same geologic units as the project site and determined that the potential for significant paleontological resources at the Grover Beach Lodge project site was low, due to the lack of known fossil localities along the Grover Beach coastline and the nature of onsite soils (consisting primarily of imbedded layers of sands, silty sands, clayey silt to sandy silt, which would not be suited to fossil formation) (City of Grover Beach 2012). Based on the low paleontological sensitivity of the project area, impacts would be *less than significant*.

*Conclusion*

The project would not result in any potentially significant impacts associated with rupture of a known earthquake fault, substantial erosion or loss of topsoil, strong seismic ground shaking, expansive soil, septic tank soil suitability, or paleontological resources. Based on the required compliance with the Geotechnical Investigation Report, adherence to the CBC, and other applicable engineering standards, new development would not result in the risk of loss, injury, or death associated with liquefaction. Therefore, impacts associated with Geology and Soils would be *less than significant*.

*Mitigation Measures*

No mitigation is necessary.

**VIII. Greenhouse Gas Emissions**

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| <i>Would the project:</i>   |                                |  |                                     |                          |
| (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

## Setting

GHGs are any gases that absorb infrared radiation in the atmosphere. The primary GHGs that are emitted into the atmosphere as a result of human activities are CO<sub>2</sub>, methane (CH<sub>4</sub>), NO<sub>x</sub>, and fluorinated gases. These are most commonly emitted through the burning of fossil fuels (oil, natural gas, and coal), agricultural practices, decay of organic waste in landfills, and a variety of other chemical reactions and industrial processes (e.g., the manufacturing of cement). CO<sub>2</sub> is the most abundant GHG and is estimated to represent approximately 80–90% of the principal GHGs that are currently affecting the earth's climate.

### State GHG Regulations

In October 2008, the CARB published the *Climate Change Proposed Scoping Plan*, which is the state's plan to achieve GHG reductions in California required by Assembly Bill (AB) 32. The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, implementation of energy efficiency measures in buildings and appliances, the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

Senate Bill (SB) 32 and EO S-3-05 extend the state's GHG reduction goals and require CARB to regulate sources of GHGs to meet a state goal of reducing GHG emissions to 1990 levels by 2020, 40% below 1990 levels by 2030, and 80% below 1990 levels by 2050. The initial Scoping Plan was first approved by CARB on December 11, 2008, and is updated every 5 years. The first update of the Scoping Plan was approved by the CARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030–2035) toward reaching the 2050 goals. The most recent update released by CARB is the 2017 Climate Change Scoping Plan, which was released in November 2017. The 2017 Climate Change Scoping Plan incorporates strategies for achieving the 2030 GHG-reduction target established in SB 32 and EO S-3-05.

### Local GHG Regulations

As a commenting agency under CEQA, the SLOAPCD has developed the *CEQA Air Quality Handbook* to assist lead agencies, planning consultants, and project proponents in assessing the potential air quality and GHG impacts from residential, commercial, and industrial development. SLOAPCD recently developed and published the 2023 Administrative Update Version of the CEQA Air Quality Handbook, which included updated thresholds of significance for GHG emissions. These thresholds have been established through the year 2045, the last year specified in AB 1279 and the CARB 2022 Scoping Plan Update for California to achieve its net zero GHG emissions target (SLOAPCD 2023a). The target GHG emissions for SLO county in 2020, 2030, and 2045 were calculated to be consistent with emission reduction targets specified in AB 32, SB 32, and AB 1279. The bright-line thresholds for 2021 to 2045 were determined as a ratio of the adjusted efficiency threshold for the given year relative to the adjusted 2020 efficiency threshold and multiplied by the previous, substantial evidence-based APCD bright-line threshold for new development (SLOAPCD 2023).

For projects with an initial operational year of 2030 or earlier, if emissions are at or below an applicable threshold for that operational year, then the project is considered to be doing its fair share toward the state's SB 32 GHG reduction target. For operational year 2026, the SLOAPCD has established that the GHG threshold for new development 830 metric tons of CO<sub>2</sub> per year (MTCO<sub>2</sub>/year) (SLOAPCD 2023).

### Environmental Evaluation

- a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

See combined evaluation below.

**b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

GHG emissions associated with the construction of the proposed project were calculated using the CalEEMod, version 2022.1.1.2 computer program. Based on the modeling conducted, construction-related GHG emissions would total approximately 173 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>). Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted. When evaluated over an approximate 75-year life of the project, amortized construction-generated emissions would total approximately 2.31 MTCO<sub>2e</sub> per year. It is also important to note that implementation of Mitigation Measure AQ-1 identified in Section III, *Air Quality*, includes measures that would reduce emissions from diesel-fueled equipment and vehicles. Amortized construction-generated GHG emissions have been included with operational GHG emissions in the impact discussion below.

GHG emissions associated with the long-term operation of the proposed project were calculated using the CalEEMod, version 2022.1.1.2. Based on the modeling conducted, operational GHG emissions would total approximately 149 MTCO<sub>2e</sub> per year. A majority of the operational GHG emissions would be associated with energy use and the operation of motor vehicles. To a lesser extent, GHG emissions would also be generated by solid waste generation and water use. With the inclusion of amortized construction-generated GHG emissions, GHG emissions would total 151.31 MTCO<sub>2e</sub> per year.

For operational year 2026, the SLOAPCD has established that the GHG threshold for new development 830 metric tons of CO<sub>2</sub> per year (MTCO<sub>2</sub>/year) (SLOAPCD 2023). The proposed project would not result in GHG emissions above the 2026 operational year SLOAPCD significance threshold. Therefore, the project would be consistent with the GHG emission reduction strategies set forth by the SLOAPCD and AB 32, SB 32, and AB 1279.

Based on project GHG emissions falling below applicable SLOAPCD significance thresholds, the project would not generate greenhouse gas emissions that would have a significant impact on the environment. In addition, based on estimated project GHG emissions, proposed project design features, and required compliance with CBC standards and other applicable state and local plans, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be *less than significant*.

*Conclusion*

The project would not generate GHG emissions to an extent that would have a significant impact on the environment and would not conflict with adopted plans and policies associated with GHG emissions reductions. Project impacts associated with greenhouse gas emissions would be less than significant and no mitigation is necessary.

*Mitigation Measures*

No mitigation is necessary.

## IX. Hazards and Hazardous Materials

| Environmental Issues   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| <i>Would the project:</i>  |                                |  |                                     |                                     |
| (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (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?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (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 or excessive noise for people residing or working in the project area? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

### Setting

The existing site is developed with four buildings, three carports, and three sheds used for rentals, sales, parts, and mechanical upkeep of ATVs. The commercial building on the south side of the property sells ATV parts and rentals, while the northern portion of the property is primarily used for storage of equipment and ATVs. Based on review of historical aerial imagery, the oldest structure on the site, located on the southern portion of the property, was built around 1963 and the other structures on the site were built between 1981 and 1994 (Universal Engineering Sciences 2023).

The Hazardous Waste and Substances Site (Cortese) List is a planning document used by the state, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. The California Department of Toxic Substance Control (DTSC) maintains the EnviroStor database, which tracks DTSC cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination, such as federal superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, school investigation sites, and military evaluation sites. The State Water Resources Control Board (SWRCB) maintains the GeoTracker database, which contains records for sites that impact, or have the

potential to impact, water in California, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program Sites. The remaining data regarding facilities or sites identified as meeting the “Cortese List” requirements can be located on the CalEPA website: <https://calepa.ca.gov/sitecleanup/corteselist/>. Based on a query of the DTSC EnviroStor and SWRCB GeoTracker databases, there are no previously recorded hazardous materials sites or LUST sites located within or adjacent to the project site (DTSC 2024; SWRCB 2024).

The California Health and Safety Code provides regulations pertaining to the abatement of fire-related hazards and requires that local jurisdictions enforce the CBC, which provides standards for fire resistive building and roofing materials and other fire-related construction methods. The Safety Element provides a Fire Hazard Zones Map that indicates unincorporated areas in the county within moderate, high, and very high fire hazard severity zones (FHSZs). The project site is located in an area with a moderate Fire Hazard Severity Zone (FHSZ) designation in a Local Responsibility Area (City of Grover Beach 2022). According to the County’s Land Use View, the project site has an estimated response time of approximately 0 to 5 minutes (County of San Luis Obispo 2024). For more information about fire-related hazards and risk assessment, see Section XX, *Wildfire*.

The City of Grover Beach has also adopted general emergency plans for multiple potential natural disasters, including the San Luis Obispo County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), San Luis Obispo County Urban Water Management Plan, and San Luis Obispo County Emergency Operation Plan (EOP).

The project site is not located within an airport review area and the nearest airport is Oceano County Airport located approximately 1.25 miles south of the project site. The nearest school is Grover Beach Elementary School, located approximately 0.67 miles southeast of the project site.

#### *Phase I and Phase II Environmental Site Assessment*

The following discussion is based on the information provided in the Phase I Environmental Site Assessment (ESA) Report (Universal Engineering Sciences 2022; Appendix D) and Phase II ESA Soil Investigation Report prepared for the project (Universal Engineering Sciences 2023; Appendix E).

A Phase I ESA was prepared for the project to identify known, potential, or historic recognized environmental conditions (RECs) resulting from historic and/or current uses of hazardous substances or petroleum products on-site. The term REC applies to any of the following:

1. The presence of any hazardous substances or petroleum products in, on, or at a property due to any release to the environment;
2. The likely presence of hazardous substances or petroleum products in, on or at the subject property due to a release or likely release to the environment; or
3. The presence of hazardous substances or petroleum products in, on or at the subject property under conditions that pose a material threat of a future release to the environment.

The Phase I ESA discovered that there is evidence of extensive soil and concrete staining throughout the property that is considered a REC.

The Phase II ESA Soil Investigation was completed due to the soil staining that was found during the Phase I ESA. The purpose of this soil investigation was to obtain soil samples to determine the level of contamination within the soil on the project site and estimate the amount of soil impacted by this contamination. For this soil investigation, 22 soil samples were taken from 11 locations within the project site. The soil samples were submitted to a lab to test for the presence of Total Petroleum Hydrocarbons (TPH), Volatile Organic Compounds (VOC), Polychlorinated Biphenyls (PCB), and trace elements. The results from the lab tests showed that all soil samples had THP contamination above regional screening

levels, and it was concluded that these soils are considered a risk to human health. The amount of contaminated soil was estimated and mapped (Universal Engineering Sciences 2023; Appendix E).

#### *Environmental Evaluation*

**a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

During construction, the proposed project is anticipated to require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc., which has the potential to result in an accidental spill or release. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws for the handling, transport, and storage of hazardous materials, including 22 CCR Division 4.5 to minimize the potential for accidental spill or release.

Operation of the proposed project may require the use of hazardous substances such as paints, oils, cleaners, and fertilizers and would be required to comply with existing state and local regulations to minimize the risk of accidental release during transport, use, and disposal. Based on required compliance with CCR, Regional Water Quality Control Board (RWQCB), and state and local health department requirements to minimize risk associated with the temporary use of construction-related hazardous substances, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, potential impacts would be *less than significant*.

**b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

A field survey was completed on April 25, 2022 on the project site as a part of the Phase I ESA. During the field survey, extensive soil and concrete staining was observed throughout the project site. The soil staining discovered is considered an REC, and the Phase I ESA recommended additional investigations be completed (Universal Engineering 2022). As such, a Phase II ESA Soil Investigation was completed. The Phase II ESA concluded that the soil staining appeared to be connected to fueling and mechanic operations on the project site related to its current use as an ATV commercial operation. Soil samples were collected across the project site and were reported to have TPH contamination above regional screening levels, and it was concluded that the contaminated soil is considered a risk to human health. Constructing the proposed project over the existing contaminated soil would create a hazardous environment for the residents of the new dwelling units. As such, Mitigation Measure HAZ-1 and HAZ-2 have been included with recommendations from the Phase II ESA to reduce impacts from contaminated soils to a less than significant level.

Therefore, potential impacts associated with creation of a hazard to the public or the environment from reasonably foreseeable upset or accident conditions would be *less than significant with mitigation*.

**c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

The nearest school is Grover Beach Elementary School, located approximately 0.67 miles southeast of the project site. Therefore, the proposed project would not emit hazardous emissions or handle acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school, and *no impacts* would occur.

- d) **Would the project 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?**

Based on a query of the DTSC's EnviroStor database and the SWRCB's GeoTracker database, there are no previously recorded hazardous materials sites or LUST sites located within or adjacent to the project site (DTSC 2024; SWRCB 2024). Therefore, the proposed project would not create a significant hazard to the public or the environment related to disturbance of a hazardous materials site and *no impacts* would occur.

- 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 or excessive noise for people residing or working in the project area?**

The project site is not located within an airport review area and the nearest airport is Oceano County Airport located approximately 1.25 miles south of the project site. Therefore, implementation of the proposed project would not result in a safety hazard or excessive noise for people residing and working in the project area and *no impacts* would occur.

- f) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The proposed project is not anticipated to require any permanent road closures or traffic controls that could result in notable impacts to emergency response or evacuation efforts in the project area. The project site is currently accessed via two existing driveways, one located off of West Grand Avenue, and one located off of North 2<sup>nd</sup> Street. The site also has a gated access point off of Ramona Avenue on the northeastern side of the property. The project proposes two access points, one on 2<sup>nd</sup> Street and one on Ramona Avenue. According to the Transportation Impact Analysis completed for the project, emergency access is adequate as proposed (CCTC 2024). Proposed driveway construction would be required to comply with Five Cities Fire Authority (FCFA) and Grover Beach Public Works Department standards to ensure adequate emergency access and public ingress and egress at the site. The site has been designed to allow for adequate emergency vehicle accessibility, to address long-term circulation patterns onsite, and to avoid vehicle queues outside of the site that could interfere with emergency access and/or public ingress and egress to the site. According to the Transportation Impact Analysis prepared for the project, the proposed project would not result in a substantial number of new vehicle trips to the site that could otherwise impede emergency response or evacuation efforts in the area through a substantial increase in vehicle traffic (CCTC 2024). Therefore, the proposed project would not interfere with an emergency response or evacuation plan and impacts would be *less than significant*.

- g) **Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

The proposed project would result in the construction of occupiable structures in an area with a moderate FHSZ designation (City of Grover Beach 2022). The proposed occupiable buildings would be constructed in accordance with California Fire Code (CFC) and CBC requirements to reduce risk associated with fire ignition and exposure of people and structures in the project area to wildfire risk. The proposed driveways and utility infrastructure would be required to comply with FCFA and Grover Beach Public Works Department requirements to ensure adequate emergency access to the project site and proper utility installation to reduce risk associated with wildfire ignition. A defensible space buffer would be required around occupiable structures and around the proposed driveways to reduce wildfire risk near occupiable buildings and to ensure safe ingress and egress from the site. Based on required compliance with existing state and local regulations, the proposed project would not result in the risk of loss, injury, or death as a result of wildfire; therefore, impacts would be *less than significant*.

### Conclusion

Mitigation Measures HAZ-1 and HAZ-2 have been included to avoid and/or minimize potential impacts related to the contaminated soil present across the project site. Based on required compliance with 22 CCR Division 4.5, RWQCB, and state and local health department requirements, the proposed project would not result in significant hazards related to the routine transport, use, or disposal of hazardous materials. The project site is not located within 0.25 mile of a school or within or adjacent to a previously recorded hazardous materials site. Implementation of the proposed project would not result in airport-related hazards to people residing or working in the project area. Based on required compliance with CFC, CBC, FCFA, and Grover Beach Public Works Department requirements, the proposed project would not impede emergency access or evacuation efforts and would not result in risk associated with wildfire. Therefore, potential impacts related to hazards and hazardous materials would be less than significant with mitigation.

### Mitigation Measures

- HAZ-1 Contaminated Soil Removal Plan.** Prior to demolition and removal of existing structures, the Applicant shall prepare and submit a contaminated soil removal and disposal plan to be reviewed and approved by the City of Grover Beach and/or State Water Resources Control Board (SWRCB) or California Department of Toxic Substance Control (DTSC), as directed by the City of Grover Beach. The plan shall describe the volume and extent of Total Petroleum Hydrocarbons (TPH) above regional screening levels to be excavated and removed from the project site, treated for TPH contamination consistent with applicable SWRCB and DTSC regulations, and disposed of at a waste facility approved to accept it. Removed soils shall not be reused on the subject site.
- HAZ-2 Testing of Contaminated Soil Margins.** Once excavation is deemed to have removed all contaminated soils, the margins (distance of 1 to 3 feet from the edge of the excavation area) shall be tested to ensure no residual Total Petroleum Hydrocarbons (TPH) is left on the project site. When excavations have been cleared of all contamination, clean fill material shall be imported.

## X. Hydrology and Water Quality

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| <i>Would the project:</i>   |                                |  |                                     |                          |
| (a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: |                                |  |                                     |                          |
| (i) Result in substantial erosion or siltation on- or off-site;   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (iii) 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; or | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (iv) Impede or redirect flood flows?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| (d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Setting

#### Water Quality Regulations

The RWQCB Water Quality Control Plan for the Central Coast Basin describes how the quality of surface water and groundwater in the Central Coast Region should be managed to provide the highest water quality reasonably possible (RWQCB 2019). The Basin Plan outlines the beneficial uses of streams, lakes, and other water bodies for humans and other life. There are 24 categories of beneficial uses, including, but not limited to, municipal water supply, water contact recreation, non-water contact recreation, and cold freshwater habitat. Water quality objectives are then established to protect the beneficial uses of those water resources. The RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements to individuals, communities, or businesses whose discharges can affect water quality.

#### Groundwater Supplies

The City's sources of water supply include groundwater from the Santa Maria River Valley Groundwater Basin (SMRVGB) and water from Lopez Lake. The City is one of the member agencies that pump water from the basin that make up the area defined at the Northern Cities Management Area (NCMA). In 2023, the total groundwater pumping from the SMRVGB by NCMA agencies was 2,697 acre-feet (AF) which is 28 percent of the allowed 9,500 AFY safe yield for the NCMA portion of the SMRVGB. Of the 9,500 AFY, the City of Grover Beach is entitled to 2,207 AFY of available urban water supplies per year (GSI 2024).

The basin covers approximately 288 square miles and is bordered by the Santa Lucia Range to the north, the Casmalia-Solomon Hills to the south, the San Rafael Mountains to the east, and the Pacific Ocean to the west. The basin is comprised of alluvial deposits with underlying consolidated rock. Most of the groundwater is contained in the alluvial deposits and consolidated rock generally yields small quantities of water. Groundwater recharge of the basin occurs from rainfall percolation, riverbed recharge, subsurface inflows, and return flows. The average annual precipitation within the basin is 15.6 inches, based on data collected between 1958 and 2023 (GSI 2024).

#### Stormwater

Construction sites that disturb 1 acre or more must obtain coverage under the SWRCB Construction General Permit. The Construction General Permit requires the preparation of a SWPPP to minimize on-site sedimentation and erosion. Projects that disturb less than 1 acre must develop and implement a

WPCP in Compliance with the City's Standards and Specifications. Additionally, Section 5.60.080 of the City's Development Code requires all new development projects that create or replace more than 2,500 sf of impervious area to submit a Stormwater Control Plan (SWCP).

### *Flood Zones*

For planning purposes, the flood event most often used to delineate areas subject to flooding is the 100-year flood. The Safety Element of the City of Grover Beach General Plan establishes policies to reduce flood hazards and reduce flood damage, including prioritizing infrastructure upgrades in places with higher flood risk, evaluating new development plans to reduce the potential for flood damage, and ensure that proposed new development does not displace flood water or accelerate water more than previous structures on site.

The project site is currently located within Flood Zone X, which indicates it is in an area of minimal flood hazard (Federal Emergency Management Agency [FEMA] 2024). However, based on FEMA flood insurance studies and rate maps, State of California projections for sea level rise, and hydraulic modeling of the site, the project site would be inundated by a 100-year flood event under future conditions (Figure 9) (SWCA Environmental Consultants 2023; Appendix F).

### *On-site Conditions*

On-site topography of the project site is nearly level, and the entire site is currently developed with a commercial ATV operation. There are no surface water features located within the property. The nearest mapped surface water feature to the project site is Meadow Creek, located approximately 350 feet west from the project site and across SR 1. The Pacific Ocean is approximately 2,000 feet west of the project site.

### *Environmental Evaluation*

**a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

During construction of the proposed project, construction equipment and vehicles have the potential to result in erosive or other polluted runoff to the surrounding area. Project construction would result in approximately 45,000 sf of ground disturbance with approximately 2,106 cy of cut and 1,914 cy of fill for a total of 4,020 cy of earthwork. The project would not result in direct alteration to any waterways. The proposed project would disturb more than 1 acre of soil and be required to comply with SWRCB general construction permit requirements, including preparation and implementation of a SWPPP with BMPs. Additionally, in accordance with City Development Standards, the applicant has prepared a SWCP because the project will create or replace more than 2,500 sf of impervious area (Appendix G).

Based on required compliance with SWRCB waste discharge requirements and the City Development Standards, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; therefore, impacts would be *less than significant*.

**b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

The project would result in the construction of 23 dwelling units and 2,500 sf of commercial/restaurant space, and associated site improvements, which would increase the amount of impervious surface area by approximately 8,000 sf within the project area. However, the project has been designed to include 5,979 sf of landscaping, which equates to 13 percent of the total project area, to allow for continued groundwater recharge at the project site.

Water service for the proposed project would be provided by the City. The City has up to 2,207 AFY of available urban water supplies per year, and project would result in a demand of approximately 5.6 AFY which is less than 0.01 percent of the City's yearly water supply. As such, the project's increase in water demand is marginal. Implementation of the proposed project would not substantially decrease groundwater supplies or interfere with groundwater recharge, and impacts would be *less than significant*.

**c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

*c-i) Result in substantial erosion or siltation on- or off-site?*

Construction of the proposed project would result in approximately 45,000 sf of ground disturbance with approximately 2,106 cy of cut and 1,914 cy of fill for a total of 4,020 cy of earthwork. Proposed ground disturbance has the potential to increase erosion and siltation at the site which could run off into the surrounding area. The proposed project would disturb more than 1 acre of soils and would be required to comply with SWRCB general construction permit requirements. In accordance with City Development Standards, the applicant has prepared a SWCP because the project will create more than 2,500 sf of impervious area. The operational phase of the project does not include any components or features that would generate long-term erosion or siltation at the project site. Based on required compliance with the City Development Standards, the project is not anticipated to result in substantial erosion or siltation on- or off-site; therefore, impacts would be *less than significant*.

*c-ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*

The project includes the construction of 23 dwelling units, 2,500 sf of commercial/restaurant space, and associated site improvements including installation of a connection to the existing sewer collection system within North 2<sup>nd</sup> Street east of the project site, installation of connections to the existing City water distribution system within North 2<sup>nd</sup> Street and West Grand Avenue east and south of the project site, and modifications to an existing drainage inlet and concrete swale at the southwest corner of the intersection of Ramona Avenue and Front Street. The proposed project would increase the amount of impervious surface area by approximately 8,000 sf, for a total of 31,201 sf of impervious area on the project site. The project includes the construction of drainage infrastructure on-site, including underground retention chambers, to contain runoff and other flows, which would further reduce the potential for the project to increase the rate of runoff flows. The project also proposes modifications to an existing drainage inlet and concrete swale at the southwest corner of the intersection of Ramona Avenue and Front Street to accommodate runoff. Additionally, the applicant has prepared a SWCP because the project will create more than 2,500 sf of impervious area. Based on required preparation of a SWCP and the proposed infrastructure to manage runoff on site, implementation of the project is not anticipated to increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; therefore, impacts would be *less than significant*.

*c-iii) 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?*

The project will be required to comply with City Development Code Section 5.50.080.C.4 which requires 10,140 cubic feet (CF) of onsite drainage retention. A SWCP has been developed for the project to improve the current drainage patterns of the project site and provide strategies that will be used to capture and slow down stormwater on site including the use of well-established vegetated areas, pervious pavers, and underground storage chambers. All impervious areas within the project site will drain into pervious areas such as landscape areas or the approximately 2,000 sf of permeable pavers that will be used in the parking area to assist in stormwater control

goals. Between the volume provided for water retention from the permeable pavers and the underground storage chambers, the project site would be able to store 10,189 CF of runoff.

Additionally, the project would require the preparation of a SWPPP prior to issuance of grading permits, and stormwater runoff BMPs would be implemented during project grading and construction activities as well as post-construction. The SWPPP would be required to include appropriate BMPs for post-construction stormwater management, including measures to slow the rate of stormwater runoff and retaining stormwater flows on-site. Therefore, potential impacts related to increased surface runoff exceeding stormwater capacity would be *less than significant*.

*c-iv) Impede or redirect flood flows?*

The project site is currently located within Flood Zone X, which indicates it is in an area of minimal flood hazard (FEMA). However, based on FEMA flood insurance studies and rate maps, State of California projections for sea level rise, and hydraulic modeling of the site, the project site would be inundated by a 100-year flood event under future conditions (Figure 9) (SWCA 2023). The project includes the construction of 23 dwelling units, 2,500 sf of commercial/restaurant space, and associated site improvements, which would have the potential to impede flood flows. The project would be required to comply with City Development Code Section 5.10.050.A which provides standards of construction for development within areas of special flood hazards. Specifically, subsection 5.10.050.A.3.a requires all residential construction to be elevated at least one foot above base flood elevation, which would avoid impediment or redirection of flood flows.

Based on a topographic survey of the project site, the existing ground surface is between 19 and 21 feet North American Vertical Datum of 1988 (NAVD88). The proposed development would therefore be required to have a ground floor elevation of at least 22 feet NAVD88 to mitigate coastal flood risk and the effects of climate change for the rest of this century (see Figure 10; SWCA 2023). Mitigation Measure WQ-1 has been identified to require final project construction plans to demonstrate that all proposed development would be constructed at no less than 22 feet NAVD88.

In accordance with City Development Code, the project would be subject to implementation of a SWCP for long-term stormwater control measures at the project site. Additionally, the project would be required to comply with SWRCB general construction permit requirements, including preparation and implementation of a SWPPP with BMPs. The project includes the construction of underground chambers to contain flows at the project site. Runoff from the proposed impervious areas of the project site would be directed into pervious areas on site including the proposed pervious pavers and landscaped areas as well as the underground retention chambers. Based on implementation of the proposed SWCP, Mitigation Measure WQ-1, and required compliance with SWRCB and City Development requirements, implementation of the project would not impede or redirect flood flows; therefore, impacts would be *less than significant with mitigation*.

**d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?**

The project site is not located within close proximity to a standing body of water with the potential for a seiche to occur. Based on the San Luis Obispo County Tsunami Inundation Maps, the project site is located in an area with potential for inundation by a tsunami (CDOC 2020). As discussed above, the project site would be inundated by a 100-year flood event under future conditions and would be required to comply with City Development Code Section 5.10.050.A to ensure construction above the base flood elevation. Further, the project would be subject to implementation of a SWCP in accordance with City standards for long-term stormwater control measures at the project site, further reducing flood flows and potential of inundation on the project site.

The project includes the construction of an underground stormwater retention chamber that has been designed in accordance with on-site drainage conditions and Development Code Standards to contain flows and reduce losses associated with flood risk. The project would be required to comply with RWQCB requirements and City Development Code Section 5.10.050 to address short- and long-term erosion and other pollutant control at the project site as well as flood hazard reduction. Based on implementation of the SWCP and required compliance with RWQCB and City Development Code requirements, the project would not risk release of substantial pollutant concentrations due to inundation; therefore, impacts would be *less than significant*.

**e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

As discussed in the analysis above, the project would not deplete groundwater supplies or interfere substantially with groundwater recharge. The project includes stormwater retention strategies and storage facilities with the implementation of a SWCP and would not conflict with the Central Coastal Basin Plan or other water quality control plans. The project would not conflict with the Sustainable Groundwater Management Act (SGMA) or other local or regional plans or policies intended to manage water quality or groundwater supplies; therefore, impacts would be *less than significant*.

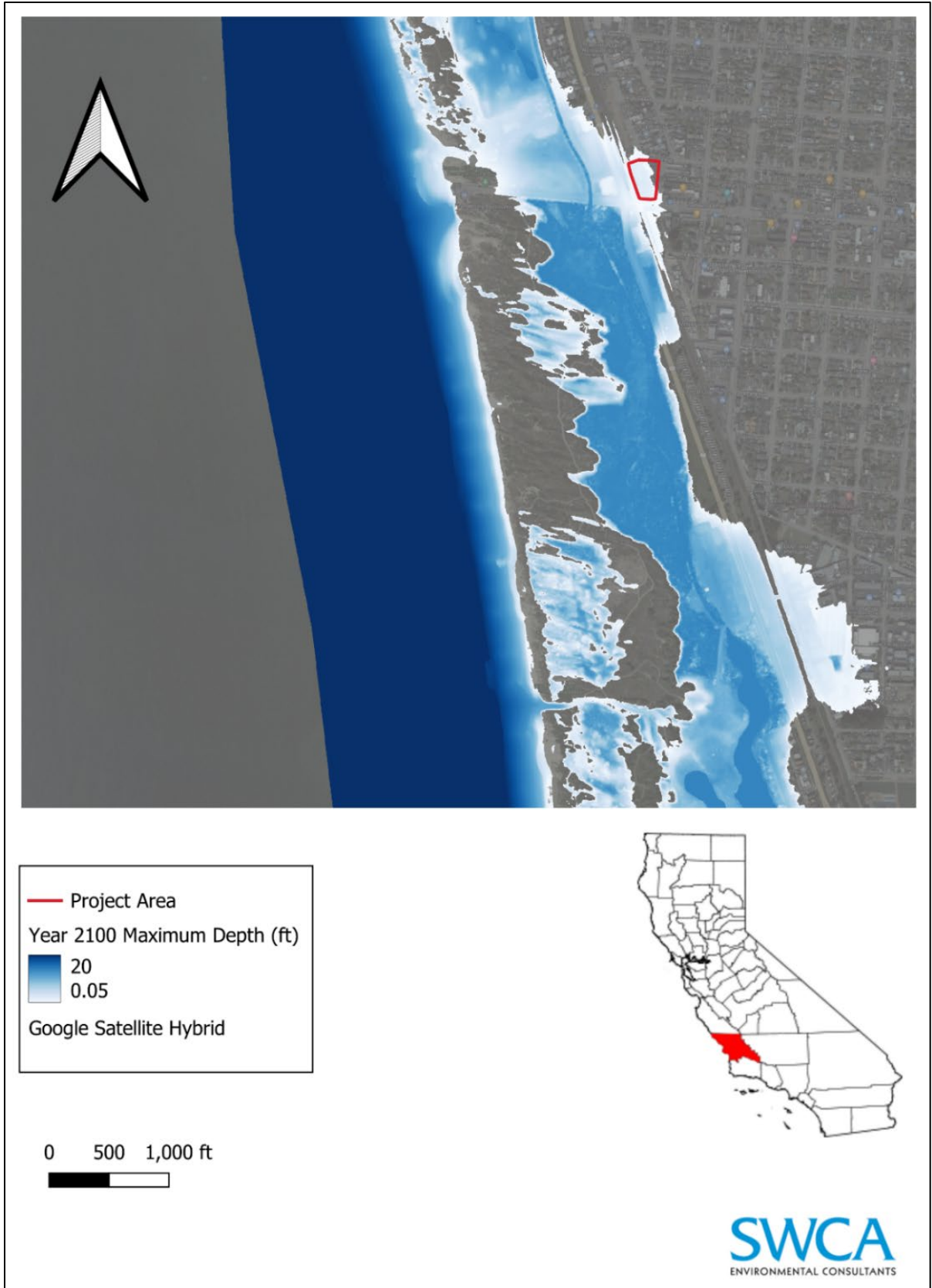
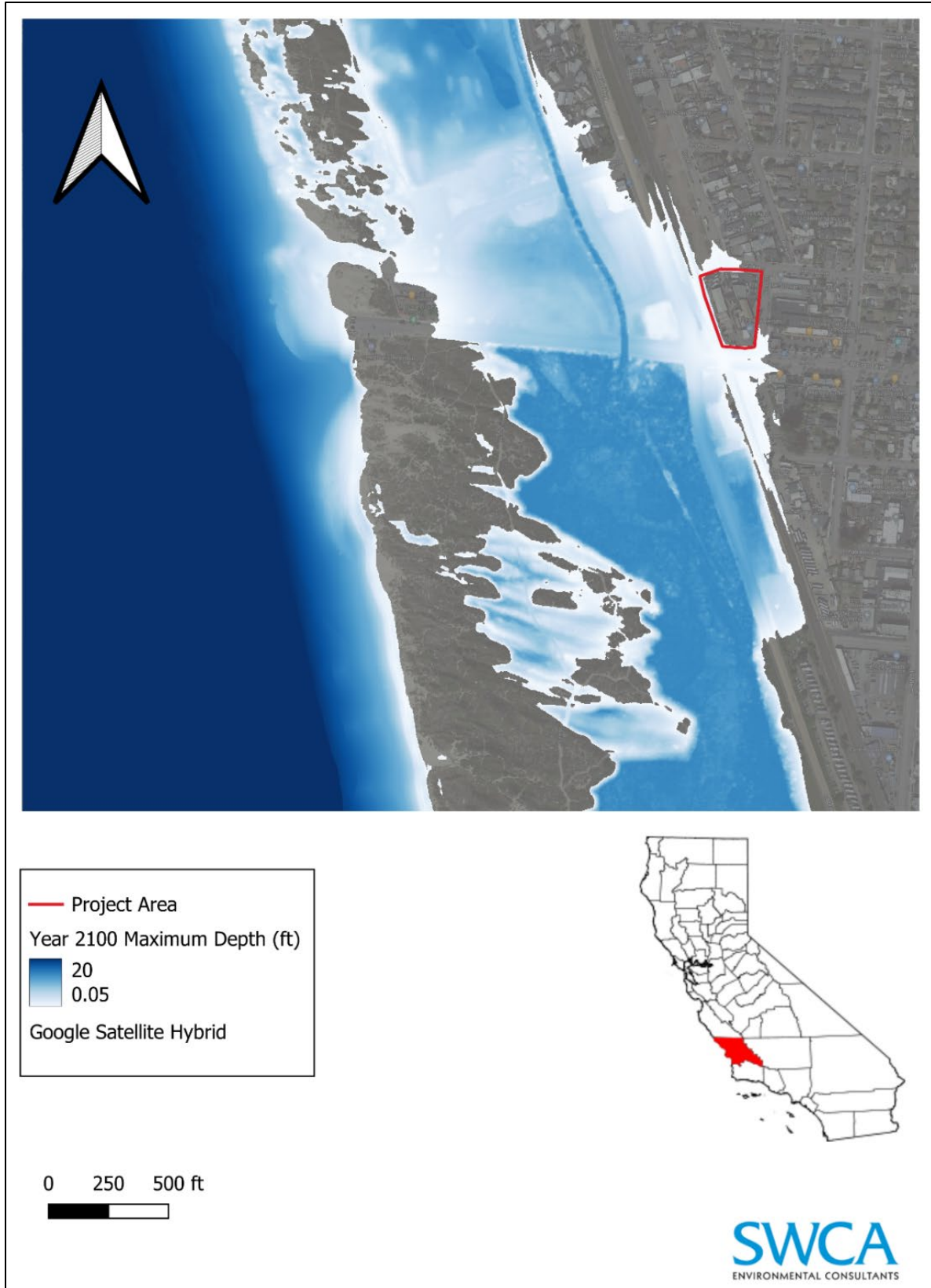


Figure 9. Existing Conditions, Year 2100 Sea Level Rise, 100-Year Flood Event



**Figure 10. Proposed Conditions, Year 2100 Sea Level Rise, 100-Year Flood Event, if Subject Property is Raised to 22 Feet NAVD88**

**Conclusion**

The project will be required to comply with RWQCB and the City Development Code, and therefore would not result in adverse impacts related to water quality, groundwater quality, or stormwater runoff. The project site is within a future flood hazard zone, but required compliance with RWQCB and the City Development Code and implementation of Mitigation Measure WQ-1 would decrease flood risk and the risk of release of pollutants due to project inundation to a less than significant level. Water for the proposed project would be served by the City of Grover Beach and would not substantially decrease groundwater supply or interfere with groundwater recharge in a manner that could interfere with sustainable groundwater management. The proposed project would be consistent with the RWQCB Basin Plan. Therefore, impacts related to hydrology and water quality would be less than significant with mitigation.

**Mitigation Measures**

**WQ-1**      **Raised Structure Elevations.** At the time of application for grading and construction permits, whichever occurs first, the project plans shall demonstrate that all proposed structures are designed to have a finished floor elevation no less than 22 feet above North American Vertical Datum of 1988 (NAVD88), or equivalent local datum, to mitigate flood risk effectively.

**XI. Land Use and Planning**

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| <i>Would the project:</i>   |                                |  |                              |                                     |
| (a) Physically divide an established community?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| (b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>     | <input type="checkbox"/>            |

**Setting**

*City of Grover Beach General Plan Land Use Element*

The *City of Grover Beach General Plan Land Use Element* (LUE) determines locations within the City's General Plan area where residential, commercial, industrial, public, and open space land uses may occur in the future as well as the rate and timing of new growth and development in the city (City of Grover Beach 2022). The City LUE identifies goals for development within specific areas of the City; each goal correlates with a set of policies and implementation strategies that define how land and resources will be used and protected within that area. The City LUE also defines each of the 12 land use designations and identifies standards for land uses based on the designation within which they are located.

The project site is located within the Visitor Serving – Mixed-use Land Use Designation.

*City of Grover Beach Development Code*

The Development Code is a set of adopted regulations and standards that guide development and use of land within the city, consistent with the General Plan. The development code provides specific rules and

guidelines on various aspects of land use, including the types of buildings permitted, building heights, lot sizes, setbacks, density, and parking requirements. By providing detailed and enforceable regulations, the development code ensures that new development and redevelopment align with the community's vision as expressed in the General Plan (City of Grover Beach 2024).

The Development Code divides the city into different zoning districts each with its own set up regulations. The project site is located in the CVS Zone. The CVS Zone applies to areas of the City appropriate for pedestrian oriented commercial development near the beachfront and encourages active evening uses and street life. Appropriate uses include lodging, restaurants, recreational uses, and retail and commercial services primarily for the convenience of visitors. The provisions of the CVS Zone do not allow residential uses west of the Union Pacific Railroad tracks (City of Grover Beach 2022).

#### *City of Grover Beach Local Coastal Program*

The California Coastal Act of 1976 mandated that local governments prepare a land use plan and schedule of implementing actions to carry out the policies of the Coastal Act with the intent to preserve the State's unique coastal resources and make them more accessible. The Local Coastal Program, along with selected sections of the Development Code, make up the legal standard of review for Coastal Development Permits within the Coastal Zone in Grover Beach. The Local Coastal Program contains goals and policies to guide development within the Coastal Zone in a way that preserves coastal resources.

#### *West Grand Avenue Master Plan*

Adopted in 2011, the West Grand Avenue Master Plan provides design guidelines for development along West Grand Avenue intended to create an attractive, pedestrian-friendly corridor and encourages design and continuity among the properties to establish a community character that will raise property values, attract new businesses, and improve economic vitality (City of Grover Beach 2011).

Master Plan provides design guidelines for commercial and residential development projects that include, but would not be limited to, encouraging comfortable and safe pedestrian access, integration of multiple uses within the same project, providing retail and service needs to local residences in a mixed-use, and decreasing the negative visual impact of parking and reducing conflicts between automobiles and pedestrians. The Master Plan also states that the mixed-use typology is an ideal model for commercial corridors, which consists of using the upper floors of a mixed-use building for higher density residential units which provide housing within walking distance to amenities.

#### *Environmental Evaluation*

**a) Would the project physically divide an established community?**

The project does not propose project elements or components that would physically divide the site from surrounding areas and uses. The project would be consistent with the general level of development within the project vicinity and would not create, close, or impede any existing public or private roads, or create any other barriers to movement or accessibility within the community. Therefore, the proposed project would not physically divide an established community and *no impacts* would occur.

**b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

The project site is located within the Visitor Serving – Mixed-Use Land Use Designation according to the LUE and the CVS zoning district of the Development Code. As evaluated throughout this Initial Study, the proposed project would be consistent with the property's land use designation, zoning, and the guidelines and policies for development within the LUE and Development Code.

Further, the proposed project was found to be consistent with standards and policies set forth in the *West Grand Avenue Master Plan*, Local Coastal Program, and other land use policies for this area. The proposed project would also be required to be consistent with standards set forth by FCFA and Grover Beach Public Works Department. The project would be required to implement Mitigation Measures AQ-1 through AQ-3, BIO-1 through BIO-3, CR-1, HAZ-1 and HAZ-2, WQ-1, and N-1 and N-2 to mitigate potential impacts associated with Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, and Noise, which is consistent with the identified plans and policies intended to avoid or mitigate adverse environmental effects. Upon implementation of the identified mitigation measures, the proposed project would not conflict with other local policies or regulations adopted for the purpose of avoiding or mitigating environmental effects; therefore, impacts would be *less than significant with mitigation*.

### Conclusion

Implementation of the proposed project would not physically divide an established community. Upon implementation of mitigation measures AQ-1 through AQ-3, BIO-1 through BIO-3, CR-1, HAZ-1 and HAZ-2, WQ-1, and N-1, the project would be consistent with the LUE, Development Code, Local Coastal Program, West Grand Avenue Master Plan, and other applicable documents. Therefore, impacts would be less than significant upon implementation of the identified mitigation measures.

### Mitigation Measures

Implement mitigation measures AQ-1 through AQ-3, BIO-1 through BIO-3, CR-1, HAZ-1 and HAZ-2, WQ-1, and N-1 and N-2.

## XII. Mineral Resources

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| <i>Would the project:</i>   |                                |  |                              |                                     |
| (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?                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| (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? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

### Setting

The California Surface Mining and Reclamation Act (SMARA) of 1975 requires that the State Geologist classify land into mineral resource zones (MRZ) according to the known or inferred mineral potential of the land (PRC Sections 2710–2796).

The three MRZs used in the SMARA classification-designation process in the San Luis Obispo-Santa Barbara Production-Consumption Region are defined below (California Geological Survey 2011):

- **MRZ-1:** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based on economic-geologic

principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high.

- **MRZ-3:** Areas containing known or inferred aggregate resources of undetermined significance.

*Environmental Evaluation*

- a) **Would the project 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?**

The project is not located within a designated MRZ (California Geologic Survey 2011). There are no known mineral resources in the project area; therefore, *no impacts* would occur.

- b) **Would the project 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?**

There are no known mineral resources in the project area. Additionally, the project is not located within a designated MRZ (California Geologic Survey 2011). The project would not be located on land that is zoned or designated for mineral extraction; therefore, the project would not result in the loss of availability of a known mineral resource or result in the loss of availability of a locally important mineral resource recovery site, and *no impacts* would occur.

*Conclusion*

No impacts to mineral resources would occur, and no mitigation measures are necessary.

*Mitigation Measures*

Mitigation is not necessary.

### XIII. Noise

| Environmental Issues   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| <i>Would the project result in:</i>  |                                |  |                                     |                          |
| (a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| (b) Generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) For a project located within the vicinity of a private airstrip or 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? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*Setting*

The *City of Grover Beach General Plan Noise Element* provides a policy framework for addressing potential noise impacts in the planning process. The purpose of the Noise Element is to minimize future

noise conflicts. The Noise Element consists of three documents: the Policy Document, a Technical Reference Document, and an Acoustical Design Manual. The Noise Element identifies the major noise sources in the City (traffic on SR 1, Grand Avenue, and other major roadways; railroad operations; and industrial and commercial activities) and includes goals, policies, and implementation measures to reduce future noise impacts. Among the most significant policies of the Noise Element are maximum allowable noise exposure standards for new development that limit noise exposure within noise-sensitive land uses.

Noise-sensitive land uses that have been identified by the City include the following:

- Residential;
- Transient lodging;
- Hospitals and nursing homes;
- Theaters and auditoriums;
- Churches and meeting halls;
- Office buildings;
- Schools, libraries, and museums; and
- Playgrounds and neighborhood parks.

All sound levels referred to in the Noise Element are expressed in A-weighted decibels (dB). A-weighting deemphasizes the very low and very high frequencies of sound in a manner similar to the human ear. The Noise element establishes land use compatibility criteria in terms of the Day/Night Level ( $L_{dn}$ ) or the Community Noise Equivalent Level (CNEL) to describe noise exposure for noise compatibility planning purposes. Both the  $L_{dn}$  and CNEL represent the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.), and the CNEL includes an additional penalty of 5 dB to noise levels occurring during the evening hours between 7:00 p.m. and 10:00 p.m.

There are no on-site residences located on the project site, but there are residences located within 1,000 feet of the project site. The nearest off-site residences are located approximately 50 feet east of the project site. According to the City's Noise Element, the project site is within the 60 dB noise contour for roadway noise related to SR 1 and West Grand Avenue and railroad noise.

The Noise Element establishes acceptable standards for exterior and interior noise levels and describes how noise shall be measured. Exterior noise level standards are applicable when a land use affected by noise is one of the sensitive uses listed in the Noise Element. Exterior noise levels are measured from the property line of the affected noise-sensitive land use (Table 5 and 6).

**Table 5. Maximum Allowable Noise Exposure for New Development from Transportation**

| Land Use Categories             | Outdoor Activity Area <sup>1</sup> | Interior Spaces    |                            |
|---------------------------------|------------------------------------|--------------------|----------------------------|
|                                 | $L_{dn}/CNEL$ , dB                 | $L_{dn}/CNEL$ , dB | $L_{eq}$ , dB <sup>2</sup> |
| Residential                     | 60 <sup>3</sup>                    | 45                 | --                         |
| Transient Lodging               | 60 <sup>3</sup>                    | 45                 | --                         |
| Hospitals and Nursing Homes     | 60 <sup>3</sup>                    | 45                 | --                         |
| Theatres and Auditoriums        | --                                 | --                 | 35                         |
| Churches and Meeting Halls      | 60 <sup>3</sup>                    | --                 | 45                         |
| Office Buildings                | --                                 | --                 | 45                         |
| Schools, Libraries, and Museums | --                                 | --                 | 45                         |

|                                    |    |    |    |
|------------------------------------|----|----|----|
| Playgrounds and Neighborhood Parks | 70 | -- | -- |
|------------------------------------|----|----|----|

- <sup>1</sup> The exterior noise level standard shall apply to the property line of the receiving land use when the outdoor activity area is unknown.
- <sup>2</sup> As determines for a typical worst-case hour during use periods.
- <sup>3</sup> An exterior noise level of up to 65 dB Ldn/CNEL may be allowed if:
- exterior noise level reduction measures were implemented; and
  - the best-available exterior noise level reduction measures do not result in 60 dB Ldn/CNEL; and
  - interior noise levels comply with this table.

**Table 6. Maximum Allowable Exterior Noise Level Standards for New Development from Stationary Sources<sup>1</sup>**

| Sound Levels                            | Daytime<br>7 a.m. to 10 p.m. | Nighttime <sup>2</sup><br>10 p.m. to 7 a.m. |
|---|------------------------------|---|
| Hourly Equivalent Sound Level (Leq, dB) | 50                           | 45  |
| Maximum level (dB)                      | 70                           | 65  |
| Maximum Level, dB-Impulsive Noise       | 65                           | 60  |

<sup>1</sup> Add ten decibels to the noise level standards in this table for parks and playgrounds.

<sup>2</sup> Applies only to uses that operate or are occupied during nighttime hours.

An Acoustical Analysis was prepared for the proposed project by WJV Acoustics, Inc. (WJVA) to quantify project site noise exposure and determine noise mitigation requirements. Existing and predicted noise levels at the project site were determined based on continuous 24-hour noise level measurements at the project site (WJV 2023; Appendix H).

*Environmental Evaluation*

- a) **Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

*Temporary Construction Noise Impacts*

During project construction, noise from construction activities may intermittently dominate the noise environment in the immediate project area. The project would require the use of typical construction equipment (e.g., dozers, excavators, etc.) during proposed construction activities. According to the Federal Highway Administration (FHWA), noise from standard construction equipment generally ranges from 80 dBA to 85 dBA at 50 feet from the source, as shown in Table 7.

**Table 7. Construction Equipment Noise Emission Levels**

| Equipment Type   | Typical Noise Level (dBA)<br>50 ft From Source |
|--|--|
| Concrete Mixer, Dozer, Excavator, Jackhammer, Man Lift, Paver, Scraper | 85   |
| Heavy Truck  | 84   |
| Crane, Mobile  | 83   |
| Concrete Pump  | 82   |
| Backhoe, Compactor   | 80   |

Source: FHWA (2018)

The nearest off-site noise sensitive land use is located approximately 50 feet east of the project site. Construction-related noise would be short-term and intermittent and would not result in a permanent increase in ambient noise within the project area. According to Grover Beach Municipal Code Section 3120.1, construction noise is allowed between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and 8:00 a.m. and 5:00 p.m. on weekends.

While construction noise levels generated during the permitted hours are allowed by the Grover Beach Municipal Code, there is potential for average construction equipment noise levels to exceed the City's noise standards at the nearest residential land uses when louder equipment is used near the project site boundaries. Mitigation Measure N-1 has been identified to require implementation of noise reduction measures to limit construction activities to the less noise-sensitive periods of the day and reduce potential construction-period noise impacts to nearby sensitive receptors to the extent feasible. With implementation of Mitigation Measure N-1, potential impacts associated with construction noise would be *less than significant with mitigation*.

#### *Long-Term Operational Noise Impacts*

During operation, the project would result in the operation of 23 dwelling units and 2,500 sf of commercial/restaurant space, which would result in a marginal increase in ambient noise in the project area. Noise associated with proposed residential dwellings and commercial/restaurant space would expose other nearby residences to minor increases in ambient noise levels. Noise typically associated with such development includes voices, air conditioning equipment, and amplified music. Noise generated by these land uses would result in only minor increases in ambient noise levels, primarily during the day and evening hours and less frequently at night. Predicted average-hourly noise levels at nearby residential land uses would not be anticipated to exceed the City's noise standards and would be largely masked by existing vehicular traffic on area roadways, including SR 1 and West Grand Avenue.

The proposed project would include a parking lot in the eastern portion of the project site, primarily associated with the commercial retail and restaurant spaces. Noise levels associated with parking lots typically include vehicle operations, the opening and closing of vehicle doors, and the operation of vehicle sound systems. Existing residences located 50 ft to the east of the project area are nearest the onsite parking area. Noise generated by the proposed parking lot would be largely masked by existing vehicular traffic on area roadways, including SR 1 and West Grand Avenue.

Noise associated with the project would be generally consistent with existing development in the project area and would not generate noise in exceedance of applicable City noise standards. Therefore, impacts associated with noise generated by the project would be *less than significant*.

#### *Consistency with City Noise Element Standards for Transportation Noise Sources*

Existing ambient noise levels in the project area are primarily dominated by vehicle traffic along SR 1 as well as noise from railroad operations along the Union Pacific Railroad (UPRR). (WJVA 2023). Based on continuous 24-hour noise level measurements taken at the project site, average hourly noise levels at the western side of the project site are in the range of approximately 65 to 67 dB  $L_{dn}$ . Noise levels are slightly higher in the southern portion of the project site because this part of the project site is closer to the grade crossing at Grand Avenue where train engineers are required to sound their horns (WJVA 2023).

The project includes an 8-ft tall sound wall along the western property line to reduce noise levels between the Union Pacific Railroad and the front entrances to the residential townhomes. According to the Acoustical Analysis, the proposed sound wall would reduce noise levels within the outdoor areas on the project site by approximately 9 dB, resulting in exterior noise levels of

approximately 56 to 58 dB L<sub>dn</sub>, in compliance with the City's noise standards. The exterior noise levels for the individual unit balconies and roof decks are expected to be in the range of approximately 63-65 dB, which is within the acceptable exterior noise levels as identified within the City's Noise Element. Furthermore, the project design includes noise shielding upper-story balconies to further shield and reduce noise levels (WJVA 2023).

In addition to the exterior amenities included as part of the project design, the development would be required to be constructed in accordance with the CBC in effect at time of application for construction permits, which would reduce exterior noise levels by approximately 25 dB when windows and doors are closed; therefore, the project would not exceed the City's interior noise standards of 45 dB L<sub>dn</sub>. In order to assume that windows can remain closed to achieve this required attenuation, adequate ventilation (e.g., mechanical ventilation) with windows closed shall be provided in accordance with the applicable California Building Code, per Mitigation Measure N-2. Based on implementation of Mitigation Measure N-1 and N-2, the project would not exceed the City's noise standards; therefore, impacts would be *less than significant with mitigation*.

**b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

According to the City of Grover Beach Development Code Chapter 3.10.050 Performance Standard F, ground vibration from temporary construction or demolition activities, and motor vehicle operations are the only acceptable sources of ground vibration. The project does not propose substantial grading/earthmoving activities, pile driving, or other high impact activities that would generate substantial groundborne noise or groundborne vibration during construction. Standard construction equipment would generate some groundborne noise and vibration during ground disturbance activities; however, these activities would be temporary in nature and consistent with other standard construction activities. In addition, any groundborne noise or vibration generated by short-term construction activities would be limited to the immediate work area and is not anticipated to disturb off-site residential land uses. The operation of the project does not include new features that could generate substantial groundborne noise. Therefore, impacts related to exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be *less than significant*.

**c) For a project located within the vicinity of a private airstrip or 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?**

The nearest airport to the project site is Oceano County Airport which is a public airport located approximately 1.25 miles south of the project site. The project site is not located within the Oceano County Airport Land Use Plan area; however, it is located within 2 miles of a public airport. The Acoustical Analysis included an analysis on the potential for impact and found the ambient noise levels on the project site are not affected by its proximity to this airport. As such, the project would not expose people residing or working in the project area to excessive noise levels from aircraft, and impacts would be *less than significant*.

**Conclusion**

Short-term construction activities would be limited in nature and duration and conducted during daytime periods per City Development Code standards. No long-term operational noise or ground vibration would occur as a result of the project. Mitigation Measures N-1 and N-2 would ensure consistency with the City's interior and exterior noise standards. Therefore, upon implementation of the identified mitigation, potential impacts related to noise would be less than significant.

**Mitigation Measures**

- N-1** Prior to issuance of grading permits and during project site preparation and construction activities, the project contractor shall detail the following measures on project construction plans and implement the following measures during construction of the project to minimize noise impacts to nearby sensitive receptors:
- a. Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with the manufacturer’s standards.
  - b. Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest to the active project site.
  - c. Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction.
  - d. Prohibit extended idling time of internal combustion engines.
  - e. All noise-producing construction activities shall be limited to between the hours of 7 a.m. and 7 p.m., during the weekdays; and between 8:00 a.m. and 5:00 p.m. on weekends.
  - f. Coordinate with the City of Grover Beach Community Development Department to identify the contact at the City of Grover Beach who will be responsible for responding to any local complaints about construction noise. The contact shall be responsible for determining the cause of the noise complaint(s) (e.g., starting too early, bad muffler, etc.) and shall determine and implement reasonable measures warranted to correct the problem.
- N-2** All residential development within the project shall include adequate mechanical ventilation or air conditioning in compliance with the CBC so that adequate noise attenuation may be achieved while windows and doors are closed.

**XIV. Population and Housing**

| Environmental Issues   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| <i>Would the project:</i>  |                                |  |                                     |                                     |
| (a) Induce substantial unplanned 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)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Setting**

*California Regional Housing Needs Plan*

California State Housing Element Law requires the San Luis Obispo Council of Governments (SLOCOG) and other regional councils of government in California to “determine the existing and projected housing

need for its region” and to determine each jurisdiction’s share of the regional housing need in the region. SLOCOG’s region encompasses all of San Luis Obispo County, including its seven incorporated cities: Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, and San Luis Obispo. SLOCOG has the responsibility of overseeing the assessment by identifying measures to gauge housing demand and comparing those numbers against socioeconomic factors throughout the region.

SLOCOG’s “6th Cycle” Regional Housing Needs Plan set a target for the creation of 10,810 new dwelling units for the region over the 2020 to 2028 planning period. The County and each of the seven cities adopted 2020 to 2028 Housing Elements showing how they will meet their share of regional housing needs. The City of Grover Beach’s share is 369 new dwelling units, of which 214 (58.1 percent) must be affordable to very low-, low-, and moderate-income households (San Luis Obispo Council of Governments [SLOCOG] 2019).

#### *City of Grover Beach 2020-2028 Housing Element*

The City’s housing element identifies goals, policies, and programs that are designed to achieve the City’s quantified housing objectives and ultimately accommodate the City’s housing production goals. One of the main purposes of the City’s Housing Element is to demonstrate the City’s ability to accommodate residential development to meet the Regional Housing Needs Allocation (RHNA).

#### *Environmental Evaluation*

- a) **Would the project induce substantial unplanned 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)?**

As of 2022, the population of Grover Beach was approximately 12,757 with an average of 2.47 persons per household (U.S. Census Bureau 2022a, 2022b). According to the City’s Housing Element, the City of Grover Beach has a 2050 population projection of 15,091 (City of Grover Beach 2019). The project includes the construction of 23 new dwelling units. Based on the average of 2.47 persons per household the project has the potential to result in a population increase of approximately 57 people. This growth is within the anticipated growth identified in the City’s General Plan, and the proposed residential density of the project falls below the maximum allowed density of the site. Therefore, implementation of the proposed project would result in a marginal increase in population and would not result in an exceedance of the projected buildout population of the community or an accelerated rate of population growth beyond current projections.

Short-term construction activities may increase temporary construction-related employment opportunities and the project includes the development of new retail uses that could increase long-term employment opportunities; however, employment opportunities generated by the project are anticipated to be filled by the local workforce and would not result in a substantial population increase within the city. Additionally, the project would not result in additional resource capacity or removal of a barrier to growth that could otherwise facilitate population growth. Therefore, the project would not induce substantial or unplanned population growth and potential impacts would be *less than significant*.

- b) **Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

There are no existing residences at the site and the project would not result in the demolition of any existing residential structures. The project would not displace existing people or housing or necessitate the construction of replacement housing elsewhere, and *no impacts* would occur.

*Conclusion*

The proposed project would not result in substantial or unplanned population growth and would not displace existing housing or necessitate the construction of replacement housing elsewhere. Therefore, potential impacts related to population and housing would be less than significant, and no mitigation measures are necessary.

*Mitigation Measures*

Mitigation is not necessary.

**XV. Public Services**

| Environmental Issues   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| <i>Would the project:</i>  |                                |  |                                     |                          |
| (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: |                                |  |                                     |                          |
| Fire protection?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Police protection?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Schools?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Parks?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other public facilities?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*Setting*

*Fire Protection Services*

Fire protection services in the City of Grover Beach are provided by the FCFA, which is a consolidation of the fire departments of the City of Grover Beach, the City of Arroyo Grande, and the Oceano Community Services District that occurred on July 9, 2010. The FCFA serves an area of 10 square miles encompassing the communities of Arroyo Grande, Grover Beach, and Oceano with a total population of approximately 37,000 people. FCFA is an “all-risk” fire department and responds to all types of fires, medical emergencies, technical rescues, hazardous materials, and fire prevention code enforcement. FCFA has three fire stations located throughout their service area, and the nearest FCFA station is Station 2 located approximately 0.37 miles east of the project site.

*Law Enforcement Services*

Law enforcement and related public safety services in the City of Grover Beach are provided by the Grover Beach Police Department. The Police Department has 31 staff members including 24 sworn peace officers and 7 civilian employees. The Grover Beach Police Department is located approximately 0.4 miles east of the project site.

*Public Schools*

The project site is within the Lucia Mar Unified School District (LMUSD). There are 20 schools in the LMUSD, including three public elementary schools in the City of Grover Beach.

#### *Public Parks and Recreation Facilities*

Within the City of Grover Beach, there are seven parks, a community garden, two open space areas, a skate park, a park center, and community center, all managed by the City, as well as a dune boardwalk, a golf course, and a day use plaza with beach access that is managed by the California Department of Parks and Recreation.

#### *City of Grover Beach Development Impact Fees*

The City of Grover Beach collects a variety of development impact fees from new development projects in the City to fund several public facilities including transportation, law enforcement, fire protection, parks and recreation, water system, administrative, wastewater, and storm drain. A public facility fee program (i.e., development impact fee program) has been adopted to address impacts related to public facilities (County) and schools (California Government Code Section 65995 et seq.). Public facility fees are used as needed to finance the construction of and/or improvements to public facilities required to serve the new development.

#### *Environmental Evaluation*

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

##### *Fire protection?*

The project would result in the construction of 23 dwelling units that would generate a population increase of approximately 57 people (2.47 persons per household), which would result in a marginal increase in demand on existing fire protection services. The project would be subject to standard development impact fees to offset the project's demand on existing fire protection services. Based on the marginal population increase and payment of development impact fees, the project would not require or otherwise facilitate the need for additional or expanded fire protection services, and impacts would be *less than significant*.

##### *Police protection?*

The project would result in the construction of 23 dwelling units that would generate a population increase of approximately 57 people (2.47 persons per household), which would result in a marginal increase in demand on existing police protection services. The project would be subject to standard development impact fees to offset the project's demand on existing police protection services. Based on the marginal population increase and payment of development impact fees, the project would not require or otherwise facilitate the need for additional or expanded police protection services; therefore, impacts would be *less than significant*.

##### *Schools?*

The project would result in the construction of 23 dwelling units that would have the potential to increase the number of school-aged children in the project area. Therefore, implementation of the project has the potential to result in an increase in demand on the LMUSD. The project would be required to pay school impact fees in accordance with California Government Code Section 65996 to offset its demand on the LMUSD. Based on the marginal increase of school-aged children and payment of development impact fees, the project would not require or otherwise

facilitate the need for additional or expanded LCUSD facilities; therefore, impacts would be *less than significant*.

*Parks?*

Implementation of the proposed project could facilitate a population increase of approximately 57 people that would result in a marginal increase in demand on existing public recreation facilities. The project would be subject to the payment of standard development impact fees to offset its demand on existing public recreation facilities. Therefore, based on the marginal population increase and payment of development impact fees, the project would not require or otherwise facilitate the need for additional or expanded public recreational facilities, and impacts would be *less than significant*.

*Other public facilities?*

Implementation of the proposed project could facilitate a population increase of approximately 57 people that would result in a marginal increase in demand on other public facilities within the project region. The project would be subject to the payment of standard development impact fees to account for an increased demand on existing public services. The project would not facilitate the need for additional or expanded public services; therefore, potential impacts would be *less than significant*.

*Conclusion*

The project would be subject to payment of development impact fees to reduce the project's negligible contribution to increased demands on public services and facilities. Therefore, potential impacts related to public services would be less than significant, and no mitigation measures are necessary.

*Mitigation Measures*

Mitigation is not necessary.

**XVI. Recreation**

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| (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? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (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?                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

*Setting*

Within the City of Grover Beach, there are seven parks, a community garden, two open space areas, a skate park, a park center, community center, all managed by the City, as well as a dune boardwalk, a golf course, and a day use plaza with beach access that is managed by the California Department of Parks and Recreation.

*Grover Beach Parks and Recreation Element*

The Parks and Recreation Element of the City of Grover Beach General Plan establishes goals, policies, and implementation measures for creating, providing, and facilitating quality recreational services and facilities to all members of the community. According to this element, the City uses a standard of five acres of park land for every 1,000 person population increase associated with any residential development.

Grant and park bond funding, development impact fees, Quimby Act park dedications and fees, and donations are methods the City currently employs to fund public parks and recreational facilities. Development impact fees are collected upon construction of new residential units and currently provide funding for expansion and improvements of current parks. Quimby Fees are collected when new residential lots are created and can be used to expand, acquire, rehabilitate, or develop community-serving parks.

#### *Environmental Evaluation*

- 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?**

The project includes the construction of 23 new residential units in the City of Grover Beach. According to the U.S. Census, there is an average of 2.47 persons per household in the City of Grover Beach (U.S. Census Bureau 2022b). Based on the average of 2.47 persons per household the project has the potential to result in a population increase of approximately 57 people. Therefore, implementation of the proposed project would result in a minimal increase in population and would not result in a substantial increase in demand on existing recreational facilities. Further, the project would be subject to the payment of standard development impact fees to offset its demand on existing public recreation facilities. Based on the limited population increase and payment of development impact fees, implementation of the project would not increase the use of existing recreational facilities in a manner that would result in substantial physical deterioration of the facility; therefore, impacts would be *less than significant*.

- 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?**

The project does not include the construction of new recreational facilities and would not result in a substantial increase in demand or use of parks and recreational facilities. Additionally, the project would be subject to payment of development impact fees to offset incremental impacts on existing recreational resources. Implementation of the project would not require the construction or expansion of recreational facilities; therefore, *no impacts* would occur.

#### *Conclusion*

The project would not result in the significant increase in use, construction, or expansion of parks or recreational facilities; and the project would be subject to payment of development impact fees to offset increased use of existing recreational resources. Therefore, potential impacts related to recreation would be less than significant, and no mitigation measures are necessary.

#### *Mitigation Measures*

Mitigation is not necessary.

## XVII. Transportation

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| <i>Would the project:</i>   |                                |  |                                     |                          |
| (a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| (d) Result in inadequate emergency access?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Setting

#### Vehicle Miles Traveled (VMT)

In 2013 SB 743 was signed into California State law with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions” and required the Governor’s Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of SB 743 and identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA (as detailed in Section 15064.3[b]).

#### Regional Transportation Planning

SLOCOG holds several key roles in transportation planning within the county. As the Regional Transportation Planning Agency (RTPA), SLOCOG is responsible for conducting a comprehensive, coordinated transportation program, preparing a Regional Transportation Plan (RTP), allocating state funds for transportation projects, and administering and allocating transportation development act funds required by state statutes. SLOCOG represents and works with the County as well as the local City governments within the county in facilitating the development of the RTP/SCS and the Regional Housing Needs Allocation.

The RTP, adopted June 7, 2023, is a long-term blueprint of San Luis Obispo County’s transportation system. The RTP identifies and analyzes the transportation needs of the region and creates a framework for project priorities. The RTP also establishes goals and recommendations to develop, promote, and invest in the public transit systems, rail systems, air transportation services, harbor improvements, and commodity movements within the county in order to meet the needs of transit-dependent individuals and encourage the increasing use of alternative modes by all travelers that choose public transportation.

#### Local Transportation Planning

The *City of Grover Beach General Plan Circulation Element* guides the growth and expansion of transportation and circulation facilities within the city (City of Grover Beach 2005). The Circulation Element provides goals, policies, and programs to assist the City in the planning process to meet the changing needs of the travel demands in the community. The main goals of the Circulation Element

include providing safe and efficient vehicular movement, coordinating policies for land development and circulation, promoting alternative travel modes, coordinating local transportation planning with the activities of other agencies and concerns of locals, and designing and implementing the circulation system to protect natural features and conserve energy. A circulation improvement highlighted by the Circulation Element is on West Grand Avenue, from SR 1 to 8<sup>th</sup> Street, to enhance traffic safety, pedestrian accommodations, and community character to help slow traffic.

The *City of Grover Beach General Plan Land Use Element* contains goals and policies related to transportation planning within the City (City of Grover Beach 2010). The Land Use Element contains policies promoting the creation of walkable neighborhoods; implementation of pedestrian, bike, and transit connectivity within the City; and development of multi-modal transportation.

The project site is within the *West Grand Avenue Master Plan* area which includes recommendations related to streetscapes, circulation, and parking. This plan calls for extension of pedestrian amenities along West Grand Avenue, in the form of 10-foot sidewalks, from 2<sup>nd</sup> Street to 4<sup>th</sup> Street and west across SR 1 to the beach. Other improvements along West Grand Avenue outlined in this plan include designated bike lanes and edge landscaping on sidewalks.

The *City of Grover Beach Bicycle Master Plan* is used to guide the development and improvement of the bikeway system in and around Grover Beach by documenting existing and planned bikeways, establishing a strategy for improving the bikeway system, identifying the priority and costs of bikeway improvements, and making the City eligible for state Bicycle Transportation Account (BTA) funds (City of Grover Beach 2011).

#### *Emergency Access*

The project site is currently accessed via two existing driveways, one located off of West Grand Avenue, and one located off of North 2<sup>nd</sup> Street. The site also has a gated access point off of Ramona Avenue on the northeastern side of the property. The project proposes two access points, one on 2<sup>nd</sup> Street and one on Ramona Avenue. According to the Transportation Impact Analysis completed for the project, emergency access is adequate as proposed (CCTC 2024).

#### *Existing Conditions*

The project is bound to the south by West Grand Avenue with the UPRR tracks and SR 1 to the west, Second street to the east, and Ramona Avenue to the north. West Grand Avenue is a five-lane arterial with a 30 mile per hour (MPH) posted speed limit, sidewalks, and no parking along the project frontage. There are Class II bike lanes on West Grand Avenue east of 2<sup>nd</sup> Street. 2<sup>nd</sup> Street and Ramona Avenue are two-lane roadways with no posted speed limits, sidewalks, or unmarked parking along the project frontage. South County Transit routes 21 and 24 run along West Grand Avenue between SR 1 and US Highway 101. The nearest stops for these routes are located at 6<sup>th</sup> Street and 3<sup>rd</sup> Street, respectively (CTCC 2024).

A Transportation Impact Analysis was prepared by Central Coast Transportation Consultants (CCTC) to evaluate the project's potential impacts on the existing roadway network (CTCC 2024; Appendix I).

#### *Environmental Evaluation*

**a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

The project includes the construction of 23 dwelling units and 2,500 sf of commercial/restaurant space in the City of Grover Beach. The project would generate 373 new vehicle trips per weekday, including 33 AM peak hour trips and 25 PM peak hour trips. According to the Transportation Impact Analysis Memorandum, the project would not significantly impact intersection operations on Grand Avenue between Hwy 1 and 4<sup>th</sup> Street and the project's infill

location and mix of uses would minimize VMT (CCTC 2024). There are existing Class II bike lanes on West Grand Avenue east of 2<sup>nd</sup> Street and a bus station located less than 150 east of the project. As a result, the project would be accessible using alternative modes of transportation, which is consistent with SLOCOG's 2023 RTP and the City's Circulation Element. The project proposes 10-foot sidewalks and street trees along West Grand Avenue which is consistent with the West Grand Avenue Master Plan and the Circulation Element. Additionally, the project proposes striping and signage improvements within the public right of way of West Grand Avenue to improve bicycle access and safety which would be consistent with the Bicycle Master Plan. The project would be consistent with applicable circulation system plans; therefore, impacts would be *less than significant*.

**b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

The City of Grover Beach Circulation was adopted in 2005 and does not contain thresholds for VMT analysis. An update to this element has been scheduled to commence in 2024 with an anticipated completion date in 2025 to demonstrate compliance with SB 743. Although there are no applicable numeric VMT thresholds for the project, CEQA Guidelines section 15064.3 subdivision (b)(3) states:

“If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc.”

There is a bus stop located less than 150 feet east of the proposed project which would make public transit accessible to residents of the dwelling units and customers of the commercial/restaurant space. The project plans include an area with bike racks in the southeastern portion of the project site along 2<sup>nd</sup> avenue. According to the Transportation Impact Analysis prepared by CCTC, the project's infill location and mix of uses would minimize VMT. Because of the project site's location, proposed bike rack area, and proximity to public transportation, potential impacts would be *less than significant*.

**c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The project includes the construction of a new driveway on 2<sup>nd</sup> street. With the removal of the driveway on West Grand Avenue, this driveway would serve as the second access point to the project site. The proposed driveways would be required to comply with FCFA and Grover Beach Public Works Department standards to avoid hazardous roadway design.

The project would generate 373 new vehicle trips per weekday, including 33 AM peak hour trips and 25 PM peak hour trips. According to the Transportation Impact Analysis prepared for the project, there have been 90 total collisions on West Grand Avenue in the project vicinity between April 2018 and March 2023 (CCTC 2024). Over one fourth of the collisions occurred due to an unsafe speed and 27 percent of collisions occurred at night. The project would eliminate the existing site driveway off of West Grand Avenue, which would reduce conflict points on this arterial roadway consistent with access management best practices. However, vehicle traffic entering and exiting the proposed site driveways may contribute to vehicle collision rates in this area if not designed per California Manual on Uniform Traffic Control Device (CAMUTCD) guidance.

Mitigation Measure T-1 has been included to ensure project compliance with recommendations from the Transportation Impact Analysis Memorandum prepared for the project to reduce collisions and increase pedestrian safety at the intersection of West Grand Avenue and 2<sup>nd</sup> street. These measures include, but are not limited to, installation of no parking zones with red curbs on

either side of the project driveways (6 foot minimum) and on either side of 2<sup>nd</sup> Street just north of West Grand Avenue consistent with CAMUTCD guidance. Based on existing roadway conditions and required compliance with FCFA and Grover Beach Public Works Department standards, and with implementation of Mitigation Measure T-1, the proposed project would not substantially increase roadway hazards; therefore, impacts would be *less than significant with mitigation*.

**d) Would the project result in inadequate emergency access?**

The proposed project is not anticipated to require any permanent road closures or traffic controls that could result in notable impacts to emergency response or evacuation efforts in the project area. The project site is currently accessed via two existing driveways, one located off of West Grand Avenue, and one located off of North 2<sup>nd</sup> Street. The site also has a gated access point off of Ramona Avenue on the northeastern side of the property. The project proposes two access points, one on 2<sup>nd</sup> Street and one on Ramona Avenue. According to the Transportation Impact Analysis completed for the project, emergency access is adequate as proposed (CCTC 2024).

Proposed driveway construction would be required to comply with FCFA and Grover Beach Public Works Department standards to ensure adequate emergency access and public ingress and egress at the site. According to the Transportation Impact Analysis prepared for the project, the proposed project would not result in a substantial number of new vehicle trips to the site that could otherwise impede emergency response or evacuation efforts in the area through a substantial increase in vehicle traffic (CCTC 2024). Therefore, the proposed project would not interfere with an emergency response or evacuation plan and impacts would be *less than significant*.

*Conclusion*

The project would be consistent with the 2023 RTP, West Grand Avenue Master Plan, and City's Circulation Element and would not generate vehicle trips that would create a significant amount of VMT. In addition, the project would be consistent with FCFA and Grover Beach Public Works Department standards for site access and driveway design. Potential impacts associated with roadway hazards would be reduced to less than significant with the implementation of Mitigation Measure T-1. Therefore, impacts associated with transportation would be less than significant with mitigation.

*Mitigation Measures*

**T-1 Transportation Impact Analysis Recommendations.** Prior to application for project grading, building, and construction permits, the project applicant shall retain a qualified engineer to consult the project team during plan preparation, conduct a comprehensive review of all project plans, and certify that they have been prepared in accordance with all recommendations identified in the Transportation Impact Analysis prepared for the project associated with the intersection of West Grand Avenue and 2<sup>nd</sup> Street (CCTC 2024). All improvements shall be installed prior to project occupancy.

## XVIII. Tribal Cultural Resources

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| (a) Would the project 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 that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:                           |                                |  |                                     |                          |
| (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |

### Setting

#### State Regulations

Approved in 2014, AB 52 added tribal cultural resources to the categories of resources that must be evaluated under CEQA. Tribal cultural resources are defined as either of the following:

1. Sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - a. Included or determined to be eligible for inclusion in the CRHR; or
  - b. Included in a local register of historical resources as defined in California PRC Section 5020.1(k).
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth California PRC Section 5024.1(c).

In applying these criteria for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Recognizing that tribes have expertise with regard to their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe regarding the potential for adverse impacts on tribal cultural resources as a result of a project. Consultation may include discussing the type of environmental review necessary, the presence and/or significance of tribal cultural resources, the level of significance of a project's impacts on the tribal cultural resources, and available project alternatives and mitigation measures recommended by the tribe to avoid or lessen potential impacts on tribal cultural resources.

### *Local Plans and Policies*

The City Open Space Conservation Element includes Policy COS-4.1, which states that the City shall protect both known and potential tribal cultural resources.

### *Environmental Evaluation*

**a) Would the project 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 that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

*a-i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

*a-ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

In accordance with AB 52 Cultural Resources requirements, City staff provided notices regarding the proposed project to Native American tribes on July 1, 2024. The City received responses from the Barbareño Ventureño Band of Mission Indians and the Salinan Tribe of Monterey and SLO Counties. The Barbareño Ventureño Band of Mission Indians deferred to the local Chumash and yak tiṽu tiṽu yak tiḥini tribes in the area. The Salinan Tribe of Monterey and SLO Counties requested notification of any uncovered archaeological resources discovered during any ground disturbing activities associated with the project; which is captured as Mitigation Measure CR-1. As of July 31, 2024, no additional comments or responses from tribal representatives have been received and the AB 52 consultation process was considered closed.

As described under Section V. *Cultural Resources*, no previously recorded prehistoric or historic cultural resources are present within the project area and the project site is considered to have low sensitivity for archaeological resources. However, project grading and excavation activities could have the potential to disturb undiscovered resources. Mitigation Measures CR-1 has been identified to establish appropriate protocol for discovery of cultural resources during project ground-disturbing activities, including the notification to the Salinan Tribe of Monterey and SLO Counties. Implementation of these mitigation measures would reduce potential impacts to *less than significant with mitigation*.

### *Conclusion*

Potential impacts to tribal cultural resources would be reduced to less than significant upon implementation of identified mitigation measures. Therefore, project impacts associated with Tribal Cultural Resources would be less than significant with mitigation.

### *Mitigation Measures*

Implement Mitigation Measure CR-1.

## XIX. Utilities and Service Systems

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| <i>Would the project:</i>   |                                |  |                                     |                          |
| (a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| (b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) 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?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Setting

#### 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 sanitary sewage collected by Grover Beach is transported through its own collection system to the plant, via gravity sewer pipe as well as trunk sewers that are owned and operated by SSLOCSD. The average annual daily flow at the plant is on the order of 2.3 million gallons per day (mgd). The City is allocated 1.5 mgd of sanitary sewer treatment and its estimated average annual build-out demand is 1.2 mgd according to the City's Sewer Master Plan (City of Grover Beach 2019). The total increase in average day wastewater flow created by the project is projected to be 0.6 gallons per minute (gpm) (MKN 2024; Appendix J).

#### 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 AFY comes from a combination of ground water and surface water. This includes an allocation of up to 1,198 AFY from four groundwater wells and an allocation of 800 AFY from the Lopez Lake water supply reservoir with a 209 AFY agriculture credit (GSI 2024). In 2023, the City of Grover Beach had a water production of 1,166 AF meaning that the annual average water demand for the city is approximately 1,200 AF.

The City's sources of water supply include groundwater from the SMRVGB and water from Lopez Lake. In 2023, the total groundwater pumping from the NCMA portion of the SMRVGB was 2,697 AF which is 28 percent of the allowed 9,500 AFY safe yield for the NCMA portion of the SMRVGB. The safe yield for

Lopez Lake is 8,730 AFY. Currently, NCMA has entitlements for Lopez Lake that total 4,285 AFY and for SMRVGB that total 4,000 AFY (GSI 2024). The difference between the availability and total usage of Lopez Reservoir water is intended to provide a sustainable supply and buffer during drought years. The City's 2020 Grover Beach Urban Water Management Plan identifies that the population of the city is not expected to grow dramatically by 2035 and as a result water demand is not projected to increase over the next 20 to 30 years (City of Grover Beach 2021).

#### *Stormwater Management*

Per the City's Development Code, construction and grading projects that create more than 2,500 sf of impervious area are required to submit and implement a SWCP that incorporates appropriate post-construction stormwater runoff controls. Additionally, construction sites that disturb 1 acre or more must obtain coverage under the SWRCB's Construction General Permit and submit and implement a SWPPP.

#### *Solid Waste Service*

South County Sanitary is the service provider for the City of Grover Beach and offers curbside solid waste and recyclable collection services. South County Sanitary is a municipal waste hauling company supported by the Cold Canyon Landfill. Owned and operated by Waste Connections, the Cold Canyon Landfill is the primary Landfill for the Five Cities area, as well as for the City of San Luis Obispo. The landfill is permitted to accept up to 1,650 tons per day and has a total capacity of 23,900,000 cy with a remaining capacity of 13,000,000 cy as of August 31, 2020 (CalRecycle 2020).

#### *Environmental Evaluation*

- a) **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Water service and wastewater collection for the proposed project would be provided by the City of Grover Beach; wastewater treatment would be provided by SSLOCSD. The project would include construction of off-site pipeline tie-ins to existing water and wastewater mains located along Ramona Avenue. As evaluated throughout this Initial Study, the project has the potential to result in adverse construction-related impacts related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Noise. Mitigation Measures AQ-1 through AQ-3, BIO-1 through BIO-3, CR-1, HAZ-1, and HAZ-2, WQ-1, and N-1 and N-2 have been included to avoid and/or minimize adverse construction-related impacts to less-than-significant levels and construction of proposed utility infrastructure and connections have been incorporated into this analysis. Therefore, upon implementation of the identified mitigation measures, installation of utility infrastructure is not anticipated to result in adverse impacts to the environment; therefore, potential impacts would be *less than significant with mitigation*.

- b) **Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

The project would be provided water from the City of Grover Beach, which has an existing water supply volume of up to 2,207 AFY. The proposed project is projected to have a water demand of 5.6 AFY. In 2023, the City of Grover Beach had a water production of 1,166 AF meaning that there was up to 1,041 AF of available water supply. The project will contribute to a marginal increase in water use and there would be adequate capacity to provide water to the project; therefore impacts would be *less than significant*.

**c) Would the project 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?**

The project would be provided wastewater collection services by the City of Grover Beach and wastewater treatment services by the SSLOCSD. The average annual daily flow at the plant is on the order of 2.3 mgd, The City is allocated 1.5 mgd of sanitary sewer treatment and estimated average annual build-out demand is 1.2 mgd according to the Sewer Master Plan (City of Grover Beach 2019). The project would result in a marginal increase in wastewater generation of approximately 4,017 gallons per day. The total net increase in average day and peak hour wastewater flow contributed to the City's wastewater collection system would be 0.6 gpm and 1.3 gpm, respectively. Based on the hydraulic evaluation completed by MKN Associates, no new improvements beyond what was already identified in the City's 2019 Water and Sewer Master Plans are needed to serve the project based on current and projected wastewater flows (MKN 2024). Therefore, there would be adequate capacity to treat wastewater generated by the project, and impacts would be *less than significant*.

**d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

The project would result in the construction of 23 dwelling units and 2,500 sf of commercial/restaurant space that would result in a marginal increase in solid waste that would be hauled to Cold Canyon Landfill. According to the California Department of Resources Recycling and Recovery (CalRecycle), Cold Canyon Landfill has a maximum permitted capacity of 23,900,000 cy and maximum capacity 1,650 tons of solid waste per day. The estimated remaining capacity of the landfill is 13,000,000 cy as of August 31, 2020 (CalRecycle 2020).

According to the San Luis Obispo County Integrated Waste Management Authority (IWMA), construction waste would be subject to CALGreen Sections 4.408 and 5.408, which requires diversion of at least 65% of construction waste (IWMA 2022). Based on required compliance with CALGreen regulations, construction of the proposed project would not generate solid waste in excess of local infrastructure capacity.

Implementation of the proposed project would result in construction of commercial/restaurant space and 23 new dwelling units have the potential to increase solid waste generated at the project site. Solid waste generated by the proposed project would be collected by the South County Sanitary and is not expected to exceed the capacity of local solid waste facilities; therefore, impacts would be *less than significant*.

**e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

The project would comply with all federal, state, and local regulations and diversion requirements pertaining to solid waste disposal, including those intended for reduction, reuse, and recycling of waste to the extent practicable. Non-recyclable demolition debris and construction waste generated by the project would be disposed of at the Cold Canyon Landfill, which had a remaining capacity of 13,000,000 cy, or 54% of the maximum permitted capacity as of 2020. In addition, the project grading and construction activities would be subject to applicable federal, state, and local regulations pertaining to the testing, removal, and disposal of soils with the potential for NOA, as described in Section III, *Air Quality*. Therefore, the project would not an increase in solid waste generation in a manner that would conflict with federal, state, or local management or reduction statutes, and impacts would be *less than significant*.

### Conclusion

The proposed project would require the expansion and installation of utility infrastructure to support proposed development. Implementation of Mitigation Measures AQ-1 through AQ-3, BIO-1 and BIO-2, CR-1, HAZ-1 and HAZ-2, WQ-3, and N-1 and N-2 would reduce potential adverse environmental impacts to less-than-significant levels. Water and wastewater collection services would be provided by the City of Grover Beach, and wastewater treatment services will be provided by SSLOCSD. The proposed project would not generate solid waste in exceedance of state or county regulations. Therefore, upon implementation of the identified mitigation measures, potential impacts would be less than significant.

### Mitigation Measures

Implement mitigation measures AQ-1 through AQ-3, BIO-1 and BIO-2, CR-1, HAZ-1 and HAZ-2, WQ-3, and N-1 and N-2.

## XX. Wildfire

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>   |                                |  |                                     |                          |
| (a) Substantially impair an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Setting

Topography influences wildland fire to such an extent that slope conditions can often become a critical wildland fire factor. Conditions such as speed and direction of dominant wind patterns, the length and steepness of slopes, direction of exposure, and/or overall ruggedness of terrain influence the potential intensity and behavior of wildland fires and/or the rates at which they may spread.

### CAL FIRE Hazard Severity Zones

FHSZs are defined by CAL FIRE based on the presence of fire-prone vegetation, climate, topography, assets at risk (e.g., high population centers), and a fire protection agency's ability to provide service to the area. FHSZs throughout the county have been designated as "Very High," "High," or "Moderate." In San Luis Obispo County, most of the area that has been designated as a Very High FHSZ is located in the Santa Lucia Mountains, which extend parallel to the coast along the entire length of San Luis Obispo County, from Monterey County in the north to Santa Barbara County in the south. A lack of designation does not mean the area cannot experience a damaging fire; rather, it indicates that the probability is reduced, generally because the number of days a year that the area has "fire weather" is less than in

moderate, high, or very high fire severity zones. According to the City's Safety Element, the project site is within a moderate FHSZ (City of Grover Beach 2022).

#### *City Safety Element*

The Safety Element establishes goals, policies, and programs to reduce the threat to life, structures, and the environment caused by fire. Policy S-3.1 identifies that fire safety standards should be implemented that minimize urban fire hazards, ensure adequate emergency access and defensible space, and conform development to relevant CFC and CBC provisions.

#### *California Fire Code*

The CFC provides minimum standards for many aspects of fire prevention and suppression activities. These standards include provisions for emergency vehicle access, water supply, fire protection systems, and the use of fire-resistant building materials.

#### *Environmental Evaluation*

**a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

The project site is located in an area with a moderate FHSZ designation. In the event of a wildfire, the Grover Beach Police Department and the FCFA would implement emergency measures that are essential for protecting public health and safety, including public alert and notifications, emergency evacuation information, and protective actions. The project site is located in an area with a moderate FHSZ designation and is primarily accessed via two existing driveways, one located off of West Grand Avenue, and one located off of North 2<sup>nd</sup> Street. Future construction activities are not expected to require any long-term road closures or traffic controls that could result in permanent impacts to traffic circulation in the area. The proposed development would be required to comply with FCFA standards to ensure adequate emergency vehicle and other access to and from the site. In addition, the proposed project would have a less than significant impact on VMT, indicating a limited increase in vehicle trips (CCTC 2024). As such, the proposed development would not increase traffic congestion or otherwise impede circulation within the area. Based on required compliance with FCFA requirements and limited impacts to circulation, implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; therefore, impacts would be *less than significant*.

**b) Due to slope, prevailing winds, and other factors, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

The project site is located in an area with a moderate FHSZ designation and is characterized by nearly level topography. The entire property is currently developed and supports 10 existing structure associated with an ATV rental company. Implementation of the project would result in the development of a new mixed-use development building, which would be required to be constructed in accordance with the most recent CFC and CBC requirements to reduce risks associated with wildfire ignition. In addition, the project would be required to implement design recommendations identified by FCFA to ensure adequate ability to provide fire protection services to the proposed project. Based on required compliance with CFC, CBC, and FCFA requirements, the project is not anticipated to significantly exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; therefore, impacts would be *less than significant*.

- c) **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

The project site is located in an area with a moderate FHSZ designation (City of Grover Beach 2022). Construction of the proposed driveways and utility infrastructure required for the project would be required to comply with City of Grover Beach Public Works Department and FCFA standards to reduce the risk of accidental wildfire ignition at the project site. Based on required compliance with applicable FCFA and City of Grover Beach Public Works Department requirements, proposed utility infrastructure and installation of two driveways would not exacerbate wildfire risk at the site; therefore, potential impacts would be *less than significant*.

- d) **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

The project site is located in an area with a moderate FHSZ designation with low potential for landslide to occur. As evaluated in Section X, *Hydrology and Water Quality*, the project site is located in an area that would be inundated by a 100-year flood event under future conditions and would be required to comply with Development Code Section 5.10.050.A to ensure construction above the base flood elevation to avoid the exposure of project occupants to increased hazard related to flooding. Additionally, the project has prepared a SWCP that includes strategies to reduce runoff and retain stormwater on site including the use of pervious pavers and the construction of underground chambers to retain the stormwater runoff. As such, the potential flood flows would be contained on-site. Proposed buildings would be constructed in accordance with CBC, CFC, and City of Grover Beach Development Code regulations to reduce risk associated with wildfire and post-wildfire events. Based on required compliance with CFC, CBC, and City of Grover Beach Development Code requirements, proposed development would not increase the potential for post-fire risks to occur; therefore, impacts would be *less than significant*.

### *Conclusion*

Based on required compliance with CFC, CBC, and FCFA development requirements for proposed residential development and associated site improvements, the proposed project and associated activities would not result in significant adverse impacts related to wildfire, and no mitigation measures are necessary.

### *Mitigation Measures*

Mitigation is not necessary.

## XXI. Mandatory Findings of Significance

| Environmental Issues  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                |
|---|--------------------------------|--|------------------------------|--------------------------|
| (a) Does the project have the potential to substantially 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, substantially 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? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>     | <input type="checkbox"/> |
| (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)?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>     | <input type="checkbox"/> |
| (c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>     | <input type="checkbox"/> |

### Environmental Evaluation

- a) Does the project have the potential to substantially 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, substantially 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?**

Based on the analysis provided in individual resource sections above, the project has the potential to disturb migratory birds. Mitigation Measures BIO-1 and BIO-2 have been identified and would reduce potential impacts related to sensitive biological resources to less than significant. In addition, Mitigation Measure CR-1 has been identified to reduce potential impacts to cultural resources and tribal cultural resources. Therefore, potential impacts would be *less than significant with mitigation*.

- 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)?**

Based on the nature of proposed development and the analysis provided in resource sections above, the proposed project would have the potential to result in environmental impacts associated with Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, and Noise that could have a cumulative effect with other development projects in the project region. Mitigation Measures AQ-1 through AQ-3, BIO-1 and BIO-2, CR-1, HAZ-1 and HAZ-2, WQ-1, and N-1 and N-2 have been identified to reduce potential environmental impacts associated with the project to a less-than-significant level. Other past and future development projects requiring a discretionary permit in the project region would also be subject to applicable mitigation measures to reduce potential impacts associated with these impact issue areas. Therefore, based on the implementation of project-level mitigation measures

and discretionary review and CEQA review of other projects within the project area, potential impacts would be *less than cumulatively considerable with mitigation*.

**c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Based on the nature and scale of proposed development and the analysis provided in individual resource sections above, the proposed project has the potential to have environmental effects that could result in substantial adverse effects on human beings. Potential impacts associated with Air Quality, Hazards and Hazardous Materials, and Hydrology and Water Quality would be reduced to less-than-significant levels with the implementation of Mitigation Measures AQ-1 through AQ-3, HAZ-1 and HAZ-2, and WQ-1. Therefore, potential impacts associated with environmental effects that would cause substantial adverse effects on human beings would be *less than significant with mitigation*.

*Conclusion*

Potential impacts associated with mandatory findings of significance would be less than significant with mitigation.

*Mitigation*

Implement Mitigation Measures AQ-1 through AQ-3, BIO-1 and BIO-2, CR-1, HAZ-1 and HAZ-2, WQ-1, and N-1 and N-2.

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## 4 REQUIRED MITIGATION AND MONITORING PROGRAMS

### 4.1 Air Quality

**AQ-1 NO<sub>x</sub> and ROG Emissions and Idling Control Measures.** The following measures shall be implemented to reduce construction generated mobile-source and evaporative emissions:

1. Construction Activity Management Plan (CAMP) shall be prepared. The CAMP shall be submitted to San Luis Obispo Air Pollution Control District (SLOAPCD) for review and approval at least three months before the start of construction. The CAMP shall include a dust-control management plan, tabulation of on and off-road construction equipment (age, horsepower, and usage rates), construction truck trip schedules, construction work-day period, and construction phasing. If implementation of Standard Mitigation and Best Available Control Technology measures cannot reduce project emissions to below SLOAPCD's Tier 2 threshold, off-site mitigation shall be implemented in coordination with SLOAPCD to reduce NO<sub>x</sub> and ROG emissions to below the Tier 2 threshold. At a minimum, the following measures shall be implemented and included in the CAMP to reduce construction generated mobile-source and evaporative emissions:
  - a. Maintain all construction equipment in proper tune according to manufacturer's specifications.
  - b. Fuel all off-road and portable diesel-powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
  - c. Diesel-fueled construction equipment shall meet, at a minimum, ARB's Tier 4 emission standards for off-road heavy-duty diesel engines and comply with the State Off-Road Regulation.
  - d. Use on-road heavy-duty trucks that meet the ARB's 2010, or cleaner, certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation.
  - e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive or NO<sub>x</sub> exempt area fleets) may be eligible by proving alternative compliance.
  - f. Electrify equipment when feasible.
  - g. Substitute gasoline-powered in place of diesel-powered equipment, where feasible.
  - h. Use alternative-fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.
  - i. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the SLOAPCD. Such

equipment may include power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g., aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering & Compliance Division at (805) 781-5912.

- j. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.
- k. To the extent locally available, use prefinished building materials or materials that do not require the application of architectural coatings.
- l. The following idling restrictions near sensitive receptors for both on- and off-road equipment shall be implemented:
  - i. Staging and queuing areas shall be located at the greatest distance feasible from sensitive receptor locations;
  - ii. Diesel idling when equipment is not in use is not permitted;
  - iii. Use of alternative fueled equipment is recommended whenever possible; and,
  - iv. Signs that specify the no-idling requirements must be posted and enforced at the construction site.
- m. On-road vehicle operations shall comply with Section 2485 of Title 13, the California Code of Regulations limits diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater 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:
  - i. Shall not idle the vehicle's primary diesel engine when vehicle is not in use, except as noted in Subsection (d) of the regulation; and,
  - ii. 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 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.
  - iii. Signs must be posted in the designated queuing areas and job sites to remind drivers of the idling restrictions. The specific requirements and exceptions in the regulation can be reviewed at the following website: [www.arb.ca.gov/msprog/truck-idling/2485.pdf](http://www.arb.ca.gov/msprog/truck-idling/2485.pdf).
- n. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use Off-Road Diesel regulation available at: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
- o. Signs shall be posted in the designated queuing areas and job sites to remind on-road and off-road equipment operators of the idling restrictions.

**AQ-2**

**Fugitive Dust Control Measures.** The following measures shall be implemented during all project site disturbance, demolition, construction activities to reduce construction generated fugitive dust. These measures shall be shown on grading and building plans:

- a. All fugitive dust mitigation measures shall be shown on grading and building plans;
- b. Reduce the amount of the disturbed area where possible;
- c. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the San Luis Obispo Air Pollution Control District (SLOAPCD) 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 (nonpotable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider use of a dust suppressant that is effective for the specific site conditions to reduce the amount of water used for dust control. Please refer to the following link from the San Joaquin Valley Air District for a list of potential dust suppressants: [Products Available for Controlling Dust](#);
- d. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- e. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding, soil binders or other dust controls are used;
- f. 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) or otherwise comply with California Vehicle Code (CVC) Section 23114;
- g. "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 CVC 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;
- h. 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 SLOAPCD'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 SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact the Compliance Division at 805-781-5912).
- i. 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;
- j. 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;
- k. 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 SLOAPCD;

- l. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- m. 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 where feasible. Roads shall be pre-wetted prior to sweeping when feasible; and
- n. Take additional measures as needed to ensure dust from the project site is not impacting areas outside the project boundary.

**AQ-3**

**Abatement of Asbestos-Containing Materials (ACM).** Prior to issuance of demolition permits, the project applicant shall demonstrate full compliance with 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, written notification to the San Luis Obispo Air Pollution Control District (SLOAPCD), completion of an asbestos survey conducted by a Certified Asbestos Inspector, and preparation and implementation of a written work plan detailing the applicable removal and disposal requirements of identified asbestos containing materials. Compliance shall be verified through either submittal of evidence of SLOAPCD determining the project is exempt from NESHAP requirements, asbestos survey results indicating there are no ACM within the project site, or a complete work plan detailing the applicable removal and disposal requirements of identified asbestos containing materials.

**Monitoring Program:** Measures AQ-1 through AQ-3 shall be incorporated into project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City during regular inspections, in coordination with the SLOAPCD, as necessary.

## 4.2 Biological Resources

**BIO-1**

**Best Management Practices.** The following measures shall be printed on all construction plans prior to issuance of building permits, and shall be adhered to during construction activities:

- a. The use of heavy equipment and vehicles shall be limited to the proposed project limits and defined staging areas/access points. use of heavy equipment and vehicles shall be limited to the project limits and defined staging areas/access points. No work shall occur outside these limits without prior approval from the Community Development Department.
- b. No vehicles or equipment shall be refueled within 50 feet of drainage features unless a bermed and lined refueling area is constructed. No vehicles or construction equipment shall be stored overnight within 100 feet of these areas unless drip pans or ground covers are used. Construction staging areas should attain zero discharge of stormwater runoff into these habitats.
- c. Secondary containment, such as drip pans, shall be used to prevent leaks and spills of potential contaminants.
- d. Washing of concrete, paint, or equipment, and refueling and maintenance of equipment shall occur only in designated staging areas. Sandbags and/or absorbent pads and spill control kits shall always be available on site to clean up and contain fuel spills and other contaminants, and a Spill Response Plan shall be in place. Washing of equipment, tools, etc. should not be allowed in any location where the tainted water could enter onsite drainages.
- e. All project-related spills of hazardous materials within or adjacent to the project site should be cleaned up immediately.

- f. Construction equipment shall be inspected by the operator daily to ensure that equipment is in good working order and no fuel or lubricant leaks are present.
- g. The use of pesticides (including rodenticides) and herbicides on the property shall be in compliance with all local, state, and federal regulations to avoid primary and secondary poisoning of sensitive species that may be using the site.
- h. Plastic monofilament netting (erosion control matting) or similar material will not be used on site due to the potential to entangle special-status wildlife. Acceptable substitutes are coconut coir matting, biodegradable fiber rolls, or tackified hydroseeding compounds.

**BIO-2**      **Preconstruction Survey for Townsend’s Big-eared Bat.** Within 30 days prior to removal of existing structures, a survey shall be conducted by a qualified biologist to determine if bats are roosting in the structures. If roosts of special-status bat species are identified and will be impacted during the proposed project, CDFW will be consulted to determine appropriate measures to be implemented. The results of the survey shall be provided to the City of Grover Beach prior to initial project activities.

**BIO-3**      **Preconstruction Survey for Nesting Birds.** Prior to initiation of any site preparation/construction activities, if work is planned to occur between February 1 and September 15, a qualified biologist shall survey the area for nesting birds within 1 week prior to initial project activity beginning, including ground disturbance and/or vegetation removal/trimming. If nesting birds are located on or near the project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active, as detailed below.

- 1. A 50-foot exclusion zone shall be established around non-listed, passerine species, and a 250-foot exclusion zone shall be established for raptor species. Each exclusion zone shall encircle the nest and have a radius of 50 feet (non-listed passerine species) or 250 feet (raptor species). All project activities, including foot and vehicle traffic and storage of supplies and equipment, are prohibited inside exclusion zones. Exclusion zones shall be maintained until all exterior construction activities have been terminated for the current phase of work (e.g., if Phase 1 improvements are completed, exclusion zones may be removed until initiation of site preparation for Phase 2 begins), or it has been determined by a qualified biologist that the young have fledged or that proposed project activities would not cause adverse impacts to the nest, adults, eggs, or young.
- 2. If special-status avian species are identified and nesting within the work area, no work shall begin until an appropriate exclusion zone is determined in consultation with the City of Grover Beach and any relevant resource agencies.

The results of the survey shall be provided to the City of Grover Beach Community Development Department prior to commencement of initial project activities. The results shall detail appropriate fencing or flagging of exclusion zones and include recommendations for additional monitoring requirements. A map of the project site and nest locations shall be included with the results. The qualified biologist conducting the nesting survey shall have the authority to reduce or increase the recommended exclusion zone depending on site conditions and species (if non-listed).

**Monitoring Program:** The survey requirements of Mitigation Measures BIO-1 through BIO-3 shall be incorporated into the project demolition and grading plans for review and approval by the City Community Development Department. Compliance shall be verified through submittal a preconstruction nesting bird survey report, and a roosting bat survey report to the City Community Development Department. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary.

## 4.3 Cultural Resources

**CR-1 Inadvertent Discovery of Cultural Resources Protocol.** If cultural resources are encountered during subsurface earthwork activities, all ground-disturbing activities within a 50-foot radius of the find shall cease and the City and the Salinan Tribe of Monterey and SLO Counties shall be notified immediately. Work shall not continue until a City-qualified archaeologist assesses the find and determines the need for further study. If the find includes Native American affiliated materials, a local Native American tribal representative shall be contacted to work in conjunction with the City-approved archaeologist to determine the need for further study, at the developer's expense. A standard inadvertent discovery clause shall be included in every grading and construction contract to inform contractors of this requirement. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance by a qualified archaeologist. The resource shall be considered historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (CRHR).

If the resource is determined significant, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the CCIC, located at the Santa Barbara Museum of Natural History, and provide for the permanent curation of the recovered materials.

**Monitoring Program:** Mitigation Measure CR-1 shall be noted on all demolition, grading, and building plans. The project contractor shall be responsible for training all construction personnel in identifying cultural resources during any ground disturbing activities. The contractor shall notify City Staff and the Salinan Tribe of Monterey and SLO Counties in the event any cultural resources are discovered on the site. A qualified archaeologist and Native American representative shall ensure that actions consistent with this mitigation measure are implemented in the event of any inadvertent discovery. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary.

## 4.4 Hazards and Hazardous Materials

**HAZ-1 Contaminated Soil Removal Plan.** Prior to demolition and removal of existing structures, the Applicant shall prepare and submit a contaminated soil removal and disposal plan to be reviewed and approved by the City of Grover Beach and/or State Water Resources Control Board (SWRCB) or California Department of Toxic Substance Control (DTSC), as directed by the City of Grover Beach. The plan shall describe the volume and extent of Total Petroleum Hydrocarbons (TPH) above regional screening levels to be excavated and removed from the project site, treated for TPH contamination consistent with applicable SWRCB and DTSC regulations, and disposed of at a waste facility approved to accept it. Removed soils shall not be reused on the subject site.

**HAZ-2 Testing of Contaminated Soil Margins.** Once excavation is deemed to have removed all contaminated soils, the margins (distance of 1 to 3 feet from the edge of the excavation area) shall be tested to ensure no residual Total Petroleum Hydrocarbons (TPH) is left on the project site. When excavations have been cleared of all contamination, clean fill material shall be imported.

**Monitoring Program:** Mitigation Measure HAZ-1 and HAZ-2 shall be incorporated into project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City during regular inspections, as necessary.

## 4.5 Hydrology and Water Quality

**WQ-1**      **Raised Structure Elevations.** At the time of application for grading and construction permits, whichever occurs first, the project plans shall demonstrate that all proposed structures are designed to have a finished floor elevation no less than 22 feet above North American Vertical Datum of 1988 (NAVD88), or equivalent local datum, to mitigate flood risk effectively.

**Monitoring Program:** Mitigation Measure WQ-1 shall be incorporated into project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary.

## 4.6 Land Use and Planning

Implement mitigation measures AQ-1 through AQ-3, BIO-1 through BIO-3, CR-1, HAZ-1 and HAZ-2, WQ-1, and N-1 and N-2.

**Monitoring Program:** Refer to the monitoring plans for each respective mitigation measure.

## 4.7 Noise

- N-1**      Prior to issuance of grading permits and during project site preparation and construction activities, the project contractor shall detail the following measures on project construction plans and implement the following measures during construction of the project to minimize noise impacts to nearby sensitive receptors:
- a. Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with the manufacturer's standards.
  - b. Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest to the active project site.
  - c. Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction.
  - d. Prohibit extended idling time of internal combustion engines.
  - e. All noise-producing construction activities shall be limited to between the hours of 7 a.m. and 7 p.m., during the weekdays; and between 8:00 a.m. and 5:00 p.m. on weekends.
  - f. Coordinate with the City of Grover Beach Community Development Department to identify the contact at the City of Grover Beach who will be responsible for responding to any local complaints about construction noise. The contact shall be responsible for

determining the cause of the noise complaint(s) (e.g., starting too early, bad muffler, etc.) and shall determine and implement reasonable measures warranted to correct the problem.

- N-2** All residential development within the project shall include adequate mechanical ventilation or air conditioning in compliance with the CBC so that adequate noise attenuation may be achieved while windows and doors are closed.

**Monitoring Program:** These measures shall be incorporated into project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary.

## 4.8 Transportation

- T-1** **Transportation Impact Analysis Recommendations.** Prior to application for project grading, building, and construction permits, the project applicant shall retain a qualified engineer to consult the project team during plan preparation, conduct a comprehensive review of all project plans, and certify that they have been prepared in accordance with all recommendations identified in the Transportation Impact Analysis prepared for the project associated with the intersection of West Grand Avenue and 2<sup>nd</sup> Street (CCTC 2024). All improvements shall be installed prior to project occupancy.

**Monitoring Program:** The applicant shall demonstrate compliance with Mitigation Measure T-1 upon application submittal for the project grading and building plans. The recommendations from the Traffic Impact Analysis shall be provided as conditions of approval for the project, as appropriate. Conditions of approval shall be incorporated into the project grading and construction plans for review and approval by the City Community Development Department. Compliance shall be verified by the City prior to the start of construction.

## 4.9 Tribal Cultural Resources

Implement Mitigation Measure CR-1.

**Monitoring Program:** Refer to the monitoring plans for Mitigation Measure CR-1 under Cultural Resources.

## 4.10 Utilities and Service Systems

Implement mitigation measures AQ-1 through AQ-3, BIO-1 and BIO-2, CR-1, HAZ-1 and HAZ-2, WQ-3, and N-1 and N-2.

**Monitoring Program:** Refer to the monitoring plans for each respective mitigation measure.

**APPENDIX A**

**197 WEST GRAND AVENUE MIXED USE DEVELOPMENT  
PROJECT PLAN SET**

## **APPENDIX B**

### **CALEEMOD SUMMARY AND QUARTERLY REPORTS**

## **APPENDIX C**

# **GEOTECTICAL INVESTIGATION REPORT**

## **APPENDIX D**

### **PHASE I ENVIRONMENTAL SITE ASSESSMENT**

## **APPENDIX E**

### **PHASE II ENVIRONMENTAL SITE ASSESSMENT**

## **APPENDIX F**

# **COASTAL FLOOD RISK EVALUATION FOR 197 GRAND AVENUE**

## **APPENDIX G**

### **STORMWATER CONTROL PLAN**

**APPENDIX H**

**ACOUSTICAL ANALYSIS**

**APPENDIX I**

**TRANSPORTATION IMPACT ASSESSMENT  
MEMORANDUM**

## **APPENDIX J**

### **FINAL INFRASTRUCTURE REVIEW FOR CITY OF GROVER BEACH – 197 WEST GRAND AVENUE**