****NOTE MEETING LOCATION CHANGE****

AGENDA SUMMARY
PLANNING COMMISSION SPECIAL MEETING
TUESDAY, SEPTEMBER 20, 2016
6:00 P.M.

****ARROYO GRANDE WOMAN'S CLUB AND COMMUNITY CENTER****
211 VERNON STREET, ARROYO GRANDE

1. **CALL TO ORDER:**
2. **ROLL CALL**
3. **FLAG SALUTE:**
4. **AGENDA REVIEW:**

   The Commission may revise the order of agenda items depending on public interest and/or special presentations.

5. **COMMUNITY COMMENTS AND SUGGESTIONS:**

   This public comment period is an invitation to members of the community to present issues, thoughts, or suggestions on matters not scheduled on this agenda. Comments should be limited to those matters that are within the jurisdiction of the Planning Commission. The Brown Act restricts the Commission from taking formal action on matters not published on the agenda. The Commission requests that public comment be limited to three (3) minutes and be accompanied by voluntary submittal of a "speaker slip" to facilitate meeting organization and preparation of the minutes.

6. **WRITTEN COMMUNICATIONS:**

   Correspondence or supplemental information for the Planning Commission received after Agenda preparation. In compliance with the Brown Act, the Commission will not take action on correspondence relating to items that are not listed on the Agenda, but may schedule such matters for discussion or hearing as part of future agenda consideration.

7. **CONSENT AGENDA:**

   7.a. **APPROVAL OF MINUTES**
   Recommended Action: Approve the minutes of the September 6, 2016 meeting.

   Documents:

   PC 2016-09-20_07a Approval of Minutes.pdf

8. **PUBLIC HEARINGS:**

   8.a. **CONTINUED CONSIDERATION OF THE EAST CHERRY AVENUE SPECIFIC PLAN PROJECT (GENERAL PLAN AMENDMENT 15-001; DEVELOPMENT CODE AMENDMENT 15-001; SPECIFIC PLAN 15-001; VESTING TENTATIVE TRACT MAP 15-001; CONDITIONAL USE PERMIT 15-004; CONDITIONAL USE PERMIT 16-001) AND ENVIRONMENTAL IMPACT REPORT; LOCATION – EAST CHERRY AVENUE AND TRAFFIC WAY; APPLICANTS – SRK HOTELS, MANGANO HOMES, INC., AND ARROYO GRANDE VALLEY JAPANESE WELFARE ASSOCIATION**

Recommended Action It is recommended that the Planning Commission consider the project plans, staff report and environmental review for the East Cherry Avenue Specific Plan Project, receive public comment, and adopt a Resolution recommending that the City Council certify the Environmental Impact Report and approve the project as conditioned

Documents:

PC 2016-09-20_08a E Cherry Specific Plan.pdf
PC 2016-09-20_08a Resolution.pdf
PC 2016-09-20_08a Attachments 1,2,4,5,7,8.pdf
PC 2016-09-20_08a Attachment 3.pdf
PC 2016-09-20_08a Attachment 6.pdf
PC 2016-09-20_08a Attachment 9.pdf

9. **NON-PUBLIC HEARING ITEMS:**

9.a. **None**

10. **NOTICE OF ADMINISTRATIVE DECISIONS:**

This is a notice of administrative decision for Minor Use Permits, including any approvals, denials or referrals by the Community Development Director. An administrative decision must be appealed or called up for review by the Planning Commission by a majority vote.

10.a. **NOTICE OF ADMINISTRATIVE DECISIONS SINCE SEPTEMBER 6, 2016**

Documents:

PC 2016-09-20_10a Administrative Decisions.pdf

11. **COMMISSION COMMUNICATIONS:**

Correspondence/Comments as presented by the Planning Commission.

12. **STAFF COMMUNICATIONS:**

Correspondence/Comments as presented by the Community Development Director.

13. **ADJOURNMENT**

All staff reports or other written documentation, including any supplemental material distributed to a majority of the Planning Commission within 72 hours of a regular meeting, relating to each item of business on the agenda are available for public inspection during regular business hours in the Community Development Department, 300 E. Branch Street, Arroyo Grande. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by the Americans with Disabilities Act. To make a request for disability-related modification or accommodation, contact the Legislative and Information Services Department at 805-473-5414 as soon as possible and at least 48 hours prior to the meeting date.

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ACTION MINUTES
SPECIAL MEETING OF THE PLANNING COMMISSION
TUESDAY, SEPTEMBER 6, 2016
SOUTH COUNTY REGIONAL CENTER
800 WEST BRANCH STREET
ARROYO GRANDE, CALIFORNIA

1. CALL TO ORDER
Chair George called the Regular Planning Commission meeting to order at 6:07 p.m.

2. ROLL CALL
Planning Commission: Commissioners Terry Fowler-Payne, John Keen, John Mack, Glenn Martin, and Lan George were present.

Staff Present: Community Development Director Teresa McClish, Planning Manager Matt Downing, Interim City Engineer Jim Garing, Contract Planner John Rickenbach, Traffic Consultant Nate Stong, and Secretary Debbie Weichinger were present.

3. FLAG SALUTE
Commissioner Fowler-Payne led the flag salute.

4. AGENDA REVIEW
None

5. COMMUNITY COMMENTS AND SUGGESTIONS
Caren Ray stated she is hosting the bake off at the Harvest Festival, providing categories and encouraged participation. She also noted that Thursday, September 8, 2016 at 6:00 pm is the Candidate Forum.

Bob Lloyd, Chief Technician of AGP Video, stated the Commission meeting will be rebroadcast on Charter Cable Channel 20.

6. WRITTEN COMMUNICATIONS
The Commission received the following material after preparation of the agenda:

1. Email dated September 02, 2016 from Linda Keating regarding Agenda Item 8.a.

7. CONSENT AGENDA
7.a. Consideration of Approval of Minutes.
Recommended Action: Approve the minutes of the Regular Planning Commission Meeting of July 19, 2016 as submitted.

Action: Commissioner Mack moved to approve the minutes of the Regular Planning Commission Meeting of July 19, 2016, as submitted. Commissioner Martin seconded, and the motion passed on a 4-0 voice vote, with Keen abstained.

8. PUBLIC HEARINGS
8.a. CONSIDERATION OF THE EAST CHERRY AVENUE SPECIFIC PLAN PROJECT (GENERAL PLAN AMENDMENT 15-001; DEVELOPMENT CODE AMENDMENT 15-001; SPECIFIC PLAN 15-001; VESTING TENTATIVE TRACT MAP 15-001; CONDITIONAL USE PERMIT 15-004; CONDITIONAL USE PERMIT 16-001) AND ENVIRONMENTAL IMPACT REPORT; LOCATION –

EAST CHERRY AVENUE AND TRAFFIC WAY; APPLICANTS – SRK HOTELS, MANGANO HOMES, INC., AND ARROYO GRANDE VALLEY JAPANESE WELFARE ASSOCIATION

Community Development Director McClish stated that the site was not properly posted according to City Policy and recommended the project be continued to a date certain of September 20, 2016 at the Arroyo Grande Woman's Club and Community Center, located at 211 Vernon Street, Arroyo Grande. Director McClish stated that public testimony can be made.

Commissioner Mack asked if the staff report could be presented to the Commission and the public.

Commissioner Martin stated he would like to hear the proposed project tonight. In answer to Commissioner Mack's and Martin's questions, Director McClish stated all legal noticing requirements were met and the item could be heard this evening or presentations made and then continued if directed by the Planning Commission.

Action: After discussion, Chair George moved that 8.a. be continued to a date certain of September 20, 2016 and stated the Commission will take public testimony.

Commissioner Martin stated if the Commission hears public comment on the item, the community needs to hear the staff report.

Action: Chair George amended her motion that 8.a. be continued to a date certain of September 20, 2016; and that public testimony and staff report is heard.

Action: Chair George again amended her motion, and Commissioner Mack seconded the motion that 8.a. be continued to a date certain of September 20, 2016, public testimony, staff report and applicant are heard on the following roll call vote:

AYES: George, Mack, Keen, Fowler-Payne
NOES: Martin
ABSENT: None

Consultant John Rickenbach presented the staff report.

Consultant Carol Florence presented the proposed project and recommended that the Commission up hold staff's recommendation and adopt a Resolution approving the proposed project.

Chair George opened the public hearing:

Alan Bowles, La Quinta representative, spoke in support of the project and stated he wants to be part of the community.

Ronald Gottesman, Garden Street, stated there has been no discussion of impacts to his area; the hotel is not consistent with Arroyo Grande; likes the idea of widening E. Cherry Avenue; people will use their garage for storage; would like to see AG Valley Japanese Welfare Association removed from this project and approved; and new residents will park on E. Cherry Avenue.

Kent Zammit, Huasna Road, stated many of the elements do not fit in Arroyo Grande; supports the AG Valley Japanese Welfare Association; the size of hotel does not fit the character of the City; a

two story or boutique is more in character with this community; Traffic Way/East Cherry traffic has not been addressed; and the water for the hotel and ag land needs to be addressed.

Jack English, expressed concern with water and traffic congestion; spoke in support of the AG Valley Japanese Welfare Association; and suggested to enact a moratorium due to the drought.

Trish Avery Caldwell, Trinity Avenue, stated she has not heard from anybody regarding this development; expressed concern with water and traffic; the 3-story hotel is too big; asked that the project be denied; and said she is in support of Subarea 3.

Kenneth Price, talked about the issue with biking and walking and stated there is a need for better biking infrastructure; suggested designing a bike lane along the curb to make it safer for the bicyclist not to be “doored”.

Dr. Alice Addison, Allen Street, expressed concern with potential flooding issues; excessive traffic at Fair Oaks; concern with traffic from on ramp/off ramp at Traffic Way; conflicts with the hotel and the neighborhood; and noise from the people at the hotel will affect the quietness in the area.

Peggy Coon, asked that the proposal be rejected on the basis of water, traffic impact, density of houses, and loss of character of Arroyo Grande; said the project should have been compared to Cherry Creek Estates; the restaurant is too big for this area; and spoke in support of the AG Valley Japanese Welfare Association.

Mike Susank, Principal of Mission College Prep High School, spoke in favor of the project and sees the project as a good partnership with the City.

Brian Pedrotti, Village Court, referred to an August 8, 2016 letter he wrote to the City; stated the collector street should be shown on the Circulation Element; there was no review of traffic and noise impacts resulting from the stub; suggested eliminating the collector, relocate further east, or use it as a bike/pedestrian path connector; and expressed concern regarding additional traffic.

Judith Bernstein, Courtland Street, is concern with water, traffic and size of hotel; stated the hotel is too big physically and too big for the market; suggested less rooms for the hotel; the City needs affordable housing; more than 10 senior units is needed in Subarea 3 to effectively serve senior needs; and if the hotel and restaurant is approved, a percentage should be required to include solar panels.

Linda Osty, Cherry Avenue, expressed concern with traffic on collector road; likes the bulb outs; likes no two story houses on Cherry; concern if there is enough parking for the hotel and restaurant; and expressed concern with pitch/flat hotel roof.

Richard Waller, spoke in support of farming; does not support conversion of prime farm land in general, but the land is no longer economically sustainable; not comfortable with the density of the development, in support of a more rural development; grey water should be an integral part of any project that occurs; in support of the AG Valley Japanese Welfare Association; and a trail head at the end of the collector should be considered as part of the development. Mr. Waller presented a map showing a proposed trail.

Shirley Gibson, Halcyon, spoke in support of Subarea 3; encouraged the development to come back with better plans for subarea 1 and 2; stated Subarea 2 is over developed and under parked;

the project is too dense; there are traffic issues at Allen Street/East Cherry; adding a traffic signal at Fair Oaks/Traffic Way will not help with adding a 100 room hotel; is opposed to a 3-story hotel; and the design is over scale, generic and corporate.

Tim Brown, stated the drawing is deceiving as it does not accurately show a 3-story hotel behind the restaurant and suggested staking to show actual height; questioned if Subarea 2 alley is wide enough for the Fire Department; disagrees with there being enough water due to irrigation of mitigation land; and the collector road is a back door way to try to develop property further south and suggested making the collector road a regular size road.

Janis Reed, stated the project density will affect air quality; the hotel and restaurant is too big for a residential area and the City; and the freeway on/off ramp will be impacted.

Diane Ulibarri, Tar Springs, spoke against the project stating the height of the project is out of character for the City.

Paris Johnson, owner of the Vagabond Mobile Home Park, suggested putting in trees that are green year around and will not lose leaves; is against the 3-story hotel; and suggested a smaller hotel.

Deborah Love, stated she has been in two vehicle accidents on Traffic Way; is concerned with the on/off ramp being too close to the project; does not support the renderings of green lawns due to drought; and suggested lower density housing.

Upon hearing no further comments, Chair George closed the public hearing.

Community Development Director McClish stated he next meeting is scheduled for September 20, 2016 and will be held at the Woman's Club and Community Center.

9. NON-PUBLIC HEARING ITEM
None.

10. NOTICE OF ADMINISTRATIVE DECISIONS SINCE AUGUST 16, 2016

This is a notice of administrative decision for Minor Use Permits, including any approvals, denials or referrals by the Community Development Director. An administrative decision must be appealed or called up for review by the Planning Commission by a majority vote.

Case No.	Applicant	Address	Description	Action	Planner
PPR 16-011	Robert Anderson	200 Traffic Way, Unit F	Tenant improvements of 925 square feet for residential use.	A	P. Holub
PPR 16-007 & MEX 16-002	Abigail Will	308 Whiteley Street	Remodel and expansion of an existing residence and reduction of the requirement for one (1) off-street parking space.	A	P. Holub
TUP 16-018	Sonya Yokes	140 Traffic Way	BBQ Fundraiser for Boy Scout Troop 489 on Saturday, September 24 from 11 AM to 3 PM.	A	S. Anderson
TUP 16-015	Frank Lara, Southern California	St. John's Lutheran Church. 959 Valley Road	Use of an existing asphalt paved lot for contractor staging yard and temporary	A	P. Holub

	Gas Company		placement of two (2) office trailers.		
TUP 16-016	Frank Lara, Southern California Gas Company	789 Valley Road	Use of an existing asphalt paved lot for contractor staging yard.	A	P. Holub

Commissioner Keen referred to PPR 16-007 & MEX 16-002 expressing concern about taking parking away in the Village. Director McClish stated the site includes a single car garage. Planning Manager Downing said the ARC made a recommendation due to the circumstances of the property lines in that area.

11. COMMISSION COMMUNICATIONS

Commissioner Fowler-Payne reported the commercial vehicle that was brought up at a previous Commission meeting is still parked on Ash Street. She said there are three flatbed trailers and a commercial truck also parked on Ash Street. Planning Manager Downing stated that Neighborhood Services was contacted on the issue and said he will give an update to Neighborhood Services.

In answer to Commissioner Mack's request about the standards of the parking study, Director McClish reported that staff is re-scoping for consultant assistance and at the next Commission meeting, staff will give an update on the schedule.

12. STAFF COMMUNICATIONS

Director McClish reported that there will be a Stakeholders meeting next week; and staff is hosting two community charrettes on September 14 and September 15, 2016 at 5:30, at Harloe Elementary School Cafeteria, 901 Fair Oaks Avenue, and encourage the community to attend.

13. ADJOURNMENT

On motion by Chair George, seconded by Commissioner Keen and unanimously carried, the meeting adjourned at 8:40 p.m.

MEMORANDUM

TO: **PLANNING COMMISSION**

FROM: **TERESA McCLISH, COMMUNITY DEVELOPMENT DIRECTOR**

BY: **JOHN RICKENBACH, CONSULTING PLANNER**

SUBJECT: **CONTINUED CONSIDERATION OF THE EAST CHERRY AVENUE SPECIFIC PLAN PROJECT (GENERAL PLAN AMENDMENT 15-001; DEVELOPMENT CODE AMENDMENT 15-001; SPECIFIC PLAN 15-001; VESTING TENTATIVE TRACT MAP 15-001; CONDITIONAL USE PERMIT 15-004; CONDITIONAL USE PERMIT 16-001) AND ENVIRONMENTAL IMPACT REPORT; LOCATION – EAST CHERRY AVENUE AND TRAFFIC WAY; APPLICANTS – SRK HOTELS, MANGANO HOMES, INC., AND ARROYO GRANDE VALLEY JAPANESE WELFARE ASSOCIATION**

DATE: **SEPTEMBER 20, 2016**

RECOMMENDATION:
It is recommended that the Planning Commission consider the project plans, staff report and environmental review for the Cherry Avenue Specific Plan Project, receive public comment, and adopt a Resolution recommending that the City Council certify the Environmental Impact Report and approve the project as conditioned.

BACKGROUND:

Figure 1. Project Location

The Specific Plan area encompasses 15.29 acres of undeveloped, vacant, and agricultural land at the southern commercial gateway of the City of Arroyo Grande (Figure 1). The plan area consists of five (5) parcels (street addresses of 490 and 112 East Cherry Avenue, and 501 Traffic Way) under three separate ownerships. For the purpose of the Specific Plan, these are organized into three subareas as shown in Table 1.

Table 1. East Cherry Avenue Specific Plan Properties

Subarea	Current Ownership	APN	Existing Zoning/Land Use	Acreage
1	Harshad and Vina Panchal, et al.	076-621-076, -077, -078	Traffic Way Mixed-Use (TMU D-2.11)/ Mixed-use	2.16
2	NKT Development, LLC	076-621-079	Agriculture/ Agriculture	11.12
3	Arroyo Grande Valley Japanese Welfare Association (JWA)	076-210-001	Agriculture/ Agriculture	2.01
Total Acres				**15.29**

Notes: TMU D-2.11 - Traffic Way Mixed-Use with D-2.11 Design Overlay. Acreages include 0.50 acres transferred from Subarea 2 to Subarea 3 as part of an intended future lot line adjustment.
Source: City of Arroyo Grande 2015a.

The Specific Plan area is situated north of the Vagabond Mobile Home Park, single-family residences, and the Saint Barnabas' Episcopal Church; east of Traffic Way and its interchange with U.S. Highway 101; south of East Cherry Avenue; and west of Luana Lane and Los Olivos Lane. Note that the three applicants associated with this project are referred to as a singular "applicant" throughout this report, unless stated otherwise.

PREVIOUS ADVISORY BODY REVIEW:

Staff Advisory Committee

The Staff Advisory Committee (SAC) conceptually reviewed the proposed project as a "Pre-SAC" item on June 10, 2015. At that time, the SAC discussed various aspects of the project, including but not limited to long-term development concepts, and the design framework that would guide such development. The SAC's input was used to help develop the draft Specific Plan currently proposed. The SAC considered the project again on April 27, 2016, and provided additional input and refinement to the current plan.

Architectural Review Committee

The Architectural Review Committee (ARC) previously reviewed the proposed project on March 7, 2016, and expressed general concurrence with the design concepts presented at that time. The ARC formally reviewed the project's proposed Design

Guidelines and other applicable standards, as well as issues related to architecture, site layout and massing. The ARC recommended approval of these aspects of the project, with recommendations for further clarification of the proposed design of the hotel within Subarea 1, as well as some of the language included in the Architectural Guidelines section of the Specific Plan, as they relate to the Traffic Way Mixed Use standards as they apply to Subarea 1. The ARC reviewed the applicant's proposed responses to these issues at its meeting on August 15, 2016, with an additional condition of approval that the hotel and restaurant architecture return to the ARC for a final review to ensure architectural treatments address concerns regarding building height, massing and community fit. The ARC recommended approval of the project with these changes. It should also be noted that the ARC expressed a general preference for including two-story residential structures along East Cherry Avenue within Subarea 2, which would be a modification of the applicant's proposal to limit all alley-loaded residential units (including those along East Cherry Avenue) to a single story.

Traffic Commission

The Traffic Commission (TC) reviewed the proposed project on July 25, 2016. Their purpose was to provide input on various transportation design issues, including parking and access within each Subarea. The TC unanimously recommended approval of the project, subject to the following considerations:

1. Consider and review the proposed bike lane configuration within the Specific Plan, especially on East Cherry Avenue.
2. The proposed Tract Map for Subarea 2 should include an exhibit showing where trash would be collected, in such a way to allow for trash trucks to have adequate access.
3. Trash and mailbox areas should be designed in such a way to keep sidewalks clear.
4. Garages need to be big enough for large vehicles.
5. Clarify and confirm there will be two points of access to development within Subarea 1.
6. Clarify how proposed CC&Rs could be enforced.
7. There should be no reliance on shared parking at offsite locations for the proposed hotel and restaurant.
8. Clarify potential impacts to the Fair Oaks southbound off-ramp.

Although not specifically addressed by the Traffic Commission, the Final EIR included a mitigation measure to address access considerations to Subarea 1, prior to the approval of a CUP for that area. The Access, Circulation and Parking Study for Subarea 1 has since been updated and is included as Attachment 1. In summary, the study found that the primary driveway should be relocated from Traffic Way to East Cherry Avenue, the existing eastbound exclusive left turn lane to the 5 Cities Swim School parking lot should be converted to a two-way left turn lane

terminating at Road "A" (which is the project internal road separating Subareas 1 and 2), and that the proposed parking is adequate given Development Code Section 16.56.050 which allows parking reductions for mixed use developments through the CUP process. It should be noted that the mixed use parking reduction is only occurring between the restaurant and hotel on Subarea 1. There is no consideration for mixed use parking reductions between any of the other Subareas nor between Subarea 1 and the existing commercial developments on Traffic Way.

Planning Commission

The Planning Commission has not yet formally reviewed the proposed project, but did take public input on the project at its meeting of September 6, 2016. Following a staff report presentation, an applicant presentation of the proposed project, and public comment on the project, that meeting was continued without the Planning Commission deliberating on the project, or without making a recommendation to the City Council.

There were nineteen (19) public speakers who provided testimony on the proposed project during the meeting of September 6, 2016. The following summarizes the key issues raised through public comments on September 6, 2016:

1. *Traffic Issues.* Comments addressed a variety of traffic concerns, including those related to the following topics:
    a. Impacts related to high speeds and safety, including past accidents on Traffic Way related to tailgating;
    b. Impacts related to schools, especially increases in traffic in the morning; and
    c. Whether or not proposed "Road A" should be designed as a Collector in the location shown to accommodate potential future growth to the south, as is contemplated under a possible (but not yet adopted) Circulation Element update.
2. *Water Issues.* Two key issues were raised:
    a. Whether or not there is sufficient water supply to accommodate the proposed project; and
    b. Whether the potential ag water use on the Flora Road property, which is intended to be put into an agricultural easement to mitigate for the conversion of Subarea 2, was considered in the assessment that there would be a net increase in possible water supply as a result of the project.
3. *Scale of Hotel and Restaurant in Subarea 1.* Some comments suggested that the scale of the hotel and restaurant is too large, and that a three-story hotel is too tall. Some believed the building height was either out of scale/character with the City, or that it could block sunlight to neighboring mobile homes.
4. *Bike Planning.* Some comments suggested placing the proposed bike lanes on E. Cherry adjacent to the curb, for safety reasons. Other comments

suggested adding bike trails from the end of the collector up the slope to the south of the project site (included in Attachment 8).

With respect to the traffic and water issues, the following additional information and analysis that address key concerns is included for the Planning Commission's consideration:

Traffic. Traffic issues were addressed in detail in the Final EIR, and considered a variety of issues, including impacts to potentially affected roadways and intersections, both as a result of the proposed project and cumulative long-term development in the City. It also considers a variety of safety issues, particularly pedestrian safety.

A review of the accident history along Traffic Way shows that the preponderance of accidents have been concentrated near the intersection of Traffic Way and Fair Oaks Avenue. It is expected that the proposed mitigation to signalize this intersection will greatly improve safety conditions along Traffic Way.

With respect to impacts related to school traffic, especially in the morning, the EIR and related traffic study considered AM Peak Hour trips in the analysis, including AM peak hour conditions at the intersections along Traffic Way, to help determine the level of impact and appropriate mitigation measures.

Relative to proposed "Road A"'s status as a Collector, and its relationship to potential future development to the south of the project site, it should be noted that this is intended that the extension of the stubbed end of this roadway is not currently planned, nor is included as part of the proposed project. Thus, to analyze impacts of a possible future roadway to the south would be speculative. However, the collector stub is considered part of the proposed project and environmental effects associated with this roadway stub are included with project impacts in the Final EIR (e.g., Sections 3.6, *Hydrology and Water Quality*, 3.7, *Land Use*). Further, potential growth inducing impacts resulting from this collector stub have been identified within Section 4.2.4, *Other CEQA Considerations*.

The collector stub and a possible future collector road on the hillside south of the project site are not included in the existing General Plan Circulation Element. However, the General Plan, Circulation Element Map indicates a "Circulation Study Area" that surrounds South Traffic Way, U.S. Highway 101, and Castillo Del Mar. The Circulation Element Policy CT5-5 describes the intent of this study area, which states:

> *"Define and preserve "study area" corridors and alternatives for future freeway, arterial and collector street connections, extensions, completions, reconstruction, widening, frontage road alternatives or extensions, and/or*

> *other improvements to the Circulation and Transportation networks until cooperative resolution of Element revisions and/or capital improvement programs."*

Further, Policy CT5-5.3 states *"when new development occurs in the vicinity of study areas or plan lines, and where legally and financially feasible, require a portion of rights-of-way and improvements associated with new development."* The East Cherry Avenue Specific Plan and the proposed collector stub are within the vicinity of the study area. The proposed collector stub is considered an improvement that may be needed to accommodate future development to the south of the site anticipated under the City's General Plan and zoning maps. The effects of extending this collector stub will be appropriately analyzed as part of the Circulation Element update and associated CEQA documentation.

Lastly, in response to comments regarding the proposed collector stub, the applicant has provided an updated site plan that if the Planning Commission and ultimately City Council finds is superior, would construct temporary asphalt curbing and a landscaped area at the terminus. (Attachment 9). This would provide the area necessary for the collector road to eventually be connected to a road in the future.

Water Use. The Final EIR evaluates where or not there is sufficient water supply for the proposed project, based on the City's existing water portfolio in the context of buildout under the City's General Plan. As described in the EIR, there is sufficient water supply to serve the City at General Plan buildout. In summary, the City's existing water supplies derive from three sources: the Tri-Cities Mesa Groundwater Basin, the Arroyo Grande Alluvial Basin (a separate groundwater basin), and Lopez Reservoir. Collectively, the City's water supply of 3,813 acre-feet per year (AFY) is sufficient to serve the City and its future development at General Plan buildout.

As described in the EIR, existing water demand on the project site from irrigated agricultural uses is estimated at 41.3 AFY. Projected water demand from development on the site would be 36.2 AFY, which would replace the current irrigated agricultural water use. Thus, there would be a net decrease in overall water demand of an estimated 5.1 AFY (refer to Attachment 7)

The agricultural mitigation parcel on Flora Road has historically been in irrigated agriculture use. The purpose of acquiring this property is to ensure that it remains in agriculture in perpetuity. Its past irrigation and water use characteristics would not change as a result of this mitigation measure, so this does not represent a net increase in overall water use citywide.

Staff will be available to address these and other issues that may arise during the September 20 public hearing.

In addition, the Planning Commission took public input on the Draft Environmental Impact Report (EIR) for the project in a public workshop on May 17, 2016.

City Council

The City Council authorized the initiation of a Specific Plan for the project area on July 8, 2014. The City Council also considered policy-related mitigation for potential agricultural impacts related to the project on July 28, 2015. No action related to the land use pattern or design framework of the Specific Plan was considered or taken at that time.

On July 26, 2016, at the request of the applicant, the City Council considered whether or not additional policy-related mitigation would be needed for potential agricultural impacts related to development within Subarea 3. This request responded to a mitigation measure included in the Final EIR, which provided discretion to the City Council regarding how to appropriately address a City policy related to agricultural preservation. The consensus direction of the City Council was that no additional mitigation would be needed as part of approving the Conditional Use Permit for development within Subarea 3, for the following reasons:

- Historically, the Subarea 3 area has not been used for agricultural production;
- Development would include a farm stand for the sale of agricultural products grown in the area;
- The proposed development would in part be intended to celebrate one aspect of the City's cultural heritage, which includes the development of cultural gardens and other amenities related to the Japanese community's importance to the City.

PREVIOUS PUBLIC OUTREACH EFFORTS:

The applicant has provided multiple outreach opportunities to engage the community in general, with special focus on neighboring property owners. Input received through these efforts has been instrumental in guiding the ultimate project design for all three subareas. Applicant outreach efforts have included:

1. Kickoff "tent revival" meeting on January 31, 2015.
2. Formed a neighborhood group to help disseminate information.
3. Met with the neighbors approximately 5 times.
4. Continue to provide updates via email/mail.
5. Provided neighbors with a calendar of the tentative dates for all of the hearings.
6. Met with Reverend Rob Keim, Pastor of St. Barnabas, who hosted the three applicants to make a presentation after Sunday service.

7. Met with the owners of the adjacent mobile home park.
8. Continue to update the website – www.eastcherryavenue.com.

In addition, the formal CEQA process provided several opportunities for community outreach and input, especially during the Notice of Preparation and Draft EIR phases of the process. A formal workshop on the Draft EIR was held before the Planning Commission on May 17, 2016. The Draft EIR was publicly circulated from April 8 to May 23, 2016.

PROPOSED PROJECT OVERVIEW:

Project Description

The project is a Specific Plan, General Plan Amendment, Development Code Amendment, Vesting Tentative Tract Map and two (2) Conditional Use Permits (the East Cherry Avenue Specific Plan). While the first three entitlements would address the entire 15-acre site, the Vesting Tentative Tract Map would only address the central portion of the site encompassing 11.62 acres, which is described further below as Subarea 2. Subareas 1 and 3 are each subject to a Conditional Use Permit to allow development in those areas.

The site is divided into three subareas, with development envisioned in each as follows:

Subarea 1. Proposed development within Subarea 1 would include a 90-100 room hotel and restaurant (up to 4,000 square feet). The proposed project plan and related architectural and design materials are included as Attachment 2. These are intended to be consistent with the overall proposed Specific Plan, which is included as Attachment 3.

Subarea 1 is currently zoned Traffic Way Mixed Use (TMU) with a Design Overlay (D-2.11). The primary purpose of the D-2.11 Design Overlay is to encourage the use of design elements to enhance the character and appearance of this southern commercial gateway to Arroyo Grande.

The EIR evaluates potential hotel and restaurant uses, which is consistent with the property owner's goals for this site. Changes to the current TMU zone within the Specific Plan area are proposed in order to be more consistent with the design concept set forth by the applicant, and concurred by the Architectural Review Committee (ARC).

Subarea 2. Subarea 2, the largest portion of the site, is proposed for residential development. Conceptually, the Specific Plan includes a 60-lot subdivision with a total of 58 single-family residential lots, which are shown in more detail in a proposed Vesting Tentative Tract Map. Access to the project site would be via East Cherry

Avenue. No private driveways will be located on East Cherry Avenue. All homes will be accessed via residential streets and alleyways. A second access is located at the future property boundary with the Subarea 3 property.

The proposed Vesting Tentative Tract Map and related materials are included as Attachment 4. These are intended to be consistent with the overall proposed Specific Plan (Attachment 3).

An existing drainage feature is located at the toe of the slope approximately twenty feet (20') from the southerly border of the property. This drainage feature, created in this location due to the historical agricultural activities, takes sheet flows from the hillside below the St. Barnabas' Church property. A 2- to 5-foot tall concrete retaining wall/drainage facility would be located along the southern boundary of the residential lots at the base of the hillside. A neighborhood park (about 0.35 acres) is planned for the interior of the project site on proposed Lot 59.

Subarea 3. The JWA portion of the site is envisioned as a private historically-oriented park, featuring several gardens, landscaping, pathways, and related buildings. The proposed project plan and related architectural and design materials are included as Attachment 5. These are intended to be consistent with the overall proposed Specific Plan.

The proposed Arroyo Grande Valley JWA land use plan for Subarea 3, the eastern 1.51 acres of the Specific Plan area identifies a private historically-oriented park that would highlight the Issei pioneers (first generation settlers) of Arroyo Grande. Proposed land uses would include historical residential and public assembly uses, and would provide expanded commercial use and residential density necessary for present and future economic sustainability of the property. Specifically, Subarea 3 would include limited commercial retail (farm stand), passive recreation (historic walking paths and gardens), limited residential (independent senior housing consisting of approximately 10 units), public and quasi-public community facilities (cultural archive and community center), visitor-serving (B&B guest house), and public assembly (heritage and demonstration gardens) uses, as well as related support amenities (e.g., onsite parking). While the current Subarea 3 includes approximately 1.51 acres, an additional approximately 0.5-acre parcel would be added via the Subarea 2 Vesting Tentative Tract Map and a future lot merger.

ANALYSIS OF ISSUES:

Legislative vs. Judicial Acts

Every decision a local government makes can be placed into one of three categories – legislative, quasi-judicial or ministerial:

- Legislative acts are those that create policy, such as general plan updates, zoning ordinances or specific plans. These acts establish local law – rules that apply to everybody within the jurisdiction. Under California law, legislative acts are subject to initiative and referendum.

- Quasi-judicial acts are those that apply policy (created through legislative acts) to projects, such as consideration of tentative maps or use permits. These acts are discretionary, based on the decision-makers interpretation and application of policy to a particular project. Quasi-judicial acts are not subject to initiative or referendum.

- Ministerial acts are those that require no discretion on the part of the local government, such as the mandatory issuance of a permit if certain conditions are met.

The proposed project would be both a legislative (General Plan Amendment, Development Code Amendment, and Specific Plan) and quasi-judicial action (Tract Map and Conditional Use Permits). Therefore, the approval authority for the project rests with the City Council.

Project Entitlements

Each of the proposed entitlements is briefly described below, with key features of each summarized as necessary.

General Plan Amendment 15-001. The applicant has requested a General Plan Amendment to modify the City's General Plan land use map to accommodate updated land use designations that would be envisioned under the East Cherry Avenue Specific Plan. Land use designations within the 15.29-acre site would change as shown on Table 2 below:

Table 2. General Plan Amendment – Proposed Land Use Designations

Portion of SP Area	Existing Land Use Designation	Proposed Land Use Designation	Acreage
Subarea 1	Traffic Way Mixed Use	No change	2.16
Subarea 2	Agriculture	SFR Medium Density	11.12
Subarea 3	Agriculture	Mixed Use	2.01
Note: The entire Specific Plan area will retain its existing Specific Plan overlay designation			

With these proposed changes, the Specific Plan would be consistent with the General Plan land use map as amended.

In addition, the proposed General Plan Amendment would amend the Agriculture, Conservation and Open Space Element Creek Locations Map. Based on an

evaluation of current and historic conditions, and the determination by the U.S. Army Corps of Engineers that the onsite agricultural drainage located at the southern boundary of the Project site is not a Waters of the U.S. or a natural stream or river under jurisdiction of the California Department of Fish and Wildlife (City of Arroyo Grande 2015d), this amendment would remove its status as a drainage way subject to City policies from the General Plan Agriculture, Conservation and Open Space Element's Creek Locations Map COS-1.

The Final EIR evaluates this amendment, and agrees this conclusion, as stated in Section 3.4.1.2. of that document:

> *"The drainage ditch along the southern edge of the Project site directs overflows from the adjacent sloping hillside and fields within the site so that the Project site does not flood. This drainage was excavated on dry land and is regularly maintained under agricultural practices, and historic topographic maps show that there was no historic tributary within or adjacent to the site (see Appendix F of the FEIR; Erin M. Hanlon, U.S. Army Corps of Engineers, 2015). The drainage ditch is listed as a riverine wetland type by the National Wetlands Inventory (USFWS 2015b), and a drainage way in the City General Plan (City of Arroyo Grande 2007). Based on the evaluation of current and historic conditions, the onsite drainage ditch does not fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) or California Department of Fish and Wildlife (CDFW; Hanlon 2015)."*

East Cherry Avenue Specific Plan (Specific Plan 15-001). Under California law (Government Code §65450-65457), a Specific Plan is a planning tool that allows a community to articulate a vision for a defined area and apply guidelines and regulations to implement that vision. The City's General Plan calls for a Specific Plan to guide development within the project area that defines land uses, creates an integrated circulation system, coordinates infrastructure, and provides development standards.

The East Cherry Avenue Specific Plan (Specific Plan) provides a bridge between the City's General Plan and detailed plans, such as development plans and subdivisions. It provides guidance for all facets of future development within the area including the designation of land uses, designation of required access and circulation elements, location and sizing of infrastructure, phasing of development, financing methods for public improvements, and the establishment of standards of development. Projects submitted to the City will be required to comply with the land use and development standards in the Specific Plan. The Specific Plan is intended to also serve as the City's long-range plan for the development and on-going use of the various properties within the boundaries of the Specific Plan.

Proposed development within each of the three subareas included in the Plan is described more fully in this staff report under Project Overview. Proposed development standards for each subarea are summarized below. The entire Specific Plan is included in this staff report as Attachment 3.

Subarea 1. Subarea 1 is currently zoned Traffic Way Mixed Use (TMU) with a Design Overlay (D-2.11). The primary purpose of the D-2.11 Design Overlay is to encourage the use of design elements to enhance the character and appearance of this southern commercial gateway to Arroyo Grande.

Uses allowed within the TMU zone are limited to automobile and light truck sales and services and related automotive parts stores, repair shops, and similar vehicle sales, services and accessory uses. All other permitted uses and Minor Use permitted uses would be considered subject to a Conditional Use Permit.

The Specific Plan would amend the existing TMU standards to address architectural and design issues, as directed by the ARC (see discussion earlier in the staff report). However, these amended standards would apply only to the area within the Specific Plan, and not communitywide. Existing TMU standards that apply elsewhere in the City would remain in place unchanged.

A summary of development standards within the Specific Plan TMU district is provided in Table 3.

Table 3. Specific Plan Traffic Way Mixed-Use (TMU) District Development Standards

Development Standard	Traffic Way Mixed-Use (TMU) Requirement
Maximum Density Mixed-Use Projects	New residential limited to live-work units in conjunction with allowed uses. Density determined by discretionary action.
Minimum Lot Size	10,000 square feet (gross)
Minimum Lot Width	80 feet
Front Yard Setback	0 - 15 feet. Exceptions may include areas for outdoor sales determined through discretionary action.
Rear Yard Setback	0 - 15 feet. Wherever a lot in any commercial or mixed-use district abuts a residential use or a lot in any residential use district, a minimum building setback of 20 feet measured from the property line shall be required for proposed commercial use.).
Side Yard Setback	0 feet. Wherever a lot in any commercial or mixed-use district abuts a residential use or a lot in any residential use district, a minimum building setback of 20 feet measured from the property line shall be required for proposed commercial use.
Street Side Yard Setback	0 - 15 feet. Exceptions may include areas for outdoor sales determined through discretionary action.
Building Size Limits	Maximum height is 30 feet or three stories, whichever is less;

Development Standard	Traffic Way Mixed-Use (TMU) Requirement
	a maximum of 36 feet is allowable through the CUP process for visitor serving uses. Maximum building size is 50,000 square feet; a greater size may be allowed through the CUP process.
Site Coverage and Floor Area Ratio (FAR)	Maximum coverage of site is 75 percent. Maximum floor area ratio is 0.75.
Site Design and Signs	See Design Guidelines and Standards D-2.11. Additional sign standards also in Chapter 16.60
Off-Street Parking and Loading	See Design Guidelines and Standards D-2.11 Exhibit A for shared parking locations. See Also Section 16.56.020. Exceptions allowed by Section 16.16.120

Source: City of Arroyo Grande 2015a.

Subarea 2. Development within Subarea 2 would be subject to the Specific Plan Village Residential (VR) District standards, included in Appendix B of the Specific Plan. These regulations, while based on the City's existing Development Code, are specific to this area, and supersede any existing Development Code requirements that might otherwise conflict.

Development would also be subject to the East Cherry Avenue Specific Plan Design Guidelines, which are included as Appendix E of the proposed Specific Plan. These regulations are specific to this area, and focus on architectural and design issues. These were reviewed by the ARC, who recommended them for forwarding to the Planning Commission and City Council for potential approval.

A summary of development standards within the Specific Plan Village Residential (VR) District is provided in Table 4.

Table 4. Specific Plan Village Residential (VR) District Development Standards

Development Standard	**Village Residential (VR) Requirement**
Maximum Density (units/gross acre)	5.0 dwelling units per gross acre
Minimum Lot Size	4,475 net square feet
Minimum Lot Width	50 feet at building setback
Minimum Average Lot Depth	88 feet
Minimum Front Yard New Subdivisions of 5+ Lots[1]	15 feet to residential structure, 10 feet to porch, 20 feet to front loaded garage
Infill and Additions	Setbacks listed above or the average setback of structures to the street on either side and directly across block front for properties in the same district.
Minimum Interior Side Yard Setback	5 feet
Minimum Front/Street Yard Setback[1]	10 feet building, 5 feet to porch, 18 feet to garage

Development Standard	Village Residential (VR) Requirement	
Minimum Rear Yard Setback[2]	10 feet (1-story), 15 feet (2-story)	
Maximum Lot Coverage	55 percent at alley loaded residential structures, 50 percent at street loaded residential structures	
Maximum Height	30 feet or 2 stories, whichever is less; 14 feet for accessory buildings	
Minimum Distance between Buildings	10 feet, including between main dwellings and accessory structures	
Fencing Setback	5 feet from property line, 0 feet from access easement	
Floor Area Ratio (FAR)	Lot Size	FAR
	0—4,000 square feet net	0.35
	4,001—7,199 square feet net	0.55
	7,200—11,999 square feet net	0.50
PARKING[3]		
Single-family Homes	2 spaces/unit within an enclosed garage	

[1] *The East Cherry Avenue Specific Plan Design Guidelines encourages varying setbacks by as much as 5 feet.*
[2] *Infill development on a parcel within a previously approved project. Where the City has established specific setback requirements for single-family or multi-family residential parcels through the approval of a specific plan, subdivision map, planned unit development, or other entitlement, those setbacks shall apply to infill development and additions within the approved project.*
[3] *Chapter 16.32 Residential Districts Section 16.32.030 F. Special Use Regulations for the Village Residential District shall apply.*
[4] *Source: City of Arroyo Grande 2015a.*

Subarea 3. Development within Subarea 3 would be subject to the Specific Plan Village Mixed Use (VMU) District standards, included in Appendix B of the Specific Plan. These regulations, while based on the City's existing Development Code, are specific to this area, and supersede any existing Development Code requirements that might otherwise conflict. A summary of development standards within the Specific Plan Village Mixed-Use (VMU) District is provided in Table 5.

Table 5. Village Mixed-Use (VMU) District Development Standards

Development Standard	Village Mixed-Use (VMU) Requirement
Maximum Density	15 dwelling units per gross acre
Minimum Lot Size	5,000 square feet
Minimum Lot Width	40 feet
Front Yard Setback	0 - 15 feet
Rear Yard Setback	0 - 15 feet. 10 feet required when the project abuts a residential district.
Side Yard Setback	5 feet when the project abuts a residential district for single-story

Development Standard	Village Mixed-Use (VMU) Requirement
	structures and 10 feet is required, on one side, for a multiple stories.[1]
Street Side Yard Setback	0 - 15 feet.
Building Size Limits	Maximum height is 30 feet or three stories, whichever is less; a maximum of 36 feet is allowable through the MUP process. Maximum building size is 10,000 square feet.
Site Coverage and Floor Area Ratio (FAR)	Maximum coverage of site is 100 percent. Maximum floor area ratio is 1.0.
Site Design	See Specific Plan Design Guidelines (see Design Guidelines and Standards for Historic Districts[2])
Off-Street Parking and Loading	See parking below. [See Section 16.56.020(C)].
Signs	See Chapter 16.60 Signage
PARKING[3, 4]	
Senior housing – independent living	Studio - 1 space /unit 1+ Bedrooms – 1 space/unit
Public and semi-public buildings	1 space/5 fixed seats or 1 space/50 square feet of floor area designed for public assembly
General retail	1 space/300 square feet of gross floor area accessible to the public, excluding restrooms
Hotels & motels, includes B&B	1 parking space/unit, and 2 parking spaces for the manager's office, as applicable
Outdoor sales	1 space/2,000 sf open area for the first 10,000 sf, then 1 space/5,000 sf greater than 10,000 sf

[1] *The proposed archive building is exempt from these requirements, as it will be reconstructed in the original location of the former hall building.*
[2] *Design Guidelines and Standards for the Historic Character Overlay District (D-2.4) are noted for reference only, as the East Cherry Avenue Specific Plan Design Guidelines shall prevail.*
[3] *Parking required for residential use in mixed-use projects does not need to be covered. See Municipal Code Section 16.56.060 Item 1.*
[4] *Required parking may be reduced pursuant to Municipal Code Section 16.56.050.*
[5] *Source: City of Arroyo Grande 2015a.*

Development Code Amendment 15-001. The intent of the proposed Development Code Amendment is to replace the existing zoning requirements within the Specific Plan area with those in the Specific Plan, as described above. It would also amend the existing zoning map to be consistent with the standards shown above.

Vesting Tentative Tract Map (VTTM 15-001; for Subarea 2). Development within Subarea 2 would be subject to a Vesting Tentative Tract Map (Attachment 4). The map includes details that go well beyond those included in the Specific Plan, including information on lot locations, roadways, drainage, grading, and other information typically associated with Tentative Maps. That said, the Tentative Map is intended to be consistent with the Specific Plan, and implements the VR zoning standards as well as the Design Guidelines contained in the Specific Plan.

The Map also includes details regarding proposed roadways and circulation improvements. These were reviewed in detail by the Traffic Commission, and there was general concurrence, as described previously in this staff report.

Conditions of Approval for the Tentative Map are included in the attached Resolution. The 158 conditions cover issues ranging from inclusionary housing requirements, building and fire safety, circulation design, grading, drainage and other infrastructure design, water, sewer, utilities, fees, and a variety of mitigation measures that were included in the Final EIR.

Staff's review of the Tentative Map is that, as conditioned, it is consistent with the Specific Plan, both in terms of development potential and design. The basis development parameters allowed under the Map are described previously in this staff report in the Project Overview for Subarea 2.

Conditional Use Permit (CUP 15-004; for Subarea 3). Development within Subarea 3 would be subject to a Conditional Use Permit, and the Conditions of Approval are included in the attached Resolution. The 150 conditions cover issues ranging from inclusionary housing requirements, building and fire safety, circulation design, grading, drainage and other infrastructure design, water, sewer, utilities, fees, and a variety of mitigation measures that were included in the Final EIR. Many are the same as those included for Subarea 2, but several are unique to this area, while some that are required for Subarea 2 do not apply to this subarea.

Conditional Use Permit (CUP 16-001; for Subarea 1). Development within Subarea 1 would be subject to a Conditional Use Permit. The Conditions of Approval are included in the attached Resolution. The 143 conditions cover issues ranging from inclusionary housing requirements, building and fire safety, circulation design, grading, drainage and other infrastructure design, water, sewer, utilities, fees, and a variety of mitigation measures that were included in the Final EIR. Many are the same as those included for Subarea 2 or 3, but several are unique to this area, while some that are required for Subarea 2 or 3 do not apply to this subarea.

CEQA PROCESS – ENVIRONMENTAL IMPACT REPORT (EIR):

A Draft EIR that considered the potential impacts of the project was prepared and addressed the following issues:

- Aesthetics and Visual Resources
- Agricultural Resources
- Air Quality and Greenhouse Gas Emissions
- Biological Resources

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Recreational Resources
- Transportation and Traffic
- Utilities and Service Systems
- Other Required CEQA Disclosures

Consistent with CEQA Guidelines (Section 15126.6[d]), the EIR assessed a reasonable range of alternatives to the Project that could feasibly attain the project objectives while avoiding or substantially lessening any of the significant effects of the Project. These include the following:

- No Project Alternative (two approaches: no development or development under existing zoning)
- Reduced Development Alternative

Other potential alternatives were rejected from further consideration in the Draft EIR because they did not meet project objectives, or did not lessen potential identified impacts.

The Draft EIR was publicly circulated from April 8 to May 23, 2016. A formal workshop on the Draft EIR was held before the Planning Commission on May 17, 2016.

Based on input received through these efforts, a Final EIR was prepared (Attachment 6). The Mitigation Measures from that document are included as Conditions of Approval, as applicable to the three subareas for which specific entitlements have been requested. An addendum to the water use assessment was also prepared for the project, included as Attachment 7. The addendum demonstrates how the project is in compliance with statewide emergency water conservation requirements.

In addition, appropriate CEQA Findings have been made that would allow approval of the Specific Plan and related entitlements. It also describes why potential alternatives were rejected or discarded, either because they do not meet project objectives, or because of other reasons related to not reducing potential identified impacts. These Findings are included in the attached Resolution.

As identified in the Final EIR and CEQA Findings, the following adverse impacts of the proposed project are considered significant and unavoidable (not fully mitigable):

A. *Project-Level Impacts*

- ***Impact AQ-2:*** *The proposed Project would result in significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions.*
- ***Impact AQ-5:*** *The proposed Project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan.*
- ***Impact TRANS-3:*** *Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D.*

B. *Cumulative Impacts*

- ***Air Quality and Greenhouse Gas Emissions:*** *Long-term operation of the proposed Project would contribute cumulatively and considerably to localized air quality emissions throughout the City and region.*
- ***Transportation and Traffic:*** *Under cumulative conditions, significant LOS impacts would continue to occur at the intersection of East Grand Avenue/West Branch Street, which cannot be readily mitigated in a known timeframe because of lack of funding and programming.*

Although there are mitigation measures included to address these impacts, they would not reduce potential impacts to a less than significant level. In addition, there are no potential project alternatives that meet project objectives that would reduce such impacts to a less than significant level.

Section 15093 of the CEQA Guidelines requires that a decision-making agency balance the economic, legal, social, technological, or other benefits of a proposed Project against its unavoidable impacts. When the lead agency approves a project that will result in significant effects identified in the Final EIR that are not avoided or substantially lessened, the agency must state in writing the reasons in support of its action based on the Final EIR and the information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. Accordingly, a Statement of Overriding Considerations with respect to the proposed Project's significant unavoidable impacts has been prepared, and is included as part of the CEQA Findings.

The Final EIR must be certified by the City Council prior to (or concurrent with) potential project approval. The Planning Commission has the opportunity to consider

recommendations to the City Council for potential project approval based on this Final EIR and supporting CEQA Findings.

ALTERNATIVES:
It is recommended that after opening the public hearing and taking public testimony, that the Planning Commission takes one of the five (5) options listed below:

1. Adopt the attached Resolution recommending the City Council take the following actions with respect to project approval:

    a. Certify the project's Final Environmental Impact Report as well as Mitigation Monitoring and Reporting Program;
    b. Adopt a Resolution approving General Plan Amendment 15-001, amending the General Plan land use map in order to facilitate approval of the East Cherry Avenue Specific Plan;
    c. Adopt a Resolution and an Ordinance approving the East Cherry Avenue Specific Plan;
    d. Adopt an Ordinance approving Development Code Amendment 15-001, which modifies provisions of the Development Code in order to facilitate development under the East Cherry Avenue Specific Plan;
    e. Adopt a Resolution approving Vesting Tentative Tract Map 15-001 as conditioned for Subarea 2;
    f. Adopt a resolution approving Conditional Use Permit 15-004 as conditioned, allowing development on Subarea 3; and
    g. Adopt a resolution approving Conditional Use Permit 16-001 as conditioned, allowing development on Subarea 1.

3. Modify and adopt the attached Resolution recommending the City Council defer consideration of Conditional Use Permit 16-001, approve the East Cherry Avenue Specific Plan Project, and certify the associated environmental impact report and related CEQA findings;

2. Make other modifications and adopt the attached Resolution recommending the City Council certify the Final EIR and approve the East Cherry Avenue Specific Plan Project;

4. Refer the Project back to staff for additional analysis;

5. Recommend denial by the City Council of one or more of the actions listed above (1.a. through 1.g.). Recommendations of denial will be forwarded to City Council for a final decision and must be substantiated with clear findings.; or

6. Provide other direction to staff.

ADVANTAGES:
The proposed project provides the community with single-family residential, commercial and cultural infill development.

DISADVANTAGES:
The project will convert undeveloped agricultural land to residential and commercial uses.

ENVIRONMENTAL REVIEW:
In compliance with the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) has been prepared for the project.

PUBLIC NOTIFICATION AND COMMENTS:
A notice of public hearing for the September 6, 2016 meeting was mailed to all property owners within 300' of the project site, was published in the Tribune, and posted at City Hall and on the City's Website. Due to the site not being adequately posted, the public hearing was continued to a date certain of September 20, 2016.

Although not required due to the public hearing being continue to a date certain, a notice of public hearing was mailed to all property owners within 300' of the project site, to property owners on Trinity Avenue, was published in the Tribune, and posted at City Hall and on the City's website on Friday, September 9, 2016. A sign announcing the public hearing was posted at the Traffic Way frontage of the project site on Thursday, September 8, 2016, in accordance with City policy. A second sign was constructed on the Cherry Avenue frontage as well. The Agenda was posted at City Hall and on the City's website in accordance with Government Code Section 54954.2. The letters that have been received to date are included as Attachment 8, including those received just prior to and subsequently from the continued public hearing of September 6, 2016.

Attachments:
1. Circulation and Access Study for Subarea 1 (September 2016)
2. Project Plans and related materials for Subarea 1 – Previously distributed
3. East Cherry Avenue Specific Plan (including appendices – under separate cover) – Previously distributed
4. Vesting Tentative Tract Map 3081 and related materials for Subarea 2 – Previously distributed
5. Project Plans and related materials for Subarea 3 – Previously distributed
6. Final EIR and Technical Appendices (under separate cover) – Previously distributed
7. Memorandum dated July 24, 2016 regarding water use within the Specific Plan area – Previously distributed
8. Comment letters
9. Alternate site plan for Subarea 2 with collector stub removed

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARROYO GRANDE RECOMMENDING THE CITY COUNCIL APPROVE THE EAST CHERRY AVENUE SPECIFIC PLAN PROJECT (GENERAL PLAN AMENDMENT 15-001; DEVELOPMENT CODE AMENDMENT 15-001; SPECIFIC PLAN 15-001; VESTING TENTATIVE TRACT MAP 15-001; CONDITIONAL USE PERMIT 15-004; CONDITIONAL USE PERMIT 16-001) AND CERTIFY THE ASSOCIATED ENVIRONMENTAL IMPACT REPORT AND RELATED CEQA FINDINGS; LOCATION – EAST CHERRY AVENUE AND TRAFFIC WAY; APPLICANTS – SRK HOTELS, MANGANO HOMES, INC., AND ARROYO GRANDE VALLEY JAPANESE WELFARE ASSOCIATION

WHEREAS, the project site consists of the area identified as the East Cherry Avenue Specific Plan, in the Arroyo Grande General Plan; and

WHEREAS, the General Plan Land Use Element calls for a Specific Plan to guide development within the project area that defines land uses, creates an integrated circulation system, coordinates infrastructure, and provides development standards; and

WHEREAS, the City Council authorized the preparation of a Specific Plan for the project area on July 8, 2014; and

WHEREAS, the East Cherry Avenue Specific Plan area includes three subareas, identified as Subarea 1, 2 and 3, for which there are separate proposed development entitlements; and

WHEREAS, the applicant has filed General Plan Amendment 15-001 to modify the City's General Plan land use map to accommodate updated land use designations consistent with the proposed East Cherry Avenue Specific Plan; and

WHEREAS, the applicant has filed and application for Specific Plan 15-001 to provide a regulatory framework to accommodate development under the East Cherry Avenue Specific Plan, consistent with the intent of the General Plan, and prepared pursuant to California law (Government Code §65450-65457); and

WHEREAS, the applicant has filed an application for Development Code Amendment 15-001, the intent of which is to replace the existing zoning designations and requirements within the Specific Plan area with those in the proposed East Cherry Avenue Specific Plan. It would also amend the existing zoning map to be consistent with that included in the Specific Plan; and

WHEREAS, the applicant for Subarea 2 has filed an application for Vesting Tentative Tract Map VTTM 15-001 (Tentative Map), to accommodate a 60-lot subdivision with a total of 58 residential lots and supporting park, drainage and other infrastructure within that subarea. The Tentative Map includes development details that go well beyond those included in the Specific Plan, including lot locations, roadways, drainage, grading, and other information typically required for Tentative Tract Maps. The Tentative Map is intended to be consistent with the proposed East Cherry Avenue Specific Plan, and implements the VR zoning standards as well as the Design Guidelines contained in the Specific Plan. The Map also includes details regarding proposed circulation improvements. Conditions of Approval for the Tentative Map are attached to this Resolution; and

WHEREAS, the applicant for Subarea 3 has filed an application for Conditional Use Permit CUP 15-004, to authorize development within that subarea, including limited commercial retail (farm stand), passive recreation (historic walking paths and gardens), limited residential (independent senior housing consisting of approximately 10 units), public and quasi-public community facilities (cultural archive and community center), visitor-serving (B&B guest house), and public assembly (heritage and demonstration gardens) uses, as well as related support amenities (e.g., onsite parking). Conditions of Approval are attached to this Resolution; and

WHEREAS, the applicant for Subarea 1 has filed an application for Conditional Use Permit CUP 16-001, to authorize development within that subarea, which includes a 90-100 room hotel and restaurant (up to 4,000 square feet). Conditions of Approval are attached to this Resolution; and

WHEREAS, there has been extensive public outreach from January 2015 through August 2016 that was critical to inform the design of the proposed East Cherry Avenue Specific Plan and related development entitlements; and

WHEREAS, the Planning Commission has reviewed this project in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the Arroyo Grande Rules and Procedures for Implementation of CEQA and has reviewed the Final Environmental Impact report (Final EIR), which addresses all entitlements previously described; and

WHEREAS, the City Council has previously reviewed mitigation requirements related to potentially significant policy-related Agricultural impacts within Subarea 2 and 3, and determined that such impacts will be adequately mitigated based upon the proposed agricultural conservation easement, well site and water rights, and pedestrian path offered for dedication, pursuant to direction provided on July 28, 2015 (in the case of Subarea 2), and July 26, 2016 (in the case of Subarea 3); and

WHEREAS, the Planning Commission of the City of Arroyo Grande reviewed the project at a duly noticed public hearing on September 6, 2016 and took action to recommend the City Council approve the project; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, the following circumstances exist:

A. General Plan Amendment Findings:

1. The proposed General Plan Amendment is consistent with the goals, objectives, policies and programs of the General Plan and will not result in any internal inconsistencies within the plan.

   The proposed General Plan Amendment is consistent with the goals, objectives, policies, and programs of the General Plan as it would allow housing, commercial uses and historic/cultural development within the Specific Plan area at a density and design that is compatible with the nearby residential neighborhood and other surrounding land uses.

2. The proposed amendment will not adversely affect the public health, safety and welfare;

   The proposed General Plan Amendment would allow development under a Specific Plan that, as conditioned, would not create issues with open space and support facilities.

3. The potential environmental impacts of the proposed amendment are insignificant or can be mitigated to an insignificant level, or there are overriding considerations that outweigh the potential impacts;

   The proposed General Plan Amendment and related project entitlements have been reviewed in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the Arroyo Grande Rules and Procedures for implementation of CEQA and the impacts of the proposed project have been included in a Final Environmental Impact Report (EIR) dated July 2016 (State Clearinghouse Number 2015101067), such that most impacts have been reduced to an insignificant level through required mitigation measures.

   As identified in the Final EIR and CEQA Findings, the following adverse impacts of the proposed project are considered significant and unavoidable (not fully mitigable):

   A. <u>Project-Level Impacts</u>

   - ***Impact AQ-2: The proposed Project would result in significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions.***

- ***Impact AQ-5: The proposed Project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan.***
- ***Impact TRANS-3: Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1, which requires improvement to LOS D.***

B. <u>Cumulative Impacts</u>

- ***Air Quality and Greenhouse Gas Emissions: Long-term operation of the proposed Project would contribute cumulatively and considerably to localized air quality emissions throughout the City and region.***
- ***Transportation and Traffic: Under cumulative conditions, significant LOS impacts would continue to occur at the intersection of East Grand Avenue/West Branch Street, which cannot be readily mitigated in a known timeframe because of lack of funding and programming.***

A Statement of Overriding Considerations with respect to the proposed Project's significant unavoidable impacts has been prepared pursuant to Section 15093 of the CEQA Guidelines requires that a decision-making agency balance the economic, legal, social, technological, or other benefits of a proposed Project against its unavoidable impacts. This is included as part of the CEQA Findings for the proposed project.

B. Specific Plan Findings:

1. The proposed East Cherry Avenue Specific Plan is consistent with the goals, objectives, policies and programs of the General Plan.

The proposed Specific Plan would provide a regulatory framework to accommodate development under the related Vesting Map and Conditional Use Permits for the three subareas within the Specific Plan area, consistent with the intent of the General Plan, and prepared pursuant to California law (Government Code §65450-65457).

2. The proposed Specific Plan will not adversely affect the public health, safety and welfare or result in an illogical land use pattern;

   The proposed Specific Plan would permit housing, commercial uses and historic/cultural development within its boundaries at a density and design that is compatible with the nearby residential neighborhood and other surrounding land uses.

3. The proposed Specific Plan is necessary and desirable in order to implement the provisions of the General Plan;

   The proposed Specific Plan will implement the provisions of the General Plan as amended*.*

4. The development standards contained in the proposed Specific Plan will result in a superior development to that which would occur using standard zoning and development regulations.

   The development standards contained in the proposed Specific Plan would result in development with coordinated roadway and utility infrastructure, as well as sufficient parking for all proposed development.

5. The potential environmental impacts of the proposed Specific Plan are insignificant or can be mitigated to an insignificant level, or there are overriding considerations that outweigh the potential impacts;

   The proposed Specific Plan and related entitlements have been reviewed in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the Arroyo Grande Rules and Procedures for implementation of CEQA and the impacts of the proposed project have been included in a Final Environmental Impact Report (EIR) dated July 2016 (State Clearinghouse Number 2015101067). Details with respect to potential impacts and CEQA Findings are described under Section A.3., above, pertaining to the General Plan Amendment for all related entitlements.

C. Development Code Amendment Findings:

1. The proposed Development Code Amendment is consistent with the goals, objectives, policies and programs of the General Plan and related Specific Plan.

   The proposed Development Code Amendment would replace the existing zoning requirements within the Specific Plan area with those in the East Cherry Avenue Specific Plan, as described above. It would also amend the existing zoning map to be consistent with the designations shown above. Because it would be inherently consistent with the Specific Plan, and the Specific Plan would be consistent with

the General Plan, it would also be consistent with the General Plan.

2. The potential environmental impacts of the Development Code Amendment are insignificant or can be mitigated to an insignificant level, or there are overriding considerations that outweigh the potential impacts;

Details with respect to potential impacts and CEQA Findings are described under Section A.3., above, pertaining to the General Plan Amendment for all related entitlements.

D. Vesting Tentative Tract Map VTTM 15-001 (Subarea 2) Findings:

1. The proposed tentative tract map is consistent with the goals, objectives, policies, plans, programs, intent and requirements of the Arroyo Grande General Plan, as well as any applicable specific plan, and the requirements of this title.

The proposed Vesting Tentative Tract Map would allow the subdivision of 11.12 acres into sixty (60) lots, including fifty-eight (58) for the development of single-family detached housing that is consistent with the General Plan.

2. The site is physically suitable for the type of development proposed.

The site is 11.12 acres of vacant land adjacent to existing residential development, and is physically suitable for the type of residential development proposed.

3. The site is physically suitable for the proposed density of development.

The site is 11.12 acres of vacant land adjacent to existing residential development, and is physically suitable for the density of residential development proposed.

4. The design of the tentative tract map or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The proposed tract map has been reviewed in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the Arroyo Grande Rules and Procedures for implementation of CEQA and the impacts of the proposed project have been included in a Final Environmental Impact Report (EIR) dated July 2016 (State Clearinghouse Number 2015101067). Details with respect to potential impacts and CEQA Findings are described under Section A.3., above, pertaining to the General Plan Amendment for all related entitlements.

5. The design of the subdivision or type of improvements is not likely to cause serious public health problems.

   The design of the subdivision would result in a development of appropriate density, consistent with the density of adjacent residential uses, and would include all necessary infrastructure, roadways improvements, and parking.

6. The design of the tentative tract map or the type of improvements will not conflict with easements acquired by the public-at-large for access through, or use of, property within the proposed tentative tract map or the alternate easements for access or for use will be provided, and that these alternative easements will be substantially equivalent to ones previously acquired by the public.

   There are no easements for the public-at-large currently on the subject property. Appropriate utility infrastructure easements and emergency access will be provided and recorded to ensure adequate access is maintained for required utility services and emergency response purposes.

7. The discharge of waste from the proposed subdivision into an existing community sewer system will not result in violation of existing requirements as prescribed in Division 7 (commencing with Section 13000) of the California Water Code.

   The proposed development will retain the 95th percentile of water discharge on site and excess discharge will be directed to a new drainage basin on site, which is set aside as one of the proposed lots within the subdivision. No discharge of waste will result in a violation identified in Division 7 of the California Water Code.

8. Adequate public services and facilities exist or will be provided as the result of the proposed tentative tract map to support project development.

   There are adequate provisions for public services to serve the project development and no deficiencies exist.

E. Conditional Use Permit 15-004 (Subarea 3) Findings:

1. The proposed use is permitted within the subject district pursuant to the provisions of this section and complies with all the applicable provisions of this title, the goals, and objectives of the Arroyo Grande General Plan, and the development policies and standards of the City.

   The proposed development on the subject property is consistent with the General Plan as amended, and with the Specific Plan. It is

envisioned as a private historically-oriented park, featuring several gardens, landscaping, pathways, and related buildings.

The proposed Arroyo Grande Valley JWA land use plan for Subarea 3, the eastern 1.51 acres of the Specific Plan area identifies a private historically-oriented park that would highlight the Issei pioneers (first generation settlers) of Arroyo Grande. Proposed land uses would include historical residential and public assembly uses, and would provide expanded commercial use and residential density necessary for present and future economic sustainability of the property. Specifically, Subarea 3 would include limited commercial retail (farm stand), passive recreation (historic walking paths and gardens), limited residential (independent senior housing consisting of approximately 10 units), public and quasi-public community facilities (cultural archive and community center), visitor-serving (B&B guest house), and public assembly (heritage and demonstration gardens) uses, as well as related support amenities (e.g., onsite parking).

2. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

   The proposed land use plan for Subarea 3, the eastern 2.01 acres of the Specific Plan area, identifies a private historically-oriented park that would highlight the Issei pioneers (first generation settlers) of Arroyo Grande. Proposed land uses would include historical residential and public assembly uses, and would provide expanded commercial use and residential density necessary for present and future economic sustainability of the property. Specifically, Subarea 3 would include limited commercial retail (farm stand), passive recreation (historic walking paths and gardens), limited residential (independent senior housing consisting of approximately 10 units), public and quasi-public community facilities (cultural archive and community center), visitor-serving (B&B guest house), and public assembly (heritage and demonstration gardens) uses, as well as related support amenities (e.g., onsite parking). This development is intended to promote the reflect the historic character of the site.

3. The site is suitable for the type and intensity of use or development that is proposed.

   The site is will be developed with a use and density that reflects the historic character and use of the site.

4. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

The provisions for water, sanitation, and public utilities were examined during development of the Final EIR for the project, and it was determined that adequate public services will be available for the proposed project and will not result in substantially adverse impacts.

5. The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties and improvements in the vicinity.

The proposed development includes parking and other infrastructure adequate to ensure public health and safety for those using the site.

F. Conditional Use Permit 16-001 (Subarea 1) Findings:

1. The proposed use is permitted within the subject district pursuant to the provisions of this section and complies with all the applicable provisions of this title, the goals, and objectives of the Arroyo Grande General Plan, and the development policies and standards of the City.

The proposed development for commercial uses, including a hotel and restaurant, on the subject property is consistent with the General Plan as amended, and with the East Cherry Avenue Specific Plan.

Subarea 1 is currently zoned Traffic Way Mixed Use (TMU) with a Design Overlay (D-2.11). The primary purpose of the D-2.11 Design Overlay is to encourage the use of design elements to enhance the character and appearance of this southern commercial gateway to Arroyo Grande. Changes to the current TMU zone within the Specific Plan area are proposed in order to be more consistent with the design concept set forth by the applicant, and concurred by the Architectural Review Committee (ARC).

2. The proposed use would not impair the integrity and character of the district in which it is to be established or located.

Changes to the current TMU zone within the Specific Plan area are proposed in order to be more consistent with the design concept set forth by the applicant, and concurred by the Architectural Review Committee (ARC).

3. The site is suitable for the type and intensity of use or development that is proposed.

The site is intended to be developed with commercial uses that extend and enhance the character of commercial development along Traffic Way.

4. There are adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

   The provisions for water, sanitation, and public utilities were examined during development of the Final EIR for the project, and it was determined that adequate public services will be available for the proposed project and will not result in substantially adverse impacts.

5. The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties and improvements in the vicinity.

   The proposed development includes parking and other infrastructure adequate to ensure public health and safety for those using the site.

G. Required CEQA Findings:

1. The City of Arroyo Grande has prepared an Initial Study pursuant to Section 15063 of the Guidelines of the California Environmental Quality Act (CEQA), for General Plan Amendment 15-001, Specific Plan 15-001, Development Code Amendment 15-001, Vesting Tentative Tract Map 15-001, Conditional Use Permit 15-004 and Conditional Use Permit 16-001.

2. Based on the Initial Study, an Environmental Impact Report (EIR) was prepared for public review. A copy of the Final EIR and related materials is located at City Hall in the Community Development Department.

3. After holding a public hearing pursuant to State and City Codes, and considering the record as a whole, the Planning Commission recommends the City Council take action certifying the Final EIR and related CEQA Findings, included as Exhibit D, as well as the Mitigation Monitoring and Reporting Program, included as Exhibit E, for all actions pursuant to the General Plan Amendment, Specific Plan, Development Code Amendment, and related entitlements.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Arroyo Grande hereby recommends the City Council certify the Final EIR, adopt the Mitigation Monitoring and Reporting Program and approve General Plan Amendment 15-001, Specific Plan 15-001, Development Code Amendment 15-001, Vesting Tentative Tract Map 15-001, Conditional Use Permit 15-004 and Conditional Use Permit 16-001, based on the findings set forth above, which are incorporated herein by this reference.

On motion by Commissioner_____, seconded by Commissioner _____, and by the following roll call vote, to wit:

AYES:
NOES:
ABSENT:

The foregoing Resolution was adopted this 6th day of September, 2016.

_____
LAN GEORGE, CHAIR

ATTEST:

_____
DEBBIE WEICHINGER
SECRETARY TO THE COMMISSION

AS TO CONTENT:

_____
TERESA MCCLISH
COMMUNITY DEVELOPMENT DIRECTOR

EXHIBIT A

CONDITIONS OF APPROVAL FOR SUBAREA 1
CONDITIONAL USE PERMIT 16-001

COMMUNITY DEVELOPMENT DEPARTMENT

PLANNING DIVISION

GENERAL CONDITIONS

1. This approval authorizes development per the East Cherry Avenue Specific Plan (Specific Plan 15-001, General Plan Amendment 15-001, Development Code Amendment 15-001, or "Specific Plan"), which covers the following entitlements in the three subareas included in the Specific Plan area:
    - Subarea 1: Conditional Use Permit 16-001. This includes a 100-room hotel and 4,000 SF restaurant on 2.16 acres, owned by SRK Hotels.
    - Subarea 2: Vesting Tentative Tract Map 15-001 (VTTM 3081). This includes up to 58 residential dwelling units and related amenities on 11.62 acres (less 0.5 acres transferred to Subarea 3) south of E. Cherry Avenue, owned by Mangano Homes, Inc.
    - Subarea 3: Conditional Use Permit 15-004. This includes a cultural garden and related amenities on a property owned by the Arroyo Grande Japanese Welfare Association property, which includes 1.51 acres, plus 0.5 acres to be transferred from Subarea 2.

The following conditions and mitigation measures apply to *Subarea 1* only.

2. The applicant shall ascertain and comply with all Federal, State, County and City requirements as are applicable to this project.

3. The applicant shall comply with all conditions of approval and applicable mitigation measures included in the E. Cherry Avenue Specific Plan Environmental Impact Report as certified. These are included as conditions 109 through 143.

4. This application shall automatically expire on [September 27, 2018] unless a building permit is issued. Thirty (30) days prior to the expiration of the approval, the applicant may apply for an extension of one (1) year from the original date of expiration.

5. Development shall conform to the land use and zoning requirements described within the Specific Plan as approved on [September 27, 2016].

6. Development shall occur in substantial conformance with the plans presented to the City Council at the meeting of [September 27, 2016], on file in the Community Development Department**.**

7. The applicant shall agree to indemnify and defend at his/her sole expense any action brought against the City, its present or former agents, officers, or employees because of the issuance of said approval, or in any way relating to the implementation thereof, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers, or employees, for any court costs and attorney's fees which the City, its agents, officers or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his/her obligations under this condition.

8. A copy of these conditions and mitigation measures shall be incorporated into all construction documents.

9. At the time of application for construction permits, plans submitted shall show all development consistent with the approved site plan, floor plan, architectural elevations and landscape plan.

10. Signage shall be subject to the requirements of Chapter 16.60 of the Development Code. Prior to issuance of a building permit, all illegal signs shall be removed.

11. Development shall comply with Development Code Sections 16.48.070, “Fences, Walls and Hedges”; 16.48.120, “Performance Standards”; and 16.48.130 “Screening Requirements”.

12. Setbacks, lot coverage, and floor area ratios shall be as shown on the development plans including those specifically modified by the East Cherry Avenue Specific Plan or these conditions.

13. The developer shall comply with Development Code Chapter 16.56, “Parking and Loading Requirements”.

14. Trash enclosures shall be screened from public view with landscaping or other appropriate screening materials, and shall be made of an exterior finish that complements the architectural features of the main building(s). The trash enclosure area shall be designed to provide adequate space for collecting and storing solid waste and recyclable materials, including mixed recycling, separated cardboard and food waste/organics (when appropriate). All solid waste and recycling area enclosures that are not located inside a building shall have roofs to prevent contaminants from washing into the storm drain system. The roof shall extend past any open sides. Additionally, the roof shall not overhang the front gate so that the garbage trucks can access the bins.

15. Final design and location of the trash enclosure(s) shall be reviewed by the Architectural Review Committee and approved by the Community Development Director.

16. The applicant shall obtain and submit to the City written approval from South County Sanitary for all proposed trash receptacle pick up locations.

17. Noise resulting from construction and operational activities shall conform to the standards set forth in Chapter 9.16 of the Municipal Code, augmented by requirements included in mitigation measure NOI-1a. Construction activities shall be restricted to the hours of 7 AM and 7 PM Monday through Friday. No construction shall occur on Saturday or Sunday.

18. At the time of application for construction permits, the applicant shall provide details on any proposed exterior lighting, if applicable. The lighting plan shall include the height, location, and intensity of all exterior lighting consistent with Section 16.48.090 of the Development Code. All lighting fixtures shall be shielded so that neither the lamp nor the related reflector interior surface is visible from adjacent properties. All lighting for the site shall be downward directed and shall not create spill or glare to adjacent properties. All lighting shall be energy efficient (e.g. LED).

19. All new construction shall utilize fixtures and designs that minimize water and energy usage. Such fixtures shall include, but are not limited to, low flow showerheads, water saving toilets, greywater reuse systems, instant water heaters and hot water recirculating systems. Water conserving designs and fixtures shall be installed prior to final occupancy.

20. Landscaping in accordance with an approved landscaping plan shall be installed or bonded for before final building inspection/establishment of use. The landscape plan, irrigation plan and landscape documentation package shall be prepared by a licensed landscape architect subject to review and approval by the Community Development and Public Works Departments prior to issuance of building permit. The landscape plan shall be in conformance with Development Code Chapter 16.84 (Water Efficient Landscape Requirements) and the State Department of Water Resource's Model Water Efficient Landscape Ordinance and shall include the following:

    a. Tree staking, soil preparation and planting detail;

    b. The use of landscaping to screen ground-mounted utility and mechanical equipment;

    c. The required landscaping and improvements. This includes:

        i. Deep root planters shall be included in areas where trees are within five feet (5') of asphalt or concrete surfaces and curbs;
        ii. Water conservation practices including the use of low flow heads, drip irrigation, mulch, gravel, drought tolerant plants.

iii. An automated irrigation system using smart controller (weather based) technology.
iv. A dedicated landscape meter for the commercial landscape areas greater than 1,000 square feet and for residential areas greater than 5,000 square feet.
v. A landscape meter shall be installed on the existing water well, to remain, and service Subarea 3 only.
vi. The selection of groundcover plant species shall include native plants.
vii. Linear planters shall be provided in parking areas.
viii. No more than 25% of the total landscaped area can be turf in residential areas; turf is not allowed in commercial areas.

21. For projects approved with specific exterior building colors, the developer shall paint a test patch on the building including all colors. The remainder of the building may not be painted until inspected by the Community Development Department to verify that colors are consistent with the approved color board. A 48-hour notice is required for this inspection.

22. All new electrical panel boxes shall be installed inside the building(s).

23. All Fire Department Connections (FDC) shall be located near a fire hydrant, adjacent to a fire access roadway, away from the public right-of-way, incorporated into the design of the site, and screened to the maximum extent feasible.

24. Double detector check valve assemblies shall be located directly adjacent to or within the respective building to which they serve.

25. All ducts, meters, air conditioning equipment and all other mechanical equipment, whether on the ground, on the structure or elsewhere, shall be screened from public view with materials architecturally compatible with the main structure. It is especially important that gas and electric meters, electric transformers, and large water piping systems be completely screened from public view. All roof-mounted equipment which generates noise, solid particles, odors, etc., shall cause the objectionable material to be directed away from residential properties.

26. All conditions of this approval run with the land and shall be strictly adhered to, within the time frames specified, and in an on-going manner for the life of the project. Failure to comply with these conditions of approval may result in an immediate enforcement action. If it is determined that violation(s) of these conditions of approval have occurred, or are occurring, this approval may be revoked pursuant to Development Code Section 16.08.100.

BUILDING AND LIFE SAFETY DIVISION AND FIRE DEPARTMENT CONDITIONS

BUILDING CODES

27. The project shall comply with the most recent editions of all California Building and Fire Codes, as adopted by the City of Arroyo Grande.

FIRE LANES

28. **Prior to issuance of a certificate of occupancy,** the applicant shall post designated fire lanes, per Section 22500.1 of the California Vehicle Code.

29. All fire lanes must be posted and enforced, per Police Department and Fire Department guidelines.

FIRE FLOW/FIRE HYDRANTS

30. Project shall have a fire flow of 1500 gallons per minute for a duration of two (2) hours.

31. Fire hydrants shall be installed, per Fire Department and Public Works Department standards and per the California Fire Code.

SECURITY KEY BOX

32. The applicant must provide an approved "security key vault," per Building and Fire Department guidelines and per the California Fire Code.

FIRE SPRINKLER

33. All buildings must be fully sprinklered per Building and Fire Department guidelines and per the California Fire Code.

34. Provide Fire Department approved access or sprinkler-system per National Fire Protection Association Standards.

ABANDONMENT / NON-CONFORMING

35. The applicant shall show proof of properly abandoning all non-conforming items such as septic tanks, wells, underground piping and other undesirable conditions.

ENGINEERING DIVISION CONDITIONS

POST CONSTRUCTION REQUIREMENTS REGIONAL WATER QUALITY CONTROL BOARD, STORMWATER CONTROL PLAN, OPERATIONS AND MAINTENANCE PLAN, AND ANNUAL STORMWATER CONTROL FACILITIES MAINTENANCE

36. The Applicant shall develop, implement and provide the City a:
    a. Stormwater Control Plan that clearly provides engineering analysis of all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls.
    b. Operations and Maintenance Plan and Maintenance Agreements that clearly establish responsibility for all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls.
    c. Annual Maintenance Notification indicating that all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls have been maintained and are functioning as designed.
    d. All reports must be completed by either a Registered Civil Engineer or Qualified Stormwater Pollution Prevention Plan Developer (QSD).

37. **Prior to any Permit – Stormwater Control Plan**. The Stormwater Control Plan must include, at minimum:

    Contents:

    a. Project information including project name; application number; location; parcel numbers; applicant contact information; land use information; site area; existing, new, and replaced impervious area, and applicable PCR requirements and exceptions.
    b. Narrative analysis or description of site features and conditions, and opportunities and constraints for stormwater control.
    c. Narrative description of site design characteristics that protect natural resources including endangered species habitat, protected vegetation, and archaeological resources, and preserve natural drainage features, minimize imperviousness, and disperse runoff from impervious areas.
    d. Tabulation of proposed pervious and impervious DMAs, showing self-treating areas, self-retaining areas, areas draining to self-retaining areas, and areas tributary to each LID facility.
    e. Proposed sizes, including supporting calculations, for each LID facility.
    f. Narrative description of each DMA and explanation of how runoff is routed from each impervious DMA to a self-retaining DMA or LID facility.
    g. Description of site activities and potential sources of pollutants.
    h. Table of pollutant sources identified from the list in Appendix A and for each source, the source control measure(s) used to reduce pollutants to the maximum extent practicable.
    i. Description of signage for bioretention facilities.
    j. General maintenance requirements for bioretention facilities and site design features.

k. Means by which facility maintenance will be financed and implemented in perpetuity.
l. Statement accepting responsibility for interim operation & maintenance of facilities.

Exhibits:

a. Existing natural hydrologic features (depressions, watercourses, relatively undisturbed areas) and significant natural resources.
b. Proposed design features and surface treatments used to minimize imperviousness and reduce runoff.
c. Existing and proposed site drainage network and connections to drainage off-site.
d. Entire site divided into separate Drainage Management Areas (DMAs). Each DMA has a unique identifier and is characterized as self-retaining (zero-discharge), self-treating, or draining to a LID facility.
e. Proposed locations and footprints of LID facilities.
f. Potential pollutant source areas, including loading docks, food service areas, refuse areas, outdoor processes and storage, vehicle cleaning, repair or maintenance, fuel dispensing, equipment washing, etc.

38. **Prior to Final Approval - Operations and Maintenance Plan**. The Operations and Maintenance Plan must include, at minimum:
    a. Stormwater Control Measures report number
    b. A site map identifying all Stormwater Control Measures requiring Operations and Maintenance practices to function as designed.
    c. Operations and Maintenance Procedures for each structural stormwater control measure including, but not limited to, Low Impact Design facilities, retention and detention basins, and manufactured or propriety devices operations and maintenance.
    d. Short-and long-term maintenance requirements, recommended frequency of maintenance, and estimated cost for maintenance.

39. **Prior to Occupancy - Maintenance Agreement.** The Applicant shall provide a signed statement accepting responsibility for the Operations and Maintenance of the installed Storm Water Control Measures. The Applicant shall include written conditions in the sales, lease agreements, deed, CCRs, HOA or any other legally enforceable mechanism that require the assumed responsibility for the Operations and Maintenance of Stormwater Control Facilities. Additionally, the signed statement shall include the following information:
    a. Stormwater Control Measures Report Number
    b. The location and address of Storm Water Control Facilities
    c. Completion dates of the following milestones
        i. Construction
        ii. Field verification of Stormwater Control Facilities
        iii. Final Project approval/occupancy
    d. Party responsible for O&M

e. Source of funding for O&M
f. Statement indicating the Storm Water Control Facilities are Maintained as required in the Operations and Maintenance Plan and facilities continues to function as designed or have been repaired or replaced
g. Statement describing any vector or nuisance problems.

40. **Annual - Maintenance Notification.** The Owner/Applicant shall submit annually no later than [DATE] a signed statement notifying the City of all maintenance of the installed Storm Water Control Measures. In addition, the signed statement shall include the following information:
    a. Stormwater Control Measures Report Number
    b. The location and address of Storm Water Control Facilities
    c. Completion date of the maintenance activities
    d. Party responsible for O&M
    e. Source of funding for O&M
    f. Statement indicating the Storm Water Control Facilities are Maintained as required in the Operations and Maintenance Plan and facilities continues to function as designed or have been repaired or replaced
    g. Statement describing any vector or nuisance problems.

GENERAL CONDITIONS

41. The developer shall be responsible during construction for cleaning City streets, curbs, gutters and sidewalks of dirt tracked from the project site. The flushing of dirt or debris to storm drain or sanitary sewer facilities shall not be permitted. The cleaning shall be done after each day's work or as directed by the Director of Public Works, the Community Development Director or his/her representative.

42. Perform construction activities related to inspection during normal business hours (Monday through Friday, 7 A.M. to 5 P.M.). The developer or contractor shall refrain from performing any work subject to inspection other than site maintenance outside of these hours, unless an emergency arises or approved by the Community Development Director. The City may hold the developer or contractor responsible for any expenses incurred by the City due to work outside of these hours.

43. All project improvements shall be designed and constructed in accordance with the most recent version of the City of Arroyo Grande Standard Specifications and Engineering Standards.

44. Submit as-built plans at the completion of the project or improvements as directed by the Community Development Director. One (1) set of paper prints and an electronic version on CD in both AutoCAD and PDF format shall be required.

45. Submit three (3) full-size paper copies and one PDF file of approved improvement plans for inspection purposes during construction.

46. Record Drawings ("as-built" plans) are required to be submitted prior to release of the Faithful Performance Bond.

47. Provide a Licensed Land Surveyor or a Registered Civil Engineer to tie-out survey monuments or vertical control bench marks within 24 inches of work. Should any existing survey monument be disturbed or destroyed during construction, it must be reset at the previous location. Should any existing bench mark be disturbed or destroyed during construction, a new one must be set at a nearby, but different, location than the existing, as determined by the City Engineer. For monuments, a Corner Record must be filed with the County and a copy delivered to the City Engineer. For bench marks, documentation of the bench mark and how it was reset must be delivered to the City Engineer prior the project acceptance or sign off of the Encroachment Permit.

48. Provide new vertical control survey bench mark, per City Standard, as directed by City Engineer.

IMPROVEMENT PLANS

49. Improvement plans (including the following) shall be prepared by a registered Civil Engineer or qualified specialist licensed in the State of California in compliance with Engineering Standard 1010 and approved by the Public Works or Community Development Department:

    a. Grading
    b. Retaining Walls
    c. Roadway Improvements
    d. Cross Sections
    e. Storm Drainage
    f. Utilities - Water and Sewer Plan and Profile
    g. Utilities – Composite Utility
    h. Signing and Striping
    i. Erosion Control
    j. Landscape and Irrigation Plans for Public Right-of-Way
    k. Details
    l. Other improvements as required by the Community Development Director. (NOTE: All plan sheets must include City standard title blocks)
    m. Engineers estimate for construction cost based on County of San Luis Obispo unit cost.

50. Improvement plans shall include plan and profile of existing and proposed streets, utilities and retaining walls.

51. Submit all retaining wall calculations for review and approval by the Community Development Director for walls not constructed per City standards.

52. Prior to approval of an improvement plan the applicant shall enter into an agreement with the City for inspection of the required improvements.

53. The applicant shall be responsible for obtaining an encroachment permit for all work within a public right-of-way.

STREET IMPROVEMENTS

54. Obtain approval from the Public Works Director prior to excavating in any street recently over-laid or slurry sealed. The Director shall approve the method of repair of any such trenches, but shall not be limited to a slurry seal.

55. All street repairs shall be constructed to City standards.

56. Slurry seal (type 2) any roads dedicated to the City prior to acceptance by the City.

57. Street (Road A) shall be constructed as a partial width street to accommodate future widening by other property owners in accordance with Section 16.68.020 of the Development Code. Subarea 2 shall construct a one half street section, plus a 12 foot wide driving lane. Subarea 1 to complete remainder improvements.

58. Street structural sections shall be determined by an R-Value soil test, but shall not be less than 3" of asphalt and 6" of Class II AB.

59. If intended to be public streets, Public Local Streets (Roads B, C and D) must be designed in compliance with Engineering Standards 7010 and shall adhere to the following design standards:

    a. 40 feet street width from curb to curb.
    b. 6 feet wide concrete sidewalks with concrete curb and gutter on both sides of the street.
    c. 52 feet wide right-of-way.
    d. 25 mile per hour design speed.
    e. TI = 6.5

60. Frontage improvements on East Cherry Avenue shall include 46-foot widening measured from curb to curb, providing three (3) 12-foot wide travel lanes and two (2) 5-foot wide bike lanes. Road widening transitions must be completed to the satisfaction of the City Engineer.

CURB, GUTTER, AND SIDEWALK

61. Install new concrete curb, gutter, and sidewalk as directed by the Community Development Director and Public Works Director.

62. Color any such new facilities as directed by the Community Development Director.

63. Install ADA compliant facilities where necessary or verify that existing facilities are compliant with State and City Standards.

64. Install tree wells with root barriers for all trees planted adjacent to curb, gutter and sidewalk to prevent damage due to root growth.

65. Any sections of damaged or displaced curb, gutter & sidewalk or driveway approach shall be repaired or replaced to the satisfaction of the Public Works Director

DEDICATIONS AND EASEMENTS

66. The property owner shall offer for dedication to the public the right-of-way for the following streets:
    - Road A
    - East Cherry Avenue

67. A private/public water main easement shall be reserved along the property boundary to the east, south and west.

68. A Public Utility Easement (PUE) shall be dedicated a minimum 6 feet wide adjacent to street right-of-way adjacent to East Cherry Avenue and Road A. The PUE shall be wider where necessary for the installation or maintenance of the public utility vaults, pads, or similar facilities.

69. Street tree planting and maintenance easements shall be dedicated adjacent to all street right-of-ways on East Cherry Avenue and Road A. Street tree easements shall be a minimum of 10 feet beyond the right-of-way, except that street tree easements shall exclude the area covered by public utility easements.

70. The primary driveway shall be relocated from Traffic Way to East Cherry Avenue, and the existing eastbound exclusive left turn lane to the 5 Cities Swim School parking lot shall be converted to a two-way left turn lane terminating at Road “A” (which is the project internal road separating Subareas 1 and 2). Improvement plans for widening East Cherry Ave. necessary to provide Class II bike lanes in each direction, curb, gutter and sidewalk, and restriping along the frontage of Subarea 1 and showing the precise location of the driveway to Subarea 1 shall be submitted to the City for review and approval prior to construction.

71. All easements, abandonments, or similar documents to be recorded as a document separate from a map, shall be prepared by the applicant on 8 1/2 x 11 City standard forms, and shall include legal descriptions, sketches, closure calculations, and a current preliminary title report. The applicant shall be responsible for all required fees, including any additional required City processing.

GRADING AND DRAINAGE

72. PRIOR TO ISSUANCE OF A GRADING PERMIT, the developer shall submit two (2) copies and (1) PDF File of the final project-specific Storm Water Pollution Prevention Plan (SWPPP) or a Water Quality Control Plan (WQCP) consistent with the San Luis Obispo Regional Water Quality Control Board (RWCB) requirements.

73. All grading shall be performed in accordance with the City Standard Specifications and Engineering Standards and City Grading Ordinance.

74. All drainage facilities shall be designed to accommodate a 100-year storm flow.

75. Submit a soils report for the project shall be prepared by a registered Civil Engineer and supported by adequate test borings. All earthwork design and grading shall be performed in accordance with the approved soils report.

76. The applicant shall dedicate a pedestrian access easement(s) for any ADA sidewalk extension.

77. Infiltration basins shall be designed based on soil tests. Infiltration test shall include a minimum of 2 borings 15 feet below the finished basin floor. Additional borings or tests may be required if the analysis or soil conditions are inconclusive.

78. The applicant shall submit an engineering study regarding flooding related to the project site. The study shall be approved by the City Engineer. Any portions of the site subject to flooding from a 100-year storm shall be shown on the tentative map or other recorded document, and shall be noted as a building restriction.

79. The applicant shall provide on-site storm water retardation facilities designed and constructed to Public Works and Community Development requirements, and the following:

    a. The 100-year basin outflow shall not exceed the pre-development flow.
    b. The 100-year basin outflow shall be limited to a level which does not cause the capacity of existing downstream drainage facilities to be exceeded.
    c. The basin shall be fully constructed and functional prior to occupancy for any building permit within the project.

d. The basin shall be maintained by a homeowner's association. The City shall approve the related language in the association CC&R's prior to recordation.
e. The maintenance district shall be recorded concurrently with the map.

WATER

80. Whenever possible, all water mains shall be looped to prevent dead ends. The Public Works Director must grant permission to dead end water mains.

81. The applicant shall extend the public water main to adequately serve the project across the property frontage.

82. A Reduced Pressure Principle (RPP) backflow device is required on all water lines to structures and landscape irrigation.

83. A Double Detector Check (DDC) backflow device is required on the water service line to each structure. Fire Department Connections (FDC) must be remote and locations to be approved by the Building Official and Fire Chief.

84. The DDC shall be placed inside the building or adjacent to the building. Other locations for the DDC shall be approved by the Director or Community Development.

85. Each parcel shall have separate water meters.

86. Non-potable water for construction purposes is available at the Soto Sports Complex. The City of Arroyo Grande does not allow the use of hydrant meters.

87. Fire sprinklers shall have individual service connections. If the units are to be fire sprinkled, a fire sprinkler engineer shall determine the size of the water meters.

88. Existing water services to be abandoned shall be properly abandoned and capped at the main per the requirements of the Public Works Director.

SEWER

89. The applicant shall extend the sewer main to adequately serve the project across the property frontage. All new sewer mains shall be a minimum diameter of 8".

90. All sewer laterals within the public right-of-way must have a minimum slope of 2%.

91. Existing sewer laterals to be abandoned shall be properly abandoned and capped at the main per the requirements of the Public Works Director.

92. Each parcel shall be provided a separate sewer lateral. Laterals shall be sized for the appropriate use, minimum 4".

93. All sewer mains or laterals crossing or parallel to public water facilities shall be constructed in accordance with City standards.

94. Obtain approval from the South County Sanitation District for the development's impact to District facilities prior to permit issuance.

95. Obtain approval from the South County Sanitation District prior to relocation of any District facilities.

96. The applicant must obtain a will-serve letter from the South San Luis Obispo County Sanitation District (SSLOCSD) that verifies the adequacy of the existing offsite wastewater collection system to serve the project.

PUBLIC UTILITIES

97. The developer shall comply with Development Code Section 16.68.050: All projects that involve the addition of over 100 square feet of habitable space shall be required to place service connections underground - existing and proposed utilities.

98. Prior to approving any building permit within the project for occupancy, all conditions of approval for project must be satisfied.

99. Public Improvement plans/Final Map/Parcel Map shall be submitted to the public utility companies for review and approval. Utility comments shall be forwarded to the City Engineer for approval.

100. On streets 40' or less in width, street lights shall be placed at least 200' – 250' apart, or potentially less frequently to minimize impacts on the existing dark night sky views, if it can be found that sufficient public safety is maintained. On streets greater than 40' in width, a street lighting plan shall be designed and submitted to the Community Development Director for approval. Consideration shall be given to minimizing impacts to views of the existing dark night sky, consistent with Mitigation Measure VIS-4a as included in these conditions and the East Cherry Avenue Specific Plan.

101. Applicant shall fund outsourced plan and map check services, as required.

PUBLIC SAFETY

102. **Prior to issuance of building permit,** applicant to submit exterior lighting plan for Police Department approval.

103. **Prior to issuance of a certificate of occupancy,** the applicant shall post handicapped parking, per Police Department requirements.

104. **Prior to issuance of a certificate of occupancy,** Subarea 1 shall install a burglary or robbery alarm system per Police Department guidelines, and pay the Police Department alarm permit application fee of ($94.00). Annual renewal fee is $31.00.

FEES AND BONDS

The applicant shall pay all applicable City fees, including the following:

105. FEES TO BE PAID PRIOR TO PLAN SUBMITTAL

a.___ **Plan check** for grading plans.
(Based on an approved earthwork estimate)
b.___ **Plan check** for improvement plans.
(Based on an approved construction cost estimate)
c.___ **Permit Fee** for grading plans.
(Based on an approved earthwork estimate)
d.___ **Inspection Fee** of subdivision or public works construction plans.
(Based on an approved construction cost estimate)
e.___ **Plan Review Fee**
(Based on the current Building Division fee schedule)

106. FEES TO BE PAID PRIOR TO ISSUANCE OF A BUILDING PERMIT

a.___ **Water Neutralization fee**, to be based on codes and rates in effect at the time of building permit issuance, involving water connection or enlargement of an existing connection.
b.___ **Water Distribution fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Municipal Code Section 13.04.030.
c.___ **Water Meter charge** to be based on codes and rates in effect at the time of building permit issuance, in accordance with Municipal Code 6-7.22.
d.___ **Water Availability charge**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with - (not correct).
e.___ **Traffic Impact fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Ord. 461 C.S., Res. 3021.
f.___ **Traffic Signalization fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Ord. 346 C.S., Res. 1955.

g.___ **Sewer Connection fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Municipal Code Section 13.12.190.

h.___ **South San Luis Obispo County Sanitation District Connection fee** in accordance with Municipal Code Section 13.12.180.

i.___ **Drainage fee**, as required by the area drainage plan for the area being developed.

j.___ **Park Development fee,** the developer shall pay the current parks development fee for each unit approved for construction (credit shall be provided for existing houses), to be based on codes and rates in effect at the time of building permit issuance in accordance with Ord. 313 C.S.

k.___ **Construction Tax,** the applicant shall pay a construction tax pursuant to Section 3-3.501 of the Arroyo Grande Municipal Code.

l.___ **Alarm Fee,** to be based on codes and rates in effect at the time of development in accordance with Ord. 435 C.S.

m.___ **Strong Motion Instrumentation Program (SMIP) Fee,** to be based on codes and rates in effect at the time of development in accordance with State mandate.

n.___ **Building Permit Fee,** to be based on codes and rates in effect at the time of development in accordance with Title 8 of the Municipal Code.

107. **Prior to issuance of a certificate of occupancy,** the applicant shall install a burglary [or robbery] alarm system per Police Department guidelines, and pay the Police Department alarm permit application fee of ($30.00).

EIR MITIGATION MEASURES

108. MM VIS-1a. The Architectural Review Committee shall review Project design and consider impacts to the scenic resources available on or adjacent to the Project site, with particular consideration to the Santa Lucia Mountains. This includes the review of building siting, height, massing, design, and setbacks. The Architectural Review Committee shall determine whether structures obstruct important views of scenic resources, and/or propose design alterations to reduce impacts to important views of scenic resources.

109. MM VIS-4a. Upon review of the Project, the Architectural Review Committee shall consider the minimization of the number streetlights along East Cherry Avenue to reduce lighting effects upon the visual quality nighttime sky. However, the Architectural Review Committee shall allow adequate streetlights and security lighting for public safety.

110. MM AQ-1a. The following standard air quality mitigation measures shall be implemented during construction activities at the Project site:

- Reduce the amount of disturbed area where possible;

- Water trucks or sprinkler trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require twice-daily applications. All dirt stock pile areas should be sprayed daily as needed. Increased watering frequency would be required when wind speeds exceed 15 miles per hour (mph). Reclaimed water (non-potable) shall be used when possible;

- All dirt stock pile areas should be sprayed daily as needed;

- 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;

- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating native grass seed and watered until vegetation is established;

- All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;

- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114;

- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;

- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and

111. The contractor or builder should designate a person or persons to monitor the fugitive dust control emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

112. MM AQ-1B. The following standard air quality mitigation measures for construction equipment shall be implemented during construction activities at the project site:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines and comply with the State On-Road Regulation;
- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- On- and off-road diesel equipment shall not be allowed to idle for more than five minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the five-minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors in not permitted;
- Staging and queing areas shall not be loated within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

113. MM AQ-1c. A Construction Activity Management Plan shall be included as part of project grading and building plans and shall be submitted to the APCD for review and to the City for approval prior to the start of construction. In addition, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone of such persons shall be provided to the APCD prior to land use clearance for map recordation and grading. The plan shall include but not be limited to the following elements:

    - Schedule construction truck trips during non-peak hours (as determined by the Public Works Director) to reduce peak hour emissions;
    - Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation;
    - Limit the length of the construction work-day period, if necessary; and,
    - Phase construction activities, if appropriate.

114. MM AQ-1d. To reduce ROG and NOx levels during the architectural coating phase, low or no VOC-emission paint shall be used with levels of 50 g/L or less, such as Benjamin Moore Natura Paint (Odorless, Zero VOC Paint).

115. MM AQ-2a. The Applicants shall include the following:

    - Water Conservation Strategy: The Applicants shall install fixtures with the EPA WaterSense Label, achieving 20 percent reduction indoors. The Project shall install drip, micro, or fixed spray irrigation on all plants other than turf, also including the EPA WaterSense Label, achieving 15 percent reduction in outdoor landscaping.
    - Solid Waste: The Applicants shall institute recycling and composting services to achieve a 15 percent reduction in waste disposal, and use waste efficient landscaping.
    - Fugitive Dust: The Applicants shall replace ground cover of at least 70 percent of area disturbed in accordance with CARB Rule 403.

116. MM AQ-2b. Consistent with standard mitigation measures in Table 3-5 of the APCD CEQA Air Quality Handbook, the following mitigation measures would apply to the Project. [SEE THE MITIGATION MONITORING AND REPORTING PROGRAM, EXHIBIT E, FOR THE COMPLETE LIST OF MEASURES.]

117. MM AQ-3a. The Applicants shall implement the following Best Available Control Technology (BACT) for diesel-fueled construction equipment, where feasible, to minimize the exposure of diesel exhaust to sensitive receptors:

    - Further reduce emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;
    - Repowering equipment with the cleanest engines available; and,
    - Installing California Verified Diesel Emission Control Strategies.

118. MM AQ-3b. The Applicants shall ensure that all equipment used in operational activities has the necessary APCD permits when appropriate. To minimize potential delays, prior to the start of development within each subarea, the APCD's Engineering Division shall be contacted for specific information regarding permitting requirements.

119. MM AQ-5a. Consistent with the City's Goal CT4 to promote transit use, the Applicants shall coordinate with the City Public Works and Community Development Department and work with SLORTA and SCT to establish a sheltered transit stop on East Cherry Avenue near the Project site.

120. MM BIO-2a. Vegetation removal and initial site disturbance for Project construction shall be conducted between September 1 and January 31, outside of the primary nesting season for birds, unless City-approved preconstruction nesting bird surveys are conducted that determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found, then these nest sites shall be avoided with the establishment of a nondisturbance buffer zone around active nest, which shall be in place until the adults and young of the year no longer rely on the nest site for survival. The study, surveys, findings, and recommendations shall be prepared by a City approved qualified biologist. Compliance shall be verified by the Project Environmental Monitor through submission of compliance reports.

121. MM HAZ-2a. Prior to earthwork activities, a Site-specific Health and Safety Plan shall be developed per California Occupational Safety and Health Administration (Cal/OSHA) requirements. All construction employees that have the potential to come into contact with contaminated soil/bedrock and safety plan, which includes proper training and personal protective equipment.

122. MM HAZ-2b. During earthwork activities, procedures shall be followed to eliminate or minimize construction worker or general public exposure to lead and other potential contaminants in soil. Procedures shall include efforts to control fugitive dust, contain and cover excavation debris piles, appropriate laboratory analysis of soil for waste characterization, and segregation of contaminated soil from

uncontaminated soil. The applicable regulations associated with excavation, removal, transportation, and disposal of contaminated soil shall be followed (e.g., tarping of trucks and waste manifesting).

123. MM HAZ-2c. Prior to beginning construction, additional subsurface sampling of soil/bedrock and groundwater shall be conducted to assess potential releases associated with the listed former adjacent land uses and the potential migration of contaminants onto the Project site. The analytical suite selected shall be consistent with those uses, and shall include applicable analytical methods for appropriate waste characterization and disposal. The sampling strategy shall take into account the locations of potential source areas, and the anticipated lateral and vertical distribution of contaminants in soil and/or groundwater. The results of the investigation shall be documented in a report that is signed by a California Professional Geologist. The report shall include recommendations based upon the findings for additional investigation/remediation if contaminants are detected above applicable screening levels (e.g., excavate and dispose, groundwater and/or soil vapor extraction, or in situ bioremediation).

124. MM HAZ-4a. All Applicants shall prepare and submit a comprehensive Wildfire Emergency Management Plan for review by the FCFA and the City. The Plan shall consist of measures to reduce the potential for structural damage to the proposed development including:

- A detailed description and map of fire protection apparatus and staging locations, the locations of the electric and gas shut off controls, emergency meeting locations, and emergency supply locations;

- Relevant building design specifications that would qualify the building for identification as a safe refuge during a wildfire; and,

125. MM HAZ-4b. Require fire resistant material to be used for building construction in fire hazard areas. Require the installation of smoke detectors in all new residences.

126. MM HAZ-4c. The Project site shall be inspected annually by the FCFA. This shall include an inspection of the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.

127. MM HAZ-4d. Each hotel room shall be required to have an emergency evacuation plan posted in a visible location. Additionally, each room shall have a Wildfire Emergency Procedures binder, which shall include relevant information from the Wildfire Emergency Management Plan, such as the locations of safe refuges, locations of First Aid and emergency supplies, and emergency contacts within the hotel. Training requirements for front-desk hotel staff and any other staff routinely interacting with the public shall include First Aid and First Responder certification

as well as annual requirements for wildfire emergency management training scenario exercises prior to the onset of fire season.

128. MM HAZ-4e. The final plant selections for Subareas 1 and 2 shall be limited to fire resistant native species. Non-native species shall not be included in the final landscaping plan. The final landscape plan for Subareas 1, 2, and 3 shall define precisely the final location and character of trees, as well as locations and types of new plantings.

129. MM HYD-1a. Notice of Intent. Prior to beginning construction, the Applicants shall file a Notice of Intent (NOI) for discharge from the proposed development site.

130. MM HYD-1b. Storm Water Pollution Prevention Plan. The Applicants shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department prior to the issuance of grading permits. The contractor is responsible for understanding the State General Permit and implementing the SWPPP during construction. A SWPPP for site construction shall be developed prior to the initiation of grading and implemented for all construction activities on the Project site in excess of one acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMP methods may include, but would not be limited to, the use of temporary detention basins, straw bales, sand bagging, mulching, erosion control blankets, silt fencing, and soil stabilizers. Additional BMPs should be implemented for any fuel storage or fuel handling that could occur onsite during construction. The SWPPP must be prepared in accordance with the guidelines adopted by the State Water Resources Control Board (SWRCB). The SWPPP shall be submitted to the City along with grading/development plans for review and approval.

131. MM HYD-1c. Notice of Termination of Construction. The Applicants shall file a notice of termination of construction of the development with the RWQCB, identifying how pollution sources were controlled during the construction of the Project and implementing a closure SWPPP for the site.

132. MM HYD-1d. All required actions shall be implemented pursuant to Municipal Code 13.24.110 including Storm Water Control Plan submitted to the City of Arroyo Grande and the RWQCB regulations under the NPDES Phase II program.

133. MM HYD-3a. Storm Water Quality Treatment Controls. Best Management Practice (BMP) devices shall be incorporated into the project Final Master Drainage Plan. The devices shall be sited and sized to intercept and treat all dry weather surface runoff, the runoff from 28 percent of the 2-year storm event, and accommodate the first flush (1 inch) during 24-hour storm events. The storm water quality system must be reviewed and approved by the City.

134. MM HYD-3b. Stormwater BMP Maintenance Manual. The Applicants shall prepare a development maintenance manual for the Project, which shall include detailed procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned and maintained in accordance with the manufacturer's maintenance specifications. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., October 15th) and immediately after the end of the rainy season (i.e., May 15th). The manual shall also require that all devices be checked after major storm events.

135. MM HYD-3c. Stormwater BMP Semi-Annual Maintenance Report. The developer or acceptable maintenance organization shall submit to the City of Arroyo Grande Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15th and April 15th of each year). The requirement for maintenance and report submittal shall be recorded against the property.

136. MM NOI-1a. For all construction activity at the Project site, additional noise attenuation techniques shall be employed as needed to ensure that noise levels are maintained within levels allowed by the City's Noise Standards. Such techniques shall include, but are not limited to:

    - Sound blankets on noise-generating equipment.
    - Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.
    - All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.
    - The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 A.M. and 7:00 P.M. Monday through Friday. No movement of heavy equipment shall occur on Saturdays, Sundays or official holidays (e.g., Thanksgiving, Labor Day).
    - Temporary sound barriers shall be constructed between construction sites and affected uses.

137. MM NOI-1b. The contractor shall inform residents and business operators at properties within 300 feet of the Project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to

construction noise. Noise-related complaints shall be directed to the City's Community Development Department.

138. MM NOI-3a. All noise-generating rooftop building equipment, such as air conditioners and kitchen ventilation systems, shall be installed away from existing and proposed noise-sensitive receptors (i.e., residences) or be placed behind adequate noise barriers.

139. MM NOI-3b. The Applicant shall submit a truck traffic plan to the City Public Works Department which will address timing, noise, location, and number of deliveries for each project component. The Applicant shall cooperate with the City to ensure that impacts to noise-sensitive receptors are mitigated to the maximum extent feasible.

140. MM TRANS-1a. Future development occurring under the proposed Project shall be required to prepare a Construction Transportation Management Plan for review and approval by the City prior to issuance of a building permit to address and manage traffic during construction and shall be designed to:
    - Prevent traffic impacts on the surrounding roadway network
    - Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable
    - Ensure safety for both those constructing the project and the surrounding community
    - Prevent substantial truck traffic through residential neighborhoods

    The Construction Transportation Management Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, Fire, and Police, to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following throughout the Duration of Construction:
    - A detailed Construction Transportation Management Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval.
    - Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit.

- Streets and equipment shall be cleaned in accordance with established Public Works requirements.
- Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself.
- Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.
- Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.
- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.

Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction:

- The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved Construction Impact Mitigation Plan).
- A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-ofway shall be obtained.
- Timely notification of construction schedules shall be provided to all affected agencies (e.g., Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.
- Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.
- Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.

141. MM TRANS-3a. East Grand Avenue/West Branch Street: The Applicants shall modify the lane geometry of the intersection of East Grand Avenue and West Branch Street in order to create an exclusive right turn lane for the southbound approach of West Branch Street to East Grand Avenue. The Applicants shall design and install the necessary improvements including widening, restriping, and

curb reconstruction of westbound West Branch Street/ northbound West Branch Street to meet turning radius requirements of a City bus design vehicle. The Applicants shall submit plans for the restriping of West Branch Street including any modifications necessary to the northeast curb return and sidewalk to provide for design vehicle turning movements to the City for review and approval from the City Engineer, concurrent with the submittal of the project's public improvement plans. Road improvements shall be installed, inspected, and approved by the City prior to issuance of the first certificate of occupancy.

142. MM TRANS-3b. East Grand Avenue/West Branch Street: The Applicants shall pay a fair share portion of the design and construction costs for a transportation improvement that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies.

    The Applicant shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of east Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.

    The Applicants shall submit payment of their fair share of funding for the above mitigation prior to issuance of grading and/or building permits. The City shall determine the amount of payment of fair shares for each Applicant commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip generation, etc.). The City shall establish a separate East Grand Avenue/West Branch Street traffic mitigation fund to accept the Applicant's payment(s).

143. MM TRANS-5a. As part of review of permits for development of Subarea 1 and the proposed hotel/restaurant, a circulation study shall be prepared to guide driveway location, design, and ingress/egress access in such a way to ensure public safety and utility. Prior to approval of the CUP, the Applicant shall submit a circulation study prepared by a Traffic Engineer.

EXHIBIT B

CONDITIONS OF APPROVAL FOR SUBAREA 2
VESTING TENTATIVE TRACT MAP 15-001

COMMUNITY DEVELOPMENT DEPARTMENT

PLANNING DIVISION

GENERAL CONDITIONS

1. This approval authorizes development per the East Cherry Avenue Specific Plan (Specific Plan 15-001, General Plan Amendment 15-001, Development Code Amendment 15-001, or "Specific Plan"), which covers the following entitlements in the three subareas included in the Specific Plan area:
    - Subarea 1: Conditional Use Permit 16-001. This includes a 100-room hotel and 4,000 SF restaurant on 2.16 acres, owned by SRK Hotels.
    - Subarea 2: Vesting Tentative Tract Map 15-001 (VTTM 3081). This includes up to 58 residential dwelling units and related amenities on 11.62 acres (less 0.5 acres transferred to Subarea 3) south of E. Cherry Avenue, owned by Mangano Homes, Inc.
    - Subarea 3: Conditional Use Permit 15-004. This includes a cultural garden and related amenities on a property owned by the Arroyo Grande Japanese Welfare Association property, which includes 1.51 acres, plus 0.5 acres to be transferred from Subarea 2.

The following conditions and mitigation measures apply to *Subarea 2* only:

2. The applicant shall ascertain and comply with all Federal, State, County and City requirements as are applicable to this project.

3. The applicant shall comply with all conditions of approval and applicable mitigation measures included in the E. Cherry Avenue Specific Plan Environmental Impact Report as certified. These are included as conditions 124 through 158.

4. This application shall automatically expire on [September 27, 2018] unless a building permit is issued. Thirty (30) days prior to the expiration of the approval, the applicant may apply for an extension of one (1) year from the original date of expiration.

5. Development shall conform to the land use and zoning requirements described within the Specific Plan as approved on [September 27, 2016].

6. Development shall occur in substantial conformance with the plans presented to the City Council at the meeting of [September 27, 2016], on file in the Community Development Department**.**

7. The applicant shall agree to indemnify and defend at his/her sole expense any action brought against the City, its present or former agents, officers, or employees because of the issuance of said approval, or in anyway relating to the implementation thereof, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers, or employees, for any court costs and attorney's fees which the City, its agents, officers or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his/her obligations under this condition.

8. A copy of these conditions and mitigation measures shall be incorporated into all construction documents.

9. At the time of application for construction permits, plans submitted shall show all development consistent with the approved site plan, floor plan, architectural elevations and landscape plan.

10. Signage shall be subject to the requirements of Chapter 16.60 of the Development Code. Prior to issuance of a building permit, all illegal signs shall be removed.

11. Development shall comply with Development Code Sections 16.48.070, “Fences, Walls and Hedges”; 16.48.120, “Performance Standards”; and 16.48.130 “Screening Requirements”.

12. Setbacks, lot coverage, and floor area ratios shall be as shown on the development plans including those specifically modified by the East Cherry Avenue Specific Plan or these conditions.

13. The developer shall comply with Development Code Chapter 16.56, “Parking and Loading Requirements”.

14. Trash enclosures shall be screened from public view with landscaping or other appropriate screening materials, and shall be made of an exterior finish that complements the architectural features of the main building(s). The trash enclosure area shall be designed to provide adequate space for collecting and storing solid waste and recyclable materials, including mixed recycling, separated cardboard and food waste/organics (when appropriate). All solid waste and recycling area enclosures that are not located inside a building shall have roofs to prevent contaminants from washing into the storm drain system. The roof shall extend past any open sides. Additionally, the roof shall not overhang the front gate so that the garbage trucks can access the bins.

15. Final design and location of the trash enclosure(s) shall be reviewed by the Architectural Review Committee and approved by the Community Development Director.

16. The applicant shall obtain and submit to the City written approval from South County Sanitary for all proposed trash receptacle pick up locations.

17. Noise resulting from construction and operational activities shall conform to the standards set forth in Chapter 9.16 of the Municipal Code, augmented by requirements included in mitigation measure NOI-1a. Construction activities shall be restricted to the hours of 7 AM and 7 PM Monday through Friday. No construction shall occur on Saturday or Sunday.

18. At the time of application for construction permits, the applicant shall provide details on any proposed exterior lighting, if applicable. The lighting plan shall include the height, location, and intensity of all exterior lighting consistent with Section 16.48.090 of the Development Code. All lighting fixtures shall be shielded so that neither the lamp nor the related reflector interior surface is visible from adjacent properties. All lighting for the site shall be downward directed and shall not create spill or glare to adjacent properties. All lighting shall be energy efficient (e.g. LED).

19. All new construction shall utilize fixtures and designs that minimize water and energy usage. Such fixtures shall include, but are not limited to, low flow showerheads, water saving toilets, greywater reuse systems, instant water heaters and hot water recirculating systems. Water conserving designs and fixtures shall be installed prior to final occupancy.

20. Landscaping in accordance with an approved landscaping plan shall be installed or bonded for before final building inspection/establishment of use. The landscape plan, irrigation plan and landscape documentation package shall be prepared by a licensed landscape architect subject to review and approval by the Community Development and Public Works Departments prior to issuance of building permit. The landscape plan shall be in conformance with Development Code Chapter 16.84 (Water Efficient Landscape Requirements) and the State Department of Water Resource's Model Water Efficient Landscape Ordinance and shall include the following:

    d. Tree staking, soil preparation and planting detail;

    e. The use of landscaping to screen ground-mounted utility and mechanical equipment;

    f. The required landscaping and improvements. This includes:

        ix. Deep root planters shall be included in areas where trees are within five feet (5') of asphalt or concrete surfaces and curbs;
        x. Water conservation practices including the use of low flow heads, drip irrigation, mulch, gravel, drought tolerant plants.

xi. An automated irrigation system using smart controller (weather based) technology.
xii. A dedicated landscape meter for the commercial landscape areas greater than 1,000 square feet and for residential areas greater than 5,000 square feet.
xiii. A landscape meter shall be installed on the existing water well, to remain, and service Subarea 3 only.
xiv. The selection of groundcover plant species shall include native plants.
xv. Linear planters shall be provided in parking areas.
xvi. No more than 25% of the total landscaped area can be turf in residential areas; turf is not allowed in commercial areas.

21. For projects approved with specific exterior building colors, the developer shall paint a test patch on the building including all colors. The remainder of the building may not be painted until inspected by the Community Development Department to verify that colors are consistent with the approved color board. A 48-hour notice is required for this inspection.

22. All new electrical panel boxes shall be installed inside the building(s).

23. All Fire Department Connections (FDC) shall be located near a fire hydrant, adjacent to a fire access roadway, away from the public right-of-way, incorporated into the design of the site, and screened to the maximum extent feasible.

24. Double detector check valve assemblies shall be located directly adjacent to or within the respective building to which they serve.

25. All ducts, meters, air conditioning equipment and all other mechanical equipment, whether on the ground, on the structure or elsewhere, shall be screened from public view with materials architecturally compatible with the main structure. It is especially important that gas and electric meters, electric transformers, and large water piping systems be completely screened from public view. All roof-mounted equipment which generates noise, solid particles, odors, etc., shall cause the objectionable material to be directed away from residential properties.

26. All conditions of this approval run with the land and shall be strictly adhered to, within the time frames specified, and in an on-going manner for the life of the project. Failure to comply with these conditions of approval may result in an immediate enforcement action. If it is determined that violation(s) of these conditions of approval have occurred, or are occurring, this approval may be revoked pursuant to Development Code Section 16.08.100.

SUBDIVISION CONDITIONS

27. The developer shall comply with Development Code Chapter 16.20 "Land Divisions" or as defined in the East Cherry Avenue Specific Plan. Where the Specific Plan and Development Code differ, the Specific Plan shall prevail.

28. The developer shall comply with Development Code Chapter 16.64 "Dedications, Fees and Reservations."

29. The developer shall comply with Development Code Chapter 16.68 "Improvements" or as defined in the East Cherry Avenue Specific Plan. Where the Specific Plan and Development Code differ, the Specific Plan shall prevail.

30. The applicant shall submit Covenants, Conditions and Restrictions (CC&R's) that are administered by a subdivision homeowners' association, formed by the applicant for the area within the subdivision. The CC&R's shall be reviewed and approved by the City Attorney and recorded prior to or concurrently with the final map. At a minimum, the CC&R's shall:

    a. Provide for maintenance of the driveways, common areas, sewer lines and other facilities;
    b. Prohibit additions to the units;
    c. Require garages to be kept clear for parking cars at all times; and
    d. Inform residents of the water conservation requirements placed on this project.

INCLUSIONARY HOUSING

31. The developer shall comply with Development Code Chapter 16.80 “Inclusionary Affordable Housing Requirements”.

BUILDING AND LIFE SAFETY DIVISION AND FIRE DEPARTMENT CONDITIONS

BUILDING CODES

32. The project shall comply with the most recent editions of all California Building and Fire Codes, as adopted by the City of Arroyo Grande.

FIRE LANES

33. **Prior to issuance of a certificate of occupancy,** the applicant shall post designated fire lanes, per Section 22500.1 of the California Vehicle Code.

34. All fire lanes must be posted and enforced, per Police Department and Fire Department guidelines.

FIRE FLOW/FIRE HYDRANTS

35. Project shall have a fire flow of 1500 gallons per minute for a duration of two (2) hours.

36. Fire hydrants shall be installed, per Fire Department and Public Works Department standards and per the California Fire Code.

SECURITY KEY BOX

37. The applicant must provide an approved "security key vault," per Building and Fire Department guidelines and per the California Fire Code.

FIRE SPRINKLER

38. All buildings must be fully sprinklered per Building and Fire Department guidelines and per the California Fire Code.

39. Provide Fire Department approved access or sprinkler-system per National Fire Protection Association Standards.

ABANDONMENT / NON-CONFORMING

40. The applicant shall show proof of properly abandoning all non-conforming items such as septic tanks, wells, underground piping and other undesirable conditions.

ENGINEERING DIVISION CONDITIONS

POST CONSTRUCTION REQUIREMENTS REGIONAL WATER QUALITY CONTROL BOARD, STORMWATER CONTROL PLAN, OPERATIONS AND MAINTENANCE PLAN, AND ANNUAL STORMWATER CONTROL FACILITIES MAINTENANCE

41. The Applicant shall develop, implement and provide the City a:
    a. Stormwater Control Plan that clearly provides engineering analysis of all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls.
    b. Operations and Maintenance Plan and Maintenance Agreements that clearly establish responsibility for all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls.
    c. Annual Maintenance Notification indicating that all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls have been maintained and are functioning as designed.

d. All reports must be completed by either a Registered Civil Engineer or Qualified Stormwater Pollution Prevention Plan Developer (QSD).

42. **Prior to any Permit – Stormwater Control Plan**. The Stormwater Control Plan must include, at minimum:

Contents:

a. Project information including project name; application number; location; parcel numbers; applicant contact information; land use information; site area; existing, new, and replaced impervious area, and applicable PCR requirements and exceptions.
b. Narrative analysis or description of site features and conditions, and opportunities and constraints for stormwater control.
c. Narrative description of site design characteristics that protect natural resources including endangered species habitat, protected vegetation, and archaeological resources, and preserve natural drainage features, minimize imperviousness, and disperse runoff from impervious areas.
d. Tabulation of proposed pervious and impervious DMAs, showing self-treating areas, self-retaining areas, areas draining to self-retaining areas, and areas tributary to each LID facility.
e. Proposed sizes, including supporting calculations, for each LID facility.
f. Narrative description of each DMA and explanation of how runoff is routed from each impervious DMA to a self-retaining DMA or LID facility.
g. Description of site activities and potential sources of pollutants.
h. Table of pollutant sources identified from the list in Appendix A and for each source, the source control measure(s) used to reduce pollutants to the maximum extent practicable.
i. Description of signage for bioretention facilities.
j. General maintenance requirements for bioretention facilities and site design features.
k. Means by which facility maintenance will be financed and implemented in perpetuity.
l. Statement accepting responsibility for interim operation & maintenance of facilities.

Exhibits:

1. Existing natural hydrologic features (depressions, watercourses, relatively undisturbed areas) and significant natural resources.
2. Proposed design features and surface treatments used to minimize imperviousness and reduce runoff.
3. Existing and proposed site drainage network and connections to drainage off-site.
4. Entire site divided into separate Drainage Management Areas (DMAs). Each DMA has a unique identifier and is characterized as self-retaining (zero-discharge), self-treating, or draining to a LID facility.
5. Proposed locations and footprints of LID facilities.

6. Potential pollutant source areas, including loading docks, food service areas, refuse areas, outdoor processes and storage, vehicle cleaning, repair or maintenance, fuel dispensing, equipment washing, etc.

43. **Prior to Final Approval - Operations and Maintenance Plan**. The Operations and Maintenance Plan must include, at minimum:
    a. Stormwater Control Measures report number
    b. A site map identifying all Stormwater Control Measures requiring Operations and Maintenance practices to function as designed.
    c. Operations and Maintenance Procedures for each structural stormwater control measure including, but not limited to, Low Impact Design facilities, retention and detention basins, and manufactured or propriety devices operations and maintenance.
    d. Short-and long-term maintenance requirements, recommended frequency of maintenance, and estimated cost for maintenance.

44. **Prior to Occupancy - Maintenance Agreement.** The Applicant shall provide a signed statement accepting responsibility for the Operations and Maintenance of the installed Storm Water Control Measures. The Applicant shall include written conditions in the sales, lease agreements, deed, CCRs, HOA or any other legally enforceable mechanism that require the assumed responsibility for the Operations and Maintenance of Stormwater Control Facilities. Additionally, the signed statement shall include the following information:
    a. Stormwater Control Measures Report Number
    b. The location and address of Storm Water Control Facilities
    c. Completion dates of the following milestones
    d. Construction
    e. Field verification of Stormwater Control Facilities
    f. Final Project approval/occupancy
    g. Party responsible for O&M
    h. Source of funding for O&M
    i. Statement indicating the Storm Water Control Facilities are Maintained as required in the Operations and Maintenance Plan and facilities continues to function as designed or have been repaired or replaced
    j. Statement describing any vector or nuisance problems.

45. **Annual - Maintenance Notification.** The Owner/Applicant shall submit annually no later than [DATE] a signed statement notifying the City of all maintenance of the installed Storm Water Control Measures. In addition, the signed statement shall include the following information:
    a. Stormwater Control Measures Report Number
    b. The location and address of Storm Water Control Facilities
    c. Completion date of the maintenance activities
    d. Party responsible for O&M
    e. Source of funding for O&M

f. Statement indicating the Storm Water Control Facilities are Maintained as required in the Operations and Maintenance Plan and facilities continues to function as designed or have been repaired or replaced
g. Statement describing any vector or nuisance problems.

GENERAL CONDITIONS

46. The developer shall be responsible during construction for cleaning City streets, curbs, gutters and sidewalks of dirt tracked from the project site. The flushing of dirt or debris to storm drain or sanitary sewer facilities shall not be permitted. The cleaning shall be done after each day's work or as directed by the Director of Public Works, the Community Development Director or his/her representative.

47. Perform construction activities related to inspection during normal business hours (Monday through Friday, 7 A.M. to 5 P.M.). The developer or contractor shall refrain from performing any work subject to inspection other than site maintenance outside of these hours, unless an emergency arises or approved by the Community Development Director. The City may hold the developer or contractor responsible for any expenses incurred by the City due to work outside of these hours.

48. All residential units shall be designed to mitigate impacts from non-residential project noise, in compliance with the City's noise regulations.

49. All project improvements shall be designed and constructed in accordance with the most recent version of the City of Arroyo Grande Standard Specifications and Engineering Standards.

50. Submit as-built plans at the completion of the project or improvements as directed by the Community Development Director. One (1) set of paper prints and an electronic version on CD in both AutoCAD and PDF format shall be required.

51. Submit three (3) full-size paper copies and one PDF file of approved improvement plans for inspection purposes during construction.

52. Record Drawings ("as-built" plans) are required to be submitted prior to release of the Faithful Performance Bond.

53. Provide a Licensed Land Surveyor or a Registered Civil Engineer to tie-out survey monuments or vertical control bench marks within 24 inches of work. Should any existing survey monument be disturbed or destroyed during construction, it must be reset at the previous location. Should any existing bench mark be disturbed or destroyed during construction, a new one must be set at a nearby, but different, location than the existing, as determined by the City Engineer. For monuments, a Corner Record must be filed with the County and a copy delivered to the City Engineer. For bench marks, documentation of the bench mark and how it was reset

must be delivered to the City Engineer prior the project acceptance or sign off of the Encroachment Permit.

54. Provide new vertical control survey bench mark, per City Standard, as directed by City Engineer.

IMPROVEMENT PLANS

55. Improvement plans (including the following) shall be prepared by a registered Civil Engineer or qualified specialist licensed in the State of California in compliance with Engineering Standard 1010 and approved by the Public Works or Community Development Department:

    a. Grading
    b. Retaining Walls
    c. Roadway Improvements
    d. Cross Sections
    e. Storm Drainage
    f. Utilities - Water and Sewer Plan and Profile
    g. Utilities – Composite Utility
    h. Signing and Striping
    i. Erosion Control
    j. Landscape and Irrigation Plans for Public Right-of-Way
    k. Details
    l. Other improvements as required by the Community Development Director.
    m. (NOTE: All plan sheets must include City standard title blocks)
    n. Engineers estimate for construction cost based on County of San Luis Obispo unit cost.

56. Improvement plans shall include plan and profile of existing and proposed streets, utilities and retaining walls.

57. Submit all retaining wall calculations for review and approval by the Community Development Director for walls not constructed per City standards.

58. Prior to approval of an improvement plan the applicant shall enter into an agreement with the City for inspection of the required improvements.

59. Per Section 66411.1 of the Subdivision Map Act, a notice shall be placed on the recordable map. The statement shall indicate all required onsite and offsite improvements.

60. The applicant shall be responsible for obtaining an encroachment permit for all work within a public right-of-way.

STREET IMPROVEMENTS

61. Obtain approval from the Public Works Director prior to excavating in any street recently over-laid or slurry sealed. The Director shall approve the method of repair of any such trenches, but shall not be limited to a slurry seal.

62. All street repairs shall be constructed to City standards.

63. Slurry seal (type 2) any roads dedicated to the City prior to acceptance by the City.

64. Street (Road A) shall be constructed as a partial width street to accommodate future widening by other property owners in accordance with Section 16.68.020 of the Development Code. Subarea 2 shall construct a one half street section, plus a 12 foot wide driving lane. Subarea 1 to complete remainder improvements.

65. Street structural sections shall be determined by an R-Value soil test, but shall not be less than 3" of asphalt and 6" of Class II AB.

66. If intended to be public streets, Public Local Streets (Roads B, C and D) must be designed in compliance with Engineering Standards 7010 and shall adhere to the following design standards:

    a. 40 feet street width from curb to curb.
    b. 6 feet wide concrete sidewalks with concrete curb and gutter on both sides of the street.
    c. 52 feet wide right-of-way.
    d. 25 mile per hour design speed.
    e. TI = 6.5

67. Frontage improvements on East Cherry Avenue shall include widening as depicted in Section E-E on sheet 4 of the tentative map plan set and shall include two (2) 5-foot wide bike lanes. Road widening transitions must be completed to the satisfaction of the City Engineer.

CURB, GUTTER, AND SIDEWALK

68. Install new concrete curb, gutter, and sidewalk as directed by the Community Development Director and Public Works Director.

69. Color any such new facilities as directed by the Community Development Director.

70. Install ADA compliant facilities where necessary or verify that existing facilities are compliant with State and City Standards.

71. Install tree wells with root barriers for all trees planted adjacent to curb, gutter and sidewalk to prevent damage due to root growth.

72. Any sections of damaged or displaced curb, gutter & sidewalk or driveway approach shall be repaired or replaced to the satisfaction of the Public Works Director

73. Should detached sidewalks for Roads B, C and D be constructed they shall include bioretention facilities in compliance with Engineering Standards Appendix K detail 100, 101 or similar. Biofiltration areas must be maintained by the HOA and planted with drought tolerant vegetation and street trees, as appropriate.

DEDICATIONS AND EASEMENTS

74. The property owner shall offer for dedication to the public the right-of-way for the following streets:
    - Road A
    - East Cherry Avenue

75. A private/public water main, sewer and/or drainage easement shall be reserved on the map between Lots 1 and 60, 28 and 29, 30 and 31.

76. If Roads B, C and D are intended to be private roads, a Public Utility Easement (PUE), Public Access and Emergency Access Easements shall be dedicated over entire right-of-way of Road B, C, and D and Alley A and B. The PUE shall be wider where necessary for the installation or maintenance of the public utility vaults, pads, or similar facilities.

77. A Public Utility Easement (PUE) shall be dedicated a minimum 6 feet wide adjacent to street right-of-way adjacent to East Cherry Avenue and Road A. The PUE shall be wider where necessary for the installation or maintenance of the public utility vaults, pads, or similar facilities.

78. Street tree planting and maintenance easements shall be dedicated adjacent to all street right-of-ways on East Cherry Avenue and Road A. Street tree easements shall be a minimum of 10 feet beyond the right-of-way, except that street tree easements shall exclude the area covered by public utility easements.

79. Access shall be denied to East Cherry Avenue from lots 1-12, excluding Road A and Alley “B”. The access denial shall be offered by the property owner and recorded on the map or other document as is acceptable to the City.

80. PUE 7.5 feet wide on lot 29 and lot 30 for a total width of 15 feet shall be dedicated

to the public. Easement shall be fenced off from remainder of lot 29 and 30 and shall have a compacted DG surface. PUE on Lot 30 shall be 15 feet wide and dedicated to the public. Easement shall be fenced off from the remainder lot and shall have a compacted DG surface.

81. Allies A and B shall include a 20' PUE to allow Public and Emergency Access.

82. All easements, abandonments, or similar documents to be recorded as a document separate from a map, shall be prepared by the applicant on 8 1/2 x 11 City standard forms, and shall include legal descriptions, sketches, closure calculations, and a current preliminary title report. The applicant shall be responsible for all required fees, including any additional required City processing.

83. Abandonment of public streets and public easements shall be listed on the final map of parcel map, in accordance with Section 66499.20½ of the Subdivision Map Act. (TRACT AND PARCEL MAPS)

84. The subdivider shall enter into a subdivision agreement for the completion and guarantee of improvements required. The subdivision agreement shall be on a form acceptable to the City.

GRADING AND DRAINAGE

85. PRIOR TO ISSUANCE OF A GRADING PERMIT, the developer shall submit two (2) copies and (1) PDF File of the final project-specific Storm Water Pollution Prevention Plan (SWPPP) or a Water Quality Control Plan (WQCP) consistent with the San Luis Obispo Regional Water Quality Control Board (RWCB) requirements.

86. All grading shall be performed in accordance with the City Standard Specifications and Engineering Standards and City Grading Ordinance.

87. All drainage facilities shall be designed to accommodate a 100-year storm flow.

88. Submit a soils report for the project shall be prepared by a registered Civil Engineer and supported by adequate test borings. All earthwork design and grading shall be performed in accordance with the approved soils report.

89. The applicant shall dedicate a pedestrian access easement(s) for any ADA sidewalk extension.

90. Infiltration basins shall be designed based on soil tests. Infiltration test shall include a minimum of 2 borings 15 feet below the finished basin floor. Additional borings or tests may be required if the analysis or soil conditions are inconclusive.
91. The applicant shall submit an engineering study regarding flooding related to the project site. The study shall be approved by the City Engineer. Any portions of

the site subject to flooding from a 100-year storm shall be shown on the tentative map or other recorded document, and shall be noted as a building restriction.

92. The applicant shall provide on-site storm water retardation facilities designed and constructed to Public Works and Community Development requirements, and the following:

    a. The 100-year basin outflow shall not exceed the pre-development flow.
    b. The 100-year basin outflow shall be limited to a level which does not cause the capacity of existing downstream drainage facilities to be exceeded.
    c. The basin shall be fully constructed and functional prior to occupancy for any building permit within the project.
    d. The basin shall be maintained by a homeowner's association. The City shall approve the related language in the association CC&R's prior to recordation.
    e. The maintenance district shall be recorded concurrently with the map.

WATER

93. Whenever possible, all water mains shall be looped to prevent dead ends. The Public Works Director must grant permission to dead end water mains.

94. The applicant shall extend the public water main to adequately serve the project across the property frontage.

95. The DDC shall be placed inside the building or adjacent to the building. Other locations for the DDC shall be approved by the Director or Community Development.

96. Each parcel shall have separate water meters.

97. Non-potable water for construction purposes is available at the Soto Sports Complex. The City of Arroyo Grande does not allow the use of hydrant meters.

98. Fire sprinklers shall have individual service connections. If the units are to be fire sprinkled, a fire sprinkler engineer shall determine the size of the water meters.

99. Existing water services to be abandoned shall be properly abandoned and capped at the main per the requirements of the Public Works Director.

SEWER

100. The applicant shall extend the sewer main to adequately serve the project across the property frontage. All new sewer mains shall be a minimum diameter of 8".

101. All sewer laterals within the public right-of-way must have a minimum slope of 2%.

102. Existing sewer laterals to be abandoned shall be properly abandoned and capped at the main per the requirements of the Public Works Director.

103. Each parcel shall be provided a separate sewer lateral. Laterals shall be sized for the appropriate use, minimum 4".

104. All sewer mains or laterals crossing or parallel to public water facilities shall be constructed in accordance with City standards.

105. Obtain approval from the South County Sanitation District for the development's impact to District facilities prior to permit issuance.

106. Obtain approval from the South County Sanitation District prior to relocation of any District facilities.

107. The applicant must obtain a will-serve letter from the South San Luis Obispo County Sanitation District (SSLOCSD) that verifies the adequacy of the existing offsite wastewater collection system to serve the project.

PUBLIC UTILITIES

108. The developer shall comply with Development Code Section 16.68.050: All projects that involve the addition of over 100 square feet of habitable space shall be required to place service connections underground - existing and proposed utilities. The existing above ground utilities that traverse Subarea 2 and 3 must be placed underground prior to the recordation of the Tract Map for Subarea 2.

109. Prior to approving any building permit within the project for occupancy, all conditions of approval for project must be satisfied.

110. Public Improvement plans/Final Map/Parcel Map shall be submitted to the public utility companies for review and approval. Utility comments shall be forwarded to the City Engineer for approval.

111. On streets 40' or less in width, street lights shall be placed at least 200' – 250' apart, or potentially less frequently to minimize impacts on the existing dark night sky views, if it can be found that sufficient public safety is maintained. On streets greater than 40' in width, a street lighting plan shall be designed and submitted to the Community Development Director for approval. Consideration shall be given to minimizing impacts to views of the existing dark night sky, consistent with Mitigation Measure VIS-4a as included in these conditions and the East Cherry Avenue Specific Plan.
112. Applicant shall fund outsourced plan and map check services, as required.

PUBLIC SAFETY

113. **Prior to issuance of building permit,** applicant to submit exterior lighting plan for Police Department approval.

114. **Prior to issuance of a certificate of occupancy,** the applicant shall post handicapped parking, per Police Department requirements.

FEES AND BONDS

115. The applicant shall pay all applicable City fees, including the following:

FEES TO BE PAID PRIOR TO PLAN SUBMITTAL

a.___ **Map check fee** for Tract Map.
b.___ **Map check fee** for Parcel Map.
c.___ **Plan check** for grading plans.
(Based on an approved earthwork estimate)
d.___ **Plan check** for improvement plans.
(Based on an approved construction cost estimate)
e.___ **Permit Fee** for grading plans.
(Based on an approved earthwork estimate)
f.___ **Inspection Fee** of subdivision or public works construction plans.
(Based on an approved construction cost estimate)
g.___ **Plan Review Fee**
(Based on the current Building Division fee schedule)

FEES TO BE PAID PRIOR TO ISSUANCE OF A BUILDING PERMIT

a.___ **Water Neutralization fee**, to be based on codes and rates in effect at the time of building permit issuance, involving water connection or enlargement of an existing connection.
b.___ **Water Distribution fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Municipal Code Section 13.04.030.
c.___ **Water Meter charge** to be based on codes and rates in effect at the time of building permit issuance, in accordance with Municipal Code 6-7.22.
d.___ **Water Availability charge**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with - (not correct).
e.___ **Traffic Impact fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Ord. 461 C.S.,

Res. 3021.

f.___ **Traffic Signalization fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Ord. 346 C.S., Res. 1955.

g.___ **Sewer Connection fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Municipal Code Section 13.12.190.

h.___ **South San Luis Obispo County Sanitation District Connection fee** in accordance with Municipal Code Section 13.12.180.

i.___ **Drainage fee**, as required by the area drainage plan for the area being developed.

j.___ **Park Development fee,** the developer shall pay the current parks development fee for each unit approved for construction (credit shall be provided for existing houses), to be based on codes and rates in effect at the time of building permit issuance in accordance with Ord. 313 C.S.

k.___ **Construction Tax,** the applicant shall pay a construction tax pursuant to Section 3-3.501 of the Arroyo Grande Municipal Code.

l.___ **Alarm Fee,** to be based on codes and rates in effect at the time of development in accordance with Ord. 435 C.S.

m.___ **Strong Motion Instrumentation Program (SMIP) Fee,** to be based on codes and rates in effect at the time of development in accordance with State mandate.

n.___ **Building Permit Fee,** to be based on codes and rates in effect at the time of development in accordance with Title 8 of the Municipal Code.

FEES TO BE PAID OR LAND DEDICATED PRIOR TO RECORDATION OF THE FINAL MAP

a.___ **Park Development fee,** the developer shall pay the current park development fee, and/or donate land in-lieu of, for each lot approved, in accordance with City Ordinance 313 C.S.

b.___ **Park Dedication,** the developer shall dedicate, in accordance with City Ordinance 313 C.S., land for park purposes.

c. **Park Improvement fee**, the developer shall pay the current park improvement fee, for each lot approved, in accordance with City Ordinance 313 C.S.

116. **Preliminary Title Report,** a current preliminary title report shall be submitted to the Director of Public Works prior to checking the map. A current subdivision guarantee shall be submitted to the Director of Public Works prior to recording the Map.

BONDING SURETY

117. **Erosion Control,** prior to issuance of the grading or building permit, all new residential construction requires posting of a $1,200.00 performance bond for erosion control and damage to the public right-of-way. This bond is refundable upon successful completion of the work, less expenses incurred by the City in maintaining and/or restoring the site.

118. The applicant shall provide bonds or other financial security for the following. All bonds or security shall be in a form acceptable to the City, and shall be provided prior to recording of the map, unless noted otherwise. The minimum term for Improvement securities shall be equal to the term of the subdivision agreement.

    a.___ **Faithful Performance**, 100% of the approved estimated cost of all subdivision improvements.
    b.___ **Labor and Materials**, 50% of the approved estimated cost of all subdivision improvements.
    c.___ **One Year Guarantee**, 10% of the approved estimated cost of all subdivision improvements. This bond is required prior to acceptance of the subdivision improvements.
    d.___ **Monumentation**, 100% of the estimated cost of setting survey monuments.
    e.___ **Tax Certificate**, In accordance with Section 9-15.130 of the Development Code, the applicant shall furnish a certificate from the tax collector's office indicating that there are no unpaid taxes or special assessments against the property
    f.___ **Accessory Structures,** the applicant shall remove or bond for removal of all accessory structures not sharing a parcel with a residence.
    g.___ **Garages,** the applicant shall construct, or bond for construction of a two-car garage and driveway for the existing house on lot_____.
    h.___ **Curb cuts,** the applicant shall construct or bond for construction of individual curb cuts and paved driveways for parcels.

EIR MITIGATION MEASURES

119. MM VIS-1a. The Architectural Review Committee shall review Project design and consider impacts to the scenic resources available on or adjacent to the Project site, with particular consideration to the Santa Lucia Mountains. This includes the review of building siting, height, massing, design, and setbacks. The Architectural Review Committee shall determine whether structures obstruct important views of scenic resources, and/or propose design alterations to reduce impacts to important views of scenic resources.

120. MM VIS-4a. Upon review of the Project, the Architectural Review Committee shall consider the minimization of the number streetlights along East Cherry Avenue to

reduce lighting effects upon the visual quality nighttime sky. However, the Architectural Review Committee shall allow adequate streetlights and security lighting for public safety.

121. MM AQ-1a. The following standard air quality mitigation measures shall be implemented during construction activities at the Project site:

- Reduce the amount of disturbed area where possible;
- Water trucks or sprinkler trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require twice-daily applications. All dirt stock pile areas should be sprayed daily as needed. Increased watering frequency would be required when wind speeds exceed 15 miles per hour (mph). Reclaimed water (non-potable) shall be used when possible;
- All dirt stock pile areas should be sprayed daily as needed;
- 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;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating native grass seed and watered until vegetation is established;
- All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;

- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and

122. The contractor or builder should designate a person or persons to monitor the fugitive dust control emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

123. MM AQ-1B. The following standard air quality mitigation measures for construction equipment shall be implemented during construction activities at the project site:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;

- Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).

- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;

- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines and comply with the State On-Road Regulation;

- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;

- On- and off-road diesel equipment shall not be allowed to idle for more than five minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the five-minute idling limit;

- Diesel idling within 1,000 feet of sensitive receptors in not permitted;

- Staging and queing areas shall not be loated within 1,000 feet of sensitive receptors;

- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

124. MM AQ-1c. A Construction Activity Management Plan shall be included as part of project grading and building plans and shall be submitted to the APCD for review and to the City for approval prior to the start of construction. In addition, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone of such persons shall be provided to the APCD prior to land use clearance for map recordation and grading. The plan shall include but not be limited to the following elements:
    - Schedule construction truck trips during non-peak hours (as determined by the Public Works Director) to reduce peak hour emissions;
    - Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation;
    - Limit the length of the construction work-day period, if necessary; and,
    - Phase construction activities, if appropriate.

125. MM AQ-1d. To reduce ROG and NOx levels during the architectural coating phase, low or no VOC-emission paint shall be used with levels of 50 g/L or less, such as Benjamin Moore Natura Paint (Odorless, Zero VOC Paint).

126. MM AQ-2a. The Applicants shall include the following:
    - Water Conservation Strategy: The Applicants shall install fixtures with the EPA WaterSense Label, achieving 20 percent reduction indoors. The Project shall install drip, micro, or fixed spray irrigation on all plants other than turf, also including the EPA WaterSense Label, achieving 15 percent reduction in outdoor landscaping.
    - Solid Waste: The Applicants shall institute recycling and composting services to achieve a 15 percent reduction in waste disposal, and use waste efficient landscaping.
    - Fugitive Dust: The Applicants shall replace ground cover of at least 70 percent of area disturbed in accordance with CARB Rule 403.

127. MM AQ-2b. Consistent with standard mitigation measures in Table 3-5 of the APCD CEQA Air Quality Handbook, the following mitigation measures would apply to the Project. [SEE THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE COMPLETE LIST OF MEASURES.]

128. MM AQ-3a. The Applicants shall implement the following Best Available Control Technology (BACT) for diesel-fueled construction equipment, where feasible, to minimize the exposure of diesel exhaust to sensitive receptors:

    - Further reduce emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;
    - Repowering equipment with the cleanest engines available; and,
    - Installing California Verified Diesel Emission Control Strategies.

129. MM AQ-3b. The Applicants shall ensure that all equipment used in operational activities has the necessary APCD permits when appropriate. To minimize potential delays, prior to the start of development within each subarea, the APCD's Engineering Division shall be contacted for specific information regarding permitting requirements.

130. MM AQ-5a. Consistent with the City's Goal CT4 to promote transit use, the Applicants shall coordinate with the City Public Works and Community Development Department and work with SLORTA and SCT to establish a sheltered transit stop on East Cherry Avenue near the Project site.

131. MM BIO-1a. Construction equipment and vehicles shall be stored at least 100 feet away from areas associated with the existing drainage and adjacent oak woodland habitat, and all construction vehicle maintenance shall be performed in a designated vehicle storage and maintenance area.

132. MM BIO-2a. Vegetation removal and initial site disturbance for Project construction shall be conducted between September 1 and January 31, outside of the primary nesting season for birds, unless City-approved preconstruction nesting bird surveys are conducted that determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found, then these nest sites shall be avoided with the establishment of a nondisturbance buffer zone around active nest, which shall be in place until the adults and young of the year no longer rely on the nest site for survival. The study, surveys, findings, and recommendations shall be prepared by a City approved qualified biologist. Compliance shall be verified by the Project Environmental Monitor through submission of compliance reports.

133. MM HAZ-2a. Prior to earthwork activities, a Site-specific Health and Safety Plan shall be developed per California Occupational Safety and Health Administration

(Cal/OSHA) requirements. All construction employees that have the potential to come into contact with contaminated soil/bedrock and safety plan, which includes proper training and personal protective equipment.

134. MM HAZ-2b. During earthwork activities, procedures shall be followed to eliminate or minimize construction worker or general public exposure to lead and other potential contaminants in soil. Procedures shall include efforts to control fugitive dust, contain and cover excavation debris piles, appropriate laboratory analysis of soil for waste characterization, and segregation of contaminated soil from uncontaminated soil. The applicable regulations associated with excavation, removal, transportation, and disposal of contaminated soil shall be followed (e.g., tarping of trucks and waste manifesting).

135. MM HAZ-2c. Prior to beginning construction, additional subsurface sampling of soil/bedrock and groundwater shall be conducted to assess potential releases associated with the listed former adjacent land uses and the potential migration of contaminants onto the Project site. The analytical suite selected shall be consistent with those uses, and shall include applicable analytical methods for appropriate waste characterization and disposal. The sampling strategy shall take into account the locations of potential source areas, and the anticipated lateral and vertical distribution of contaminants in soil and/or groundwater. The results of the investigation shall be documented in a report that is signed by a California Professional Geologist. The report shall include recommendations based upon the findings for additional investigation/remediation if contaminants are detected above applicable screening levels (e.g., excavate and dispose, groundwater and/or soil vapor extraction, or in situ bioremediation).

136. MM HAZ-4a. All Applicants shall prepare and submit a comprehensive Wildfire Emergency Management Plan for review by the FCFA and the City. The Plan shall consist of measures to reduce the potential for structural damage to the proposed development including:

    - A detailed description and map of fire protection apparatus and staging locations, the locations of the electric and gas shut off controls, emergency meeting locations, and emergency supply locations;

    - Relevant building design specifications that would qualify the building for identification as a safe refuge during a wildfire; and,

137. MM HAZ-4b. Require fire resistant material to be used for building construction in fire hazard areas. Require the installation of smoke detectors in all new residences.

138. MM HAZ-4c. The Project site shall be inspected annually by the FCFA. This shall include an inspection of the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.

139. MM HAZ-4e. The final plant selections for Subareas 1 and 2 shall be limited to fire resistant native species. Non-native species shall not be included in the final landscaping plan. The final landscape plan for Subareas 1, 2, and 3 shall define precisely the final location and character of trees, as well as locations and types of new plantings.

140. MM HYD-1a. Notice of Intent. Prior to beginning construction, the Applicants shall file a Notice of Intent (NOI) for discharge from the proposed development site.

141. MM HYD-1b. Storm Water Pollution Prevention Plan. The Applicants shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department prior to the issuance of grading permits. The contractor is responsible for understanding the State General Permit and implementing the SWPPP during construction. A SWPPP for site construction shall be developed prior to the initiation of grading and implemented for all construction activities on the Project site in excess of one acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMP methods may include, but would not be limited to, the use of temporary detention basins, straw bales, sand bagging, mulching, erosion control blankets, silt fencing, and soil stabilizers. Additional BMPs should be implemented for any fuel storage or fuel handling that could occur onsite during construction. The SWPPP must be prepared in accordance with the guidelines adopted by the State Water Resources Control Board (SWRCB). The SWPPP shall be submitted to the City along with grading/development plans for review and approval.

142. MM HYD-1c. Notice of Termination of Construction. The Applicants shall file a notice of termination of construction of the development with the RWQCB, identifying how pollution sources were controlled during the construction of the Project and implementing a closure SWPPP for the site.

143. MM HYD-1d. All required actions shall be implemented pursuant to Municipal Code 13.24.110 including Storm Water Control Plan submitted to the City of Arroyo Grande and the RWQCB regulations under the NPDES Phase II program.

144. MM HYD-3a. Storm Water Quality Treatment Controls. Best Management Practice (BMP) devices shall be incorporated into the project Final Master Drainage Plan. The devices shall be sited and sized to intercept and treat all dry weather surface runoff, the runoff from 28 percent of the 2-year storm event, and accommodate the first flush (1 inch) during 24-hour storm events. The storm water quality system must be reviewed and approved by the City.

145. MM HYD-3b. Stormwater BMP Maintenance Manual. The Applicants shall

prepare a development maintenance manual for the Project, which shall include detailed procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned and maintained in accordance with the manufacturer's maintenance specifications. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., October 15th) and immediately after the end of the rainy season (i.e., May 15th). The manual shall also require that all devices be checked after major storm events.

146. MM HYD-3c. Stormwater BMP Semi-Annual Maintenance Report. The developer or acceptable maintenance organization shall submit to the City of Arroyo Grande Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15th and April 15th of each year). The requirement for maintenance and report submittal shall be recorded against the property.

147. MM NOI-1a. For all construction activity at the Project site, additional noise attenuation techniques shall be employed as needed to ensure that noise levels are maintained within levels allowed by the City's Noise Standards. Such techniques shall include, but are not limited to:

- Sound blankets on noise-generating equipment.
- Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.
- The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 A.M. and 7:00 P.M. Monday through Friday. No movement of heavy equipment shall occur on Saturdays, Sundays or official holidays (e.g., Thanksgiving, Labor Day).
- Temporary sound barriers shall be constructed between construction sites and affected uses.

148. MM NOI-1b. The contractor shall inform residents and business operators at properties within 300 feet of the Project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to

construction noise. Noise-related complaints shall be directed to the City's Community Development Department.

149. MM NOI-3a. All noise-generating rooftop building equipment, such as air conditioners and kitchen ventilation systems, shall be installed away from existing and proposed noise-sensitive receptors (i.e., residences) or be placed behind adequate noise barriers.

150. MM REC-1a. Development Impact Fees for Subarea 2. The Applicant for Subarea 2 shall pay a park improvement impact fee equal to the land value, plus twenty (20) percent of toward the cost of offsite improvement, for the additional 0.21 acres of parkland required to be dedicated pursuant to the provisions of Chapter 16.64.060 of the City Municipal Code. The value of this fee shall be based upon the fair market value of 0.21 acres, as determined by the formula provided in Section E of Municipal Code Chapter16.64.060, immediately prior to the filling of the final map. At the discretion of the Community Development Director, this requirement may be met by one of several alternative means that would result in additional dedication of lands for recreational use, such that Project suits the need for 0.56 acres of required parkland. Potential alternatives include the expansion of the existing proposed 0.35 neighborhood park to provide more adequate park space, implementation of trail connections from the property to proposed trails identified in the City Bicycle and Trails Master Plan, or the connection of the Project proposed Class I Bikeway located along the Project Residential Collector road with the City proposed bikeway along Trinity Avenue.

151. MM TRANS-1a. Future development occurring under the proposed Project shall be required to prepare a Construction Transportation Management Plan for review and approval by the City prior to issuance of a building permit to address and manage traffic during construction and shall be designed to:

- Prevent traffic impacts on the surrounding roadway network
- Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable
- Ensure safety for both those constructing the project and the surrounding community
- Prevent substantial truck traffic through residential neighborhoods

The Construction Transportation Management Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, Fire, and Police, to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following throughout the Duration of Construction:

- A detailed Construction Transportation Management Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval.

- Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit.

- Streets and equipment shall be cleaned in accordance with established Public Works requirements.

- Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself.

- Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.

- Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.

- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.

Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction:

- The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved Construction Impact Mitigation Plan).

- A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-ofway shall be obtained.

- Timely notification of construction schedules shall be provided to all affected agencies (e.g., Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.

- Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.

- Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.

152. MM TRANS-2a. Fair Oaks Avenue/Traffic Way: A new traffic signal shall be installed at the intersection of Traffic Way and Fair Oaks Avenue. The Applicant shall: 1) submit a funding agreement between the owners of the three subareas for the Traffic Signal Improvements to the City for review and approval; and 2) submit Traffic Signal Improvement Plans to the City for review and approval, concurrently with the Project's public improvement plans. Prior to issuance of the first certificate of occupancy, the Applicant shall complete construction of the traffic signal improvements. The City shall ensure the traffic signal is installed and operational prior to the issuance of the first certificate of occupancy.

153. MM TRANS-3a. East Grand Avenue/West Branch Street: The Applicants shall modify the lane geometry of the intersection of East Grand Avenue and West Branch Street in order to create an exclusive right turn lane for the southbound approach of West Branch Street to East Grand Avenue. The Applicants shall to design and install the necessary improvements including widening, restriping, and curb reconstruction of westbound West Branch Street/ northbound West Branch Street to meet turning radius requirements of a City bus design vehicle to create an exclusive right turn lane. The Applicants shall submit plans for the restriping of West Branch Street including any modifications necessary to the northeast curb return and sidewalk to provide for design vehicle turning movements to the City for review and approval from the City Engineer, concurrent with the submittal of the project's public improvement plans. Road improvements shall be installed, inspected, and approved by the City prior to issuance of the first certificate of occupancy.

154. MM TRANS-3b. East Grand Avenue/West Branch Street: The Applicants shall pay a fair share portion of the design and construction costs for a transportation improvement that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies.

    The Applicant shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of east Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.

    The Applicants shall submit payment of their fair share of funding for the above mitigation prior to issuance of grading and/or building permits. The City shall determine the amount of payment of fair shares for each Applicant commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip generation, etc.). The City shall establish a separate East Grand Avenue/West Branch Street traffic mitigation fund to accept the Applicant's payment(s).

EXHIBIT C

CONDITIONS OF APPROVAL FOR SUBAREA 3
VESTING TENTATIVE TRACT MAP 15-001

OMMUNITY DEVELOPMENT DEPARTMENT

PLANNING DIVISION

GENERAL CONDITIONS

1. This approval authorizes development per the East Cherry Avenue Specific Plan (Specific Plan 15-001, General Plan Amendment 15-001, Development Code Amendment 15-001, or "Specific Plan"), which covers the following entitlements in the three subareas included in the Specific Plan area:
    - Subarea 1: Conditional Use Permit 16-001. This includes a 100-room hotel and 4,000 SF restaurant on 2.16 acres, owned by SRK Hotels.
    - Subarea 2: Vesting Tentative Tract Map 15-001 (VTTM 3081). This includes up to 58 residential dwelling units and related amenities on 11.62 acres (less 0.5 acres transferred to Subarea 3) south of E. Cherry Avenue, owned by Mangano Homes, Inc.
    - Subarea 3: Conditional Use Permit 15-004. This includes a cultural garden and related amenities on a property owned by the Arroyo Grande Japanese Welfare Association property, which includes 1.51 acres, plus 0.5 acres to be transferred from Subarea 2.

The following conditions and mitigation measures apply to *Subarea 3* only:

2. The applicant shall ascertain and comply with all Federal, State, County and City requirements as are applicable to this project.

3. The applicant shall comply with all conditions of approval and applicable mitigation measures included in the E. Cherry Avenue Specific Plan Environmental Impact Report as certified. These are included as conditions 117 through 150.

4. This application shall automatically expire on [September 27, 2018] unless a building permit is issued. Thirty (30) days prior to the expiration of the approval, the applicant may apply for an extension of one (1) year from the original date of expiration.

5. Development shall conform to the land use and zoning requirements described within the Specific Plan as approved on [September 27, 2016].

6. Development shall occur in substantial conformance with the plans presented to the City Council at the meeting of [September 27, 2016], on file in the Community Development Department**.**

7. The applicant shall agree to indemnify and defend at his/her sole expense any action brought against the City, its present or former agents, officers, or employees because of the issuance of said approval, or in any way relating to the implementation thereof, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers, or employees, for any court costs and attorney's fees which the City, its agents, officers or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his/her obligations under this condition.

8. A copy of these conditions and mitigation measures shall be incorporated into all construction documents.

9. At the time of application for construction permits, plans submitted shall show all development consistent with the approved site plan, floor plan, architectural elevations and landscape plan.

10. Signage shall be subject to the requirements of Chapter 16.60 of the Development Code. Prior to issuance of a building permit, all illegal signs shall be removed.

11. Development shall comply with Development Code Sections 16.48.070, “Fences, Walls and Hedges”; 16.48.120, “Performance Standards”; and 16.48.130 “Screening Requirements”.

12. Setbacks, lot coverage, and floor area ratios shall be as shown on the development plans including those specifically modified by the East Cherry Avenue Specific Plan or these conditions.

13. The developer shall comply with Development Code Chapter 16.56, “Parking and Loading Requirements”.

14. Trash enclosures shall be screened from public view with landscaping or other appropriate screening materials, and shall be made of an exterior finish that complements the architectural features of the main building(s). The trash enclosure area shall be designed to provide adequate space for collecting and storing solid waste and recyclable materials, including mixed recycling, separated cardboard and food waste/organics (when appropriate). All solid waste and recycling area enclosures that are not located inside a building shall have roofs to prevent contaminants from washing into the storm drain system. The roof shall extend past any open sides. Additionally, the roof shall not overhang the front gate so that the garbage trucks can access the bins.

15. Final design and location of the trash enclosure(s) shall be reviewed by the Architectural Review Committee and approved by the Community Development Director.

16. The applicant shall obtain and submit to the City written approval from South County Sanitary for all proposed trash receptacle pick up locations.

17. Noise resulting from construction and operational activities shall conform to the standards set forth in Chapter 9.16 of the Municipal Code, augmented by requirements included in mitigation measure NOI-1a. Construction activities shall be restricted to the hours of 7 AM and 7 PM Monday through Friday. No construction shall occur on Saturday or Sunday.

18. At the time of application for construction permits, the applicant shall provide details on any proposed exterior lighting, if applicable. The lighting plan shall include the height, location, and intensity of all exterior lighting consistent with Section 16.48.090 of the Development Code. All lighting fixtures shall be shielded so that neither the lamp nor the related reflector interior surface is visible from adjacent properties. All lighting for the site shall be downward directed and shall not create spill or glare to adjacent properties. All lighting shall be energy efficient (e.g. LED).

19. All new construction shall utilize fixtures and designs that minimize water and energy usage. Such fixtures shall include, but are not limited to, low flow showerheads, water saving toilets, greywater reuse systems, instant water heaters and hot water recirculating systems. Water conserving designs and fixtures shall be installed prior to final occupancy.

20. Landscaping in accordance with an approved landscaping plan shall be installed or bonded for before final building inspection/establishment of use. The landscape plan, irrigation plan and landscape documentation package shall be prepared by a licensed landscape architect subject to review and approval by the Community Development and Public Works Departments prior to issuance of building permit. The landscape plan shall be in conformance with Development Code Chapter 16.84 (Water Efficient Landscape Requirements) and the State Department of Water Resource's Model Water Efficient Landscape Ordinance and shall include the following:

    a. Tree staking, soil preparation and planting detail;
    b. The use of landscaping to screen ground-mounted utility and mechanical equipment;
    c. The required landscaping and improvements. This includes:
    d. Deep root planters shall be included in areas where trees are within five feet (5') of asphalt or concrete surfaces and curbs;
    e. Water conservation practices including the use of low flow heads, drip irrigation, mulch, gravel, drought tolerant plants.
    f. An automated irrigation system using smart controller (weather based) technology.

g. A dedicated landscape meter for the commercial landscape areas greater than 1,000 square feet and for residential areas greater than 5,000 square feet.
h. A landscape meter shall be installed on the existing water well, to remain, and service Subarea 3 only.
i. The selection of groundcover plant species shall include native plants.
j. Linear planters shall be provided in parking areas.
k. No more than 25% of the total landscaped area can be turf in residential areas; turf is not allowed in commercial areas.

21. For projects approved with specific exterior building colors, the developer shall paint a test patch on the building including all colors. The remainder of the building may not be painted until inspected by the Community Development Department to verify that colors are consistent with the approved color board. A 48-hour notice is required for this inspection.

22. All new electrical panel boxes shall be installed inside the building(s).

23. All Fire Department Connections (FDC) shall be located near a fire hydrant, adjacent to a fire access roadway, away from the public right-of-way, incorporated into the design of the site, and screened to the maximum extent feasible.

24. Double detector check valve assemblies shall be located directly adjacent to or within the respective building to which they serve.

25. All ducts, meters, air conditioning equipment and all other mechanical equipment, whether on the ground, on the structure or elsewhere, shall be screened from public view with materials architecturally compatible with the main structure. It is especially important that gas and electric meters, electric transformers, and large water piping systems be completely screened from public view. All roof-mounted equipment which generates noise, solid particles, odors, etc., shall cause the objectionable material to be directed away from residential properties.

26. All conditions of this approval run with the land and shall be strictly adhered to, within the time frames specified, and in an on-going manner for the life of the project. Failure to comply with these conditions of approval may result in an immediate enforcement action. If it is determined that violation(s) of these conditions of approval have occurred, or are occurring, this approval may be revoked pursuant to Development Code Section 16.08.100.

<u>SUBDIVISION CONDITIONS</u>

27. The developer shall comply with Development Code Chapter 16.68 "Improvements" or as defined in the East Cherry Avenue Specific Plan. Where the Specific Plan and Development Code differ, the Specific Plan shall prevail.

INCLUSIONARY HOUSING

28. The developer shall comply with Development Code Chapter 16.80 “Inclusionary Affordable Housing Requirements”.

BUILDING AND LIFE SAFETY DIVISION AND FIRE DEPARTMENT CONDITIONS

BUILDING CODES

29. The project shall comply with the most recent editions of all California Building and Fire Codes, as adopted by the City of Arroyo Grande.

FIRE LANES

30. **Prior to issuance of a certificate of occupancy,** the applicant shall post designated fire lanes, per Section 22500.1 of the California Vehicle Code.

31. All fire lanes must be posted and enforced, per Police Department and Fire Department guidelines.

FIRE FLOW/FIRE HYDRANTS

32. Project shall have a fire flow of 1500 gallons per minute for a duration of two (2) hours.

33. Fire hydrants shall be installed, per Fire Department and Public Works Department standards and per the California Fire Code.

SECURITY KEY BOX

34. The applicant must provide an approved "security key vault," per Building and Fire Department guidelines and per the California Fire Code.

FIRE SPRINKLER

35. All buildings must be fully sprinklered per Building and Fire Department guidelines and per the California Fire Code.

36. Provide Fire Department approved access or sprinkler-system per National Fire Protection Association Standards.

ABANDONMENT / NON-CONFORMING

37. The applicant shall show proof of properly abandoning all non-conforming items such as septic tanks, wells, underground piping and other undesirable conditions.

DEMOLITION PERMIT / RETAINING WALLS

38. A demolition permit must be applied for, approved and issued for existing structures to be removed prior to new development. All asbestos and lead shall be verified if present and abated prior to permit issuance.

ENGINEERING DIVISION CONDITIONS

POST CONSTRUCTION REQUIREMENTS REGIONAL WATER QUALITY CONTROL BOARD, STORMWATER CONTROL PLAN, OPERATIONS AND MAINTENANCE PLAN, AND ANNUAL STORMWATER CONTROL FACILITIES MAINTENANCE

39. The Applicant shall develop, implement and provide the City a:
    a. Stormwater Control Plan that clearly provides engineering analysis of all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls.
    b. Operations and Maintenance Plan and Maintenance Agreements that clearly establish responsibility for all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls.
    c. Annual Maintenance Notification indicating that all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls have been maintained and are functioning as designed.
    d. All reports must be completed by either a Registered Civil Engineer or Qualified Stormwater Pollution Prevention Plan Developer (QSD).

40. **Prior to any Permit – Stormwater Control Plan**. The Stormwater Control Plan must include, at minimum:
    Contents:
    a. Project information including project name; application number; location; parcel numbers; applicant contact information; land use information; site area; existing, new, and replaced impervious area, and applicable PCR requirements and exceptions.
    b. Narrative analysis or description of site features and conditions, and opportunities and constraints for stormwater control.
    c. Narrative description of site design characteristics that protect natural resources including endangered species habitat, protected vegetation, and archaeological resources, and preserve natural drainage features, minimize imperviousness, and disperse runoff from impervious areas.
    d. Tabulation of proposed pervious and impervious DMAs, showing self-treating areas, self-retaining areas, areas draining to self-retaining areas, and areas tributary to each LID facility.

e. Proposed sizes, including supporting calculations, for each LID facility.
f. Narrative description of each DMA and explanation of how runoff is routed from each impervious DMA to a self-retaining DMA or LID facility.
g. Description of site activities and potential sources of pollutants.
h. Table of pollutant sources identified from the list in Appendix A and for each source, the source control measure(s) used to reduce pollutants to the maximum extent practicable.
i. Description of signage for bioretention facilities.
j. General maintenance requirements for bioretention facilities and site design features.
k. Means by which facility maintenance will be financed and implemented in perpetuity.
l. Statement accepting responsibility for interim operation & maintenance of facilities.

Exhibits:

a. Existing natural hydrologic features (depressions, watercourses, relatively undisturbed areas) and significant natural resources.
b. Proposed design features and surface treatments used to minimize imperviousness and reduce runoff.
c. Existing and proposed site drainage network and connections to drainage off-site.
d. Entire site divided into separate Drainage Management Areas (DMAs). Each DMA has a unique identifier and is characterized as self-retaining (zero-discharge), self-treating, or draining to a LID facility.
e. Proposed locations and footprints of LID facilities.
f. Potential pollutant source areas, including loading docks, food service areas, refuse areas, outdoor processes and storage, vehicle cleaning, repair or maintenance, fuel dispensing, equipment washing, etc.

41. **Prior to Final Approval - Operations and Maintenance Plan**. The Operations and Maintenance Plan must include, at minimum:
    a. Stormwater Control Measures report number
    b. A site map identifying all Stormwater Control Measures requiring Operations and Maintenance practices to function as designed.
    c. Operations and Maintenance Procedures for each structural stormwater control measure including, but not limited to, Low Impact Design facilities, retention and detention basins, and manufactured or propriety devices operations and maintenance.
    d. Short-and long-term maintenance requirements, recommended frequency of maintenance, and estimated cost for maintenance.

42. **Prior to Occupancy - Maintenance Agreement.** The Applicant shall provide a signed statement accepting responsibility for the Operations and Maintenance of the installed Storm Water Control Measures. The Applicant shall include written

conditions in the sales, lease agreements, deed, CCRs, HOA or any other legally enforceable mechanism that require the assumed responsibility for the Operations and Maintenance of Stormwater Control Facilities. Additionally, the signed statement shall include the following information:

a. Stormwater Control Measures Report Number
b. The location and address of Storm Water Control Facilities
c. Completion dates of the following milestones
    i. Construction
    ii. Field verification of Stormwater Control Facilities
    iii. Final Project approval/occupancy
d. Party responsible for O&M
e. Source of funding for O&M
f. Statement indicating the Storm Water Control Facilities are Maintained as required in the Operations and Maintenance Plan and facilities continues to function as designed or have been repaired or replaced
g. Statement describing any vector or nuisance problems.

43. **Annual - Maintenance Notification.** The Owner/Applicant shall provide a signed statement notifying the City of all maintenance of the installed Storm Water Control Measures. Additionally, the signed statement shall include the following information:
    a. Stormwater Control Measures Report Number
    b. The location and address of Storm Water Control Facilities
    c. Completion date of the maintenance activities
    d. Party responsible for O&M
    e. Source of funding for O&M
    f. Statement indicating the Storm Water Control Facilities are Maintained as required in the Operations and Maintenance Plan and facilities continues to function as designed or have been repaired or replaced
    g. Statement describing any vector or nuisance problems.

<u>GENERAL CONDITIONS</u>

44. The developer shall be responsible during construction for cleaning City streets, curbs, gutters and sidewalks of dirt tracked from the project site. The flushing of dirt or debris to storm drain or sanitary sewer facilities shall not be permitted. The cleaning shall be done after each day's work or as directed by the Director of Public Works, the Community Development Director or his/her representative.

45. Perform construction activities related to inspection during normal business hours (Monday through Friday, 7 A.M. to 5 P.M.). The developer or contractor shall refrain from performing any work subject to inspection other than site maintenance outside of these hours, unless an emergency arises or approved by the Community Development Director. The City may hold the developer or contractor responsible for any expenses incurred by the City due to work outside of these hours.

46. All residential units shall be designed to mitigate impacts from non-residential project noise, in compliance with the City's noise regulations.

47. All project improvements shall be designed and constructed in accordance with the most recent version of the City of Arroyo Grande Standard Specifications and Engineering Standards.

48. Submit as-built plans at the completion of the project or improvements as directed by the Community Development Director. One (1) set of paper prints and an electronic version on CD in both AutoCAD and PDF format shall be required.

49. Submit three (3) full-size paper copies and one PDF file of approved improvement plans for inspection purposes during construction.

50. Record Drawings ("as-built" plans) are required to be submitted prior to release of the Faithful Performance Bond.

51. Provide a Licensed Land Surveyor or a Registered Civil Engineer to tie-out survey monuments or vertical control bench marks within 24 inches of work. Should any existing survey monument be disturbed or destroyed during construction, it must be reset at the previous location. Should any existing bench mark be disturbed or destroyed during construction, a new one must be set at a nearby, but different, location than the existing, as determined by the City Engineer. For monuments, a Corner Record must be filed with the County and a copy delivered to the City Engineer. For bench marks, documentation of the bench mark and how it was reset must be delivered to the City Engineer prior the project acceptance or sign off of the Encroachment Permit.

52. Provide new vertical control survey bench mark, per City Standard, as directed by City Engineer.

<u>IMPROVEMENT PLANS</u>

53. Improvement plans (including the following) shall be prepared by a registered Civil Engineer or qualified specialist licensed in the State of California in compliance with Engineering Standard 1010 and approved by the Public Works or Community Development Department:

    a. Grading
    b. Retaining Walls
    c. Roadway Improvements
    d. Cross Sections
    e. Storm Drainage

f. Utilities - Water and Sewer Plan and Profile
g. Utilities – Composite Utility
h. Signing and Striping
i. Erosion Control
j. Landscape and Irrigation Plans for Public Right-of-Way
k. Details
l. Other improvements as required by the Community Development Director.
m. (NOTE: All plan sheets must include City standard title blocks)
n. Engineers estimate for construction cost based on County of San Luis Obispo unit cost.

54. Improvement plans shall include plan and profile of existing and proposed streets, utilities and retaining walls.

55. Submit all retaining wall calculations for review and approval by the Community Development Director for walls not constructed per City standards.

56. Prior to approval of an improvement plan the applicant shall enter into an agreement with the City for inspection of the required improvements.

57. The applicant shall be responsible for obtaining an encroachment permit for all work within a public right-of-way.

STREET IMPROVEMENTS

58. Obtain approval from the Public Works Director prior to excavating in any street recently over-laid or slurry sealed. The Director shall approve the method of repair of any such trenches, but shall not be limited to a slurry seal.

59. All street repairs shall be constructed to City standards.

60. Slurry seal (type 2) any roads dedicated to the City prior to acceptance by the City.

61. Street structural sections shall be determined by an R-Value soil test, but shall not be less than 3” of asphalt and 6” of Class II AB.

62. If intended to be public streets, Public Local Streets must be designed in compliance with Engineering Standards 7010 and shall adhere to the following design standards:
    a. 40 feet street width from curb to curb.
    b. 6 feet wide concrete sidewalks with concrete curb and gutter on both sides of the street.
    c. 52 feet wide right-of-way.
    d. 25 mile per hour design speed.
    e. TI = 6.5

63. Each subarea must complete road widening work on East Cherry Avenue for property frontage. Road widening transitions must be completed to the satisfaction of the City Engineer.

CURB, GUTTER, AND SIDEWALK

64. Install new concrete curb, gutter, and sidewalk as directed by the Community Development Director and Public Works Director.

65. Color any such new facilities as directed by the Community Development Director.

66. Install ADA compliant facilities where necessary or verify that existing facilities are compliant with State and City Standards.

67. Install tree wells with root barriers for all trees planted adjacent to curb, gutter and sidewalk to prevent damage due to root growth.

68. Any sections of damaged or displaced curb, gutter & sidewalk or driveway approach shall be repaired or replaced to the satisfaction of the Public Works Director.

DEDICATIONS AND EASEMENTS

69. The property owner shall offer for dedication to the public the right-of-way for the following street:
    - East Cherry Avenue

70. A private/public water main easement shall be reserved through the property from the terminus of Launa Lane to Subarea 2.

71. A Public Utility Easement (PUE) shall be dedicated a minimum 6 feet wide adjacent to street right-of-way adjacent to East Cherry Avenue. The PUE shall be wider where necessary for the installation or maintenance of the public utility vaults, pads, or similar facilities.

72. Street tree planting and maintenance easements shall be dedicated adjacent to all street right-of-ways on East Cherry Avenue. Street tree easements shall be a minimum of 10 feet beyond the right-of-way, except that street tree easements shall exclude the area covered by public utility easements.

73. Subarea 3 shall provide a 15’ wide PUE.

74. All easements, abandonments, or similar documents to be recorded as a document separate from a map, shall be prepared by the applicant on 8 1/2 x 11 City standard forms, and shall include legal descriptions, sketches, closure calculations, and a current preliminary title report. The applicant shall be responsible for all required fees, including any additional required City processing.

GRADING AND DRAINAGE

75. PRIOR TO ISSUANCE OF A GRADING PERMIT, the developer shall submit two (2) copies and (1) PDF File of the final project-specific Storm Water Pollution Prevention Plan (SWPPP) or a Water Quality Control Plan (WQCP) consistent with the San Luis Obispo Regional Water Quality Control Board (RWCB) requirements.

76. All grading shall be performed in accordance with the City Standard Specifications and Engineering Standards and City Grading Ordinance.

77. All drainage facilities shall be designed to accommodate a 100-year storm flow.

78. Submit a soils report for the project shall be prepared by a registered Civil Engineer and supported by adequate test borings. All earthwork design and grading shall be performed in accordance with the approved soils report.

79. The applicant shall dedicate a pedestrian access easement(s) for any ADA sidewalk extension.

80. Infiltration basins shall be designed based on soil tests. Infiltration test shall include a minimum of 2 borings 15 feet below the finished basin floor. Additional borings or tests may be required if the analysis or soil conditions are inconclusive.

81. The applicant shall submit an engineering study regarding flooding related to the project site. The study shall be approved by the City Engineer. Any portions of the site subject to flooding from a 100-year storm shall be shown on the tentative map or other recorded document, and shall be noted as a building restriction.

82. The applicant shall provide on-site storm water retardation facilities designed and constructed to Public Works and Community Development requirements, and the following:

    a. The 100-year basin outflow shall not exceed the pre-development flow.
    b. The 100-year basin outflow shall be limited to a level which does not cause the capacity of existing downstream drainage facilities to be exceeded.
    c. The basin shall be fully constructed and functional prior to occupancy for any building permit within the project.
    d. The basin shall be maintained by a homeowner’s association. The City shall approve the related language in the association CC&R’s prior to recordation.
    e. The maintenance district shall be recorded concurrently with the map.

WATER

83. Whenever possible, all water mains shall be looped to prevent dead ends. The Public Works Director must grant permission to dead end water mains.

84. The applicant shall extend the public water main to adequately serve the project across the property frontage.

85. A Reduced Pressure Principle (RPP) backflow device is required on all water lines to structures and/or landscape irrigation (commercial development only).

86. A Double Detector Check (DDC) valve shall be placed inside the building or adjacent to the building. Other locations for the DDC shall be approved by the Director or Community Development.

87. Each parcel shall have separate water meters.

88. Non-potable water for construction purposes is available at the Soto Sports Complex. The City of Arroyo Grande does not allow the use of hydrant meters.

89. Fire sprinklers shall have individual service connections. If the units are to be fire sprinkled, a fire sprinkler engineer shall determine the size of the water meters.

90. Existing water services to be abandoned shall be properly abandoned and capped at the main per the requirements of the Public Works Director.

SEWER

91. The applicant shall extend the sewer main to adequately serve the project across the property frontage. All new sewer mains shall be a minimum diameter of 8".

92. All sewer laterals within the public right-of-way must have a minimum slope of 2%.

93. Existing sewer laterals to be abandoned shall be properly abandoned and capped at the main per the requirements of the Public Works Director.

94. Each parcel shall be provided a separate sewer lateral. Laterals shall be sized for the appropriate use, minimum 4".

95. All sewer mains or laterals crossing or parallel to public water facilities shall be constructed in accordance with City standards.

96. Obtain approval from the South County Sanitation District for the development's impact to District facilities prior to permit issuance.

97. Obtain approval from the South County Sanitation District prior to relocation of any District facilities.

98. The applicant must obtain a will-serve letter from the South San Luis Obispo County Sanitation District (SSLOCSD) that verifies the adequacy of the existing offsite wastewater collection system to serve the project.

PUBLIC UTILITIES

99. The developer shall comply with Development Code Section 16.68.050: All projects that involve the addition of over 100 square feet of habitable space shall be required to place service connections underground - existing and proposed utilities. The existing above ground utilities that traverse Subarea 2 and 3 must be placed underground prior to the recordation of the Tract Map for Subarea 2.

100. Prior to approving any building permit within the project for occupancy, all conditions of approval for project must be satisfied.

101. Public Improvement plans/Final Map/Parcel Map shall be submitted to the public utility companies for review and approval. Utility comments shall be forwarded to the City Engineer for approval.

102. On streets 40' or less in width, street lights shall be placed at least 200' – 250' apart, or potentially less frequently to minimize impacts on the existing dark night sky views, if it can be found that sufficient public safety is maintained. On streets greater than 40' in width, a street lighting plan shall be designed and submitted to the Community Development Director for approval. Consideration shall be given to minimizing impacts to views of the existing dark night sky, consistent with Mitigation Measure VIS-4a as included in these conditions and the East Cherry Avenue Specific Plan.

103. Applicant shall fund outsourced plan and map check services, as required.

TREE PRESERVATION/TREE REMOVAL PLAN

104. Prior to issuance of grading permit and during construction the applicant shall comply with the provisions of Ordinance 431 C.S., the Community Tree Ordinance.

105. Prior to issuance of a grading or building permit, the developer shall submit a tree preservation and tree removal plan to the Director of Public Works/City Arborist for undeveloped parcels or lots with trees. The plan shall include the location, size and species of all trees located on the lot or on adjoining lots, where development could affect the roots or limbs of trees on adjacent property.

106. All significant trees to be removed as designated by the Director of Public Works/City Arborist shall be replaced at a 3:1 ratio and planted on site. With the approval of the Public Works Director, tree removal shall be mitigated by planting on site, off-site, or payment of in-lieu fees (at the current street tree fee rate for a 15 gallon tree). Larger trees may be required to mitigate tree removal. Prior to issuance of a grading permit, all trees shall be planted or fees paid.

107. Prior to issuance of a grading permit, all trees to remain on site shall be marked with paint/ribbon and protected by a five (5') foot vinyl or chain link fence. The fence shall be located at a minimum of eight (8') foot radius from the trunk of the tree.

108. All trees on the construction site to be preserved shall be protected under the conditions of the Community Tree Ordinance (431 C.S.) which include but are not limited to:

    a. No mechanical trenching within the drip line of a tree, unless approved by the Parks and Recreation Director.
    b. No storage of equipment, supplies, tools, etc., within 8' of the trunk of any tree.
    c. No grading shall occur under a trees dripline, unless approved by the Public Works Director.
    d. A five foot (5') protective fence shall be constructed a minimum of 8' from the trunk of each tree.

109. All trees to be pruned shall be pruned under supervision of a Certified Arborist using the International Society of Arboriculture Pruning Standards.

PUBLIC SAFETY

110. Prior to issuance of building permit, applicant to submit exterior lighting plan for Police Department approval.

111. Prior to issuance of a certificate of occupancy, the applicant shall post handicapped parking, per Police Department requirements.

FEES AND BONDS

112. The applicant shall pay all applicable City fees, including the following:

FEES TO BE PAID PRIOR TO PLAN SUBMITTAL

a.___ **Plan check** for grading plans.
(Based on an approved earthwork estimate)

b.___ **Plan check** for improvement plans.
(Based on an approved construction cost estimate)
c.___ **Permit Fee** for grading plans.
(Based on an approved earthwork estimate)
d.___ **Inspection Fee** of subdivision or public works construction plans.
(Based on an approved construction cost estimate)
e.___ **Plan Review Fee**
(Based on the current Building Division fee schedule)

FEES TO BE PAID PRIOR TO ISSUANCE OF A BUILDING PERMIT

a.___ **Water Neutralization fee**, to be based on codes and rates in effect at the time of building permit issuance, involving water connection or enlargement of an existing connection.
b.___ **Water Distribution fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Municipal Code Section 13.04.030.
c.___ **Water Meter charge** to be based on codes and rates in effect at the time of building permit issuance, in accordance with Municipal Code 6-7.22.
d.___ **Water Availability charge**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with - (not correct).
e.___ **Traffic Impact fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Ord. 461 C.S., Res. 3021.
f.___ **Traffic Signalization fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Ord. 346 C.S., Res. 1955.
g.___ **Sewer Connection fee**, to be based on codes and rates in effect at the time of building permit issuance, in accordance with Municipal Code Section 13.12.190.
h.___ **South San Luis Obispo County Sanitation District Connection fee** in accordance with Municipal Code Section 13.12.180.
i.___ **Drainage fee**, as required by the area drainage plan for the area being developed.
j.___ **Park Development fee,** the developer shall pay the current parks development fee for each unit approved for construction (credit shall be provided for existing houses), to be based on codes and rates in effect at the time of building permit issuance in accordance with Ord. 313 C.S.
k.___ **Construction Tax,** the applicant shall pay a construction tax pursuant to Section 3-3.501 of the Arroyo Grande Municipal Code.
l.___ **Alarm Fee,** to be based on codes and rates in effect at the time of development in accordance with Ord. 435 C.S.

m.___ **Strong Motion Instrumentation Program (SMIP) Fee,** to be based on codes and rates in effect at the time of development in accordance with State mandate.

n.___ **Building Permit Fee,** to be based on codes and rates in effect at the time of development in accordance with Title 8 of the Municipal Code.

113. Prior to issuance of a certificate of occupancy, the applicant shall install a burglary [or robbery] alarm system per Police Department guidelines, and pay the Police Department alarm permit application fee of ($30.00).

BONDING SURETY

114. **Erosion Control,** prior to issuance of the grading or building permit, all new residential construction requires posting of a $1,200.00 performance bond for erosion control and damage to the public right-of-way. This bond is refundable upon successful completion of the work, less expenses incurred by the City in maintaining and/or restoring the site.

EIR MITIGATION MEASURES

115. MM VIS-1a. The Architectural Review Committee shall review Project design and consider impacts to the scenic resources available on or adjacent to the Project site, with particular consideration to the Santa Lucia Mountains. This includes the review of building siting, height, massing, design, and setbacks. The Architectural Review Committee shall determine whether structures obstruct important views of scenic resources, and/or propose design alterations to reduce impacts to important views of scenic resources.

116. MM VIS-4a. Upon review of the Project, the Architectural Review Committee shall consider the minimization of the number streetlights along East Cherry Avenue to reduce lighting effects upon the visual quality nighttime sky. However, the Architectural Review Committee shall allow adequate streetlights and security lighting for public safety.

117. MM AG-2a. The Applicant (Arroyo Grande Valley JWA) shall mitigate for the loss of 1.74 acres of prime farmland soils within Subarea 3 pursuant to General Plan Goal Ag1 and related policies. At the discretion of the City Council, options may include, but not be limited to: 1) Applicant to purchase a parcel of land (size to be determined by City Council) to be put into an agricultural Conservation easement; 2) Applicant to pay in-lieu fees to a designated fund dedicated to acquiring and preserving agricultural land; 3) Council may determine that the 9.79-acre parcel intended to mitigate the loss of prime soils for Subarea 2 also mitigates impacts within Subarea 3; or 4) any other approach determined to be acceptable to the City Council to satisfy the intent of General Plan Goal Ag1 and related policies.

In making their determination, the City Council may consider the following circumstances: 1) the loss of prime agricultural land for the entire Specific Plan area, including for Subarea 3, is considered less than significant based on the LESA methodology (see Impact AG-1); and 2) Subarea 3 has not historically been in agricultural production.

Based on the above considerations, on July 26, 2016, the City Council determined that no additional mitigation measures (either dedicated land or fees) will be required, provided that development for Subarea 3 is in substantial conformance with what is described in the Specific Plan.

118. MM AQ-1a. The following standard air quality mitigation measures shall be implemented during construction activities at the Project site:

- Reduce the amount of disturbed area where possible;
- Water trucks or sprinkler trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require twice-daily applications. All dirt stock pile areas should be sprayed daily as needed. Increased watering frequency would be required when wind speeds exceed 15 miles per hour (mph). Reclaimed water (non-potable) shall be used when possible;
- All dirt stock pile areas should be sprayed daily as needed;
- 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;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating native grass seed and watered until vegetation is established;
- All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114;

- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;

- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and

- The contractor or builder should designate a person or persons to monitor the fugitive dust control emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

119. MM AQ-1B. The following standard air quality mitigation measures for construction equipment shall be implemented during construction activities at the project site:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;

- Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).

- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;

- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines and comply with the State On-Road Regulation;

- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;

- On- and off-road diesel equipment shall not be allowed to idle for more than five minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the five-minute idling limit;

- Diesel idling within 1,000 feet of sensitive receptors in not permitted;

- Staging and queing areas shall not be loated within 1,000 feet of sensitive receptors;

- Electrify equipment when feasible;

- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

120. MM AQ-1c. A Construction Activity Management Plan shall be included as part of project grading and building plans and shall be submitted to the APCD for review and to the City for approval prior to the start of construction. In addition, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone of such persons shall be provided to the APCD prior to land use clearance for map recordation and grading. The plan shall include but not be limited to the following elements:

    - Schedule construction truck trips during non-peak hours (as determined by the Public Works Director) to reduce peak hour emissions;

    - Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation;

    - Limit the length of the construction work-day period, if necessary; and,

    - Phase construction activities, if appropriate.

121. MM AQ-1d. To reduce ROG and NOx levels during the architectural coating phase, low or no VOC-emission paint shall be used with levels of 50 g/L or less, such as Benjamin Moore Natura Paint (Odorless, Zero VOC Paint).

122. MM AQ-2a. The Applicants shall include the following:

- Water Conservation Strategy: The Applicants shall install fixtures with the EPA WaterSense Label, achieving 20 percent reduction indoors. The Project shall install drip, micro, or fixed spray irrigation on all plants other than turf, also including the EPA WaterSense Label, achieving 15 percent reduction in outdoor landscaping.

- Solid Waste: The Applicants shall institute recycling and composting services to achieve a 15 percent reduction in waste disposal, and use waste efficient landscaping.

- Fugitive Dust: The Applicants shall replace ground cover of at least 70 percent of area disturbed in accordance with CARB Rule 403.

123. MM AQ-2b. Consistent with standard mitigation measures in Table 3-5 of the APCD CEQA Air Quality Handbook, the following mitigation measures would apply to the Project. [SEE THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE COMPLETE LIST OF MEASURES.]

124. MM AQ-3a. The Applicants shall implement the following Best Available Control Technology (BACT) for diesel-fueled construction equipment, where feasible, to minimize the exposure of diesel exhaust to sensitive receptors:

    - Further reduce emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;

    - Repowering equipment with the cleanest engines available; and,

    - Installing California Verified Diesel Emission Control Strategies.

125. MM AQ-3b. The Applicants shall ensure that all equipment used in operational activities has the necessary APCD permits when appropriate. To minimize potential delays, prior to the start of development within each subarea, the APCD's Engineering Division shall be contacted for specific information regarding permitting requirements.

126. MM AQ-5a. Consistent with the City's Goal CT4 to promote transit use, the Applicants shall coordinate with the City Public Works and Community Development Department and work with SLORTA and SCT to establish a sheltered transit stop on East Cherry Avenue near the Project site.

127. MM BIO-1a. Construction equipment and vehicles shall be stored at least 100 feet away from areas associated with the existing drainage and adjacent oak woodland habitat, and all construction vehicle maintenance shall be performed in a designated vehicle storage and maintenance area.

128. MM BIO-2a. Vegetation removal and initial site disturbance for Project construction shall be conducted between September 1 and January 31, outside of the primary nesting season for birds, unless City-approved preconstruction nesting bird surveys are conducted that determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found, then these nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nest, which shall be in place until the adults and young of the year no longer rely on the nest site for survival. The study, surveys, findings, and recommendations shall be prepared by a City approved qualified biologist. Compliance shall be verified by the Project Environmental Monitor through submission of compliance reports.

129. MM HAZ-2a. Prior to earthwork activities, a Site-specific Health and Safety Plan shall be developed per California Occupational Safety and Health Administration (Cal/OSHA) requirements. All construction employees that have the potential to come into contact with contaminated soil/bedrock and safety plan, which includes proper training and personal protective equipment.

130. MM HAZ-2b. During earthwork activities, procedures shall be followed to eliminate or minimize construction worker or general public exposure to lead and other potential contaminants in soil. Procedures shall include efforts to control fugitive dust, contain and cover excavation debris piles, appropriate laboratory analysis of soil for waste characterization, and segregation of contaminated soil from uncontaminated soil. The applicable regulations associated with excavation, removal, transportation, and disposal of contaminated soil shall be followed (e.g., tarping of trucks and waste manifesting).

131. MM HAZ-2c. Prior to beginning construction, additional subsurface sampling of soil/bedrock and groundwater shall be conducted to assess potential releases associated with the listed former adjacent land uses and the potential migration of contaminants onto the Project site. The analytical suite selected shall be consistent with those uses, and shall include applicable analytical methods for appropriate waste characterization and disposal. The sampling strategy shall take into account the locations of potential source areas, and the anticipated lateral and vertical distribution of contaminants in soil and/or groundwater. The results of the investigation shall be documented in a report that is signed by a California Professional Geologist. The report shall include recommendations based upon the findings for additional investigation/remediation if contaminants are detected above applicable screening levels (e.g., excavate and dispose, groundwater and/or soil vapor extraction, or in situ bioremediation).

132. MM HAZ-4a. All Applicants shall prepare and submit a comprehensive Wildfire Emergency Management Plan for review by the FCFA and the City. The Plan shall consist of measures to reduce the potential for structural damage to the proposed development including:

- A detailed description and map of fire protection apparatus and staging locations, the locations of the electric and gas shut off controls, emergency meeting locations, and emergency supply locations; and

- Relevant building design specifications that would qualify the building for identification as a safe refuge during a wildfire.

133. MM HAZ-4b. Require fire resistant material to be used for building construction in fire hazard areas. Require the installation of smoke detectors in all new residences.

134. MM HAZ-4c. The Project site shall be inspected annually by the FCFA. This shall include an inspection of the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.

135. MM HAZ-4e. The final plant selections for Subareas 1 and 2 shall be limited to fire resistant native species. Non-native species shall not be included in the final landscaping plan. The final landscape plan for Subareas 1, 2, and 3 shall define precisely the final location and character of trees, as well as locations and types of new plantings.

136. MM HYD-1a. Notice of Intent. Prior to beginning construction, the Applicants shall file a Notice of Intent (NOI) for discharge from the proposed development site.

137. MM HYD-1b. Storm Water Pollution Prevention Plan. The Applicants shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department prior to the issuance of grading permits. The contractor is responsible for understanding the State General Permit and implementing the SWPPP during construction. A SWPPP for site construction shall be developed prior to the initiation of grading and implemented for all construction activities on the Project site in excess of one acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMP methods may include, but would not be limited to, the use of temporary detention basins, straw bales, sand bagging, mulching, erosion control blankets, silt fencing, and soil stabilizers. Additional BMPs should be implemented for any fuel storage or fuel handling that could occur onsite during construction. The SWPPP must be prepared in accordance with the guidelines adopted by the State Water Resources Control Board (SWRCB). The SWPPP shall be submitted to the City along with grading/development plans for review and approval.

138. MM HYD-1c. Notice of Termination of Construction. The Applicants shall file a notice of termination of construction of the development with the RWQCB, identifying how pollution sources were controlled during the construction of the Project and implementing a closure SWPPP for the site.

139. MM HYD-1d. All required actions shall be implemented pursuant to Municipal Code 13.24.110 including Storm Water Control Plan submitted to the City of Arroyo Grande and the RWQCB regulations under the NPDES Phase II program.

140. MM HYD-3a. Storm Water Quality Treatment Controls. Best Management Practice (BMP) devices shall be incorporated into the project Final Master Drainage Plan. The devices shall be sited and sized to intercept and treat all dry weather surface runoff, the runoff from 28 percent of the 2-year storm event, and accommodate the first flush (1 inch) during 24-hour storm events. The storm water quality system must be reviewed and approved by the City.

141. MM HYD-3b. Stormwater BMP Maintenance Manual. The Applicants shall prepare a development maintenance manual for the Project, which shall include detailed procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned and maintained in accordance with the manufacturer's maintenance specifications. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., October 15th) and immediately after the end of the rainy season (i.e., May 15th). The manual shall also require that all devices be checked after major storm events.

142. MM HYD-3c. Stormwater BMP Semi-Annual Maintenance Report. The developer or acceptable maintenance organization shall submit to the City of Arroyo Grande Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15th and April 15th of each year). The requirement for maintenance and report submittal shall be recorded against the property.

143. MM NOI-1a. For all construction activity at the Project site, additional noise attenuation techniques shall be employed as needed to ensure that noise levels are maintained within levels allowed by the City's Noise Standards. Such techniques shall include, but are not limited to:

- Sound blankets on noise-generating equipment.
- Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

- The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 A.M. and 7:00 P.M. Monday through Friday. No movement of heavy equipment shall occur on Saturdays, Sundays or official holidays (e.g., Thanksgiving, Labor Day).

- Temporary sound barriers shall be constructed between construction sites and affected uses.

144. MM NOI-1b. The contractor shall inform residents and business operators at properties within 300 feet of the Project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Noise-related complaints shall be directed to the City's Community Development Department.

145. MM NOI-3a. All noise-generating rooftop building equipment, such as air conditioners and kitchen ventilation systems, shall be installed away from existing and proposed noise-sensitive receptors (i.e., residences) or be placed behind adequate noise barriers.

146. MM TRANS-1a. Future development occurring under the proposed Project shall be required to prepare a Construction Transportation Management Plan for review and approval by the City prior to issuance of a building permit to address and manage traffic during construction and shall be designed to:

- Prevent traffic impacts on the surrounding roadway network

- Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable

- Ensure safety for both those constructing the project and the surrounding community

- Prevent substantial truck traffic through residential neighborhoods

- The Construction Transportation Management Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, Fire, and Police, to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following throughout the Duration of Construction:

- A detailed Construction Transportation Management Plan for work zones shall be maintained. At a minimum, this shall include parking

and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval.

- Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit.

- Streets and equipment shall be cleaned in accordance with established Public Works requirements.

- Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself.

- Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.

- Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.

- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.

Project coordination elements that shall be implemented prior to commencement of construction:

- The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved Construction Impact Mitigation Plan).

- A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any

construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way shall be obtained.

- Timely notification of construction schedules shall be provided to all affected agencies (e.g., Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.

- Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.

- Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.

147. MM TRANS-3a. East Grand Avenue/West Branch Street: The Applicants shall modify the lane geometry of the intersection of East Grand Avenue and West Branch Street in order to design and install the necessary improvements including widening, restriping, and curb reconstruction of westbound West Branch Street/ northbound West Branch Street to create an exclusive right turn lane. The Applicants shall submit plans for the restriping of West Branch Street including any modifications necessary to the northeast curb return and sidewalk to provide for design vehicle turning movements to the City for review and approval from the City Engineer, concurrent with the submittal of the project's public improvement plans. Road improvements shall be installed, inspected, and approved by the City prior to issuance of the first certificate of occupancy.

148. MM TRANS-3b. East Grand Avenue/West Branch Street: The Applicants shall pay a fair share portion of the design and construction costs for a transportation improvement that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies.

    The Applicant shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of east Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.

    The Applicants shall submit payment of their fair share of funding for the above mitigation prior to issuance of grading and/or building permits. The City shall determine the amount of payment of fair shares for each Applicant commensurate with metrics that demonstrate the relative level and intensity of proposed

development (e.g., square footage, land use type, trip generation, etc.). The City shall establish a separate East Grand Avenue/West Branch Street traffic mitigation fund to accept the Applicant's payment(s).

EXHIBIT D

EAST CHERRY AVENUE SPECIFIC PLAN PROJECT

SIGNIFICANT ENVIRONMENTAL EFFECTS, FINDINGS OF FACT, MITIGATION MEASURES, MONITORING PROGRAM, AND STATEMENT OF OVERRIDING CONSIDERATIONS

PURPOSE OF THE FINDINGS

The purpose of these findings is to satisfy the requirement of Public Resources Code Section 21000, et seq., and Sections 15091, 15092, 15093 and 15097 of the CEQA Guidelines, 14 Cal. Code Regulations, Sections 15000, et seq., associated with approval of the East Cherry Avenue Specific Plan Project. These findings provide the written analysis and conclusions of the City Council regarding the Project. They are divided into general sections, each of which is further divided into subsections. Each addresses a particular impact topic and/or requirement of law. At times, these findings refer to materials in the administrative record, which is available for review in the City's Planning Division.

PROJECT OBJECTIVES

Pursuant to CEQA Guidelines Section 15124, the environmental impact report (EIR) must identify the objectives sought by the proposed project. As noted in Section 2.5 of the Final EIR for the Project, the Project objectives are:

- To designate appropriate land uses and design guidelines within the Specific Plan that will guide future development within the Project site;
- To provide for historical, recreational, and residential opportunities that both complement and augment the existing uses in the City;
- To comply with the Agriculture, Conservation and Open Space Element Implementation Policy AG 14.2 with the protection and preservation of offsite agricultural lands;
- To set forth a development plan(s) capable of underwriting the cost of public and private infrastructure and capital improvements proposed as part of the Specific Plan; and,
- To promote orderly and attractive community development in the context of existing neighborhoods and in recognition of future development in the vicinity.

PROJECT DESCRIPTION

The Project site consists of three adjacent parcels under separate ownerships referred to as Subarea 1 – a 2.16-acre plot owned by SRK Hotels; Subarea 2 – a 11.62-acre plot owned by Mangano Homes, Inc.; and Subarea 3 – a 1.51-acre plot owned by the Arroyo Grande Valley Japanese Welfare Association (JWA). In total, the Project includes 15.29 acres at the southeast corner of Traffic Way and East Cherry Avenue. Subarea 1 is currently zoned as Traffic Way Mixed-Use (TMU) for the use of automobile sale and services. Subarea 2 remains undeveloped and has historically been zoned for agricultural production. Subarea 3, however, has a deep rooted history dating back to its original purchase in the 1920s by the JWA and until 2011, has been host to a variety of uses.

The Project is a Specific Plan, General Plan Amendment, Development Code Amendment and Vesting Tentative Tract Map. The intent of the Project is to develop a specific plan with mixed use and residential uses along the frontage of East Cherry Avenue and Traffic Way, with the inclusion of a circulation network consisting of collector streets and residential alleys. Subarea 1 of the Project site would be developed with a 90- to 100-room hotel and restaurant use under a Conditional Use Permit (CUP). The Project envisions the development of Subarea 2 for residential use as a 60-lot subdivision with 58 single-family residential lots along with a 0.35-acre neighborhood park that also acts as a drainage basin. The proposed development of Subarea 3 would provide for a mix of retail, residential and visitor serving uses that expresses the ideologies of the JWA and is both compatible with and supports the local community.

Major Project components outlined in the East Cherry Avenue Specific Plan include:

1) Establishment of a land use plan and design concepts for the properties within the Specific Plan, consistent with the City of Arroyo Grande's General Plan;

2) Sustainable design and development practices;

3) A circulation system with a new Project collector and residential streets, a residential alley, and offsite improvements to the existing East Cherry Avenue;

4) A drainage system designed to direct stormwater to historical points of discharge, as well as incorporate Low Impact Development (LID) methodologies and other methods of on-site infiltration and stormwater reuse; and

5) Extension of utility lines and infrastructure.

THE CEQA PROCESS

A Draft and a Final Environmental Impact Report (collectively, the "EIR") has been prepared for and by the City in accordance with the California Environmental Quality Act ("CEQA", Public Resources Code Sec 21000 et seq.), and the State CEQA Guidelines (14 Cal. Code of Regulations, Sections 15000 et seq.) in connection with the Project. The EIR for the Project consists of the following:

A. Draft Environmental Impact Report ("DEIR"), issued April 11, 2016;

B. All appendices to the DEIR;

C. Final Environmental Impact Report ("FEIR"), issued July 21, 2016, containing all written comments and responses on the DEIR, refinements and clarifications to the DEIR, the mitigation monitoring and reporting program, and technical appendices;

D. All of the comments and staff responses entered into the record orally and in writing, as well as accompanying technical memoranda or evidence entered into the record.

In conformance with CEQA, the City has taken the following actions in relation to the EIR:

FINDINGS ARE DETERMINATIVE

The City Council certifies that the EIR has been completed in compliance with CEQA and that it was presented to, and reviewed and considered by, the City Council prior to acting on the Project. In so certifying, the City Council recognizes that there may be differences in and among the different sources of information and opinions offered in the documents and testimony that make up the EIR and the administrative record; that experts disagree; and that the City Council must base its decision and these findings on the substantial evidence in the record that it finds most compelling. Therefore, by these findings, the City Council ratifies, clarifies, and/or makes insignificant modifications to the EIR and resolves that these findings shall control and are determinative of the significant impacts of the Project.

The mitigation measures proposed in the EIR are adopted in this document, substantially in the form proposed in the EIR, with such clarifications and non-substantive modifications as the City Council has deemed appropriate to implement the mitigation measures. Further, the mitigation measures adopted in this document are expressly incorporated into the Project pursuant to the adopted conditions of approval.

The findings and determinations in this document are to be considered as an integrated whole and, whether or not any subdivision of this document to cross-reference or incorporate by reference any other subdivision of this document, that any finding or determination required or permitted to be made shall be deemed made if it appears in any portion of this document. All of the text included in this document constitutes findings and determinations, whether or not any particular caption sentence or clause includes a statement to that effect.

Each finding herein is based on the entire record. The omission of any relevant fact from the summary discussions below is not an indication that a particular finding is not based in part on the omitted fact.

Many of the mitigation measures imposed or adopted pursuant to this document to mitigate the environmental impacts identified in the administrative record may have the effect of mitigating multiple impacts (e.g., conditions imposed primarily to mitigate traffic impacts may also secondarily mitigate air quality impacts, etc.). The City Council has not attempted to exhaustively cross-reference all potential impacts mitigated by the imposition of a particular mitigation measure; however, such failure to cross-reference shall not be construed as a limitation on the potential scope or effect of any such mitigation measure.

Reference numbers to impacts, mitigation measures, and page numbers in the following sections are to the page numbers used in the EIR, as specified.

IMPACTS, MITIGATION MEASURES, AND FINDINGS

In conformance with Section 15091 of the State CEQA Guidelines, this section of the findings lists each significant environmental effect of the project listed in the EIR; describes those mitigation measures recommended in the EIR; and, as required by Section 15091(a), finds that either: the adopted mitigation measures have substantially lessened the significant effect; the adopted mitigation measures, though implemented, do not substantially lessen the significant effect; the mitigation measures cannot be adopted and implemented because they are the responsibility of another public agency; or that specific considerations make infeasible the mitigation measures identified in the EIR.

All feasible mitigation measures listed below have been incorporated into the Mitigation Monitoring and Reporting Program ("MMRP") for this project. Compliance with the MMRP is a condition of approval of the Project, and the construction of the Project will incorporate all conditions contained in the MMRP.

Aesthetics and Visual Resources

Impact

VIS-1: Implementation of the Project would result in impacts to the existing aesthetic and visual resources present at the site and surrounding areas, particularly the adjacent hillside and distant views of the San Lucia Range.

VIS-4: The proposed Project would introduce new sources of nighttime light, impacting the quality of the nighttime sky and increasing ambient light.

Mitigation

MM VIS-1a. The Architectural Review Committee shall review Project design and consider impacts to the scenic resources available on or adjacent to the Project site, with particular consideration to the Santa Lucia Mountains. This includes the review of building siting, height, massing, design, and setbacks. The Architectural Review Committee shall determine whether structures obstruct important views of scenic resources, and/or propose design alterations to reduce impacts to important views of scenic resources.

MM VIS-4a. Upon review of the Project, the Architectural Review Committee shall consider the minimization of the number streetlights along East Cherry Avenue to reduce lighting effects upon the visual quality nighttime sky. However, the Architectural Review Committee shall allow adequate streetlights and security lighting for public safety.

Finding

Implementation of the above FEIR mitigation measures would reduce impacts to aesthetics and visual resources from development to a **less than significant** level.

Evidence in Support of Finding

The FEIR analyzed potential impacts to views of distant topography and the Santa Lucia range by identifying Key Viewing Areas (KVAs), using photosimulations, and assessing characteristics of scenic resources such as visual quality viewer exposure, and view sensitivity. MM VIS-1a

would ensure adequate review by the Architectural Review Committee to ensure that the Project does not block important views of scenic resources such as the Santa Lucia Mountains, and adheres to goals and standards established by the City that minimize impacts to scenic resources.

The FEIR found that development of the Project site would alter current lighting conditions by significantly increasing the amount of exterior light fixtures and light produced within the Project site, although no lighting plan was available at the time of analysis. The implementation of MM VIS-4a would require the Architectural Review Committee to consider lighting impacts prior to approval, which would reduce potential impacts to nighttime lighting associated with the Project to the maximum extent feasible, while still retaining lighting for safety and security purposes. See Section 3.1.4, *Aesthetics and Visual Resources*, of the FEIR, pages 3.1-18 through 3.1-21 and 3.1-24 through 3.1-26.

Agricultural Resources

Impact

AG-2: The proposed Project would result in the conversion of agricultural land uses within the Project site, creating potentially significant impacts with respect to consistency with City Goal Ag1 and related policies in the Agriculture, Conservation and Open Space Element, which seek protection of prime farmland.

Mitigation

MM AG-2a. The Applicant (Arroyo Grande Valley JWA) shall mitigate for the loss of 1.74 acres of prime farmland soils within Subarea 3 pursuant to General Plan Goal Ag1 and related policies. At the discretion of the City Council, options may include, but not be limited to: 1) Applicant to purchase a parcel of land (size to be determined by City Council) to be put into an agricultural conservation easement, 2) Applicant to pay in-lieu fees to a designated fund dedicated to acquiring and preserving agricultural land; 3) Council may determine that the 9.79-acre parcel intended to mitigate the loss of prime soils for Subarea 2 also mitigates impacts within Subarea 3; or 4) any other approach determined to be acceptable to the City Council to satisfy the intent of General Plan Goal Ag1 and related policies.

In making their determination, the City Council may consider the following circumstances: 1) the loss of prime agricultural land for the entire Specific Plan area, including for Subarea 3, is considered less than significant based on the LESA methodology (see Impact AG-1); and 2) Subarea 3 has not historically been in agricultural production.

Based on the above considerations, on July 26, 2016, the City Council determined that no additional mitigation measures (either dedicated land or fees) will be required, provided that development for Subarea 3 is in substantial conformance with what is described in the Specific Plan.

Finding

Implementation of the above FEIR mitigation measure would reduce potentially significant impacts to agricultural resources from development to a **less than significant** level.

Evidence in Support of Finding

The FEIR found that the Project would convert prime farmland to nonagricultural uses and would change the existing agricultural zoning within Subareas 2 and 3 to nonagricultural zoning. Although Subarea 2 contains prime soils and is zoned for agriculture, the City Council determined that offsite agricultural protection of a 9.79-acre parcel located at 1189 Flora Road would serve as mitigation for Subarea 2.

However, the FEIR found that Subarea 3 contains 1.74 acres of prime soils and is zoned for agriculture, which would require mitigation for the loss of agricultural resources under General Plan Policy Ag1-4.2. Application of MM AG-2a would ensure compliance with Policy Ag1-4.2 and that agricultural resources within Subarea 3 are appropriately mitigated. The City Council must determine if the proposed 9.79-acre offsite agricultural parcel also mitigates for impacts within Subarea 3, or if other measures would need to be taken. See Section 3.2.4, *Agricultural Resources*, of the FEIR, pages 3.2-16 through 3.2-19.

Air Quality and Greenhouse Gas Emissions

Impact

AQ-1: The proposed Project would result in significant short-term construction-related air quality impacts from dust and air pollutant emissions generated by grading and construction equipment operation.

AQ-2: The proposed Project would result in significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions.

AQ-3: Release of toxic diesel emissions during initial construction and long-term operation of the proposed Project could expose nearby sensitive receptors to such emissions.

AQ-5: The proposed Project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan.

Mitigation

MM AQ-1a. The following standard air quality mitigation measures shall be implemented during construction activities at the Project site:

1. Reduce the amount of disturbed area where possible;

2. Water trucks or sprinkler trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require twice-daily applications. All dirt stock pile areas should be sprayed daily as needed. Increased watering frequency would be required when wind speeds exceed 15 miles per hour (mph). Reclaimed water (non-potable) shall be used when possible;

3. All dirt stock pile areas should be sprayed daily as needed;

4. 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;

5. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating native grass seed and watered until vegetation is established;

6. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;

7. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

8. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

9. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114;

10. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

11. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;

12. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and

13. The contractor or builder should designate a person or persons to monitor the fugitive dust control emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

MM AQ-1b. The following standard air quality mitigation measures for construction equipment shall be implemented during construction activities at the Project site:

1. Maintain all construction equipment in proper tune according to manufacturer's specifications;

2. Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).

3. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;

4. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines and comply with the State On-Road Regulation;
5. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;

6. On- and off-road diesel equipment shall not be allowed to idle for more than five minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the five-minute idling limit;

7. Diesel idling within 1,000 feet of sensitive receptors in not permitted;

8. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;

9. Electrify equipment when feasible;

10. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

11. Use alternatively fueled construction equipment onsite where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

MM AQ-1c. A Construction Activity Management Plan shall be included as part of Project grading and building plans and shall be submitted to the APCD for review and to the City for approval prior to the start of construction. In addition, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone of such persons shall be provided to the APCD prior to land use clearance for map recordation and grading. The plan shall include but not be limited to the following elements:

1. Schedule construction truck trips during non-peak hours (as determined by the Public Works Director) to reduce peak hour emissions;

2. Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation;

3. Limit the length of the construction work-day period, if necessary; and,

4. Phase construction activities, if appropriate.

MM AQ-1d. To reduce ROG and NOx levels during the architectural coating phase, low or no VOC-emission paint shall be used with levels of 50 g/L or less, such as Benjamin Moore Natura Paint (Odorless, Zero VOC Paint).

MM AQ-2a. The Applicants shall include the following:

1. Water Conservation Strategy: The Applicants shall install fixtures with the EPA WaterSense Label, achieving 20 percent reduction indoor. The Project shall install drip, micro, or fixed spray irrigation on all plants other than turf, also including the EPA WaterSense Label, achieving 15 percent reduction in outdoor landscaping.

2. Solid Waste: The Applicants shall institute recycling and composting services to achieve a 15 percent reduction in waste disposal, and use waste efficient landscaping.

Fugitive Dust: The Applicants shall replace ground cover of at least 70 percent of area MM AQ-2b. Consistent with standard mitigation measures in Table 3-5 of the APCD CEQA Air Quality Handbook, the following mitigation measures would apply to the Project.

Mitigation Measures Included from APCD CEQA Air Quality Handbook				
Measure #	**Measure Type**	**Mitigation Measure**	**Pollutant Reduced[1]**	**Applicant(s) Will Include This Mitigation**
Applicable to All Subareas				
1.	Site design, Transportation	Improve job / housing balance opportunities within communities.	O, P, GHG	**All** Subarea 2 will pay affordable housing in lieu fee. Subarea 3 would be below market rate.
2.	Site design	Orient buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment.	O, P, GHG	**All**
3.	Site design	Provide good access to/from the development for pedestrians, bicyclists, and transit users.	O, P, GHG	**All** Improvements to East Cherry Avenue include new bicycle lanes and sidewalks, where none exist now. The collector road will have bicycle lanes and sidewalks.
4.	Site design	Pave and maintain the roads and parking areas	P	**All**
5.	Site design	Increase density within the urban core and urban reserve lines.	O, P, GHG	**All** Assumed 5 dwelling units per acre for Subarea 2 and 15 dwelling units/acre for Subarea 3. Subarea 1 = 36 full time equivalent jobs.
6.	Site design; transportation	Provide easements or land dedications and construct bikeways and pedestrian walkways.	O, P, GHG	**All**
7.	Energy efficiency	Utilize built-in energy efficient appliances (i.e. Energy Star®).	O, P, GHG	**All** Assume 100% of appliances would be energy efficient for all subareas.
8.	Energy efficiency	Utilize energy efficient interior lighting.	O, P, GHG	**All** 100% lighting energy reduction for all subareas.
Applicable to Subarea 1				
9.	Site design	Driveway design standards (e.g., speed bumps, curved driveway) for self-enforcing of reduced speed limits for unpaved driveways.	P	**Subarea 1** Assumed 15 MPH for unpaved roads.

10.	Site design	Development is within 1/4 mile of transit centers and transit corridors.	O, P, GHG	**Subarea 1** Closest transit stop is at Traffic Way & Fair Oaks.
11.	Site design	No residential wood burning appliances.	O, P, GHG	**Subarea 1**
12.	Site design	Trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar-heated water and photovoltaic panels. Roof design shall include sufficient south facing roof surface, based on structures size and use, to accommodate adequate solar panels. For south facing roof pitches, the closest standard roof pitch to the ideal average solar exposure shall be used.	O, GHG	**Subarea 1**
13.	Energy efficiency	Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted.	O, GHG	**Subarea 1**
14.	Energy efficiency	Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.	O, GHG	**Subarea 1** Minimum of 120 trees planted.
15.	Energy efficiency	Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG	**Subarea 1**
16.	Energy efficiency	Install high efficiency heating and cooling systems.	O, GHG	**Subarea 1**
17.	Energy efficiency	Utilize high efficiency gas or solar water heaters.	O, P, GHG	**Subarea 1**
18.	Energy efficiency	Utilize double-paned windows.	O, P, GHG	**Subarea 1**
19.	Energy efficiency	Utilize low energy street lights (i.e. sodium).	O, P, GHG	**Subarea 1**
20.	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG	**Subarea 1**
21.	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG	**Subarea 1**
22.	Energy efficiency	Participate in and implement available energy-efficient rebate programs including air	O, P, GHG	**Subarea 1**

		conditioning, gas heating, refrigeration, and lighting programs.		
23.	Energy efficiency	Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs.	O, P, GHG	**Subarea 1**
24.	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind, geothermal, low-impact hydro, biomass and bio-gas).	O, P, GHG	**Subarea 1**
25.	Energy efficiency	Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.	O, GHG	**Subarea 1**
26.	Transportation	Project provides a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.	O, P, GHG	**Subarea 1**
27.	Transportation	Provide electrical charging station for electric vehicles.	O, P, GHG	**Subarea 1**
28.	Transportation	Provide free-access telework terminals and/or wi-fi access in multi-family projects.	O, P, GHG	**Subarea 1**
Applicable to Subarea 2				
29.	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG	**Subarea 2** Includes 20% electric leafblower and chainsaw.
30.	Site design; transportation	Incorporate traffic calming modifications to Project roads, such as narrower streets, speed platforms, bulb-outs and intersection designs that reduce vehicles speeds and encourage pedestrian and bicycle travel.	O, P, GHG	**Subarea 2** East Cherry Avenue = 100% improvement. Collector road = 25%.
31.	Energy efficiency	Orient 75 percent or more of homes and/or buildings to be aligned north / south to reduce energy used to cool buildings in summer.	O, GHG	**Subarea 2**
32.	Energy efficiency	Design building to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design).	O, GHG	**Subarea 2**
33.	Energy efficiency	Utilize low energy traffic signals (i.e. light emitting diode).	O, P, GHG	**Subarea 2**

34.	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind, geothermal, low-impact hydro, biomass and bio-gas).	O, P, GHG	**Subarea 2** PVs will be an option for home buyers.
35.	Transportation	Provide storage space in garage for bicycle and bicycle trailers, or covered racks / lockers to service the residential units.	O, P, GHG	**Subarea 2**
Applicable to Subarea 3				
36.	Site design	Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe (including appropriate signalization and signage).	O, P, GHG	**Subarea 3**
37.	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG	**Subarea 3** Includes 20% electric leafblower and chainsaw.
38.	Energy efficiency	Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG	**Subarea 3**
39.	Energy efficiency	Install high efficiency heating and cooling systems.	O, GHG	**Subarea 3**
40.	Energy efficiency	Utilize double-paned windows.	O, P, GHG	**Subarea 3**
41.	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG	**Subarea 3**
42.	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG	**Subarea 3**

[1] O = Ozone; P = Particulate; DPM = Diesel Particulate Matter; GHG = Greenhouse Gas (GHG)

MM AQ-3a. The Applicants shall implement the following Best Available Control Technology (BACT) for diesel-fueled construction equipment, where feasible, to minimize the exposure of diesel exhaust to sensitive receptors:

1. Further reduce emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;

2. Repowering equipment with the cleanest engines available; and,

3. Installing California Verified Diesel Emission Control Strategies.

MM AQ-3b. The Applicants shall ensure that all equipment used in operational activities has the necessary APCD permits when appropriate. To minimize potential delays, prior to the start of

development within each subarea, the APCD's Engineering Division shall be contacted for specific information regarding permitting requirements.

MM AQ-5a. Consistent with the City's Goal CT4 to promote transit use, the Applicants shall coordinate with the City Public Works and Community Development Department and work with SLORTA and SCT to establish a sheltered transit stop on East Cherry Avenue near the Project site.

Finding

Nine mitigation measures would help to reduce four potentially significant impacts to air quality and greenhouse gas emissions; two impacts (Impact AQ-2 and Impact AQ-5) would remain **significant and unavoidable** and two impacts (Impact AQ-1 and Impact AQ-3) would be reduced to a **less than significant** level.

Evidence in Support of Finding

CalEEMod was used to estimate construction air quality emissions after application of MM AQ-1a through d, and showed construction emissions from the Project would be below the APCD thresholds (see Table 3.3-7 and Appendix E of the FEIR). See Section 3.3.4, *Air Quality and Greenhouse Gas Emissions*, of the FEIR, pages 3.3-18 through 3.3-22.

After implementation of MM AQ-2a and b, operational emissions estimated with CalEEMod were reduced, but ROG + NO_x were still found to be above the APCD thresholds and would therefore be significant and unavoidable (Table 3.3-9 and Appendix E of the FEIR).

The FEIR found that the Project is not located near a significant source of TACs, but the Project has the potential to produce TACs during construction and operational activities adjacent to residential uses. Implementation of MM AQ-3a and b would ensure TAC emissions generated by the Project would be less than significant near sensitive receptors as Applicants would apply appropriate diesel particulate control technology to construction equipment and obtain appropriate APCD permits for the operation of equipment. See Section 3.3.4, *Air Quality and Greenhouse Gas Emissions*, of the FEIR, pages 3.3-23 through 3.3-31.

The FEIR evaluated Project consistency with the 2001 Clean Air Plan against population projections, vehicle trips, and use of Transportation Control Measures (TCMs), and found that although the Project incorporates land use strategies outlined in the Clean Air Plan, population growth and vehicle trip generation associated with the Project would exceed the Clean Air Plan's projections. While implementation of MM AQ-5a would expand the local transit network and potentially reduce trip generation associated with the Project, the Project would continue to

exceed projections in the 2001 Clean Air Plan. See Section 3.3.4, *Air Quality and Greenhouse Gas Emissions*, of the FEIR, pages 3.3-33 through 3.3-36.

Biological Resources

Impact

BIO-1: Project construction and major alteration of the Project site would result in a loss of low-value agricultural and disturbed ruderal habitats and potential indirect impacts to the adjacent oak woodland habitat.

BIO-2: Project construction and operation has the potential to create significant impacts to the movement of native resident or migratory wildlife on the Project site.

Mitigation

MM BIO-1a. Construction equipment and vehicles shall be stored at least 100 feet away from areas associated with the existing drainage and adjacent oak woodland habitat, and all construction vehicle maintenance shall be performed in a designated vehicle storage and maintenance area.

MM BIO-2a. Vegetation removal and initial site disturbance for Project construction shall be conducted between September 1 and January 31, outside of the primary nesting season for birds, unless City-approved preconstruction nesting bird surveys are conducted that determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found, then these nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nest, which shall be in place until the adults and young of the year no longer rely on the nest site for survival. The study, surveys, findings, and recommendations shall be prepared by a City approved qualified biologist. Compliance shall be verified by the Project Environmental Monitor through submission of compliance reports.

Finding

Implementation of the above FEIR mitigation measures would reduce potentially significant impacts to biological resources from development to a **less than significant** level.

Evidence in Support of Finding

The FEIR found that existing habitats with the Project site are low value and impacts associated with habitat removal would be minimal due to the fact that the Project site has been disturbed for over 60 years. However, the Project site is adjacent to a drainage ditch with riparian vegetation and a hillside slope with oak woodland habitat. The Project would not directly impact habitat, but has the potential to have a significant impact indirectly from construction activities. Application of MM BIO-1a, which requires a construction management plan to place staging and maintenance areas away from sensitive biological resources, would reduce potential indirect construction impacts to the adjacent oak woodland hillside by limiting noise, human presence, and operation of equipment near the hillside. See Section 3.4.4, *Biological Resources*, of the FEIR, pages 3.4-15 and 3.4-16.

The FEIR and associated Biological Resources Assessment found that oak trees, other nonnative trees, and ruderal vegetation within the Project site provide suitable nesting habitat for birds. Implementation of MM BIO-2a would reduce potential impacts to migratory birds by ensuring no nesting birds are present during vegetation removal activities. See Section 3.4.4, *Biological Resources*, of the FEIR, pages 3.4-17 through 3.4-18, and Appendix F.

Hazards and Hazardous Materials

Impact

HAZ-2: Implementation of the proposed Project could 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.

HAZ-4: Implementation of the proposed Project could expose people or structures to a significant risk of loss, injury, or death involving wildland fire, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Mitigation

MM HAZ-2a. Prior to earthwork activities, a Site-specific Health and Safety Plan shall be developed per California Occupational Safety and Health Administration (Cal/OSHA) requirements. All construction employees that have the potential to come into contact with contaminated soil/bedrock and safety plan, which includes proper training and personal protective equipment.

MM HAZ-2b. During earthwork activities, procedures shall be followed to eliminate or minimize construction worker or general public exposure to lead and other potential contaminants in soil. Procedures shall include efforts to control fugitive dust, contain and cover excavation debris piles, appropriate laboratory analysis of soil for waste characterization, and segregation of contaminated soil from uncontaminated soil. The applicable regulations associated with excavation, removal, transportation, and disposal of contaminated soil shall be followed (e.g., tarping of trucks and waste manifesting).

MM HAZ-2c. Prior to beginning construction, additional subsurface sampling of soil/bedrock and groundwater shall be conducted to assess potential releases associated with the listed former adjacent land uses and the potential migration of contaminants onto the Project site. The analytical suite selected shall be consistent with those uses, and shall include applicable analytical methods for appropriate waste characterization and disposal. The sampling strategy shall take into account the locations of potential source areas, and the anticipated lateral and vertical distribution of contaminants in soil and/or groundwater. The results of the investigation shall be documented in a report that is signed by a California Professional Geologist. The report shall include recommendations based upon the findings for additional investigation/remediation if contaminants are detected above applicable screening levels (e.g., excavate and dispose, groundwater and/or soil vapor extraction, or in situ bioremediation).

MM HAZ-4a. All Applicants shall prepare and submit a comprehensive Wildfire Emergency Management Plan for review by the FCFA and the City. The Plan shall consist of measures to reduce the potential for structural damage to the proposed development including:

1. A detailed description and map of fire protection apparatus and staging locations, the locations of the electric and gas shut off controls, emergency meeting locations, and emergency supply locations; and

2. Relevant building design specifications that would qualify the building for identification as a safe refuge during a wildfire.

MM HAZ-4b. Require fire resistant material to be used for building construction in fire hazard areas. Require the installation of smoke detectors in all new residences.

MM HAZ-4c. The Project site shall be inspected annually by the FCFA. This shall include an inspection of the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.

MM HAZ-4d. Each hotel room shall be required to have an emergency evacuation plan posted in a visible location. Additionally each room shall have a Wildfire Emergency Procedures binder, which shall include relevant information from the Wildfire Emergency Management Plan, such

as the locations of safe refuges, locations of First Aid and emergency supplies, and emergency contacts within the hotel. Training requirements for front-desk hotel staff and any other staff routinely interacting with the public shall include First Aid and First Responder certification as well as annual requirements for wildfire emergency management training scenario exercises prior to the onset of fire season.

MM HAZ-4e. The final plant selections for Subareas 1 and 2 shall be limited to fire-resistant native species. Non-native species shall not be included in the final landscaping plan. The final landscape plan for Subareas 1, 2, and 3 shall define precisely the final location and character of trees, as well as locations and types of new plantings.

Finding

Two impacts to hazards and hazardous materials would be potentially significant. Implementation of the above eight FEIR mitigation measures would reduce all potentially significant impacts to hazards and hazardous materials to a **less than significant** level.

Evidence in Support of Finding

The FEIR found that a low potential exists for subsurface contamination within the site related to the adjacent fueling station. The Site-specific Health and Safety Plan as outlined in MM HAZ-2a, procedures contained within MM HAZ-2b, and subsurface sampling is expected to reduce impacts in the event hazardous materials are uncovered during construction. These mitigation measures would reduce health and safety impacts from potential exposure to hazardous materials to a less than significant level. See Section 3.6.4, *Hazards and Hazardous Materials*, of the FEIR, pages 3.5-14 through 3.5-16.

The FEIR found that the Project site is within an area with moderate to high wildfire potential. Implementation of MM HAZ-4a through c would reduce the risk of damage or loss from wildfire with the requirement of a Wildfire Emergency Management Plan that would be reviewed by the Five Cities Fire Authority (FCFA), the use of fire-resistant building materials, and routine inspections performed by the FCFA. As Subarea 1 uses could expose persons to wildfire risks, MM HAZ-4d would require an emergency evacuation plan, staff training, and emergency procedures to reduce damage and loss in the event of a wildfire. In addition, MM HAZ-4e would apply to Subareas 1 and 2, limiting landscaping to fire-resistant and native species to reduce the amount of biofuel within the Project site. See Section 3.6.4, *Hazards and Hazardous Materials*, of the FEIR, pages 3.5-17 through 3.5-20.

Hydrology and Water Quality

Impact

HYD-1: Construction of the proposed Project has the potential to significantly impact surface water quality from increased erosion, sedimentation and polluted runoff.

HYD-3: The proposed Project would alter existing onsite drainage systems, resulting in potential impacts to the erosion, siltation, and flooding on or off the site.

Mitigation

MM HYD-1a. Notice of Intent. Prior to beginning construction, the Applicants shall file a Notice of Intent (NOI) for discharge from the proposed development site.

MM HYD-1b. Storm Water Pollution Prevention Plan. The Applicants shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department prior to the issuance of grading permits. The contractor is responsible for understanding the State General Permit and implementing the SWPPP during construction. A SWPPP for site construction shall be developed prior to the initiation of grading and implemented for all construction activities on the Project site in excess of one acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMP methods may include, but would not be limited to, the use of temporary detention basins, straw bales, sand bagging, mulching, erosion control blankets, silt fencing, and soil stabilizers. Additional BMPs should be implemented for any fuel storage or fuel handling that could occur onsite during construction. The SWPPP must be prepared in accordance with the guidelines adopted by the State Water Resources Control Board (SWRCB). The SWPPP shall be submitted to the City along with grading/development plans for review and approval.

MM HYD-1c. Notice of Termination of Construction. The Applicants shall file a notice of termination of construction of the development with the RWQCB, identifying how pollution sources were controlled during the construction of the Project and implementing a closure SWPPP for the site.

MM HYD-1d. All required actions shall be implemented pursuant to Municipal Code 13.24.110 including Storm Water Control Plan submitted to the City of Arroyo Grande and the RWQCB regulations under the NPDES Phase II program.

MM HYD-3a. Storm Water Quality Treatment Controls. Best Management Practice (BMP) devices shall be incorporated into the project Final Master Drainage Plan. The devices shall be sited and sized to intercept and treat all dry weather surface runoff, the runoff from 28 percent of the 2-year storm event, and accommodate the first flush (1 inch) during 24-hour storm events. The storm water quality system must be reviewed and approved by the City.

MM HYD-3b. Stormwater BMP Maintenance Manual. The Applicants shall prepare a development maintenance manual for the Project, which shall include detailed procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned and maintained in accordance with the manufacturer's maintenance specifications. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., October 15th) and immediately after the end of the rainy season (i.e., May 15th). The manual shall also require that all devices be checked after major storm events.

MM HYD-3c. Stormwater BMP Semi-Annual Maintenance Report. The developer or acceptable maintenance organization shall submit to the City of Arroyo Grande Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15th and April 15th of each year). The requirement for maintenance and report submittal shall be recorded against the property.

Finding

Implementation of the above seven FEIR mitigation measures would reduce all potentially significant impacts to hydrology and water quality to a **less than significant** level.

Evidence in Support of Finding

The FEIR found that construction and grading activities could expose disturbed ground to erosion or introduce pollutants into stormwater runoff. Implementation of MM HYD-1a through d, which requires a SWPPP and noticing to comply with the SWRCB, would reduce stormwater related impacts resulting from construction. See Section 3.6.4, *Hydrology and Water Quality*, of the FEIR, pages 3.6-13 through 3.6-15.

The Project would replace 15.29 acres of permeable surfaces with development containing largely impervious surfaces. Drainage conditions under the proposed Project are based on the Hydrology Report within Appendix J of the FEIR. Application of MM HYD-3a through c requires the implementation of BMPs that would reduce impacts related to drainage patterns within the

Project site. See Section 3.6.4, *Hydrology and Water Quality*, of the FEIR, pages 3.6-17 through 3.6-20.

Land Use and Planning Policies

Impact

LU-3: The proposed Project is potentially inconsistent with adopted City policies in the General Plan designed to protect agricultural resources, public views, recreational resources, and reduce the threat to new developments from fire.

Mitigation

Implementation of mitigation measures MM VIS-1a, MM VIS-4a, MM AG-1a, MM HAZ-4a–e, and MM REC-1a would ensure that the proposed Project is consistent with adopted City policies in the General Plan that relate to reducing the threat to new development from fire; and that relate to protecting agricultural resources, public views, and recreational resources.

Finding

With implementation of nine proposed mitigation measures included in other FEIR impact sections, potentially significant impacts to land use and planning policies would be mitigated to a **less than significant** level.

Evidence in Support of Finding

Project consistency with relevant General Plan policies are analyzed within Table 3.7-3 of the FEIR (pages 3.7-9 through 17), and found the Project to be potentially inconsistent with the following policies: COS1-1, LU11-2.4, Ag1-4, Ag1-4.2, S3, S3-1, and PR1. The FEIR found that implementation of MM VIS-1a, MM VIS-4a, MM AG-1a, MM HAZ-4a through e, and MM REC-1a would achieve consistency with the above policies and reduce impacts to less than significant. See Section 3.7.4*, Land Use*, of the FEIR, pages 3.7-5 through 3.7-8.

Noise

Impact

NOI-1: Short-term construction activities would temporarily generate adverse noise and vibration levels that would exceed thresholds established in the City's General Plan Noise Element.

NOI-3: Long-term operational noise impacts associated with the Project from the operation of stationary equipment and site maintenance activities could potentially result in the exceedance of thresholds in the City's General Plan Noise Element.

Mitigation

MM NOI-1a. For all construction activity at the Project site, additional noise attenuation techniques shall be employed as needed to ensure that noise levels are maintained within levels allowed by the City's Noise Standards. Such techniques shall include, but are not limited to:

1. Sound blankets on noise-generating equipment.

2. Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.

3. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

4. The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No movement of heavy equipment shall occur on Sundays or official holidays (e.g., Thanksgiving, Labor Day).

5. Temporary sound barriers shall be constructed between construction sites and affected uses.

MM NOI-1b. The contractor shall inform residents and business operators at properties within 300 feet of the Project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Noise-related complaints shall be directed to the City's Community Development Department.

MM NOI-3a. All noise-generating rooftop building equipment, such as air conditioners and kitchen ventilation systems, shall be installed away from existing and proposed noise-sensitive receptors (i.e., residences) or be placed behind adequate noise barriers.

MM NOI-3b. The Applicant (SRK Hotels) shall submit a truck traffic plan to the City Public Works Department which will address timing, noise, location, and number of deliveries for each project component. The Applicant shall cooperate with the City to ensure that impacts to noise-sensitive receptors are mitigated to the maximum extent feasible.

Finding

The implementation of the above FEIR mitigation measures would reduce all potentially significant noise impacts from development to a **less than significant** level.

Evidence in Support of Finding

The FEIR estimated peak construction noise levels near sensitive receptors and found that construction noise would temporarily exceed thresholds. Implementation of MM NOI-1a and b would limit construction noise with noise attenuation techniques and noticing to residents. Residual construction noise impacts would be temporary and would occur within limited hours. See Section 3.8, *Noise*, of the FEIR, pages 3.8-14 through 3.8-18.

Operational noise impacts associated with the Project would be from HVAC systems and site maintenance, and would largely be associated with the proposed hotel and restaurant uses within Subarea 1. The FEIR found that noise levels associated with diesel delivery truck trips and trash pickup can reach approximately 80 dB. Implementation of MM NOI-3a and b would limit the extent of operational noise to impact sensitive receptors through the appropriate placement of HVAC systems and timing of truck deliveries. See Section 3.8, *Noise*, of the FEIR, pages 3.8-21 and 3.8-22.

Recreation

Impact

REC-1: The proposed Project would increase the use of and need for recreational facilities, resulting in potential increased physical deterioration of existing recreational facilities.

Mitigation

MM REC-1a. Development Impact Fees for Subarea 2. The Applicant for Subarea 2 shall pay a park improvement impact fee equal to the land value, plus twenty (20) percent of toward the cost of offsite improvement, for the additional 0.21 acres of parkland required to be dedicated pursuant to the provisions of Chapter 16.64.060 of the City Municipal Code. The value of this fee shall be based upon the fair market value of 0.21 acres, as determined by the formula provided in Section E of Municipal Code Chapter16.64.060, immediately prior to the filling of the final map. At the discretion of the Community Development Director, this requirement may be met by one of several alternative means that would result in additional dedication of lands for recreational use, such that Project suits the need for 0.56 acres of required parkland. Potential alternatives include the expansion of the existing proposed 0.35 neighborhood park to provide more adequate park space, implementation of trail connections from the property to proposed

trails identified in the City Bicycle and Trails Master Plan, or the connection of the Project proposed Class I Bikeway located along the Project Residential Collector road with the City proposed bikeway along Trinity Avenue.

Finding

Implementation of the above FEIR mitigation measure would reduce potentially significant impacts on recreational resources to a **less than significant** level.

Evidence in Support of Finding

The FEIR found that Subarea 2 of the Project would generate the need of an additional 0.21 acres of parkland. Application of MM REC-1a, which would require dedication of additional usable public recreation area and/or payment of parkland development impact fees for 0.21 acres would reduce impacts. See Section 3.9.4, *Recreation*, of the FEIR, pages 3.9-5 through 3.9-7.

Transportation and Traffic

Impact

TRANS-1: Project construction activities would potentially create short-term traffic impacts due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane and sidewalk closures, and loss of on-street parking.

TRANS-2: Project generated traffic would potentially cause the LOS at the Fair Oaks Avenue/Traffic Way intersection to deteriorate from acceptable to unacceptable LOS in both the AM and PM peak hours, causing a significant impact. With installation of a traffic signal, intersection LOS would be maintained at acceptable LOS.

TRANS-3: Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D.

TRANS-5: The proposed Project would potentially create conflicts with turning movements at driveways and intersections on the Project site.

Mitigation

MM TRANS-1a. Future development occurring under the proposed Project shall be required to prepare a Construction Transportation Management Plan for review and approval by the City prior to issuance of a building permit to address and manage traffic during construction and shall be designed to:

1. Prevent traffic impacts on the surrounding roadway network

2. Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable

3. Ensure safety for both those constructing the project and the surrounding community

4. Prevent substantial truck traffic through residential neighborhoods

The Construction Transportation Management Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, Fire, and Police, to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:

Ongoing Requirements throughout the Duration of Construction:

1. A detailed Construction Transportation Management Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval.

2. Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit.

3. Streets and equipment shall be cleaned in accordance with established Public Works requirements.

4. Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself.

5. Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.

6. Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.

7. Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.

Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction:

1. The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved Construction Impact Mitigation Plan).

2. A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way shall be obtained.

3. Timely notification of construction schedules shall be provided to all affected agencies (e.g., Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.

4. Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.

5. Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.

MM TRANS-2a. Fair Oaks Avenue/Traffic Way: A new traffic signal shall be installed at the intersection of Traffic Way and Fair Oaks Avenue.

MM TRANS-3a. East Grand Avenue/West Branch Street: The Applicants shall modify the lane geometry of the intersection of East Grand Avenue and West Branch Street in order to design and install the necessary improvements including widening, restriping, and curb reconstruction

of westbound West Branch Street/ northbound West Branch Street to create an exclusive right turn lane.

MM TRANS-3b. East Grand Avenue/West Branch Street: The Applicants shall pay a fair share portion of the design and construction costs for construction of two roundabouts at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way, or an alternative transportation improvements that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies. Applicants shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.

MM TRANS-5a *(Recommended Mitigation Measure)*. As part of review of permits for development of Subarea 1 and the proposed hotel/restaurant, a circulation study shall be prepared to guide driveway location, design, and ingress/egress access in such a way to ensure public safety and utility.

Finding

Four mitigation measures would help to reduce four potentially significant impacts on transportation and traffic; one impact (Impact TRANS-3) would remain **significant and unavoidable** and three impacts (Impact TRANS-1, Impact Trans-2, and Impact TRANS-7) would be reduced to a **less than significant** level. One mitigation measure (MM TRANS-5a) is recommended and would further reduce an impact found to be less than significant (Impact TRANS-5).

Evidence in Support of Finding

The FEIR found that increased construction traffic related to the Project, particularly large haul trucks and other heavy equipment (e.g., earthmovers), may disrupt local traffic flows, result in congestion at intersections, and generally slow traffic movement. Implementation of MM TRANS-1a would require the preparation of a Construction Impact Mitigation Plan, which would address construction routing and control, vehicular and pedestrian safety, pedestrian/bicycle access, temporary street closures, and construction parking. This would reduce construction traffic impacts to less than significant. See Section 3.10, *Transportation and Traffic*, of the FEIR, pages 3.10-18 through 3.10-22.

Operational impacts of the Project were evaluated using trip generation, trip distribution, and trip assignments contained within the Transportation Impact Analysis Report, Appendix K of the

FEIR. The FEIR found that Project traffic would exceed City thresholds for the unsignalized intersection at Fair Oaks Avenue/Traffic Way. Implementation of MM TRANS-2a, which requires the installation of a new traffic signal, would mitigate this impact. See Section 3.10, *Transportation and Traffic*, of the FEIR, pages 3.10-22 and 3.10-23, and Appendix K.

The FEIR found that Project-generated traffic would result in a significant impact at the intersection of East Grand Avenue/West Branch Street. In order to mitigate this impact, construction of two roundabouts, one at East Grand Avenue/U.S. Highway 101 northbound ramps, and one at East Branch Street/Traffic Way would be required. However, the FEIR found that the cost to design and construct the roundabouts may not be proportional to the level of Project impacts at this intersections. MM TRANS-3a and b would require the Applicants to modify the lane geometry of East Grand Avenue/West Branch Street and pay a fair share contribution towards transportation improvement costs at this intersection. However, because the construction of the two roundabouts is currently unscheduled and unfunded and no other feasible mitigation measures are available, Project short-term impacts are significant and unavoidable. However, if transportation improvements at East Grand Avenue/West Branch Street are completed, long-term impacts could be reduced to less than significant. See Section 3.10, *Transportation and Traffic*, of the FEIR, pages 3.10-23 through 3.10-26, and Appendix K.

Lastly, the FEIR found that Subarea 1 access to Traffic Way would potentially create turning movement conflicts due to relatively high speed traffic coming from the U.S. Highway 101 northbound offramp onto Traffic Way. While this impact was identified as less than significant, MM TRANS-5a, which recommends a circulation study for Subarea 1, would further reduce this impact. See Section 3.10, *Transportation and Traffic*, of the FEIR, pages 3.10-27 and 3.10-28.

Utilities and Public Services

Impact

UT-2: The proposed Project would require the expansion of existing utility infrastructure including water, sewer, gas and electricity into the site; the construction of which would cause potentially significant environmental effects.

Mitigation

Implementation of mitigation measures MM AQ-1a-d, MM BIO-1a, and MM NOI-1a-b would ensure that expansion of existing utility infrastructure needed to support the proposed Project would not result in potentially significant environmental effects.

Finding

With implementation of seven proposed mitigation measures included in other FEIR impact sections, potentially significant impacts to utilities and public services would be mitigated to a **less than significant** level.

Evidence in Support of Finding

Expansion of utilities within the Project site is considered a construction impact, and construction impacts are described in detail within Sections 3.3, *Air Quality and Greenhouse Gas Emissions*, 3.4, *Biological Resources*, and 3.8, *Noise*. All construction impacts associated with the Project are mitigated to a less than significant level with application of the above mitigation measures. See Section 3.11.4, Utilities and Public Services, of the FEIR, pages 3.11-13 and 3.11-14.

SUMMARY OF SIGNIFICANT AND UNAVOIDABLE ADVERSE EFFECTS

With respect to the foregoing findings and in recognition of those facts that are included in the record, the City Council has determined that the proposed Project will result in significant unmitigated impacts to Air Quality and Traffic, as follows:

1. Air Quality and Greenhouse Gas Emissions:
    a. The proposed Project would result in significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions.
    b. The proposed Project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan.
2. Transportation and Traffic:
    a. Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D.

PROJECT ALTERNATIVES

Legal Requirements

Section 15126.6(a) of the State CEQA Guidelines requires that an EIR include a "reasonable range of alternatives to the project, or to the location of the project, which would avoid or substantially lessen any significant effects of the project." Based on the analysis in the EIR, the Project would be expected to result in significant and unavoidable impacts to Air Quality and Traffic. The EIR alternatives were designed to avoid or reduce these significant unavoidable impacts, while attaining at least some of the proposed objectives of the Project. The City Council has reviewed the significant impacts associated with the reasonable range of alternatives as compared to the Project, and in evaluating the alternatives has also considered each alternative's feasibility, taking into account a range of economic, environmental, social, legal, and other factors. In evaluating the alternatives, the City Council has also considered the important factors listed in the Statement of Overriding Considerations listed in Section IX below.

Public Resources Code Section 21081(a)(3) provides that when approving a project for which an environmental impact report has been prepared, a public agency may find that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report and, pursuant to Section 21081(b) with respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment as more fully set forth in Section IX below.

Alternatives Considered but Discarded

The following alternatives were considered but eliminated from further analysis by the Lead Agency due to infeasibility, inconsistency with primary Project objectives, or inability to reduce significant impacts:

Other Comparable Sites Alternative

Under the Other Comparable Sites Alternative, the proposed Project would be located at another large, predominantly vacant property. Potential offsite alternative locations were screened for consideration based on size requirements (approximately 15 acres) and objectives for residential and commercial development, similar to the proposed Project. Potential sites generally consisted of other agricultural parcels located along the City boundary, which would not necessarily result in a reduction of impacts, and some identified sites could potentially result

in increased traffic congestion, as well as impacts to hydrology and water quality, and biological resources. Therefore, this alternative was considered and discarded, consistent with CEQA Guidelines Section 15126.6(c).

Circulation Planning Alternative

An alternative circulation plan to avoid or lessen traffic and transportation safety impacts was considered, including realignment of onsite roadways and/or connection points to surrounding roadways, as well as, improved connectivity for onsite and offsite pedestrian and bike facilities. However, contribution to AM and PM peak hour level of service (LOS) 'F' impacts at the East Grand Avenue/West Branch Street intersection were determined to be significant and unavoidable under this alternative and would not be reduced compared to the proposed Project. Therefore, this option was considered and discarded, consistent with CEQA Guidelines Section 15126.6(c).

Agricultural Preserve Alternative

Preservation of the Project site solely for agricultural production, facilitated through an agricultural preserve designation, was considered as an alternative. However, this alternative would be inconsistent with the City's General Plan/Land Use Map designation intended for traffic mixed-use development in Subarea 1. In addition, this alternative would not meet the Project objectives, which include the provision of historical, recreational, and residential opportunities that complement and augment existing uses in the City. Finally, this alternative would not be necessary to reduce potentially significant impacts since the proposed Project would meet City policies through agricultural land dedication and payment of in-lieu mitigation fees. Therefore, this option was considered and discarded, consistent with CEQA Guidelines Section 15126.6(c).

Additional Park and Recreational Facilities

Development of a portion of the Project site (Subarea 1) for additional park and recreational facilities was considered as an alternative to the proposed ProjectThis would increase the ratio of park land acres per resident as required by policies and standards in the City's General Plan Parks and Recreation Element. However, this alternative would be inconsistent with the City's General Plan/ Land Use Map for Subarea 1, and would not be necessary since the proposed Project could meet City park standards and reduce potentially significant impacts by dedicating and improvement the proposed neighborhood park and through payment of in-lieu mitigation fees. Therefore, this option was considered and discarded, consistent with CEQA Guidelines Section 15126.6(c).

Alternatives Considered for Analysis

Alternative 1: No Project Alternative

Description

Under the No Project Alternative, the Project would not be approved and no proposed development would occur. This alternative could result in two possible outcomes.

Under one possible outcome, the No Project Alternative would be a continuation of the existing setting. The Project site would remain vacant for the foreseeable future and no development would occur. Under this alternative, ongoing agricultural production would continue in Subarea 2 and 3, with associated water use, application of pesticides and herbicides and other ongoing impacts (e.g., dust generation). Subarea 3 would retain its agricultural zoning and would remain undeveloped for the foreseeable future. Subarea 1 may remain a fallow agricultural field unless agricultural uses are resumed. No new hotel/restaurant or residences would be constructed and no associated new source of automobile trips would be generated with impacts to congestion, air pollutants, and GHG emissions. In addition, the Japanese Welfare Association (JWA) cultural heritage and historic garden facility would not be developed. Therefore, no changes would occur with regard to aesthetics, agricultural resources, air quality, biological resources, hazards and hazardous materials, hydrology and water quality, land use, noise, recreation, transportation and traffic, or utilities and public services.

A second possible outcome of the No Project Alternative would be development of the Project site in accordance with the City's existing zoning and General Plan/Land Use Map. The City's General Plan/Land Use Map identifies the Project site land use as Mixed-Use (Subarea 1) and Agriculture (Subareas 2 and 3), and defines residential densities, subdivision designs, envisioned mixed uses, and design standards to address land use compatibility between varied uses onsite and with the surrounding neighborhood. The current zoning designation for the Project site is Traffic Way Mixed-Use (TMU) with D-2.11 Design Overlay (Subarea 1) and Agriculture (Subareas 2 and 3), consistent with the City's General Plan. Under this version of the No Project Alternative, ongoing agricultural production would continue within Subareas 2 and 3; however, potential development of Subarea 1 could result in a variety of automobile-related developments (e.g., automobile sales, automobile parts sales, tire store, quick vehicle lubrication shop, and automobile care center), ranging from approximately 13,000 to 38,000 square feet (sf) of floor area, as intended by the zone designation, or other mixed-use commercial/retail uses under a use permit, including hotel/restaurant, similar to the proposed Project. Environmental impacts similar to the proposed Project would occur as a result of hotel/restaurant development in Subarea 1 under a conditional use permit (CUP) (i.e., significant and unavoidable impacts to LOS at the East Grand Avenue/West Branch Street intersection from the new source of automobile trips). Impacts to the Project site as a whole

would be reduced compared to the proposed Project. In addition, impacts to agricultural resources and land use would be less than significant, as development of Subarea 1 for this use would be consistent with existing land use and zoning. While this Subarea contains prime farmland soils, the site is designated for development, and loss of these soils is already anticipated in plans for City build-out. Impacts to other resource areas, including aesthetics, biological resources, hydrology and water quality, land use, noise, recreation, and utilities and public services would be less than under the proposed Project and would have less than significant impacts.

Comparison to the Proposed Project

Overall, neither outcome of the No Project Alternative would achieve the stated Project objectives. The No Project Alternative would reduce the magnitude of impacts to traffic and air quality emissions. As the No Project Alternative would not involve the development of Subareas 2 and 3, operational air quality emissions would be reduced and would be below APCD's air quality emissions thresholds and would achieve greater consistently with the CAP; however, traffic impacts would still potentially be significant under the No Project Alternative, in particular, LOS at the East Grand Avenue/West Branch Street intersection.

Finding

Implementation of the No Project Alternative would result in less adverse environmental impacts than the proposed Project; however, project objectives would not be met.

Alternative 2: Reduced Development Alternative

Description

The Reduced Development Alternative is designed to meet the central objectives of the proposed East Cherry Avenue Specific Plan, namely, to provide for historical, recreational, and residential opportunities that both complement and augment the existing uses in the City. However, this alternative would reduce the scale and intensity of proposed development, and associated trip generation and intersection congestion, air pollutants, and GHG emissions generated by new source of automobile trips.

Under this alternative, reductions within the hotel/restaurant component in Subarea 1 and the residential component in Subarea 2 would reduce the number of hotel rooms/restaurant size and the number of residences compared to the proposed Project. The specific square footage and number of units reduced under this alternative was determined based on trip reduction necessary to reduce potential impacts at the Fair Oaks Avenue/Traffic Way intersection from a

less than significant unavoidable impact with mitigation under the proposed Project, to a less than significant impact with mitigation.

- *Subarea 1.* Based on a traffic level reduction required to reduce impacts to the Fair Oaks Avenue/Traffic Way intersection, the proposed number of hotel rooms in Subarea 1 would be reduced from approximately 100 to 70, and the restaurant size would be reduced from approximately 4,000 to 3,000 sf.

- *Subarea 2.* Based on traffic level reduction required to reduce impacts to the Fair Oaks Avenue/Traffic Way intersection, the number of proposed residences in Subarea 2 would be reduced from 58 to 40.

- *Subarea 3.* Development within Subarea 3 would the same as under the proposed Project.

Based on these development reductions and a traffic rate of 8.92 trips/unit/day, traffic generated by the development of a 70 unit hotel would result in a total of 624.4 trips per day, with an AM peak trip level of 46.9 and a PM peak trip level of 70.7. For the Subarea 2 development, a traffic rate of 9.52 trips/unit/day for a 40 housing units would equate to a total of 380.3 trips per day, with an AM peak trip level of 30.0 and a PM peak trip level of 40.0. Under these reduced development plans, total trips per day would be reduced by approximately 449 trips/day, from a total of 1,646 trips/day generated under the proposed Project, to 1,197 trips/day, with an AM peak trip level of 76 and a PM peak trip level of 104 for the Project.

Initial traffic analysis indicates that the reductions in hotel rooms/restaurant size and residences under this alternative would reduce delays and congestion the Fair Oaks Avenue/Traffic Way intersection to a less than significant impact, and implementation of any mitigations measures required under the proposed Project would not be required. Despite a reduction in trips generated by reduced development of the Project, implementation of this alternative would not reduce traffic impacts at the East Grand Avenue/West Branch Street intersection below a significant and unavoidable impact; therefore, impacts at this intersection would remain the same as those anticipated under the proposed project. In addition, reduced employment could incrementally reduce long-distance commuting. Therefore, this alternative would reduce, but not eliminate all of the proposed Project's significant impacts to traffic and transportation.

Short-term air quality impacts would be slightly less than those described for the proposed Project as a result of decreased construction building size for the hotel/restaurant and number of residences, but remain less than significant with mitigations. Operational air quality impacts would be reduced as smaller development would result in fewer automobile trips for hotel/restaurant patrons and residents, and a decrease in air pollutants and GHG emissions when compared to the proposed Project. With the reduction in daily trips due to reduced development of the Project, this alternative would further reduce operational air quality

emissions, and impacts would potentially be less than significant. This alternative would also potentially achieve CAP consistency if standard mitigation measures within the CAP are applied.

Visual impacts would be slightly less than under the proposed Project due to the decrease in square footage of new building space and resulting views of a reduced scale and intensity development from U.S. Highway 101 and surrounding streets. Lighting and glare impacts would also be somewhat less due to the decreased amount of development in proximity to the existing residential uses surrounding the site. Similar to the proposed Project, standards for outdoor lighting would be applied, per Section 16.48.090 of the City Municipal Code, and exterior light fixtures would be shielded and directed downward to avoid light spill and glare, per Project Design Guidelines and General Plan Policy Ag/C/OS.23. Overall aesthetics impacts would remain less than significant.

Short- and long-term noise impacts associated with reduced development of Subarea 1 (i.e., construction, maintenance and pickup/delivery activities, and noise-generating rooftop equipment such as air conditioners or kitchen ventilation systems) would be slightly less than under the proposed Project due to the reduced development size and close proximity of residential units onsite. Mitigation measures listed within Section 3.8, *Noise*, would continue to be applied to this alternative in order to reduce impacts to below a less than significant level. Similarly, impacts to utilities and public services would slightly decrease with the reduced hotel rooms/restaurant size and dwelling units requiring water, wastewater, solid waste, and police and fire services, and would be less than significant.

Impacts to recreation, associated with the City's required parkland-resident ratio of 4 acres per 1,000 individuals, would be reduced due to the decrease in residential units and individuals. The number of single-family medium-density residences in Subarea 2 would be reduced from 58 to 40, with an associated reduction in individuals from 140 to 96. Under this alternative, the estimated 96 new residents would require 0.38 acres of parkland to meet City standards. Therefore, the proposed Project's development of a 0.35-acre neighborhood park within Subarea 2 would require the dedication of an additional 0.03 acres of parkland. Similar to the proposed Project, mitigation for payment of a park improvement in-lieu fee equal to the fair market land value, plus twenty (20) percent toward the cost of offsite improvement, for the additional 0.03 acres of parkland would reduce impacts to less than significant.

Comparison to the Proposed Project

Impacts to agriculture, biology, hazards and hazardous materials, hydrology and water quality, and land use under the Reduced Development Alternative would be slightly less or similar to those described for the proposed Project. All proposed Project mitigation measures would also apply under this alternative. Overall, this alternative would reduce impacts to transportation and

GHG emissions. However, LOS impacts at the East Grand Avenue/West Branch Street would continue to be significant and unavoidable.

Finding

Implementation of the Reduced Development Alternative would result in less adverse environmental impacts than the proposed Project. This alternative has been identified as the environmentally superior alternative, but Project objectives would only be partially met.

STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City's approval of the East Cherry Avenue Specific Plan Project will result in environmental impacts that cannot be substantially lessened or avoided. The following adverse impacts of the proposed Project are considered significant and unavoidable based on the Final EIR, and conclusions and findings of the City Council. While mitigation measures would reduce these impacts, impacts would remain significant and unavoidable.

C. Project-Level Impacts

Impact AQ-2: The proposed Project would result in significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions. This impact is significant and unavoidable.

Impact AQ-5: The proposed Project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan. This impact is significant and unavoidable.

Impact TRANS-3: Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D. Therefore, this impact is significant and unavoidable.

Cumulative Impacts

Air Quality and Greenhouse Gas Emissions:

Long-term operation of the proposed Project would contribute cumulatively and considerably to localized air quality emissions throughout the City and region. Therefore, the Project contribution to cumulative impacts to air quality and greenhouse gases would result in significant and unavoidable effects.

Transportation and Traffic:

Under cumulative conditions, significant LOS impacts would continue to occur at the intersection of East Grand Avenue/West Branch Street, which cannot be readily mitigated in a known timeframe because of lack of funding and programming. Therefore, the Project contribution to cumulative impacts to transportation and traffic is considered significant and unavoidable.

Conclusion

Section 15093 of the CEQA Guidelines requires the decision-making agency to balance the economic, legal, social, technological, or other benefits of a proposed Project against its unavoidable impacts. When the lead agency approves a project that will result in significant effects identified in the Final EIR that are not avoided or substantially lessened, the agency must state in writing the reasons in support of its action based on the Final EIR and the information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. Accordingly, the following Statement of Overriding Considerations with respect to the proposed Project's significant unavoidable impacts is hereby adopted.

The City Council has balanced the benefits of the proposed Project against its unavoidable adverse environmental risks in determining whether to approve the proposed Project. The City Council finds that the economic, social and other benefits, which would result from development of this proposed Project, outweigh the unavoidable environmental impacts identified above. In making this finding, the City Council considered benefits of the proposed Project to outweigh the unavoidable adverse environmental effects, for the following reasons:

- The City Council finds that development of the Project site with commercial mixed uses and residential uses would be consistent with the City of Arroyo Grande’s General Plan.

- The creation of new housing stock may enhance the City's job-housing balance and provide opportunities for increased employee-residents, which could result in reductions to resident commutes outside the City boundaries.
- Development of commercial uses would contribute toward the Transient Occupancy Tax revenues and would generate new employment opportunities for City residents.
- Short-term construction-related employment will be provided for development of all three Subareas.
- Additionally, the proposed Project would meet City goals of improvement of transportation and circulation; and enhancement of cultural, educational, and recreational opportunities within the community.

Benefits of the proposed Project that the City Council considered are described below:

- Subarea 1 has been long recognized in the City's General Plan for projects that would accommodate appropriate (i.e., in character and appearance) and revenue-generating development.
- The proposed Project would provide more opportunities for businesses to be located within the Project site, which would provide more employment opportunities for residents and attract new residents to the City.
- The proposed Project would increase the number of employees within Subarea 1 of the Project site, which would provide additional opportunities for existing businesses in the area.
- The proposed Project would increase local government revenues via additional business tax, which in turn would be used to enhance City services.
- Residential components of the Specific Plan would contribute to the City's affordable housing via the in-lieu fee.
- Design guidelines and standards for the Traffic Way/Station Way include special considerations for anticipated visitor-serving uses, and shared parking.
- Provision of Class II bicycle lanes in both directions along East Cherry Avenue, parallel to the Project's northern boundary.
- Provision of public sidewalks, parkways, and parking along East Cherry Avenue and the Project Boundary.
- Provision of public sidewalks, parkways, parking, along segments of the Project's interior road system, including a Class II bicycle lane along the Project Collector Road.
- Design and construction of a traffic signal at the Fair Oaks Avenue/Traffic Way intersection would minimize impacts to the intersection and be a benefit to the community/neighborhood for pedestrian enhancement.
- Residential development would foster neighborhood connectivity through the design of streets, sidewalks/pathways, and alternative modes of transportation.
- Subarea 3 would include three garden zones and would provide community benefits in the forms of cultural, educational, and passive recreational opportunities.

The above statements of overriding considerations are consistent with, and substantially advance, the following goals and policies of the City's General Plan:

City of Arroyo Grande General Plan

Circulation Element:

Goal CT3 – Maintain and improve existing "multi-modal" circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction.

Policy CT3-3 – Promote non-motorized bike and pedestrian circulation facilities to serve all areas of the City and linking regional systems, with priority coordination with school, park, transit and major public facilities.

Goal CT4 – Ensure compatibility and complementary relationships between the circulation/transportation system and existing and planned land uses, promoting environmental objectives such as safe and un-congested neighborhoods, energy conservation, reduction of air and noise pollution, transit, bike and pedestrian friendly characteristics.

Economic Development Element:

Goal ED3 – Enhance business retention and expansion consistent with the General Plan Land Use Policies to promote and enhance baseline job opportunities within the City for local residents.

Policy ED3-3 – Incorporate zoning regulations that promote infill development with opportunities for retaining and expanding businesses.

Policy ED3-4 – Continue to balance economic goals with strong policies and programs that promote and maintain the community's environment, quality of life, and rural character.

Goal ED5 – Pursue unique opportunities to promote continuity within commercial service and retail business sectors of the City.

Policy ED5-1 – Promote local patronage and strong performance in satisfying local demand for goods and services and the creation of additional jobs.

Land Use Element:

Goal LU9 – Provide for appropriate maintenance, development and placement of Community Facilities (CF) relative to existing planned land uses.

Policy LU9-4 – Ensure that new developments provide opportunities for recreation that are commensurate with the level and type of development. Ensure that recreational uses are compatible with surrounding uses and with sensitive resources that may be present.

Goal LU10-2 – For relatively large properties or sites involving diverse adjoining land uses or unusual or unique features, the City may utilize a “Planned Development” or “Specific Plan” combining designation or land use classifications.

Policy LU10-2.3 – Encourage appropriate use of Specific Plans, and/or Planned Development combining designation with beneficial features that could not otherwise be achieved. Examples of such features include clustering houses and maintaining open spaces, mixed use, and a design that is sensitive to the site as a whole and its setting.

The Council hereby finds that each of the reasons stated above constitutes a separate and independent basis of justification for the Statement of Overriding Considerations, and each is able to independently support the Statement of Overriding Considerations and override the proposed Project's unavoidable environmental effects. In addition, each reason is independently supported by substantial evidence contained in the administrative record. All proposed Project impacts, including the effects of previously identified cumulative impacts, are covered by this Statement of Overriding Considerations.

MITIGATION MONITORING AND REPORTING PROGRAM

The City Council recognizes that any approval of the proposed Project would require concurrent approval of a Mitigation Monitoring and Reporting Program (MMRP), which ensures performance of identified mitigation measures. Such an MMRP would identify the entity responsible for monitoring and implementation, and the timing of such activities. The City will use the MMRP to track compliance with proposed Project mitigation measures. The MMRP will remain available for public review during the compliance period. The MMRP is included as part of the Final EIR, and is hereby incorporated by reference.

THE RECORD

The environmental analysis provided in the EIR and these findings are based on and are supported by the following documents, materials and other evidence, which constitute the administrative record for the approval of the Project:

A. All application materials for the Project and supporting documents submitted by the applicant, including but not limited to those materials constituting the Project and listed in Attachment A.

B. The NOP, comments received on the NOP and all other public notices issued by the City in relation to the EIR (e.g., Notice of Availability).

C. The Draft EIR, the Final EIR, all appendices to any part of the EIR, all technical materials cited in any part of the EIR, comment letters, oral testimony, responses to comments, as well as all of the comments and staff responses entered into the record orally and in writing between April 11, 2016 and May 26, 2016.

D. All non-draft and/or non-confidential reports and memoranda prepared by the City and consultants related to the EIR, its analysis and findings.

E. Minutes and transcripts of the discussions regarding the Project and/or Project components at public hearings or scoping meetings held by the Planning Commission and the City Council.

F. Staff reports associated with Planning Commission and Council Meetings on the Project and supporting technical memoranda and any letters or other material submitted into the record by any party.

G. Matters of common knowledge to the City Council which they consider, such as the Arroyo Grande General Plan, any other applicable specific plans or other similar plans, and the Arroyo Grande Municipal Code.

LOCATION AND CUSTODIAN OF RECORDS

The documents and other materials that constitute the record of proceedings on which the City Council findings regarding the mitigation measures and statement of overriding considerations are based are located and in the custody of the Community Development Department, 300 E. Branch Street, Arroyo Grande, CA 93420. The location and custodian of these documents is provided in compliance with Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

EXHIBIT E

MITIGATION MONITORING AND REPORTING PROGRAM

The following Mitigation Monitoring and Reporting Program (MMRP) provides a summary of each mitigation measure for the proposed East Cherry Specific Plan (Project) and the monitoring implementation responsibility for each measure. The MMRP for the proposed Project will be in place through all phases of the Project, including design, construction, and operation.

RESPONSIBILITIES

The City of Arroyo Grande (City) will act as the lead implementing agency and approve a program regarding reporting or monitoring for the implementation of approved mitigation measures for this project to ensure that the adopted mitigation measures are implemented as defined in the Final Environmental Impact Report (EIR) for the East Cherry Avenue Specific Plan. For each MMRP activity, the Applicants will either administer the activity or delegate it to staff, consultants, or contractors. The Applicants will ensure that monitoring is documented as required and that deficiencies are promptly corrected. The designated environmental monitor depending on the provision specified below (e.g., City staff, environmental monitor, certified professionals, etc.) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems. The City or its designee(s) will ensure that each person delegated any duties or responsibilities is qualified to monitor compliance.

MONITORING PROCEDURES

Many of the monitoring procedures will be conducted during the construction phase of the Project. The City or its designee(s) and the environmental monitor(s) are responsible for integrating the mitigation monitoring procedures into the construction process in coordination with the Applicants. To oversee the monitoring procedures and to ensure success, the environmental monitor assigned to a monitoring action must be onsite during the applicable portion of construction that has the potential to create a significant environmental impact or other impact for which mitigation is required. The environmental monitor is responsible for ensuring that all procedures specified in the monitoring program are followed.

MONITORING TABLE

For each mitigation measure, Table 1 identifies 1) the full text of the mitigation; 2) plan requirements and applicable timing; 3) and how the action will be monitored and the agency responsible for verifying compliance.

Table 1. Mitigation Monitoring Table

Mitigation Measure	Plan Requirements & Timing	Monitoring
Aesthetics and Visual Resources		
MM VIS-1a *The Architectural Review Committee shall review Project design and consider impacts to the scenic resources available on or adjacent to the Project site, with particular consideration to the Santa Lucia Mountains. This includes the review of building siting, height, massing, design, and setbacks. The Architectural Review Committee shall determine whether structures obstruct important views of scenic resources, and/or propose design alterations to reduce impacts to important views of scenic resources.*	The City shall ensure design of the Project does not obstruct important views of scenic resources. The Applicants shall incorporate recommendations to protect scenic resources and/or views into the Project design prior to permit approval.	The City shall ensure adequate protection of scenic resources present onsite, from the Project site, or from adjacent viewing areas/corridors during planning and design review.
MM VIS-4a *Upon review of the Project, the Architectural Review Committee shall consider the minimization of the number streetlights along East Cherry Avenue to reduce lighting effects upon the visual quality nighttime sky. However, the Architectural Review Committee shall allow adequate streetlights and security lighting for public safety.*	The Architectural Review Committee shall ensure the Project does not introduce sources of lighting that would unnecessarily or excessively disrupt the quality of nighttime sky, while continuing to allow lighting for public safety and security. The Applicants shall incorporate recommendations to reduce nighttime lighting impacts into	The City shall ensure street lighting proposed by the Project does not unnecessarily obstruct the quality of the nighttime sky while continuing to provide a sufficient amount of lighting to ensure public safety.

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
	the Project design prior to development plan or permit approval.	
Agricultural Resources		
MM AG-2a *The Applicant (Arroyo Grande Valley JWA) shall mitigate for the loss of 1.74 acres of prime farmland soils within Subarea 3 pursuant to General Plan Goal Ag1 and related policies. At the discretion of the City Council, options may include, but not be limited to: 1) Applicant to purchase a parcel of land (size to be determined by City Council) to be put into an agricultural conservation easement, 2) Applicant to pay in-lieu fees to a designated fund dedicated to acquiring and preserving agricultural land; 3) Council may determine that the 9.79-acre parcel intended to mitigate the loss of prime soils for Subarea 2 also mitigates impacts within Subarea 3; or 4) any other approach determined to be acceptable to the City Council to satisfy the intent of General Plan Goal Ag1 and related policies.* *In making their determination, the City Council may consider the following circumstances: 1) the loss of prime agricultural land for the entire Specific Plan area, including for Subarea 3, is considered less than significant based on the LESA methodology (see Impact AG-1); and 2) Subarea 3 has not historically been in agricultural production.* *Based on the above considerations, on July 26, 2016, the City Council determined that no additional mitigation measures (either dedicated land or fees) will be required, provided that development for Subarea 3 is in substantial conformance with what is described in the Specific Plan.*	Notices, in-lieu fees and/or agricultural conservation easements shall be submitted for review and approval by the City prior to permit approval for applicable development areas within the Specific Plan.	The City shall ensure compliance with the Agriculture, Conservation and Open Space Element of the General Plan. The City Council shall make the final decision on the specific requirements for agricultural mitigation prior to permit approval for the Project.
Air Quality and Greenhouse Gas Emissions		
MM AQ-1a *The following standard air quality mitigation measures shall be implemented during construction activities at the Project site:* • *Reduce the amount of disturbed area where possible;* • *Water trucks or sprinkler trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require twice-daily applications. All dirt stock pile areas should be sprayed daily as needed. Increased watering frequency would be required when wind speeds exceed 15 miles per hour (mph). Reclaimed water (non-potable) shall be used when possible;*	The Applicants are required to show measures on grading and building plans and adhere to measures throughout all grading, hauling, and construction activities. Dust control	City staff shall ensure measures are on plans. Grading and building inspectors shall spot check; Grading and building inspectors shall ensure compliance onsite. APCD inspectors shall

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
• *All dirt stock pile areas should be sprayed daily as needed;* • *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;* • *Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating native grass seed and watered until vegetation is established;* • *All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;* • *All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;* • *Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;* • *All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114;* • *Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;* • *Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;* • *All of these fugitive dust mitigation measures shall be shown on grading and building plans; and* • *The contractor or builder should designate a person or persons to monitor the fugitive dust control emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.*	requirements shall be noted on all grading and building plans. The contractor or builder shall provide City monitoring staff and the APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to: a) assure all dust control requirements are complied with including those covering weekends and holidays, b) order increased watering as necessary to prevent transport of dust offsite, c) attend the pre-construction meeting. The dust monitor shall be designated prior to permit issuance. The dust control components apply from the beginning of any grading or construction throughout all development activities until Final Building	conduct periodic site visits to ensure compliance and respond to nuisance complaints.

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
	Inspection Clearance is issued and landscaping is successfully installed.	
MM AQ-1b *The following standard air quality mitigation measures for construction equipment shall be implemented during construction activities at the Project site:* • *Maintain all construction equipment in proper tune according to manufacturer's specifications;* • *Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).* • *Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;* • *Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines and comply with the State On-Road Regulation;* • *Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;* • *On- and off-road diesel equipment shall not be allowed to idle for more than five minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the five-minute idling limit;* • *Diesel idling within 1,000 feet of sensitive receptors in not permitted;* • *Staging and queing areas shall not be loated within 1,000 feet of sensitive receptors;* • *Electrify equipment when feasible;* • *Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,* • *Use alternatively fueled construction equipment onsite where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.*	The Applicants are required to show measures on grading and building plans and adhere to measures throughout all grading, hauling, and construction activities.	City staff shall ensure measures are on plans. Grading and building inspectors shall spot check; Grading and building inspectors shall ensure compliance onsite. APCD inspectors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.
MM AQ-1c *A Construction Activity Management Plan shall be included as part of Project grading and building plans and shall be submitted to the APCD for review and to the City for approval prior to the start of construction. In addition, the contractor or builder shall designate a person or*	The Applicants are required to show measures on grading	City staff shall ensure measures are on plans. Grading and building

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone of such persons shall be provided to the APCD prior to land use clearance for map recordation and grading. The plan shall include but not be limited to the following elements: • *Schedule construction truck trips during non-peak hours (as determined by the Public Works Director) to reduce peak hour emissions;* • *Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation;* • *Limit the length of the construction work-day period, if necessary; and,* • *Phase construction activities, if appropriate.*	and building plans and adhere to measures throughout all grading, hauling, and construction activities.	inspectors shall spot check; Grading and building inspectors shall ensure compliance onsite. APCD inspectors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.
MM AQ-1d *To reduce ROG and NOx levels during the architectural coating phase, low or no VOC-emission paint shall be used with levels of 50 g/L or less, such as Benjamin Moore Natura Paint (Odorless, Zero VOC Paint).*	The Applicants are required to show measures on building plans.	City staff shall ensure measures are on plans. Building inspectors shall spot check and ensure compliance onsite. APCD inspectors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.
MM AQ-2a *The Applicants shall include the following:* • *Water Conservation Strategy: The Applicants shall install fixtures with the EPA WaterSense Label, achieving 20 percent reduction indoor. The Project shall install drip, micro, or fixed spray irrigation on all plants other than turf, also including the EPA WaterSense Label, achieving 15 percent reduction in outdoor landscaping.* • *Solid Waste: The Applicants shall institute recycling and composting services to achieve a 15 percent reduction in waste disposal, and use waste efficient landscaping.*	The Applicants are required to implement the above standard mitigation measures from the APCD CEQA Air Quality Handbook including those specified above prior to	City staff shall ensure measures are on plans. City staff can work with the Applicants to ensure that these strategies are implemented. APCD inspectors or other City-approved

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
• *Fugitive Dust: The Applicants shall replace ground cover of at least 70 percent of area disturbed in accordance with CARB Rule 403.*	development plan or permit approval. City staff shall ensure the above measures are incorporated into the development plan and building plans prior to permit issuance.	compliance monitors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.

Table 1. Mitigation Monitoring Table (Continued)

<table>
<tr><th>Mitigation Measure</th><th>Plan Requirements & Timing</th><th>Monitoring</th></tr>
<tr><td>

MM AQ-2b *Consistent with standard mitigation measures in Table 3-5 of the APCD CEQA Air Quality Handbook, the following mitigation measures would apply to the Project.*

<table>
<tr><th colspan="5">Mitigation Measures Included from APCD CEQA Air Quality Handbook</th></tr>
<tr><th>Measure #</th><th>Measure Type</th><th>Mitigation Measure</th><th>Pollutant Reduced[1]</th><th>Applicant(s) Will Include This Mitigation</th></tr>
<tr><td colspan="5">Applicable to All Subareas</td></tr>
<tr><td>43.</td><td>Site design, Transportation</td><td>Improve job / housing balance opportunities within communities.</td><td>O, P, GHG</td><td>All
Subarea 2 will pay affordable housing in lieu fee.
Subarea 3 would be below market rate.</td></tr>
<tr><td>44.</td><td>Site design</td><td>Orient buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment.</td><td>O, P, GHG</td><td>All</td></tr>
<tr><td>45.</td><td>Site design</td><td>Provide good access to/from the development for pedestrians, bicyclists, and transit users.</td><td>O, P, GHG</td><td>All
Improvements to East Cherry Avenue include new bicycle lanes and sidewalks, where none exist now. The collector road will have bicycle lanes and sidewalks.</td></tr>
<tr><td>46.</td><td>Site design</td><td>Pave and maintain the roads and parking areas</td><td>P</td><td>All</td></tr>
<tr><td>47.</td><td>Site design</td><td>Increase density within the urban core and urban reserve lines.</td><td>O, P, GHG</td><td>All
Assumed 5 dwelling units per acre for Subarea 2 and 15 dwelling units/acre</td></tr>
</table>

</td><td>The Applicants are required to implement the above standard mitigation measures from the APCD CEQA Air Quality Handbook including those specified above prior to development plan or permit approval. City staff shall ensure the above measures are incorporated into the development plan and building plans prior to permit issuance.</td><td>City staff shall ensure measures are on plans. City staff can work with the Applicants to ensure that these strategies are implemented. APCD inspectors or other City-approved compliance monitors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.</td></tr>
</table>

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure					Plan Requirements & Timing	Monitoring
				for Subarea 3. Subarea 1 = 36 full time equivalent jobs.		
48.	Site design; transportation	Provide easements or land dedications and construct bikeways and pedestrian walkways.	O, P, GHG	**All**		
49.	Energy efficiency	Utilize built-in energy efficient appliances (i.e. Energy Star®).	O, P, GHG	**All** Assume 100% of appliances would be energy efficient for all subareas.		
50.	Energy efficiency	Utilize energy efficient interior lighting.	O, P, GHG	**All** 100% lighting energy reduction for all subareas.		
Applicable to Subarea 1						
51.	Site design	Driveway design standards (e.g., speed bumps, curved driveway) for self-enforcing of reduced speed limits for unpaved driveways.	P	**Subarea 1** Assumed 15 MPH for unpaved roads.		
52.	Site design	Development is within 1/4 mile of transit centers and transit corridors.	O, P, GHG	**Subarea 1** Closest transit stop is at Traffic Way & Fair Oaks.		
53.	Site design	No residential wood burning appliances.	O, P, GHG	**Subarea 1**		
54.	Site design	Trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar-heated water and photovoltaic panels. Roof design	O, GHG	**Subarea 1**		

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure					Plan Requirements & Timing	Monitoring
		shall include sufficient south facing roof surface, based on structures size and use, to accommodate adequate solar panels. For south facing roof pitches, the closest standard roof pitch to the ideal average solar exposure shall be used.				
55.	Energy efficiency	Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted.	O, GHG	**Subarea 1**		
56.	Energy efficiency	Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.	O, GHG	**Subarea 1** Minimum of 120 trees planted.		
57.	Energy efficiency	Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG	**Subarea 1**		
58.	Energy efficiency	Install high efficiency heating and cooling systems.	O, GHG	**Subarea 1**		
59.	Energy efficiency	Utilize high efficiency gas or solar water heaters.	O, P, GHG	**Subarea 1**		
60.	Energy efficiency	Utilize double-paned windows.	O, P, GHG	**Subarea 1**		
61.	Energy efficiency	Utilize low energy street lights (i.e. sodium).	O, P, GHG	**Subarea 1**		
62.	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG	**Subarea 1**		

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure					Plan Requirements & Timing	Monitoring
63.	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG	**Subarea 1**		
64.	Energy efficiency	Participate in and implement available energy-efficient rebate programs including air conditioning, gas heating, refrigeration, and lighting programs.	O, P, GHG	**Subarea 1**		
65.	Energy efficiency	Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs.	O, P, GHG	**Subarea 1**		
66.	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind, geothermal, low-impact hydro, biomass and bio-gas).	O, P, GHG	**Subarea 1**		
67.	Energy efficiency	Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.	O, GHG	**Subarea 1**		
68.	Transportation	Project provides a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.	O, P, GHG	**Subarea 1**		
69.	Transportation	Provide electrical charging station for electric vehicles.	O, P, GHG	**Subarea 1**		
70.	Transportation	Provide free-access telework terminals and/or wi-fi access in multi-family projects.	O, P, GHG	**Subarea 1**		
Applicable to Subarea 2						

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure					Plan Requirements & Timing	Monitoring
71.	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG	**Subarea 2** Includes 20% electric leafblower and chainsaw.		
72.	Site design; transportation	Incorporate traffic calming modifications to Project roads, such as narrower streets, speed platforms, bulb-outs and intersection designs that reduce vehicles speeds and encourage pedestrian and bicycle travel.	O, P, GHG	**Subarea 2** East Cherry Avenue = 100% improvement. Collector road = 25%.		
73.	Energy efficiency	Orient 75 percent or more of homes and/or buildings to be aligned north / south to reduce energy used to cool buildings in summer.	O, GHG	**Subarea 2**		
74.	Energy efficiency	Design building to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design).	O, GHG	**Subarea 2**		
75.	Energy efficiency	Utilize low energy traffic signals (i.e. light emitting diode).	O, P, GHG	**Subarea 2**		
76.	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind, geothermal, low-impact hydro, biomass and bio-gas).	O, P, GHG	**Subarea 2** PVs will be an option for home buyers.		
77.	Transportation	Provide storage space in garage for bicycle and bicycle trailers, or covered racks / lockers to service the residential units.	O, P, GHG	**Subarea 2**		
Applicable to Subarea 3						

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure					Plan Requirements & Timing	Monitoring
78.	Site design	Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe (including appropriate signalization and signage).	O, P, GHG	**Subarea 3**		
79.	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG	**Subarea 3** Includes 20% electric leafblower and chainsaw.		
80.	Energy efficiency	Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG	**Subarea 3**		
81.	Energy efficiency	Install high efficiency heating and cooling systems.	O, GHG	**Subarea 3**		
82.	Energy efficiency	Utilize double-paned windows.	O, P, GHG	**Subarea 3**		
83.	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG	**Subarea 3**		
84.	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG	**Subarea 3**		
MM AQ-3a *The Applicants shall implement the following Best Available Control Technology (BACT) for diesel-fueled construction equipment, where feasible, to minimize the exposure of diesel exhaust to sensitive receptors:* • *Further reduce emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;* • *Repowering equipment with the cleanest engines available; and,* • *Installing California Verified Diesel Emission Control Strategies.*					The Applicants are required to adhere to measures throughout all grading, hauling, and construction activities. The Applicants shall coordinate with the APCD prior to permit issuance.	City staff shall ensure measures are on plans. APCD inspectors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.
MM AQ-3b *The Applicants shall ensure that all equipment used in operational activities has the*					The Applicants are	City staff shall ensure

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
necessary APCD permits when appropriate. To minimize potential delays, prior to the start of development within each subarea, the APCD's Engineering Division shall be contacted for specific information regarding permitting requirements.	required to adhere to measures throughout all grading, hauling, and construction activities. The Applicants shall coordinate with the APCD prior to permit issuance.	measures are on plans. APCD inspectors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.
MM AQ-5a Consistent with the City's Goal CT4 to promote transit use, the Applicants shall coordinate with the City Public Works and Community Development Department and work with SLORTA and SCT to establish a sheltered transit stop on East Cherry Avenue near the Project site.	The City shall determine the need and exact location for an additional transit stop, and shall coordinate with the Applicants to determine the appropriate actions required, and/or fair share of payment for funding the additional transit stop. Based on the findings, the Applicants shall submit payment of their fair share of funding prior to issuance of use or CUP permits.	The City would be responsible for determining appropriate actions and/or the amount of payment of fair shares for the Applicants commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip generation, etc.).
Biological Resources		
MM BIO-1a *Construction equipment and vehicles shall be stored at least 100 feet away from areas associated with the existing drainage and adjacent oak woodland habitat, and all construction vehicle maintenance shall be performed in a designated vehicle storage and maintenance area.*	A construction management plan that identifies construction-related staging and maintenance areas shall	The City shall ensure compliance with Policy C/OS2-1.6 of the General Plan. An Environmental

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
	be submitted for review and approval by the City prior to the initiation of construction. The Plan shall be designed to address erosion and sediment control during all phases of development of the site until all disturbed areas are permanently stabilized.	Monitor shall be made available to monitor environmental compliance of the construction activities. The City shall also inspect the Project site during monitor runoff construction to.
MM BIO-2a *Vegetation removal and initial site disturbance for Project construction shall be conducted between September 1 and January 31, outside of the primary nesting season for birds, unless City-approved preconstruction nesting bird surveys are conducted that determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found, then these nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nest, which shall be in place until the adults and young of the year no longer rely on the nest site for survival. The study, surveys, findings, and recommendations shall be prepared by a City approved qualified biologist. Compliance shall be verified by the Project Environmental Monitor through submission of compliance reports.*	A migratory and nesting bird management plan shall be submitted for review and approval by the City prior to the initiation of construction. Construction shall be conducted between September 1 and January 31 unless no active nests are found.	The City shall ensure compliance with Sections 3505 and 3503.1 of the Fish and Game Code of California. An Environmental Monitor and qualified biologist shall be made available to monitor environmental compliance of the construction activities, as needed. The City shall also inspect the Project site during construction to verify protection of any active bird nests identified from the nesting bird surveys.

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
Hazards and Hazardous Materials		
MM HAZ-2a *Prior to earthwork activities, a Site-specific Health and Safety Plan shall be developed per California Occupational Safety and Health Administration (Cal/OSHA) requirements. All construction employees that have the potential to come into contact with contaminated soil/bedrock and safety plan, which includes proper training and personal protective equipment.*	The Applicants shall submit the site-specific Health and Safety Plan to the City for review and approval prior to issuance of development permits. The Applicants shall conduct necessary construction employee training prior to the initiation of construction.	The City shall ensure compliance. An Environmental Monitor shall be made available to monitor environmental compliance of the construction activities. The City shall also inspect the Project site during construction to ensure compliance with required plans.
MM HAZ-2b *During earthwork activities, procedures shall be followed to eliminate or minimize construction worker or general public exposure to lead and other potential contaminants in soil. Procedures shall include efforts to control fugitive dust, contain and cover excavation debris piles, appropriate laboratory analysis of soil for waste characterization, and segregation of contaminated soil from uncontaminated soil. The applicable regulations associated with excavation, removal, transportation, and disposal of contaminated soil shall be followed (e.g., tarping of trucks and waste manifesting).*	The Applicants shall conduct necessary construction employee training prior to the initiation of construction.	The City shall ensure compliance. An Environmental Monitor shall be made available to monitor environmental compliance of the construction activities. The City shall also inspect the Project site during construction to ensure compliance with required plans.
MM HAZ-2c *Prior to beginning construction, additional subsurface sampling of soil/bedrock and groundwater shall be conducted to assess potential releases associated with the listed former adjacent land uses and the potential migration of contaminants onto the Project site. The analytical suite selected shall be consistent with those uses, and shall include applicable analytical methods for appropriate waste characterization and disposal. The sampling strategy shall take into account the*	The Applicants shall submit the Subsurface Soil/Bedrock and Groundwater Investigation Report to	The City shall ensure compliance. An Environmental Monitor shall be made available to monitor

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
locations of potential source areas, and the anticipated lateral and vertical distribution of contaminants in soil and/or groundwater. The results of the investigation shall be documented in a report that is signed by a California Professional Geologist. The report shall include recommendations based upon the findings for additional investigation/remediation if contaminants are detected above applicable screening levels (e.g., excavate and dispose, groundwater and/or soil vapor extraction, or in situ bioremediation).	the City for review and approval prior to issuance of development permits. The Applicants shall conduct necessary construction employee training prior to the initiation of construction.	environmental compliance of the construction activities. The City shall also inspect the Project site during construction to ensure compliance with required plans.
MM HAZ-4a *All Applicants shall prepare and submit a comprehensive Wildfire Emergency Management Plan for review by the FCFA and the City. The Plan shall consist of measures to reduce the potential for structural damage to the proposed development including:* • *A detailed description and map of fire protection apparatus and staging locations, the locations of the electric and gas shut off controls, emergency meeting locations, and emergency supply locations;* • *Relevant building design specifications that would qualify the building for identification as a safe refuge during a wildfire; and,*	The Applicants shall restate the provisions for fire protection on all grading and building plans. Plan components and conditions, agreements, and restrictions, including landscaping, shall also be reviewed prior to permit approval for each Subarea.	The City shall ensure measures are on plans prior to permit approval. The Project site shall be inspected annually in the spring prior to the onset of the fire season by the FCFA in order to ensure compliance with the above mitigation.
MM HAZ-4b *Require fire resistant material to be used for building construction in fire hazard areas. Require the installation of smoke detectors in all new residences.*	The Applicants shall restate the provisions for fire protection on all grading and building plans. The name and telephone number of the onsite supervisor shall be provided to the FCFA prior to commencement of construction or grading	The City shall ensure measures are on plans prior to permit approval. FCFA staff shall spot check for compliance during construction. Permit compliance staff shall verify the installation of the required landscaping in the

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
	activities. Fire protection measures shall be implemented throughout construction. Plan components and conditions, agreements, and restrictions, including landscaping, shall also be reviewed prior to permit approval for each Subarea.	field. The Project site shall be inspected annually in the spring prior to the onset of the fire season by the FCFA in order to ensure compliance with the above mitigation.
MM HAZ-4c *The Project site shall be inspected annually by the FCFA. This shall include an inspection of the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.*	The name and telephone number of the onsite supervisor shall be provided to the FCFA prior to commencement of construction or grading activities. Fire protection measures shall be implemented throughout construction. Plan components and conditions, agreements, and restrictions, including landscaping, shall also be reviewed prior to permit approval for each Subarea.	The Project site shall be inspected annually in the spring prior to the onset of the fire season by the FCFA in order to ensure compliance with the above mitigation. This shall include an inspection of the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
MM HAZ-4d *Each hotel room shall be required to have an emergency evacuation plan posted in a visible location. Additionally each room shall have a Wildfire Emergency Procedures binder, which shall include relevant information from the Wildfire Emergency Management Plan, such as the locations of safe refuges, locations of First Aid and emergency supplies, and emergency contacts within the hotel. Training requirements for front-desk hotel staff and any other staff routinely interacting with the public shall include First Aid and First Responder certification as well as annual requirements for wildfire emergency management training scenario exercises prior to the onset of fire season.*	The Applicant shall restate the provisions for fire protection and emergency evacuation on the Wildfire Emergency Management Plan. Plan components and conditions, agreements, and restrictions, including landscaping, shall be reviewed by the FCFA prior to permit approval for each Subarea. Fire safety training for hotel staff shall be conducted annually prior to the onset of fire season.	The City shall ensure measures are on plans prior to permit approval. FCFA staff shall review the emergency evacuation plan.
MM HAZ-4e *The final plant selections for Subareas 1 and 2 shall be limited to fire-resistant native species. Non-native species shall not be included in the final landscaping plan. The final landscape plan for Subareas 1, 2, and 3 shall define precisely the final location and character of trees, as well as locations and types of new plantings.*	The Applicants shall indicate the types and species of plants on landscape plans. Plan components and conditions, agreements, and restrictions, including landscaping, shall be reviewed by the City and FCFA prior to permit approval for each Subarea.	The City shall ensure measures are on plans prior to permit approval. Landscape plans shall be reviewed by the FCFA. The Project site shall be inspected annually in the spring prior to the onset of the fire season by the FCFA in order to ensure compliance with the above

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
		mitigation. This shall include an inspection of the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.
Hydrology and Water Quality		
MM HYD-1a *Notice of Intent. Prior to beginning construction, the Applicants shall file a Notice of Intent (NOI) for discharge from the proposed development site.*	Notices shall be submitted for review and approval by the City prior to the initiation of construction.	A Geotechnical Engineer or an Engineering Geologist shall be made available to monitor technical aspects of the grading activities. The City shall also inspect the site during grading to monitor runoff and to verify reseeding and revegetation after conclusion of grading activities.
MM HYD-1b *Storm Water Pollution Prevention Plan. The Applicants shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department prior to the issuance of grading permits. The contractor is responsible for understanding the State General Permit and implementing the SWPPP during construction. A SWPPP for site construction shall be developed prior to the initiation of grading and implemented for all construction activities on the Project site in excess of one acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMP methods may include, but would not be limited to, the use of temporary detention basins, straw bales, sand bagging, mulching, erosion control blankets, silt fencing, and soil stabilizers. Additional BMPs*	SWPPP shall be submitted for review and approval by the City prior to the initiation of construction. The Plan(s) shall be designed to address erosion and sediment control during all	The City shall ensure compliance with the SWPPP. A Geotechnical Engineer or an Engineering Geologist shall be made available to monitor technical aspects of the grading activities. The City

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
should be implemented for any fuel storage or fuel handling that could occur onsite during construction. The SWPPP must be prepared in accordance with the guidelines adopted by the State Water Resources Control Board (SWRCB). The SWPPP shall be submitted to the City along with grading/development plans for review and approval.	phases of development of the site until all disturbed areas are permanently stabilized.	shall also inspect the site during grading to monitor runoff and to verify reseeding and revegetation after conclusion of grading activities.
MM HYD-1c *Notice of Termination of Construction. The Applicants shall file a notice of termination of construction of the development with the RWQCB, identifying how pollution sources were controlled during the construction of the Project and implementing a closure SWPPP for the site.*	Notices shall be submitted for review and approval by the City prior to the initiation of construction. The Plan(s) shall be designed to address erosion and sediment control during all phases of development of the site until all disturbed areas are permanently stabilized.	The City shall ensure compliance with the SWPPP. A Geotechnical Engineer or an Engineering Geologist shall be made available to monitor technical aspects of the grading activities. The City shall also inspect the site during grading to monitor runoff and to verify reseeding and revegetation after conclusion of grading activities.
MM HYD-1d *All required actions shall be implemented pursuant to Municipal Code 13.24.110 including Storm Water Control Plan submitted to the City of Arroyo Grande and the RWQCB regulations under the NPDES Phase II program.*	The Plan(s) shall be designed to address erosion and sediment control during all phases of development of the site until all disturbed areas are permanently stabilized.	A Geotechnical Engineer or an Engineering Geologist shall be made available to monitor technical aspects of the grading activities. The City shall also inspect the site during grading

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
		to monitor runoff and to verify reseeding and revegetation after conclusion of grading activities.
MM HYD-3a *Storm Water Quality Treatment Controls. Best Management Practice (BMP) devices shall be incorporated into the project Final Master Drainage Plan. The devices shall be sited and sized to intercept and treat all dry weather surface runoff, the runoff from 28 percent of the 2-year storm event, and accommodate the first flush (1 inch) during 24-hour storm events. The storm water quality system must be reviewed and approved by the City.*	The Plan(s) shall be designed to address the conditions of private stormwater facilities, BMPs, and necessary maintenance activities on a semi-annual basis throughout implementation and operation of the Project.	The City shall ensure compliance with the SWPPP. A Civil Engineer shall be made available to monitor conditions and maintenance activities of all private stormwater facilities on a semi-annual basis.
MM HYD-3b *Stormwater BMP Maintenance Manual. The Applicants shall prepare a development maintenance manual for the Project, which shall include detailed procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned and maintained in accordance with the manufacturer's maintenance specifications. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., October 15th) and immediately after the end of the rainy season (i.e., May 15th). The manual shall also require that all devices be checked after major storm events.*	Stormwater BMP Semi-Annual Maintenance Report and notices shall be submitted for review and approval by the City prior to the initiation of construction. The Plan(s) shall be designed to address the conditions of private stormwater facilities, BMPs, and necessary maintenance activities on a semi-annual basis throughout	A Civil Engineer shall be made available to monitor conditions and maintenance activities of all private stormwater facilities on a semi-annual basis.

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
	implementation and operation of the Project.	
MM HYD-3c *Stormwater BMP Semi-Annual Maintenance Report. The developer or acceptable maintenance organization shall submit to the City of Arroyo Grande Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15th and April 15th of each year). The requirement for maintenance and report submittal shall be recorded against the property.*	Stormwater BMP Semi-Annual Maintenance Report and notices shall be submitted for review and approval by the City prior to the initiation of construction.	The City shall ensure compliance. A Civil Engineer shall be made available to monitor conditions and maintenance activities of all private stormwater facilities on a semi-annual basis.
Noise		
MM NOI-1a *For all construction activity at the Project site, additional noise attenuation techniques shall be employed as needed to ensure that noise levels are maintained within levels allowed by the City's Noise Standards. Such techniques shall include, but are not limited to:* • *Sound blankets on noise-generating equipment.* • *Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.* • *All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.* • *The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No movement of heavy equipment shall occur on Sundays or official holidays (e.g., Thanksgiving, Labor Day).* • *Temporary sound barriers shall be constructed between construction sites and affected uses.*	At the pre-construction meeting all construction workers shall be briefed on restricted construction hour limitations. A workday schedule will be adhered to for the duration of construction. The Applicants shall designate the equipment area with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to	Building inspectors and permit compliance staff shall spot check and respond to complaints. The Applicants shall demonstrate that the acoustic shielding is in place prior to commencement of construction activities. City staff shall ensure compliance throughout construction. Permit compliance monitoring staff shall perform periodic site inspections to verify compliance with

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
	construction and remain in the designated location throughout construction activities. Construction plans shall identify Best Management Practices (BMPs) to be implemented during construction. All construction workers shall be briefed at a pre-construction meeting on how, why, and where BMP measures are to be implemented. BMPs shall be identified and described for submittal to the City for review and approval prior to building or grading permit issuance. BMPs shall be adhered to for the duration of the Project. Construction plans shall include truck routes and shall be submitted to the City prior to permit issuance for each phase of development. Schedule and mailing list shall be submitted 10 days prior	activity schedules.

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
	to initiation of any earth movement.	
MM NOI-1b *The contractor shall inform residents and business operators at properties within 300 feet of the Project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Noise-related complaints shall be directed to the City's Community Development Department.*	The Applicants shall provide and post signs stating these restrictions at construction site entries. Signs shall be posted prior to commencement of construction and maintained throughout construction. Construction plans shall note construction hours. At the pre-construction meeting all construction workers shall be briefed on restricted construction hour limitations. A workday schedule will be adhered to for the duration of construction.	The Applicants shall demonstrate that required signs are posted prior to grading/building permit issuance and pre-construction meeting. Building inspectors and permit compliance staff shall spot check and respond to complaints. Permit compliance monitoring staff shall perform periodic site inspections to verify compliance with activity schedules.
MM NOI-3a *All noise-generating rooftop building equipment, such as air conditioners and kitchen ventilation systems, shall be installed away from existing and proposed noise-sensitive receptors (i.e., residences) or be placed behind adequate noise barriers.*	The Applicants shall ensure that all noise-generating mechanical equipment associated with operation of the proposed development complies with the	The Applicants shall ensure that all noise-generating mechanical equipment is compliant prior to installation. Building inspectors and permit

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
	California Building Standards Code requirements pertaining to noise attenuation.	compliance staff shall check before implementation.
MM NOI-3b *The Applicant (SRK Hotels) shall submit a truck traffic plan to the City Public Works Department which will address timing, noise, location, and number of deliveries for each project component. The Applicant shall cooperate with the City to ensure that impacts to noise-sensitive receptors are mitigated to the maximum extent feasible.*	The Applicant (SRK Hotels) shall ensure that all noise-generating mechanical equipment associated with operation of the proposed development complies with the California Building Standards Code requirements pertaining to noise attenuation. The Applicant shall prepare a maintenance and truck plan to the City that addresses timing, noise, location, and number of deliveries for each project component, as well as ensuring that noise impacts are mitigated to the maximum extent feasible.	The Applicant (SRK Hotels) shall ensure that all noise-generating mechanical equipment is compliant prior to installation. The Applicant shall receive approval from the City before maintenance and truck activities begin. Building inspectors and permit compliance staff shall check before implementation.
Recreation		
MM REC-1a *Development Impact Fees for Subarea 2. The Applicant for Subarea 2 shall pay a park improvement impact fee equal to the land value, plus twenty (20) percent of toward the cost of*	Price of in-lieu fees shall be determined by	The price and payment of in-lieu fees will be

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
offsite improvement, for the additional 0.21 acres of parkland required to be dedicated pursuant to the provisions of Chapter 16.64.060 of the City Municipal Code. The value of this fee shall be based upon the fair market value of 0.21 acres, as determined by the formula provided in Section E of Municipal Code Chapter16.64.060, immediately prior to the filling of the final map. At the discretion of the Community Development Director, this requirement may be met by one of several alternative means that would result in additional dedication of lands for recreational use, such that Project suits the need for 0.56 acres of required parkland. Potential alternatives include the expansion of the existing proposed 0.35 neighborhood park to provide more adequate park space, implementation of trail connections from the property to proposed trails identified in the City Bicycle and Trails Master Plan, or the connection of the Project proposed Class I Bikeway located along the Project Residential Collector road with the City proposed bikeway along Trinity Avenue.	the City Council at the time of the final map approval. The payment of these in-lieu fees shall be made in their entirety prior to the issuance of any building permits and paid to the City Council and deposited in the parks development fund.	determined and approved by the City Council at the time of Project approval.
Transportation and Traffic		
MM TRANS-1a *Future development occurring under the proposed Project shall be required to prepare a Construction Transportation Management Plan for review and approval by the City prior to issuance of a building permit to address and manage traffic during construction and shall be designed to:* • *Prevent traffic impacts on the surrounding roadway network* • *Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable* • *Ensure safety for both those constructing the project and the surrounding community* • *Prevent substantial truck traffic through residential neighborhoods* *The Construction Transportation Management Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, Fire, and Police, to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:* *Ongoing Requirements throughout the Duration of Construction:* • *A detailed Construction Transportation Management Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes.*	The Applicants shall submit the Construction Transportation Mitigation Plan to the City for review and approval prior to issuance of grading and building permits. The Applicants shall conduct necessary construction employee training prior to the commencement of construction. The City Public Works Department, Police Department, and Fire Department, and nearby residences shall be notified of the	The City shall ensure compliance with the Construction Transportation Mitigation Plan with periodic inspections of the Project site during construction. Complaints related to construction traffic at the site shall be directed to the City Public Works Department.

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval. • *Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit.* • *Streets and equipment shall be cleaned in accordance with established Public Works requirements.* • *Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself.* • *Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.* • *Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.* • *Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.* *Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction:* • *The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved Construction Impact Mitigation Plan).* • *A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way shall be obtained.* • *Timely notification of construction schedules shall be provided to all affected agencies (e.g., Police Department, Fire Department, Public Works Department, and Community Development*	construction schedule prior to construction.	

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet. • *Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.* • *Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.*		
MM TRANS-2a *Fair Oaks Avenue/Traffic Way: A new traffic signal shall be installed at the intersection of Traffic Way and Fair Oaks Avenue.*	Prior to issuance of a development permit for construction, including grading, the Applicant shall 1) submit a funding agreement between the owners of the three subareas for the Traffic Signal Improvements to the City for review and approval; and 2) submit Traffic Signal Improvement Plans to the City for review and approval. Prior to issuance of a building permit, the Applicant shall complete construction of the traffic signal improvements.	The City shall review and approve the funding agreement between the owners of the three subareas for the traffic signal design and construction prior to the issuance of any development permit for construction, including grading. The City shall ensure the traffic signal is installed and operational prior to the issuance building permits.
MM TRANS-3a *East Grand Avenue/West Branch Street: The Applicants shall modify the lane geometry of the intersection of East Grand Avenue and West Branch Street in order to design and install the necessary improvements including widening, restriping, and curb reconstruction of westbound West Branch Street/ northbound West Branch Street to create an exclusive right turn lane.*	The Applicants shall submit plans for the restriping of West Branch Street including	Road improvements shall be inspected and approved by the City.

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
	any modifications necessary to the northeast curb return and sidewalk to provide for design vehicle turning movements to the City for review and approval from the City Engineer, concurrent with the issuance of any development permit for construction, including grading. Road improvements shall be installed, inspected, and approved by the City prior to issuance of the first certificate of occupancy.	
MM TRANS-3b *East Grand Avenue/West Branch Street: The Applicants shall pay a fair share portion of the design and construction costs for a transportation improvement that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies. Applicants shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.*	The Applicants shall submit payment of their fair share of funding for the above mitigation prior to issuance of grading and/or building permits.	The City shall determine the amount of payment of fair shares for each Applicant commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip

Table 1. Mitigation Monitoring Table (Continued)

Mitigation Measure	Plan Requirements & Timing	Monitoring
		generation, etc.). The City shall establish a separate East Grand Avenue/West Branch Street traffic mitigation fund to accept the Applicant's payment(s).
MM TRANS-5a *As part of review of permits for development of Subarea 1 and the proposed hotel/restaurant, a circulation study shall be prepared to guide driveway location, design, and ingress/egress access in such a way to ensure public safety and utility.*	Prior to approval of the CUP, the Applicant shall submit a circulation study prepared by a Traffic Engineer.	The City require the submission of circulation study prior to CUP review and approval.

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ENGINEERING SOLUTIONS

Technical Memorandum

To:	City of Arroyo Grande	**Date:**	September 14, 2016
Attn:	Jim Garing, P.E., Interim City Engineer	**Project:**	E. Cherry Ave. Specific Plan
From:	Nate Stong, P.E.		
Re:	Subarea 1 Access, Circulation & Parking Study	**Job No.:**	65-1275-35 (07)
Cc:		**File No.:**	C2089MEM004.DOC

The purpose of this memorandum is to evaluate site access, onsite circulation and parking requirements for Subarea 1 of the proposed East Cherry Avenue Specific Plan (Project) in the City of Arroyo Grande. The Project as a whole is made up of five parcels totaling approximately 15.29 acres and is located on the south side of East Cherry Avenue east of Traffic Way as shown on **Figure 1**. Subarea 1 consists of three parcels totaling 2.16 acres located at the southeast corner of Traffic Way and E. Cherry Avenue, currently zoned "Traffic Way Mixed Use" (D-2.11) with a General Plan Land Use Designation of "Mixed Use." It is currently proposed to construct a 90-100 room hotel and up to a 4,000 square foot restaurant within Subarea 1.

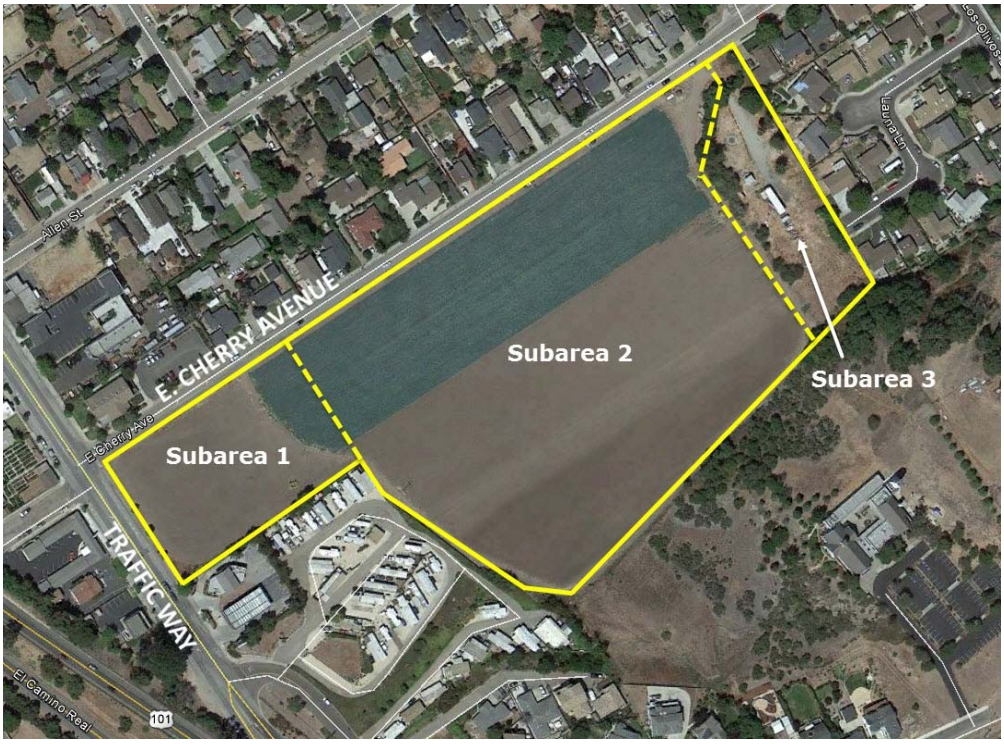


Figure 1: Vicinity Map

The Project Final Environmental Impact Report (FEIR) is currently undergoing consideration by the City includes mitigation measure "MM TRANS-5a" to address access considerations to/from Subarea 1. The measure states: *"As part of review of permits for development of Subarea 1 and the proposed hotel/restaurant, a circulation study shall be prepared to guide driveway location,*

design, and ingress/egress access in such a way to ensure public safety and utility." This memorandum serves as a circulation study for Subarea 1 and will also evaluate parking requirements for the proposed hotel and restaurant uses.

The key issues evaluated in this memorandum are as follow:

1. The recommended locations and allowable ingress/egress turning movements of Subarea 1 site driveways.

2. The amount of parking required based on the proposed uses.

3. Required intersection sight distances at the E. Cherry Avenue intersection with Traffic Way.

The evaluation will take into account the functional classification of the roadways, traffic volumes, speeds (posted and observed 85th percentile), and collision history. The following roadways serve, or are planned to serve the Project:

Traffic Way is a north/south commercial corridor parallel and east of US 101 and is classified as "Highway/Arterial" in the City General Plan Circulation Element, with a posted speed limit of 35 mph in the vicinity of E. Cherry Avenue. Traffic Way connects directly with the northbound US 101 off-ramp and southbound US 101 on-ramp near its intersection with S. Traffic Way and connects to W. Branch Street at its north end where it becomes Wesley Street.

Traffic Way consists of one through lane in each direction with a center two-way left turn lane, on-street parking and Class II bicycle lanes between S. Traffic Way and E. Cherry Avenue. Between E. Cherry Avenue and Fair Oaks Avenue, Traffic Way has two southbound vehicular lanes (the centermost becomes an exclusive left turn lane to E. Cherry Avenue) and one northbound vehicular lane which widens to two lanes at Fair Oaks Avenue. The Class II bike lanes terminate at Fair Oaks Avenue.

The daily traffic volume on Traffic Way is approximately 9,000 ADT with a measured 85th percentile speed of 41 mph in the southbound direction and 39 mph in the northbound direction[1].

E. Cherry Avenue is an east/west roadway serving residential and agricultural uses which intersects Traffic Way south of Fair Oaks Avenue and north of the US 101 ramps. E. Cherry Avenue is classified as a "Collector" in the City General Plan with a posted speed limit of 35 mph in the vicinity of Traffic Way. At its intersection with Traffic Way, E. Cherry Avenue is stop-controlled and provides one vehicular lane eastbound and two lanes westbound, narrowing to two lanes approximately 300 feet to the east, at the east end of the Subarea 1 frontage. East of this location, the roadway serves an existing residential subdivision along its north side with driveways served directly from the roadway and the existing agricultural use of Subareas 2 and 3 along the south side. On-street parking is allowed on the unpaved shoulder along the south side.

[1] 2012 Citywide Engineering & Traffic Study Report, Begur Consulting, March 2013.

The daily traffic volume on E. Cherry Avenue is approximately 1,600 ADT with a measured 85th percentile speed of 36 mph[2]

Road "A" is planned to be a north/south collector roadway proposed to intersect E. Cherry Avenue east of Traffic Way and serve the Subarea 2 residential subdivision and in the future may be extended to serve areas currently outside the City limits to the south and east. Road "A" lies along the west boundary of Subarea 2 and can provide an access point for Subarea 1.

Location of Driveways for Subarea 1

The City of Arroyo Grande Standard 1010 "Uniform Design Criteria" Section 4.1.5 contains the following requirements with regard to driveway locations on arterial and collector streets:

Driveways on arterial streets must conform to the following requirements:

1. *Driveway access must not be located any closer to the adjacent intersection than the stopping sight distance for the posted speed limit of the roadway.*
2. *Driveways may only be served by a break in a center median when such a break is not detrimental to the traffic flow.*
3. *The distance between driveways along commercially developed arterial streets and roads shall not be less than 200-feet.*
4. *Where possible, driveways shall be located on cross streets or roads, rather than on arterial or collector streets.*
5. *In new subdivisions, residential driveways along arterial or collector streets is not permitted; these properties may take access from local streets.*

For the purposes of this analysis, the distances stated above are assumed to be from roadway and driveway centerline.

It is anticipated that Subarea 1 will be required to provide at least two driveway connections for emergency vehicle response.

A new driveway on Traffic Way would be required to be located at least 250 feet from the intersection of E. Cherry Ave based on the 35 mph posted speed limit and corresponding stopping sight distance provided in City Std 7410. The distance from the centerline of E. Cherry Avenue to the southern edge of the Subarea 1 property along Traffic Way is approximately 275 feet. An existing gas station driveway lies approximately 50 feet further to the south, a distance of approximately 325 feet from E. Cherry Avenue. It is therefore not feasible to locate a driveway on Traffic Way which satisfies both Requirement #1 and Requirement #3 of the City Standards for driveway location.

Locating a full-access driveway on Traffic Way does not meet City requirements as stated above, however a partial access driveway may be acceptable to the City. Limiting access to prevent left turns out of a driveway located on Traffic Way would eliminate a movement which requires navigating two streams of traffic and thereby enhance safety. However, guests of the hotel leaving the site wishing to travel southbound would be required to make a u-turn on Traffic Way after turning right out of the driveway, or use the secondary driveway to access E. Cherry Avenue to make a left onto Traffic Way. A secondary access located on Road "A" would be less

[2] Speed Survey conducted by the City in 2014

visible and convenient to patrons of the hotel and therefore if this option is selected, it would be desirable to provide a secondary full access driveway on E. Cherry Avenue.

Evaluating a driveway location on E. Cherry Avenue, the proposed intersection of Road "A" with E. Cherry Avenue is approximately 450 feet from Traffic Way as depicted in the Project Subarea 2 Tentative Map prepared by RRM dated October 23, 2015 (see Appendix). Given the posted speed of 35 mph on E. Cherry Avenue and the corresponding stopping sight distance of 250 feet, no Subarea 1 driveway could be located on E. Cherry Avenue for Subarea 1 meeting Requirement #1 based on the posted speed limit. However, providing the maximum separation which could be achieved of 225 feet equates to a speed of approximately 33 mph. Given that this distance is provided from a T-intersection where the initial speed of eastbound vehicles will be less than if they were allowed to travel through without stopping, the slight reduction in stopping sight distance may be justified.

Recommendation: Given the above considerations, it is recommended to place a limited access driveway on Traffic Way (outbound left turns prohibited) and a second full access driveway on either E. Cherry Avenue or Road "A." If a full access driveway is to be located on E. Cherry Avenue, it is recommended to locate the driveway a minimum of 225 feet but no more than 250 feet from Traffic Way to provide at least 200 feet separation from Road "A." A further recommendation under this scenario would be to convert the existing eastbound exclusive left turn lane to the 5 Cities Swim School parking lot to a two-way left turn lane terminating at Road "A."

Subarea 1 Parking Requirements

The proposed Subarea 1 uses include a 4,000 square foot restaurant and 100 room hotel with 122 parking spaces as shown on **Figure 2**. For restaurants, City code requires 1 space per 100 square feet of publicly accessible space. 40 parking spaces would be required assuming the

Figure 2: Subarea 1 Site Plan

4,000 square foot restaurant is the publicly accessible portion. For hotels, one space is required for every room as well as 2 for managers (102 spaces as proposed) bringing the total to 142 parking spaces. City Code §16.56.050 "Common Parking Facilities" allows for a 20% reduction under a Conditional Use Permit with Planning Commission approval on the basis of a mixed use development and internal capture (e.g. hotel guests eating at the restaurant) provided the parking facilities are located within 500 feet of the associated use. The project appears to meet the requirements of this section with a proposed 122 parking spaces which equates to a 14% reduction.

E. Cherry Avenue at Traffic Way Intersection Sight Distance

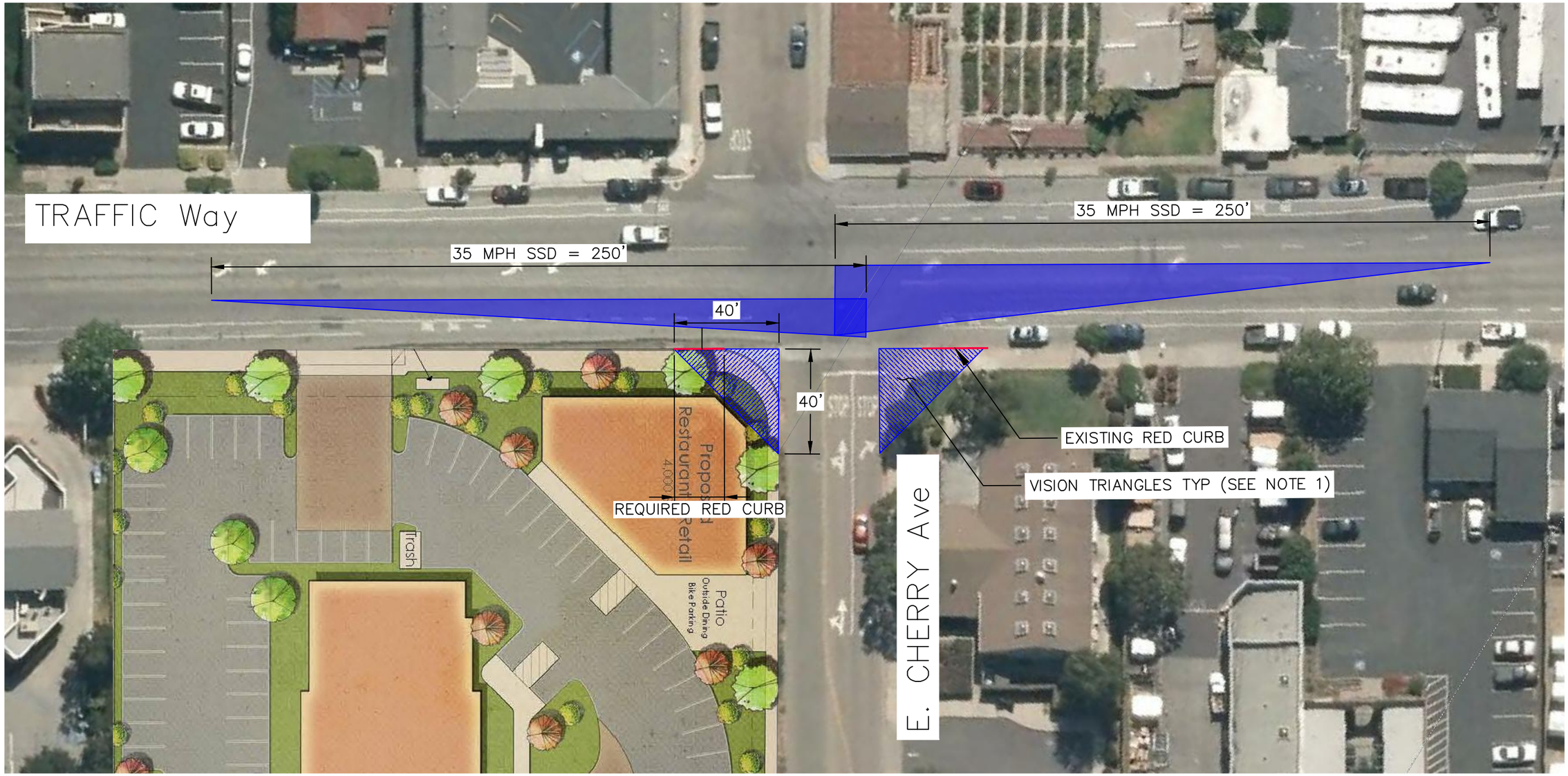
Currently 40 feet of red curb no parking zone is provided on the east side of Traffic Way north of E. Cherry Avenue, as measured from the face of curb on the north side of E. Cherry Avenue. During the public meetings regarding the Project including the Draft and Final EIR, comments were made that the sight distance for vehicles turning from E. Cherry Avenue can obscured by parked vehicles in the area beyond the existing no parking zone. Requests were made to extend the no parking zone. To evaluate sight distance the City Standard for Sight Distance (7410) was applied (included in the Appendix). **Figure 4** shows the sight distance triangles corresponding to the posted 35 mile per hour speed limit and 250 foot stopping sight distance.

It should be noted that City Standard 7410 places the driver's eye eight feet from the edge of traveled way, which in this case is the left edge of the bicycle lane, requiring the vehicle to pull out beyond the stop bar after coming to a stop to view the roadway beyond the on-street parking area as shown on **Figure 3**.

Figure 3: E. Cherry Avenue at Traffic Way looking North (Source: Google Street View)

As can be seen on **Figure 4**, the northeast corner provides sight distance conforming to City standards when vehicles are parked at the limit of the current red curb and therefore no additional red curb is required north of East Cherry Avenue. New curb and gutter constructed south of E. Cherry Avenue as part of the project should similarly be marked no parking for a distance conforming to City standard.

VISION TRIANGLES - E. CHERRY AVE AT TRAFFIC WAY



NOTES:

1. THE SPACE BETWEEN 2' AND 8' ABOVE STREET GRADE MUST BE KEPT CLEAR PER CITY CODE 10.12.010
2. THE MOTORIST'S EYE IS ASSUMED TO BE 8 FEET BACK FROM THE EDGE OF TRAVEL WAY PER CITY STD 7410.

NORTH

0 40

Scale: 1"= 40'

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E. CHERRY AVENUE SPECIFIC PLAN TIAR Figure 4

Arroyo Grande, California

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August 23, 2016
2089EX002.dwg

APPENDIX

Project Sheet index

PROJECT DIRECTORY:

OWNER: **SRK Hotels**

APPLICANT: **SRK Hotels**

ARCHITECT: **RRM design group**
3765 S. Higuera Street Suite 102
San Luis Obispo, CA 93401
Contact: Darin Cabral
Phone: (805)-543-1794
Email: djcabral@rrmdesign.com

PROJECT ADDRESS:
Corner of East Cherry Avenue and Traffic Way

APN NUMBERS:
007-621-076
007-621-077
007-621-078

PROJECT DESCRIPTION:

An approximate 90-100 key branded hotel and a 4,000 SF stand-alone sit down restaurant. Access to the project site is via new collector road 'A' onto E. Cherry Avenue, located between Subarea 1 & 2, and access onto Traffic Way – right and left turn ingress and right only egress.

HOTEL:
The Hotel will consist of one 3-story building totaling an approximate 46,800 sf with 90-100 keys.

RESTAURANT:
The Restaurant will consist of one 1-story building totaling an approximate 4,000 sf footprint.

PARKING STATISTICS

REQUIRED PARKING

RESTAURANT PARKING REQUIRED:
1 SPACE PER 250 SQ/FT OF GROSS FLOOR AREA (4,000 SQ/FT) 16 SPACES

HOTEL PARKING REQUIRED:
1 SPACE PER UNIT AND 2 MANAGER SPACES (100 ROOMS) 102 SPACES
TOTAL PARKING REQUIRED: 118 SPACES

RESTAURANT PARKING PROVIDED: 18 SPACES
HOTEL PARKING PROVIDED: 99 SPACES
MOTORCYCLE AREA PROVIDED: 5 SPACES
TOTAL PARKING PROVIDED: **122 SPACES**

REQUIRED MOTORCYCLE SPACES – MUNICIPAL CODE 16.56.080
1 DESIGNATED MOTORCYCLE PARKING AREA FOR USES REQUIRING MORE THAN 25 AUTO SPACES. MOTORCYCLE PARKING AREAS REQUIRED SHALL COUNT TOWARDS FULFILLING AUTO PARKING SPACES AT A RATE OF ONE PARKING SPACE PER MOTORCYCLE PARKING AREA.

REQUIRED MOTORCYCLE PARKING AREA: 5

PROPOSED MOTORCYCLE PARKING AREA: 5

PROJECT STATISTICS:

ZONING: TRAFFIC WAY MIXED USE

LOT SIZE (3 LOTS COMBINED): 2.16 ± ACRES (94,090 SF)
PROPOSED DENSITY: N/A

MAX ALLOWED LOT COVERAGE: 75%
PROPOSED LOT COV.: 19,600 SF/94,090 SF = 20% < 75% OK

MAX F.A.R.: 75%
PROPOSED F.A.R.: (50,800/94,090) = 54% < 75% OK

MAX ALLOWED HEIGHT: 36 FT.
HOTEL PROPOSED HEIGHT: 36 FT.
RESTAURANT PROPOSED HEIGHT 20 FT.

VICINITY MAP

EAST CHERRY AVE SP SUBAREA 1 • ARROYO GRANDE **Title Sheet**

DATE: 2/22/16
#0354-01-CO15

rrm design group

A1

EAST CHERRY AVE SP SUBAREA 1 • ARROYO GRANDE **Site Plan**

0 10 20 40
SCALE: 1:20 (24x36 sheet)

North

DATE: 2/22/16
#0354-01-CO15

rrm design group

A2

EAST CHERRY AVENUE (PUBLIC)

COMMERCIAL
FF = 111.50

HOTEL
FF = 112.00

STORMTECH UNDERGROUND RETENTION CHAMBERS
VOLUME = 15,000 cf

TRAFFIC WAY

EAST CHERRY IMPROVEMENTS
NOT A PART

ROAD "A"
(PUBLIC)

98.97 INV
108.69 TG
105.7± INV
110.30 TC
109.80 FL
101.75 INV
111.35 TC
110.85 FS
110.90 TC
110.40 FS
111.60 TC
111.10 FS
111.80 TC
111.30 FL
111.65 TC
111.15 FS
111.40 TC
110.90 FL
111.50 TC
110.10 FS
111.90 TC
111.40 FS
111.90 TC
111.90 FS
111.70 TC
111.20 FS
111.90 TC
110.40 FS
(107.1± TG)
(104.1± INV)
(109.3± TC)
(108.8± FL)
MATCH
108.6 TG
106.1± INV
103.38 INV
109.70 TG
105.00 INV
111.30 TC
110.80 FS
110.50 TC
110.00 FS
110.50 TG
105.00 INV
111.80 TC
111.30 FS
110.12 TC
109.62 TG
104.45 INV
110.71 TC
110.21 FS
110.12 TC
109.62 FS
109.50 TG
105.60 INV
109.50 TG
106.50 INV
110.50 TC
110.00 FL
111.20 TC
110.70 FL
110.80 TC
110.30 TG
111.30 TC
110.80 FS
L = 115' S = 0.01
L = 90' S = 0.01
L = 96' S = 0.01
0.8% ±
0.5% ±
3% ±
1% MIN
24'
18'
16'

ABBREVIATIONS:

ROW	RIGHT OF WAY	FS	FINISHED SURFACE
EX.	EXISTING	FG	FINISHED GRADE
PVT.	PRIVATE	FF	FINISHED FLOOR
TYP.	TYPICAL	HP	HIGH POINT
FH	FIRE HYDRANT	TG	TOP OF GRATE
SS	SANITARY SEWER	GB	GRADE BREAK
SD	STORM DRAIN	℄	CENTERLINE
EG	EXISTING GRADE	SL	STREET LIGHT

EARTHWORK:

TOTAL:
RAW CUT (CU YD): 12,900
RAW FILL (CU YD): 6,000

TOTAL AREA OF DISTURBANCE (SF): ~100,000

THE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE BETWEEN THE PROPOSED FINISHED GRADE AND THE LIMITED TOPOGRAPHIC EXISTING GRADES. THESE ESTIMATES DO NOT MAKE CONSIDERATIONS FOR LOSSES OR BULKING DUE TO: SHRINKAGE, SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCHING SPOILS, ETC. THESE, IN ADDITION TO ACTUAL FIELD CONDITIONS, CONSTRUCTION TECHNIQUE AND THE FINAL RECOMMENDATIONS OF THE SOILS ENGINEER MAY SIGNIFICANTLY EFFECT THE FINAL IMPORT/EXPORT QUANTITIES.

DATE: FEBRUARY 17, 2016

LEGEND:

- PROJECT BOUNDARY
- PROPOSED PROPERTY LINE
- EXISTING WATER LINE
- EXISTING SEWER LINE
- EXISTING FIRE HYDRANT
- EXISTING TREE LINE
- POPOSED CLEANOUT
- PROPOSED SETBACK
- PROPOSED WALKWAY
- PROPOSED CONC. CURB
- PROPOSED AC CURB
- PROPOSED GUTTER LIP
- PROPOSED WATER
- PROPOSED SEWER
- PROPOSED STORM DRAIN
- PROPOSED SD INLET
- PROPOSED WALL

40 0 20 40 80
(IN FEET)
1 INCH = 40 FT.

NORTH

VICINITY MAP
NTS

PROJECT INFO:

APN:	007-421-079
FLOOD ZONE:	ZONE 'X' - MAP No. 0607PC1602G
EXISTING EASEMENTS:	NONE
PROPOSED EASEMENTS:	15' WIDE PUBLIC UTILITY EASEMENT 10' WIDE PUBLIC UTILITY EASEMENT 20' WIDE PUBLIC ACCESS EASEMENT 29' WIDE PUBLIC ACCESS EASEMENT
GROSS AREA (NET):	11.62 ac (806,147 sq-ft)
EX. ZONING & LAND USE:	TRAFFIC WAY MIXED USE (TMU D-2.11) AGRICULTURE (AG)
PROP ZONING & LAND USE:	TRAFFIC WAY MIXED USE (TMU D-2.11) VILLAGE RESIDENTIAL (VR) VILLAGE MIXED USE (VMU) SPECIFIC PLAN OVERLAY (SP)
ALLOWABLE DENSITY:	4.5 DWELLING UNITS PER ACRE
PROPOSED DENSITY:	58 DWELLINGS / 11.62 ACRES = 5.0 DU/ACRE
TOTAL UNITS PROPOSED:	58
RESIDENTIAL LOTS:	4,476 sq-ft TO 9,252 sq-ft Ea. (58 TOTAL)
HOA (LOT 59):	14,972 sq-ft (1 TOTAL)
REMAINDER (LOT 60):	16,552 sq-ft (1 TOTAL)

APPLICANT INFO:

NST DEVELOPMENT

CONTACT:
NICK TOMPKINS
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401
PHONE: 805-541-9004

PREPARER'S STATEMENT:

THIS PLAN SET WAS PREPARED BY:
RRM DESIGN GROUP
3765 S. HIGUERA ST., STE. 102
SAN LUIS OBISPO, CA 93401
PH (805) 543-1794

UNDER THE DIRECTION OF:
JOSHUA ROBERTS, P.E. 61,798

OWNER'S CERTIFICATE:

WE HEREBY CONSENT TO THE DEVELOPMENT OF REAL PROPERTY SHOWN ON THIS MAP AND CERTIFY THAT WE ARE THE LEGAL OWNERS AND THAT THE INFORMATION HEREON IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

NST DEVELOPMENT
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401

LEGAL DESCRIPTION:

PARCEL 'D' OF CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT No. 09-003, RECORDED IN DOCUMENT No. 20100023952 IN THE COUNTY RECORDER'S OFFICE, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA. APN: 007-421-079

BENCHMARK:

THE BENCH MARK FOR THIS SURVEY
BEING CITY OF ARROYO GRANDE
BENCH MARK NO. 30.

ELEVATION=88.65 FEET
ENGINEERING (DATUM UNKNOWN)

UTILITY SERVICES:

WATER: CITY OF ARROYO GRANDE
SEWER: CITY OF ARROYO GRANDE
PHONE: VERIZON
ELEC: PACIFIC GAS & ELECTRIC
GAS: SOUTHERN CAL. GAS COMPANY
CABLE: CHARTER COMMUNICATIONS

EASEMENTS:

- (A) PROPOSED 15' WIDE PUBLIC DRAINAGE EASEMENT
- (B) PROPOSED 10' WIDE PUBLIC DRAINAGE EASEMENT
- (C) PROPOSED 20' WIDE PUBLIC ACCESS EASEMENT
- (D) PROPOSED 30' WIDE PUBLIC ACCESS EASEMENT
- (E) PROPOSED 10' WIDE PUBLIC WATER LINE EASEMENT

EAST CHERRY AVENUE | TRACT 3081 - VESTING TENTATIVE MAP

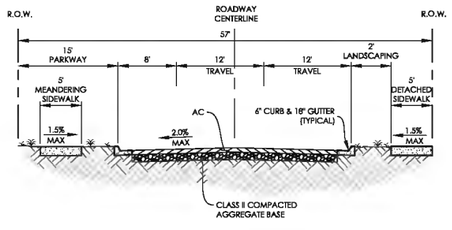
(IN FEET)
1 INCH = 40 FT.

NORTH

October 23, 2015
Job No. 0144-01-R315

rrm design group

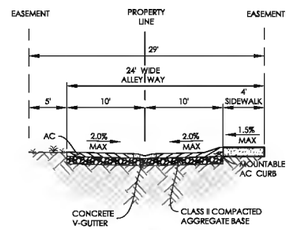
N:\2015\07-447-R315\Civil\Cherry Avenue.dwg, 10/23/2015 10:17:19 pm, Joshua Roberts



SECTION A-A ROAD "B"

-NTS-

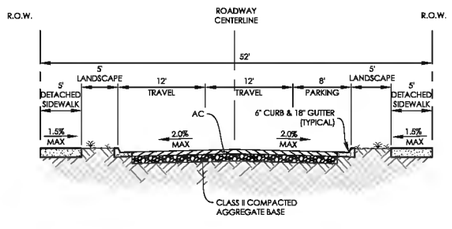
SECTION NOTE:
FINAL SECTION THICKNESS TO BE DETERMINED BY APPROVED PROJECT TRAFFIC INDEX, LICENSED SOILS ENGINEER, AND ACCOMPANYING SOILS REPORT.



SECTION B-B ALLEY "B"

-NTS-

SECTION NOTE:
FINAL SECTION THICKNESS TO BE DETERMINED BY APPROVED PROJECT TRAFFIC INDEX, LICENSED SOILS ENGINEER, AND ACCOMPANYING SOILS REPORT.



SECTION C-C ROAD "D"

-NTS-

SECTION NOTE:
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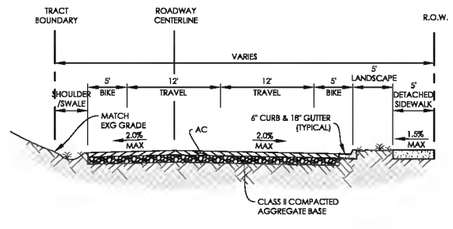

SECTION D-D ROAD "A"

-NTS-

SECTION NOTE:
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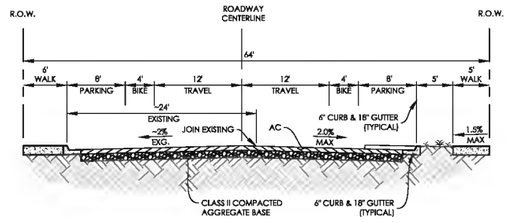

SECTION E-E EAST CHERRY

-NTS-

SECTION NOTE:
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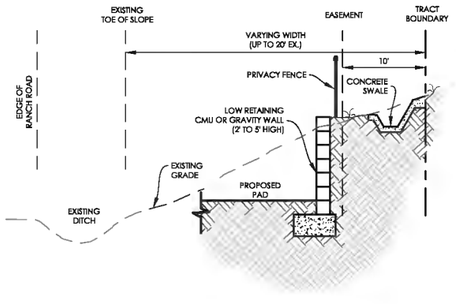


SECTION F-F SOUTH HILLS DRAINAGE

-NTS-

EAST CHERRY AVENUE | TRACT 3081 - SECTION DETAILS

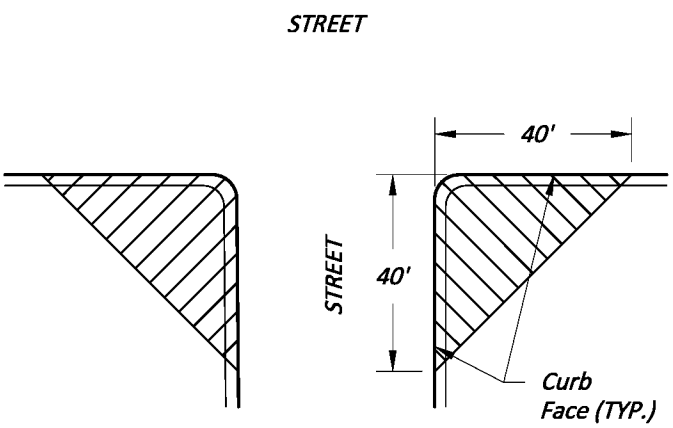
40 0 20 40 80
(IN FEET)
1 INCH = 40FT.

NORTH

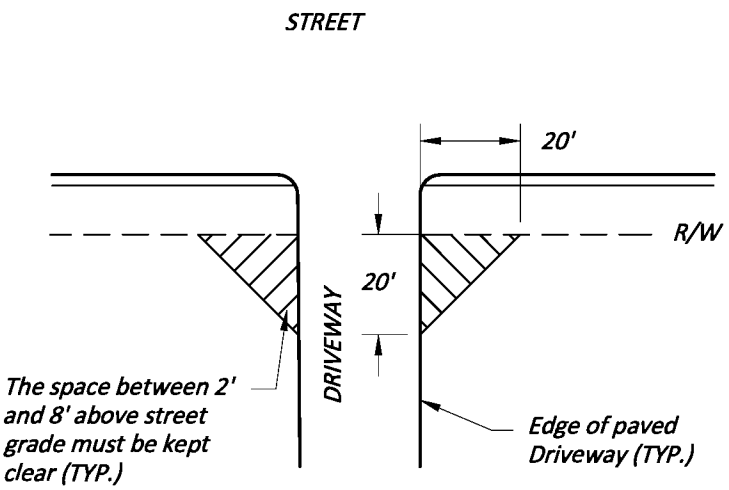
October 23, 2015
Job No. 0144-01-RS15

rrm design group

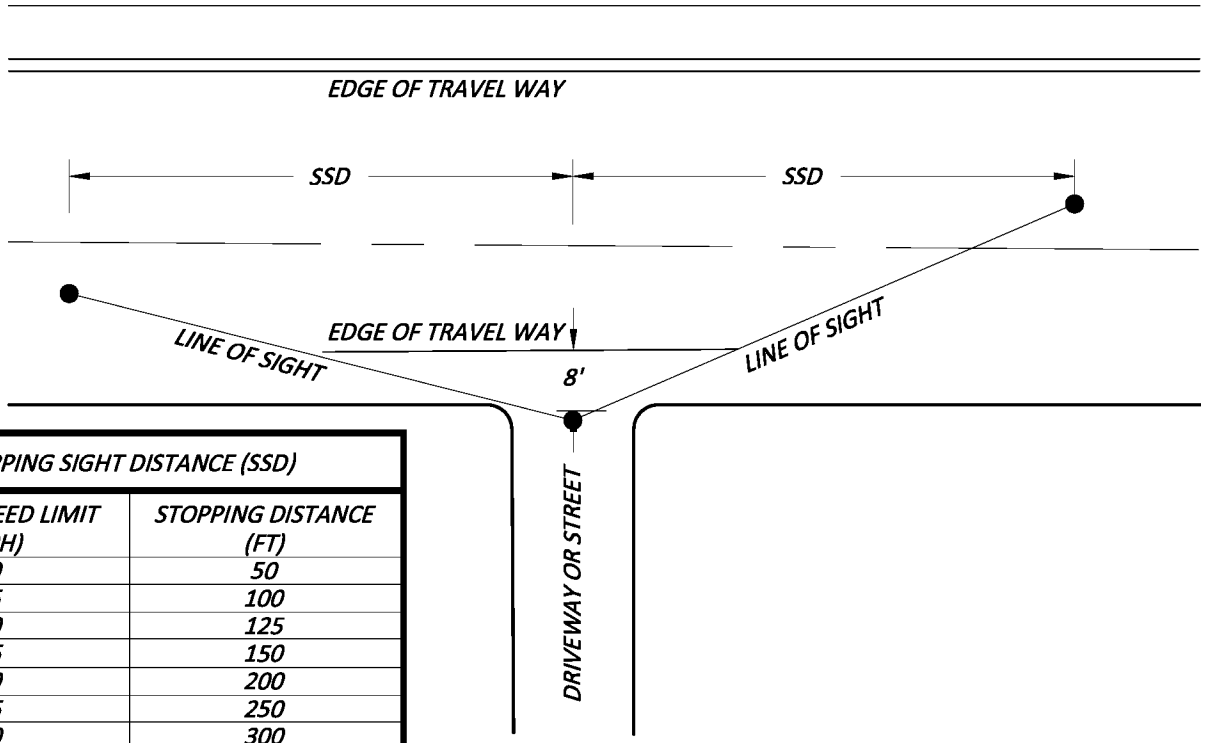
STREET / STREET INTERSECTION



STREET / DRIVEWAY INTERSECTION



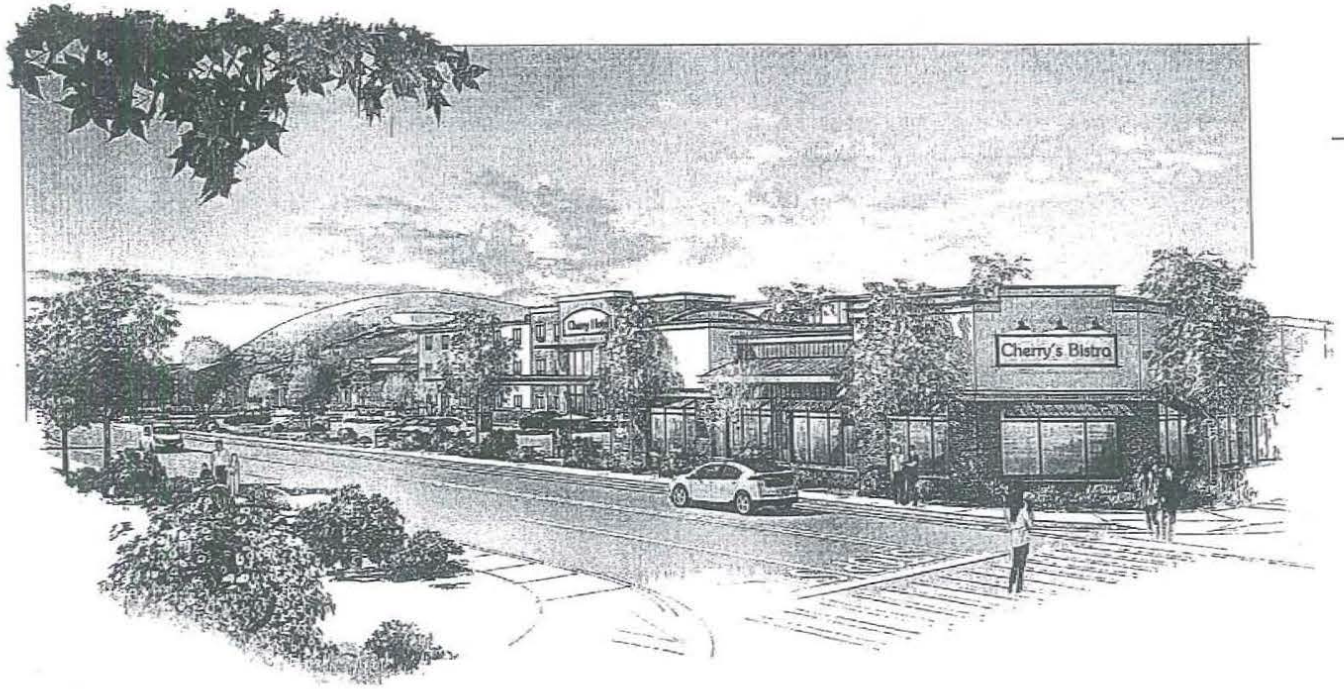
HIGH SPEED INTERSECTIONS



STOPPING SIGHT DISTANCE (SSD)	
POSTED SPEED LIMIT (MPH)	STOPPING DISTANCE (FT)
10	50
15	100
20	125
25	150
30	200
35	250
40	300
45	360
50	430
55	500

CITY OF ARROYO GRANDE - ENGINEERING STANDARD PLAN		7410
ISSUE DATE: MARCH 2016	SIGHT DISTANCE	SHEET 1 OF 1

ATTACHMENT 2



Project Sheet index

PROJECT DIRECTORY:

OWNER: SBK Hotels

APPLICANT: SBK Hotels

ARCHITECT: RRM design group
3765 S. Higuera Street Suite 102
San Luis Obispo, CA 93401
Contact: Darin Cabral
Phone: (805)-543-1794
Email: dcabral@rrmdesign.com

PROJECT ADDRESS: Corner of East Cherry Avenue and Traffic Way

APN NUMBERS: 007-621-076, 007-621-077, 007-621-078

PROJECT DESCRIPTION:

An approximate 90-100 key branded hotel and a 4,000 SF stand-alone sit down restaurant. Access to the project site is via new collector road 'A' onto E. Cherry Avenue, located between Subarea 1 & 2, and access onto Traffic Way – right and left turn ingress and right only egress.

HOTEL:
The Hotel will consist of one 3-story building totaling an approximate 46,800 sf with 90-100 keys.

RESTAURANT:
The Restaurant will consist of one 1-story building totaling an approximate 4,000 sf footprint.

PARKING STATISTICS

REQUIRED PARKING

RESTAURANT PARKING REQUIRED:
1 SPACE PER 250 SQ/FT OF GROSS FLOOR AREA (4,000 SQ/FT) — 16 SPACES

HOTEL PARKING REQUIRED:
1 SPACE PER UNIT AND 2 MANAGER SPACES (100 ROOMS) — 102 SPACES
TOTAL PARKING REQUIRED: 118 SPACES

RESTAURANT PARKING PROVIDED: 18 SPACES
HOTEL PARKING PROVIDED: 99 SPACES
MOTORCYCLE AREA PROVIDED: 5 SPACES
TOTAL PARKING PROVIDED: 122 SPACES

REQUIRED MOTORCYCLE SPACES – MUNICIPAL CODE 16.58.080
1 DESIGNATED MOTORCYCLE PARKING AREA FOR USES REQUIRING MORE THAN 25 AUTO SPACES. MOTORCYCLE PARKING AREAS REQUIRED SHALL COUNT TOWARDS FULFILLING AUTO PARKING SPACES AT A RATE OF ONE PARKING SPACE PER MOTORCYCLE PARKING AREA.

REQUIRED MOTORCYCLE PARKING AREA: 5

PROPOSED MOTORCYCLE PARKING AREA: 5

PROJECT STATISTICS:

ZONING: TRAFFIC WAY MIXED USE

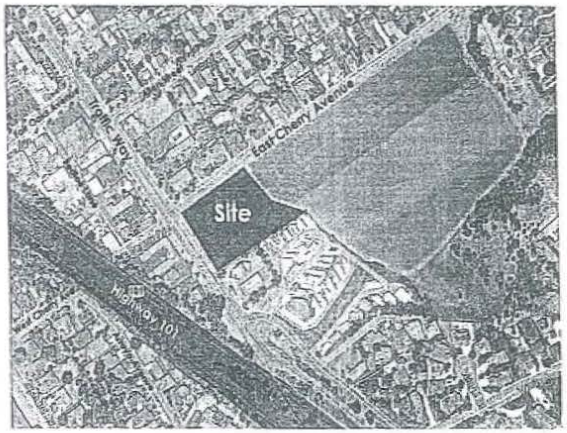
LOT SIZE (3 LOTS COMBINED): 2.16 ± ACRES (94,090 SF)
PROPOSED DENSITY: N/A

MAX ALLOWED LOT COVERAGE: 75%
PROPOSED LOT COV.: 19,600 SF/94,090 SF = 20% < 75% OK

MAX F.A.R.: 75%
PROPOSED F.A.R.: (50,800/94,090) = 54% < 75% OK

MAX ALLOWED HEIGHT: 36 FT.
HOTEL PROPOSED HEIGHT: 36 FT.
RESTAURANT PROPOSED HEIGHT 20 FT.

VICINITY MAP

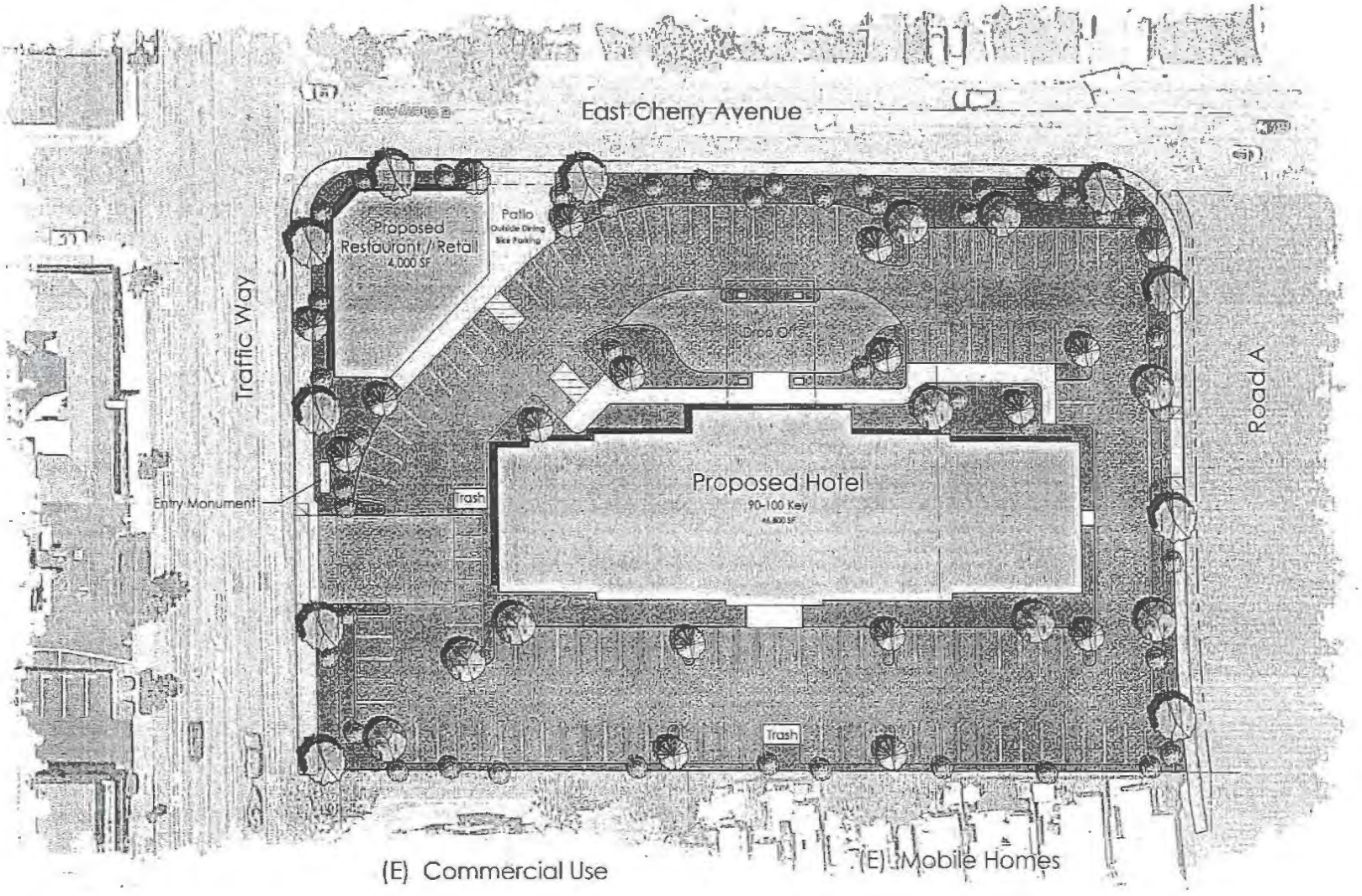


DATE: 2/22/16
#0354-01-CO15

rrm design group

A1

EAST CHERRY AVE SP SUBAREA 1 • ARROYO GRANDE **Title Sheet**



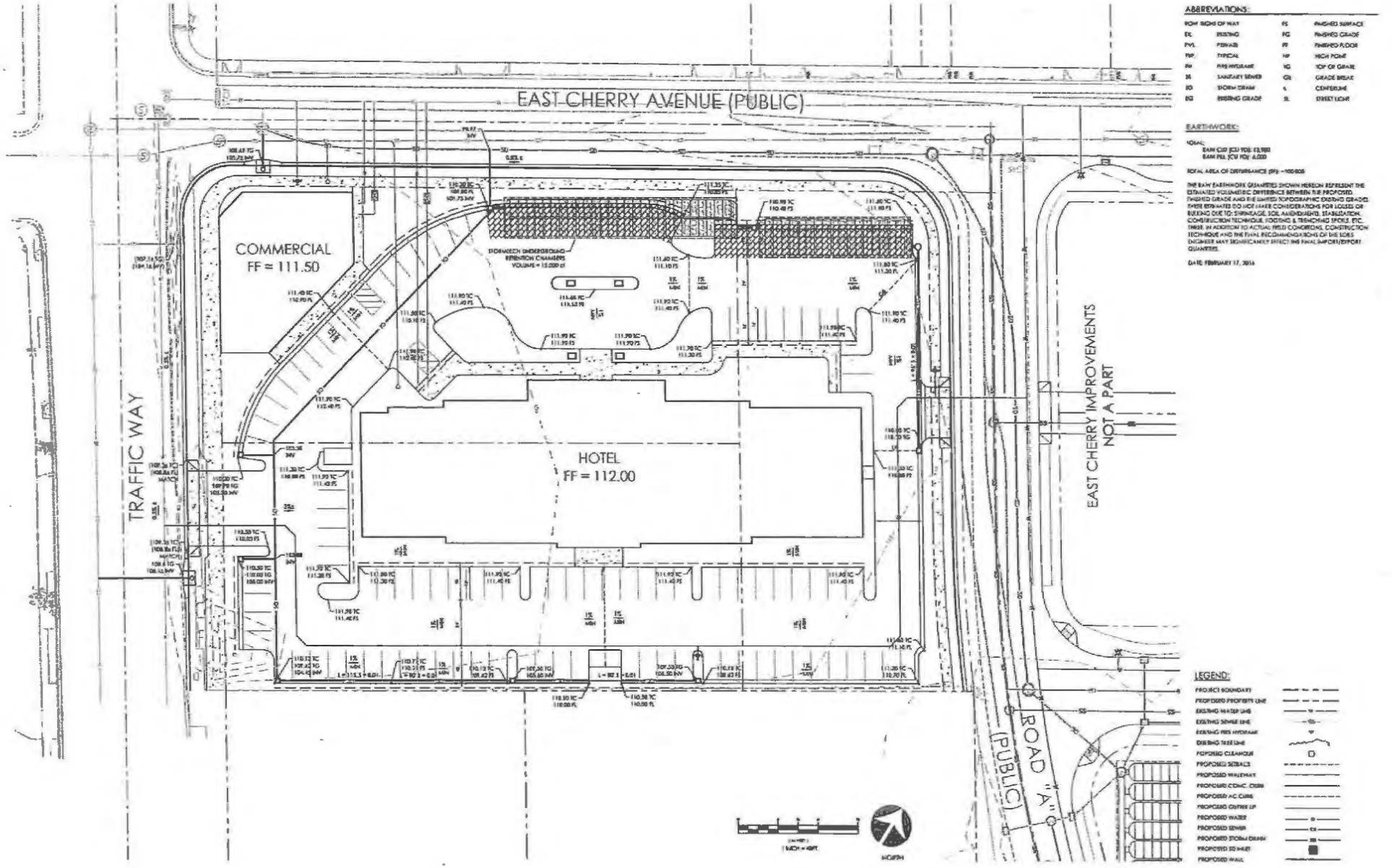
EAST CHERRY AVE SP SUBAREA 1 • ARROYO GRANDE **Site Plan**

SCALE: 1:30 (24x36 sheet)

DATE: 2/22/16
#0354-01-CO15

rrm design group

A2

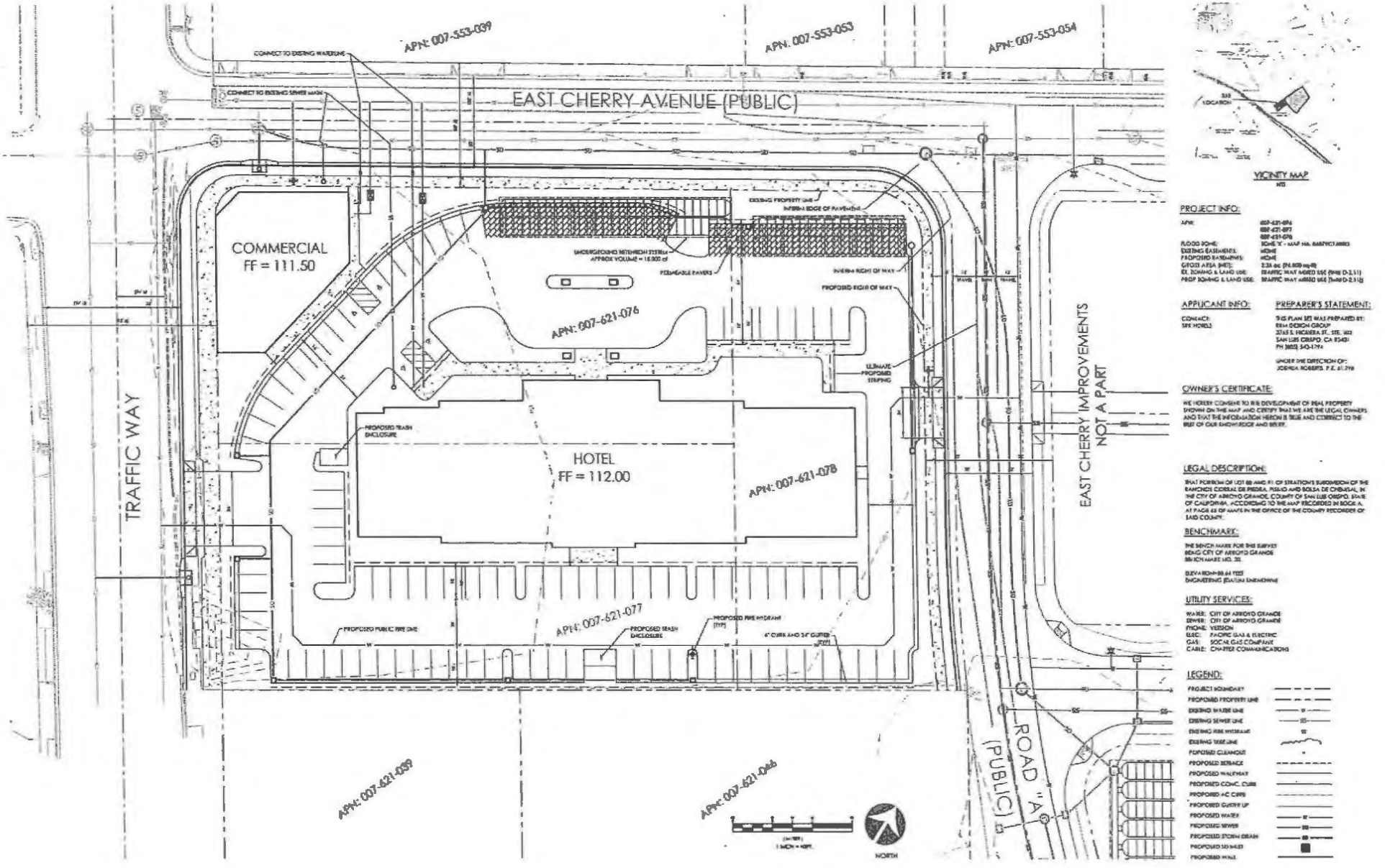


EAST CHERRY AVE SP SUBAREA 1 • ARROYO GRANDE Preliminary Grading Plan

DATE: 2/22/16
#0354-01-C015

rrm design group

C1

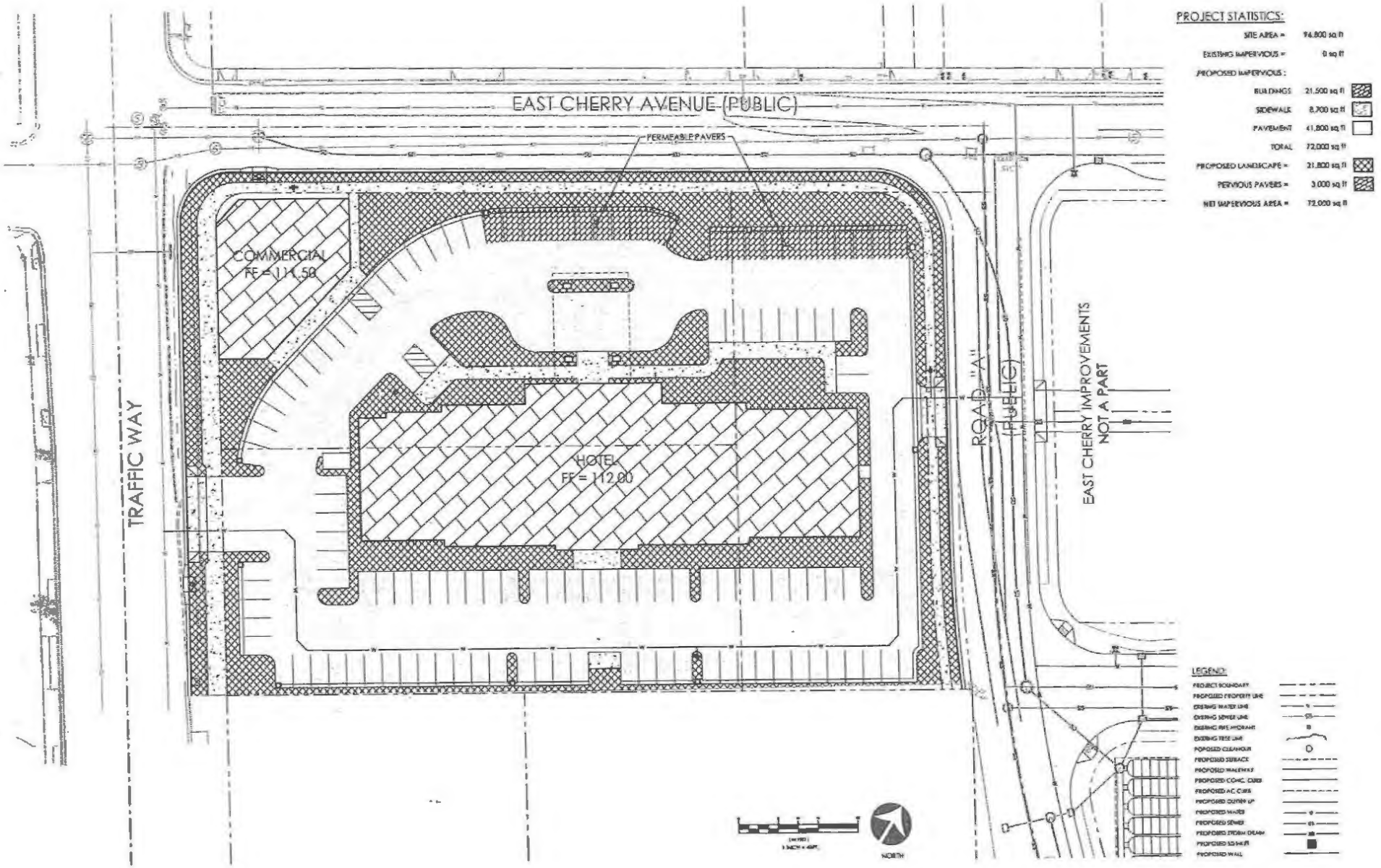


EAST CHERRY AVE SP SUBAREA 1 • ARROYO GRANDE **Civil Site Plan**

DATE: 2/22/16
#0354-01-CO15

rrm design group

C2



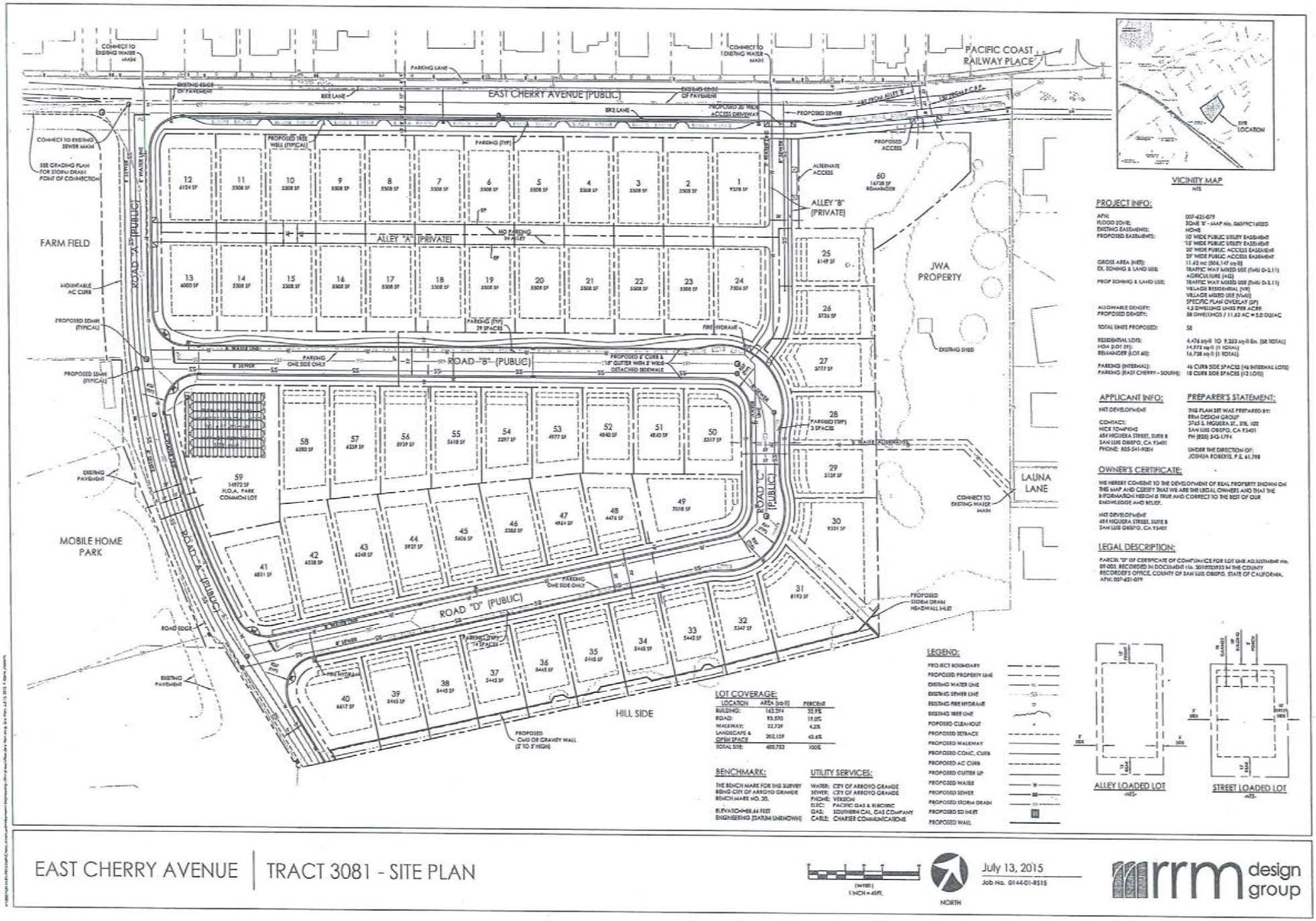
EAST CHERRY AVE SP SUBAREA 1 • ARROYO GRANDE **Storm Water Control Plan**

DATE: 2/22/16
#0354-01-CO15

rrm design group

C3

ATTACHMENT 4



EAST CHERRY AVENUE | TRACT 3081 - SITE PLAN

July 13, 2015

Job No. 0144-01-9515

rrm design group

PROJECT INFO:

APN: 007-421-019
FLOOD ZONE: ZONE "X" - MAP No. 06079C1620G
EXISTING EASEMENTS: NONE
PROPOSED EASEMENTS: 10' WIDE PUBLIC UTILITY EASEMENT; 15' WIDE PUBLIC UTILITY EASEMENT; 20' WIDE PUBLIC ACCESS EASEMENT; 28' WIDE PUBLIC ACCESS EASEMENT
GROSS AREA (NET): 11.62 ac (506,167 sq ft)
EX. ZONING & LAND USE: TRAFFIC WAY MIXED USE (TMU D-2.1); AGRICULTURE (AG)
PROP ZONING & LAND USE: TRAFFIC WAY MIXED USE (TMU D-2.1); VILLAGE RESIDENTIAL (VR); VILLAGE MIXED USE (VMU); SPECIFIC PLAN OVERLAY (SP)
ALLOWABLE DENSITY: 4.5 DWELLING UNITS PER ACRE
PROPOSED DENSITY: 58 DWELLINGS / 11.62 ACRES = 5.0 DU/ACRE
TOTAL UNITS PROPOSED: 58
RESIDENTIAL LOTS: 4.456 ac/R (@ 7,233 sq/R Ea. [58 TOTAL])
HOA (LOT 59): 1.497 ac/R (1 TOTAL)
REMAINDER (LOT 60): 16.332 ac/R (1 TOTAL)

APPLICANT INFO:

NEC DEVELOPMENT
CONTACT:
NICK TOMPKINS
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401
PHONE: 805-543-9004

PREPARER'S STATEMENT:

THIS PLAN SET WAS PREPARED BY:
RRM DESIGN GROUP
3765 S. HIGUERA ST., STE. 102
SAN LUIS OBISPO, CA 93401
PH (805) 543-1794
UNDER THE DIRECTION OF:
JOSHUA ROBERTS, P.E. 61,799

OWNER'S CERTIFICATE:

WE HEREBY CONSENT TO THE DEVELOPMENT OF REAL PROPERTY SHOWN ON THIS MAP, AND CERTIFY THAT WE ARE THE LEGAL OWNERS AND THAT THE INFORMATION HEREON IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

NEC DEVELOPMENT
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401

LEGAL DESCRIPTION:

PARCEL "D" OF CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT No. CP-052, RECORDED IN DOCUMENT No. 2010029953 IN THE COUNTY RECORDER'S OFFICE, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, APN: 007-421-019

BENCHMARK:

THE BENCH MARK FOR THIS SURVEY BEING CITY OF ARROYO GRANDE BENCH MARK NO. 38.

ELEVATION=88.66 FEET
ENGINEERING DATUM (UNKNOWN)

UTILITY SERVICES:

WATER: CITY OF ARROYO GRANDE
SEWER: CITY OF ARROYO GRANDE
PHONE: VERIZON
ELEC: PACIFIC GAS & ELECTRIC
GAS: SOUTHERN CAL. GAS COMPANY
CABLE: CHARTER COMMUNICATIONS

EASEMENTS:

- PROPOSED 15' WIDE PUBLIC UTILITY EASEMENT
- PROPOSED 10' WIDE PUBLIC UTILITY EASEMENT
- PROPOSED 20' WIDE PUBLIC ACCESS EASEMENT
- PROPOSED 28' WIDE PUBLIC ACCESS EASEMENT

EAST CHERRY AVENUE | TRACT 3081 - VESTING TENTATIVE MAP

1 INCH = 40FT.

NORTH

July 13, 2015
Job No. 0144-09-8515

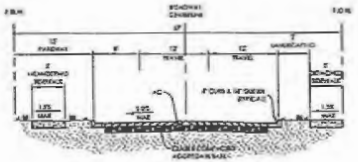
rrm design group

EAST CHERRY AVENUE | TRACT 3081 - PRELIMINARY GRADING

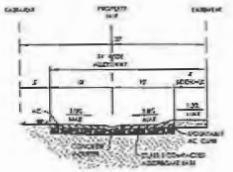
July 13, 2015

NORTH

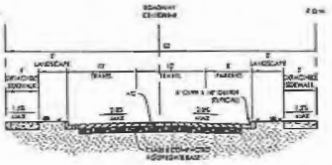
rrm design group



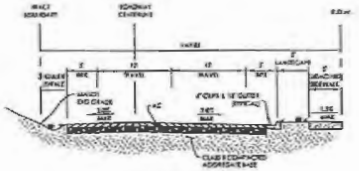
SECTION A-A ROAD "B"



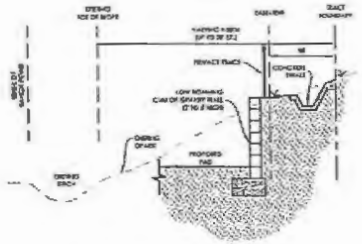
SECTION B-B ALLEY "B"



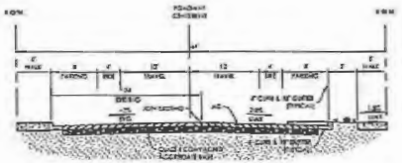
SECTION C-C ROAD "D"



SECTION D-D ROAD "A"



SECTION E-E SOUTH HILLS DRAINAGE



SECTION E-E EAST CHERRY

EAST CHERRY AVENUE | TRACT 3081 - PRELIMINARY GRADING

1 INCH = 40FT.

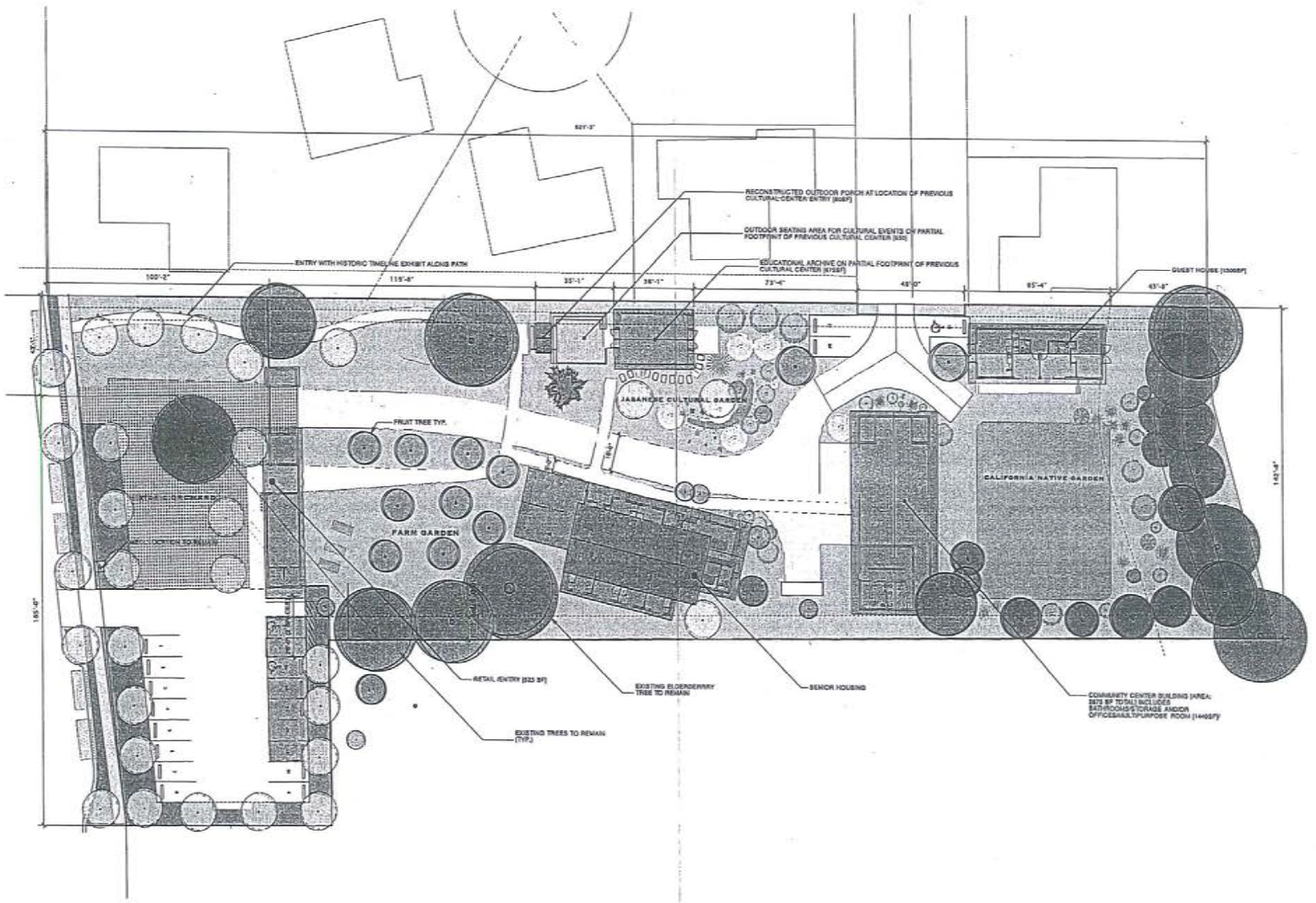
NORTH

July 13, 2015

Job No. 0144-01-8515

rrm design group

ATTACHMENT 5



1 / A1 SITE PLAN SUBAREA 3
Scale: 1:250

SITE PLAN

ASSEMBLY

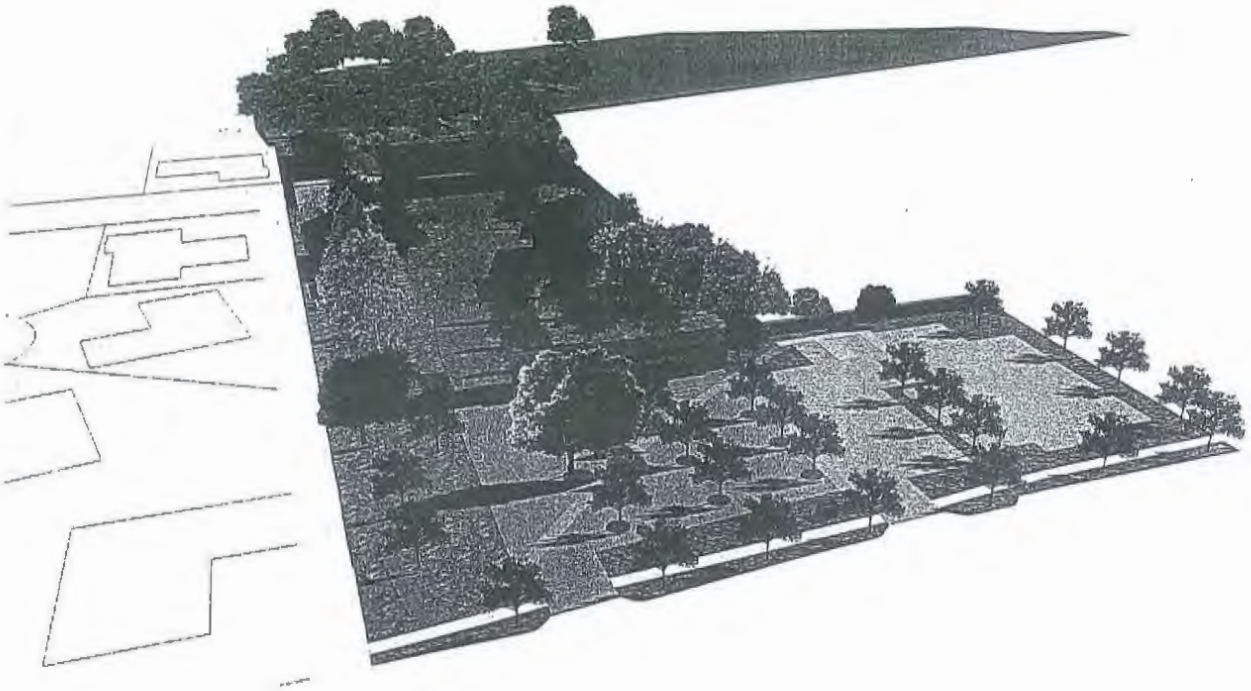
LICENSED ARCHITECT
EVAN A. JONES
No. C 27366
Ren. 4-30-17
STATE OF CALIFORNIA

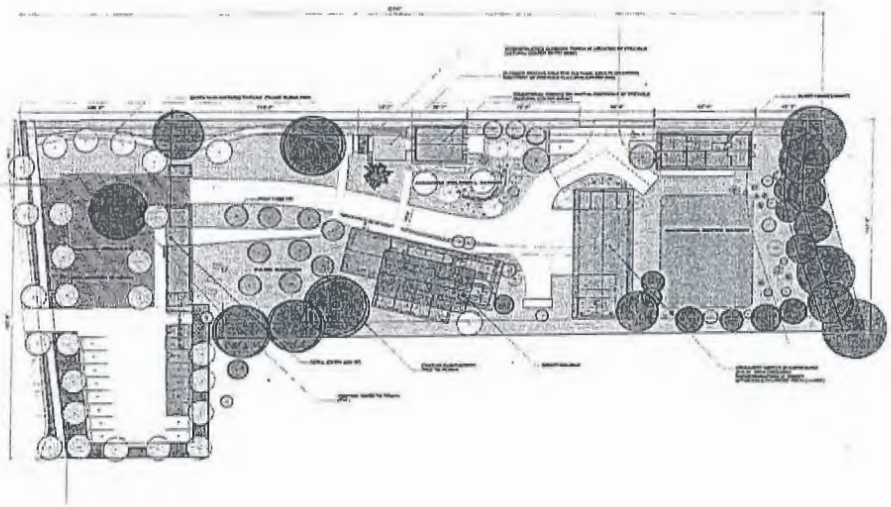
OWNER :
ARROYO GRANDE VALLEY JAPANESE WELFARE ASSOCIATION

RELEASE DATE :

REVISION HISTORY :

DRAWN: E.J.
DATE: 2/15/18
SCALE: NTS
SHEET: A1





Garden of Enduring Values

Arroyo Grande Valley Japanese Welfare Association (AGVJWA)

SUBAREA 3

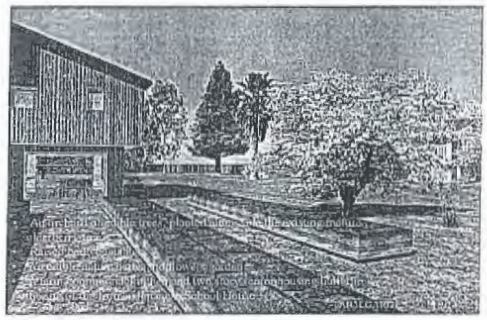
February 18, 2016

- an orchard of flowering cherry trees
- a timeline path honoring the arrival of Japanese immigrants to Arroyo Grande
- a Pacific Coast Railroad path retracing original location of the three foot tracks
- a retail farm stand
- an existing irrigation well for landscape watering
- parking

Historic Orchard

Japanese Cultural Garden

California Native Garden



Farm Garden

Ippei Nakamura Funeral 1930s — Nakamura Family Reunion 2014

Central Coast Japanese American: *Garden of Enduring Values*

Garden of Enduring Values

Arroyo Grande Valley Japanese Welfare Association (AGVJWA)

SUBAREA 3

February 18, 2016

ATTACHMENT 7

MEMORANDUM

Date: July 24, 2016	
To: Carol Florence	**Organization:** Oasis Associates
From: Robert Camacho	**Title:** Project Manager
Project Name: East Cherry Ave Entitlement	**Project Number:** 0144-01-RS1S
Topic: East Cherry Ave Specific Plan Sub Areas Water Use Assessment Addendum	

The purpose of this addendum to the "Water Use Assessment" prepared by RRM Design Group, is to demonstrate how the project known as **"East Cherry Avenue Specific Plan Sub Areas"**, is still in compliance with the statewide emergency conservation requirements, even when compared to the 2015 Urban Water Management Plan for the City of Arroyo Grande.

(For methodology on determining residential water usage from Gross Baseline Data, see original report.)

	Original Data From 2010 Urban Water Management Plan		**Original Data From 2015 Urban Water Management Plan**	
	Gross (GPCD)	**Residential (GPCD)** *Gross * .77*	**Gross (GPCD)**	**Residential (GPCD)** *Gross * .77*
UWMP Gross Baseline Usage	186	143	191	146.7
UWMP Target Usage	149	115	153	117.8

	(2010 UWMP)		(2015 UWMP)	
	Per Capita	Per SFR Unit	Per Capita	Per SFR Unit
Calculated Baseline Usage	132	317	113	271
28% Reduction	95	228	81	195

*Note: Per SFR unit = Per Capita * 2.4*

	(2010 UWMP) GPD	*(2015 UWMP) GPD*	***Project Estimated Demand GPD***
Total Residential Usage	349	229	204
Indoor Usage (39%)	136	89	122
Outdoor Usage (61%)	213	140	82

(11% Below 2015 UWMP)

The project's projected water usage (indoor + outdoor) = **204 GPD** (see *original report for calculation*) is still 11% below the 2015 Calculated Residential usage per unit.

As stated in the Water Assessment Report dated Nov 2015, the City has used the following ground water sources, Santa Maria Basin and Pismo Formation, as well as Lopez Reservoir as supply sources. However, this project currently is supplied water through an on-site well that provides 35-65 AFY, which is in addition to the city groundwater entitlements.

Per the Water Assessment Report dated Nov 2015, Sub Area 2 has an estimated annual water usage of **14.4 AFY**, which is about one third of the existing use for farming operations. In addition, the proposed use represents approximately **0.7%** of the City's existing 2,106 AFY usage (2015 UWMP).

	Area (Acres +/-)	Current Usage (* 3 afy per acre)	Projected Water Demand (afy per acre)	Δ (afy)	
Sub Area 1	2.2	6.48	13.8	-7.32	
Sub Area 2	11.6	34.8	14.4	20.4	
Sub Area 3	1.5	-	2.7	-2.7	
	15.3	41.3	30.9	10.4	**AF surplus**

The proposed project is projected to increase the City's Water Supply entitlement by about 10.4 AFY *(see above table)*. This Ag conversation adds approximately **0.3%** back to the City's existing 3,813 AFY entitlement (2015 UWMP page 5-2)

East Cherry Avenue Specific Plan Sub Area 2

Water Use Assessment - DRAFT

Date

November 6, 2015

Prepared for:

NKT Properties

Prepared by:

Joshua Roberts, P.E.

rrm design group

3765 S. Higuera Street, Ste. 102
San Luis Obispo, CA 93401
P|805-543-1794

I. Background

The project site, Specific Plan Subarea 2, is located on the south side of and fronting East Cherry Avenue, east of Traffic Way. Residential subdivisions are located to the north and north east, a mobile home park to the southwest, and undeveloped hillside to the south.

Figure 1 - Project Vicinity Map

Like Subarea 2, Subarea 1 to the southwest has been historically farmed as row crops. Although zoned for mixed-use, it is expected that Subarea 1 will remain in active agricultural for the near term. Subarea 3 located to the northeast, is a vacant, un-farmed, unimproved parcel owned by the Japanese Welfare Association. Tentative JWA plans include future development of the site for senior housing, a cultural center and associated amenities.

This report will analyze the estimated water usage for the proposed development of Subarea 2. Development of the 11.6 acres within Subarea 2 includes 59 single family residences, roadways, parkways, a common area, and dedication of about 0.4 acres of land to JWA.

Figure 2 – Proposed Project Site Plan

In addition, this report will analyze projected water use for the project; taking into consideration, the historic use of the site and City record data, the 2015 statewide emergency conservation requirements, and site specific design features.

The typical lot size within the proposed development is 5,400 SF. This size is consistent with lot sizes in the adjacent neighborhoods, but generally smaller than typical lots on a city-wide basis. As such, indoor and outdoor usage will be separately assessed to determine a more representative total projected water usage.

II. Historic Use

Project Site Farm Operations

The entirety of Subarea 2 has been historically farmed year-round with a variety of vegetable row crops, such as: broccoli, cabbage, celery, lettuce, etc. Crop rotation has allowed for approximately 2 to 2.25 crops per acre per year. Supplemental overhead spray irrigation for these crops is obtained from an existing on-site water well.

The table below lists published UC Davis water use factors for a variety of row crops.

Crop	Irrigation (Acre Feet/Acre)
Broccoli	1.5 to 2.5
Cabbage	1.5 to 2.0
Celery	2.5 to 3.5
Lettuce	1.5 to 2.0

Historic and current annual water use, based on acreage, crop type, irrigation and crop rotation is estimated to be in the range of 35 AFY to 65 AFY.

City Water Supply

The City of Arroyo Grande has long term allocation entitlements to 3,813 AFY from groundwater and surface supply sources. As of 2010, usage was 73% (2,782 AFY) of the City's entitlement.

Source	(AFY)
Groundwater – Santa Maria Basin	1,323 (35%)
Groundwater – Pismo Formation	200 (5%)
Lopez Reservoir	2,290 (60%)

Historically, the City has used all of these supply sources to varying degrees, in order to meet customer demand. However, the project site is currently served entirely by an on-site well pumping at 35 AFY to 65 AFY, which is in addition to the City's groundwater entitlements.

Consistent with the City's Agricultural Conversion Credit Rule of the 2002 Arroyo Grande Groundwater Basin Management Agreement, the net difference in water use due to the conversion of agriculture to residential (typically a net increase in water supply) will be applied to the City's water supply entitlement. The agriculture to residential conversion is elaborated on further in the Discussion section of this report.

III. City Use Targets

Urban Water Management Plan

In January 2012 the City of Arroyo Grande adopted the 2010 Urban Water Management Plan. The UWMP covers many topics, including supply, reliability, conservation, and historic and projected usage.

The UWMP is based on total water production on a per capita basis. A gross baseline per capita usage of 186 gallons per capita per day (gpcd) was established in the UWMP (based on average historic use). The year 2020 and beyond target usage is 149 gpcd; which is an equivalent reduction of 20%.

For purposes of this report, the UWMP gross gpcd values have been converted to residential gpcd. Based on residential metered data listed in the UWMP for the years 2005 and 2010, residential usage was 76% and 78% respectively of gross production. To account for non-residential uses and system losses, gross production was multiplied by 77% to determine residential use.

	Gross	Residential
UWMP Gross Baseline Usage	186 gpcd	143 r-gpcd
UWMP Target Usage (2020 and beyond)	149 gpcd	115 r-gpcd

Governor's Emergency Water Conservation

In 2015, California water suppliers were required to reduce residential water usage by 25% on average statewide. The actual mandated reduction varies by community from 4% to 36%. The City of Arroyo Grande's target reduction is 28%. It is important to note that these target reductions are tied to current metered use and not UWMP values.

The State established residential basis is the average water usage for the months of July through September 2014. The calculated per capita base line usage for Arroyo Grande is 132 r-gpcd (residential gallons per capita per day).

For purposes of this report, the per capita use was converted to a per SFR unit value by multiplying it by the persons per household. Based on a City and U.S. Census, there is an average of approximately 2.4 persons per household for single family residences in Arroyo Grande; the calculated baseline equates to about 344 gpd. This value is consistent with historic SFR usage. Actual SFR metered use in 2005 and 2010 were 369 gpd, and 313 gpd respectively.

	Per Capita	Per SFR Unit
Calculated Baseline Usage	132 r-gpcd	317 gpd
28% Reduction Target	95 r-gpcd	228 gpd

The current reduction target to 95 r-gpcd is about 15% below the UWMP (adjusted) target of 115 r-gpcd. As of July 2015, Arroyo Grande had successfully reached the State mandated target reduction. The actual calculated use was 92 r-gpcd. However, September 2015 usage rose to 100 r-gpcd.

IV. Indoor vs. Outdoor Water Use

Percent Actual Residential 2010 Usage - Indoor & Outdoor

Based on 2010 actual values for all residential uses from the UWMP and Waste Water Management Plan (WWMP), the percentage of indoor vs outdoor usage were 39% and 61% respectively. The 2010 data was used to determine indoor vs outdoor usage because reliable domestic metering and waste flows were available for that time period, and the actual values reflect the known decline in residential usage as a result of plumbing retrofits of existing residences for the same period. Total residential usage in 2010 was 349 gpd or 122 per capita.

Total Residential Usage (UWMP 2010 Actual)	349 gpd (122 r-gpcd)
Indoor Usage (WWMP 2010 Actual)	136 gpd (39%)
Outdoor Usage (Calculated)	213 gpd (61%)

It is also worth noting that the actual 2010 per capita usage of 122 r-gpcd is similar to and slightly less than the calculated 2015 emergency baseline usage of 132 r-gpcd.

As such, it is assumed that water use, especially indoor use, has remained relatively stable from 2010 to 2015; up until the time of the Governor's emergency order.

Indoor Usage – Plumbing Retrofit & Water Efficient Appliances

The UWMP calculated a water savings of 156 AFY (~24 gpd per residence) resulting from the installation of water conserving showerheads, faucets, pressure regulators, and toilets. This value is consistent with the decline in *indoor* residential water usage from 159 gpd in 2005 to 136 gpd in 2010. The majority of the conservation was due to installation of ultra-low flow toilets (4,011 installations).

For the proposed East Cherry Avenue project all residences will include these water conserving features. In addition, it is anticipated that actual water conservation will be higher when considering the likely use of high efficiency washing machines and dishwashers in all the proposed homes.

Outdoor Usage

Based on UWMP data, historic outdoor water usage was calculated at 61% of the total household use. This is a relatively high percentage, especially when compared to other urbanized areas, such as the City of San Luis Obispo which has an estimated outdoor usage of 40%. The higher percentage usage in Arroyo Grande can be attributed to generally larger parcel sizes (~10,000) and extent of lawn areas; considering lawn/turf require a higher water usage when compared to low-use drought tolerant landscaping.

Based on anecdotal evidence, such as brown lawns, etc., it would appear that (following the Governor's order) a majority of the City's residential water use savings has been through significant reductions in landscape usage on existing lots.

V. Project Residential Water Use

Indoor Water Use

In review of the historic data as part of the UWMP and the usage calculations associated with the State emergency order, the projects indoor usage is projected to be consistent with the calculated indoor usage from the UWMP for 2010 of 136 gpd per residence.

It is also safe to assume that the indoor usage for each home will be at least 10% more efficient than the typical Arroyo Grande home in 2010, when considering the use of high efficiency washing machines and dishwashers. That equates to an indoor usage of 122 gpd.

Indoor Usage (WWMP 2010 Actual)	136 gpd
10% Reduction Credit for Water Efficient Appliances	-14 gpd
Proposed Indoor Usage	122 gpd (51 per capita)

Outdoor Water Use

Parcels within the proposed project average 5,400 square feet in size. It is estimated that on average, no more than 50% of the lot area will be landscaped with mostly low and moderate water use landscape.

The project will include 'smart' irrigation controllers, which automatically revise watering schedules based on climactic conditions. In addition, the use of lawn/turf is prohibited and high-efficient drip-only irrigation (no overhead spray) systems will be installed. All proposed landscaping will conserve water through the use of drought tolerant varieties.

In accordance with the above, it was calculated based on State of California standards for ETWU landscape usage, that landscaping will consume no more than 29,800 gallons per year (average 82 gpd); more than half the historic usage of existing developments in the City.

Proposed Outdoor Usage	82 gpd (34 per capita)

Projected Project Water Usage

The proposed project is estimated to use an average of 204 gpd, which is 11% below the State's Emergency Ordinance. This reduction is achieved through the use of highly water efficient indoor appliances and plumbing fixtures, and low water use landscaping.

Residential Water Usage (per unit)	204 gpd (85 per capita)
Total Project Residential Usage (59 units)	13.5 AFY

VI. Project Common Landscape Water Use

Parkway Landscaping

The proposed project includes landscaped parkways with a mix of shrubs, trees, groundcover, and mulch/bark. As with the residences, turf is prohibited. The project parkway landscaping totals approximately 27,000 SF. In addition, to restricting turf, it is anticipated that the project will increase the plant layout spacing (reduced plant density); as such a 20% reduction is included in the usage calculations. This is the equivalent of planting at a 5ft spacing, vs a 4ft spacing. This technique not only saves water, but reduces plant competition.

Proposed Parkway Usage	0.7 AFY

Common Area/Neighborhood Park Landscaping

The proposed project includes a partially landscaped common lot intended to serve a mix of recreational activities such as a 'tot-lot' play area, seating, pathways, BBQ, etc. It is assumed that no more than half of the common lot would be landscaped, with increased plant spacing (as described above). The remainder of the lot would have use appropriate covering (DG, mulch, etc). The total common lot is just over a third of an acre at 14,700 SF.

Proposed Common Lot Usage	0.2 AFY

VII. Total Project Water Use

The proposed project is estimated to use a total of 14.4 AFY of water. This usage is approximately one third of the existing use for farm operations. In addition, the proposed use is approximately 0.5% of the City's existing 2,782 AFY (2010) usage.

Proposed Project Usage	**14.4 AFY** (0.5% of 2010 Use)

VIII. Estimated Ag Conversion Credit

The proposed project is estimated increase the City's water supply entitlement by 20.4 AFY. The Ag Conversation add approximately 0.5% to the City's existing 3,813 AFY entitlement.

Ag Conversion Credit (net)	**20.4 AFY** (0.5% entitlement increase)

IX. Discussion

The attachment section of this report includes calculations, break-downs, and summaries for determining the above values.

Indoor vs Outdoor Percentage: The proposed projects indoor vs outdoor use is almost exactly a 60/40 percentage split. This value is consistent with indoor vs outdoor usage for the SFR categories in cities like San Luis Obispo; which by comparison have (on average) similarly sized homes and lots as the proposed East Cherry project.

Although, while the proposed east Cherry homes may be similar in nature to homes in San Luis Obispo, there are a number of other factors which influence usage.

Project Usage vs San Luis Obispo: Per the Governor's order, the City of San Luis Obispo has a baseline water use of 70 r-gpcd and a reduction target to 62 r-gpcd. However, there are a number of factors which influence and should be accounted for in comparing SLO city values to the project.

When taking account of the following factors (and their differences), the actual projected per capita usage for the project is not that dissimilar from San Luis Obispo.

The City of SLO has a slightly cooler climate than AG, and as such, ET (evapotranspiration) rates are about 6% lower (49 vs 52), requiring less supplemental irrigation. The City of SLO has a lower percentage of residential water users than AG (60% vs 80%); this difference can skew per capita use and account for about 5% difference in usage. The City of SLO has about 10% more MFR units as compared to AG; this is combined with a typically higher percentage (about 10%) of indoor use vs outdoor. And finally, the City of SLO has a generally younger demographic.

After taking into consideration the above factors, the proposed project not only exceeds the State mandate, but is consistent with other local usages.

Grey Water Systems: Although not accounted for in the above project analysis, each home in the proposed project will include pre-plumbing for a grey water system. The effectiveness of grey water systems can vary greatly depending on the type of system installed and the homeowner's application of the system. That said, it is not unreasonable to get 20% or more in conservation from these systems.

Agricultural Conversion Credit: The Ag Credit Rule entitles the City of Arroyo Grande to increase urban groundwater use by a factor of three (3) acre-feet per year per acre minus the calculated urban usage per acre per year. Per the City, Specific Plan Subareas 1 and 2 are qualifying "irrigated agricultural land" in the 1979 DWR report. The gross credit for existing use is 34.8 AFY based on the calculation in the Ag Credit Rule.

The project's Calculated Urban Usage shall be based on an accepted methodology originally proposed by Todd Engineers which has been employed and accepted by the City on previous projects. Upon completion, the City will track actual annual water use for 3 consecutive years for the project, and calculate the average usage. For purposes of this report, it is assumed that the actual annual use will be consistent with the projected use calculated herein of 14.4 AFY. The net increase in the City's water supply entitlement is approximately 20.4 AFY (0.5% of the existing entitlement).

Attachments

	Meters	Metered Use (AFY)	Ave Daily Use (GPD)		Notes
Urban Water Management Plan Data					
Actual 2005 Usage		Gross (AFY)		Per capita	
Gross Production		3415		183	
	Meters	Net Use (AFY)		Persons per household	
SFR	5577	2308	369	**2.66**	Persons Per Household
			140		*Indoor % Based on 2010 Actuals*
MFR	107	288			
				Per capita	
Total	5684	2596	408	139	2005 Pop = 16,682
		76%	136		*Indoor % Based on 2010 Actuals*
		Of Gross			
Indoor Usage Savings (estimate)	5908	156	24		
Installation of Water Conservation Toilets & Fixtures			16%		Ave Reduction
Actual 2010 Usage		Gross (AFY)		Per capita	
Gross Production		2956		156	
		Net Use (AFY)		Persons per household	
SFR	5801	2031	313	**2.56**	Persons Per Household
			122		*Indoor % Based on 2010 Actuals*
MFR	107	278			
				Per capita	
Total	5908	2309	349	122	2010 Pop = 16,901
		78%	136		*Indoor % Based on 2010 Actuals*
		Of Gross			

Historic Indoor vs Outdoor Usage					
		AAF (gpd)			
WWMP Actual 2010 (indoor use)	5897	804338	136	39%	Indoor Use
Net Outdoor Use 2010			212	61%	Outdoor Use

Governors Emergency Water Conservation				
	Persons per household (City & US Census)		Per capita	
B-29-15 Order Baseline Useage	**2.4**	317	**132**	Per Water Boards
Actual July through Sept 2014				
28% Reduction Target		**228**	95	Calculated
July 2015 Reported Actual			92	Per Water Boards

Calculated Project Usage						
Projected Indoor Water Usage	*Assumed Reduction*	10%	122	51	60%	
Projected Outdoor Water Usage	*PerETWU Calculation*		82	34	40%	
TOTAL Project Water Usage			**204** gpd	85 Per Capita	11%	Reduction Emergency Baseline
			0.23 AFY/unit	**13.5** AFY		

Calculated Max Annual Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU):

Typical Residential Lot

Enter values for your project in square feet:	%	SF
Total Landscape Area		2700
Turf		0
Low (Drought Tolerant)	75%	2025
Moderate	20%	540
High (Thirsty)	5%	135
Sports Field		0
Vegetables		0
[check total]	*100%*	*2,700*

MAWA Gallons	43,633
MAWA Units	58
ETWU Gallons	29,773
ETWU Units	40

GPD	**81.6**
AFY	**0.1**
Gal./SF/YR	11.0

Typical Lot Area (SF)	5,400
Percent Landscape Coverage	50%
Plant Spacing Reduction	0%
Average Eto for Arroyo Grande - UWMP (in/yr)	52.13
Mandated ET adjustment factor (Govenor's Order)	0.50
Conversion factor (gallons to square feet)	0.62
SLA adjustment factor	0.30
SLA = Special Landscape Area (sports field, vegetable garden)	
LA = Landscape Area	
PF = Plant Factor from WUCOLS III	
HA = Hydrozone Area square feet	
IE = Irrigation Efficiency	85%
Units = Billing Units or 748 gallons	

MAWA = (Eto)(0.62)[0.5 * LA + 0.3 * SLA]
ETWU = (Eto)(0.62)((PF*HA)/IE+SLA)

Calculated Max Annual Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU):

Parkway Landscaping

Enter values for your project in square feet:	*%*	**SF**
Total Landscape Area		26982
Turf		0
Low (Drought Tolerant)	75%	20237
Moderate	25%	6746
High (Thirsty)	0%	0
Sports Field		0
Vegetables		0
[check total]	*100%*	*26,982*

MAWA Gallons	436,037
MAWA Units	583
ETWU Gallons	225,713
ETWU Units	302

GPD	**618.4**
AFY	**0.7**
Gal./SF/YR	8.4

Area (SF)	26,982
Percent Landscape Coverage	100%
Plant Spacing Reduction	20%
Average Eto for Arroyo Grande - UWMP (in/yr)	52.13
Mandated ET adjustment factor (B-29-15)	0.50
Conversion factor (gallons to square feet)	0.62
SLA adjustment factor	0.30

SLA = Special Landscape Area (sports field, vegetable garden)
LA = Landscape Area
PF = Plant Factor from WUCOLS III
HA = Hydrozone Area square feet
IE = Irrigation Efficiency 85%
Units = Billing Units or 748 gallons

MAWA = (Eto)(0.62)[0.5 * LA + 0.3 * SLA]
ETWU = (Eto)(0.62)((PF*HA)/IE+SLA)

Calculated Max Annual Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU):

Common Lot Landscaping

Enter values for your project in square feet:	%	SF
Total Landscape Area		7360
Turf		0
Low (Drought Tolerant)	75%	5520
Moderate	20%	1472
High (Thirsty)	5%	368
Sports Field		0
Vegetables		0
[check total]	*100%*	*7,360*

MAWA Gallons	118,932
MAWA Units	159
ETWU Gallons	64,923
ETWU Units	87

GPD	177.9
AFY	0.2
Gal./SF/YR	8.8

Area (SF)	14,719
Percent Landscape Coverage	50%
Plant Spacing Reduction	20%
Average Eto for Arroyo Grande - UWMP (in/yr)	52.13
Mandated ET adjustment factor (B-29-15)	0.50
Conversion factor (gallons to square feet)	0.62
SLA adjustment factor	0.30

SLA = Special Landscape Area (sports field, vegetable garden)
LA = Landscape Area
PF = Plant Factor from WUCOLS III
HA = Hydrozone Area square feet
IE = Irrigation Efficiency 85%
Units = Billing Units or 748 gallons

MAWA = (Eto)(0.62)[0.5 * LA + 0.3 * SLA]
ETWU = (Eto)(0.62)((PF*HA)/IE+SLA)

Supplier Name	Stage Invoked	Mandatory Restrictions	Reporting Month	Conservation Standard (starting in June 2015)	Supplier has Agricultural Water Use Exclusion Certification (list of received certifications available at: http://www.waterboards.ca.gov/water_issues/programs/conservation_portal/agriculture/)	CALCULATED Total Monthly Potable Water Production 2014/2015 Gallons (Values calculated by Water Board staff. REPORTED Total Monthly Potable Water Production 2014/2015 - REPORTED Monthly Ag Use 2014/2015; converted to gallons.)	CALCULATED Total Monthly Potable Water Production 2013 Gallons (Values calculated by Water Board staff. REPORTED Total Monthly Potable Water Production 2013 - REPORTED Monthly Ag Use 2013; converted to gallons.)	CALCULATED Monthly CII 2014/2015 (Subset of CALCULATED Total Monthly Potable Water Production 2014/2015 Gallons)	CALCULATED R-GPCD 2014/2015 (Values calculated by Water Board staff using methodology available at http://www.waterboards.ca.gov/waterrights/water_issues/programs/drought/docs/ws_tools/guidance_estimate_res_gpcd.pdf)	% Residential Use
Arroyo Grande City of	1	Yes	Jul-15	28%	No	61,031,972	103,914,020	12219428.51	92.0	80
Arroyo Grande City of	1	Yes	Jun-15	28%	No	66,929,883	99,352,100	10101394.24	104.2	80
Arroyo Grande City of	1	Yes	May-15	NULL	No	71,296,292	97,722,843	14826238.93	107.5	80
Arroyo Grande City of	1	Yes	Apr-15	NULL	No	67,744,512	86,871,990	Null	106.2	80
Arroyo Grande City of	1	Yes	Mar-15	NULL	No	65,235,456	74,978,413	Null	99.0	80
Arroyo Grande City of	1	Yes	Feb-15	NULL	No	56,404,882	58,555,501	Null	94.8	80
Arroyo Grande City of	1	Yes	Jan-15	NULL	No	62,042,112	78,302,098	Null	94.2	80
Arroyo Grande City of	1	Yes	Dec-14	NULL	No	48,779,959	73,837,933	Null	74.0	80
Arroyo Grande City of	1	Yes	Nov-14	NULL	No	62,042,112	77,324,544	Null	97.9	80
Arroyo Grande City of	1	Yes	Oct-14	NULL	No	80,159,451	90,163,090	Null	122.4	80
Arroyo Grande City of	1	Yes	Sep-14	NULL	No	79,670,674	94,203,648	Null	125.7	80
Arroyo Grande City of	1	Yes	Aug-14	NULL	No	86,839,405	100,557,750	Null	132.6	80
Arroyo Grande City of	1	Yes	Jul-14	NULL	No	90,456,356	103,914,020	Null	138.1	80
Arroyo Grande City of	1	Yes	Jun-14	NULL	No	88,240,566	99,352,100	Null	139.1	90
San Luis Obispo City of	1	Yes	Jul-15	12%	No	133,348,179	181,157,101	40,004,780	56.3	60
San Luis Obispo City of	1	Yes	Jun-15	12%	No	138,809,449	173,450,715	41,643,812	60.6	60
San Luis Obispo City of	1	Yes	May-15	NULL	No	137,535,370	184,141,900	41,259,308	58.5	60
San Luis Obispo City of	1	Yes	Apr-15	NULL	No	133,794,596	152,205,202	Null	58.8	60
San Luis Obispo City of	1	Yes	Mar-15	NULL	No	129,757,297	137,708,072	Null	55.1	60
San Luis Obispo City of	1	Yes	Feb-15	NULL	No	109,600,127	112,630,546	Null	51.6	60
San Luis Obispo City of	1	Yes	Jan-15	NULL	No	122,520,137	117,958,217	Null	52.1	60
San Luis Obispo City of	1	Yes	Dec-14	NULL	No	105,347,766	133,247,166	Null	44.8	60
San Luis Obispo City of	1	Yes	Nov-14	NULL	No	130,519,789	147,666,091	Null	57.4	60
San Luis Obispo City of	1	Yes	Oct-14	NULL	No	156,734,536	173,027,108	Null	66.6	60
San Luis Obispo City of	1	Yes	Sep-14	NULL	No	156,734,536	170,420,296	Null	68.9	60
San Luis Obispo City of	1	Yes	Aug-14	NULL	No	162,274,011	178,240,731	Null	69.6	60
San Luis Obispo City of	1	Yes	Jul-14	NULL	No	166,154,228	181,173,393	Null	71.3	60
San Luis Obispo City of	1	Yes	Jun-14	NULL	No	168,791,039	179,352,959	Null	74.2	60

Subject: RE: East Cherry Ave. Specific Plan - Collector Street

From: Brian Pedrotti [redacted]
Sent: Monday, August 08, 2016 5:05 PM
To: Kelly Heffernon; Matt Horn
Cc: John Rickenbach
Subject: East Cherry Ave. Specific Plan - Collector Street

Brian Pedrotti

[redacted] Village Court

Arroyo Grande, CA 93420

August 8, 2016

Kelly Heffernon, Associate Planner

City of Arroyo Grande

300 E. Branch Street

Arroyo Grande, CA 93420

Dear Ms. Heffernon,

I am writing this letter to comment on the Draft Environmental Impact Report for the East Cherry Avenue Specific Plan and express my concern specifically with the proposed future "collector street" to the south. I am a resident on Village Court in Arroyo Grande, and my backyard shares a property line with the St. Barnabas church open space area (see Attachment 1 - Vicinity Map). I also am a land use planner with San Luis Obispo County, have a Masters of Urban Planning, am a member of the American Institute of Certified Planners, and am familiar with CEQA and the requirements of Environmental Impact Reports.

Future Collector Analyzed in Environmental Impact Report

My primary concern is regarding the proposed future "collector" street that is shown to stub from the subject site to the south into the St. Barnabas property. Although this is proposed as a future collector, the draft plan

identifies the location of the stub with the current plan, thereby setting the location of the future collector, particularly since all the other shared property boundary between the Specific Plan and the church is proposed for single-family residential parcels. Since this plan sets the location of the future collector, the environmental impacts of this roadway are definitive and must be analyzed in the EIR.

City of Arroyo Grande Circulation Element - Map 3

At the time I purchased my home in 2015, I performed my due diligence in looking at the zoning and General Plan of the City of Arroyo Grande. The Circulation Element (see attached), which was posted on the City website (Planning Division) and remains there as of the writing of this letter, does not identify any collector street in the vicinity of the East Cherry Plan area, nor across the St. Barnabas church property. If the City is planning to locate a collector in this area, this needed to have been shown on the Circulation Element as part of the General Plan to forecast to residents the future road plans and their potential impacts to properties.

Impacts to homes along Village Court and Trinity Avenue

Based on the proposed location of the stub-out for the collector street, it appears that the geometrics would align the collector street on the west side of the church open space property, potentially with the greatest impact to adjacent residential properties. Most of these residents slope downward toward the site, thereby impacts associated with vehicular noise, headlight noise pollution, and aesthetics would be maximized for myself and my neighbors.

I ask that you please reconsider a future “collector” through the church property given the impact on existing residents. We love this neighborhood - our backyard is a sanctuary for us and our three small children and a roadway directly next to our backyard would have an immense impact on our quality of life. If a future “collector” is approved, this should at least be located as far away as possible from the residential parcels along Village Court and Trinity Avenue. In this case, the stub street location should be moved further east, so that if the City decides at some point to provide this collector, it will already be located in a more desirable location. As a planner, I understand the need for connectivity and circulation, but if connectivity is desired, perhaps a pedestrian and bicycle path would be more appropriate for this location.

Sincerely,

Brian Pedrotti

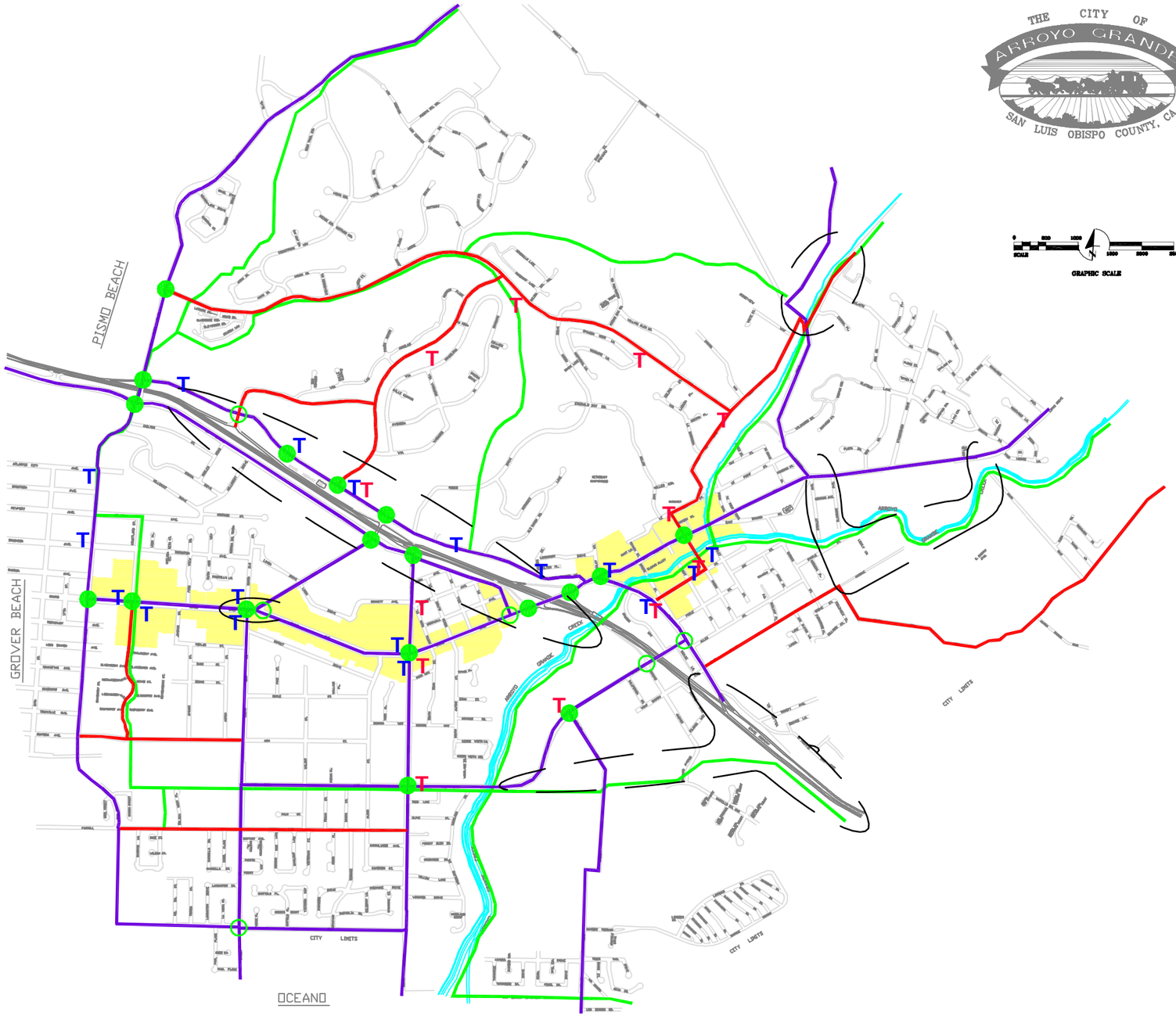
Attachment 1: Vicinity Map

Attachment 2: City of Arroyo Grande Circulation Element – Map 3


EAST CHERRY
TRAFFIC WAY
1
2
3
Neighborhood Park/
HOA Common Lot
VAGABOND
MOBILE HOME
PARK
ST. BARNABAS'
EPISCOPAL
CHURCH
My House
U.S. HIGHWAY 101 NORTHBOUND
U.S. HIGHWAY 101 SOUTHBOUND
S. TRAFFIC WAY
TRINITY AVENUE

CITY OF ARROYO GRANDE
2001 GENERAL PLAN UPDATE
CIRCULATION - MAP 3

- *Revised October 9, 2001*



- Pedestrian Area
- Path/Trail
- Highway/Arterial
- Collector
- Circulation Study Area
- Signal/Intersection Alternative
- Proposed Signal/Alternative
- T — Priority 1 Transit Stops
- T — Priority 2 Transit Stops

Commenter 25 – Brian Pedrotti

This comment letter was received after the 45-day public comment period for the Draft EIR, and while no response is required by CEQA, the City has provided a response to this letter for consideration by City decision-makers as they consider potential Project approval.

It is acknowledged that the commenter's primary concern is the potential for a future collector road that may result from the proposed collector stub located between Subarea 1 and 2. While commenter asserts that impacts of the future roadway must be analyzed within the EIR, there is currently no proposal for a new roadway to the south of the Project site. As this future roadway is not currently planned, nor is included as part of the Project, to analyze impacts of a possible future roadway on the hillside would be speculative. However, the collector stub is considered part of the proposed Project and environmental effects associated with this roadway stub are included with Project impacts (e.g., Sections 3.6, *Hydrology and Water Quality*, 3.7, *Land Use*). Further, potential growth inducing impacts resulting from this collector stub have been identified within Section 4.2.4, *Other CEQA Considerations*.

The commenter identifies that the collector stub and a future collector road on the hillside south of the Project site is not included as part of the General Plan Circulation Element. However, the General Plan, Circulation Element Map indicates a "Circulation Study Area" that surrounds South Traffic Way, U.S. Highway 101, and Castillo Del Mar. The Circulation Element Policy CT5-5 describes the intent of this study area, which states:

> "Define and preserve "study area" corridors and alternatives for future freeway, arterial and collector street connections, extensions, completions, reconstruction, widening, frontage road alternatives or extensions, and/or other improvements to the Circulation and Transportation networks until cooperative resolution of Element revisions and/or capital improvement programs."

Further, Policy CT5-5.3 states "when new development occurs in the vicinity of study areas or plan lines, and where legally and financially feasible, require a portion of rights-of-way and improvements associated with new development." The East Cherry Avenue Specific Plan and the proposed collector stub are within the vicinity of the study area. The proposed collector stub is considered an improvement that may be needed to accommodate future development to the south of the site anticipated under the City's General Plan and zoning maps. The effects of extending this collector stub will be analyzed as part of the Circulation Element update and associated CEQA documentation. Please note that any project or program that includes the proposal for a future collector roadway on the hillside would be subject to CEQA review, and would be evaluated for potential impacts to the environment, (e.g., aesthetics, land use, noise, etc.). Under such a project or program, the CEQA process provides opportunities for the public to comment at the time a future roadway may be proposed.

TO THE CITY OF ARROYO GRANDE

RE: development at Traffic and Cherry

It is my opinion that this project is too big for all the water issues we are having. A new hotel is going in with 54 rooms, why do we need 100 more, to keep up with Pismo? Cut down on the amount of this project. I understand tourism is a big money maker, but what about your residents , who are so concerned with dry wells, increased water bills, increased traffic thru the village, besides finding it more and more difficult to find parking in the village.

Also, while I'm giving my opinion, keep Camp Arroyo Grande zoned for what is was deeded as. Not development. Again, water issues primarily. Remember, Lopez is down to 26%.

I hope this gets read. Thanks much, Robby Gussman
Arroyo Grande

8-26-16

RECEIVED
AUG 31 2016
CITY OF ARROYO GRANDE
COMMUNITY DEVELOPMENT

August 31, 2016

City of Arroyo Grande
Planning Commission
300 E. Branch St
Arroyo Grande, CA 93420

Planning Commission Members:

RE: EAST CHERRY AVENUE SPECIFIC PLAN PROJECT [GENERAL PLAN AMENDMENT 15-001; DEVELOPMENT CODE AMENDMENT 15-001; SPECIFIC PLAN 15-001; VESTING TENATIVE TRACT MAP 15-001; CONDITIONAL USE PERMIT 15-004; CONDITIONAL USE PERMIT 16-001] AND EVIRONMENTAL IMPACT REPORT; LOCATION – EAST CHERRY AVENUE AND TRAFFIC WAY; APPLICANTS – SRK HOTELS, MANGANO HOMES, INC., AND ARROY GRANDE VALLEY JAPANESE WELFARE ASSOCIATION.

We are opposed to the 60 lot residential subdivision and the 90-100 room hotel and restaurant, which are proposed in this development project. Arroyo Grande has a severe water shortage, which will not be fixed for a very significant amount of time, even if it rained this winter. The water table is so low that it will not be filled to normal in one rain period. Because of this low underground water table and the extreme low capacity of Lopez, the city should have imposed a moratorium on all building permits for projects that will end up exacerbating the existing water problems. It is unfair to allow building projects such as the ones proposed that will negatively impact other existing homeowners who are already bearing the burden of the water shortage, and will become more stringent and restrictive with no significant rains. To add any projects that will create further shortages is unconscionable for the already difficult situation.

When and if projects such as the afore mentioned are allowed to continue to be up for review, the city should be able to prove to the public that the underground water tables have returned to their normal levels, and that Lopez is once again at a high capacity. Until then, no projects should be approved that exacerbates existing negative conditions. We would appreciate the reading of this short message into the records of your hearing meeting.

Sincerely,

Leroy & Lorraine Saruwatari

Mr. & Mrs. Leroy Saruwatari
[redacted] Launa Lane
Arroyo Grande, CA 93420

Subject: RE: East Cherry Ave Development - Public Hearing 9/6

From: Linda Keating [redacted]
Sent: Friday, September 02, 2016 11:11 AM
To: jmack@arroyogrande.org; tfowler-payne@arroyogrande.org; jkeen@arroyogrande.org; gmartin@arroyogrande.org; lgeorge@arroyogrande.org; Debbie Weichinger; Steven Annibali; Steve Lieberman; lkeating@jltechnical.com
Subject: East Cherry Ave Development - Public Hearing 9/6

RE: Use of 650 Private Driveway to service 24 homes – East Cherry Ave Development

Dear Members of the Planning Commission

I'm unable to attend the meeting on 9/6. In correspondence to Mr. Rickenbach, I have raise my concerns of the use of a proposed 650' private driveway to service 24 homes. This presents a safety hazard. San Luis Obispo, limits the number of lots serviced to 4. Most other cities have turn around requirements.

For reasons stated below, I would suggest that both the Chief of Police and Fire Chief sign off on this plan.

Thank you for your consideration.

Linda Keating
[redacted] Myrtle

TO: John Rickenbach via e-mail: jfrickenbach@aol.com

CC: Arroyo Grande Planning

RE: Cherry Lane Development

The Project as defined has several issues. With this correspondence, I'm only addressing the shared private driveway aka Residential Alley. As proposed, a 650 ft by 20 ft Residential Alley will serve 24 (54 ft by 102 ft) lots. The issues and solution are listed below.

Average Lot size deceptively inflated.

Because the developer has proposed using a Residential Alley in place of a Residential Interior Street, the Alley is included in the lot size. This means that 540 sf of each lot is shared with the other lots abutting the alley making the "useable" lot only 4968 sf. If a Street is used instead of an Alley, the lot size would be reduced even further to only (54*102) -(54*26) =4101. This a 25% reduction!

Violation enforcement.

According to a representative from the AG Police department, AGPD has no authority to enforce illegal parking in a shared private driveway.

In 2014, I built a house at 313 Myrtle Drive in Arroyo Grande. This house shares a private driveway with two other properties. Even with no parking postings, service people working at adjacent properties continually park in the

driveway. When a vehicle is parked in the driveway across from my garage, it is impossible to back out of the garage—even with a multiple point turning effort.

In my case, I was told that the only alternative would be to have the Alley declared a fire lane, paint the curbs red and then the no-parking law could be enforced.

Evacuation.

In the event of an emergency requiring evacuation, having a driveway of this length, serving 24 homes, would be chaotic. With adjacent garages, both occupants cannot back out at the same time.

Security.

Because the Alley is considered private property, it's unlikely that this would be included in standard patrol rounds. Without proper lighting, it will evolve into an attractive location for illegal entry into the homes sharing the driveway.

Turnarounds and Guest Parking

The plan does not provide any guest parking or turn arounds in the proposed Alley. While the city can encourage garage only parking in practice this doesn't happen. A quick look at East Cherry Lane on a weekend is evidence of this. Also, maneuvering emergency vehicles in this area would be extremely difficult.

Household Services and Repairs

Many common household services require access to the garage area of the house. These include water softener and bottle delivery, cleaning services etc. And, many repair people need access through the garage. Any parking (even short term) in a Private Access Driveway is illegal and restricts the access of the other users of the driveway. So, to provide basic services to these homes this leaves no viable alternative.

What do other local cities do?

Attached is the code section from San Luis Obispo. Common driveways are limited to serving only 4 residences. These should be the minimal standards applied to this development. Additionally, Arroyo Grande should incorporate code similar to SLO into their own building codes. If these codes were in effect when my house was built, I would not be in the difficult position I now find myself.

Solution.

Reduce the lots in this area by 4.

The total size of the area is 132,192 sf. -- *(102 (lot depth) *54(lot width) *24 (number of lots))*

Area required for Residential Interior Street (without linear park) is 33,696 -- *(54' (lot width) *12(number of lots) *52'(street width))*

Area remaining with public street is Individual lot size for 20 lots = 4924.8 sf

In addition to providing proper and protected access to the homes, reducing the lot count would somewhat lessen the "ticky-tacky little boxes" view along Cherry. The additional frontage space could be used for planting.

I sincerely hope that the City of Arroyo Grande will consider the importance of the wellbeing of the residents who will occupy these homes, over the pocket book of the developer.

Linda Keating
[redacted] Myrtle Drive
Arroyo Grande, CA

San Luis Obispo Code Section

12.38.160 Common-access driveways.

A. Where Permitted. Common-access driveways may be permitted in either of the following cases:

1. On lots of record, existing before the effective date of the ordinance codified in this chapter, if the community development director approves an administrative use permit; or

2. In new subdivisions where a common driveway is proposed as part of subdivision approval.

B. Basic Criteria. A common-access driveway must meet all of the following criteria:

1. The driveway must not be inappropriately located (for example, too close to a dwelling, play area or sloped bank).

2. It must be determined that there is no significant potential for conflict between the parties sharing the driveway because of its location, length, grade, usage or other characteristics.

C. For Residential Uses. The following provisions apply to common-access driveways to serve premises zoned or used for residential purposes:

1. Before granting any permit authorizing construction of a common-access driveway or structures to be served by such driveway, the city shall require an easement or covenant to be filed with the county recorder setting forth driveway usage rights and responsibilities for each parcel served. At minimum, the required easement or covenant shall include the following statements:

a. All affected property owners will be jointly responsible for the improvement and maintenance of all parts of the common access driveway.

b. All parking on the commonly used portions of the driveway is prohibited.

c. Any affected property owner may avail himself of the vehicle-removing authority granted private property owners in Section 22658 of the California Vehicle Code when any vehicle is parked in the common-access driveway so as to interfere with entry or access to a parcel it serves.

d. Property owners agree to hold the city harmless from all claims of damages or liability arising from any action to tow away vehicles pursuant to subsection (C)(1)(c) of this section.

e. If the easement or covenant is abandoned or dissolved, each lot previously served by the common-access driveway shall be provided with standard access as required by these regulations.

2. The driveway shall serve no more than four residential units unless special circumstances warrant the grant of an exception by the community development director.

3. The director or planning commission may add other requirements or conditions deemed necessary or appropriate.

4. The community development department shall supply the police department with copies of all easement or covenants.

Subject: RE: East Cherry

From: Otis Page [redacted]
Sent: Wednesday, September 07, 2016 9:13 PM
To: Barbara Harmon; Debbie Malicoat; Geoff English; Jim Guthrie; Jim Hill; Kristen Barneich; Tim Brown
Subject: East Cherry

For your information. Background on Easy Cherry.

Watch the hearing today. The project should be divided into three parts and considered separately. This change should happen now before the continued hearing on the 20th!

The Japanese portion should be approved immediately, with provisos for future changes in the road when and if the housing section (#2) is approved.

To the Planning Commission of Arroyo Grande

Date: May 23, 2005

Subject: The General Plan Agricultural Policy of Arroyo Grande.

Reference: Arroyo Grande City Council minutes of October 9, 2001; December 10, 2002; January 14, 2003; July 22, 2003; March 23, 2004; General Plan policy on Ag; email to Miclish on March 24, 2004

The City Council meeting of October 9, 2001 records the disagreement of Jim Dickens and Tony Ferrara with Mayor Lady, Tom Runels and Sandy Lubin on the Ag policy. <u>The disagreement focused on the conversion of the Vanderveen, Japanese, and Dorfman properties to residential.</u> Jim Dickens opposed both conversions to preserve Ag. Ferrara was in favor of the principle of preserving Ag but made a political compromise to support mixed use on the Japanese and Dorfman properties.

Subsequently, Ferrara and Dickens ran for Council on the Ag issue. Ferrara ran for mayor opposing Sandy Lubin. Ferrara made Ag a prominent issue in his campaign, They specifically criticized Lady, Lubin and Runels even though he politically compromised his principle to support AG by approving the Dorfman conversion.

After winning the election in November 2001 on the Ag issue, Ferrara and Dickens instituted actions to change the Ag policy in the meetings of December 10, 2002 and January 14, 2003 with the intent to reverse the Vanderveen, Japanese, and Dorfman decisions by the prior Council. They used a compelling argument to preserve Prime Ag Soil lands even though both the Vanderveen and the Japanese lots are not farmed and the fact that Vanderveen does not have water to allow Ag use.

The issue of the 20+ acre area designated 7E (now the Creekside Estates development) was ignored by the prior and present Councils in terms of it possessing Prime AG Soils and Open Space. No discussion occurred about the agricultural attributes of area 7E.
It was defined to be a "transitional area" to be developed despite its "open space" and "prime Ag soils". It is contiguous to the Dixon Ranch and the Lopez stream. The prior Council had designated that the area required a "neighborhood plan" if it was to be developed.

It is significant that in the Council meeting of March 23, 2004 the Council approved the new Ag policy – but in the same meeting considered the Creekside Estates plan to use property with Prime Ag soils for the development. This is an obvious contradiction. It appears the solemn principle in preserving Ag properties with prime ag soils and open space was being thrown on the alter of commercial residential development by the new Council – except for agricultural advocate Jim Dickens because he had to remove himself from the matter since his Dixson ranch abuts the Creekside Estates property.

This has now led to a review of the Ag policy in 2005 because of the Planning Commissions review of the Creekside Estates plan and the obvious issue of the use of Prime Age Open Space for the development. Council member Jim Guthrie has asked that the question come before the Council before it is decided by the Planning Commission after a brilliant analysis of the situation by Commissioner Nancy Parker.

This important question is now at issue because of the Creekside Estates proposal. Is the City serious in protecting lands with Prime Ag soils, or was this only a tactic to reverse Vanderveen, Japanese, and Dorfman?

Further, how much of the issue was compromised by the fact that 1) the Director of Community Development, Rob Strong, is in conflict on the issue, 2) that Councilman Dickens is in conflict, and 3) that Mayor Tony Ferrara may be favorably disposed toward the Creekside Estates proposal because of his working friendship with Fred Bauer, who at the time, was working for the principals of the Creekside Estates project?

The following record is fairly complete, and it speaks for itself. It was compiled from the City's record on its website.

I. CITY COUNCIL MINUTES OCTOBER 9, 2001

Dickens said, "he found it ironic that four of the Council Members ran on a ticket in regard to protection of prime ag land and yet a majority of the Council is willing to undo an ag mitigation 25-years old that has stood the test of time. He requested the Council to address what the benefit to the public would be for this particular decision."

Mayor Lady responded "he did not feel an obligation to answer his question because he does not answer to another Council Member, he answers to the citizens of Arroyo Grande. He concluded by stating he stood by his decision."

Council Member Dickens "asked City Attorney Carmel if the decision to rezone the Vanderveen property is approved by Council majority, does the public have any recourse to amend this decision."

City Attorney Carmel responded yes, explaining that "the other two ways are the powers reserved to the people under the California and Federal Constitutions, the referendum and initiative processes."

Council Member Dickens asked, "if the public chose to do a Referendum, would they need to look at the specific issue or would they have to look at the General Plan in its totality."

City Attorney Carmel responded "because it sits within a General Plan that is going to be adopted …. he would speculate that they would be required to refer the entire document."

[It is to be noted that a referendum and lawsuit resulted from this inquiry by Dickens. He therefore encouraged an action led by Ella Honeycut and Bill McCann to seek a referendum resulting in a law suit against the City on this issue. They eventually lost the issue in Court.]

Council Member Dickens referred to the Ag Element, Objective Ag1 where it says "Avoid, minimize, and/or mitigate loss of prime soils… He asked the Council to look again at the wording and eliminate the word "minimize" to avoid any loss of prime ag land. He … he could not move forward and properly represent the people who elected him without those two changes."

Council Member Lubin "addressed the comment regarding four of the Council Members who were voted in based on a 'preserve Ag' basis." He explained "he believed that he was

protecting prime agriculture." He then referred to Land Use Area 7E and said "in his discussions with several of the property owners, it appeared that the majority of the land would not be redeveloped and it would stay as it is today… and stated he believed that it is infill and that it should be residential…. and it should be changed to residential … if there was not a majority to do that, then he would support the Mixed Use concept."

Council Member Runels "then referred to Land Use Area 7E and stated he had held discussions with individuals in the area about how to get hooked up to City services and receive street improvements. He supported the existing designation."

Mayor Pro Tem Ferrara stated with regard to the E. Cherry property and an overview of past discussions with Mr. Dorfman regarding the property, he stated he believed that a compromise was reached with the Mixed Use classification of the property. He emphasized 'our rural character and our agriculture are the heart and soul of this community' and stated that it has been this way for a long time. He said he would actually like to see it remain in agriculture, but that was the reality of compromise."

Mayor Pro Tem Ferrara referred to Land Use Area 7E and stated "he would like to see a lower density in that particular area and that it be consistent … He believed there was a lot of validity to the notion that it is a transitional area, it abuts an ag conservancy, and … he was led to believe that the majority of land owners out there do not want Medium Density, they would rather maintain the lower density. He said he would support a lower density."

Mayor Pro Tem Ferrara referred to the Vanderveen property said "there has been a lot of discussion about the precedent setting effect of this particular decision." He said "he recalled this issue coming up along with several proposals for the development of small ag parcels." He recalled former Council Member Tolley said "something to the effect that after reviewing the surveys, chairing the Long Range Planning Committee and being as involved, there is no way that he was voting to convert prime ag." He stated that "he did not concur nor does he give his consensus to the rezoning of the Vanderveen property."

Mayor Pro Tem said "the last issue he wanted to raise is similar to the wording suggested by Council Member Dickens of Ag1. He said he believed if you look at the way Ag1 now reads, it has been changed from 'No net loss of prime farmland soils…' to 'Avoid, minimize, and/or mitigate loss of prime farmland soils…' and he did not support that." He said he could accept "Avoid and mitigate loss of prime farmlands…", but not "minimize". He stated as long as that wording stays in place, he could not stand in favor of Ag1.

In conclusion, Mayor Lady stated "he was hoping for complete Council approval of the document."

Council Member Lubin moved "to adopt a Resolution adopting the 2001 General Plan Update including Land Use; Agriculture and Open Space/Conservation and on the following roll-call vote, to wit:

AYES: Lubin, Runels, Lady
NOES: Dickens, Ferrara

There being 3 AYES and 2 NOES, the motion is hereby declared to be passed.

II. MEETING DECEMBER 10, 2002

11.a. Consideration of Interim Urgency Ordinance or Standard Ordinance Suspending Development Applications For Development of Any Prime Farmland Soils.

Director of Community Development Strong presented the staff report and recommended the Council consider the following alternative methods to prevent possible "Prime Agricultural Land Conversion":

1) Adopt an Interim Urgency Ordinance and direct staff to immediately prepare a study considering all ramifications of allowing development of prime farmland soils; or 2) Introduce an Ordinance suspending development applications for development of any prime farmland soils for a 180 day period and direct staff to prepare a study considering all ramifications of allowing the development of prime farmland soils.

Following public comments, Mayor Ferrara "brought the item back to Council for discussion and consideration. Council discussion, questions and comments ensued regarding whether the policies within the Agricultural, Open Space & Conservation Element of the General Plan needed to be reviewed further."

Council Member Dickens moved to adopt an interim urgency ordinance and direct staff to immediately prepare a study considering all ramifications of allowing development of prime farmland soils. Council Member Costello seconded the motion, and on the following roll-call vote, to wit:

AYES: Dickens, Costello, Ferrara
NOES: Runels, Lubin
ABSENT: None

There being 3 AYES and 2 NOES, the motion failed. (Note: an urgency ordinance requires a 4/5 affirmative vote to pass).

Council Member Dickens moved to introduce an ordinance suspending development applications for development of any prime farmland soils for a 180-day period and direct staff to prepare a study considering all ramifications of allowing the development of prime farmland soils.

Council Member Costello seconded the motion, and on the following roll-call vote, to wit:

AYES: Dickens, Costello, Ferrara
NOES: Runels, Lubin
ABSENT: None

There being 3 AYES and 2 NOES, the motion is hereby declared to be passed.

III. MEETING JANUARY 14, 2003

10.b. Consideration of Adoption of Ordinance Suspending Development Applications for Development of Prime Farmland Soils.

Community Development Director Strong presented the staff report and recommended the Council adopt an Ordinance introduced on December 10, 2002 to temporarily suspend processing of development applications involving conversion of prime farmland soils for a 180 day period during which time staff will prepare special planning and impact studies.

After public comments, Mayor Ferrara closed the public comment period and brought the item back to Council for consideration.

Council Member Costello "referred to the introduction of the General Plan document where he found a number of places that the issue of prime agricultural land is discussed and mentioned. He referred to page 5, Visions Workshop, where it states that the participants at the workshop were in general agreement regarding preservation of agricultural lands; referred to page 6, Alternatives Workshop, where it states that there is substantial public concurrence for the preservation of existing agricultural lands and alternatives that suggested conversion had very little support; referred to page 6, General Plan Update Citizens Survey, where it states that about 1,020 surveys were completed and returned with results that reiterated the community's desire to preserve agricultural uses; referred to page 12, Citizen's Conservation Ethics, where it states that given the fertility of its soils and historical association with agricultural activities in the Central Coast area, a responsibility for protection of its remaining prime agricultural land and the community's agrarian character, is important. He stated that these different factors underscore his belief that the majority of the people in this community want to preserve agricultural land."

"He referred to Policy AG1 in the Agriculture, Conservation and Open Space Element which was changed prior to adoption of this General Plan Element. He supported the adoption of the ordinance which places a moratorium on the acceptance of land use applications which seek to develop parcels containing prime farmland soils in order to study the current and immediate threat of such developments to the public heath, safety, and welfare, for a period of 180 days."

"Mayor Pro Tem Dickens responded to public comments and then suggested that areas of study over the next 180 days include an approach for rating the relative quality in land resources based upon specific measurable features; a methodology to ensure that significant defects on the environment of agricultural conversions are quantitatively and consistently considered; and a means of weighing specific factors and scoring thresholds for making determinations of significance under the CEQA process. He supported the proposed ordinance."

Council Member Runels stated this was a broad subject and there was a difference of opinion among various experts and people who work the land on what prime land is. He spoke of requiring certain soil types for certain crops, water availability issues, property owner rights, and economic viability. He spoke of the developments outside of the city limits which have helped to pay for the water and sewer services and the infrastructure. He stated that each parcel of land needed to be judged on its own merits. He did not support the proposed ordinance.

Council Member Lubin commented "that he did not think there was anyone in Arroyo Grande who was not prepared to protect prime agricultural land, including himself." He stated "he felt that this ordinance was not being placed to protect prime agricultural land throughout the City, but was focused on one project in the City. He stated that the

General Plan, as approved, protects prime agricultural land throughout the City and the moratorium would not be necessary."

"Mayor Ferrara acknowledged and explained why he brought this issue forward. He acknowledged past actions and stated that his concern was for the future. He said land use and planning is crucial for the future. He suggested focus and emphasis for the study should be to provide for equitable alternatives to conversion of prime farmland soils using resources such as the Williamson Act and conservation districts; a reconciliation between smart growth principles and how they relate to the agriculture and urban interface; and suggested obtaining published documents available from the League of California Cities regarding how to responsibly go about the process of preserving agriculture. He commented that prime agriculture parcels should not be considered on a case-by-case basis and that it should be decided responsibly from a land use position what parts of the City are going to be urbanized and what parts of the City are going to be preserved. He concluded by referring to the 2001 General Plan Update process and said it was important to seek out documentation and understand at what point the Agriculture Element wording and zoning changed in certain areas. He said it happened at the end of the process, right before the General Plan was adopted. He stated that these issues were brought forward without supporting studies and there was no focus on the impact of the conversion of agricultural parcels. He supported adoption of the proposed ordinance to enable time to study and consider this important issue."

Following Council comments, Mayor Pro Tem Dickens moved to adopt an Ordinance suspending development applications for development of any prime farmland soils. Council Member Costello seconded the motion, and on the following roll-call vote, to wit:

AYES: Dickens, Costello, Ferrara
NOES: Runels, Lubin
ABSENT: None
There being 3 AYES and 2 NOES, the motion is hereby declared to be passed.

IV. MEETING OF JULY 22, 2003

9.a. Consideration of a Resolution Initiating an Amendment of the General Plan Land Use Map to Redesignate Certain Property to Agriculture and to Modify Certain Policies of the Land Use Element and the Agricultural Open Space and Conservation Element; to Establish Agricultural Conservation Easement and Support Programs; and to Initiate an Amendment of Title 16 of the Municipal Code to Modify Allowable Uses, and Development Standards, Mitigation Measures Buffer Overlay District Text and Mapping, and Implementing Recommendations from the Report on the Conservation of Agricultural Resources for the City of Arroyo Grande .

Community Development Director Strong presented the staff report, and stated the Planning Commission recommended the Council adopt a Resolution to initiate an amendment of the General Plan Land Use Map to redesignate certain property to agriculture and to modify certain policies of the land use element; to establish agricultural conservation easement and support programs; and to initiate an amendment of Title 16 of the Municipal Code to modify allowable uses, and development standards, mitigation measures and buffer overlay district text and mapping and to implement the policies,

programs and proposed provisions discussed in the Report on the Conservation of Agricultural Resources for the City of Arroyo Grande (Agricultural Report).

After public comments, Mayor Ferrara closed the Public Hearing.

Council Member Costello stated he had reviewed the Agricultural Report and commented that its purpose was to evaluate the cumulative impacts and alternatives to agricultural conversion and propose additional alternative agricultural preservation strategies. He acknowledged the methods identified in the Report which include buffers, mitigation ordinances and policies, transfer development credits, purchase of agricultural conservation easements, forming a local Land Trust chapter, the Williamson Act, and supported the recommendations in the study which look at alternatives to assist the City in preserving its agricultural land. He supported the Planning Commission recommendations and adoption of the proposed Resolution.

Mayor Pro Tem Dickens stated his philosophy was to promote soil conservation. He referred to resources that are best suited for agricultural production and spoke of various soil classifications. He spoke of the importance of protecting Class I and Class II soils stating this is a resource that is irreplaceable. He suggested that there was a need to better define and clarify the process so that the Planning Commission and City Council has the tools to make objective decisions about future requests. He stated there were 30 agricultural zoned parcels in the City that are 5 acres or less and that he believed there is agricultural value and commercially viable use for smaller parcels. He encouraged the use of buffers to allow the farmers to continue their farming operations. He stated that the Planning Commission recommendations expand on the policies already in place in the General Plan. He concluded by stating his support for adoption of the proposed Resolution.

Mayor Ferrara referred to page 4 of the Report which refers to two smaller isolated agricultural use properties surrounded by urban development and requested clarification with regard to how the approval of the proposed Resolution would affect these properties.

Director Strong replied that the Council would not be implementing any of the Planning Commission recommendations for rezoning this evening; the recommendation was to initiate the General Plan Amendment process.

Mayor Ferrara acknowledged correspondence received prior to the meeting from Leroy, Lorene, and Adam Saruwatari and read excerpts from that letter (on file in the Administrative Services Department). He then responded to public comments regarding the State housing mandate; he supported smart-growth principles which include looking at small parcels that are considered to be in-fill in the City's urban core and looking at ways to meet the City's housing demands; and he clarified that during the General Plan Update process, the Council had decided it would not convert the City's small fringe agriculture parcels. He referred to and read excerpts from a letter written by former Community Development Director McCants to the County Board of Supervisors just prior to the adoption of the 2001 General Plan Update, reflecting the City's land use policy and the City's strong opposition and concern regarding a County General Plan Amendment application rezoning a County property from Agriculture to Residential Rural. Mayor Ferrara concluded by supporting the Planning Commission recommendations and adoption of the proposed Resolution.

Mayor Pro Tem Dickens moved to adopt a Resolution to initiate an amendment of the General Plan Land Use Map to redesignate certain property to agriculture and to modify certain policies of the land use element; to establish agricultural conservation easement and support programs; and to initiate an amendment of Title 16 of the Municipal Code to modify allowable uses, and development standards, mitigation measures and buffer overlay district text and mapping and to implement the policies, programs and proposed provisions discussed in the Report on the Conservation of Agricultural Resources for the City of Arroyo Grande (Agricultural Report). Council Member Costello seconded the motion, and on the following roll-call vote, to wit:

V. MEETING MARCH 23, 2004

9. PUBLIC HEARING:

9.a. Consideration of General Plan Amendment Case 03-003 (Agricultural Resources) Contract Planner McClish presented the staff report and recommended the Council approve the Negative Declaration and adopt a Resolution approving General Plan Amendment 03-003 amending the Agricultural, Conservation and Open Space Element to revise language in Objective Ag1 relating to conversion of prime agriculture land; Policy Ag3-11 relating to farm worker housing; and policies and implementation measures for Ag1-3, Ag3-5, and Ag3-6 for language relating to agricultural conservation easement programs. Assistant Planner Bergman gave an overview of the agricultural enterprise programs. Staff responded to questions from Council regarding farm worker housing.

Mayor Ferrara opened the public hearing.

After public comments, Mayor Ferrara closed the public hearing.

Council Member Costello supported the recommendation to remove the word "minimize" from Agriculture, Conservation and Open Space Element Objective Ag1; supported the proposed Agricultural Conservation Easement Program; supported the Agricultural Support and Enterprise Programs; and supported the proposed language amendments relating to farm worker housing.

Council Member Dickens supported the elimination of the word "minimize" from Agriculture, Conservation and Open Space Element Objective Ag1; supported the development of an Agricultural Conservation Easement Program; supported modifying the language for farm worker housing to be consistent with the Housing Element; and supported the Agricultural Support and Enterprise Programs.

Mayor Ferrara supported the Agricultural Support and Enterprise Programs; supported the proposed revision of Objective Ag1 to remove the word "minimize"; expressed concerns regarding the provisions for farm worker housing and stated that this issue needed to be more clearly defined; and supported the Agriculture Conservation Easement Program.

Council Member Dickens moved to adopt a Resolution as follows: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARROYO GRANDE APPROVING GENERAL PLAN AMENDMENT 03-003 TO AMEND THE AGRICULTURAL, CONSERVATION AND OPEN SPACE ELEMENT REVISING OBJECTIVE AG1 RELATING TO CONVERSION OF PRIME AGRICULTURAL LAND; POLICY AG3-11 RELATING TO

FARMWORKER HOUSING; AND POLICIES AND IMPLEMENTATION MEASURES FOR AG1-3, AG3-5, AND AG3-6 RELATING TO AGRICULTURAL CONSERVATION EASEMENT PROGRAMS".

Council Member Costello seconded the motion.

City Attorney Carmel asked for clarification whether the motion included the approval of the Negative Declaration. Council Member Dickens said yes and amended his motion to adopt the Resolution, as amended, to include the approval of the Negative Declaration. Council Member Costello seconded, and on the following roll-call vote:

AYES: Dickens, Costello, Ferrara
NOES: Runels, Lubin
ABSENT: None

There being 3 AYES and 2 NOES, the motion is hereby declared to be passed.

11. NEW BUSINESS

11.a. Consideration of Pre-Application Review Case No. 04-004; Proposed Residential Subdivision and Neighborhood Plan; East Cherry Avenue and Myrtle Street; Applicant – Damien Mavis, Creekside Estates of Arroyo Grande, LLC Council Member Dickens declared an indirect conflict of interest due to his beneficial interest in real property located near the proposed project and stepped down from the dais.

Community Development Director Strong declared a conflict of interest due to an option to purchase a portion of the property that is the subject of this proposal and stated he had not and would not be participating in the processing of this application. He stepped down from the staff table.

Associate Planner Heffernon presented the staff report and recommended the Council review the project and provide direction and comments to the applicant.

Mayor Ferrara invited the applicant to the podium to address the Council.

Fred Bauer, Arroyo Grande, gave an overview of how the project started, discussed ideas for smart growth, explained the efforts made to involve the neighborhood to obtain feedback on proposed development of the property.

Mayor Ferrara invited other members of the public to comment.

Carol Hoffmeyer, representing the Dixson Family Trust, read a letter into the record which requested the Council consider increased buffer distances, increased depth of landscaping; an 8-foot high block wall and a "no-climb" wood fence on the property line; cooperative improvement of the existing 15-foot private driveway; ensuring that prospective property owners are informed of the Right-to-Farm ordinance; investigating the potential for a detention, retention, and/or recharge basin within the proposed project; and ensuring that the drainage deficiencies are resolved.

Otis Page, stated that he has no objections to development; however, he had a problem with developing prime agriculture land.

Jim Guthrie, Arroyo Grande, requested feedback from the Council on the concept of clustering. He also asked how the required agriculture buffer distance would be analyzed and determined.

Bill McCann, Arroyo Grande, expressed concerned regarding the buffer zone and stated he was not sure that 100 feet would be enough. He proposed a minimum 150 foot buffer. He also expressed concerns about drainage.

Wayne King encouraged the Council to review the comments made regarding the Vanderveen project.

Leroy Saruwatari, Arroyo Grande, expressed concerns about the buffer zone and stated that the County imposes 300 feet. He stated that there should be a minimum 150-foot buffer. He also said that the City's Right-to-Farm Ordinance should be disclosed to potential property owners.

Ella Honeycutt, Arroyo Grande, stated that buffer zones are there to make good neighbors and urged the Council to ensure that the buffer zone is adequate to protect the homes and the farmers.

Mayor Ferrara closed the public comment period.

Council Member Costello commented that there would be a need to carefully review the buffer zone requirement; and stated that the concerns in the Dixson letter were valid.

Mayor Pro Tem Lubin commented that public comments about the parcel being prime agriculture land needed to be addressed.

Mayor Ferrara stated the need for an adequate size buffer zone; addressed the density issue and the need for affordable housing; and favored inclusionary housing in the project. He agreed that the design and placement of any two-story homes needed to be considered to accommodate neighborhood privacy. He liked the idea of a bridge but expressed the need to get feedback from Lucia Mar School District; expressed concern regarding pedestrian traffic, however, the benefits of a bridge may outweigh other problems. He favored the development of a pocket park to be maintained by a homeowners association. Mayor Ferrara commented that buffer zones need to be analyzed on a case-by-case basis; and there is a need to look at unique site factors to determine adequate buffer size. He requested additional review of the concept drawings submitted by the Dixson Ranch. He commented that the buffer zone requirement may set a precedent for future development. Upon conclusion of Council comments, Mayor Ferrara ensured that the applicant had received sufficient feedback and direction with regard to the proposed project.

There was no action taken on this item. Council Member Dickens returned to the dais.

V. The following are selected provisions of the GENERAL PLAN, AGRICULTURE, CONSERVATION and OPEN SPACE ELEMENT

Principals:

That resources such as prime capability soils are highly productive whether for agricultural purposes, watershed or natural habitat.

Resources that are irretrievable and/or irreplaceable need to be protected and preserved.

Individuals and the community have a responsibility to future generations as well as to wildlife to preserve and protect finite natural resources.

Resources lands contribute to overall public health, safety and welfare beyond provision of basic necessities such as food, fiber and livelihood.

Land Use and urban development shall be managed and limited to that which can be sustained by the available resources and serviced by the circulation and other infrastructure systems.

AGRICULTURE OBJECTIVES and POLICIES:

Ag1 Avoid, minimize and/or mitigate loss of prime farmland soils and conserve nonprime Agriculture use and natural resource lands.

Ag1-1 Designate prime farmland soils that are not predominately committed to non-Agricultural development as Agriculture (Ag) and/or Agriculture Preserve (AgP), whether or not in current agricultural productive use.

Ag1-1.1 Prime Farmland Soils shall include all land, whether a single parcel or contiguous parcels, that if irrigated, qualifies for rating as Class I or Class II in the USDA Natural Resources Conservation Service land use capability classification whether or not the land is actually irrigated, provided that irrigation is feasible. (This definition is derived from the Local Government Reorganization Act of 2000 as reorganized and amended in 2000. Section 56064(a)).

Prime farmland soils shall also include farmland of Statewide importance as identified in the USDA, Natural Resources Conservation Services, outlined in the Land Inventory and Monitoring (LIM) Project Soil Survey for San Luis Obispo County, California, Coastal Part, September 1984.

AgC/OS – 2

Ag1-3 Support existing programs and develop strategies to retain areas of prime farmland soils in agricultural use and other conservation/Open Space (C/OS) areas in a natural, undeveloped state.

The City's objective shall be to maintain 100% of the conservation/Open Space designation under interim or permanent open space or conservation easements.

Ag1-4 Establish and apply a significance criterion (threshold of significance) for CEQA analysis, as provided by CEQA Guidelines Section 15064.7, that considers loss of prime farmland soils as a significant adverse environmental impact.

Ag1-4.1 Loss of prime farmland soils shall refer to their unavailability for agricultural use. Loss may occur through natural causes or development such as coverage (e.g., paving, construction of buildings, etc.), or conversion to urban/suburban use (including residential yards/gardens and recreational areas).

Cessation of agricultural use shall not constitute loss so long as the parcel remains fallow or is allowed to revert to a natural undeveloped state. Site improvements that are intended to support agricultural operations - such as grading, irrigation or drainage facilities, unpaved roads, or farm buildings and structures -- shall not constitute loss so long as the improvements do not substantially diminish the capability of agricultural operations on the parcel or within the area and the improvements are directly related to agricultural production on the site.

Ag1-4.2 Possible mitigation for loss of areas having prime farmland soils may include permanent protection of prime farmland soils at a ratio of 1:1 with regard to the acreage of land removed from the capability for agricultural use. Permanent protection may involve, but is not limited to, dedication of a perpetual agriculture or conservation easement or other effective mechanism to ensure that the area chosen as mitigation shall AgC/OS – 3 not be subject to loss of its prime farmland soils. Suitability of location shall be determined by the City Council.

The aim shall be to protect and preserve prime farmland soils primarily within and contiguous to City boundaries, secondly within the Urban Land Use Element area, and thirdly within the larger Arroyo Grande Valley and La Cienega Valley within the Area of Environmental Concern. Other potential mitigation measures for loss of areas having prime farmland soils include payment of in-lieu fees or such other mitigation acceptable to the City Council.

Ag1-4.3 Since prime farmland soils occur naturally and are geographically specific, the only means for mitigation to less than significant is preservation. The City's aim shall be to maintain contiguity of Ag and C/OS parcels and avoid fragmentation of areas having prime farmland soils. The City shall avoid development of prime farmland soil areas by directing growth potential to more suitable urban locations. Only after the imposition of available mitigation and consideration of alternatives to avoid the proposed action, may the City Council approve development on prime farmland soils subject to overriding considerations as permitted by California Government Code Section 15093.

VI. The following is a selection from an email dated May 22, 2003 to: Teresa McClish tmcclish@arroyogrande.org

Subject: City Council meeting of June 22, 2003

MARCH 24, 2004

Regarding last night's meeting (City Council meeting of March 23). For me, the meeting's two major agenda items juxtaposed a great irony:

1) the pre application review of the Creekside project on the Stillwell, Vanderveer and Peters' "prime ag soil" and "open space" properties,

2) juxtaposed with the approval of the controversial new Agricultural Element of the General Plan that is supposed to discourage such development.

Specifically, the irony of the proposed residential Creekside development expresses something different from and opposite to the literal meaning and intention of the new Arroyo Grande City policy as it pertains to the preservation of "open space" and agricultural land possessing "prime ag soils".

The Creekside proposal poses a deliberate and marked contrast between the apparent and intended meaning of the City's new Ag policy and what would be implemented in the Creeside's "Prime Ag Lands".

This suggest an incongruity between what should be expected from the new Ag policy and what is actually occurring in the pre application approval in the proposed Creekside development as reviewed in the Planning Commission meeting of March 16 and the City Council meeting of March 23, 2004.

The irony borders on being a fundamental hypocrisy when considering the fact that stout agricultural promoters and defenders, Bill McCann and Ella Honeycut, were in the audience and were silent on the matter.

It is ironic considering the recusal of two major principals that have key interests in the matter: Rob Strong, the City's respected Director of Community Development, whose Department administers both the new Ag policy and the legal process of approving the Creekside development, and Jim Dickens, the Council member who was the key proponent and architect of the City's new Ag policy, and who represents the Dixon Trust that owns the farmland adjacent to the Creekside development area.

Rob Strong proposes to buy the Vanderveer residence minus the acreage that could be used for development. Jim Dickens did not recuse himself when the 100 foot buffer was approved but is doing so now (?).

It is ironic considering the fact that a major discussion and concern exists on the size of the "agricultural buffer" (100 to 150 feet) that separates the Dixon farm and the proposed Creekside development.

The buffer intends to protect both parties, the Creekside residents and the farm, from each other, while the issue of the protection of the Stillwell, Vanderveer and Peters prime soil ag land was dismissed, except as acknowledged by Sandy Lubin in his comments that the Ag issue must be addressed.

The background on the matter involves the campaign of Mayor Tony Ferrara. He alleged in his campaign that past Mayor Mike Lady, and present Council members Sandy Lubin and Tom Runels betrayed their constituents on the Agricultural matter by approving the conversion of the actively farmed Dorfman property and Vandeveen property, that is not farmed and has no water.

Ferrara actually concurred to the conversion of Dorfman property. He has subsequently rationalized this decision as a "political compromise" because of the obvious contradiction of accusing the Lady, Lubin and Runels of a "betrayal" that he in fact agreed to.

A summary of the issue at hand: All that Ag and no place to farm!

The City Of Arroyo Grande's General Plan was approved on a 3/2 vote at the Council meeting of October 9, 2001. Mike Lady was mayor. Present mayor Tony Ferrara and Council member Jim Dickens did not concur with the Ag part of the plan. They disagreed with the Ag policy and the conversion of the Vanderveen, Japanese, and Dorfman properties.

In 2002, Ferrara and Dickens ran for Council on the Ag issue. They both criticized retiring mayor Mike Lady, mayoral candidate Sandy Lubin and Council member Tom Runels for being against Ag because of their decisions. Immediately upon attaining office, Ferrara and Dickens proceeded to change the Ag policy and reverse the conversions in meetings on December 10, 2002 and January 14, 2003. This was finalized on March 23, 2004.

Surprisingly, in the same meeting that finalized the Ag plan on March 23, 2004, the Council considered the Creekside Estates plan. It proposes to use lands that has prime Ag soils and is open space? Observers asked how could the City pretend to preserve Ag while appearing to concur in the development of property that clearly has Prime Ag Soils and is Open Space? It appears the solemn principle in preserving Ag properties with prime ag soils and open space was being thrown on the alter of commercial residential development by the new Council.

Council member Jim Guthrie has asked that the question come before the Council before it is decided by the Planning Commission after a brilliant analysis of the situation by Commissioner Nancy Parker.

Director of Community Development, Rob Strong, and Dickens have removed themselves from the matter because they have conflicts. But are they correct in removing themselves when the issue involves a critical policy on Ag they helped develop?

And, what about mayor Ferrara? Where does principle give in to political compromise? He abandoned the principle of defending AG and gave in to political compromise by approving the Japanese/Dorfman conversion! Will he politically compromise himself now on the Creekside Estates matter considering his relationship with proponents of the project? Will he defend the Ag policy? If he doesn't, how will Ferrara explain this considering he strongly criticized his predecessor mayor Mike Lady and mayoral candidate Sandy Lubin on the Ag issue?

It behooves citizens to understand the Creekside Estates matter. Does the City of Arroyo Grande really wish to preserve Prime Ag Soils and Open Space, or is this just another matter subject to political compromise?

Otis Page [redacted] Myrtle St Arroyo Grande

Subject: RE: East Cherry Avenue Project

From: Deborah Love [redacted]
Date: September 9, 2016 at 9:52:27 PM PDT
To: <kbarneich@arroyogrande.org>
Subject: East Cherry Avenue Project

Dear Council Member Barneich,

I have recently become aware of the extent of the East Cherry Avenue project. While I was aware that the lot was to be developed, it is the details of the project that I, and many others, find of great concern.

1. I was disappointed to hear that it is the corporation of La Quinta Inn building the hotel. It is sure to have a strip mall motel feel to it. La Quinta's representative stated that their facilities in other locations in the county are top performers, but is that because they are lower cost? Lower priced hotel/motels tend to deteriorate much faster due to cheaper building practices and the clientele they attract. Hotels of that type attract the person traveling through, not a tourist that will spend money in our city. Will AG just be getting the people that cannot afford the luxury Pismo hotels? A small boutique hotel, 50 rooms or less, would be much less objectionable.
2. Much has been made of this project favorably impacting local businesses such as Miner's Hardware, but these corporate and large scale developments do not buy building supplies locally. Providing more jobs? Again, chain restaurants and motels do not pay enough for a person to be able to afford to live in Arroyo Grande.
3. I would like to see the Japanese Welfare Association project be separated from the other two, or is it there purposely to garner favor, because it is certain to be a well-liked addition to the community?
4. At 4000sf it seems most likely that the restaurant will be a chain restaurant. Why do the East Cherry Avenue neighbors not deserve the same consideration as "The Village" per a ban on chain businesses?
5. Is a strip mall type chain motel and restaurant really a pleasing gateway to our City? Not in any nice town I have visited anywhere in this country.
6. If a Specific Plan is designed to be flexible, does this leave room for the developers or builders to NOT follow plans submitted, and trade out elements as building progresses? Is that not what happened with the retail/office complex at the west end of Old Arroyo? Once it was complete and people started complaining that it did not fit in with the rest of the buildings on East Branch, weren't they told that the developer/builder strayed from the plans that had been approved? How would that be kept from happening? Are there repercussions or consequences? Do any and all changes have to go back through the process or can one City staff person grant such changes?
7. A traffic lights at Fair Oaks/Traffic Way will do little to slow down traffic coming directly off the freeway. Having been involved in two minor rear-end accidents between Allen Street and the Mobil Station myself, both when I was stopped trying to make a turn, there must be many more. Cars exit the freeway at much too high a rate of speed. There is also much more traffic in that area than was stated in the East Cherry Specific Plan. More studies should take place, but at 8:00am and 3:00pm, as well as other times of day.
8. Inviting more traffic to use the Traffic Way on- and off-ramps will impact them to the point where modifications will need to be made, or they will have to be closed. They are not safe for increased traffic. Will the developers pay for freeway upgrades of both ramps? What will be the

impact of those ramps having to close in the future?
9. East Cherry Avenue is extremely busy, as I am well aware as my back yard is long that street. Not 60 se ones goes by, day or night, that a car does not go by. The new project, if allowed to go forward as proposed, will greatly and negatively impact the residents of East Cherry Avenue, and most likely affect their property values as well. How can that be mitigated over time?
10. I was not notified, nor was I invited to participate in any of the "neighborhood" discussion, and apparently there are at least a dozen others not notified.I asked the question about failure to post signage on Facebook a week before the Planning Commission meeting. Why did City staff not catch this sooner?
11. I would not object to a housing development built with the same density, lot size and diverse styles as Creekside Estates, provided that there were no two-story homes on East Cherry Street.
12. It was insulting to me, and others who have either removed lawns and put in ground cover, or those who were forced to let their lawns and gardens die under threat of oppressive water bills, to see the renderings Ms. Florence shared showing lush lawns and gardens. Any and all new developments should be required to install only drought tolerant landscaping, and no lawns.
13. The net gain of water does not make sense. First, it is based on only 2.4 residents per house. Will there be limitations in the size families allowed to purchase? Since that is unlikely, it seems as though the equation should not be used. Second, at the September 6 Planning Commission Ms. Florence mentioned a trade off if the current agricultural land, for agricultural land elsewhere in the City. If the trade is for land currently not being irrigated, it will be an increase in water use. If the trade is for land already being irrigated, it is just a wash. Either way,here us not net gain of water to the City.
14. Is has not mentioned whether it not the new development will be an HOA, or if the City will be encumbered by additional park and landscape management.
15. At what baseline will new residents be located for determine appropriate water usage. There are those Arroyo Grande residents who drastically cut their water usage before the lowered mandate, and now are being penalized because they cannot cut their water usage any lower. And yet, there is apparently water for new residents?
16. While there has been a mention of making gray water stubs required in this development, I understand that it was decided NOT to make them required of recent developments.
17. I was puzzled when the only person at the September 6 Planning Commission meeting that spoke in favor of the project was the Principal of Mission Prep High School. Until I was told that the children of one of the developers attends that school, in San Luis Obispo, and that they will be receiving a sizable donation from the project proceeds. What??? A private, religion-based school in another town benefits from a project within the Lucia Mar Unified School District? How is that a partnership that should matter in the making of this decision?
18. Had I been a member of the Planning Commission I would have felt patronized and insulted when Ms. Florence continued to laud her clients for going above and beyond, as if we were not aware that those were things that would have had to be done anyway as more public hearing continued to take place?
19. Realizing that although this project may have been "in the pipeline" for a number of years, this drought becomes more severe every year. As such, constant review of environmental, weather and economic situation must be allowed to influence this and all projects, regardless of how long they may have been in planning.

Thank you again for being a City Council and Planning Commission that not only reads input from residents, but also responds, for the most part. After my last communication to the Council, I heard back immediately from Mayor Hill, Council Member Barneich and Council Member Brown. It was greatly appreciated.

With hope that the decisions that must be made will be done so taking into account not just the

request of developers, but also of residents,

Sincerely,

Deborah Love
[redacted] Grove Ct.
[redacted]

Deborah Love

"If I had but two loaves of bread I would sell one of them & buy white hyacinths to feed my soul."
- Elbert Hubbard

Subject: RE: thoughts on the East Cherry Ave Project

From: Jacki Nisbett [redacted]
Date: September 10, 2016 at 9:08:12 PM PDT
To: "kbarneich@arroyogrande.org" <kbarneich@arroyogrande.org>
Subject: thoughts on the East Cherry Ave Project
Reply-To: Jacki Nisbett [redacted]

Jaclynn A Nisbett
[redacted] Trinity Avenue
Arroyo Grande
[redacted]

Councilwoman Barneich:

I am a resident at 200 Trinity Ave off Traffic Way Ext. We are unable to attend the City Council Meeting of the 13th.
On this south side, Traffic Way Ext,
is the **only** ingress/egress for about 200 residents (including 2 churches). We exit TrafficWay Ext right at the No. bound off ramp from the frwy. It is approx, **50'** to the property frontage that is the
"**East Cherry Ave Project".**
Since my husband, myself and our neighbors have only known about this project from the Tribune article, last May, we wonder why the city of Arroyo Grande did not hold an open forum at the very inception of this sending us a mailed notification? There is no signage on the property announcing this change. The implications of a project of such high density will be damaging.
After the planning committee meeting of Sept 6th we have come to understand that the neighboring residents on the No. side of Cherry and St Barnabas Church, were the only ones notified & invited to the discussions.
We the impacted neighborhoods NOT INDIVIDUALLY NOTIFIED, need time to look at this project

No one attending the planning meeting believes that the water usage from the prior Ag use is **more** than what is projected for; the hotel, restaurant, landscaping, Japanese retirement home, cherry tree orchard, individual truck farms and the small bed & breakfast, will use.
The dry creek bed running the length of the hill is the drainage for the Village South of the creek. The plan to just cover it up could leave the village with a flooding issue if and when we do get big rains. (ask anyone who has lived on Allen St for more than 15 yrs about flooding). I have seen that land flooded twice in the 25 years we have been here.
The Road "A" primary collector street dead ends into the hill . This area (behind the trailer park) will leave open the possibility of future development and more strain on Traffic Way Ext. (especially devastating will be the further opening of this street to Latitia Winery)
To develop that lower section of the hill will require heavy excavation with industrial jackhammers as our hill is ripe with huge schist's of very hard rock. (when the last house on Trinity was built we experienced broken windows from the jackhammers)
None of the necessary roadway infrastructure will be in place BEFORE completion of this proposal.
How round-a bouts will be paid for, or how traffic coming off the frwy North bound on Traffic Wy will be managed, (when the main entrance to the hotel will be on Traffic way) was never mentioned!

My last criticism is the lack of thought put into making this look like "it fits" with AG. It does not.
As a 30 year Visual Arts Director, I can say with some wisdom & experience it does not.
2 story Japanese style Craftsman facade with a farm to table "tea Garden" small restaurant to coordinate with the Japanese assc.property, came to my mind but instead I saw mundane & boring "stock" elevations produced by the planner. This property had train tracks running through it and an ode to that part of history could have been tied in with a large locomotive water tower with our city's name. Instead of water guzzling lush landscapes they could have chosen Xeriscapes in the Japanese tradition.

I am asking for an extension so the entire city can be notified and have their say. No one wants to inhibit our city's growth but restraint is necessary at this dry time. This is what is good about Arroyo Grande, we are small enough to be committed to trying to hold on to our uniqueness.

Subject: RE: East Cherry Avenue Specific Plan

From: Cindy & George Hansen [redacted]
Date: September 11, 2016 at 6:50:34 PM PDT
To: <tmcclish@arroyogrande.org>
Subject: East Cherry Avenue Specific Plan

Ms. McClish,

According to Title 16, the city must require agricultural mitigation for discretionary entitlements which will subdivide or change the use of land zoned agriculture or agriculture preserve to any non-agricultural use. That mitigation is to be satisfied by comparable size, soil quality and water supply. Specifically:

1. *"At least as many acres of prime agricultural land shall be protected as was changed to a non-agricultural use within city limits."*

Applicant's **Appendix N Water Usage Calculations** reports an ag conversion of 13.78 acres, yet Applicant proposes only a 9.79-acre property. This does not meet requirements of Title 16, which sets a minimum 1-1 ratio. How will the shortage of 3.99 acres be met?

2. *"To the greatest extent possible, the agricultural mitigation land shall be comparable in soil quality with the agricultural land whose use is being changed to nonagricultural use. "*

I can find no information regarding soil quality of the proposed 9.79-acre property proposed to mitigate 13.78 acres of prime agricultural land. Would you please direct me to that information.

3. "*The agricultural mitigation land shall have an adequate water supply to support agricultural use and the water supply on the agricultural mitigation land shall be protected in the agricultural conservation easement, the farmland deed restriction or other document evidencing the agricultural mitigation. "*

I can find no information regarding water supply located on the 9.79-acre property to support agriculture equivalent to 41.34 acre feet/year, as reported in applicant's **Appendix N Water Usage Calculations**. Would you please direct me to that information.

Thank you for your assistance.

Cindy Hansen
Arroyo Grande, CA
[redacted]

Google Maps

Received 9/6/2016 Planning Commission meeting from Richard Waller

From: Lan George [redacted]
Sent: Thursday, September 15, 2016 3:16 PM
To: Debbie Weichinger; Teresa McClish
Subject: Fwd: Cherry/Traffic Proposed Development

FYI.

Lan George
[redacted]

Begin forwarded message:

From: "Vicki Ramos" [redacted]
Subject: Cherry/Traffic Proposed Development
Date: September 15, 2016 at 12:36:59 PM PDT
To: <lan@touchpointfix.com>

I am a resident of Arroyo Grande and have lived in the Village (Old Arroyo) for almost 30 years. I am writing to you today to voice my concerns over the proposed E. Cherry/Traffic Project.

- This project is not scaled to our small community. The plan to put in a low-cost chain 100 room hotel like La Quinta is clearly not intended to serve our community. A 3-story hotel in a 2-story town! There is not a single building in Old Arroyo with 3 stories. I find it interesting that there had been no discussion of what hotel was planned for this property until the Planning Commission session on September 6 when a representative from the chain spoke to the Commission. What about the traffic, water, and parking issues that have not been adequately addressed? How will our small, quaint neighborhoods and people fare with the addition of large, commercial businesses doors away? Why a low-cost, no amenities hotel like LaQuinta with the addition of a 4,000 SFT restaurant that will most likely be another potentially 24 hour chain. That is not a favorable Gateway to our historic town.

- Why was there no signage on the property notifying residents of the planned development until after it was discussed at the September 6 planning meeting? City staff stated it was city policy to post a sign. If this project has been in development for 2 years, there was ample time to get that done. It seems to be a convenient way to keep citizens out of the process.

- We currently have a hotel planned for the Village. Why would we need another hotel when the occupancy rate in other AG hotels is not at capacity? How will that impact the existing motels in AG near that location?

- The most unsettling thing about this project is the lack of consideration for the citizens and the water issues that we face. We, as a community, have worked very hard to conserve our use only to have large developments approved that will consume even more water. What about the current residents? How can city leaders responsibly approve these deals when we have these issues? We keep hearing there is "plenty of water" yet only enough for 2 years! If we have plenty of water, why are the residents mandated to reduce our use? It is easy to see by the level of water in Lopez how serious this issue really is. How can our city leaders continue to ignore this by approving more large developments? The developers would have you believe that they will bring water to this project. How is that possible?

- The other part of the project planned that includes 58 SFR is far too large a development for Old Arroyo. Parking, water, traffic, schools will all be impacted. The housing is too dense. Why so many houses per acre? The project should fit into the rural community with larger lots and fewer homes. This is not an LA suburb. This is an agricultural community. I will say that the addition of the Japanese Cultural Center and Gardens is a great idea and should be separated from this project. Was this just a bone thrown to the community to ease the pain of the rest of the project?

- Without a northbound on ramp to 101 and or a southbound off ramp to Traffic, all of the hotel traffic that is intended to serve travelers will go through our small Village. Traffic is already congested and safety is a concern. The cars come off the freeway onto Traffic at a very high speed sometimes (yet another issue) but that continues to be a concern and with more traffic will only get worse. The addition of a stop light at Fair Oaks and Traffic and the possible installation of roundabouts at Branch will not alleviate the problem. It may regulate traffic but the traffic will still be there. Another 1600 cars per day traveling over our already trodden roads.

- I am not opposed to development and aware that this property would be developed at some point. But the size of the project is too big. It needs to be, at a minimum, scaled back.

Please - No more large developments until we have a solid plan for addressing our water issues!!!

Victoria Ramos
VJRamos Consulting
547 E. Branch Street
Arroyo Grande, CA
[redacted]

ATTACHMENT 3

DRAFT
EAST CHERRY AVENUE SPECIFIC PLAN

Prepared for

CITY OF ARROYO GRANDE
Community Development Department
300 East Branch Street
Arroyo Grande, CA 93420

Applicants

NKT Development, LLC
684 Higuera Street, Suite B
San Luis Obispo, CA 93401

Arroyo Grande Valley Japanese Welfare Association
715 Grand Avenue, Suite A
Arroyo Grande, CA 93420

SRK Hotels, Inc.
611 El Camino Real
Arroyo Grande 93420

Prepared by

Oasis Associates, Inc.
3427 Miguelito Court
San Luis Obispo, CA 93401
Contact: C.M. Florence, AICP Agent
(805) 541-4509

RRM Design Group
3765 South Higuera Street, Suite 102
San Luis Obispo, CA 93401
Contact: Darin Cabral, Project Manager
(805) 543-1794

September 2016

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I. Introduction

A. Purpose of the Specific Plan

The East Cherry Avenue Specific Plan (Specific Plan) provides a bridge between the City of Arroyo Grande's (City) General Plan and detailed plans, such as development plans and subdivisions. It provides guidance for all facets of future development within the area including the designation of land uses, designation of required access and circulation elements, location and sizing of infrastructure, phasing of development, financing methods for public improvements, and the establishment of standards of development. Projects submitted to the City will be required to comply with the land use and development standards in the Specific Plan.

The Specific Plan is intended to also serve as the City's long-range plan for the development and on-going use of the various properties within the 15.2± acres encompassed within the boundaries of the Specific Plan. Figure 1 depicts the current ownership of parcels within the Specific Plan area, including adjacent parcels in the vicinity. The Specific Plan includes three (3) properties referred to as Subarea I – SRK Hotels, Inc.; Subarea 2 – NKT Development, LLC (NKT); and Subarea 3 – Arroyo Grande Valley Japanese Welfare Association (JWA).

B. Legal Authority for East Cherry Avenue

The East Cherry Avenue Specific Plan has been prepared in compliance with the implementation guidelines for specific plans contained in California Government Code § 65450 et seq. and the City of Arroyo Grande General Plan Land Use Element Section LU10-2 et seq.

The statutory requirements of the Government Code mandate that a specific plan shall include a text and a diagram or diagrams which specify in the detail, the following:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the specific plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the specific plan needed to support the land uses described in the specific plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the aforementioned.
- The specific plan shall include a statement of the relationship to the general plan and how the specific plan implements the policies of the general plan.

The adoption of a specific plan is a legislative act similar to preparation, adoption and amendments of a general plan. It may be adopted by resolution or ordinance, and may be amended as often as necessary.

Figure 1 – East Cherry Avenue Specific Plan Properties and Current Ownership

C. Properties and Physical Setting within the Specific Plan

The East Cherry Avenue Specific Plan area includes properties under three separate ownerships. See Figure 1. The combined acreage of all the properties is 15.2± acres. See Table 1. All of the properties with the Specific Plan area are located within the city limits of the City of Arroyo Grande.

Table 1 – Properties within the Specific Plan Boundary

Subarea	Common Reference	APNs	Acres±
1	SRK Hotels, Inc.	076-621-076, 077 & 078	2.16± acres
2	NKT Development, LLC	076-621-079	11.62± acres
3	Arroyo Grande Valley Japanese Welfare Association	076-210-001	1.51± acres
	TOTAL ACRES		**15.29± acres**

Traffic Way borders the East Cherry Avenue Specific Plan area on the west, while East Cherry Avenue forms the northerly boundary. Single family residential neighborhoods are located to the north and east, St. Barnabas Church to the south. Commercial establishments are located along the Traffic Way corridor.

The topography of the Specific Plan area is relatively level. A drainage feature is located along the southerly border of Subareas 2 and 3. The Subarea 1 and 2 properties are currently undeveloped and have historically been under agricultural production. Conversely, the Subarea 3 site has a deep rooted history going back to the 1920s. The site, originally purchased in the 1920s by the Arroyo Grande Valley Japanese Welfare Association, included two houses, two garages, and accessory buildings. In the 1930's, a community hall and kitchen structure were constructed. The site has been host to a variety of uses over time, most recently former Boy Scout Troop 13 (now Troop 413) and the Five Cities Judo Club. In 2011, the last remaining structure – the community hall – was burned down by arson. See Appendix A for additional historical information about the Arroyo Grande Valley Japanese Welfare Association.

D. Specific Plan Objectives

The principal objectives of the East Cherry Avenue Specific Plan include the following:

1. To set forth a land use plan and design concepts for the properties within the Specific Plan consistent with the City of Arroyo Grande's General Plan.
2. To provide for historical, recreational and residential opportunities that both complements and augments the existing uses in the City of Arroyo Grande.
3. To acknowledge the importance of agricultural lands in the City of Arroyo Grande and comply with the Conservation and Open Space Element Implementation Policy AG 1-4.2.
4. To set forth a development plan(s) capable of underwriting the cost of public and private infrastructure and capital improvements proposed as part of the Specific Plan.
5. To meet the City of Arroyo Grande's priorities for orderly and attractive community development in the context of existing neighborhoods and in recognition of future development in the vicinity.

E. Entitlements Associated with the Specific Plan

Entitlement actions to be taken by the City of Arroyo Grande, consistent with the East Cherry Avenue Specific Plan, are anticipated to include the following actions.

- Certification of the East Cherry Avenue Specific Plan Environmental Impact Report
- Amendment to the City's General Plan and Land Use Map
- Amendment to the City's Development Code and Zoning Map
- Amendment to the Agriculture, Conservation & Open Space Element's Creek Locations Map
- Adoption of the East Cherry Avenue Specific Plan
- Approval of subdivisions and/or conditional use permits for the uses detailed in the Specific Plan.

F. Specific Plan Organization

The East Cherry Avenue Specific Plan includes text and graphics to illustrate the manner in which the properties will be developed and a user friendly guide for implementation of the various components of the individual projects.

The Specific Plan is organized in six (6) chapters, including:

Chapter I.	Introduction
Chapter II.	Specific Plan Master Land Use(s)
Chapter III.	Specific Plan Land Use and Regulatory Provisions
Chapter IV.	Design Guidelines
Chapter V.	Infrastructure and Phasing of Development
Chapter VI.	Implementation, Administration and Enforcement

II. Specific Plan Master Land Use(s)

A. Land Use Plan Overview

The East Cherry Avenue Specific Plan provides the framework for future development and expands upon and clarifies the City of Arroyo Grande's vision for the subject properties. The City's General Plan outlines priorities for housing, economic development, availability of water resources, open space and agricultural land preservation, traffic and circulation, and neighborhood compatibility and character. These and other policy considerations are critical to establishing the implementation framework for the Specific Plan.

While the Specific Plan encompasses a relatively small physical area, it includes a variety of proposed land uses allowed within the specified land use zones – both existing and proposed. A statistical summary of the Specific Plan Subareas is provided in Table 2.

Table 2 – Summary of Specific Plan Subareas

Subarea	Common Reference (current ownership)	Existing Zoning / Land Use	Proposed Land Use Category	Proposed Zoning District	Acres±
1	SRK Hotels, Inc..	Traffic Way Mixed Use (TMU D-2.11) / Mixed-Use	N/A	N/A	2.16±
2	NKT Development, LLC	Agriculture/ Agriculture	SFR Medium Density Specific Plan Overlay	Village Residential (VR)	11.62± (.50±)[1]
3	AGV Japanese Welfare Association	Agriculture/ Agriculture	Mixed-Use Specific Plan Overlay	Village Mixed Use (VMU)	1.51± +.50±[1]
				Total Specific Plan Acreage	15.29±

[1] The proposed Vesting Tentative Tract Map 3081 creates a 59-lot residential subdivision + a 1-lot remainder (.5± acres). The proposal is to merge the remainder lot with the JWA parcel. Therefore, the proposed MU-SP should be applied to the 2.0± future parcel configuration.

The Specific Plan envisions various residential and visitor-serving components. Heritage gardens and agricultural demonstration gardens are part of the Specific Plan. Community facilities (public and quasi-public) would include a cultural archive and community center. While the current zoning allows for commercial development on the Subarea 1 property, the Specific Plan includes an additional small component of commercial/retail within the mixed-use Subarea 3 parcel.

The land plans illustrated in Figures 2, 3, and 4 includes Subareas 1, 2, and 3; the summary of that plan, provided in Table 2, reflects the most accurate information available at this level of planning effort. Further refinements to the plan(s) may occur as areas within the Specific Plan develop a more detailed level of design. It is noteworthy that once the Specific Plan is approved, future development may require additional discretionary approvals.

B. Specific Plan Properties

1. Subarea 1

The SRK Hotels, Inc. property, is currently zoned Traffic Way Mixed Use (TMU) with a D-2.11 Design Overlay. The primary purpose of the D-2.11 Design Overlay is to encourage the use of design elements to enhance the character and appearance of this southern commercial gateway to Arroyo Grande. Uses allowed within the TMU are limited to automobile and light truck sales and services and related automotive parts stores, repair shops, and similar vehicle sales, services and accessory uses. All other permitted uses and Minor Use permitted uses shall be considered subject to a Conditional Use Permit. A finding that vehicle sales and services and/or similar related uses prescribed are not feasible due to site specific building and/or property configuration must be made to allow for the noted uses.

No change to the zoning or allowable uses is proposed in the Specific Plan. The SRK Hotels, Inc. property is included in the Specific Plan to conduct a comprehensive analysis to make certain that any infrastructure or right-of-way improvements are coordinated with the Subarea 2 and Subarea 3 parcels. These improvements may include, but are not necessarily limited to, water resources, waste water disposal, right-of-way improvements, circulation, drainage controls, and landscaping and lighting.

The property is being proposed for a hotel and standalone restaurant, both allowed uses in the TMU. The conceptual design has been created to be in substantial conformance with the existing D-2.11 Design Overlay standards and the Development Standards outlined in the existing zoning - Traffic Way Mixed Use, as modified in the Specific Plan Design Guidelines. Figure 2 depicts the proposed site plan.

2. Subarea 2

The approximate 11.74 acre Subarea 2 property is proposed for residential development. Conceptually, the Specific Plan includes a 60-lot subdivision with total of 58 single-family residential lots. The proposed residential subdivision is depicted on Figure 3. Access to the project site is via East Cherry Avenue. To provide a pedestrian friendly streetscape, no private driveways will be located on East Cherry Avenue. All homes will be accessed via residential streets and alley ways. A second access/new collector road is located at the future property boundary with the Subarea 3 property. An existing drainage feature is located at the toe of the slope approximately twenty feet from the southerly border of the property. This drainage feature, created in this location due to the historical agricultural activities, takes sheet flows from

the hillside below the St. Barnabas Church property. A .35 acre neighborhood park is planned for interior to the project site on Lot 59.

3. Subarea 3

The JWA seeks land uses that will provide economic sustainability, while allowing for the collective wisdom of the *Issei* (first generation) pioneers to be housed, honored, shared with the public, and passed on to future generations. Specifically, the JWA proposed land uses secures the historical residential and public assembly uses and provides expanded commercial use and residential density necessary for the present and future economic sustainability of the property. The Specific Plan anticipates uses and associated structures that will complement the surrounding neighborhood, while providing a setting for the unique components of the proposed project. While the current property equals approximately 1.52 acres property, an additional .5± acre parcel will be added to the JWA site via the Subarea 2 vesting tentative tract map and a future lot merger. JWA's site plan is depicted on Figure 4.

Figure 2 – Conceptual Site Plan – Subarea 1

Figure 3 – Conceptual Site Plan – Subarea 2

Figure 4 – Conceptual Site Plan – Subarea 3

III. Specific Plan Land Use and Regulatory Provisions

A. Permitted Uses by Land Use Categories

A general description of the intent of the zoning districts is noted in Table 3. The zoning districts - Traffic Way Mixed Use (TMU), Village Residential (VR) and Village Mixed Use (VMU) currently include a list of allowable uses, the Specific Plan incorporates those by reference. Table 4 notes the specific allowed and permitted uses by reference for Subarea 1 and those noted within the Specific Plan for Subarea 2 and Subarea 3. For ease of reference, see Appendix B for the TMU, VR and VMU development codes in their entirety.

Table 3 – Summary of Development Intent by Zoning District

Land Use Designation / Description
Traffic Way Mixed Use – Design Overlay District (TMU D-2.11) The primary purpose of the TMU district is to provide for vehicle sales and services, related retail and office uses and visitor serving facilities convenient to both freeway traffic and vehicles or pedestrians from the nearby village area. Development standards and design guidelines are intended to enhance this specialized mix of uses at the southern gateway to Arroyo Grande which include automobile and small truck sales and service, equipment rental, repair and related services, offices, wholesale and retail sales including outdoor display, motels, restaurants and limited residential uses functioning as live-work units. The TMU district implements and is consistent with the Mixed Use land use category of the general plan.
Village Residential (VR) The primary purpose of the VR district is to provide for residential uses while preserving the character of those areas which are historic or close to historic structures. More particularly, the village residential district is intended to protect historical resources which add interest, identity and variety to older neighborhoods, contributing to the area's quality of life by providing a visual focus on the city's rural heritage. The district is intended as an area for the preservation and development of single-family detached homes at a maximum allowable density of 4.5 dwelling units per gross acre.
Village Mixed Use (VMU) D-2.11 HCO D-2.4 The primary purpose of the VMU district is to provide for a mixture of commercial, office and residential uses compatible with surrounding residential districts, in small-scale pedestrian-oriented developments. Regulations for the VMU district combined with the historic character overlay district promote and preserve older architectural styles, and encourage a harmonious intermingling of other structures. This district encourages use of existing residential buildings for non-residential uses. Typical uses may include single and multiple family residential, specialty retail sales, professional offices, personal services and neighborhood markets. The VMU district implements and is consistent with the village core land use designation of the general plan

Table 4– Specific Plan Allowed Uses

Proposed Zoning District and Allowable Uses		
Traffic Way Mixed Use – Design Overlay District (TMU D-2.11)		
Note:	All uses subject to the permitting requirements of Development Code Table 16.36.030(A) – Uses Permitted Within Mixed Use and Commercial Districts.	
Village Residential (VR)		
	Single-family detached	Vacation rentals and homestays
	Guest quarters	Second residential dwelling unit
Note:	All other uses subject to the permitting requirements of Development Code Table 16.32.040-A Uses Permitted Within Residential Districts.	
Village Mixed Use (VMU)		
	Office	Community center
	Personal services	Library, museum
	Vacation rentals and homestays	Park, playground
	Accessory retail uses	School - Specialized education/training
	Artisan shop	Studio - art, dance, martial arts, music, etc.
	Farmers market	Assisted Living
	General retail	Home occupation
	Groceries, specialty foods	Single family residential
	Produce stand	Multi-family housing
	Restaurant, Café, Coffee shop	Residential care facility
	Club, lodge, private meeting hall	
Note:	All other uses subject to the permitting requirements of Development Code Table 16.36.030(A) – Uses Permitted Within Mixed Use and Commercial Districts.	

B. Specific Plan Development Standards

The East Cherry Avenue Specific Plan has been prepared to outline various land use and development standards as identified in the City's General Plan and Development Code(s) for the East Cherry Avenue Specific Plan properties. The Specific Plan defines development standards as a framework for residential, commercial, and mixed-use land uses within the designated Specific Plan subareas.

The standards in the Specific Plan are generally similar to the City's established standards, but in some situations, height limits, setbacks, minimum parcel sizes, and other noted standards have been modified or added to meet the vision of the Specific Plan. The following development standards are applicable to all Specific Plan properties and supersede the City's existing Development Code regulations. All other City development regulations, such as land division, excavation, grading, erosion and sediment control will remain applicable with any revisions, noted in the Specific Plan and summarized in Chapter VI. Implementation, Administration, and Enforcement.

Development standards are outlined in Tables 5, 6 and 7. Table 5 includes the development standards for the commercial land use district. Table 6 includes the development standards for the residential land use district, while Table 7 includes development standards for the mixed-use land use district.

In the event that one or more of these standards are not achieving the design and development objectives in the Specific Plan, the development standards in Table 5, 6 and 7 may be modified pursuant to processing a new and/or amended Conditional Use Permit with subsequent review by the Planning Commission, without amending this Specific Plan. If development standards are modified or adjusted on a case-by-case basis, the Planning Commission shall make findings that such modification or adjustment is consistent with the design objectives of the Specific Plan.

Table 5 – Traffic Way Mixed Use (TMU) District Development Standards

Development Standard	Traffic Way Mixed Use (TMU) Requirement
1. Maximum Density Mixed Use Projects	New residential limited to live-work units in conjunction with allowed uses. Density determined by discretionary action.
2. Minimum Lot Size	10,000 square feet (gross).
3. Minimum Lot Width	80 feet
4. Front Yard Setback	0 - 15 feet. Exceptions may include areas for outdoor sales determined through discretionary action.
5. Rear Yard Setback	0 - 15 feet. Wherever a lot in any commercial or mixed use district abuts a residential use or a lot in any residential use district, a minimum building setback of twenty (20) feet measured from the property line shall be required for proposed commercial use.).
6. Side Yard Setback	0 feet. Wherever a lot in any commercial or mixed use district abuts a residential use or a lot in any residential use district, a minimum building setback of twenty (20) feet measured from the property line shall be required for proposed commercial use.
7. Street Side Yard Setback	0 - 15 feet. Exceptions may include areas for outdoor sales determined through discretionary action.
8. Building Size Limits	Maximum height is 30 feet or three stories, whichever is less; a maximum of 36 feet is allowable through the CUP process for visitor serving uses. Maximum building size is 50,000 square feet; a greater size may be allowed through the CUP process.
9. Site Coverage and Floor Area Ratio	Maximum coverage of site is 75%. Maximum floor area ratio is .75.
10. Site Design and Signs	See Design Guidelines and Standards D-2.11. Additional sign standards also in Chapter 16.60
11. Off-Street Parking and Loading	See Design Guidelines and Standards D-2.11 Exhibit 'A' for shared parking locations. See Also Section 16.56.020. Exceptions allowed by Section 16.16.120

Table 6 – Specific Plan Village Residential (VR) District Development Standards

Development Standard	Village Residential (VR) Requirement
1. Maximum Density (DU/gross acre)	5.0 dwelling units per gross acre
2. Minimum Lot Size	4,300 net square feet
3. Minimum Lot Width	50 feet at building setback
4. Minimum Average Lot Depth	70 feet
5. Minimum Front Yard New Subdivisions of 5+ Lots[1]	15 feet to residential structure, 10 feet to porch, 20 feet to front loaded garage
Infill and Additions	Setbacks listed above or the average setback of structures to the street on either side and directly across block front for properties in the same district
6. Minimum Interior Side Yard Setback	5 feet
7. Minimum Front/Street Yard Setback[1]	10 feet building, 5 feet to porch, 18 feet to garage
8. Minimum Rear Yard Setback[2]	10 feet (1-story), 15 feet (2-story)
9. Maximum Lot Coverage	55%
10. Maximum Height	30 feet or 2 stories, whichever is less; 14 feet for accessory buildings
11. Minimum Distance between Buildings	10 feet, including between main dwellings and accessory structures
12. Fencing Setback	5 feet from property line, 0 feet from access easement
13. Two-car Garages	Minimum 22 feet wide x 18 feet 6½ inches deep
14. Floor Area Ratio (FAR)	**Lot Size** — **FAR** 0—4,000 square feet net — 0.35 4,001—7,199 square feet net — 0.55 7,200—11,999 square feet net — 0.50 12,000 – 39,000 square feet net — 0.45
PARKING[3]	
15. Single-family Homes	2 spaces/unit within an enclosed garage.

[1] The East Cherry Avenue Specific Plan Design Guidelines encourages varying setbacks by as much as 5-feet.

[2] Infill development on a parcel within a previously approved project. Where the city has established specific setback requirements for single-family or multifamily residential parcels through the approval of a specific plan, subdivision map, planned unit development or other entitlement, those setbacks shall apply to infill development and additions within the approved project.

[3] Chapter 16.32 Residential Districts Section 16.32.030 F. Special Use Regulations for the Village Residential District shall apply.

Table 7 – Specific Plan Village Mixed Use (VMU) District Development Standards

Development Standard	Village Mixed Use (VMU) Requirement
1. Maximum Density	15 dwelling units per gross acre.
2. Minimum Lot Size	5,000 square feet.
3. Minimum Lot Width	40 feet.
4. Front Yard Setback	0 - 15 feet.
5. Rear Yard Setback	0 - 15 feet. 10 feet required when the project abuts a residential district.
6. Side Yard Setback	5 feet when the project abuts a residential district for single story structures and 10 feet is required, on one side, for a multiple stories.[1]
7. Street Side Yard Setback	0 - 15 feet.
8. Building Size Limits	Maximum height is 30 feet or three stories, whichever is less; a maximum of 36 feet is allowable through the MUP process. Maximum building size is 10,000 square feet.
9. Site Coverage/Floor Area Ratio (FAR)	Maximum coverage of site is 100%. Maximum FAR is 1.
10. Site Design	See Specific Plan Design Guidelines. (See Design Guidelines and Standards for Historic Districts[2].)
11. Off-Street Parking and Loading	See Parking below. [See Section 16.56.020(C)].
12. Signs	See Chapter 16.60 Signage
PARKING[3],[4]	
1. Senior housing – independent living	Studio - 1 space /unit. 1+ Bedrooms – 1 space/unit.
2. Public and semi-public buildings	1 space/5 fixed seats or 1 space/50 square feet of floor area designed for public assembly.
3. General retail	1 space/300 square feet of gross floor area accessible to the public, excluding restrooms.
4. Hotels & motels, includes B&B	1 parking space/unit, and 2 parking spaces for the manager's office, as applicable.
5. Outdoor sales	1 space/2,000 SF open area for the 1st 10,000 SF, then 1 space/5,000 SF > 10,000 SF.

[1] The proposed archive building is exempt from these requirements, as it will be reconstructed in the original location of the former hall building.

[2] Design Guidelines and Standards for the Historic Character Overlay District (D-2.4) are noted for reference only, as the East Cherry Avenue Specific Plan Design Guidelines shall prevail.

[3] Parking required for residential use in mixed use projects does not need to be covered. See Muni Code Section 16.56.060 Item 1.

[4] Required parking may be reduced pursuant to Muni Code Section 16.56.050.

C. General Plan Consistency - Project Relevant Policies

The General Plan serves to identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development. The General Plan provides a basis for local government decision-making and also provides citizens with opportunities to participate in the planning and decision-making process of their communities. A specific plan is a hybrid that can combine policy statements with development regulations. As such, specific plans are also required to conform to the General Plan.

While the required contents of a specific plan must conform to Planning and Zoning Law (California Government Code Section 65000-66037), they must also have a relationship with the approved General Plan. In essence, the goals and policies in the General Plan form the basis of and explicitly inform the preparation of a specific plan. The General Plan Land Use Element provides guidance on the necessity of a specific plan – for relatively large properties or sites that involve diverse adjoining land uses or unusual or unique features. (See LU 10-2) More specifically, General Plan Land Use Element policy LU5-13 speaks directly to the subject properties.

> *The 14± are southeast of Traffic Way and E. Cherry Avenue is designated as "Mixed use, Planned Development" (MU-PD), including residential, agriculture related, and commercial components. The residential planned development component may include single-family residential development with lot sizes of 5,500 square feet or more. The agricultural related component may include organic farms, teaching farms, or similar specialty uses (not involving pesticide applications). The commercial component of the Mixed Use, Planned Development may include agricultural services and/or farm supplies, nursery, or other uses allowed or conditionally permitted in the Mixed Use district fronting on Traffic Way.*

The following describe policies of the various General Plan Elements that relate to the East Cherry Avenue Specific Plan. While not all inclusive, these particular policies have a direct correlation to the ultimate development of the East Cherry Avenue properties.

1. Agricultural Conservation and Open Space

Policies embedded in the Agricultural Conservation and Open Space Element of the General Plan address the importance of prime farm lands, their protection, and provide mitigation measures for the potential loss of agricultural lands. Mitigation measures consist of the permanent protection of prime farmland soils at a ratio of 1:1 and up to 2:1, in addition to alternative mitigation measures that include payment of in-lieu fees or such other mitigation acceptable to the City Council.

Based upon the Agriculture land use designation of the properties in Subarea 2, and the subsequent change in land use designation(s), this Specific Plan area will be required to comply with the noted policy to compensate for acreage of land removed from the capability for agricultural use.

Subarea 3, based upon the historic use of the site, acknowledgement of the cultural heritage of the Japanese agricultural community in Arroyo Grande, and the proposed development of historic orchards, Japanese cultural gardens, and farm gardens, the City Council agreed that the development in and of itself constituted appropriate mitigation to satisfy the loss of agricultural lands.

2. Circulation Element

Policies in the General Plan Circulation Element specifically address the need to define and preserve "study area" corridors and alternatives for future roadway improvements. In addition, the policies address the requirement, in the vicinity of a study area, that new development provide all or a portion of right-of-way and improvements that are associated with the new development.

Subarea 1 and Subarea 2 will be contributing to the City's long-term vision for the future growth potential that includes properties both within the city limits and the Sphere of Influence, located at the southern end of the City of Arroyo Grande. A new collector road has been designed and is located along the westerly boundary of Subarea 2. This new collector will stub out to Subarea 2's south property boundary for a future connection, and exit onto East Cherry Avenue.

3. Economic Development Element

The purpose of this element of the General Plan is to provide a framework for residents, business owners, prospective new business owners, and City officials to guide the City's economic growth for the next 10 years. There are a number of goals, objectives, policies, and implementation measures that provide this guidance.

While new residential development is not, in and of itself, an economic driver, it nonetheless provides for a small increase in property values and related taxes, contributes to the local school district via fees, increases the housing stock, and provides a potential for a "trickle-down effect" for local goods and services required by new homeowners.

While not technically in the Village Core, the proposed improvements to the JWA property speak directly to the enhancement of the community image via its rich cultural background and the directive to preserve the historic nature of contributions by certain sectors of the population. The City's strategy to promote the importance of tourism is well served by the JWA proposal to provide a cultural archive, community hall, and gardens and related activity areas that underscore the agricultural contributions of the Japanese Americans to the City of Arroyo Grande.

Certainly, the impetus behind the Traffic Way Mixed Use (TMU) designation was to improve the visual experience and quality of the corridor and, in doing so, enhance its commercial viability and contributions to the City's economic base. While the original focus was on auto dealerships, which are undoubtedly a sales tax generator, the proposed hotel will both support the City's goal of visitor-serving uses and generate revenue through the transient occupancy tax.

4. Housing Element

The General Plan Housing Element provides an analysis of the existing and projected housing needs for the City. Local and State governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community. The City of Arroyo Grande envisions adoption of policies, programs, regulations, standards and procedures to encourage increased housing supply in order to provide their fair share of the regional housing need.

The population growth that occurred in Arroyo Grande from 2000 to 2010 was higher than the surrounding communities, but less than the State and County growth. The vacancy rate for rental units is less than the optimal rate and indicates a shortage of rental housing units in the City. However, this is not an uncommon statistic in the south San Luis Obispo County area. Grover Beach has an overall total unit vacancy rate of 11 percent and San Luis Obispo, seven percent, while Pismo Beach has an extremely high overall vacancy rate of 31 percent.

The Specific Plan areas include an increase in single-family detached residences, which complements the pattern of the residential densities found in the adjacent and neighboring properties. While considered a small increase in housing, Subarea 2 will, nonetheless, provide for a new supply of housing in close proximity to services, thereby potentially reducing vehicle emissions and promoting a healthier life style.

The housing proposed Subarea 3 provides for independent senior living, which is a much needed housing type based upon the explosion of the ageing baby boomer population. The visitor-serving aspect of the B&B unit provides an opportunity for a unique experience, not currently offered in the City.

5. Fringe and Urban Area Land Use Element

The Land Use Element establishes policies regarding urban growth, annexation, General Plan Map designations, and key land use policies for individual neighborhoods and groups of neighborhoods within the City. The Land Use section is organized to: plan for sufficient land for residential, industrial, commercial and public uses; to appropriately locate land uses in order to enhance community character; to preserve important natural resources and sensitive lands; and to enable the City to efficiently ensure that adequate municipal services are provided.

This element of the General Plan, in conjunction with other chapters of the General Plan, provides a guide to the future use of undeveloped land, to the use and maintenance of the built environment, and to the redevelopment and in-fill policies where the existing built environment no longer makes the best use of limited resources. This element helps to define the neighborhoods' visions for changes that may occur within their boundaries and for preventing changes that they feel may threaten their neighborhoods. It provides a framework for use by policy makers, commissions, and City staff, to assist in the evaluation of land development proposals and the legislation that guides land use in the City.

While the Land Use Element contains many policies, the noted policies below address specifically the East Cherry Avenue Specific Plan subareas.

The proposed development of Subarea 1, although in compliance with the existing Traffic Way Mixed Use development standards and other policies, is included in the East Cherry Avenue Specific Plan to comprehensively plan for infrastructure improvements – traffic and circulation, water resources, wastewater disposal and other utility connections. Minor modifications to the Design Guidelines and Standards for Design Overlay District D2.11 – Traffic Way and Station Way are included in the Specific Plan Design Guidelines.

The development of Subarea 2 complies with both the following additional policies: LU2 Accommodate a broad range of Single Family Residential (SFR) housing densities within the City; and LU2-4 Accommodate the development of urban, single-family residential units in areas designated as Single-

Family Residential – Medium Density (SFR-MD). While policy LU2-4.1 allows for a maximum of 4.5 dwelling units/acre, LU2-4.2 provides for alternative development standards, and increased density (maximum of 10%) where superior neo-traditional subdivision design is proposed. The Specific Plan ensures that development within Subarea 2 will be of a superior design.

The development of Subarea 3, as a mixed use land use, will provide for a diversity of retail, residential and visitor serving uses that is both compatible with and supports the neighborhood and the greater community (Mixed Use LU5-1). Subarea 3 is strategically located near Traffic Way – a major arterial that will provide easy access to the subject property. While the proposed uses on Subarea 3 comport with the stated Mixed Use policies, it is especially noteworthy that the JWA proposal underscores the stated importance of both resident and visitor-serving accommodations and the key cultural components embedded in the project design.

Growth Management policies typically address and promote a pattern of land use that protects the integrity of existing land uses, area resources, and infrastructure. Many of the policies outlined in the growth management section are applicable to development of the East Cherry Avenue Specific Plan areas, and therefore have been included in the Specific Plan to ensure substantial conformance, for example: LU11-1 requires that new developments be at an appropriate density or intensity based upon compatibility with the majority of existing surrounding land uses; LU11-1.4 restricts new urban single family, multiple family, and mobile home uses to infill areas adjacent to existing developments of similar density; LU11-2 requires that new development should be designed to create pleasing transitions to surrounding development; and LU11-2.4 requires that new developments be designed so as to respect the views from existing developments; provide view corridors which are oriented toward existing or proposed community amenities, such as a park, open space, or natural features.

The City of Arroyo Grande takes pride in its small town character and rural setting. The retention and enhancement of this character is at the foundation of the City's vision for planning and growth management. The Specific Plan has been created to ensure that the policies embedded in the Land Use Element, and specifically those addressing Town Character and Community Design Guidelines (LU 12), are incorporated by reference such that future development of the subareas are in conformance with the essence of Arroyo Grande's small town character and rural setting.

6. Parks and Recreation Element

The East Cherry Avenue Specific Plan areas are required to adequately provide for the recreational needs of the City's residents and visitors and, in doing so, will be in substantial conformance with the objectives and policies expressed in the Parks and Recreation Element.

The proposed development in Subarea 2 is required to contain a neighborhood park to serve the day-to-day needs of the new neighborhood by including such amenities as playgrounds suited for primary school age children, and areas for passive recreation (e.g., pathways, seating, BBQ areas). The proposed development in Subarea 3 includes typical passive recreational amenities, while adding an educational component, not typically provided for in development.

Bicycle lanes and traffic calming devices will be required to be included in future development proposals to ensure safe street crossings and promote alternative methods of transportation and healthier life styles.

IV. Design Guidelines

A. Overview of Purpose and Intent

This section of the Specific Plan establishes design guidelines for the proposed developments to ensure compliance with the General Plan goals and policies and the community desires for high-quality, aesthetically pleasing, and compatible development.

The following design principles and Specific Plan Design Guidelines are compatible with the City's existing guidance documents: Design Guidelines and Standards for the Historic Character Overlay District (D-2.4), inclusive of the Village Residential District and the Village Mixed Use District (albeit, the properties are not currently in or adjacent to the existing overlay area), and the Design Overlay District (D-2.11) pertaining to the Traffic Way area. The table below clarifies each subarea and the applicable design guidelines.

Table 8 – Specific Plan Designations and Applicable Design Guidelines

Subarea	Zoning	Acres±	Design Guidelines
1	Traffic Mixed Use (TMU-SP)	2.16±	Design Overlay District D-2.11 + East Cherry Specific Design Guidelines*
2	Village Residential (VR-SP)	11.12±	East Cherry Specific Design Guidelines* (see Appendix E- Residential)
3	Village Mixed Use (VMU-SP)	2.01±	East Cherry Specific Design Guidelines* (see Appendix E- Mixed-Use)
	TOTAL ACRES	**15.29±**	
* As compatible with concepts found in Design Guidelines and Standards for the Historic Character Overlay District (D-2.11)			

For reference, the existing guidance documents can be found in Appendix C and Appendix D, respectively. See Appendix E for the East Cherry Avenue Specific Plan Design Guidelines. These guidelines provide a framework for commercial and residential planning, architecture and landscape architecture, while addressing the unique nature of the Subarea 3 property and a contemporary interpretation of its historic character. The proposed guidelines take their cue from the Japanese art, called *wabi-sabi*, of finding beauty and tranquility in simple things and in nature. Modifications to the existing Design Guidelines and Standards for Design Overlay District (D-2.11) – Traffic Way and Station Way, maintains the high quality design goals and policies while allowing for flexibility for additional architectural styles.

B. Key Design Principles

Future development pursuant to this Specific Plan shall be consistent with the following design principles.

- **Preservation of habitat areas and trees** – Existing trees shall be evaluated for their health and vigor and incorporated into project design(s). Habitat areas (e.g., man-made drainage features that have established riparian vegetation) shall be preserved and/or enhanced.
- **Public space** – Public space should be integrated into the individual project designs to promote pedestrian scale and character, and a sense of place. Residential neighborhoods shall be designed with common areas with consideration for both passive and active recreational components, as applicable.
- **Pedestrian enhancement** – Residential development should foster neighborhood connectivity through the design of streets, sidewalks/pathways, and alternative modes of transportation.
- **Building design and social interaction** – Design features such as porches, front yards along streets, entries facing public walkways should be incorporated into the residential design to strengthen neighborhood atmosphere.
- **Water conservation –** Designs shall incorporate low water use fixtures and appliances, appropriate landscape design, low volume irrigation systems, drought tolerant native or non-native, non-invasive plant material.
- **Low impact development (LID)** – Various design strategies shall be employed to reduce impacts to water quality and drainage.
- **Minimize air quality impacts** – All development shall include various measures to minimize greenhouse gas emissions and contribute to an overall cumulative air quality.

C. Design Review Process

Prior to submittal of construction documents for the individual projects within the Specific Plan, conceptual site, building and related features and amenities Specific Plans shall be submitted to the City for review by the Architectural Review Committee (ARC). The ARC is charged with determining that individual Specific Plan projects meet the intent of these design guidelines.

Construction documents prepared for individual building projects shall be submitted to the City and reviewed by the Building Department and various other departments, as required. The Community Development Department shall be responsible for ensuring that the plans are in substantial conformance with the design guidelines in the Specific Plan. The Community Development Director shall be authorized to allow minor deviations from the Specific Plan guidelines subject to findings that the requested deviation is consistent with the intent of the East Cherry Avenue Specific Plan.

D. Architectural Design Guidelines

The Specific Plan's architectural design guidelines, included in Appendix E, reflect the distinct differences between the single family residential project and the mixed-use nature of the JWA project. The Subarea 1 property is subject to the Design Guidelines and Standards for Design Overlay District (D-2.11) that pertain to the Traffic Way Area, as modified, and are incorporated herein by reference.

E. Landscape Design Guidelines

The intent of the East Cherry Avenue Specific Plan is to define landscape architectural improvements that provide a sense of continuity between the varied uses, yet recognizes the uniqueness of the individual developments. Exterior landscape architectural treatments, including both hardscape and softscape elements (i.e., plantings), will provide a unifying theme to the physical design of the varying uses, while maintaining individual design expression.

Distinctive building design will benefit from the consistency in streetscape design and materials including a unifying palette of vegetation and tree selection. This would include the streetscape for both the public right-of-way and any proposed interior streets. The City of Arroyo Grande provides a list of acceptable street trees. Street trees shall be chosen to provide a sense of place or unity in the neighborhood. Landscape plant selections shall also conform to macro- and micro-climatic requirements. In general, plant material shall be native and/or drought tolerant to the greatest extent possible. Invasive non-native species are prohibited.

Street trees and related parkway plantings shall be installed with a palette of species and landscaping appropriate in scale and species for each street type. Street trees shall be installed on both sides of the streets and be spaced thirty-five feet (35') on center. Each street should have one dominant species of street tree for in-sidewalk planters or parkways, with alternate tree types for any in-street parking space trees and planted medians. Large canopy, deep-rooted street trees should be used on all streets, as listed on the City of Arroyo Grande Parks Division Tree List.

F. Signage and Lighting Guidelines

Entry signage for the proposed projects should be easily visible by motorists, pedestrian scale, and reflect the architectural theme and character of the specific project. Unless noted, the City's Development Code Chapter 16.60 – Signs will dictate the specific standards for signage, including number of signs, sign dimensions, illumination, accessory and incidental and supplemental signs.

Lighting for the projects shall be designed to provide for safety, utility and decoration. Lighting fixtures and their operations shall comply with the City's Development Code Chapter 16.48.090 and standards promulgated by the International Dark-Sky Association/Illuminating Engineers Society Model Lighting Ordinance (http://www.darksky.org/assets/documents/MLO/MLO_FINAL_June2011.pdf)

In general, lighting fixtures shall be downward-facing, fully shielded and recessed to reduce spill and glare and preserve the starry night sky. Fixtures for the illumination of streets and public spaces shall be energy efficient LED.

G. Roadway Design Standards

The Specific Plan area is bounded by East Cherry Avenue, a collector street, on its northerly boundary and Traffic Way, an arterial street, along the Subarea 1's westerly boundary. No improvements are planned for Traffic Way in this Specific Plan. Roadway design standards have been developed for four (4) types of roads within the Specific Plan area. Subarea 3's internal circulation system includes solely private driveways. Designs for Subarea 2 and Subarea 3 shall provide on-site fire and emergency vehicle access and circulation. Figures 5 – 8 depict the five (5) road types, including the following.

- East Cherry Avenue Collector
- Project Collector
- Residential Interior Street (2)
- Residential Alley

"Collector" roads are defined as two-lanes with or without turn lanes, controlled access, with on-street parking optional and typically include eighty-four feet of right-of-way. There are two collector roads associated with the Specific Plan Area – the existing East Cherry Avenue and a new collector to be located between Subarea 1 and Subarea 2. Improvements to East Cherry Avenue include upgrades to the right-of-way in the form of pedestrian sidewalks, parkways, parking, and bicycle lanes. The proposed collector street between Subarea 1 and Subarea 2 recognizes the City of Arroyo Grande's long term vision to provide circulation to properties currently within the city limit and other properties within the City's Sphere of Influence that are located to the south.

"Residential Interior Streets" are designed to provide access within the single family residential neighborhood. These streets are intended to serve residential and visitor uses and are scaled to appropriately fit the residential nature of the project. The residential interior street includes the following section:

- (2) 12-foot travel lanes, (2) 8-foot parking areas, and (2) 6-foot sidewalks, and vegetated bioswales at the back of sidewalk.

The "Residential Alley" is designed to provide rear access to abutting lots and allows for a more pedestrian oriented development with front doors/front porches facing the adjacent streets. The alley way measures 26-feet wide, with a three (3) foot driveway access easement to each garage. Parking in the alley will be prohibited, while parking in garages will be encouraged via a recorded Declaration of Covenants, Conditions, and Restrictions.

All street standards shall be reviewed and revised by the City Engineer, including optional features such as landscaped medians, curb bulb-outs and parkways, and/or street trees and similar design amenities when approved by the City of Arroyo Grande. Alternative street standards will also be considered.

Figure 5 – Section – East Cherry Avenue Collector

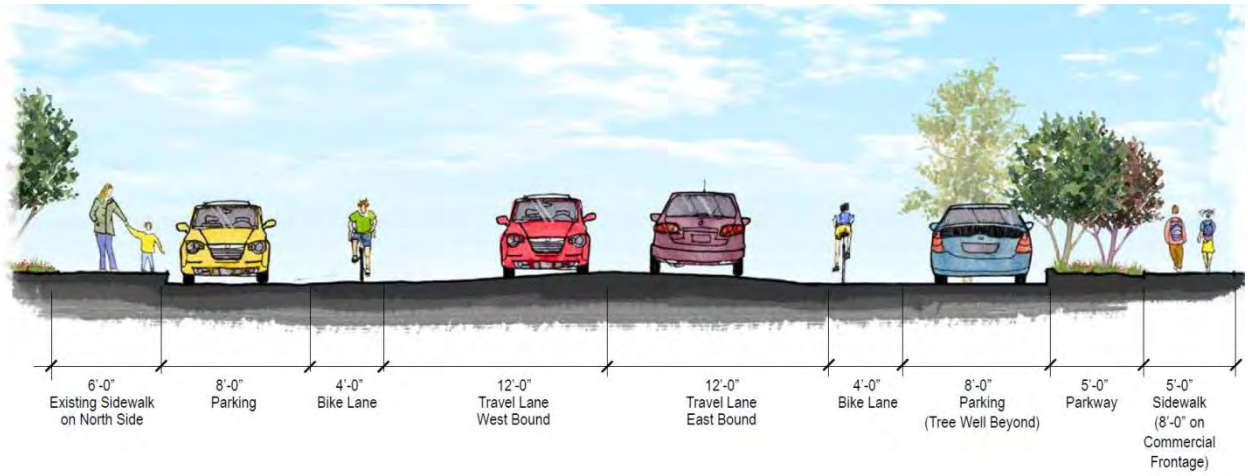


Figure 6 – Section – Project Collector

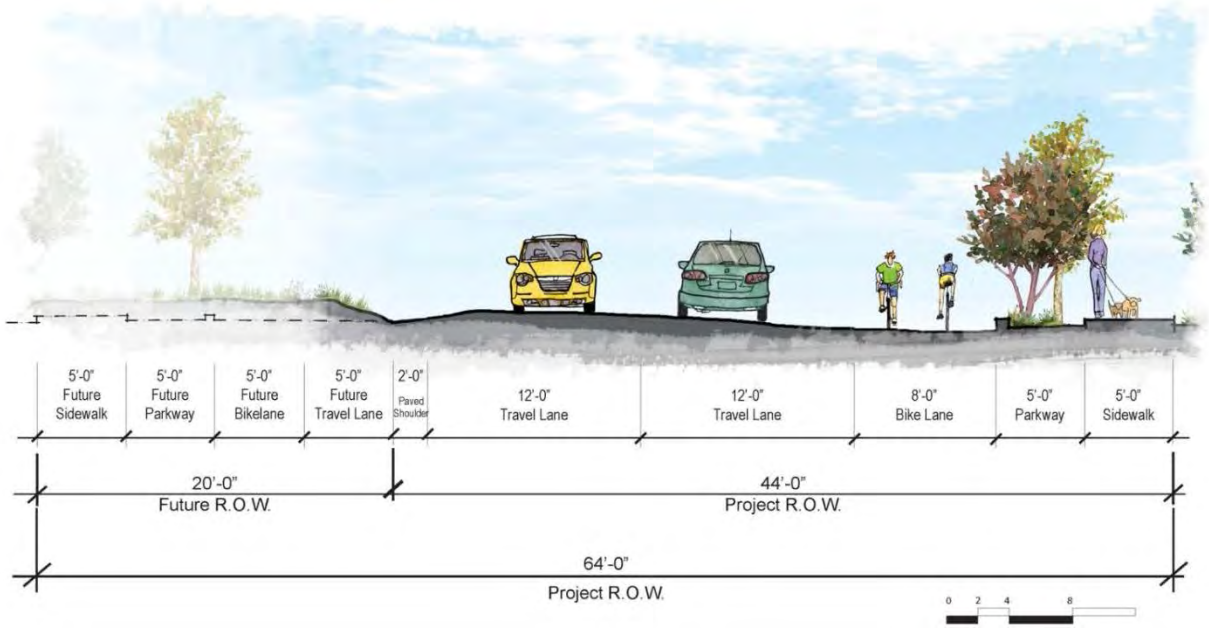


Figure 7 – Section – Residential Interior Street

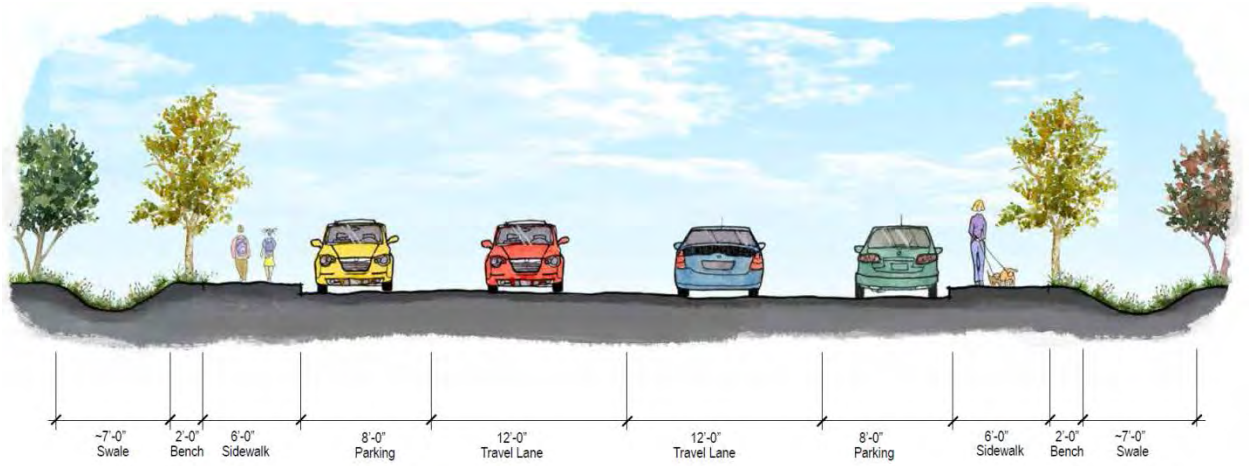
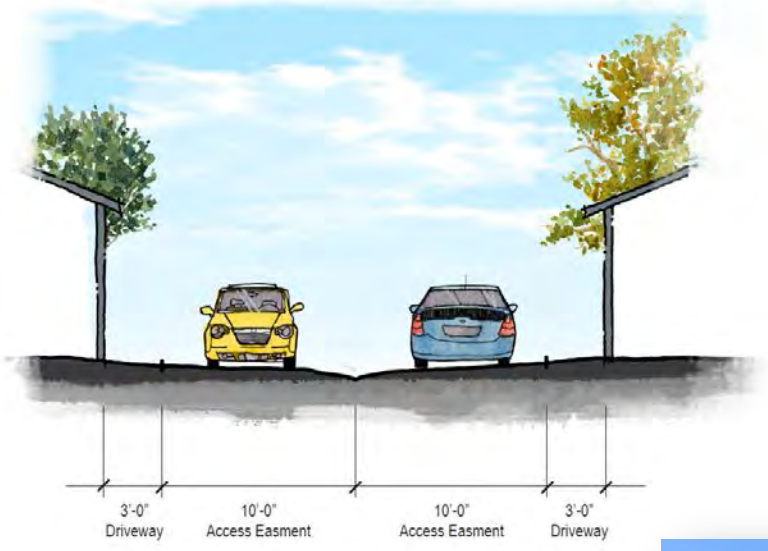


Figure 8 – Section – Residential Alley and Example Photos of Residential Alleys



H. Energy Conservation, Air Quality and Site and Building Design

Buildings in the United States account for 36 percent of total energy use, 65 percent of electricity consumption, and 30 percent of greenhouse gas emissions. The vast majority of energy used to power buildings comes from nonrenewable resources. Fostering a transition to sustainable energy use involves addressing not only the energy's source, but also its efficient use. One of the most cost-effective ways to manage energy use in buildings it to employ principles of conservation design – proper siting of buildings, landscaping and other site design considerations, and a comprehensive approach to building dynamics.

Projects in the Specific Plan area shall consider and employ the following techniques to further energy conservation.

1. Site Design Considerations

- Situate lots and roads to minimize building exposure to the east and west.
- Increase density with the urban core and urban reserve lines.
- Orient a building so that the longest building side faces north/south.
- Orient buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment.
- Design roof awnings to maximize sunlight exposure in the winter and shading in the summer.
- Build structures close together to create a wake in the wind (weakening wind velocity) to help save heating costs.
- Design streets and staggers lots to create wind disturbances that will save heating costs.
- Provide good access to/from the development for pedestrians, bicyclists, and transit users.

2. Landscaping and Other Site Design Considerations

- Preserve or install shade trees to reduce heating and/or cooling costs.
- Specify trees and shrubs, typically evergreens, as a windbreak to reduce annual fuel costs.
- Consider opportunities for alternative energy production, such as solar, when planning the landscape.
- Eliminate turf areas in single-family residential designs with an allowance for turf grass in recreational areas only.
- Encourage the use of gray water systems for individual residential lots pursuant to the 2013 California Plumbing Code Chapter 16 Section 1602.2 et. seq.

3. Building Dynamics

- Utilize green building materials (materials which are resource efficient, recycles, and sustainable) available locally, if possible
- Create a well-insulated and airtight seal around the building, including double-paned, operable windows.
- Consider available technologies to reduce energy consumption including, but not limited to, HVAC systems, thermostats, lighting fixtures, water fixtures and appliances, and alternative energy sources.

- Utilize built-in energy efficient appliances (i.e., Energy Star®).
- Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs.
- Design buildings to include roof overhangs to block summer sun, but not the winter sun (i.e., passive solar design).

V. Infrastructure and Phasing of Development

A. Public Services

A variety of demands for public services are associated with the change in and intensification of use for the Specific Plan areas. These demands take the form of infrastructure to serve the future land uses, such as roads, water, wastewater disposal, utilities, in addition to other general City services, such as police and fire protection, general government administrative services, recreation programs, etc.

The Specific Plan will quantify the overall demands for water resources and wastewater treatment based upon the proposed uses anticipated in Subarea 2 and Subarea 3. The Specific Plan assumes that Subarea 1 demands will not change from the base line demands established under its current zoning district.

Standards for storm water management and the implementation of Low Impact Development (LID) and post-construction stormwater management methodologies will be required to be developed for individual projects within the Specific Plan area.

The Specific Plan includes an infrastructure phasing plan that will define the build-out of the individual projects and what resources and infrastructure will be completed to support each phase.

B. Water Supplies

The City receives water from both groundwater and surface water. Groundwater is extracted primarily from the Arroyo Grande Plain of the Tri-Cities Mesa sub-basin of the Santa Maria Groundwater Basin. In addition to groundwater, the City receives surface water from the Lopez Reservoir project, which provides a contractual supply of 2,290 acre-feet annually. The City has a variety of water sources including groundwater, local surface water, and ponded storm water used for groundwater recharge, irrigation and construction water.

The City currently operates six (6) storage reservoirs, which are capable of storing a total of 6.7 million gallons. The City's water service area population includes both connections inside the city limits, outside of the city limits, and excludes connections served by the Oceano Community Service District in an area in the southwest portion of the city limits. All connections to the City's water system are metered, and there are no agricultural or industrial connections to the City's water system.

Based upon the City's Water System Master Plan (December 2012, adopted by City Council Resolution, 22 January 2013) and the 2015 Urban Water Management Plan (June 22, 2016), the City currently serves water to a population of 17,731 residents. The population of the City is expected to grow from its current level of approximately 17,731 residents to 20,000 residents at build-out. The Water System Master Plan included a recommendation for infrastructure improvements recommended for the ultimate build-out of the City.

California is currently facing its fourth year of drought conditions. As of February 2015, the City of Arroyo Grande City Council approved water conservation and emergency water shortage restrictions and regulations framework. These restrictions and regulations are part of a comprehensive strategy to address the City's long-term water supply needs through increased water conservation measures, to protect the existing water supply by pursuing studies to consider a project that will use recycled water to prevent seawater intrusion.

New water mains and related infrastructure shall be installed by the individual developers in the Specific Plan area under the guidance of the City Engineer. Individual tract maps and development plans will provide detailed utilities analyses to support specific land uses, and shall be approved by the City Engineer.

C. Water Demands

Water demands for Subarea 1, 2, and 3 have been calculated and are presented in Table 9.

Table 9 – Projected Water Demands

Subarea	Existing (E)& Proposed (P) Land Use District	Proposed Uses	Quantity (# of Units)	Water Use Factor	Water Demand (afy)
1	(E) TMU	Hotel & Restaurant	100 rooms & 4,000 SF	.092 afy/unit 4.6 afy	9.2 4.6
2	(P) Village Residential (VR-SP)	Medium Density Residential	58	0.3 afy/unit[1]	17.40
3	(P) Village Mixed Use (VMU-SP)	▪ Visitor-Serving (*Cultural archive & community center*)	3,403 sf	.06 afy/1000 sf	0.20
		▪ Senior/Group Housing	10	0.10 afy/unit	1.0
		▪ Caretaker's Unit + Commercial Kitchen	1 690 sf	0.3 afy/unit + 1.32/1000 sf	0.30 0.91
		▪ B + B Unit/Guest House	1	0.13 afy/unit	0.13
		▪ Retail/Farmstand	550 sf	0.30/1000 sf	0.16
ESTIMATED WATER DEMAND					**33.90**

[1] Water demand estimates are derived from the City of Arroyo Grande Urban Water System Master Specific Plan, December 2012 and cross referenced to water demand factors from the cities of Pismo Beach and San Luis Obispo.

D. Historic Agricultural Water Use

A portion of Subarea 1 and the entire Subarea 2 parcel have been historically farmed with a variety of vegetable row crops – broccoli, cabbage, celery, and lettuce, etc. Crop rotation has allowed for approximately 2 to 2.25 crops of vegetables per year per acre. Traditionally, supplemental irrigation has been applied with overhead sprinklers. The supplemental irrigation is provided by two (2) existing water wells located on the Subarea 2 parcel. One of the agricultural wells will be made accessible to Subarea 3 for use as supplemental irrigation on the common area landscaping. The following represents the water demand factors per crop.

Type of Crop	Type of Irrigation	Water Use Factor(s)[2]
Broccoli	Overhead Spray	1.5 – 2.5 acre feet/acre
Cabbage	Overhead Spray	1.5 – 2.0 acre feet/acre
Celery	Overhead Spray	2.5 – 3.5 acre feet/acre
Lettuce	Overhead Spray	1.5 – 2.0 acre feet/acre

Table 9 represents the historic and current agricultural water use on Subarea 1 and Subarea 2, the projected water use for the proposed projects (including Subarea 3), and the resultant delta.

Table 9 – Agricultural Water Use vs. Projected Water Demands

SUBAREA	AREA (Acres ±)	CURRENT USEAGE	PROJECTED WATER DEMAND	DELTA (afy)
1	2.2	6.48	13.8	(7.32)
2	11.6	34.8	14.4	20.4
3	1.5	41.3	2.7	(2.7)
TOTALS	**15.3**	**41.3**	**30.9**	**10.4**[3]

E. Wastewater Services and Wastewater Disposal Demands

The City of Arroyo Grande provides a wastewater collection system for residential, commercial, and institutional buildings within the City. The City's collection system conveys raw wastewater to trunk mains owned and operated by the South San Luis Obispo Sanitation District (SSLOCSD). Wastewater treatment and ocean disposal is also provided by SSLOCSD.

According to the State of California, Department of Finance, the 2014 population was approximately 17,323 is expected to increase to 20,000 at build-out of the existing city limit. As the City corrects current

[2] Source: UC Davis – Vegetable Research & Information Center
http://anrcatalog.ucdavis.edu/pdf/7220.pdf; /7211.pdf; & /7208.pdf58
University of California Ag & Natural Resources Statewide Integrated Pest Management Program
http://www.ipm.ucdavis.edu/PMG/r441311511.html

[3] The projects, as proposed, are projected to increase the City's water supply entitlement by approximately 10.4 acre feet/year. The conversion from agricultural production to visitor-serving and residential uses will add approximately 0.3% back to the City's existing 3,813 acre feet/year entitlement. Source: 2015 UWMP

capacity and age-related problems with the system infrastructure, the City intends to construct wastewater system improvements consistent with the ultimate needs of the system, to make certain that the wastewater collection facilities are adequate for build-out, and to establish a capital improvements projects program, accordingly. The City operates five (5) wastewater lift stations within its collection system. All lift stations have the capacity to meet build-out peak hour wet weather flows.

The South San Luis Obispo Sanitation District is made up of three member agencies including the City of Arroyo Grande, the City of Grover Beach, and the Ocean Community services District. Wastewater collection (trunk sewers only), treatment, and disposal capacity available for each member agency is not established by contract. Instead, expansion-related upgrades are funded by development impact fees that are paid when development occurs within each of the agencies. As a result, the development impact fees are calculated on a proportional basis and dependent upon the specific project demands. The SSLOCSD wastewater treatment plan is currently operating at approximately 58% (2.88mgd) of its 5.0 million gallon per day capacity.

Wastewater demands for Subarea 2 and Subarea 3 and have been projected based upon estimated wastewater flows of various existing development types within the City. The flow estimates were derived from a variety of sources including water use information, industry-standard factors, and flow meter studies of selected areas. Residential wastewater flows represent approximately 80% of the total annual average flow[4], which is consistent with historical water information presented in the City's Water System Master Specific Plan. Based upon the water demand for the projects associated with Subarea 1, Subarea 2 and Subarea 3, wastewater flows are anticipated to be approximately 24.72 acre feet/year or 22,068 gallons per day.

Wastewater systems shall be designed, and approved by the City Engineer, with the collection lines to be installed to connect to the City's mainlines, located in East Cherry Avenue.

F. Storm Water and Low Impact Development Principles

The City's Development Code explicitly states that the minimum design for facilities which control drainage of storm water generated within a subdivision or other residential, or commercial development, or for floodwater flowing into or crossing a subdivision or other residential, or commercial, development shall be based on a storm having a frequency of once in one hundred (100) years. In addition, hydrologic and hydraulic calculations for the design of drainage facilities which control drainage water generated within a subdivision or other residential or commercial development shall be submitted for approval to the City Engineer.

All new development projects that create and/or replace greater than or equal to two thousand five hundred (2,500) square feet of impervious surface (collectively over the entire project site) must comply with the Design Requirements for Post Construction Storm water Compliance adopted by the City. However, storm water systems should follow a basic framework for design and installation that includes the use of Low Impact Development (LID) principles. LID employs a more holistic approach to storm water management through an emphasis on natural runoff control measures that allow storm water that is typically concentrated in new development projects to be conveyed and dissipated in a more

[4] Source: City of Arroyo Grande Wastewater System Master Specific Plan, December 2012

environmentally friendly method. LID is based upon natural infiltration of storm runoff from development that results in flows that mimic pre-development conditions.

The quality of storm water runoff from new development may include contaminants (e.g., gasoline, oils, fertilizers, pesticides, etc.) that have the potential to impact existing waterways. Natural bio-filtration is achieved by introducing vegetated bio-swales that allow runoff to be "filtered" through vegetation and should be a component of the Specific Plan area's overall storm water management plan.

From an historic perspective, the Specific Plan parcels are located within the Arroyo Grande Creek watershed. Upstream of the subject parcels, the City of Arroyo Grande has analyzed, from both a technical and environmental perspective (Final Newson Springs EIR, April 2007), and advanced improvements based upon that documentation. Under the Newsom Springs Regional Drainage Plan Project (NSRDP), specific improvements have been made over time to improve drainage and reduce flooding in parts of the City. Other storm water/drainage improvements have been implemented as part of recent development projects (Tract 2653, Cherry Creek).

Based upon the NSRDP and other related documents, the Specific Plan provides a preliminary concept for comprehensive storm water management based upon existing conditions and the proposed developments for Subarea 1, Subarea 2, and Subarea 3. See Figure 9. Public and private storm drainage improvements will include collection and conveyance facilities to direct water to historical points of discharge.

Individual residential and commercial projects will employ a variety of methods to promote on-site infiltration and reuse of storm water. These methods include, but are not limited to, the following: encouraging the use of porous materials in paved areas; directing storm water from impervious surfaces toward areas that are pervious; encouraging "rain barrel" collection of roof-top runoff for reuse in landscaped areas; and employing Low Impact Development (LID) methodologies (bio-swales, underground detention, etc.)

A Storm Water Control Plan shall be included in applications for subdivision, grading, or use permits that will detail the design and performance components of each application. The Specific Plan should include project statistics and calculations for pre- and post-construction runoff conditions, areas of new impervious surfaces, water quality treatment performance requirements, description of all post-construction storm water controls and management measures. The Storm Water Control Plan shall include opportunities and constraints associated with the implementation of LID strategies for each project.

G. Telephone, Communications, Power, Natural Gas, and Sanitation Services

The build-out of the Specific Plan areas would increase utility company demands for extension of public utilities to serve the proposed developments. Existing utilities for all these services are readily available for connection to the Specific Plan area. All public utilities will be installed by the private developers.

Electric service is provided by Pacific Gas and Electric Company. Natural gas is provided by the Gas Company. Cable TV, internet, wireless and telephone services are available from a variety of providers. Utilities to serve the proposed developments will be extended as required by the City Engineer. Street lighting will utilize designs approved by the City Engineer, as appropriate to local codes and utility company requirements.

Solid waste collection and disposal, including recycling services, will be provided by South County Sanitation.

H. Police and Fire Safety

The City of Arroyo Grande public safety services will be needed to serve the Specific Plan area. Demands for these services, as a result of development, are expected to increase proportionately over current per capita residential and visitor-serving demands experienced in the City. These essential services would be provided by the City of Arroyo Grande Police and Fire Departments at service levels established by the City Council under the City's budget and level-of-service deliberations.

I. Recreation, Parks and Trails

It is the overall goal of the City of Arroyo Grande to adequately provide for the recreational needs of Arroyo Grande area residents and visitors. The Parks and Recreation Element of the General Plan is used as a guide for development of additional park and recreation facilities. It should be recognized that City facilities also serve residents of adjoining communities and visitors as well as residents of the City.

Neighborhood and community park facilities should be provided at a ratio of four (4) acres of parkland per 1,000 persons. Neighborhood parks serve as the day-to-day recreational areas of the City, and should include such amenities as playgrounds, playfields, and areas for passive recreation. A network of recreational trails, bicycle lanes and bikeways should be established for use by local residents and visitors to the Arroyo Grande Valley.

The proposed residential development for Subarea 2 includes a .34 acre recreational amenity located mid-point within the proposed subdivision. The design for this neighborhood park will be developed for passive recreational activities.

The development plan for Subarea 3 contains a unique mixture of visitor-serving opportunities including publicly accessible structures within three main garden zones – a Japanese cultural garden, a farm garden, and a California native garden. The Japanese cultural garden will include a structure for the depository of cultural artifacts and history, including an outdoor educational classroom set among a traditional Japanese garden. The farm garden, a mixture of fruit trees, raised vegetable beds, and edible native herbs and flowers, will also house a senior housing component and a commercial kitchen to facilitate the preparation of the locally grown produce. A community hall and guest house (similar to a B&B) will be situated within the California garden that will include a native grass area for play and group gatherings.

Figure 9 – Stormwater Drainage Improvements

J. General Government Services

The City of Arroyo Grande's general government services, such as administration, community development, public works, and finance are either funded by per capita property and sales taxes attributable to its residents or through services funded largely through visitor-serving industries. Some of these general government services are also funded on a fee-based system, wherein users pay service and/or impact fees to the City for the activity or demand they create. While the Specific Plan area does not anticipate a substantial increase in visitor-serving amenities, there will be an increase in property taxes with the change in zoning district. Additional fees for services will be generated to process the use and building entitlements.

School facilities and educational services are provided by the Lucia Mar Unified School District. While there may be an increase in school age children within the residential development, there should be no deficiency in services provided by the School District.

K. Major Public Infrastructure

Improvements associated with the build-out of the Specific Plan areas to address public services include the following:

- Modifications to East Cherry Avenue right-of-way.
- Extension of existing water and sewer lines and addition of distribution lines to serve the Specific Plan areas.
- Installation of dry utilities (gas, electric, cable TV, telephone, fiber optic) throughout the Specific Plan area.
- Installation of storm water collection, conveyance, and retention/detention systems throughout the Specific Plan area.

L. Private Capital Improvements and Timing to Complete

Private capital improvements called for in the Specific Plan include improvements to existing roadways, public and private roadway systems, water distribution for domestic and supplemental irrigation water use, wastewater distribution, storm water collection, conveyance and retention/detention systems, visitor-serving, recreational and landscape improvements.

These improvements will be constructed to support the developments in the Specific Plan area. While the timing of development in the Specific Plan area is unspecified, it is likely that the back bone infrastructure improvements (e.g., water, wastewater, and stormwater conveyance systems) will be required with the initial phase of construction. This is to ensure coordinated infrastructure, whether public or private, be installed to serve all Specific Plan areas in a timely manner. The following table itemizes this backbone infrastructure by specific improvement, whether the improvement is public or private, and includes timing and the responsible party(s) for implementation.

Table 9 – Backbone Infrastructure Phasing

Improvement	Public	Private	Timing	Responsible Party
E. Cherry Avenue Right of Way[1]	X		Prior to final map recordation[2]	Subarea 2[3]
Streets Internal to Project(s)	X		Prior to final map recordation[2]	Subarea 2[3]
Alleys/Driveways Internal to Project(s)		X	Completed with initial development in any subarea	Subarea 1, 2, or 3
Extension of Water Lines	X		In coordination with roadway improvements	Subarea 1, 2, or 3(in coordination with City of Arroyo Grande)
Extension of Sewer Lines	X		In coordination with roadway improvements	Subarea 1, 2, or 3 (in coordination with South San Luis Obispo County Sanitation District)
Dry Utilities (gas, electric, cable/TV, telephone, fiber optics)		X	In coordination with roadway improvements	Subarea 1, 2, or 3 (in coordination with utility purveyors)
Stormwater System Tie-ins	X		In coordination with roadway improvements	Subarea 1, 2, or 3
On-site Stormwater Systems		X	Completed with initial development in any subarea	Subarea 1, 2, or 3

Footnotes:
1) Includes road widening, curb/gutter/sidewalk, lighting and landscaping
2) These improvements may also be bonded for in lieu of construction to finalize and record the map.
3) Subarea 2, under private agreement with Subarea 3, will install frontage improvements along Subarea 3 property. This assumes that Subarea 1 will complete the East Cherry Avenue R/W improvements with their respective development.

M. Development Phasing

The Specific Plan area projects may develop over time, but no formal phasing of the projects has been determined. Regardless, the "backbone" infrastructure will be required to be installed prior to or concurrent with development of the subareas, to the satisfaction of the City Engineer.

VI. Implementation, Administration, and Enforcement

A. Development Project Phasing Specific Plan

The Specific Plan will be implemented through all phases related to the design and construction of the individual developments in the Specific Plan area. Subsequent processing of individual development projects to be permitted must ensure that infrastructure and any capital improvements are completed to support new development needs and services in a timely manner.

B. Specific Plan Interpretation

The Specific Plan is consistent with the City of Arroyo Grande General Plan, and as needed, augments the policy framework included in the General Plan. In the event of conflicts concerning the content of the Specific Plan and other City regulations, the Specific Plan shall prevail. If interpretations of the Specific Plan development standards raise concerns of consistency, the Community Development Director shall be authorized to resolve these issues. Any interpretation by the Community Development Director shall be in writing and may be subject to appeal to the Planning Commission, and if necessary, the City Council, pursuant to established appeal procedures.

In the event that the Community Development Director is unsure of an interpretation, he/she may schedule a public hearing before the Planning Commission to solicit their input and determination on the specific interpretation.

C. Specific Plan Amendments

Amendments to this Specific Plan may be lodged and processed in the same manner as a General Plan amendment, pursuant to the protocol and procedures established by the City of Arroyo Grande. Comprehensive updates of the Specific Plan, including evaluations of timelines of infrastructure to support build-out of individual developments, reallocations of density, and confirmation of environmental mitigation measures, may occur as deemed necessary.

D. City Actions Facilitated by East Cherry Avenue Specific Plan

An environmental determination in the form of an Environmental Impact Report (EIR) was certified on _____, 2016 by the City of Arroyo Grande City Council, concurrent with the adoption of the East Cherry Avenue Specific Plan, which facilitated the following actions:

- Amendment of the City of Arroyo Grande General Plan, Development Code and Zoning Maps.
- Amendment to the Agriculture, Conservation & Open Space Element's Creek Locations Map.
- Approval of residential subdivisions and/or conditional use permits for the uses detailed in the Specific Plan.
- Approval of residential, mixed-use, and visitor-serving building designs for the uses detailed in the Specific Plan.

E. CEQA Compliance – Projects Exempt from Further CEQA Review

Pursuant to California planning law, development undertaken that is consistent with a specific plan that was the subject of a certified EIR may, under certain conditions, require no further environmental review.

Government Code Section 65457 provides that once the EIR has been certified and the specific plan adopted, any residential development project, including any subdivision or zone change that is undertaken to implement and is consistent with the specific plan, is exempt from additional CEQA review. This exemption does not apply if, after the adoption of the specific plan, any of the criteria that would cause preparation of a subsequent or supplemental EIR occur, including substantial changes in the project or circumstances under which the project is being undertaken requiring major revisions in the project or if new information becomes available that was not known at the time the EIR was certified.

F. CEQA Compliance – Projects Requiring Further CEQA Review

The California Environmental Quality Act's (CEQA) basic structure provides several meaningful methods for streamlining environmental review. While not listed in the Public Resources Code, the CEQA exemption for projects undertaken to implement a specific plan, codified in Government Code section 65457, is often overlooked. Government Code section 65457 provides a CEQA statutory exemption for any residential development project (including subdivisions) or zone change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report (EIR) has been certified.

The lead agency must make a determination whether any of the circumstances in Public Resources Code section 21166 are present and require further environmental review. In other words, if, after certification of the specific plan EIR, there are substantial changes proposed in the project or to the circumstances under which the project is being undertaken that will require major revisions to the specific plan EIR, or if new information that was not known and could not have been known at the time the specific plan EIR was certified becomes available, then the above-noted exemption does not apply unless a supplemental EIR is certified. Once that supplemental EIR is certified, then the specific plan exemption applies to projects undertaken pursuant to the specific plan.

The noted statutory exemption does not apply to commercial development (i.e., mixed-use projects that may include both residential and commercial development). Should substantial changes be made to a project(s), the lead agency determines, on the basis of substantial evidence in the light of the whole record, that a Subsequent, Supplement, or an Addendum to an EIR is warranted. Title 14 California Code of Regulations Chapter 3 Guidelines for Implementation of the California Environmental Quality Act Sections 15160 – 15170 describes a number of examples of variations in EIRs, as the documents are tailored to different situations and intended uses.

CITY OF ARROYO GRANDE

MAJOR PROJECTS

COMMUNITY DEVELOPMENT APPLICATION AND ENVIRONMENTAL INFORMATION FORM

The purpose of this form is to advise the City of the basic components of the proposed project so that the City may review the project and determine the level of environmental review required by the California Environmental Quality Act of 1970, and compliance with applicable ordinances and policies. **Providing accurate and complete information will assure prompt processing of this application.** Use additional sheets wherever necessary. *Applications that are inconsistent with the City's General Plan or Development Code will not be accepted as complete.*

FOR STAFF USE ONLY		
Date Application Submitted:	**Date Application Accepted as Complete:**	**Case Number:**

COMPLETION OF THIS FORM IS NECESSARY FOR THE FOLLOWING TYPES OF APPLICATIONS. PLEASE INDICATE TYPE OF APPLICATION(S) YOU ARE REQUESTING:

- ☑ **Conditional Use Permit** ☐ **Amendment**
- ☐ **Development Agreement** ☐ **Amendment**
- ☑ **Development Code Amendment (includes Rezoning, Prezoning and Planned Development Rezone)**
- ☑ **General Plan Amendment**
- ☐ **Planned Development Amendment**
  - ☐ **Specific Development Plan**
  - ☐ **General Development Plan**
- ☐ **Planned Unit Development Permit** ☐ **Amendment**
- ☑ **Specific Plan** ☐ **Amendment**
- ☐ **Surface Mining Permit**
- ☐ **Tentative Parcel Map** ☐ **Vesting Map**
  - ☐ **Amendment**
- ☑ **Tentative Tract Map** ☑ **Vesting Map**
  - ☐ **Amendment**
- ☐ **Variance**

☐ **Check here if this is an application for a development permit.**

INFORMATION TO BE SUBMITTED WITH THIS APPLICATION:

A. Refer to the checklist (available from the Community Development Department) for those items required to be submitted for each type of project.

B. Attach color photographs or slides of the site and of the vicinity. Indicate the location of each photograph and the date taken. Keying the photographs to the site plan is helpful.

C. ☒ Check here if Architectural Review is required for your project (see Section 9-03.190 of the Development Code to determine if Architectural Review is required). If so, see the checklist of items required for Architectural Review Approval.

D. ☐ Check here if this is an application for a Condominium or Mobile Home Park Conversion. If so, see the checklist of items required for Condominium/Mobile Home Park Conversion.

I. GENERAL INFORMATION

Applicant: Contact information provided on attachment	Day Phone:
Applicant's Address:	Email:
Representative:	Day Phone:
Representative's Address:	Email:
Property Owner:	Day Phone:
Owner's Address:	Email:
Architect (if any):	Day Phone:
Architect's Address:	Email:
Engineer (if any):	Day Phone:
Engineer's Address:	Email:

Please indicate if <u>all</u> correspondence should be sent to:

☐ Applicant	☑ Representative	☐ Property Owner	☐ Architect	☐ Engineer

Describe the Proposed Project in Detail:

The East Cherry Avenue Specific Plan and associated general plan amendment, development code amendment includes 3 specific subareas, as follows:
Subarea 1: +/- 100 room hotel with 4000 SF stand along restaurant building. Infrastructure improvements.
Subarea 2: Rezoning to Village Residential for residential development with Vesting Tentative Tract Map 3081, a 60-lot subdivision for 58 single family residential units.
Subarea 3: Rezoning to Village Mixed Use to develop a cultural heritage center with commercial and residential components.

II. PROPERTY DESCRIPTION

Street Address: 490 & 112 E. Cherry Ave, 501, 509 Traffic Way	Zoning: Agriculture, Traffic Way Mixed Use (D-2.11)
Assessor Parcel No.: 007-621-001, -076, -077, -078, -079	Parcel Size: 15.29 acres
General Plan Land Use Designation: Mixed Use, Agriculture	
Legal Description of Existing Lot: See attached Preliminary Title Reports	
Building Sizes in Square Feet: Existing 0	Proposed various.

III. ENVIRONMENTAL INFORMATION

A. COMPLETE THIS SECTION FOR *ALL* PROJECT TYPES:

1. If the project involves the division of land or the merger of land, please answer the following questions: SUBAREA 2 ONLY

a. Type of Subdivision: ☐ Agricultural ☑ Residential ☐ Commercial Mixed-Use ☐ Industrial

b. Total number of Acres: Agricultural ____ Residential 11.62+/- Commercial ____ Industrial

c. Number of Lots: Agricultural ____ Residential 59 + (1) remainder Commercial ____ Industrial

d. Average Size of Lots (in square feet): Agricultural ____ Residential 5,808 SF Commercial ____ Industrial

2. Describe the present and past uses of this site. Indicate if any structures currently exists on the site and if they will remain.

Subarea 1 and 2 properties are currently undeveloped and have historically been under agricultural production. Subarea 3 is currently vacant, however the property once included two houses, two garages and accessory buildings (circa 1920). A community hall and kitchen structure were constructed circa 1930. The site has been host to a variety of uses over time, most recently former Boy Scout Troop 13 (now Troop 413) and the Five Cities Judo Club. In 2011, the last remaining structure – the community hall – was burned down by arson.

3. Describe the present and past uses of adjacent sites:

North: Single Family Residential.
East: Single Family Residential.
West: Highway 101 corridor, commercial and mixed use developments.
South: Church.

4. Describe the site and adjacent areas. Include topography, animal and plant life, historic structures, easements, roads/trails, etc.

Specific Plan area is currently undeveloped. The surrounding commercial and residential developments are established. The property is relatively flat and has been used for agriculture; the topography inclines at the southern property edge as the toe of the hill on the adjacent property. The site vegetation and animal life is dominated by the agricultural use. The existing trees in Subarea 3 are to remain.

5. Describe any past problems on the site including earthquake faults, flooding, erosion, etc.

Flooding issued occurred until Newsom Springs Regional Drainage Project and improvements related to Tract 2653 were implemented.

6. Describe the existing road system on the site and any major access routes into the site. Describe proposed changes to the road system.

Specific Plan Area is accessed along East Cherry Avenue. Subarea 2 proposed development circulation includes a project collector road, residential interior streets, and residential alleys. Street improvements along East Cherry Avenue include street widening, street parking, and curb, gutter, sidewalk improvements.

B. COMPLETE THIS SECTION FOR *RESIDENTIAL* PROJECTS ONLY

1. Describe the number and type of units in the proposed project: (Subarea 2 - Vesting Tentative Tract Map 3081)

ATTACHED UNITS 0	Total Number:	Number for Sale:	Number for Rent:
DETACHED UNITS 58	Total Number: 58	Number for Sale: 58	Number for Rent:
Number of lots to be built by applicant or developer: 58			
Number of lots to be sold: 58			

2. Describe any recreational or other shared community facilities included in the proposed project. Include any proposed dedication of land for public parks. (Attach additional sheets if needed.)

Subarea 2: A 15' linear park is proposed for the length of the residential development (adjacent to Road B on VTTM 3081) and a .34 acre neighborhood park is proposed on Lot 59
Subarea 3: Cultural heritage center and gardens.

C. COMPLETE THIS SECTION FOR *COMMERCIAL* OR *INDUSTRIAL* PROJECTS ONLY:

1. Describe the type of use(s) and major functions of commercial or industrial projects:

Subarea 1: 3-story +/- 100 room branded hotel with stand-alone restaurant building.
Subarea 3: Cultural heritage center includes a community center, retail/commercial uses, residential units, and gardens.

2. Give the building sizes (in square feet) for:

Existing structures: 0	Proposed Structures: Subarea1 46,800 & 4,000 Subarea 3 4,643	Additions to Existing Structures: 0

3. Indicate the proposed hours of operation:

To be determined.

4. Estimate the number of employees: To be determined.

Total:	Maximum Shift:	Time of Maximum Shift:

5. Indicate the number of patrons, clients, customers, etc. anticipated: To be determined.

Average per day:	Peak Hours:

6. Number of off street parking spaces to be provided: (if applicable show breakdown as to use)

Use	Garage (enclosed)	Covered	Open
See Specific Plan for proposed development standards, including parking, for Subareas 2 & 3.			
subarea 1: 122 spaces provided			

7. Describe any night-time lighting that will be provided, including the type of lighting to be installed:

Street lighting to City engineering standards. Building and site lighting consistent with development section 16.48.090.

8. Indicate the source, type and amount of potential air pollution emissions:

Vehicle emissions and construction related equipment emissions.

9. Indicate the source and type of potential noise that may be generated:

Construction related equipment noise.

10. Describe any petroleum products, pesticides, chemicals, radiation, or other potentially hazardous material that will be used or stored on the site:

None.

D. COMPLETE THIS SECTION FOR *ALL* PROJECTS

1. Describe any known or suspected contamination from petroleum products, pesticides, chemicals, radiation or any other potentially hazardous substances on the site. Indicate if the site is included on any list published by the State Department of Health Services for Hazardous Waste Facilities or Sites.

None. Subject properties not on the San Luis Obispo County Identified Hazardous Waste Sites listing.

2. Due to recent interpretation and legal amendments to the Political Reform act of 1974, the City needs to be aware of all entities (i.e. corporations, lending institutions, etc.) or individuals that may have a financial interest in the proposed project. Please complete the following certification and provide your signature:

The following entity(ies) and/or individual(s) have a financial interest(s) in this project:	
See applicant information attached	AG Cherry, LLC / Andy Mangano, Manager

APPLICANT/REPRESENTATIVE:

I certify under penalty of perjury that the foregoing statements and answers herein made and all data, information, and evidence herewith submitted are in all respects, to the best of my knowledge and belief, true and correct. I understand that the submittal of incorrect or false information is grounds for invalidation of application completeness determination or approval. I understand that the City might not approve what I am applying for, or might set conditions of approval.

2/19/16

Signed Date

PROPERTY OWNER/AUTHORIZED AGENT:

I certify under penalty of perjury that I am the owner of the property that is the subject of this application and that I have read this completed application and consent to its filing. (If signed by the authorized agent, a letter from the property owner must be provided indicating that the agent is authorized to act on his/her behalf.)

2/19/16

Signed Date

Appendix A

History of the Arroyo Grande Valley Japanese Welfare Association
East Cherry Avenue Specific Plan Subarea 3

Excerpts from THE STORY OF JAPANESE PEOPLE AND THEIR CONTRIBUTION TO THE FARMING INDUSTRY IN ARROYO GRANDE, an article researched and written for Harvest Festival 1976 Edition by Kay T. Fukuhara, PhD, published on September 29, 1976 by Five Cities Time-Press-Recorder, Arroyo Grande, California. Edited in 2015 by Margaret Ikeda, niece of Kay T. Fukuhara.

Historical records show that Japanese people had settled in other parts of California prior to the turn of the 20th century. The earliest identifiable Japanese settler came to this region before 1903. Thereafter, entry of more Japanese to the Arroyo Grande valley began: first, as a trickle, then by multiples to eventually form an association of farmers spanning over a century. Now, in its fourth generation.

There is a common thread which weaves through the life of earliest settlers of all nationalities. That is life was severe, frugal, testy, and requiring unselfish arduous labor in their struggle for survival. The isolation, bleakness and loneliness, particularly plagued the women folk so far removed from their homeland.

The early arrivals were farmers and true pioneers. They cut down trees, filled the slews and crevices, cleared the wild growths, leveled the grounds, and dug wells for water. No modern conveniences existed and everything was done manually. Self-sufficiency was a necessity. A new comer was assisted in every way possible to help him establish himself and family. For they all needed each other not only at harvest time but also as neighbors and friends.

The women who came matched the determination of their men. They were stout-hearted and unafraid to work. They labored in the fields by day as well as running the household and feeding and caring for the family. Many of the women cooked for the boarding workers as well.

The pioneers were a religious lot and their faith gave them the hope and courage to endure the difficulties which lay ahead. They were also generous in support of the church and in promoting welfare of their people.

Of course, there were happy times too. The rewards and blessings were fruits of hard labor and well earned.

History of the Japanese and farming has two parts—namely, the pre-war era and the post-war period with WWII in-between. The former starts around 1902-3 to 1941-42, while the latter includes 1945 up to the present. WWII (1941 to 1945) created a catastrophe which cannot be ignored or left untold. It is a fact of history US martial law was declared which decreed eviction of all members of Japanese ancestry from the Pacific coast states. By spring of 1942, all farming operations by the Japanese people came to an abrupt halt, and mass evacuation of farmers and others began. Farms with crops were left abandoned and incalculable loss was suffered due to the purge and confinement in WRA (War Relocation Authority) camps. Camps

were located on Indian Reservations in Arizona, Colorado, Idaho, Utah, Wyoming, Arkansas, and at Tule Lake and Manzanar in California.

In 1945 before the war ended, evacuees were allowed to return here under the cover of WRA. The S. Kobara family was the first to return home in 1945. They opened their home for lodging to friends who came to evaluate conditions in the valley before returning with their families. Their acts of kindness are not forgotten. Then, in turn friends helped friends to resettle. Only a small percent of the original evacuees from this area returned. Most farmers leased land before the war, only those who owned land before WWII had a home in which to return.

The post-war era of farming was ushered in without fanfare. Those who returned, picked up the pieces and in time resumed farming anew. The farms which survived are identifiable. Fortunately, due to the influx of new faces and the growth of families, the vegetable growing business has revitalized and modernized strawberry farming has developed.

Finally, for now we end this story of the contribution of the people of Japanese ancestry to the farming industry of this area. Their contributions are reflections seen in

a) every plot of ground along the countryside enriched by Japanese labor, which made land arable and fit for tilling there
b) all the vegetables and fruits introduced by them for growing in this valley,
c) the jobs created by the mere fact of farming,
d) the creation of an industry,
e) the number of people fed by their products,
f) the stimulation to related businesses supported by farming,
g) the economics of beneficiaries from recycled revenue
h) the taxes made available for collection, and
i) the dignity of self-support.

On the human side, it is the story of a heritage of enterprise, industry, stamina, resilience, vitality, endurance, triumph, and of faith and goodwill to live here.

1920s

On January 25th, 1928, officers signed the Articles of Association for ARROYO GRANDE VALLEY JAPANESE WELFARE ASSOCIATION. They purchased 1.5 acres with two existing houses and accessory buildings on the property. One house was used as a Japanese language school, the other house was the living quarters for the Japanese school sensei (teacher).


K. Saruwatari family

Founding officers: S. Kawaoka, T. Kumaki,
R.S. Kunitake, Hugh S. Dohi, K. Saruwatari

Excerpt from the original Articles of Association

The purpose for which it is formed were:
1. To promote the commercial, social, educational, and religious welfare of the members.
2. To own, lease and occupy houses, and to lease land for residential and commercial purposed to the extent authorized by law.
3. To own, conduct, operate, manage and control schools, places of worship, club houses, playgrounds, libraries, hospitals, sanatoriums, orphan asylums, homes for the aged, and other similar commercial, social, religious and philanthropic enterprises.

1930s

The site was a gathering place, a sanctuary for the local Japanese immigrant community. A place of assembly was needed for the growing Japanese farming community. Farmer Keisaku Fukuhara did well growing pole peas in the 1930s and donated $1,500 to build a community hall in 1934. Weddings, funerals, church services, men's and women's clubs, baseball and basketball practice, judo, kendo, Japanese school, and community meals were held here.

Newspaper photo of the Japanese school & the newly built community hall (beyond).

Wedding

Men's club

Women's club

Japanese baseball team practice on the back of the site, with coach Vard Loomis.

Stone and Ayako Fujikawa wedding at the community hall, November 3, 1935. In the background from left to right, Japanese school house, guest house (in center), newly built community hall, basketball court and playground (far right).

1942

In 1942, the Japanese school and community hall became a temporary home for families that needed to move east of the wartime security demarcation line: first, all families of Japanese ancestry had to move east of Highway 1, then east of Highway 101. Later they were moved to central valley Assembly Centers before being moved to WRA incarceration camps. Many members stayed in the camp for the duration of the WWII.

Takaye Fukuhara's War Relocation ID card

1945

The S. Kobara family was the first to return to Arroyo Grande after WWII. The site becomes a central coordination point and shelter for those coming back from camps with no homes in which to return, or for those waiting for their home to be prepared for return.

Shigechika Kobara suitcase to camp #14440

1950s to 1960s

The site returned to its pre-war use as a Japanese school, a place for weddings, meeting space for clubs, judo, flower arranging, dance practice, social dances, and a variety of Japanese American community events and meals.

Nori Kawaoka
Judo teacher

Ikenobo Ikebana by
Sei Ikeda

Community outdoor barbecue.

1960s to 2011

In the late 1960s, the Japanese American farming families were well integrated into the larger Arroyo Grande community. The site was used less and less. In 1968, Boy Scout Troop 413 became stewards of the site, and later with the Five-Cities Judo Dojo, until the community hall was burned down in 2011.

Community hall, 2008

Five-Cities Judo Dojo

Boy Scout Troop 413

Cal Poly Ethic Studies students talk with Japanese American community members inside the hall, 2008.

2011

On May 1, 2011 at 4:30 am, the historical community hall was burned to the ground by an arsonist. A teapot, and other Japanese pottery and lacquer ware were found wrapped in linen amongst the ashes and charred wood. They were likely stored under the building's stage during the mass evacuation in 1942.

Teapot found in the ashes under the burned stage.

Stairs to the burned community hall.

Appendix B

TRAFFIC WAY MIXED USE, VILLAGE RESIDENTIAL, AND VILLAGE MIXED USE CITY OF ARROYO GRANDE MUNICIPAL CODE SECTIONS

16.36.020 - Commercial and mixed use development districts and site development standards. (Applicable excerpt for Traffic Way Mixed-Use)

B. Traffic Way Mixed Use (TMU) District. The primary purpose of the TMU district is to provide for vehicle sales and services, related retail and office uses and visitor serving facilities convenient to both freeway traffic and vehicles or pedestrians from the nearby village area. Development standards and design guidelines are intended to enhance this specialized mix of uses at the southern gateway to Arroyo Grande which include automobile and small truck sales and service, equipment rental, repair and related services, offices, wholesale and retail sales including outdoor display, motels, restaurants and limited residential uses functioning as live-work units. The TMU district implements and is consistent with the Mixed Use land use category of the general plan. Refer to Table 16.36.020(B) for minimum site development standards and Table 16.36.030(A) for allowable uses. See design guidelines and standards for the vicinity of Traffic Way and Station Way for additional requirements.

Table 16.36.020(B)
Traffic Way Mixed Use (TMU)
Minimum Site Development Standards

1. Maximum Density Mixed Use Projects	New residential limited to live-work units in conjunction with allowed uses. Density determined by discretionary action.
2. Minimum Lot Size	10,000 square feet (gross).
3. Minimum Lot Width	80 feet
4. Front Yard Setback	0 - 15 feet. Exceptions may include areas for outdoor sales determined through discretionary action.
5. Rear Yard Setback	0 - 15 feet. Wherever a lot in any commercial or mixed use district abuts a residential use or a lot in any residential use district, a minimum building setback of twenty (20) feet measured from the property line shall be required for proposed commercial use.).

6. Side Yard Setback	0 feet. Wherever a lot in any commercial or mixed use district abuts a residential use or a lot in any residential use district, a minimum building setback of twenty (20) feet measured from the property line shall be required for proposed commercial use.
7. Street Side Yard Setback	0 - 15 feet. Exceptions may include areas for outdoor sales determined through discretionary action.
8. Building Size Limits	Maximum height is 30 feet or three stories, whichever is less; a maximum of 36 feet is allowable through the CUP process for visitor serving uses. Maximum building size is 50,000 square feet; a greater size may be allowed through the CUP process.
9. Site Coverage and Floor Area Ratio	Maximum coverage of site is 75%. Maximum floor area ratio is .75.
10. Site Design and Signs	See Design Guidelines and Standards D-2.11. Additional sign standards also inChapter 16.60
11. Off-Street Parking and Loading	See Design Guidelines and Standards D-2.11 Exhibit 'A' for shared parking locations. See AlsoSection 16.56.020. Exceptions allowed bySection 16.16.120

Chapter 16.32 - RESIDENTIAL DISTRICTS (Applicable excerpts for Village Residential)

16.32.010 - Purpose and intent.

The general plan outlines goals, objectives and policies regarding the character of residential uses and developments. It is the purpose of this chapter to provide regulations that implement those goals, objectives and policies toward the provision of a wide range of residential opportunities and dwelling unit types that meet the needs of present and future Arroyo Grande residents of all socio-economic groups. It is the further intent of this chapter to ensure adequate light, air, privacy, and open space for each dwelling; to minimize traffic congestion and to avoid the overloading of utilities by preventing the construction of buildings of excessive bulk or number in relation to the land area around them; to protect residential properties from objectionable noise, illumination, unsightliness, odors, smoke and other influences; and to facilitate the provision of utility services and other public facilities commensurate with anticipated population, dwelling unit densities, and service requirements.

16.32.020 - Residential districts.

F. Village Residential (VR) District. The primary purpose of the VR district is to provide for residential uses while preserving the character of those areas which are historic or close to historic structures. More particularly, the village residential district is intended to protect historical resources which add interest, identity and variety to older neighborhoods, contributing to the area's quality of life by providing a visual focus on the city's rural heritage. The district is intended as an area for the preservation and development of single-family detached homes at a maximum allowable density of 4.5 dwelling units per gross acre.

16.32.030 - Residential densities for residential districts.

A. For all single-family residential units within a residential zoning district, each dwelling unit counts as one density unit. For multifamily dwellings within a residential zoning district, a one-bedroom or studio is equal to 0.5 unit and a two-bedroom and above is equal to one unit. Rounding up to the next whole number is not applicable when calculating density, except in the multifamily (MF) zoning district. For calculating allowable density in the MF district, all remainders of fifty-one (51) percent or greater shall be rounded to the next higher whole number. Density in mixed use districts are defined in Section 16.36.030(C)(2).

B. The ultimate density allowed in any residential district shall be determined through the residential land division and land use permit and approval review process and public hearings as described in Chapters 16.12, 16.16 and 16.20 of this title. The planning commission and city council shall have the authority to reasonably condition any residential development to ensure proper transition and compatibility to adjacent residential developments, existing or proposed.

16.32.040 - Use regulations for residential districts.

Subject to applicable general plan policies and Arroyo Grande ordinance provisions, the following uses identified in Table 16.32.040-A shall be permitted uses where the symbol "P" appears in the column beneath each residential zone designation as shown. Where the symbol "PP" appears, the use shall be permitted subject to the plot plan review process pursuant to Section 16.16.060. Where the symbol "C" appears, uses shall be permitted subject to the issuance of a conditional use permit in accord with the provisions of Section 16.16.050. Uses not identified in the table are prohibited.

Table 16.32.040-A
Uses Permitted Within Residential Districts

Legend	
P	Permitted
MUP	Minor Use Permit
PUD	Permitted Subject to Issuance of a Planned Unit Development Permit
C	Permitted Subject to Issuance of a Conditional Use Permit
NP	Not Permitted

USE	**VR D-2.4[a]**
A. Residential Uses	
1. Single-family detached (standard lot sizes)	MUP
2. Small lot single-family detached	PUD
3. Single-family attached (twin home, triplex, fourplex)	NP
4. Condominium (air space)	NP
5. Multiple-family attached (2 - 4 units)	NP
6. Multiple-family attached (5 or more units)	NP
7. Mobilehome subdivisions	C
8. Mobilehome parks	C
9. Boarding/rooming houses	NP

USE	**VR D-2.4[a]**
10. Senior independent living uses	NP
11. Congregate care, assisted living	NP
12. Convalescent care	NP
13. Residential care facility (6 or fewer persons)	P
14. Bed and breakfast inns	C
15. Second residential dwelling unit	P
16. Small family day care (6 or fewer children)	P
17. Vacation rentals and homestays	MUP
B. Public/Quasi-Public	
1. Large family day care (7 or more children) (Large family day care permit required)	P
2. Commercial day nurseries, nursery schools, child care facilities	C
3. Churches	C
4. Clubs, lodges, fraternities, or sororities	C
5. Educational institutions	C
6. Fire and police stations	C
7. Public libraries and museums	C
8. Public parks and recreation	P
9. Public utility and public service substations, reservoirs, pumping plants and similar installations not including public utility offices	C

USE	**VR D-2.4[a]**
10. Recreational facilities (e.g., country clubs, tennis and swim clubs, golf courses), including limited commercial uses which are commonly associated with and directly related to the primary use)	C
11. Equestrian centers, riding academies, commercial, stables	NP
12. Boarding or breeding kennels	NP
13. Homeless shelters within religious or social organization buildings	NP
C. Agricultural Uses	
1. Orchards, vineyards, greenhouses and other horticulture	P
* (CUP required for orchards, vineyards, greenhouses, and other horticulture exceeding 0.5 acre in area)	
2. Light farming, except commercial dairies, rabbit, fox, goat or hog farms or commercial chicken or poultry ranches	NP
3. Commercial dairies (10 acre min.), rabbit, fox, goat or hog farms or commercial chicken or poultry ranches	NP
4. Large animal hospitals (10 acre min.)	NP
D. Home Occupations	P
(Subject to the provisions of Section 16.12.090, and the issuance of a home occupation permit)	
E. Temporary Uses	P
(Subject to the provisions of Section 16.12.100, and the issuance of a temporary use permit)	
F. Accessory Uses	

USE	VR D-2.4[a]
1. Guest quarters	C
2. Private swimming pool, tennis court	P
3. Recreational vehicle storage yard	NP
4. Feed and tack stores accessory to commercial stables	NP
5. Dormitories accessory to educational institutions	C
6. F.F.A., 4-H, or similar organization small animal and fowl projects	P
7. Other accessory uses and structures located on the same site as a permitted use	P
8. Other accessory uses and structures located on the same site as a use requiring plot plan review	PP
9. Other accessory uses and structures located on the same site as a use requiring a conditional use permit	C
G. Other uses similar to, and no more objectionable than the uses identifiable above as determined by the planning commission	C

Architectural review is required for the historic character overlay district D-2.4 per Section 16.32.050 (F)(1) and in accordance with Section 16.16.130 through the permit approval process for conditional use, planned unit development or minor use permit for architectural review.

;sup\sup; If parcel area is below minimum building site area.

(Ord. 600 § 2, Exh. A (part), 2008; Ord. 584 § 3, Exh. B (part), 2007; Ord. 541 § 2, 2003; Ord. 519 § 2, 2000; prior code § 9-06.040; Ord. No. 663, § 6, 6-10-2014)

16.32.050 - Residential site development standards.

The following property development standards shall apply to all land and permitted, or conditionally permitted buildings located within their respective residential districts. The standards stated herein shall not be construed to supersede more restrictive site development standards contained in the conditions, covenants and restrictions of any property or dwelling unit. However, in no case shall private deed

restrictions permit a lesser standard in the case of a minimum standard of this section or permit a greater standard in the case of a maximum standard of this section.

A. General Requirements. Tables 16.32.050-A and B set forth minimum site development standards for residential development projects.

Table 16.32.050-A
Residential Site Development Standards—Single-Family Zones

	RE	RH	RR	RS	SF	VR
1. Maximum density (DU's per gross acre)	0.4	0.67	1.0	2.5	4.5	4.5
2. Minimum building site[a] (Net area in sq. ft.) new subdivisions	92,500;sup\sup;	49,000	40,000	12,000 (reduced minimum building site area allowed with provision to permanently preserve sensitive habitat and/or open space corridors and/or to avoid development of steep slopes and ridgelines)	7,200	6,750
3. Minimum lot width[c] new subdivisions	200′	130′	120′	80′	70′	50′
4. Minimum lot depth new subdivisions	250′	200′	200′	100′	100′	100′
5. Minimum front yard[*] New subdivisions of 5+ lots	50′	35′	35′	25′	20′	15′
Infill and additions	Setbacks listed above or the average setback of structures to the street on either side and directly across block front for properties in the same district.					

6. Minimum interior side yard setback*	30′	10% of lot width	10% of lot width	5′ one side, 10′ other side (for lots < 12,000 sq. ft. use SF)	Infill = 5′; New subdivision = 5′ one side, 10′ other side	5′
7. Minimum street side yard setback*	30′	15% of lot width	15% of lot width	15′	15′	10′
8. Minimum rear yard setback*	50′	40′	25′	20′ (For lots < 12,000 sq. ft. use SF)	10′ (1-story) 15″ (2-story)	10′ (1-story) 15″ (2-story)
9. Maximum lot coverage[d]	35%	35%	35%	30% (For lots <10,000 sq. ft. use SF)	40%	40%
10. Maximum height for buildings and structures	30′ or 2 stories, whichever is less, 14′ for accessory buildings.					
11. Minimum distance between building (including main dwellings and accessory structures)[e]	20′	20′	6′	10′	10′	10′

Notes to Tables 16.32.050-A and B: Residential Site Development Standards

* Infill development on a parcel within a previously approved project. Where the city has established specific setback requirements for single-family or multifamily residential parcels through the approval of a specific plan, subdivision map, planned unit development or other entitlement, those setbacks shall apply to infill development and additions within the approved project instead of the setbacks required by this title.

On sloping terrain, standards for lot size shall increase with increasing slope as provided in Table 16.20.050-A.

;sup\sup; Area shall be increased to five acres for slope conditions exceeding twenty (20) percent.

Width measurements for cul-de-sac or otherwise odd-shaped lots shall be determined on the basis of the average horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines.

The following floor area ratios shall be adhered to in all zoning districts in addition to lot coverage requirements:

Lot Size	Floor Area Ratio (FAR)
0—4,000 square feet net	0.35
4001—7,199 square feet net	0.40
7200—11,999 square feet net	0.50
12000—39,999 square feet net	0.45
40,000 + square feet net	

The above FAR's shall not apply to condominium or PUD projects where the proposed lot consists of a building footprint.

Within a planned unit development, building separations may be reduced to zero feet, provided that fire walls are provided per UBC standards.

Unless a minimum of twenty-five (25) percent of the units are reserved for low and moderate income residents, the maximum density of independent living developments shall be eleven (11) units per gross acre (11 du/ac). Congregate and residential care facilities shall have a maximum density of twenty-five (25) dwelling units per gross acre (25 du/ac).

The minimum parcel size within the mobilehome district may be reduced to three thousand six hundred (3,600) square feet with a minimum average width of forty (40) feet and a minimum frontage of not less than thirty (30) feet if common open space areas and recreational facilities are provided as part of the subdivision and if the open space areas and recreational facilities are reserved for the exclusive use of residents of the subdivision. Standards for the provision of common open space required to permit a reduction in lot size are as follows:

(1) A minimum of five hundred (500) square feet of common open space and recreational area shall be provided for each residential lot in the subdivision.

(2) The combined square footage of common open space, recreational area, and residential lot area, not including public and private streets and cannon parking areas shall average not less than six thousand (6,000) square feet per lot within the subdivision.

(3) Open space and recreational areas shall be designated on the subdivision map, and shall be located entirely within the subdivision.

For two-story buildings average rear yard setback shall be twenty (20) feet. Average includes all buildings along rear property line and is subject to city approval.

The permitted sixty (60) percent lot coverage includes main and accessory buildings, parking areas, driveways, and covered patios. The remaining forty (40) percent of the total area shall be devoted to landscaping, lawn and outdoor recreation facilities incidental to the development, such as, but not limited to, outdoor recreation game areas, putting greens, patios, walkways and fences.

B. Special Residential Development Standards.

1. Public and quasi-public uses within any residential district shall maintain a minimum setback of fifty (50) feet measured from the property line from any single-family district.

2. In any residential district, front yard setbacks in subdivision developments may be reduced by twenty (20) percent subject to approval of a conditional use permit, provided the average of all such setbacks is not less than the minimum required for the district.

3. In all residential districts, air conditioners, heating, cooling ventilating equipment and all other mechanical, lighting or electrical devices shall be so operated that they do not disturb the peace, quiet and comfort of neighboring residents and shall be screened from surrounding properties and streets. Additionally, no such equipment with the exception of ground mounted air conditioning, shall be located in the required front yard setback, street side yard setback, or closer than twenty (20) feet to any residential dwelling on adjacent properties. All equipment shall be installed and operated in accordance with all other applicable city ordinances.

4. Developments of five or more dwelling units in the SF, MF, MFA and MFVH districts shall be required to provide front and street side yard landscaping consisting of predominantly drought resistant plant materials, except for necessary walks, drives and fences. Please refer to Chapter 16.84, Water Efficient Landscape Requirements, for rules and regulations regarding landscape and irrigation, including limitations on the percentage of turf/lawn that can be placed in landscape areas.

5. In the MF, MFA and MHP districts, a minimum of thirty-five (35) percent of the site area shall be landscaped, consisting of predominantly drought resistant plant materials, and/or provided with an adequate underground irrigation system. Please refer to Chapter 16.84, Water Efficient Landscape Requirements, for rules and regulations regarding landscape and irrigation, including limitations on the percentage of turf/lawn that can be placed in landscape areas. The required landscaping shall include required setback areas and may include outdoor recreation areas.

6. In the MF, MFA and MFVH districts, multifamily attached or single-family attached dwelling units exceeding one story in height shall maintain a minimum setback of twenty (20) feet from any single-family residential district.

C. Additional Standards for the Development of Senior Housing Developments.

1. All senior housing developments within the MFVH district shall be age restricted to senior citizens to the extent permitted by state law.

2. Within two-story attached residential developments, elevators shall be provided that shall have an alternative back-up power source and meet or exceed minimum state requirements, subject to review by the planning commission.

3. An internal and/or external security system shall be provided by the developer and reviewed and approved by the chief of police.

D. Additional Standards for Mobilehome Parks. In addition to any conditions imposed upon the granting of a conditional use permit, the following minimum standards shall apply to mobilehome parks:

1. The minimum site that may be developed for a mobilehome park shall be five gross acres.

2. The minimum area for each mobilehome site shall be three thousand six hundred (3,600) square feet with a minimum width of thirty (30) feet.

3. Mobilehome parks existing as of the date of the original adoption of the ordinance codified in this chapter shall not be deemed nonconforming by reason of failure to meet the minimum development standards prescribed in this section or Table 16.32.050-B, provided that the regulations of this section shall apply to the enlargement or expansion of a mobilehome park.

E. Additional Performance Standards for Planned Unit Developments.

1. When lot sizes less than those permitted by the underlying zoning district are proposed for a residential subdivision, a planned unit development permit application (Section 16.16.060) shall be submitted concurrently with the subdivision application.

2. Lot size, lot width, and lot depth for each unit shall be determined through the planned unit development review process.

3. Building setbacks required by the underlying zoning district may be reduced or waived for lots created through a planned unit development, provided the required setbacks are used for the perimeter of the project area if necessary to achieve consistency with the character of the district, and the lot coverage requirements of the district are met for the project. In no case shall the minimum separation between buildings on adjacent lots be less than ten (10) feet or less than required by other state or local laws; excepting, however, for adjacent lots where a common wall is shared in a zero lot line attached project.

4. For zero lot line projects where detached dwelling units are to be constructed upon a lot line, a five foot maintenance easement shall be provided on the adjacent lot, along, and parallel to, the zero lot line dwelling. The easement shall grant access to the owner of the zero lot line dwelling for purposes of maintaining the zero lot line wall.

5. A planned unit development must meet the following performance standards in order to be approved:

a. The project shall be unobtrusive and environmentally compatible with adjacent property.

b. The project shall provide all infrastructure necessary to support the project.

c. The project shall provide adequate emergency facilities and access.

d. Circulation systems shall be designed to promote smooth-flowing and nonconflicting vehicular and pedestrian traffic.

e. The project shall provide adequate and well-landscaped parking and ample drainage facilities.

f. The project shall provide screening, as required, to separate different land uses, minimize nuisances to and from adjacent property, and guarantee convenient access to preserved open space.

g. A property owners' association and covenants shall be established to ensure that common areas are owned and maintained by planned unit development property owners.

h. All signs shall be appropriately integrated with the overall architectural theme of the development.

i. Pedestrian/bike paths shall provide safe, convenient routes within the development and link with other systems on the perimeter of the site. Unobstructed visibility shall be provided from and of these paths at intersections.

j. Recreational facilities shall comply with city standards, be made available to residents, and shall be maintained by local property owners. The project shall be designed to group dwellings around common open space and/or recreational features.

k. Planned unit development design must promote an attractive streetscape and discourage monotonous streets dominated by asphalt, concrete, garages, and cars.

l. Open space shall be provided in accordance with Table 16.32.050-C and the following requirements:

    i. The area of each parcel of common open space designed for active recreational purposes shall be of such minimum dimensions as to be functionally usable.

    ii. Common open space parcels shall be located convenient to the dwelling units they are intended to serve. However, because of noise generation, they shall be sited with sensitivity to surrounding development.

    iii. Developed Common Open Space. The planning commission and/or city council (if project is appealed or council is decision-making body) may require the installation of recreational facilities, taking into consideration:

        (A) The character of the open space land;

        (B) The estimated age and the recreation needs of persons likely to reside in the development;

        (C) Proximity, nature and excess capacity of existing municipal recreation facilities; and

        (D) The cost of the recreational facilities.

    iv. Undeveloped Common Open Space. As a general principle, undeveloped open space should be left in its natural state. A developer may make certain improvements such as the cutting of trails for walking or jogging, or the provisions of picnic areas, etc. In addition, the planning commission and/or city council (if project is appealed or council is decision-making body) may require a developer to make other improvements, such as removing dead or diseased trees, thinning trees or other vegetation to encourage more desirable growth, and grading and seeding.

    v. The planning commission may permit minor deviations from open space standards when it can be determined that:

        (A) The objectives underlying these standards can be met without strict adherence to them; and/or

        (B) Because of peculiarities in the tract of land or the facilities proposed, it would be unreasonable to require strict adherence to these standards.

    vi. Any lands dedicated for open space purposes shall contain appropriate covenants and deed restrictions approved by the city attorney ensuring that:

(A) The open space area will not be further subdivided in the future;

(B) The use of the open space will continue in perpetuity for the purpose specified;

(C) Appropriate provisions will be made for the maintenance of the open space; and

(D) Common undeveloped open space shall not be turned into a commercial enterprise admitting the general public at a fee.

vii. The type of ownership of land dedicated for common open space purposes shall be selected by the developer, subject to approval of the planning commission. Type of ownership may include, but is not necessarily limited to, the following:

(A) The city, subject to acceptance by the city council;

(B) Other public jurisdictions or agencies, subject to their acceptance;

(C) Quasi-public organizations, subject to their acceptance;

(D) Homeowner, condominium or cooper-ative associations or organizations; or

(E) Shared, undivided interest by all property owners in the subdivision.

viii. If the open space is owned and maintained by a homeowner or condominium association, the developer shall file a declaration of covenants and restrictions that will govern the association, to be submitted with the planned unit development application. The provisions shall include, but are not necessarily limited to, the following:

(A) The homeowners association must be established before the homes are sold;

(B) Membership must be mandatory for each home buyer and any successive buyer;

(C) The open space restrictions must be permanent, not just for a period of years;

(D) The association must be responsible for liability insurance, local taxes, and the maintenance of recreational and other facilities;

(E) Homeowners must pay their pro rata share of the cost, and the assessment levied by the association can become a lien on the property if allowed in the master deed establishing the homeowners association; and

(F) The association must be able to adjust the assessment to meet changed needs.

Table 16.32.050-C
Open Space Requirements for Planned Unit Developments

	General Requirement	General Requirement	General Requirement	General Requirement
Private Open Space[a] (average s.f. per lot)	100-224	225-499	500-999	+1000
Common Open Space[a] (minimum % of project area)	35%	30%	10%	0%

Usable Open Space[a] (minimum % of project area)	40%	40%	45%	45%
a See Section 16.04.070 for "Open Space" definitions.				

F. Special Use Regulations for the Village Residential District.

1. New construction or exterior alterations, additions, or modifications of any building or structure within the VR District shall require plot plan review by the planning director prior to the issuance of a building permit. The applicant shall furnish complete elevation details and specifications, plot plan, and other information that may be required by the planning director.
2. Applications for a home occupation permit shall be reviewed by the planning director to assure that the proposed use will not alter the historic character of the district.
3. Nothing in this section shall be interpreted to require approval from the planning director in either of the following situations:
    a. Ordinary maintenance or repairs of any structure which does not involve a change in design, exterior material, or original appearance of the structure; or
    b. Any construction, reconstruction, alteration or removal of any feature which has been determined by the building official to be necessary to protect health or safety.
4. Each applicant for a demolition permit for any building or structure located in the VR district shall first obtain approval from the planning director. No permit shall be issued to demolish any building or structure unless:
    a. The planning director determines that the owner will have no economic use of the property unless the structure is removed. The planning director may require that the applicant submit economic and financial data to support such claim;
    b. The planning director determines that the structure is in such a deteriorated condition that demolition will not have a significant effect on the achievement of the goals of this district; or
    c. The planning director determines, upon consultation with the appropriate city officials, that an imminent safety hazard exists; and that demolition is the only feasible means to secure the public safety.

16.36.020 - Commercial and mixed use development districts and site development standards. (Applicable excerpt for Village Mixed Use)

D. Village Mixed Use (VMU) District. The primary purpose of the VMU district is to provide for a mixture of commercial, office and residential uses compatible with surrounding residential districts, in small-scale pedestrian-oriented developments. Regulations for the VMU district combined with the historic character overlay district promote and preserve older architectural styles, and encourage a harmonious intermingling of other structures. This district encourages use of existing residential buildings for non-residential uses. Typical uses may include single and multiple family residential, specialty retail sales, professional offices, personal services and neighborhood markets. The VMU district implements and is consistent with the village core land use designation of the general plan. Refer to Table 16.36.020(D) for minimum site development standards and Table 16.36.030(A) for allowable uses.

Table 16.36.020(D)
Village Mixed Use (VMU)
Minimum Site Development Standards

1. Maximum Density Mixed Use Projects	15 dwelling units per gross acre.
2. Minimum Lot Size	5,000 square feet.
3. Minimum Lot Width	40 feet.
4. Front Yard Setback	0 - 15 feet.
5. Rear Yard Setback	0 - 15 feet. If project is mixed use and/or abuts a residential district then 10 feet required.
6. Side Yard Setback	0 feet unless a project is mixed use and/or abuts a residential district, then 5 feet is required for single story structures and 110 feet is required, on one side, for a multiple stories.
7. Street Side Yard Setback	0 - 15 feet.

8. Building Size Limits	Maximum height is 30 feet or three stories, whichever is less; a maximum of 36 feet is allowable through the MUP process. Maximum Building Size is 10,000 square feet.
9. Site Coverage Floor Area Ratio of 1	Maximum coverage of site is 100%. Maximum Floor Area Ratio is 1. See design Guidelines and Standards for Historic Districts.
10. Site Design	See Design Guidelines and Standards for Historic Districts.
11. Off-Street Parking and Loading	See Parking VMU and HCO combining district inSection 16.56.020(C).
12. Signs	See Chapter 16.60 and Design Guidelines and Standards for Historic Districts.

Design Guidelines and Standards For The Historic Character Overlay District (D-2.4)

Update Adopted by City Council

Ordinance No. 608
February 10, 2009

Resolution No. 4135
October 14, 2008

Resolution No. 3673
April 22, 2003

Adopted by City Council
Resolution No. 3059
November, 1994

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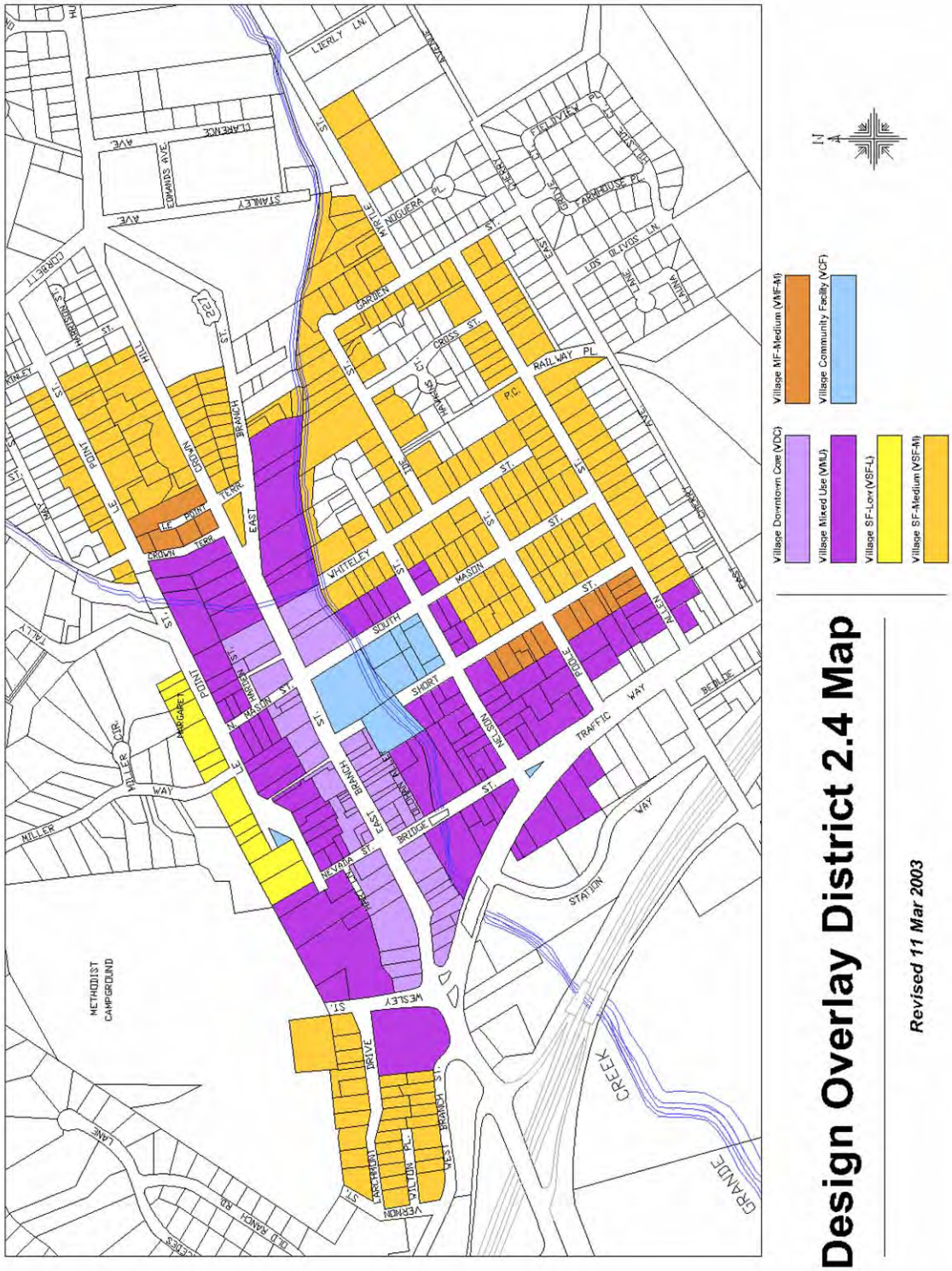
DESIGN OVERLAY DISTRICT MAP FOR HISTORIC DISTRICTS



INTRODUCTION

CONCEPT OF THE GUIDELINES AND STANDARDS

The Guidelines and Standards are intended to help protect the historic buildings and character, architecture and sites that reflect the heritage of Arroyo Grande. It is intended that the Guidelines and Standards be consulted at early stages of any renovation or new development proposal to help create an overall approach to the design of the project.

Guidelines are statements that indicate preference or principles indicated by descriptive statements including "should", "is encouraged", "is desired" and "may".

Standards are indicated by language that is unequivocal and that prescribe minimum acceptable limits. Statements such as "shall", "is required" and "must" are standards.

The Guidelines and Standards are based on the concept that historic resources, like natural resources, are important to the human community and should be identified and protected. This is not an exercise in nostalgia, but is a methodical attempt to identify important resources from Arroyo Grande's past and offer recommendations and policies that will help assure their preservation and enhancement.

The protection of historic districts, including homes, offices and businesses within the Village area of Arroyo Grande, will help preserve and enhance the unique qualities of the City for the enjoyment, pride, education and economic benefit of its citizens, businesses and visitors. These Guidelines and Standards are intended to preserve and enhance not only the most grand or impressive resources of the past, but the recognizable character composed of individual elements in the Village. Developers of Arroyo Grande included merchants and farmers, entrepreneurs and employees. Most homes, offices and business establishments were modest in scale and utilitarian in function, and these structures are an important part of the fabric of the City.

Objectives

To help preserve and enhance historic resources, the following objectives are reflected in the Guidelines and Standards:

- Safeguard the heritage of Arroyo Grande.
- Encourage public knowledge, understanding and appreciation of the City's past.
- Enhance the visual character of the City and the Village by preserving and promoting diverse and harmonious architectural styles and designs that reflect historic character and stages in the development of the City.
- Conserve valuable material and energy resources by continued use of the existing built environment.
- Protect property values and increase financial and economic benefits to the owners, businesses and residents of Arroyo Grande.
- Ensure that new construction and renovation of existing buildings are compatible with the historic character of the Village area and surrounding neighborhoods.

The Guidelines and Standards are intended to provide a variety of design choices and encourage creativity. They are not intended to dictate preconceived or uniform design solutions, but to assist design for building in the historic district and encourage the use of existing design elements. The intent is to

increase visual elements that buildings have in common, and stress a "sense of fit" for both new and renovated buildings. The Guidelines and Standards offer practical solutions beneficial for the community as a whole as well as for individual property owners within the Village area.

HOW THE GUIDELINES AND STANDARDS WERE DEVELOPED AND AMENDED

The Guidelines and Standards focus on both existing design issues in the Village historic districts and on issues that may be expected to arise in the future. Although much of the land in these districts has been developed, there is still substantial opportunity for infill development on vacant lots and partially developed properties. Additionally, some property owners may wish to restore, remodel or rehabilitate existing structures to prepare them for new uses. To address both current issues and potential future concerns, the Guidelines and Standards consider existing conditions, recognize past development patterns, and reflect future potential for growth and change.

The Guidelines and Standards are based on features of the existing built environment. These features were documented in the Historical Resource Survey, 1991, by the City of Arroyo Grande and Catherine Graves, showing existing historic structures in the Village historic district of Arroyo Grande (Appendix A). This survey recorded addresses, building types, ownership, and focused on architectural characteristics that contribute to the visual quality of the buildings and to the entire area surrounding them. These characteristics include height, roof configuration and material, exterior wall materials, window and door type, chimneys, and porches. Also documented were surrounding land uses and potential threats to the site or historic building.

The survey reveals that there is not one particular style that determines the overall character of the Village historic districts in Arroyo Grande. There is, however, a common "vocabulary" of building elements that helps to create an impression of consistency and continuity. These elements are used frequently and in combination with different architectural styles.

These Guidelines and Standards were comprehensively updated by the Community Development Department in 2002-2003. The update process included six community workshops and several public hearings to facilitate public participation. The Guidelines and Standards were updated again in 2008 – 2009 to address large home size in residential districts located within the Historic Character Design Overlay District D-2.4.

For the purposes of these Guidelines and Standards, the historic period of the Village is 1870-1939.

HOW TO USE THE GUIDELINES AND STANDARDS

The Guidelines and Standards have been prepared to aid City decision makers, private design professionals and property owners. As the design is developed further, the Guidelines and Standards can be used to determine which specific procedures have a bearing on the project. The Guidelines and Standards suggest characteristics for design of details and elements, such as signs, rear entrances, landscaping, height, building mass, construction materials and other components that compose the project's relationship to its surroundings.

Exceptions to Guidelines

Exceptions to GUIDELINES in this document may be approved if both of the following findings are met:

1. The alternative design or materials do not detract from adjacent buildings or the historic character and diversity of the Village area.

2. The mass and scale of the project is appropriate to the location considering the history and diversity of the area and the concept of the Village area.

An example of an exception to a guideline may be for an internally illuminated sign. See *Sign Illumination* on page 35, which allows externally illuminated signs. Findings may be made approving a sign if the applicant demonstrates that the sign maintains a historic character with internal illumination.

Exceptions to Standards

Exceptions to STANDARDS in this document may be approved if all of the findings for Exceptions to Guidelines are met AND by obtaining a Minor Exception Permit, per Section 16.16.120 of the Development Code. The Minor Exception requires noticing property owners within 300 ft. of the project. The Community Development Director approves a Minor Exception with a recommendation from the ARC. If the project requires Planning Commission approval, the Minor Exception will be processed concurrently. A Minor Exception may be approved if all of the following findings are met:

1. The strict or literal interpretation and endorsement of the specified regulation would result in practical difficulty or unnecessary physical hardship;

2. There are exceptional circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to other properties in the same district;

3. Strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by other property owners in the same district;

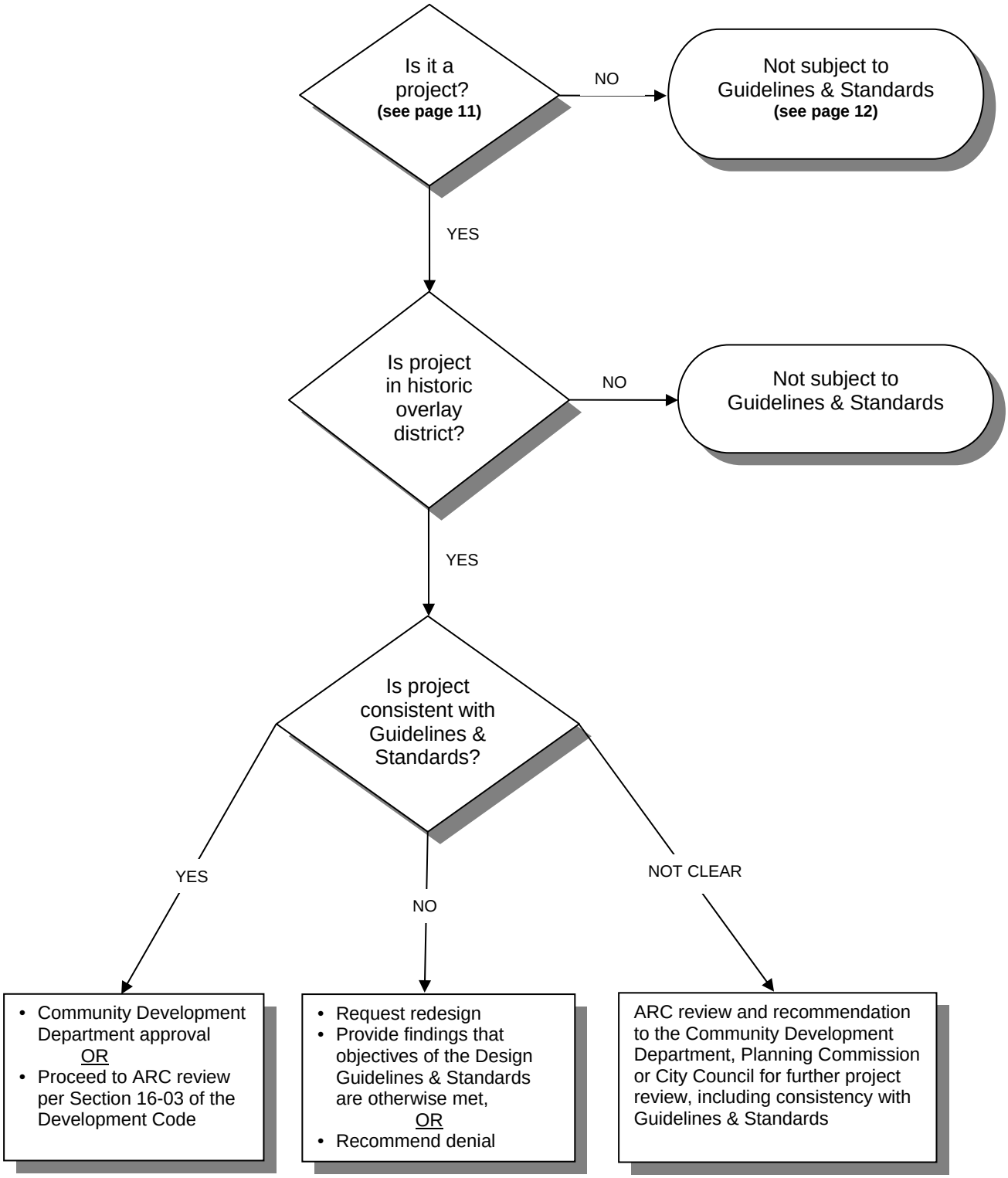
4. The granting of the minor exception will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same district and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity;

5. The granting of a Minor Exception is consistent with the objectives and policies of the General Plan and the intent of this title.

The Guidelines and Standards are NOT intended to provide all necessary information for development projects within the Village area. The Guidelines and Standards only address generalized design issues. It is essential that other requirements in Title 16 (Development Code) and other portions of the Municipal Code (Development Code) be followed for each project. Nothing in the Guidelines and Standards is intended to supersede requirements of the Development Code. Questions regarding the relationship between the Guidelines and Standards and Development Code provisions should be referred to the Community Development Department.

An example of an exception to a standard may be for a sign with gold detailing that is a predominant shiny sign material. See *Sign Materials* on page 34, which does not allow high gloss, shiny or reflective surfaces as predominant sign material. If the applicant demonstrates that the sign maintains a historic character, then a Minor Exception may be processed concurrent with the sign application.

PROCESS FOR IMPLEMENTING GUIDELINES AND STANDARDS IN HISTORIC DISTRICTS



DESIGN REVIEW IN ARROYO GRANDE

Community Development Director

The Community Development Director is responsible for administering Title 16 Development Code, as described in section 16.08.090 of the City's Municipal Code. The Community Development Director processes all applications, conducts environmental reviews and approves minor use permits including permits such as viewshed reviews, design reviews and plot plan reviews.

Architectural Review Committee

The Architectural Review Committee (ARC) is a five member advisory committee appointed by the City Council to assist the Community Development Department, Planning Commission and the City Council by review of projects and comments regarding the aesthetics, site planning and architectural design of development proposals in the City. The ARC includes three members with technical design, planning, architectural and/or landscaping design knowledge and experience reading and interpreting site plans, architectural and engineering drawings as they relate to the appearance of proposed buildings, signage, structures and landscaping upon a site and the surrounding community. The two other members of the Committee may, but need not, have technical design and/or landscaping design knowledge and experience.

Planning Commission

The Planning Commission consists of five members appointed by the City Council. The Planning Commission makes recommendations to the City Council regarding the General Plan, growth management and development of the City, preservation and conservation of open space, the expenditure of public funds relating to the General Plan and many other mandatory responsibilities.

The Planning Commission has been assigned the responsibility to review and approve projects including the following:

- Conditional Use Permits
- Surface Mining Permits
- Variances
- Tentative Maps
- Vesting Tentative Maps
- Lot Line Adjustments
- Lot Mergers
- Reversions to Acreage
- Certificates of Compliance
- Notices of Violation
- Planned Sign Programs
- Viewshed Review Permits
- Planned Unit Development Permits
- Extensions of Time (for projects originally approved by Planning Commission)
- Architectural Review
- Appeals of Community Development Director Determinations

The Planning Commission also makes recommendations to the City Council on the following:

- General Plan Amendments
- Development Code Amendments
- Specific Plans and Amendments to Specific Plans
- Amendments to Zoning Districts
- Development Agreements
- Permits, Licenses or other entitlements within an approved Planned Development

City Council

The City Council reviews and approves the following:

- General Plan Amendments;
- Specific Plans and Amendments to Specific Plans;
- Amendments to Zoning Districts and other provisions of this title;
- Development Agreements;
- Appeals of Planning Commission determinations;

- Permits, licenses or approvals within an approved Planned Development;
- Extensions of Time (for projects originally approved by City Council);
- Concurrent applications.

REQUIRED APPLICATION SUBMITTAL DOCUMENTS AND MATERIALS

Applicants must submit adequate documentation in order for the City to properly evaluate and process applications. Drawings should be to scale and clearly depict the character of the proposed work. Submittal documents vary depending on what the project involves, however, the following documentation is generally required:

- Completed application form;
- Payment of fee established by the City Council to cover typical processing costs for the specific type of application (payable to the City of Arroyo Grande);
- Site photographs showing topography, vegetation, existing and adjacent structures, and views from the site;
- A scaled Site Plan drawing including a north arrow showing existing and proposed conditions including adjacent development patterns (the number of copies depends on the type of application submitted);
- Elevations showing all visible sides and the relationship of proposed building(s) to adjacent structure(s) and the types of exterior materials to be used;
- Samples of building materials showing actual colors, textures and types *(Computer printouts used as examples of colors and materials are not acceptable, actual material samples must be provided)*;
- A model of proposed commercial or mixed use buildings;
- Any available or required historic information relating to the project;
- Demolition plans, if applicable; and
- Any other data requested or required by the Community Development Department, Architectural Review Committee, Planning Commission or City Council, as needed.

The Community Development Department may require submittal of amended plans if substantial changes are required before final consideration for approval. Plans that do not show all the proposed changes or materials may delay the project until the applicable information is provided.

PROJECTS SUBJECT TO THE GUIDELINES AND STANDARDS

The Design Guidelines and Standards for Historic Districts are incorporated by reference in the Development Code (Section 16.08.010(1)). All parcels within a Historic Design Overlay district are subject to the Development Code and these Guidelines and Standards.

As shown on the Design Overlay District Map, these Guidelines and Standards apply to all commercial, mixed use and residential construction and renovation projects within the Village Core Downtown (D-2.4) Single Family Low-Medium Density (D-2.4), Single-Family Medium Density (D-2.4), Multi-Family Medium-High Density (D-2.4), Mixed Use and Community Facility (D-2.4) zoning districts, as shown on the official zoning map.

Design Overlay District 2.11, remains subject to the Design Guidelines for Historic Districts (1994), until such time as a separate set of Guidelines and Standards

pertaining to the Traffic Way Corridor is adopted.

Demolition or Relocation Permit

Request for Demolition or Relocation Permits within the Historic Overlay Districts shall be subject to prior review by the Community Development Director for compliance with the California Environmental Quality Act (CEQA) and to determine if renovation would be possible and preferable. Prior to issuance of permit for the demolition or relocation of any building, notices shall be given to the ARC and the Planning Commission. This does not apply to demolition determined by the building official to be necessary to protect public health or safety.

Plot Plan Review

New construction or exterior alterations, additions or modifications of any building or structure in the *Village Residential, Village Core Downtown and Village Mixed Use* districts may require Plot Plan review by the Community Development Director before a building permit is issued.

The applicant shall include complete site plans, elevation details and specifications, a plot plan, and other information that is needed to describe their project and are required by the Community Development Director.

PROJECTS NOT SUBJECT TO THE GUIDELINES AND STANDARDS

- Residential or commercial projects that consist only of routine maintenance, or repair that do not involve a change of design or exterior material, and does not significantly change the outward appearance of the structure.

- Projects where less than 15% of the façade is physically changed and where a significant feature of a historic structure is not impaired.

- Construction, alteration or removal of any feature that has been determined by the building official to be necessary to protect health or safety.

- Projects that include the renovation or non-structural alteration of interior spaces only, and will not result in an alteration of the outward appearance of the structure.

- Demolition of any structure found by the Building Official to be necessary to protect health or safety of the public is exempt. Replacement of any demolished structure will be subject to all provisions of the Guidelines and Standards, and all applicable City codes and ordinances.

- Repainting of a commercial or mixed use building is subject to review by the Community Development Director to determine if it involves a substantial color change and may be referred to the ARC for a recommendation. For example, a change from one earth tone to another earth tone is not considered a substantial change.

HISTORIC OVERVIEW

HISTORY OF ARROYO GRANDE

The history of the Arroyo Grande Valley is firmly rooted in the natural resources that abound in the area. The first known inhabitants of the area were the Obispeno Chumash, who established a territory that covered much of Central California, extending as much as 60 miles inland from the ocean. Evidence has been found locally that suggests their presence dates back at least 9,000 years. Over 1,200 archaeological sites have been discovered in the Arroyo Grande Valley. The abundance of food included seafood and fish from the tidal flats, abundant wildlife in the surrounding hills and lush natural vegetation.

The first Spanish explorer, Juan Cabrillo, arrived on the Central Coast of California in 1542, and his narrative describes many Chumash Villages and a large population of native residents.

Spanish residence in the area commenced in 1771, when the mission was established at San Luis Obispo de Toloso. The priests of the mission established a garden and "plantation" in the Arroyo Grande Valley in 1780, where they raised large quantities of corn, beans, potatoes and other crops to supply food for the mission. At that time, however, the Arroyo Grande Valley was not the wide expanse of fertile farmland it was later to become. The area, which was to be the City of Arroyo Grande, was one large "monte" covered with willows and brush.

The area remained under the control of the Spanish government until the Mexican revolution and independence in 1822, when California became a territory of Mexico.

To encourage settlement in the "California Territory" the Mexican Government granted large parcels of land to individuals wishing to settle in the area. Early landholders in the Arroyo Grande area included William G. Dana, John Wilson, John Price, Francis Z. Branch, and Issac J. Sparks. Francis Branch had the most extensive holdings in the valley, including the Arroyo Grande and Santa Manuela grants, and a part of the Pismo grant. To help in clearing and settling the land, Francis Branch gave farmers the use, for five years, of every acre they would clear and cultivate.

The San Luis Obispo Board of Supervisors established the township of Arroyo Grande in 1862. In 1867, the town consisted of a schoolhouse, blacksmith shop, and stage stop on the line to Santa Barbara. By 1876 there were two hotels, two stores, two saloons, a wheelwright and blacksmith shop, a schoolhouse, post office, livery stable and several residences. An influx of new settlers arrived in 1877, drawn by the rich fertile soil and mild climate that encouraged agricultural pursuits.

Transportation improvements contributed substantially to the success of agriculture in the valley. The Meherin brothers, who were local merchants, and other investors wishing to promote the Arroyo Grande Valley, built the Pismo Wharf in 1881. Stock was issued to finance the wharf, and 800 shares were sold at $20.00 each to farmers and landowners. When finished, the wharf extended 1,600 feet from shore, where the water was 27 feet deep at low tide. In 1882, thirty-eight ships were loaded at the wharf, saving local farmers over $35,000 in freight charges.

Also in 1881, the Pacific Coast Railroad was extended from San Luis Obispo to Arroyo Grande, further stimulating the agriculture industry and encouraging substantial growth and development.

Arroyo Grande was incorporated as a City in 1911, at which time the population was approximately 1,200. The reputation of the area continued to lure residents, and agricultural enterprises gave way to residential development. Eventually, the

small separate settlements of Arroyo Grande, Pismo Beach, Shell Beach, Grover Beach and Oceano expanded to reach each other's borders, creating a large urbanized area, sometimes called Five Cities, which is far different from what early settlers experienced.

Much remains in Arroyo Grande that reflects its heritage and past, however. Many older homes and buildings that remain reflect their utilitarian heritage, with vernacular architecture common. Some agricultural operations remain within the city, many of these in proximity to the Village area. The Village of Arroyo Grande still reflects many aspects of its history today, although most residents are no longer involved in the historic enterprise of agriculture.

OVERALL DESIGN FRAMEWORK

Design issues in the Village area are not limited to individual buildings or projects. While the community structure may not be of concern to an individual renovation project, it should be considered for larger projects that have the capacity to change the structure of the Village. The structure of the Village is an expression of the type, intensity and arrangement of activities and physical structures in the community. How the resident or visitor experiences the structure, depends on the clarity of the community's physical organization.

Are there landmarks for points of reference and recognizable "meeting spots?" Are travel routes clear and continuous and are separate areas recognizable for their individual character? These issues, and others, help to define the community's structure.

To help illustrate the structure of the Village of Arroyo Grande, and its problems and potential, visual elements, first described by author Kevin Lynch, can be used to explain the existing "image" of the Village area. These elements are defined and examples supplied to illustrate how they are expressed in the Village of Arroyo Grande. Designers and decision makers should consider these elements, and determine how they will be affected by development projects.

GATEWAYS

There are visual "clues" that tell an observer that they have entered the Village. They are a change in the quality of space on a path, where adjoining areas are distinguished from the distinct and separate Village area that the traveler is entering. Gateways can be natural or man-made, and can range from the first views of historic residences when approaching from Branch Mill Road or East Branch Street to the triangle park at the intersection of Nelson Street and Traffic Way. Preservation and enhancement of gateways is important to help define the special quality of the Village area. The change of character, as one enters the Village on East Branch near Crown Hill, Mason Street or Traffic Way are "gateways".

LANDMARKS

There are features in the community that stand out because of their unique visual character. They are often used as reference points, to help guide a traveler through the Village. Landmarks are notable for the physical characteristics that separate them from their surroundings, and often, for their contribution to the historic fabric of the community. Landmarks in the Arroyo Grande Village include natural features such as Crown Hill and Arroyo Grande Creek to historic structures such as the old Methodist Episcopal Church, the I.O.O.F. Hall, the Olohan Building, and the Swinging Bridge. Care should be taken in the design of new projects to preserve the effect of existing landmarks, and to assure that new "landmarks" created are harmonious with their surroundings. A design element can unintentionally become an unwelcome landmark if its style, bulk, or color overwhelms the surrounding development or obscures an existing "landmark".

NODES

There are strategic spots in the Village that an observer considers the center or concentration of activity or junction of paths. The public parking area next to the creek, with the gazebo and Swinging Bridge or Village Green and historic museum area are illustrations of such a concentration of activity, especially during community festivals and farmer's market days. New development designs that incorporate pedestrian space and visual interest to attract activity can create such "nodes".

DISTRICTS

There are areas of the community with a unique character that distinguishes them from the adjoining areas. An observer can identify certain districts from inside, and often from outside the district. The historic development of Arroyo Grande, and the activities that occur in different areas of the Village, contribute to its division into districts.

There are distinct differences between the historic commercial buildings of the Village Core Downtown area, and with the nearby Village Residential area. The Village Residential area, with many historic homes and large mature trees, differs from the surrounding, more modern, developments. Both new development and renovations should be sensitive to the architectural elements that contribute to neighborhood character and to distinctive "districts".

PATHS

There are paths for various types of movement. It is not necessary for an observer to actually travel on the path for it to be a major visual image. This is especially true in Arroyo Grande, where major arterials pass through the Village (Highway 227) or did pass through in earlier times, Traffic Way.

Branch Street has been the "main" street in the Village, and still serves as a major link to Lopez Lake and adjoining areas. Traffic Way, Bridge, Nevada and Mason Streets are additional vehicle paths through the Village, as are Olohan Alley and LePoint Street. Smaller connections for circulation include Short Street, several walkways and historic routes such as Hart Lane or Creekside promenades.

Design elements, such as street furniture, signs, trees and lighting can all contribute to the "importance" or purpose that is assigned to a particular "path".

EDGES OR SEAMS

There are linear elements that are not paths that represent breaks in continuity that may be perceived as barriers between districts or "seams" where districts are joined. They may have a feeling of an edge, as with the steep hills to the north of the Village along LePoint Street, or a seam, like Arroyo Grande Creek, joined by bridges.

"Edges" or "seams" can be less defined but still apparent such as at Crown Terrace east of The Village or Traffic Way on the west.

NATURAL AREAS

There are areas within the Village that remain "natural" as opposed to built areas, man-made parks, plazas or gardens. In urban areas, the preservation of natural areas is often a challenge. Protection of large, landmark trees and the riparian areas adjoining Arroyo Grande Creek contribute substantially to the overall experience and enjoyment of the Village. Every effort should be made to preserve and enhance "natural areas".

ARCHITECTURAL STYLES

This section illustrates various architectural styles found within the Village Historic Design Overlay District. These styles represent much of the existing architecture in the Village and shall be used a guide for future development and renovations in the area. For the Spanish Eclectic Style, use this section as a guide for residential remodels for existing Spanish Eclectic style homes or mixed use/commercial construction (See Appendix "A" for additional examples): construction of new Spanish Eclectic homes is allowed in the HCO residential district subject to conditional use permit approval.

Most of the historic architecture does not follow one specific style, but is influenced by many. The commercial style development in the Village area is an eclectic mix of buildings, but there is a similar vocabulary in the building design and construction materials. The development for the residential and commercial buildings generally fits within one or more of the following architectural styles.

RESIDENTIAL STRUCTURES

Bungalow

The Bungalow style is a unique house type that borrows from other cultures, but is a truly American design. Developed on the west coast, the Bungalow reduces the distinction between inside and outside space, reflecting the open practical living possible in California. It is generally a low, small house that used natural materials and relied on simplified design. The roof structure is most often broad gables, often with a separate lower gable covering the porch, although hipped roof structures are also common. There is little ornamentation, and what is found is of simplified design. The first Bungalow development period was from 1895 to 1915.

Cottage

A Cottage is basically a small frame single-family home that does not use any particular architectural style or ornamentation pattern. Roof styles vary, but most often use gable, hip or a combination of the two. This is a style that often borrows elements from classic styles, but does not incorporate other elements that make the style unique.

Craftsman

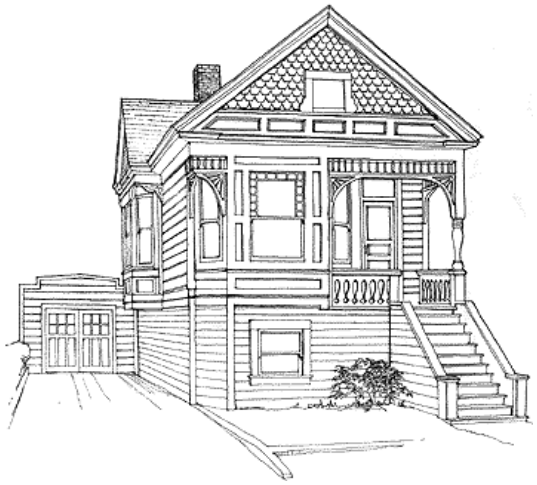
An extension of the early Bungalow, the Craftsman design included a low-pitched gabled roof with a wide, unenclosed eave overhang. Roof rafters are usually exposed and decorative beams or braces are commonly added under gables. Porches are either full or partial-width, with a roof often supported by tapered square columns. The most distinctive features of this style are the junctions where the roof joins the wall,

where the most ornamentation occurs. This was the dominant style for smaller homes from 1905 to early 1920's. The popularity of the style faded quickly, however, and few were built after 1930.

Folk Victorian

The Folk Victorian style uses a simple, folk type house style that is often one story and has a roof that is gabled or hipped (pyramidal). It lacks the intricate, irregular roof structure of the Queen Anne style, but includes ornamentation common to Victorian-style detailing, especially spindle work. Facades are generally symmetrical.

Queen Anne

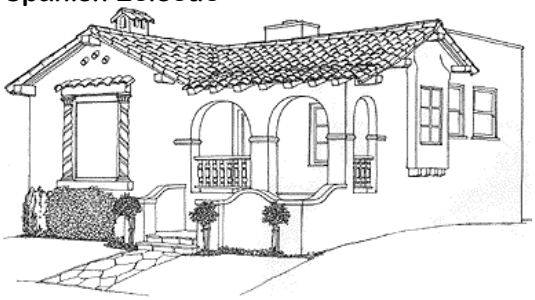


The Queen Anne architectural style was common from about 1880 to 1910. Identifying features include a steeply pitched, irregular shaped roof, often with a dominant front-facing gable, patterned shingles, cutaway bay windows, and other features to avoid a smooth walled appearance. The decorative detailing is usually of two types:

1. Spindle work includes turned posts and may also include decorative gables and ornamentation under the wall overhangs.

2. Free classic detailing uses classical columns, instead of delicate turned posts, and other ornamentation is less "lacy" and delicate than that found in spindle work. This style became common after 1890.

Spanish Eclectic



For the Spanish Eclectic Style, use this section as a guide for residential remodels for existing Spanish Eclectic style homes or mixed use/commercial construction (See Appendix "A" for additional examples): construction of new Spanish Eclectic homes is allowed in the HCO residential district subject to conditional use permit approval. The Spanish Eclectic style uses decorative details borrowed from all aspects of Spanish Architecture. The roof is low pitched, usually with little or no eave overhang, or flat. The roof covering is S-shaped or 2-piece unglazed clay tile. Typically one or more prominent arches are placed above the door or principal windows. Windows are typically recessed. The wall surface is usually smooth plaster, and the façade is normally asymmetrical.

* Sketches from the Architectural Styles section are from Realty Advocates at www.realtyadvocates.com.

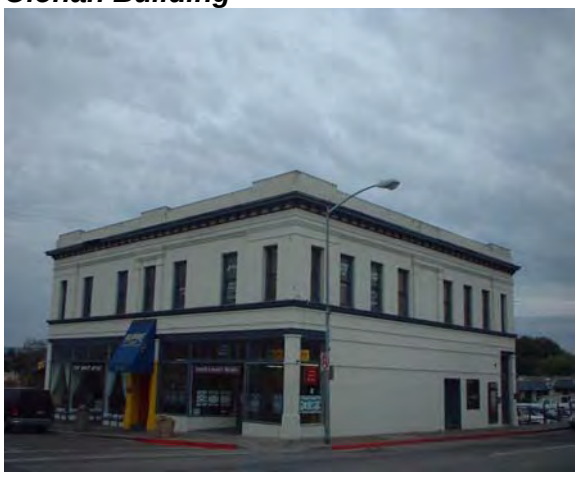
COMMERCIAL STRUCTURES

Late Nineteenth Century Commercial

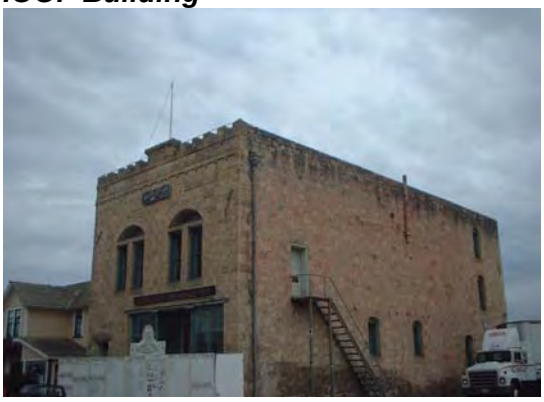
Characteristics included in late nineteenth century commercial architecture are double storefronts that are generally 25 to 50 feet wide with one or two entrances. Flat roofs and rooflines with detailed cornices, recessed entrances flanked by large display windows on the first floors and smaller vertical rectangular windows on the second floors are common as well. Materials of the time the historic commercial buildings in Arroyo Grande were built include stone, brick and wood.

Future renovations and development within the Village Core shall use similar materials and color to fit within the historic character of the Village.

Olohan Building



IOOF Building



Old Brisco Hotel

CONSTRUCTION MATERIALS

This section provides examples of the most commonly found building materials used in the Village area of Arroyo Grande. There are also examples of construction materials under the Village Core and the Residential sections specific to those areas.

All new projects shall use materials that fit within the character of the Village (see following examples). Using similar materials or replicating these materials on all projects and restorations will extend the existing character extended throughout the Village.

All restorations shall use materials that match or complement the original structure facilitating compatibility and preservation of its character.

WEATHERBOARD OR CLAPBOARD WOOD SIDING

Most of the original housing and a few of the commercial buildings used horizontal wood siding or vertical board and batten for the exterior walls and trim of the buildings. Wood siding gives the buildings a sense of historic character, adding detail and texture.

CEMENT PLASTER

Cement plaster (including stucco) is not as common as wood or brick, however some of the commercial and residential buildings within the Village have plaster exteriors. Cement plaster buildings require detailing that gives them a historic "Village" feel. Buildings with plain plaster walls and no ornamentation are not appropriate for The Village.

YELLOW INDIGENOUS SANDSTONE

This type of stone is used on the old I.O.O.F. Hall on Bridge Street and the Old Brisco Hotel on East Branch Street. It is a golden stone that is shaped in large irregular chunks. The color of this natural stone adds a warm variety and individuality to the area.

BRICK AND STONE BLOCK

Brick and stone blocks are most common on commercial buildings in the Village. Brick is an old construction material that was used in the late 1800s and early 1900s when the bulk of the historic commercial buildings in Arroyo Grande Village were built. The use of exposed plain concrete block is not permitted in the Historic Village Core District.

WINDOW SASHES AND DOOR FRAMES

Doors should be made of wood or a material that resembles an older style wooden door. For commercial areas, large industrial style glass doors and windows with metal frames are not appropriate. Doors with wood trim and windows with wood framing should be used. Aluminum and other frames that have a modern metal look are not appropriate for the Village.

VILLAGE RESIDENTIAL DISTRICTS (VRD)

This section of the Guidelines and Standards applies to all residential parcels in the Historic Design Overlay district including Single Family Low-Medium Density, Single Family Medium Density and Multi Family Medium-High Density districts.

EXISTING CHARACTER

Many homes in this district were built in the period from 1885 to 1920, and represent a wide variety of architectural styles. Building materials, styles and details differ considerably from home to home, but some common elements can be identified in many buildings. These include height, mass and scale, materials and attention to ornamentation.

Similarity in Height, Mass and Scale

Most homes are one or two stories high, with single story designs most common. Lots are generally smaller and narrower than those in more modern suburban developments, and the home fills much of the width of the lot. Since garages were not included in many of these early homes, the facade design dominates the structure and streetscape. Other homes have single, detached garages, often in the rear yard.

Similarity of Material

The most common exterior wall material is either weatherboard or clapboard wood siding. These materials contribute a strong horizontal element to the overall design. Other popular materials include stucco or plaster, and shingles of various designs are often seen as accent materials or ornamentation, especially on gable ends.

Yellow indigenous sandstone, which was often used as a commercial building material in the Village Core area, is uncommon for residential façades. It is used often, however, as a material for foundations or retaining walls. Brick and concrete block are also common foundation materials.

The most common roofing material is composition shingle, and some wood shingles are also used. New roofing materials should incorporate composition shingles or other non-flammable material that approximates the appearance of wood.

For Spanish Eclectic or Pueblo styles, use of mission tiles is appropriate.

Window frames are almost exclusively wood, and door materials incorporate wood panels with glass, in varying proportions. Some homes have been remodeled and now incorporate non-traditional materials such as synthetic siding, concrete block or stucco walls and aluminum windows. The use of these materials is discouraged unless their appearance simulates traditional materials.

Sense of Experimentation

There are many similar types of building design, and some homes actually appear to be copies of others in the district. Design features and ornamentation are often used in creative ways, however, so that each home has an individual character. Often, elements from classic design types are combined, and the result is an unusual home.

Variety in Building Form

Although most of the homes are single story, tall two-story homes are also common. The combination of different architectural styles, varying setbacks, and distinct wing arrangements create a unique streetscape. Landscaping is used both to conceal and accent homes, and adds to the overall impression of the district.

DESIGN GUIDELINES AND STANDARDS

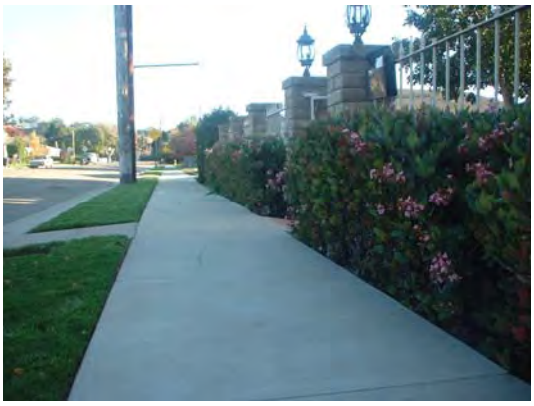
Site Design

1. All new projects or renovations shall adhere to site development standards of the Development Code.

2. All outbuildings, including garages, sheds, recycling enclosures, enclosures for service areas, trash containers, or outside storage should be compatible with materials, textures and colors of the principal building.

3. Existing trees should be retained as much as possible, although judicious pruning and shaping will be allowed. Drought resistant street trees shall be incorporated if pedestrian circulation will not be obstructed. All front yards shall be landscaped and maintained on a regular basis. Properly designed landscaping adds to the small town character of the residential area and is strongly encouraged.

4. Existing parkways shall be retained. New landscaped parkways shall be installed with substantial new construction. Continuous hardscape parkways are not permitted.



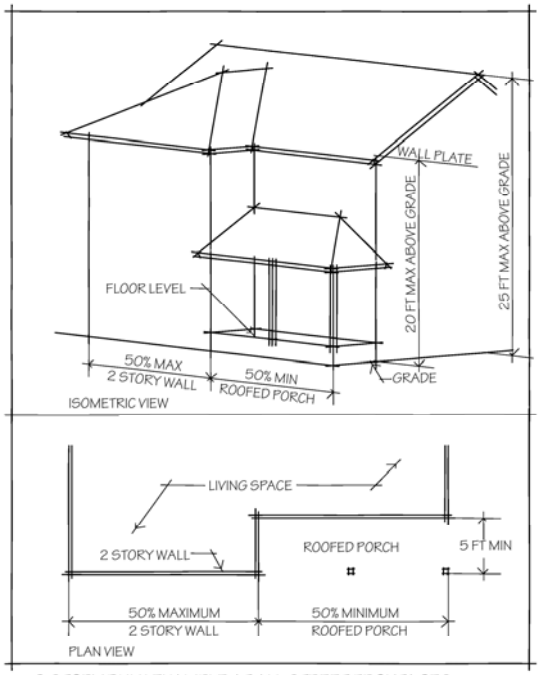
Building Design

1. The height of new buildings shall not exceed 25 feet. Consistent with Development Code 16.16.100-B.4 and B.6, a Minor Exception may be sought to increase building height for Victorian architecture to improve architectural design where scenic views or solar access on surrounding properties is not affected. The maximum wall height shall be 20'.

2. The use of architectural styles in the years from 1870 through the 1930's is strongly encouraged (see Architectural Styles and Appendix "A" for examples). The Spanish Eclectic Style is allowed for residential remodels to existing Spanish Eclectic homes or mixed

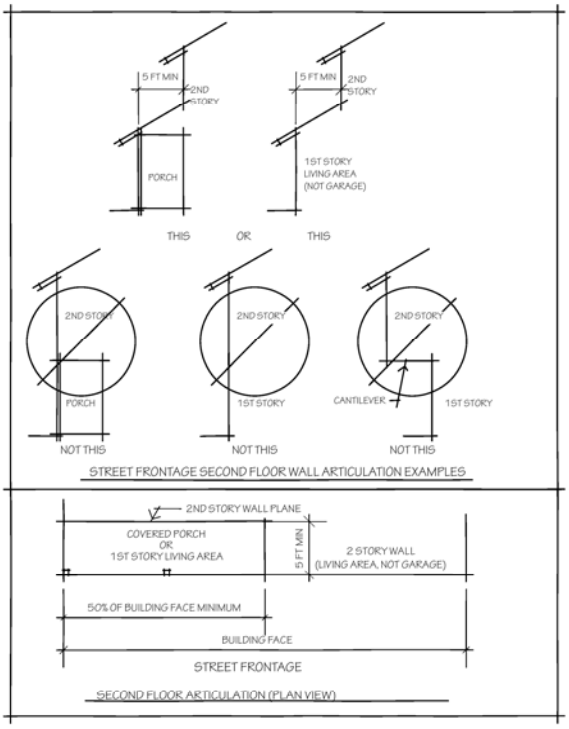
use/commercial construction: construction of new Spanish Eclectic homes is allowed in the HCO residential districts subject to conditional use permit approval.

3. To avoid "boxy" structures that have unrelieved exterior wall planes extending in height for two stories, and to promote vertical articulation of wall planes, the second floor living area shall be set back from the ground floor building footprint on the front and street sides of the house a minimum of 5 feet unless at least 50% of the first floor elevation is articulated with a covered porch extending out from the wall plane. The minimum interior sideyard setback for a two-story structure or the second story portion of the structure shall be 7.5'. Substantial articulation for two-story single-plane walls is strongly encouraged.



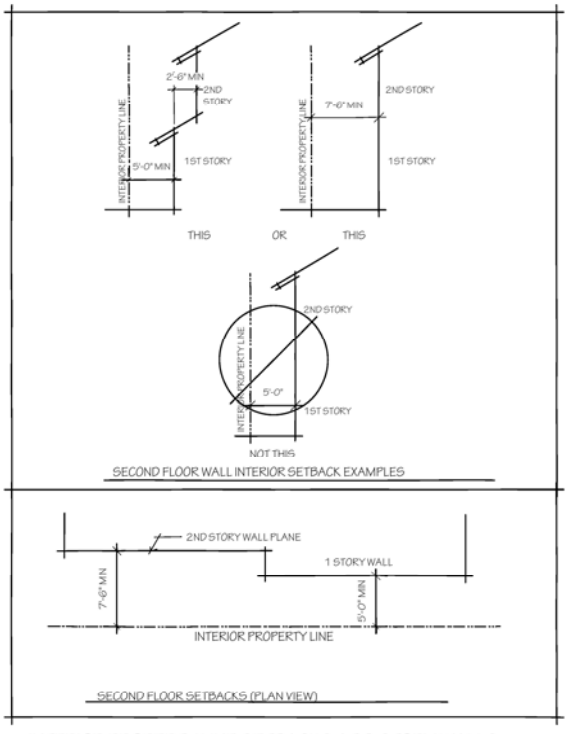
2 STORY BULK EXAMPLE AT ALL STREET FRONTAGES

SEE ALSO STREET FRONTAGE GARAGE SETBACK REQUIREMENTS



WALL ARTICULATION AT 2 STORY WALLS (ALL STREET FRONTAGES)

SEE ALSO STREET FRONTAGE GARAGE SETBACK REQUIREMENTS & 2 STORY BULK EXAMPLE



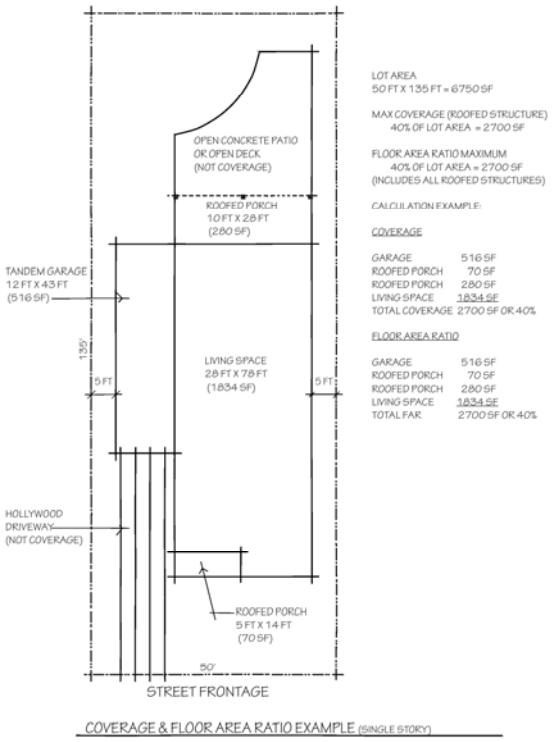
INTERIOR PROPERTY LINE SETBACKS AT 2 STORY WALLS

SEE ALSO STREET FRONTAGE GARAGE SETBACK REQUIREMENTS & 2 STORY BULK EXAMPLE

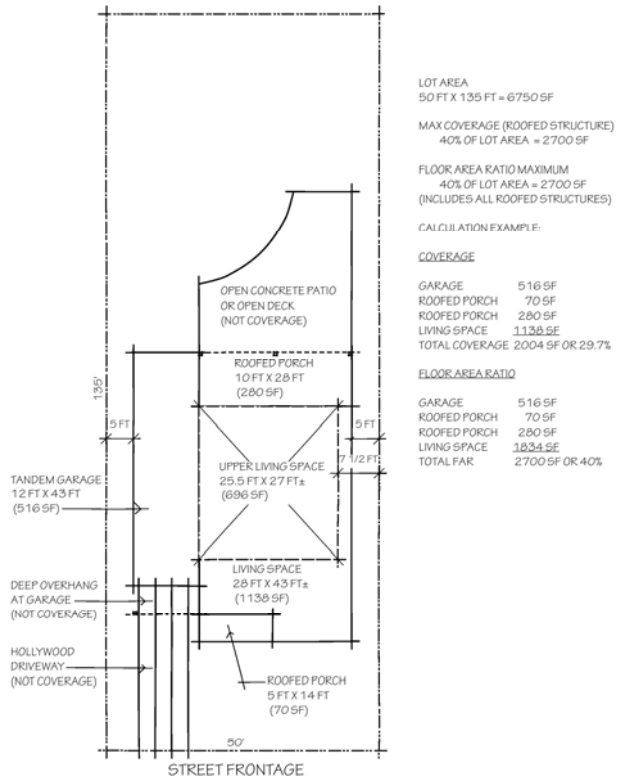
4. New buildings or renovations shall adhere to the following lot coverage and floor area ratio requirements displayed in Table 1:

Table 1 Lot Coverage and FAR

Parcel Size	Max. Lot Coverage	Maximum Floor Area Ratio (Gross Floor Area is inclusive of all roofed structures, including garage, loggias, balconies, decks, patios and porches; **and excluding eaves, awnings and trellises)**
0 – 11,999 square feet net	0.40	0.40
12,000 sq. ft. and larger	0.40	No FAR maximum Maximum residence size 4,800 sq. ft.



COVERAGE & FLOOR AREA RATIO EXAMPLE (SINGLE STORY)



COVERAGE & FLOOR AREA RATIO EXAMPLE (TWO STORY)

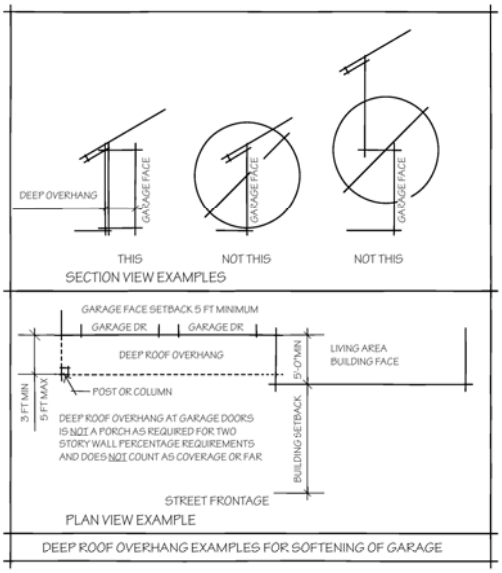
5. New construction shall include elements common to the district such as cladding type, roofing material, roof structure, and ornamentation. Spanish Eclectic design shall use clay tile roofing and shall comply with the description given on page 18. Cement plaster may be permitted in limited quantities provided that it emulates historic design and it does not detract from the historic character of the area.

6. To be consistent with the historic character in the Village, the following features should be used in all structures [and shall be used in conjunction with Minor Exceptions in accordance with Development Code Section 16.16.100-B(6)]: Incorporate architectural details and varied materials to reduce the apparent mass of structures. Such scale reducing design devices include porches, covered entries, dormer windows, oriel and bay windows, multi-pane windows, varying roof profiles, moldings, masonry, stone, brickwork, and wood siding materials. Expansive building facades should be broken up by varied roof lines, offsets, and building elements in order to avoid a box-like appearance. Variations in wall planes, rooflines, detailing, materials and siding should be utilized to create interest and promote a small-scale appearance. Minor Exceptions may also be considered for energy efficient building elements or design.

7. All new projects shall use materials that fit within the character of the Village. By using similar materials or replicating these materials on new projects and restorations, the existing historic character will be reinforced and extended.

Garage/Parking

1. One and two car garages shall be detached if feasible. If infeasible, proposed attached garages are preferred to be side or rear-loaded or, if street facing, shall be recessed from the front building elevation a minimum of five feet with deep roof overhangs and smaller single bay doors. Tandem garages are encouraged to soften the façade of the home. Other similar architectural treatment to minimize the dominance of front garages is encouraged. The materials and architectural detailing of garage doors shall be consistent with the historic character of the Village and the architectural style of the house.. Prominent visibility of garage doors requires ARC approval. (Development Code Section 16.56.020 provides that a Minor Exception may be granted for the provision of on-site parking when a change or expansion in use is proposed.)



GARAGE FACE AND DOORS SHALL BE MINIMIZED USING BUILDING SETBACKS, DEEP OVERHANGS, DOOR MATERIALS, DOOR SIZES AND STYLES, DOOR ORIENTATION AND DOOR WIDTHS. SINGLE BAY DOORS ARE ENCOURAGED.

ALL GARAGE DOOR STYLES, COLORS AND PATTERNS SHALL BE PICTORIALLY AND DESCRIPTIVELY INDICATED ON ALL APPROVAL DRAWINGS.

GARAGE FACE & DOOR REQUIREMENTS (ALL STREET FRONTAGES)

SEE ALSO STREET FRONTAGE 2 STORY WALL PERCENTAGE REQUIREMENTS

Construction Materials

1. Clapboard or weatherboard cladding is the most common type of material used in the residential district. Plaster is prevalent in later designs, especially Spanish Eclectic styles. The use of clapboard or weatherboard is encouraged in new projects or renovations. Smooth plaster is acceptable for renovations involving styles such as Spanish Eclectic that are true to the description given on page 18.

2. Renovations shall use the original materials as much as possible.

3. Window sashes and doorframes should be made of wood or vinyl that looks like wood, and consistent with the historical period. Unfinished aluminum is not allowed.

4. Door materials were traditionally wood panel and glass. New or replacement doors shall be wood or an approved substitute material that simulates the appearance of original materials.

5. Original decorative details shall be retained during renovation. If the original materials have deteriorated and must be removed, they shall be replaced with materials that match the original in design, color, and texture.

Building Colors

1. Building colors shall fit within the existing character of the neighborhood and be compatible with the historic period of the Village Residential neighborhood. The use of fluorescent "neon", "day-glo", or bright primary colors as the predominant shade on building facades is not permitted. Colors for Spanish Eclectic designs should be muted and softer in tone.

2. When Plot Plan review is required, color samples shall be submitted as part of the process.

VILLAGE CORE DOWNTOWN (VCD)


Arroyo Grande Village

This section of the Guidelines and Standards applies to all parcels in the Village Core Downtown area and may also be applicable within Community Facilities (including Public Facilities and Parks), and Mixed Use districts as shown on the Design Overlay District Map.

An objective of the Village Core Downtown area is to enhance and maintain a compact, active street frontage with commercial uses that attract pedestrians. A visual continuity should be maintained through site design and compatibility of scale and materials.

MIXED USES WITHIN THE DISTRICT

There are properties within the Village Core, Mixed Use and Community Facilities overlay districts that have residential architectural styles, and are currently being used as stores, shops, residences, or offices. In order to preserve and enhance mixed use, the character of any new building or renovation shall be consistent with the surrounding area.

EXISTING CHARACTER

Many of the Downtown district historic commercial buildings were erected in the period from 1885 to 1910, and represent a variety of architectural styles. Although building material and detail differ, there are definite patterns that should be respected and incorporated into new development and renovation. Common elements of design include façade height and structure, strong pedestrian orientation, and attention to ornamentation.

Similarity in Height, Mass and Scale

Most buildings are one or two stories high and range from about eighteen to thirty feet in height. The majority of the buildings in the Village on Branch Street between Traffic Way and Mason Street are also narrow as well, which emphasizes their vertical character.

The most common façade design is two stories high, although some buildings use a "false front" to achieve the impression of height. This façade treatment, when used on a relatively narrow building, stresses the strong vertical elements in the structure and creates an impressive image.

Buildings are also made to appear larger by creating a series of attached facades, linking several smaller structures to create the appearance of one large building. These techniques lead to a more impressive appearance without losing pedestrian scale or blocking views and light.

Similarity of Material

Brick and stone masonry construction is common, especially along Branch and Bridge Streets. Although some exteriors have been painted, such as the Olohan Building, the buildings retain many architectural details of "brick front" construction. This was one of the most popular storefront types of vernacular design, and incorporated commercial establishments on the ground floor with storage, offices or living quarters on the second level. An unusual vernacular style that uses locally quarried yellow stone is also found in the Village Downtown district. The unifying element is the stone itself, which calls for simplicity of construction and ornamentation, but the buildings using this material vary significantly in design. Another common material is wood siding, especially clapboard or weatherboard.

Sense of Experimentation

Although similar architectural styles are evident, and many elements are common, there is no one predominant architectural style, and elements are often combined in creative ways. The historic character, however, is maintained.

Pedestrian Orientation

Most commercial buildings have large display windows and a main entrance that faces the street, oriented to pedestrian traffic. There is no setback from the sidewalk, and buildings are generally designed and detailed to human scale, contributing to an atmosphere where pedestrians feel comfortable.

Variety in Building Form

There is sufficient variety in height, mass, scale and proportion to create visual interest in the Village Core Downtown Area. There is also a mixture of uses that includes retail establishments, cafes, restaurants and offices, often within the same block.

DESIGN GUIDELINES AND STANDARDS

Mixed Use Projects Within the Village Core Downtown

Mixed use projects within the Village Core Downtown shall be predominantly commercial in character. Upper story residential and office uses designed to be compatible with ground floor retail uses are appropriate. Design of mixed use projects shall not impede pedestrian flow or disrupt concentration of retail, cultural and entertainment uses.

The following building elements shall NEITHER overpower the project or detract from the visual continuity of the streetscape or neighborhood NOR produce redundancy in feature or pattern that is discordant with the historic character of the district:

- Building scale
- Building form
- Building façade
- Building entrance
- Roofline
- Fencing, rails or trellis
- Archways, columns or towers
- Doors and windows
- Signage or feature designed for sign placement
- Colors

Site Design

1. All new projects or renovations shall adhere to the site development standards of the Development Code.

2. The existing front setbacks of zero to fifteen feet (0' to 15') shall be required with main entries facing the street. A majority of the building frontage shall face the street and incorporate design features oriented to the pedestrian.

3. Streetscape improvements shall complement the existing design sidewalk paving, lighting schemes and street furniture within the district.

4. All enclosures for service areas, trash or recycling containers shall be designed as part of the overall project or building. Materials, textures and colors should be consistent with those of the proposed project and compatible with adjacent buildings.

5. Landscaping shall retain existing trees and plants as much as possible. Street trees and sidewalk planters shall be incorporated where feasible and pedestrian circulation will not be obstructed. (Streetscape elements within the public right-of-way, require an Encroachment Permit from the Public Works Department.) Landscaping in parking areas shall conform to the requirements of Title 16 of the Municipal Code (Development Code).

Building Design

1. The height of new buildings shall not exceed development standards allowed in Title 16 of the Municipal Code. Scale and massing of any building within this area shall be consistent with that of the neighboring buildings, as described above in "Similarity in Height, Scale and Massing".

2. The existing pattern of building façades shall be incorporated into new development projects. Dominant façade designs incorporate either brick front elements or parapet features. Roof patterns generally associated with residential buildings such as gable, hip or gambrel are generally not appropriate for commercial building frontages in the Village Core Downtown District.

3. For retail commercial buildings, display windows should complement the design of surrounding historic buildings and shall be oriented to pedestrian traffic.

4. Transoms are common over display windows, and were used for light and ventilation. When possible, transoms should be incorporated into new building design, and existing transoms should be used in building renovations.

5. New construction should include elements such as cladding, roof structure and ornamentation common to the district. All new projects shall use materials – including roof materials – that fit within the character of the Village Core Downtown district. By using similar materials or replicating these materials on all projects and restorations, the existing character will be reinforced and extended.

6. Decorative fixtures, including awnings, signs, and lighting, shall be integrated with other design elements of the structures.

Construction Materials

1. Brick and stone masonry are the most common façade materials used on historic character structures in the Village Core Downtown district, and are acceptable façade materials. Some brickwork has been painted, and this is consistent with design style of the 1870-1939 period.

Other acceptable façade materials include yellow sandstone (such as that on the I.O.O.F. building), and wood cladding. Wood cladding shall be of painted clapboard, painted weatherboard, or board and batten styles.

Materials of similar design, color and texture may be considered. Smooth plywood panels are not appropriate unless detailed for the historic period.

2. Window sashes shall be of wood or painted steel, and consistent with the historic period. Materials that approximate the appearance of original materials may be substituted subject to the approval of the Architectural Review Committee, but unfinished aluminum is not allowed.

3. Door materials were traditionally wood panel and glass, either single or double. New or replacement doors shall be wood or an approved substitute material that approximates the appearance of original materials. Aluminum entry doors with large glass panels are inappropriate for the Village Core Downtown District.

4. Original decorative details should be retained during renovation. If the original materials have deteriorated and must be removed, they shall be replaced with materials that match as closely as possible the original in design, color, and texture.

5. Reflective glass is not appropriate in the Village Core Downtown District. Stained glass may be used as an accent material if it is consistent with the historic period of the building.

Building colors

1. The number of colors used on a building should be kept to a minimum.

2. While bright colors may be used for limited accent, their use is subject to review by the Architectural Review Committee (ARC).

3. Color samples shall be submitted as part of Plot Plan Review or Conditional Use Permit process.

4. The use of fluorescent, "neon" or "day-glo" colors on building facades is not appropriate, historic base colors should be used instead.

5. Accent colors used for ornamentation, awnings, dentils, friezes or other details shall harmonize with the predominant building color.

6. Color palettes shall complement the majority of the neighboring buildings and be consistent with the historic period.

Village Mixed Use (VMU)

This section of the Guidelines and Standards applies to areas between the Village Core Downtown and the Village Residential districts surrounding the Village, as shown on the Design Overlay map including the Public Facilities district. The Village Mixed Use district is intended to provide space for intensified mixed use projects compatible with adjoining commercial or residential districts. The Guidelines and Standards for this area are intended to enhance these transitional areas.

An objective of the Village Mixed Use district is to maintain and develop mixed uses in a manner that allows a transition from the intense commercial character of the Village Core Downtown to the surrounding traditional Village Residential neighborhoods. Adaptive re-use of existing houses is encouraged to accommodate new uses while maintaining the historical residential heritage. The Village Mixed Use district should enhance pedestrian accessibility and activity and minimize the visual impact of automobiles.

EXISTING CHARACTER

The Village Mixed Use districts contain a combination of commercial, office and residential uses rather than exclusively residential or commercial character evident in adjoining areas. Generally, the character of existing development reflects the period of the late 19th Century, however, it derives its diversity from the combination of residential and commercial uses over time.

Diversity in Scale

Many of the buildings surrounding the Village Core Downtown are small residential structures that are being used as homes, offices, or small retail stores. The lot sizes and building types are more consistent with Village Residential areas. Most of the buildings are one story, however, some two story homes and offices exist proximate to the Village Core Downtown. Generally, the scale of the Village Mixed Use neighborhood is smaller with moderate sized separated buildings.

Similarity of Material

Building materials used in the Village Mixed Use district generally reflect those used in Village Residential neighborhoods rather than Village Core Downtown commercial buildings. The most common cladding material is either weatherboard or clapboard wood siding. Other popular materials include stucco or plaster, and shingles of various designs are often seen as accent materials or ornamentation, especially on gable ends. The most common roofing material is composition shingle, and

to a lesser extent wood shingle. Yellow indigenous sandstone, which is a distinct building material in the Village Core Downtown, is not as common for Village Residential and Village Mixed Use buildings, but it is sometimes used as a foundation material or a trim material along with stone or brick. Window frames are almost exclusively wood, and door materials incorporate wood panels with glass, in varying proportions.

Sense of Experimentation

Most Village Mixed Use districts exhibit a Village Residential rather than Village Core Downtown commercial character. Use of similar building materials, colors, or styles with individual building design or unique ornamentation brings out a more eclectic nature within Village Mixed Use districts. Such diversity is encouraged.

Variety in Building Form

Buildings are single and two-story with varying architectural styles and sizes. Varying setbacks and distinct wing arrangements create a unique streetscape. Landscaping adds character by screening and accenting the buildings in the Village Mixed Use district. Variety in building form is due to historic mixed uses and diversity of individual infill developments between the Village Core Downtown and Village Residential areas over time. Materials and building styles incorporate details from both residential and commercial building types.

DESIGN GUIDELINES AND STANDARDS

The following building elements shall NEITHER overpower the project or detract from the visual continuity of the streetscape or neighborhood NOR produce redundancy in feature or pattern that is discordant with the historic character of the district:

- Building scale
- Building form
- Building façade
- Building entrance
- Roofline
- Fencing, rails or trellis
- Archways, columns or towers
- Doors and windows
- Signage or feature designed for sign placement
- Colors

Site Design

All new projects or substantial alterations and additions are required to adhere to site development standards of the Development Code.

Front Setbacks in the Village Mixed Use district should be in line with traditional houses along the block generally ten to twenty feet (10' –20'). Where setbacks vary, a new building shall fit within the range of setbacks of the block.

When a structure is built in or altered in or is facing a predominantly residential block, it should take on a residential design character regardless of its proposed use.

For a Village Mixed Use district project that is predominantly residential in use, the design of the project should reflect a residential character.

Residential and mixed use buildings in the Village Mixed Use district shall comply with the design standards for the Village Mixed Use district, unless otherwise approved by the ARC and Planning Commission. Exceptions may include retail commercial uses in close proximity to the Village Core Downtown.

Connective elements such as walkways, common landscaped areas, building orientation, and unfenced property lines are encouraged.

Particular care should be taken to assure convenient pedestrian and bike circulation through all parts of a project and to adjoining properties in the Village Mixed Use district.

Any surface parking should be provided in well-screened parking lots at the rear or sides of projects. Parking that is intended to support commercial or office uses should be placed in convenient proximity to such uses. At least one on-site parking space shall be provided for each dwelling unit, regardless of dwelling size.

New outbuildings, including garages and enclosures for service areas, trash or recycle containers, or storage structure should be compatible with materials, textures and colors of the principal buildings. Projects that propose potential newspaper racks shall include a designated area consistent with the building architecture. Vending machines in public view shall be placed within an enclosing structure. Plans for the structure shall be subject to ARC approval.

Existing trees should be retained where possible. A Tree Removal Permit may be required "Municipal Code 12.16). Judicious pruning and shaping will be allowed. Street trees and other sidewalk area landscaping shall be incorporated if pedestrian circulation will not be obstructed. (Streetscape improvements within the public right-of-way require an Encroachment Permit from the Public Works Department.) Front yards should be landscaped compatible with the majority of neighboring properties and maintained on a regular basis. Each residential unit shall provide a private outdoor patio, courtyard, atrium or balconies, regardless of unit size.

Street furniture and fixtures shall complement the existing sidewalk paving, lighting schemes, and street furniture within the Village Core Downtown.
A site plan incorporating the project within adjacent development shall be submitted as part of the application for Architectural Review.

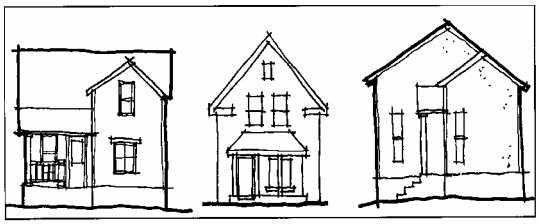
Building Design

The height of new buildings shall not exceed Development Code standards: generally one and two stories are allowed. New building additions and alterations should be compatible with the adjoining area and not exceed height, lot coverage and floor area ratio requirements of the Development Code.

The use of consistent architectural styles from the years 1870 to 1940 is strongly encouraged rather than additions or alterations from more recent or different design styles (see Architectural Styles for examples).

New construction should include elements such as cladding, roofing material, roof structure and ornamentation common to the district.

The existing pattern of building facades generally respecting pedestrian or human scale design should be incorporated into new development projects. Façade designs that incorporate either brick or stone elements and parapets are appropriate for commercial structures. Roof types generally associated with residential buildings such as gable, hip or gambrel are also appropriate for structures within the Village Mixed Use district.



Preferred: Design a façade to appear similar in scale and character to neighboring houses. **Established Context** **Avoid**: Large areas of blank wall that face the street appear more bulky and fail to provide a sense of human scale.

A building front should provide visual interest and a sense of human scale.

All decorative fixtures, including awnings, signs and lighting, shall be integrated with other design elements of the structures.

Building elevations shall be submitted as part of the application for ARC review. Perspectives, accurate sections or a model of the project may be required to depict the height, mass and scale of the proposed project with respect to its setting and adjacent development.

Construction Materials

Clapboard, weatherboard cladding, and cement plaster, including stucco, are building materials used in the Village Mixed Use district. Cement plaster is most prevalent in more recent designs and on Spanish Eclectic style buildings. All cladding or wood materials should be painted or treated to preserve the wood, and to give the structure a more finished look. New roofing materials should incorporate composition shingles or other nonflammable material that simulates the appearance of wood. For Spanish Eclectic or Pueblo styles, the use of mission tiles is appropriate.

New or replacement door frames and window sashes should be made of wood or an approved substitute material that approximates the appearance of original materials.

Some existing buildings incorporate materials that do not reflect historic styles such as synthetic siding, concrete block and aluminum, which are the result of prior additions or remodels. Further use of these materials is not permitted unless necessary for minor changes to elevations already composed of such elements. Additions or alterations to buildings shall use the original building materials where possible, or approved materials that simulate original materials.

Original decorative details should be retained where possible. If original historic materials have deteriorated and must be removed, they shall be replaced with materials that match the original design, color and texture.

Sample materials shall be submitted as part of the application for ARC review.

Building Colors

Building colors should be compatible with the historic character of the area, and should not conflict with other colors in the surrounding areas. The building colors in the historic districts primarily include tones that match the natural environment such as earth tones. Some Victorian homes in the Village Residential and Village Mixed Use portions of the Village use brighter colors to accent the style of these buildings.

Neon or day-glow colors are not appropriate. Bright colors, such as those on the Victorian homes, shall be limited to accent details or portions of the buildings. Color samples shall be submitted as part of the application for ARC review.

Signs, Awnings and Rear Entries

SIGNS

General

1. Signs shall meet all requirements of the Development Code, and the provisions of these Guidelines and Standards for the district in which it is located. If a conflict arises between the Development Code and these Guidelines and Standards, the most restrictive requirements shall apply.

2. All signs, except Community Development Director approved window signs, shall be subject to review by the Architectural Review Committee (ARC).

3. Signs shall be oriented to pedestrians and slow moving vehicle traffic. This means that signs shall be smaller and on more of a human scale than signs in other commercial districts.

4. Painted wall signs are not appropriate on facades of unpainted brick or stone. Signs painted directly on unpainted or unfinished walls are not appropriate for the Village Core Downtown and Mixed Use districts. Wall signs painted on finished wood and/or painted brick, stone or stucco surfaces are allowed subject to ARC recommendation. Removing or altering painted signs can cause damage to the surface material.

Size

1. Signs shall not completely cover kick plates or window transoms.

2. All signage is included in the sign area allowed in the Development Code. This includes window and awning signs, logos and graphic representations that identify the business, product sold, or service offered.

3. Window signs shall not exceed twenty percent (20%) of the window area in which they appear.

4. Sign materials and lettering styles shall be consistent with the historic period.

Location

1. Signs shall be located in relation to the bays on the façade. Signs shall not

obscure architectural features of the building.

2. Wall signs shall be located near the entry to the building to better relate to pedestrian traffic.

3. Window and door signs shall be applied where they will not obstruct visibility.

4. Signs on awnings or canopies shall be placed where pedestrians can see them. Under-canopy signs are encouraged in the Village Core Downtown District to enhance pedestrian orientation, and shall be counted as part of the total allowable sign area.

Materials

1. Signs shall be built of wood, metal or other materials that simulate the appearance of wood or metal.

2. The use of wood-simulating recycled plastic material is subject to Architectural Review Committee (ARC) approval.

3. High gloss, shiny or reflective surfaces may be used as accents, but shall not be used as the predominant sign material.

4. Signs may use raised images or painted images in their design.

5. Sign materials shall complement the building material, and shall be in keeping with the historic character of the Village.

6. Signs painted on a signboard or other thin material shall be framed on all sides to provide depth and a finished look to the sign. Sign frames shall include carved or routed details or otherwise be designed to complement the architectural design of the building or district.

7. Interior lit and metal canister, plastic and vacuum-formed letters or sign faces are not permitted unless specifically recommended by the Architectural Review Committee (ARC).

Colors

1. Sign colors shall complement the building color scheme.

2. Bright, intense colors are inappropriate including the use of fluorescent, “neon” or “day-glo” colors on signs.

3. All applications for sign permits shall include a sample of the intended color palette.

Sign Illumination

1. Signs may be externally illuminated with incandescent lights, or other lighting that does not produce glare and is designed to conserve energy.

2. Wall, canopy, or projecting signs may be illuminated from concealed sources or exposed ornamental fixtures that complement the building's architecture.

3. Window signs and window displays may be illuminated from concealed sources.

4. Neon tubing signs that approximate the appearance of historic neon are subject to approval of the Architectural Review Committee. All neon tubing shall be covered with transparent or translucent material to prevent rupture or shall be certified by the manufacturer for safety.

AWNINGS AND CANOPIES

1. Under-awning or under-canopy signs oriented to pedestrian traffic are encouraged as part of the overall signage in the Village Core Downtown and Mixed Use districts.

2. All graphics, logos, and signs contained on awnings or canopies shall be considered part of the total allowed sign area as defined in the Development Code.

3. Awning or canopy color and design should be compatible with that of the building on which it is attached and complement those of adjacent buildings, both in style and color.

4. Canopies and awnings shall be consistent with the historic period in regard to size, shape, and materials. Aluminum, fiberglass and plastic awnings or canopies are not appropriate. The use of loose valances and traditional vintage-stripped awning material is encouraged. Canopies and awnings consisting of materials stretched taut over a rigid framework are not appropriate.

REAR ENTRIES

1. Rear entries are traditionally plain and unadorned. Common materials include brick, stone, boards and battens and wood siding, and these are acceptable for new construction or renovation.

Wood siding may be either painted or unfinished, subject to Architectural Review Committee approval.

2. Trim materials are commonly wood or steel. Materials that approximate the appearance of wood or steel are subject to review by the Architectural Review Committee. Wood trim may be either painted or unfinished.

3. Color schemes shall complement those used on the façade of the building. The use of bright, primary colors as the predominant shade is not appropriate. While bright colors may be used for limited accent, their use is subject to Architectural Review Committee approval. The use of fluorescent, "neon" or "day-glo" colors is not appropriate.

4. Signs used in conjunction with rear entrances shall be part of the total sign area allowed for the use under provisions of the Development Code.

5. Doors and windows, including double-hung sash and casement windows, are traditional for rear entrances and may be used if the frame is wood or a material that simulates wood. Rear entry doors need not include glass panels.

PUBLIC AREA IMPROVEMENTS

Sidewalks

1. Exposed aggregate sidewalks with brick, stone or tile bands are required along Branch Street from Traffic Way to Tally Ho Creek and on Bridge Street between Branch Street and Nelson Street, in the Downtown district. Other streets within the Village Core Downtown and Mixed Use districts may have exposed aggregate sidewalks or conventional concrete, as approved by the City.

2. New building and substantial renovation projects within the Downtown and Mixed Use districts shall include replacement of existing conventional sidewalk with exposed aggregate sidewalk where required. Building permits shall include construction of sidewalk in areas without sidewalk.

When sidewalks are replaced due to normal maintenance, the new sidewalks shall be exposed aggregate, where required.

Signs

1. All public signs shall be subject to a fee-exempt design review by the Architectural Review Committee. Public signs shall be detailed to conform to the area. This includes painting all new poles, sign backs, and other appurtenant hardware a color that is consistent with other public signs in the Village area.

Street Furniture

1. Street furniture shall be compatible and consistent with City approved street furniture. Variations shall be subject to approval of the Architectural Review Committee. Trash and recycling receptacles shall be clearly differentiated. Advertising on benches, shelters or furniture is inappropriate in the Village Downtown and Mixed Use districts.

2. Ornamental streetlights shall be required in the same areas as exposed aggregate sidewalks, and are encouraged in other public or private pedestrian or parking areas throughout the Downtown and Mixed Use districts.

3. Bike racks shall be located in parking lots, with smaller racks in high traffic areas near building entries or plaza areas. Bike racks shall be painted dark colors, similar to sign and light poles. Bike lockers, where proposed, shall be darker wood tone colors and shall not be located in areas where they could detract from the pedestrian character of the Downtown and Mixed Use districts.

4. New projects that propose potential newspaper racks shall include a designated area designed consistent with the building architecture.

5. Vending machines in public view shall be placed within an enclosed structure. Plans for the enclosed structure shall be subject to Architectural Review Committee approval and consistent with the architecture of the principal adjoining building.

Public Art

1. Public Art shall be consistent with the City's Policy on Public Art, and in character with the historic period.

DEFINITIONS

Guideline: Advisory instructions for a future course of action.

Historic Period: For the purposes of these Historic District Guidelines, the historic period of the Village is 1870-1939.

Preservation: The treatment of an existing building to stop or slow deterioration, stabilize the structure and provide structural safety without changing or adversely affecting its original character or appearance.

Rehabilitation, Renovation: The process of returning a property to a state of utility, through repair or change, which makes possible an efficient contemporary use while preserving those parts and features of the property important to its historic, architectural, and cultural values.

Remodel: The change of original features of a building or structure.

Restoration: The careful return of a building to its original appearance or to a particular time period by removal of later work and replacement of missing earlier work.

Scale: The interrelation of the size of architectural spaces, masses, elements, construction units, with the size of the human figure.

Standard: Mandatory requirement of the Development Code or other City adopted regulation, plan or details (usually worded "shall" or "must").

Sign (externally illuminated): A Sign that does not use an artificial light source behind its face to make the message readable.

ARCHITECTURAL TERMS

Bay: A rectangular area of a building defined by four adjacent columns; a part of a building that projects from a façade.

Cladding: A material used as the outside wall enclosure of a building.

Cornice: The exterior detail at the meeting of a wall and a roof overhang; a decorative molding at the intersection of a wall and a ceiling.

Dentil: Alternate square block and blank spaces on a cornice or portico that gives the appearance of teeth.

Eave: The horizontal edge at the low side of a sloping roof.

Façade: The exterior face of a building, often distinguished from other surfaces by elaboration of architectural features or ornamental details.

Kick plate: A wood panel or portion of wall below a large display-type window.

Parapet: The region of an exterior wall that projects above the level of the roof.

Sash: A frame for a pane of glass in a door or window.

Shingle: A small unit of water-resistant material nailed in overlapping fashion with many other units to make a wall or sloping roof watertight.

Transom: A window above a door or other window built on or hinged to a horizontal crossbar.

Vernacular: Of or being an indigenous building style using local materials and traditional methods of construction and ornament, especially as distinguished from academic or historical architectural styles.

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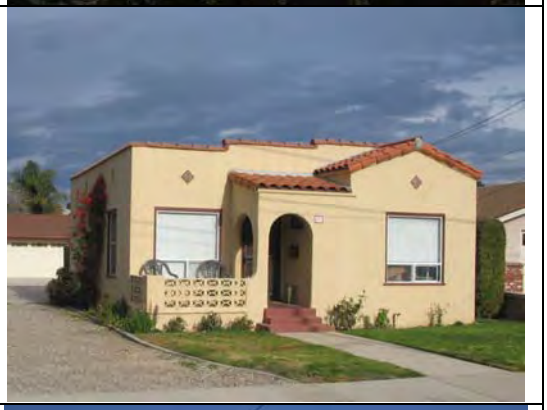
APPENDIX A

SPANISH ECLECTIC DESIGN

Good examples of existing Spanish Eclectic design in the Historic Character Overly District in the Arroyo Grande Village:



SPANISH ECLECTIC DESIGN

Examples of modernized Spanish Eclectic/Mediterranean design from outside the City that are NOT good examples of design that is consistent with the Historic Character Overlay District in the Arroyo Grande Village:






APPENDIX D

Design Guidelines and Standards for Design Overlay District (D-2.11) - Traffic Way and Station Way

Amended by City Council
Resolution No. 4480
Resolution No. 4566

TRAFFIC WAY

Purpose of this Design Overlay District

The primary purposes and goals of this district are to encourage the use of design that will not detract from the neighboring Village districts and to enhance the character and appearance of this southern commercial gateway to Arroyo Grande from Freeway 101. Much of the existing development in the area is modern, there are many buildings and sites reflecting the former highway route, prior to Freeway 101, from the 1920's through 1950's. The intent of these guidelines and standards is to protect the best examples of these existing historic period buildings, and to enhance the character of this major entrance to the Village. There is no one proper architectural style, but the design element and "automobile age" character of this era and the use of elements or scale found in adjacent buildings is encouraged. Examples include historic "Route 66" style building elements and architectural styles such as "Streamline Moderne" and "Art Deco". Examples of such elements are shown in photographs at the end of this section.

Guidelines and Standards

Special Considerations

A Concept Enhancement Plan is included in Attachment "A" to facilitate the goals for the district. The Plan shows areas planned for auto retail uses, visitor serving uses and shared parking.

1. Along a portion of the east side of Station Way, both sides of Traffic Way, ~~and~~ along the south side of Fair Oaks Avenue between Freeway 101 and Traffic Way, and on the southeast of the intersection of E. Cherry Avenue and Traffic Way (APN's 007-483-009, 010, 011, 033, 039, and 040; 007-542-007, 015, 021, and 023; 007-594-017, 018,

027, and 029; 007-621-076, 077, and 078), permitted use shall be limited to automobile and light truck sales and services, or related automotive parts stores, repair shops, and similar vehicle sales, services and accessory uses.

All other Permitted uses and Minor Use Permitted uses shall be considered subject to Conditional Use Permit, including a finding that vehicle sales and services and /or the similar related uses prescribed are not feasible due to site specific building and/or property configuration and conditions.

Site Design

1. All new projects or renovations shall adhere to site development standards of the Development Code.

2. Buildings and sales uses shall be oriented to the public street while service, storage and accessory uses shall be oriented away from the street to interior areas of the site.

3. All accessory structures or functions, including off-street parking, service buildings and enclosures for service areas, trash containers or outdoor storage shall be designed as part of the overall project or building.

4. Landscaping should retain existing trees and add feature areas or strips of planting to achieve screening or softening of building and outdoor display areas visible from public streets. Street trees shall be incorporated where functional circulation will not be obstructed. Street trees and sidewalk planters within the public right of way should be supplemented with private street yard planting, landscape strips or feature areas to enhance appearance and encourage outdoor uses.

5. Streetscape improvements shall conform to the established sidewalk paving, lighting and street furniture, fixture and feature designs approved by the City.

6. The desired configurations and locations for off-street parking lots, in order of preference, are:

a. Double loaded aisle to side or rear of building on-site.
b. Shared double loaded aisle to side or rear of building partially on-site and part off-site on neighboring parcel.
c. Shared off-site or public parking lot within 200 feet.
d. Single or double loaded aisle in front of building(s).

Building Design

1. Buildings shall be one to three stories, small to moderate scale, have horizontal massing and include both pedestrian and vehicle-oriented features evident from public streets, particularly Traffic Way.

2. Along both sides of Traffic Way and the south side of Fair Oaks Avenue, building material textures and colors shall be consistent with the character of the best examples of “automobile age” (1920’s through 1950’s) buildings in the area. On side streets east of Traffic Way adjoining Village Mixed Use District (D-2.4) the building materials, textures and colors, as well as architectural character should transition to Historic district design guidelines and standards, including elements of both eras.

3. The height, lot coverage and floor to area ratio of new buildings shall not exceed the development standards allowed in Title 16 of the Municipal Code for the TMU district, unless the project adjoins the VMU district in which case those standards may be allowed.

4. To the extent feasible, original structures and materials, and architectural details should be integrated into project design and retained, renovated, or replaced with materials and features that match or reflect the original design.

5. Construction materials should be compatible with those used on adjacent developments. New buildings should incorporate traditional materials, but should not attempt, or pretend to be historic. Victorian period details should not be used when not in context with the building.

6. The number of colors used on a building or project should be kept to a minimum, to include a base color, trim color and accent colors.

7. Color and materials samples shall be submitted as part of the permitting process. The use of limited florescent, “neon” or “day-glo” colors on building facades may be allowed if used to depict the “automobile age” era.

8. Color palettes should be compatible with those of adjoining buildings.

Signs

Signs shall be architecturally integrated, meet all requirements of the Development Code and the provision of these guidelines and standards. If a conflict exists, the most restrictive requirements shall apply.

However, because of the unique nature, multiple functions and special characteristics of the combination of new and used car, truck and/or other vehicle and related retail and accessory uses, the approval of Minor Use Permits or Conditional Use Permits may include design exceptions including height, size and total area of signage allowed.

1. Color and materials samples shall be submitted as part of the permitting process. The use of limited florescent, “neon” or “day-glo” colors on building facades may be allowed if used to depict the “automobile age” era.

2. Signs should be located symmetrically in relation to façade bays and should not obstruct architectural features of the building.

3. Wall signs should be located above the entry to the building to better relate to pedestrian traffic.

4. Window and door signs should be applied where they will not obstruct visibility.

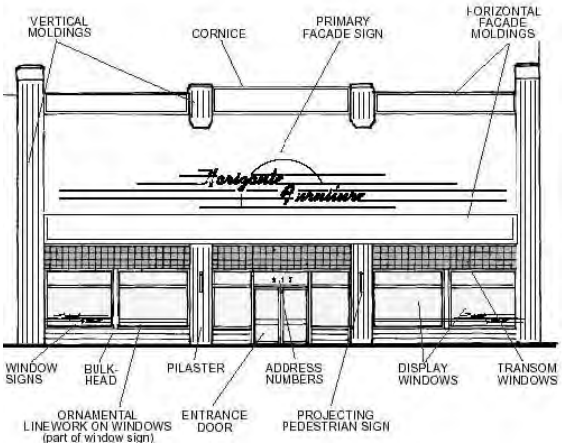
5. Signs on awnings or canopies should be placed where they may be seen by pedestrians as well as by passing traffic.

6. Temporary banners to meet franchise agreement requirements for large scale automobile retail uses provided that:

1. Only two (2) banners are displayed at any given time;
2. The banners are no larger than forty-eight (48) square feet each; and

3. The banners are displayed no more than thirty (30) days every two (2) months.

Examples of Architectural Elements



Example of a façade that incorporates Streamline-Modern style architecture

Typical art deco inspired architecture: Greyhound Depot in Ohio (courtesy Andrew Wood)

Example of art deco inspired architecture: Former Volkswagen Showroom Building (circa 1937),
Maple and Olympic Boulevard, South Beverly Hills

Station Way

Purpose of this Design Overlay District

The primary purposes of this district are to encourage the use of design that will complement the neighboring Village districts and provide a transition between these districts and the Traffic Way corridor. The predominant design for the Station Way area are wood-sided or smooth plaster single and two-story structures with green ribbed metal roofs as depicted by the Village Promenade.

Special Considerations

A Concept Enhancement Plan is included in Attachment "A" to facilitate the goals for the district. The Plan shows areas planned for visitor serving uses and shared parking.

1. Southeast of the intersection of E. Grand Avenue and Freeway 101, on the parcel behind the Chevron Station (APN 007,481,006) permitted use shall be limited to visitor serving uses, and related accessory uses.

All other Permitted uses and Minor Use Permitted uses shall be considered subject to Conditional Use Permit, including a finding that visitor services is not feasible due to site specific building and/or property configuration and conditions.

2. A shared parking facility should be considered at the interior portion of the parcels located at 208, 210 and 216 Traffic Way (APNs 007-483-41, 42 and 7).

Site Design

1. All new projects or renovations shall adhere to site development standards of the Development Code.

2. Buildings and sales uses shall be oriented to the public street while storage, parking and accessory uses shall be oriented away from the street to interior areas of the site.

3. All accessory structures including off-street parking, service buildings and enclosures for service areas, trash containers or outdoor storage shall be designed as part of the overall project or building.

4. Landscaping should retain existing trees and add feature areas or strips of planting to achieve screening and softening of structures and parking and highlight pedestrian walkways and public areas. Street trees shall be incorporated where functional circulation will not be obstructed.

5. Streetscape improvements shall conform to the established sidewalk paving, lighting and street furniture, fixture and feature designs approved by the City.

6. The desired configurations and locations for off-street parking lots, in order of preference, are:

a. Shared double loaded aisle to side or rear of building partially on-site and partially off-site on neighboring parcels.
b. Single or double loaded aisle in front of building(s) with substantial landscaping.
c. Shared off-site or public parking lot within 200 feet.

Building Design

Materials and Colors

1. Buildings shall be one or two story, horizontally massed, and small to moderate scale structures, with pedestrian features evident from public streets, particularly Station Way.

On the east side of Station Way the established materials, textures and colors of the existing buildings shall be utilized or reflected in the building, landscape and signage designs.

2. The height, lot coverage and floor to area ratio of new buildings shall not exceed the development standards allowed in Title 16 of the Municipal Code for the VMU district.

3. To the extent feasible, original structures and materials, and architectural details should be integrated into project design and retained, renovated, or replaced with materials and features that match or reflect the original design.

4. Construction materials should be compatible with those used on adjacent developments. New buildings should incorporate traditional materials and reflect agrarian features.

5. The number of colors used on a building or project should be three or fewer, to include a base color, trim color and single accent color.

6. Color and materials samples shall be submitted as part of the ARC process. The use of florescent, “neon” or “day-glo” colors is not appropriate.

7. Color palettes should be compatible with those of adjoining buildings.

Signs

Signs shall meet all requirements of the Development Code and the provision of these guidelines and standards. If a conflict exists, the most restrictive requirements shall apply unless otherwise approved by ARC.

1. Color and materials samples shall be submitted as part of the ARC process. The use of florescent, “neon” or “day-glo” colors is not appropriate.

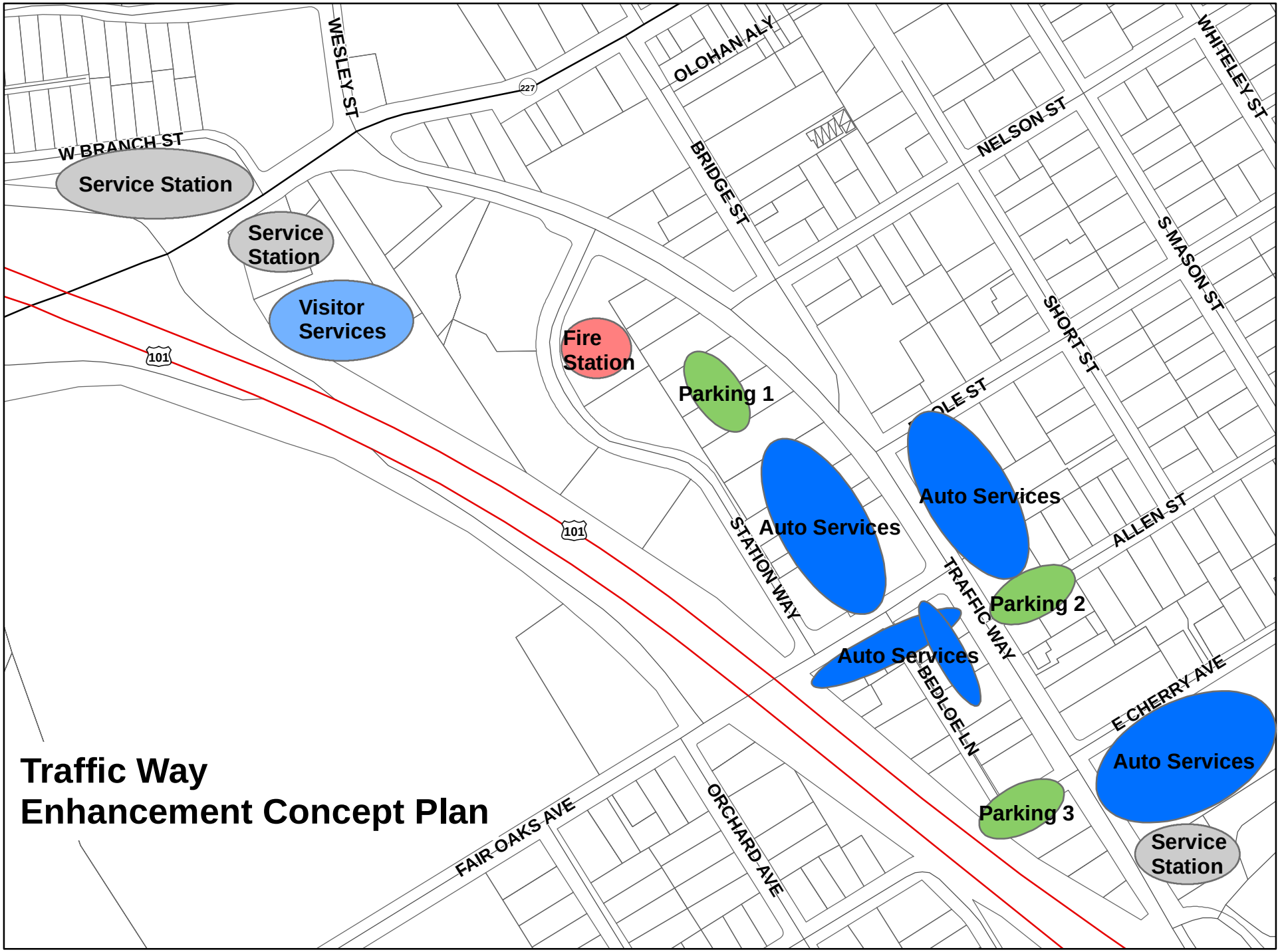
2. Signs should not obstruct architectural features of the building.

3. Wall signs should be located above the entry to the building to better relate to pedestrian traffic.

4. Window and door signs should be applied where they will not obstruct visibility.

5. Signs on awnings or canopies should be placed where they may be seen by pedestrians as well as by passing traffic.

6. Temporary banners to meet franchise agreement requirements for large scale automobile retail uses provided that:
    1. Only two (2) banners are displayed at any given time;
    2. The banners are no larger than forty-eight (48) square feet each; and
    3. The banners are displayed no more than thirty (30) days every two (2) months.


Traffic Way
Enhancement Concept Plan
WESLEY ST
227
OLOHAN ALY
WHITELEY ST
W BRANCH ST
BRIDGE ST
NELSON ST
S MASON ST
Service Station
Service Station
Visitor Services
101
Fire Station
SHORT ST
Parking 1
Auto Services
Auto Services
ALLEN ST
STATION WAY
TRAFFIC WAY
Parking 2
Auto Services
BEDLOE LN
E CHERRY AVE
Auto Services
Parking 3
Service Station
FAIR OAKS AVE
ORCHARD AVE

APPENDIX E

East Cherry Avenue Specific Plan Design Guidelines

September 2016

TABLE OF CONTENTS

LIST OF SPECIFIC PLAN FIGURES

EAST CHERRY AVENUE SPECIFIC PLAN DESIGN GUIDELINES

I. Purpose and Intent

These Design Guidelines have been prepared to provide a framework to achieve a comprehensive approach to implementation of planning, architectural, and landscape architectural concepts for the East Cherry Avenue Specific Plan areas – Subarea 2 and Subarea 3.

More specifically, the purpose of these Design Guidelines is as follows.

- To provide the City of Arroyo Grande with the necessary assurance that the Specific Plan areas will develop in accordance with the quality and character proposed;
- To provide guidance to design and construction professionals in order to maintain the desired quality;
- To provide guidance to City decision-makers in the review of future development projects in the Specific Plan area; and
- To formulate concise development guidelines for the various land uses within the Specific Plan area.

II. Application

These guidelines shall form the basis and criteria for the evaluation of plans and specifications submitted for review and approval by the City of Arroyo Grande. All development plans, architectural and landscape architectural plans, and related graphic designs shall comply with these guidelines. In addition, to the provisions in these guidelines, all regulations, requirements, standards, specifications, mitigation measures, conditions of approval, as of the effective date (e.g., approval of vesting tentative tract maps), shall apply.

The sketches and graphic representations contained herein are a conceptualization only and are being provided as general visual aids in understanding the basic intent of the guidelines. These guidelines are intended to provide a variety of choices and encourage creativity. In addition, and similar to the intent of the City's historic district guidelines, noted below, these guidelines are not intended to dictate preconceived or uniform design solutions, but to assist design professionals, developers, and decision-makers to maintain and enhance the aesthetic community character.

The Specific Plan references the City's *Design Guidelines and Standards for Historic Character Overlay District* (D-2.4). While the Specific Plan Subarea 2 and Subarea 3 are not located or mapped within the noted District, the intent of referencing the City's guidelines is to "increase visual elements that buildings have in common, and stress a "sense of fit" for both new and renovated buildings."

The Design Guidelines and Standards for Design Overlay District (D-2.11) – Traffic Way and Station Way (Amended by City Council Resolutions No. 4480 and No. 4566) are included in the Specific Plan for reference. These guidelines modify the Design Guidelines and Standards for Design Overlay District D-2.11 specifically for Subarea 1.

III. Architectural Guidelines

The East Cherry Avenue Specific Plan Design Guidelines will assure the differentiation and uniqueness of the Subarea 1, Subarea 2 and Subarea 3 neighborhoods, which embody individual design characteristics, while preserving the overall character and sense of place in the context of their adjacency to the Historic District.

A. Traffic Way Mixed Use Architecture (Subarea 1)

The Design Guidelines and Standards for Design Overlay District D-2.11 – Traffic Way and Station Way are modified herein specific to the hotel and restaurant development proposed for Subarea 1. All other D-2.11 guidelines and standards shall apply.

1. TRAFFIC WAY – Purpose of the Design Overlay District

Subarea 1 shall utilize an architectural style that incorporates and balances elements of residential design while acknowledging the commercial nature of uses allowed in the Traffic Way Mixed Use zoning district. These features include, but are not necessarily limited to, porches and/or decks, pitched roofs, exposed wood details, appropriate fenestration, pedestrian level material, human scale articulation.

2. *Building Design*

Subarea 1, located on Traffic Way at East Cherry Avenue, shall incorporate building material textures and colors, as well as an overall architectural character that reflect typical residential design elements and judiciously borrows from the Historic Character Overlay District D-2.4 design guidelines and standards. The architectural style shall reflect the prominence of the Traffic Way corridor as the southern gateway to the City, reflect a modern 21st century aesthetic, while respecting the properties unique location. "Branded" architectural styles shall be avoided and instead be replaced with an emphasis on historical context and neighborhood compatibility.

The building orientation and design should address the desire for visibility from Traffic Way (and the freeway), while presenting a "front porch" feeling onto East Cherry Avenue. Special attention to building materials, color, and texture are key considerations. The use of brick or stone, textural siding (e.g., Hardieplanke®, Hardieshingle® and/or Hardiepanel®), and exposed wood are encouraged. The sole or liberal use of stucco is discouraged.

Figure 1 – Subarea 1 Architectural Style

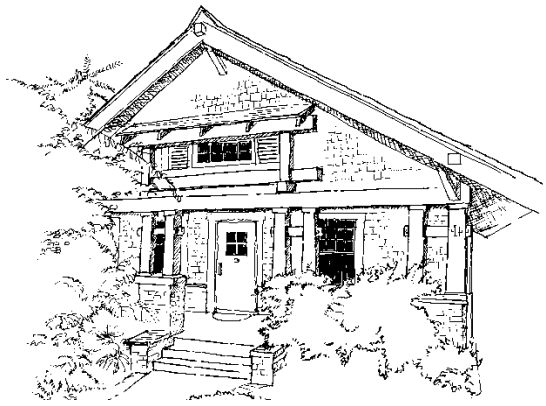


Figure 1 – Subarea 1 Architectural Style *(continued)*

B. Village Residential Lot Standards (Subarea 2)

The following lot development guidelines are intended to enhance flexibility and encourage diversity.

- Future development plans may define deviations from setbacks noted on Table 5 – Specific Plan Village Residential (VR) District Development Standards, subject to the approval of the City.
- As a rule, front yard setbacks may vary by as much as five (5) feet, and a diversity of setbacks is encouraged. See Figures 1 and 2 for examples of varying setbacks.
- Each group of four (4) adjacent houses is encouraged to have at least one (1) house whose front yard setback differs from those of its neighbors.
- A separation b at least three (3) lots on either side and across the street by two (2) lots in each direction is required for houses with the same or very similar design when viewed from the street.
- All alley-loaded houses shall be single-story, with the balance of houses to be either one- or two-story in height.
- The maximum height for structures is established at 30 feet (or two-stories).
- The second floor of units shall be set back from the ground floor building footprint, applicable to both front and sides, a minimum of three (3) feet (or) shall be articulated with a front porch or enclosed living area extending out from the front building wall plane by at least 6' for at least 50% of the width of the front elevation. Other methods may also be used to ensure substantial articulation for two-story single-plane walls, upon approval of the Community Development Director.

C. Village Residential Architecture (Subarea 2)

The purpose of the architectural guidelines section is to provide general design criteria and guidance for the single-family residential component of the Specific Plan and achieve compatibility with the existing residential neighborhood.

1. General Guidelines

This section of the guidelines includes design standards for residential development to avoid monotonous, repetitive appearances. Neo-traditional elements, consistent with the Specific Plan architectural styles described in this section, are encouraged to create a pleasant pedestrian-oriented neighborhood environment. These elements include front porches, recessed front garages, generous street landscaping, and pedestrian connectivity.

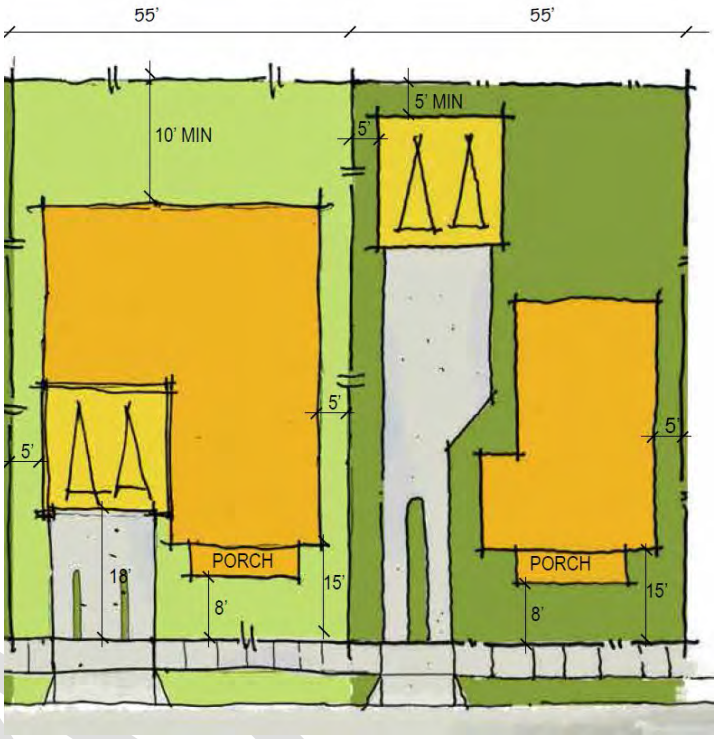
a. The following "appropriate" and "inappropriate" architectural massing shall determine if a development meets the general architectural criteria.

   Appropriate:

   - Articulation of wall planes;
   - Projections and recessed to provide shade and depth;
   - Well-defined entries; and
   - Traditional architectural forms.

Figure 2 – Residential Lot Setbacks- Local Street

TYPICAL LOT
Min. Lot area = 4,840 sf
Max. Lot coverage = 2,662 sf (55%)
Open space = 2,176 sf
Vehicle circulation = - 360 sf
Min. Private open space = 1,818 sf (37%)



Typical lot size – 55' x 88'
Front property line to porch – 8'
Front property line to house – 15'
Front property line to garage – 18'
Rear property line to garage – 5'
Rear property line to house - 10'-15'
Side property line to house – 5'

CORNER LOT
Min. Lot area = 5,280 sf
Max. Lot coverage = 2,904 sf (55%)
Open space = 2,376 sf
Vehicle circulation = - 360 sf
Min. Private open space = 2,016 sf (38%)

Typical lot size – 60' x 88'
Front property line to porch – 8'
Property line to house - 15'
Street side to house/porch – 10'
Side property line to garage – 20'
Side property line to house – 5'
Rear property line to house – 5'

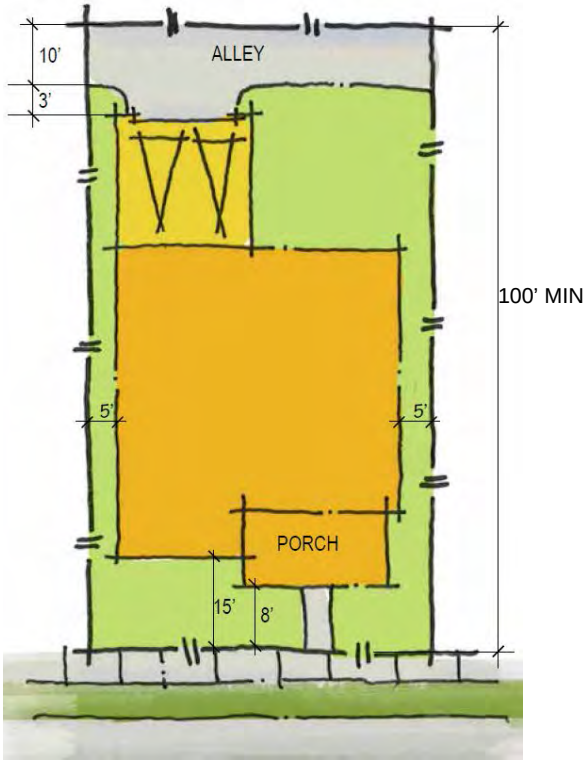
***Figure 2 – Residential Lot Setbacks- Local Street** (continued)*

LOT WITH DRAINAGE EASEMENT
Min. Lot area = 5,346 sf
Max. Lot coverage = 2,940 sf (55%)
Open space = 2,406 sf
Vehicle circulation = - 360 sf
Min. Private open space = 2,046 sf (38%)

Typical lot size – 54' x 99'
Corner lot size – 59' x 99'
Front property line to porch – 8'
Front property line to house – 15'
Front property line to garage – 18'
Drainage easement to house - 10'-15'
Side property line to house – 5'

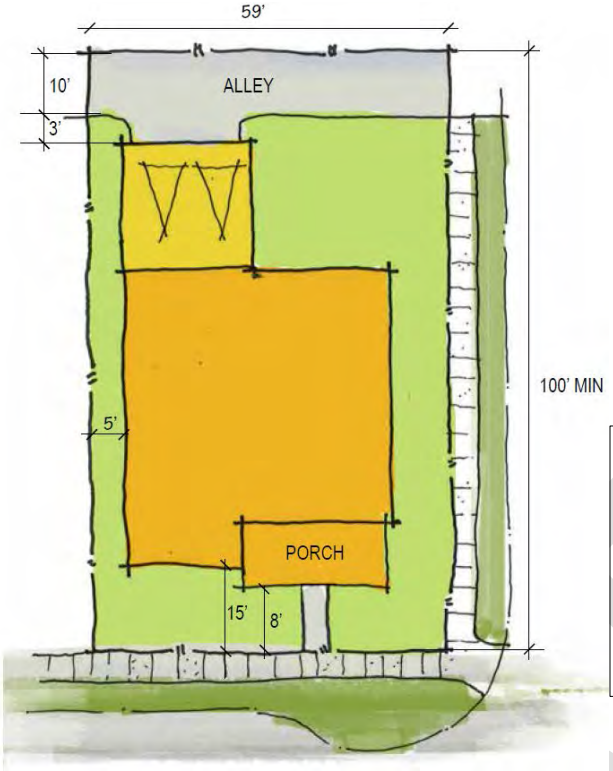
Figure 3 – Residential Lot Setbacks- Alley Loaded

TYPICAL ALLEY LOT
Min. Lot area = 5,500 sf
Max. Lot coverage = 3,025 sf (55%)
Open space = 2,475 sf
Vehicle circulation = -655 sf
Min. Private open space = 1,820 sf (33%)



Typical lot size – 54' x 100'
Corner lot size – 59' x 100'
Front property line to porch – 8'
Front property line to house – 15'
Alley to garage – 3'
Rear property line to garage – 13'
Side property line to house – 5'

Figure 3 – Residential Alley-Loaded Lot Setbacks *(continued)*



CORNER ALLEY LOT
Min. Lot area = 5,900 sf
Max. Lot coverage = 3,245 sf (55%)
Open space = 2,655 sf
Vehicle circulation = - 655 sf
Min. Private open space = 2,000 sf (33%)

Typical lot size – 54' x 100'
Corner lot size – 59' x 100'
Front property line to porch – 8'
Front property line to house – 15'
Alley to garage – 3'
Rear property line to garage – 13'
Side property line to house – 5'

General Guidelines (continued)

Inappropriate:

- Unarticulated, blank wall expanses;
- "Box-like" homes without horizontal and vertical articulation; and
- Steeply pitched or flat roofs (more than 10:12 or less than 2:12).

b. Horizontal and vertical variation should be appropriately implemented in order to add richness and variety to the overall mass of the building.

c. Each home should have a well-defined entry with careful roof and façade articulation to create visual interest and scale.

d. Homes should have "four-sided" architecture, with special attention (i.e., detailed and articulated) to the front and side façade treatments. The balance and proportion of window and door elements shall be such that the building is appealing on all sides. Walls should be designed with changes in plane or other forms of articulation such as bay windows, chimneys, trellises, or changes in materials that are authentic to the architectural style.

e. Balconies, decks, and exterior stairs should be designed as an integral component of the structure and reflect the specific architectural style.

f. In keeping with the City's Historic District Guidelines, the following architectural styles shall be used in the residential component of the Specific Plan. See Figures 4-7 for examples of the following architectural styles.

Bungalow – A low house, cabin or cottage of one or one-and-a-half stories, with a low-pitched gable or hipped roof, often with dormer windows, overhanging eves, exposed rafters and beams, a prominent and usually wide front porch, typically but not always small in square footage and frequently built of rustic or natural materials.

Craftsman – Craftsman style, also called American Craftsman or Arts and Crafts style, was born and raised out of the English and American Arts and Crafts Movements during the late 1800s and early 1900s. The term designates a style of architecture, interior design and decorative arts that became the most popular style of affordable middle class homes built in the United States between 1900 and 1930.

The following are exterior characteristic associated with this style: low-pitched, front or side gabled roofs (sometimes clipped or hipped), dormer windows and multiple roof planes, generously overhanging eves, exposed rafters and beams, extended rafter ends, sometimes decoratively shaped (e.g., oriental flares), decorative braces and stickwork under the gables, decorative attic vents in front facing gables, wood or stone siding such as horizontal wood slats, wood shingles, cut stone cladding, generous full or partial width front porches, porch support columns often extending to ground level (no break at the porch floor),tapered porch columns supported by low pedestals made of stone, brick, wood or stucco, sloping foundation walls and porch supports, stone covered foundation walls and porch supports, stone exterior chimneys, additional trellised porches, wide exterior window and door casing, windows with multi-paned top sashes and single-paned bottom sashes.

Spanish Revival (aka Spanish Eclectic) – Borrowing from the bungalow's open floor plan with its cross ventilation and easy access to outdoor spaces, this rambling style uses walled courtyards for indoor-outdoor living. It is an organic style that lends itself to additions and changes over time.

This style is characterized by the following exterior components: one- and two-story asymmetrical structures, side- or cross-gabled, occasionally hipped, low pitched roofs (typically with no overhang), tile roof, half round arches, doors, and windows, ornate tile, wrought iron, and wood work.

Cottage – A cottage is, typically, a small house. The word comes from England where is originally was a house that has a ground floor, with a first, lower story of bedrooms which fit within the roof space. The word cottage is also used to mean a small old-fashioned house, while its modern usage is usually a modest, often cozy swelling, typically in a rural or semi-rural location.

Cottage architecture is characterized by one- and two-stories, asymmetry, cross gabled, medium to steeply pitched roof, sometimes with clipped gables. Windows are tall, narrow

multi-light windows in bands. Chimneys can be over scaled and constructed of brick or stone. Gabled, enclosed entries are common often with a catslide roof. Doors may be half-round or arched with decorative hardware. Interior rooms are cozy and irregularly shaped.

Tudor revival and English cottage are two versions of cottage architecture familiar to most.

Hollywood -Agrarian – Unlike other architectural styles, purely agrarian structures normally arise out of utility in response to a basic agricultural need. Every part has a job. They are pure, simple, expressive structures that use what is available. They are, by definition, a response to their place, and in many ways, they are what contemporary architecture ascribes to be.

Modern agrarian aka Hollywood agrarian is an intersection of modern and traditional agrarian styles. The term "Hollywood" pays homage to the traditional driveway that includes two paved wheel tracks each between 2.5 and 3.5 feet wide, separated by a planted strip at least three feet wide.

Figure 4 – Architectural Style – Bungalow

BUNGALOW

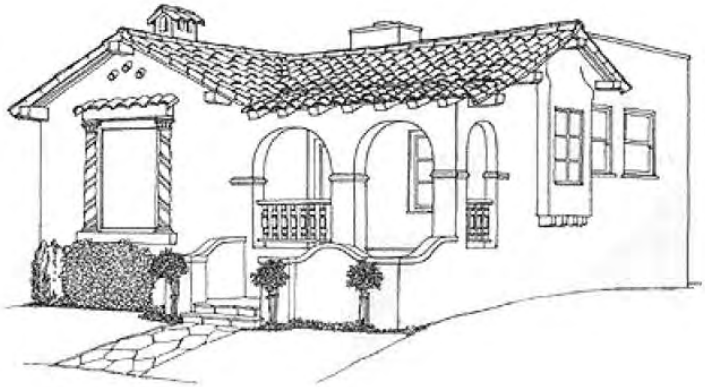
The Bungalow style reduces the distinction between inside and outside space, reflecting the open practical living possible in California The roof structure is most often broad gables, often with a separate lower gable covering the porch, although hipped roof structures are also common.

Figure 5 – Architectural Style – Craftsman

CRAFTSMAN

The Craftsman style includes a low-pitched gabled roof with wide, unenclosed eave overhang. Roof rafters are usually exposed and decorative beams or braces are commonly added under gables. Porches are either full or partial-width, with a roof often supported by tapered square columns. The most distinctive features of this style are the junctions where the roof joins the wall.

Figure 6 – Architectural Style – Spanish Revival



SPANISH ECLECTIC

The Spanish Eclectic style uses decorative details borrowed from all aspects of Spanish architecture. The roof is low pitched, usually with little or no eave overhang, or flat. The roof covering is S-shaped or 2-piece unglazed clay tile. Typically one or more prominent arches are placed above the door or principal windows. Windows are typically recessed. The wall surface is usually smooth plaster and the facades is normally asymmetrical.

Figure 7 – Architectural Style – Cottage

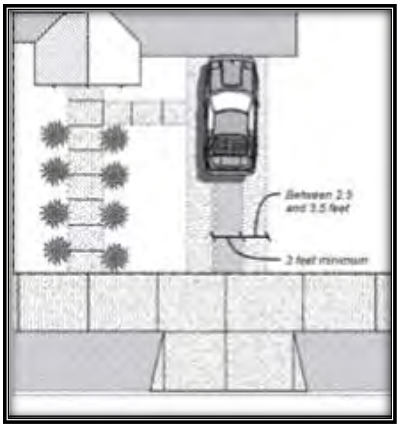
COTTAGE

A Cottage is basically a small frame single-family home that does not use any particular architectural style or ornamentation pattern. Roof styles vary, but most often use gable, hip or a combination of the two. This is a style that often borrows elements from classic styles, but does not incorporate other elements that make the style unique.

Figure 8 – Architectural Style – Hollywood Agrarian

AGRARIAN

The Agrarian (Farmhouse) Style includes relatively steep pitch gable front dominated houses of one or two-stories, often with an additional side-gabled wing shape and shed roof porch.



DRIVEWAY DESIGN

Figure 9 – Interpretation of Architectural Style – Bungalow

STREET LOADED LOT

FRONT FACADE

REAR FACADE

Figure 10 – Interpretation of Architectural Style – Craftsman

ALLEY LOADED LOT

FRONT FACADE

REAR FAÇADE

Privacy fence not shown for clarity

Figure xx – Interpretation of Architectural Style – Spanish Revival

Figure 12 – Interpretation of Architectural Style – Cottage

REVERSE CORNER LOT

FRONT FACADE

REAR FACADE

Figure 13 – Interpretation of Architectural Style – Hollywood Agrarian

STREET LOADED LOT

FRONT FACADE

REAR FACADE

Figure 14 – Visual Simulations and Renderings

VISUAL SIMULATIONS OF EAST CHERRY AVENUE & RESIDENTIAL DEVELOPMENT

RENDERINGS OF RESIDENTIAL DEVELOPMENT

RENDERINGS OF RESIDENTIAL DEVELOPMENT (continued)

D. Village Mixed-Use Architecture (Subarea 3)

The purpose of the mixed-use section of these design guidelines is to provide principles of design which will help to inform and guide new construction and renovation that continues to be integrated and in harmony with the greater City of Arroyo Grande's rural farming history and residential community.

1. General Architectural Design Guidelines

Buildings and landscape in Subarea 3 of the Specific Plan will take their cues from the traditional Japanese art, called wabi-sabi, of finding beauty and tranquility in subtle details of everyday life and in nature. It is not a style but a sensibility in design. These design principles will be integrated with massing which typifies the rustic grace of traditional vernacular farming building in the surrounding California rural areas. See Figure 8 for examples of the design principles of wabi-sabi.

a. Principles of wabi design focus on a humble and simple aesthetic that strives for harmony and balance with landscape and weather.

   Some words to describe these design principle are: asymmetry (being informed by site and site conditions), roughness/irregularity (integration of nature), simplicity/economy (sustainable building systems), modesty and tranquility (meditative space) and an overall connection with the landscape (indoor/outdoor integration of space.)

   Typical elements include: simple roof lines, straightforward building massing, an emphasis on the integration of landscape with building forms and views, and material simplicity of the structures which promotes integration within the overall extents of the property. Building openings should be designed to maintain connection with the surrounding landscape. Historical or stylistic ornament should be de-emphasized in favor of a rural vernacular, which manifests itself in useful, clear and less monumentalized building elements.

b. Principles of sabi design acknowledge natural processes of aging and changes in both objects and materials.

   Some words to describe this design principle are: earthy (colors and materials drawn from nature), warm (meant to age), weathering/patina (materials that age well overtime), imperfect (materials take on new colors and textures as they age), seasonal (celebrates forms that represent change through time.)

   Typical landscape elements such as fences, walls, minor structures and vegetation are considered a part of a whole and not as separate unrelated elements. Materials should be expressed in a plain, simple and natural manner.

Figure 15 – Design Principles of Wabi-Sabi

Asymmetry;
Imperfect

Roughness/Irregularity;
Simplicity/Economy

Building Forms and Views

Connection with the Landscape

Figure 15 – Design Principles of Wabi-Sabi, *(Continued)*

Connection with the Surrounding Landscape

Tranquility;
Seasonal Change through Time

Straightforward Building Massing;
Material Simplicity

Simple Roof Lines;
Warm (meant to age)

E. Landscape Architectural Design (All Subareas)

In keeping with the architectural standards for the residential and mixed-use components for the subareas outlined in these guidelines, the landscape character shall be designed and implemented to enhance the diverse motifs. Hardscape elements (e.g., walks, walls, overhead structures, etc.) and plantings shall be combined to create a harmonious and unifying framework. The intention is to design the landscape components of the projects as an inherent and integral part of the overall site and building design.

Fundamental to the landscape architectural design criteria is the need for the garden design to reflect the architectural elements of each home, and to harmonize with the native terrain and natural beauty of the existing setting. Hardscape materials that recall the individual architectural style and related details, and plant material indigenous to the area is encouraged.

The landscape architectural guidelines are based upon the following objectives.

- Preserve and enhance natural open space, where feasible, as it plays a significant role in establishing the character of the neighborhood and community. In preserving the natural landscape, plant selection shall be carefully chosen to avoid non-native invasive species.
- Create a "sense of place" that fits within the context of the neighborhood, while creating attractive, useful "outdoor rooms" for residents of both subareas and visitors.
- Create an attractive streetscape along East Cherry Avenue and internal streets that enhances the pedestrian experience.
- Acknowledge the cyclical nature of droughts in California and respond using native and/or non-native drought tolerant plant species with special attention to grouping plant material by exposure and water needs.
- Promote water conservation and management practices consistent with other sensible practices regarding energy conservation, soil regeneration, integrated pest management, mulching and species diversity.

1. Hardscape Elements

Hardscape elements should be carefully planned in conjunction with the site plan, architectural style and planting plan to work functionally and complement the aesthetics of the proposed home and/or structures.

a. Walls and Fences. Walls and fences should be considered as an extension of the architecture of the residence. They should serve to make a transition between the mass of the architecture and the natural forms of the site. All walls and fences should be designed to be compatible with the total surrounding environment and should not block natural views. Fences and walls should be considered as design elements to enclose and define courtyards, to extend and relate the building forms to the landscape, as well as to assure security and privacy elements. Screening with trees and/or shrubs shall be encouraged wherever possible.

b. Retaining Walls. An effort should be made in the individual lot grading design to minimize the use of retaining walls. If retaining walls are required, they should be constructed of materials that complement or match those used on the residence and be screened or softened by the use of plant material.

c. Walks and Patios. All walks and patios should blend with the architecture of the home. In that context, use of materials that are reflective of the architectural style are encouraged. Other materials that would be acceptable include exposed aggregate, stamped and/or colored concrete or interlocking pavers. A combination of these materials is also acceptable if used with constraint. Large areas of untextured and/or uncolored concrete and decomposed granite will not be acceptable.

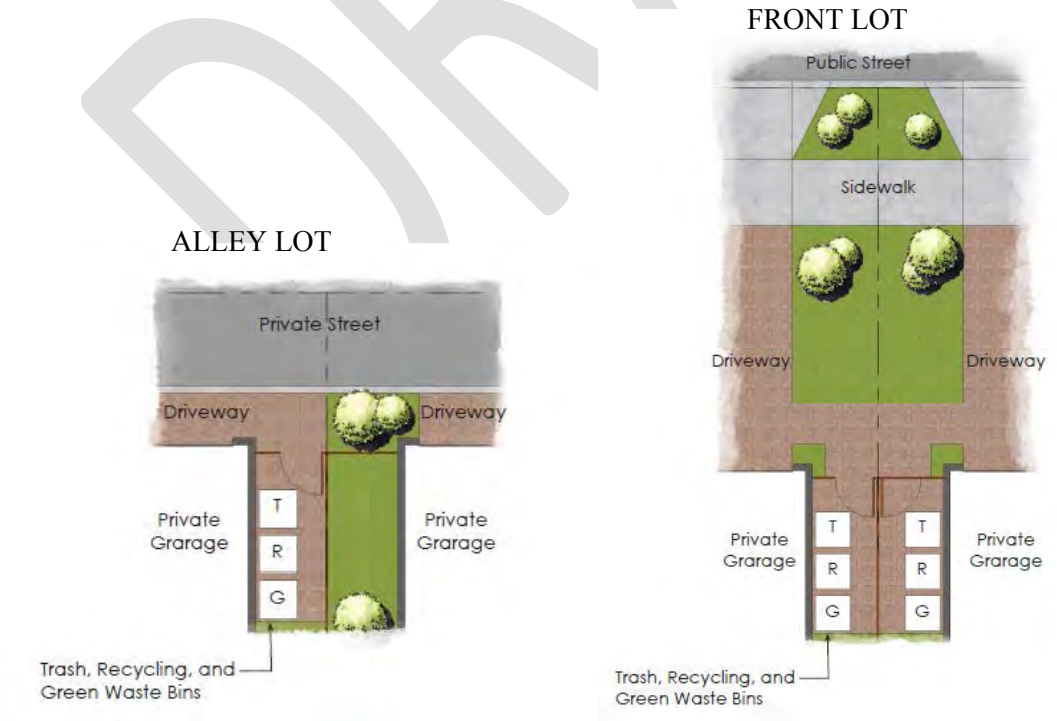
d. Pools/Spas. The location of pools, spas and water features should address relationships between indoor and outdoor features, setbacks, wind, sun orientation and site terrain. The size and shape of swimming pools, spas and/or water features should be carefully considered to achieve a feeling of compatibility with the surrounding natural features and man-made elements. Pools, spas, water features and associated equipment enclosures must be architecturally related to the house and other structures in their placement, mass and detail. Siting of these elements must be screened from adjacent home sites.

e. Solid Waste and Recyclables. In single family residential projects, the following standards shall apply.

   i. Interior Storage: The garage unit shall be designed and constructed to a minimum of 22- feet by 20-feet and include adequate storage space for at least three (3) 96-gallon waste wheelers. The minimum space required shall be 92-inches wide by 36-inches deep by 6-feet tall.

   ii. Exterior Storage: Adequate storage space shall be constructed to house three (3) 96-gallon waste wheelers at a location that is not visible from the public thoroughfare and behind the front line/façade of the building.

Figure 16 – Typical Residential Refuse Bin Location



In commercial and multi-family projects, trash enclosure locations and sizes should be coordinated with the local solid waste hauling company. The design of trash enclosures should complement the architectural style of adjacent buildings and include the following components.

iii. Walls: The area shall be enclosed with masonry walls, which may be finished with stucco to complement the architectural style and materials of other on-site buildings. The wall shall be at least 6-feet or the height of the bin enclosure door in the closed position, whichever is greater.

iv. Concrete Pad, Apron & Curb Wheel Stop: The bin enclosure should be paved with a minimum of 6-inch thick reinforced concrete. Interior grade shall not exceed 1%. A 10-inch high by 6-inch deep concrete curb shall be poured at the base of both side walls and up against the pedestrian access or against the rear wall within the enclosures. A concrete apron shall be poured at the enclosure entry and be a minimum of 15-feet deep by a minimum of 6-inches wider than the enclosure.

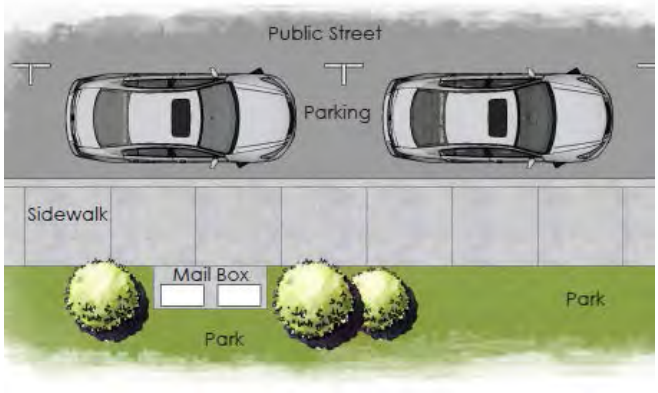
v. Gates: A pair of gate-type swinging doors, fabricated in steel and wide enough to allow proper servicing of containers shall be provided. The opening shall be at least 7-feet 8-inches wide with the doors open.

vi. Enclosure Overhead: Based upon the new post-construction stormwater management requirements, a solid roof shall be designed and constructed. The roof structure should complement the architectural style of the roof style and pitch of adjacent buildings.

f. Mailboxes. Mailboxes for single-family residential and multi-family residential projects shall be located in coordination with the United States Postal Service (USPS). USPS requisite mailboxes shall be enclosed in an easily accessible and attractive enclosure. Enclosures shall be designed to complement the architectural style, colors and materials of adjacent structures.

Figure 17 – Typical Mail Kiosk

SAMPLE



LOCATION

g. Exterior Lighting. Lighting shall be used to enhance the overall design concept and architectural style of the home in an aesthetically pleasing manner. Fixtures should be chosen to complement the architectural style of the individual homes. To avoid light spill and glare, exterior lighting shall be shielded and directed downward to eliminate bright spots and glare sources. All light conduit and fixtures must be as inconspicuous as possible.

2. Planting Elements

The planting design shall be prepared by a licensed landscape architect to ensure cohesive design which relates to the scale and character of the specific architectural style. Individual residential landscape designs may be prepared by a landscape designer, horticulturist, or licensed landscape contractor. Recommendations regarding plant species to be used in the landscape are included in the attached plan list. Individual landscape plans will necessarily differ due to the lot size and configuration, site plan, architectural style, and homeowner criteria, but should generally follow these guidelines.

The landscape palette should be dominated by native California plant material and/or non-invasive drought tolerant species. Other varieties of trees, shrubs and ground covers should be selected to complement the character established by the specific tree plantings. Also refer to the City of Arroyo Grande – Parks Division Tree List. Edible landscaping within private yards is encouraged.

Subarea 1 – The planting concept for this commercial development shall be designed to incorporate a multi-layered vegetative screen along the north (East Cherry Avenue), east (project collector – Road 'A') and the southerly property lines (adjacent to the existing mobile home park and commercial uses). Planting along Traffic Way shall introduce street trees, adequately screen the parking field, not impact proper site distance for the project's ingress/egress, and provide a supporting role for proposed signage.

The following list of plants is neither exhaustive nor comprehensive, but has been selected to generally provide guidance and to complement and best represent the design intent for choosing appropriate plantings.

Trees

Botanical Name	Common Name
Acer macrophyllum	Bigleaf Maple
Arbutus menziesii	Madrone
Arbutus unedo	Strawberry Tree
Cercis occidentalis	Western Redbud
Lynothamnus f. asplenifolius	Catalina Ironwood
Platanus racemosa	California Sycamore
Quercus agrifolia	Coast Live Oak
Umbellularia californica	California Bay

Shrubs – Background and Perimeter

Botanical Name	Common Name
Arctostaphylos sp.	Manzanita
Carpenteria californica	Bush Anenome
Ceanothus sp.	California Lilac
Fremontodendron cvs	Flannel Bush
Garrya elliptica	Silk Tassel
Heteromeles arbutifolia	Toyon
Mahonia aquifolium	Oregon Grape
Myrica californica	Pacific Wax Myrtle
Rhamnus californica	Coffeeberry
Ribes sanguineum cvs	Gooseberry
Sambucus caerulea	Elderberry

Shrubs – Understory and Ground Covers

Botanical Name	Common Name
Arctostaphylos sp.	Manzanita
Baccharis pilularis cvs	Coyote Bush
Ceanothus sp.	California Lilac
Cistus cvs	Rockrose
Correa cvs	Australian Fuchsia
Heuchera sp.	Coral Bells
Mahonia repens	Creeping Mahonia
Ribes viburnifolium	Evergreen Current
Rosa californica	California Rose
Rosmarinus o. prostratus	Prostrate Rosemary
Salvia sp. & cvs	Sage
Sollya heterophylla	Australian Bluebells

3. Maintenance and Preservation of Existing Oak and Other Tree Species

An emphasis has been placed on a conceptual design of the residential subdivision and mixed-use projects (lot layout and grading), so that existing healthy trees that occur on site can be preserved. While additional efforts should be employed to maintain and preserve existing trees, should a tree removal be

required, this will be reviewed and approved by the City Arborist and/or other responsible advisory body. Care must be taken during construction to avoid impacts to existing trees. The native oaks (*Quercus agrifolia*) are particularly sensitive to development. The following measures shall be employed to protect the existing oaks.

a. The development on the lots should be designed to avoid as much grading around oaks as possible. The best advice is not to tamper with the natural grade around oak trees, especially within the dripline. Retaining walls may be necessary for cut and fill areas. The disturbed areas should be stabilized as much as possible with vegetative cover. If the slopes cannot be stabilized, construction of retaining walls may be necessary.

h. Autos, trucks and machinery should not be parked or driven under the trees during the development and construction phase of the subdivision. To assure this be the case, a temporary barrier should be placed at the edge of the canopy of the protected areas on the lots until construction is completed.

i. Paving under oaks or in their root zone should be avoided, especially if it is an impervious material like asphalt or concrete. Impervious paving prevents water percolation and gas exchange into the soil and will result in the early death of the oak tree. If paving is unavoidable, the developer should consider using a paving material that is porous, such as bricks with sand joints, open bricks, gravel, cobbles, etc. This will allow some water penetration and gas exchange. Also, one must be very careful that proper drainage is maintained, and water is not allowed to pool around the tree.

j. Care should be taken to make sure that all drainage and drainage ditches from the site are such that water does not accumulate under the dripline of the oak trees. Soil under the oaks should be well drained but not excessively drained. Change in drainage patterns around the oaks should be avoided.

k. Whenever possible, trenching should be outside the dripline and root zone of the trees. If trenches must be dug under oak trees, every effort should be made to put all pipes, utilities, etc. in one trench rather than digging multiple trenches. If a significant section of the root system is disrupted, careful pruning of a proportional number of branches may reduce the impact. Follow the following procedures for trenching.

- Trenching in the root zone should be avoided if possible. One good alternative to trenching is to place utilities in a conduit that is bored or tunneled through the soil. If trenching is unavoidable, try to place all utilities in one trench to avoid digging multiple trenches.
- Trenching and other soil disturbance during the summer months, and especially during periods of drought, can severely impact oak trees. Prior to invading the root zone, it will be necessary to water the root zone area of the affected trees the length of the trench. This will not only help a generally stressed tree, but it will also provide more favorable conditions for the growth of new roots to compensate for the roots that will be lost during the disturbance.

- Trenching under the canopy of the trees and as well as just outside the dripline (within 5 feet of the dripline) should be by auguring or by hand trenching. If roots over one-inch in diameter are encountered, these roots shall be preserved without injury if possible. No machine trenching should be allowed within 5 feet of the trees' dripline.
- When trenching occurs in the root zone, roots shall not be ripped but shall be cleanly cut along the sides of the trench. Braided remains of exposed roots shall not be left dangling. They will be cleanly pruned back to 1-2 inches of the soil line. If trimming of larger roots is unavoidable, they should be cleanly cut or sawed. If there is a lateral root, the cut shall be made outside the lateral root if possible.
- All exposed roots shall be covered with wet burlap (or a suitable substitute) and kept moist until the soil is returned.
- All soil removed during trenching shall be stockpiled in an orderly fashion so that it can be replaced and tapped down in the same relative position in the trench's soil profile after the sewer and other utilities have been installed. It is important that the topsoil be the top layer.
- All excavated soil must be replaced and tapped down in the trench so that no fill remains under the dripline of the trees and the grade has been restored to its pre-disturbance condition.
- No significant change in drainage around the oak trees as a result of the trenching shall occur. Excessive drainage will reduce the amount of water available to the trees. Entrapment of water in the root zone can lead to root rot or crown rot. This will be especially important if there are changes in grade near the trees or the need to construct retaining walls because of fill or cut slopes near the trees. If fill areas are needed, a drainage system may be necessary to assure proper drainage from under the oaks.
- After the trench is filled, irrigate the area under the dripline so that water penetrates down to the depth of the bottom of the trench.
- Cover the top of the trench will natural litter collected from the surrounding oak woodland and revegetate with plants native and indigenous to the area making sure they do not require summer irrigation. Watering soil under coast live oaks in the summer will eventually result in root rot and death of the trees.
- Pruning of trees, especially large coast live oaks, should be avoided if possible except in cases where root damage require it. All pruning shall be kept to a minimum. Should pruning of oaks trees is require, it shall be performed by a qualified arborist.
- Construction activities should be carried out in such a way that sediments and debris do not wash into the creek channels. All ground disturbance activities should occur during the dry season if possible.

4. Prohibited Plant Material

Invasive, non-native species shall be prohibited from use (e.g., *Cortaderia selloana*/Pampas Grass; *Vinca minor* and *Vinca major*/Periwinkle; *Eucalyptus sp*.; *Acacia sp*./Acacia; *Carpobrotus edulis*/Ice Plant; *Cynodon dactylon*/Bermuda Grass; *Pennisetum setaceum*/Fountain Grass, *Arundo donax*/Giant Reed; Stipa tenuissima/Mexican Feather Grass)

5. References

Landscape Plants for California Gardens, Bob Perry (Land Design Publishers, 2010)

The Dry Gardening Handbook, Oliver Filippi (Thames & Hudson, 2008)

The New Sunset Western Garden Book, (Sunset Books, 2012)

6. Irrigation Requirements

Supplemental irrigation is required to establish and maintain landscape plantings on each lot. Automatic irrigation systems shall be designed to use low-flow spray heads, drip-type emitters, or a combination thereof. The irrigation system shall be designed in accordance with all local and state laws, rule and regulations governing or relating to irrigation systems. The system shall additionally be designed to meet all water conservation practices required by the City of Arroyo Grande.

The irrigation system shall include and consider the following components:

a. *Automatic Weather-based Controller with Weather Sensors* - Automatic irrigation controllers shall be capable of at least two separate programs with at least three start times for each program. Controllers shall be programmed for regular operation to occur during the evening between the hours of 8:00 p.m. and 8:00 a.m. Controllers shall be programmed to provide the minimum amount of water for healthy plant growth, and to use multiple start times for dividing up run times to allow water to penetrate the soil effectively to prevent runoff. Programming shall be adjusted on a regular basis in response to seasonable and micro-climatic conditions.

l. *Backflow Prevention Device* - Backflow prevention assemblies shall be installed in accordance with local codes and screened from view as much as possible by landscape design features.

m. *Electric Control Valves* - Hydro-zones shall be developed with consideration for similar plant water use requirements (i.e., lawn separated from shrub and groundcover zones), and similar irrigation equipment uses (i.e., spray sprinkler separated from rotary sprinkler; rotary zones and spray zones separated from drip zones).

n. *Pressure Regulation* - Water pressure shall be regulated if necessary to efficiently operate the equipment installed.

o. *Sprinklers* - Low-flow spray or rotary-type sprinklers shall be used where appropriate. Soil types and infiltration rates shall be considered (and controller programming adjusted) to avoid runoff and ponding.

p. *Xerigation* - The use of drip-type irrigation systems shall be considered where appropriate and consistent with hydrozones. Components may include pressure regulators, in-line filters, polyethylene tubing, and barbed emission devices.

q. *System Maintenance* - All irrigation systems shall be monitored on a regular basis; not less than once every two weeks during peak season operation, and not less than once per month during off- season operation. Maintenance monitoring shall include a valve-by-valve system observation sequence, with necessary adjustments or repairs noted and corrected. Seasonable programming adjustments shall be made at each monitoring session as well.

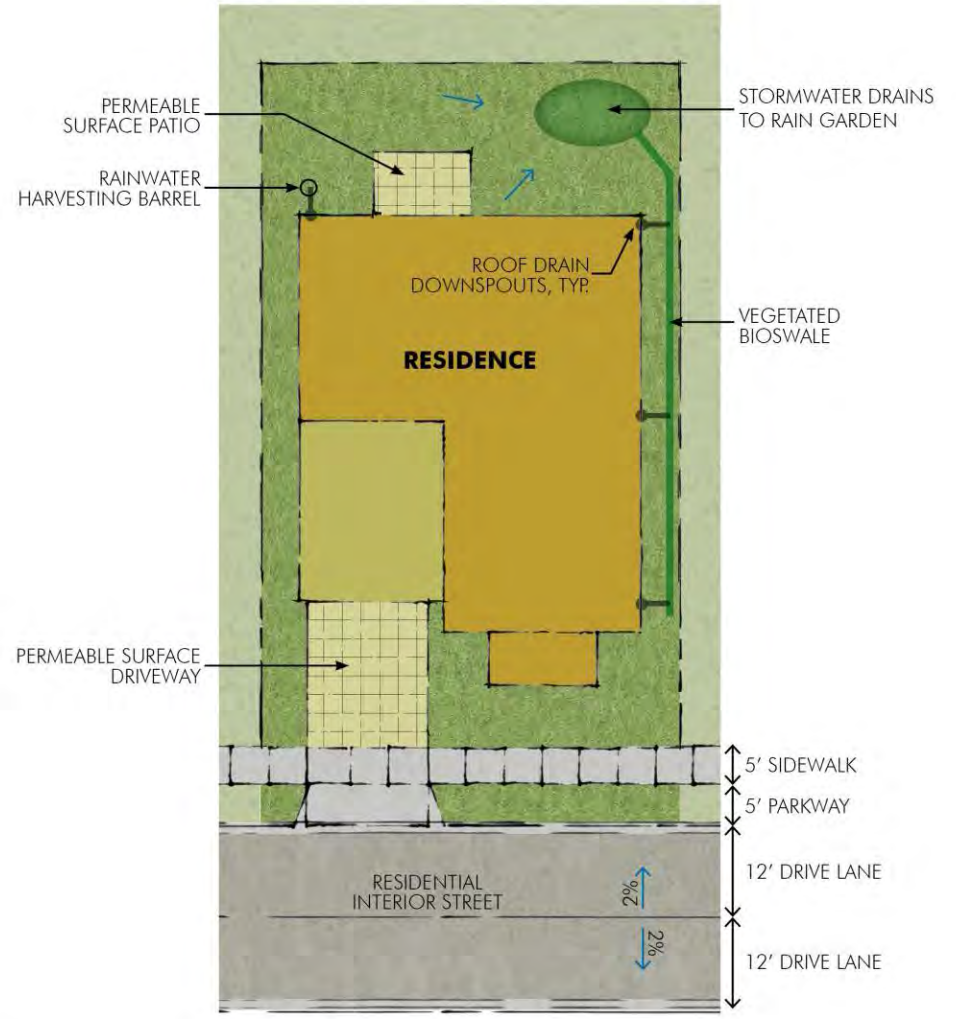
7. Low-Impact Development Requirements

Low impact development (LID) is a radically different approach to conventional stormwater management. LID enhances the ability to protect surface and ground water quality, maintains the integrity of aquatic living resources and ecosystems, and preserves the physical integrity of receiving streams.

LID can achieve stormwater control through the creation of a hydrologically functional landscape that mimics the natural hydrologic regime. This objective is accomplished by:

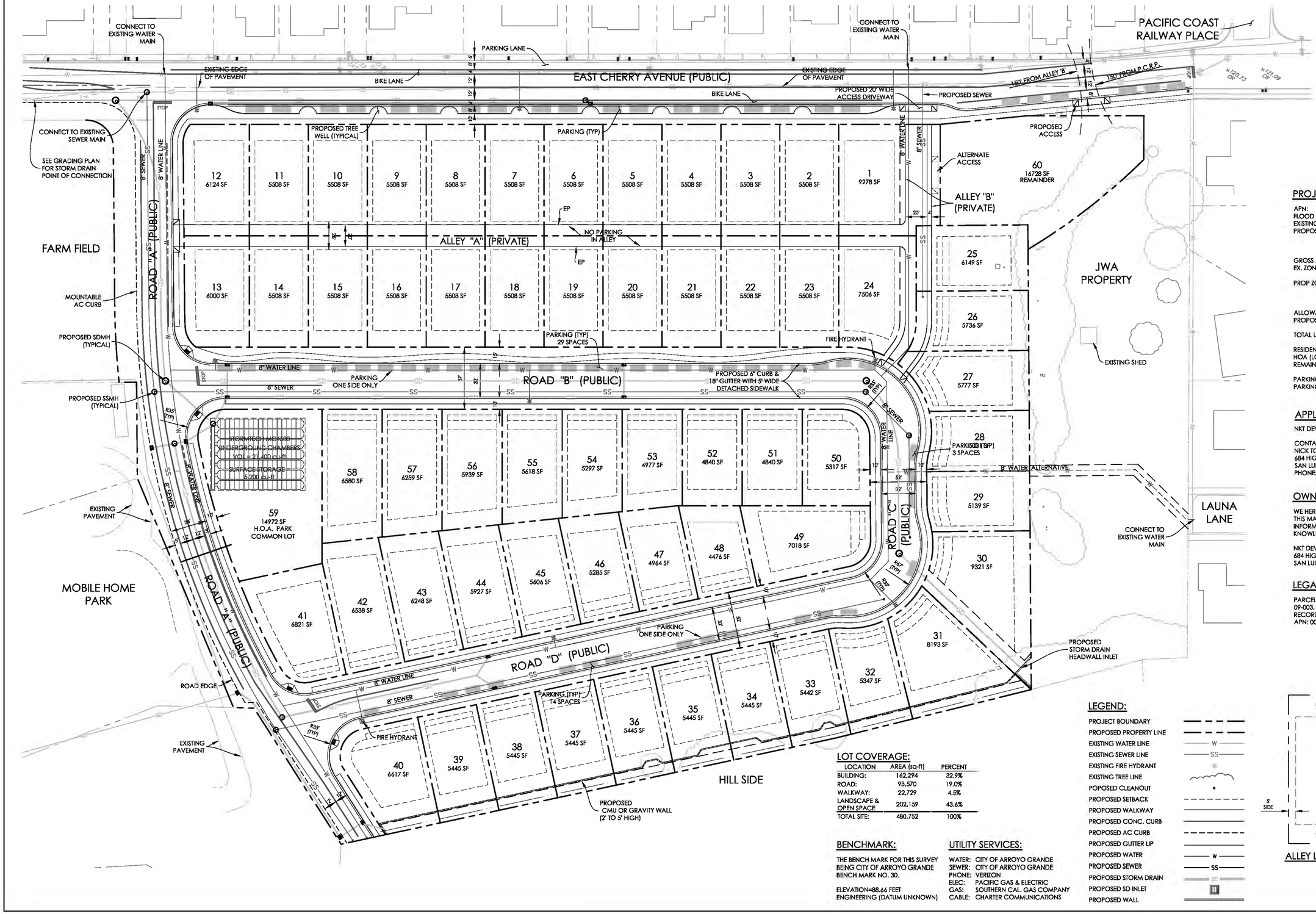
- Minimizing stormwater impacts to the extent practicable. Techniques include reducing impervious surfaces, conserving natural resources and ecosystems, maintaining natural drainage courses, reducing use of pipes, and minimizing clearing and grading.
- Providing runoff storage measures dispersed uniformly throughout a site's landscape with the use of a variety of detention, retention, and runoff practices. Maintaining predevelopment time of concentration by strategically routing flows to maintain travel time and control the discharge.
- Utilizing pollution prevention measures and maintaining on-lot hydrologically functional landscape management practices.

Figure 19 –LID + BMPs for Individual Lots



EXAMPLES OF L.I.D. & BEST MANAGEMENT PRACTICES

- RAINWATER HARVESTING
- PERMEABLE SURFACES (DRIVEWAY AND PATIOS)
- STORMWATER DRAINS TO RAIN GARDEN(S)
- ROOF DOWNSPOUTS DRAINS TO BIOSWALE(S)
- NO TURF ALLOWED
- SLOPE STABILIZATION TO CONTROL EROSION
- UTILIZATION OF GREY WATER SYSTEM
- USE OF DRIP IRRIGATION FOR LANDSCAPE
- AMENDED SOILS AND BARK MULCH COVER TO HELP RETAIN SOIL MOISTURE



VICINITY MAP
NTS

PROJECT INFO:

APN:	007-621-079
FLOOD ZONE:	ZONE 'X' - MAP No. 06079C1602G
EXISTING EASEMENTS:	NONE
PROPOSED EASEMENTS:	10' WIDE PUBLIC UTILITY EASEMENT 15' WIDE PUBLIC UTILITY EASEMENT 20' WIDE PUBLIC ACCESS EASEMENT 29' WIDE PUBLIC ACCESS EASEMENT
GROSS AREA (NET):	11.62 oc (506,147 sq-ft)
EX. ZONING & LAND USE:	TRAFFIC WAY MIXED USE (TMU D-2.11) AGRICULTURE (AG)
PROP ZONING & LAND USE:	TRAFFIC WAY MIXED USE (TMU D-2.11) VILLAGE RESIDENTIAL (VR) VILLAGE MIXED USE (VMU) SPECIFIC PLAN OVERLAY (SP)
ALLOWABLE DENSITY:	4.5 DWELLING UNITS PER ACRE
PROPOSED DENSITY:	58 DWELLINGS / 11.62 AC = 5.0 DU/AC
TOTAL UNITS PROPOSED:	58
RESIDENTIAL LOTS:	4,476 sq-ft TO 9,252 sq-ft Ea. (58 TOTAL)
HOA (LOT 59):	14,972 sq-ft (1 TOTAL)
REMAINDER (LOT 60):	16,728 sq-ft (1 TOTAL)
PARKING (INTERNAL):	46 CURB SIDE SPACES (46 INTERNAL LOTS)
PARKING (EAST CHERRY - SOUTH):	18 CURB SIDE SPACES (12 LOTS)

APPLICANT INFO:

NKT DEVELOPMENT

CONTACT:
NICK TOMPKINS
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401
PHONE: 805-541-9004

PREPARER'S STATEMENT:

THIS PLAN SET WAS PREPARED BY:
RRM DESIGN GROUP
3765 S. HIGUERA ST., STE. 102
SAN LUIS OBISPO, CA 93401
PH (805) 543-1794

UNDER THE DIRECTION OF:
JOSHUA ROBERTS, P.E. 61,798

OWNER'S CERTIFICATE:

WE HEREBY CONSENT TO THE DEVELOPMENT OF REAL PROPERTY SHOWN ON THIS MAP AND CERTIFY THAT WE ARE THE LEGAL OWNERS AND THAT THE INFORMATION HERON IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

NKT DEVELOPMENT
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401

LEGAL DESCRIPTION:

PARCEL "D" OF CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT No. 09-003, RECORDED IN DOCUMENT No. 2010023952 IN THE COUNTY RECORDER'S OFFICE, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA. APN: 007-621-079

LOT COVERAGE:

LOCATION	AREA (sq-ft)	PERCENT
BUILDING:	162,294	32.9%
ROAD:	93,570	19.0%
WALKWAY:	22,729	4.5%
LANDSCAPE & OPEN SPACE	202,159	43.6%
TOTAL SITE:	480,752	100%

BENCHMARK:

THE BENCH MARK FOR THIS SURVEY BEING CITY OF ARROYO GRANDE BENCH MARK NO. 30.

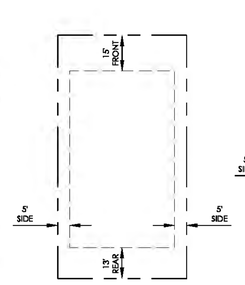
ELEVATION=88.66 FEET
ENGINEERING (DATUM UNKNOWN)

UTILITY SERVICES:

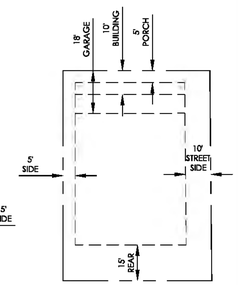
WATER: CITY OF ARROYO GRANDE
SEWER: CITY OF ARROYO GRANDE
PHONE: VERIZON
ELEC: PACIFIC GAS & ELECTRIC
GAS: SOUTHERN CAL. GAS COMPANY
CABLE: CHARTER COMMUNICATIONS

LEGEND:

PROJECT BOUNDARY
PROPOSED PROPERTY LINE
EXISTING WATER LINE (W)
EXISTING SEWER LINE (SS)
EXISTING FIRE HYDRANT
EXISTING TREE LINE
POPOSED CLEANOUT
PROPOSED SETBACK
PROPOSED WALKWAY
PROPOSED CONC. CURB
PROPOSED AC CURB
PROPOSED GUTTER LIP
PROPOSED WATER (W)
PROPOSED SEWER (SS)
PROPOSED STORM DRAIN (SD)
PROPOSED SD INLET
PROPOSED WALL



ALLEY LOADED LOT
-NTS-



STREET LOADED LOT
-NTS-

EAST CHERRY AVENUE | TRACT 3081 - SITE PLAN

(IN FEET)
1 INCH = 40FT.

NORTH

July 13, 2015
Job No. 0144-01-RS15

rrm design group

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VICINITY MAP
NTS

PROJECT INFO:

APN:	007-621-079
FLOOD ZONE:	ZONE 'X' - MAP No. 06079C1602G
EXISTING EASEMENTS:	NONE
PROPOSED EASEMENTS:	10' WIDE PUBLIC UTILITY EASEMENT 15' WIDE PUBLIC UTILITY EASEMENT 20' WIDE PUBLIC ACCESS EASEMENT 29' WIDE PUBLIC ACCESS EASEMENT
GROSS AREA (NET):	11.62 ac (506,147 sq-ft)
EX. ZONING & LAND USE:	TRAFFIC WAY MIXED USE (TMU D-2.11) AGRICULTURE (AG)
PROP ZONING & LAND USE:	TRAFFIC WAY MIXED USE (TMU D-2.11) VILLAGE RESIDENTIAL (VR) VILLAGE MIXED USE (VMU) SPECIFIC PLAN OVERLAY (SP)
ALLOWABLE DENSITY:	4.5 DWELLING UNITS PER ACRE
PROPOSED DENSITY:	58 DWELLINGS / 11.62 ACRES = 5.0 DU/ACRE
TOTAL UNITS PROPOSED:	58
RESIDENTIAL LOTS:	4,476 sq-ft TO 9,252 sq-ft Ea. (58 TOTAL)
HOA (LOT 59):	14,972 sq-ft (1 TOTAL)
REMAINDER (LOT 64):	16,532 sq-ft (1 TOTAL)

APPLICANT INFO:

NKT DEVELOPMENT

CONTACT:
NICK TOMPKINS
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401
PHONE: 805-541-9004

PREPARER'S STATEMENT:

THIS PLAN SET WAS PREPARED BY:
RRM DESIGN GROUP
3765 S. HIGUERA ST., STE. 102
SAN LUIS OBISPO, CA 93401
PH (805) 543-1794

UNDER THE DIRECTION OF:
JOSHUA ROBERTS, P.E. 61,798

OWNER'S CERTIFICATE:

WE HEREBY CONSENT TO THE DEVELOPMENT OF REAL PROPERTY SHOWN ON THIS MAP AND CERTIFY THAT WE ARE THE LEGAL OWNERS AND THAT THE INFORMATION HERON IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

NKT DEVELOPMENT
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401

LEGAL DESCRIPTION:

PARCEL "D" OF CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT No. 09-003, RECORDED IN DOCUMENT No. 2010023952 IN THE COUNTY RECORDER'S OFFICE, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA. APN: 007-621-079

BENCHMARK:

THE BENCH MARK FOR THIS SURVEY
BEING CITY OF ARROYO GRANDE
BENCH MARK NO. 30.

ELEVATION=88.66 FEET
ENGINEERING (DATUM UNKNOWN)

UTILITY SERVICES:

WATER:	CITY OF ARROYO GRANDE
SEWER:	CITY OF ARROYO GRANDE
PHONE:	VERIZON
ELEC:	PACIFIC GAS & ELECTRIC
GAS:	SOUTHERN CAL. GAS COMPANY
CABLE:	CHARTER COMMUNICATIONS

EASEMENTS:

- A PROPOSED 15' WIDE PUBLIC UTILITY EASEMENT
- B PROPOSED 10' WIDE PUBLIC UTILITY EASEMENT
- C PROPOSED 20' WIDE PUBLIC ACCESS EASEMENT
- D PROPOSED 30' WIDE PUBLIC ACCESS EASEMENT

EAST CHERRY AVENUE | TRACT 3081 - VESTING TENTATIVE MAP

40 0 20 40 80
(IN FEET)
1 INCH = 40FT.

NORTH

July 13, 2015
Job No. 0144-01-RS15

rrm design group

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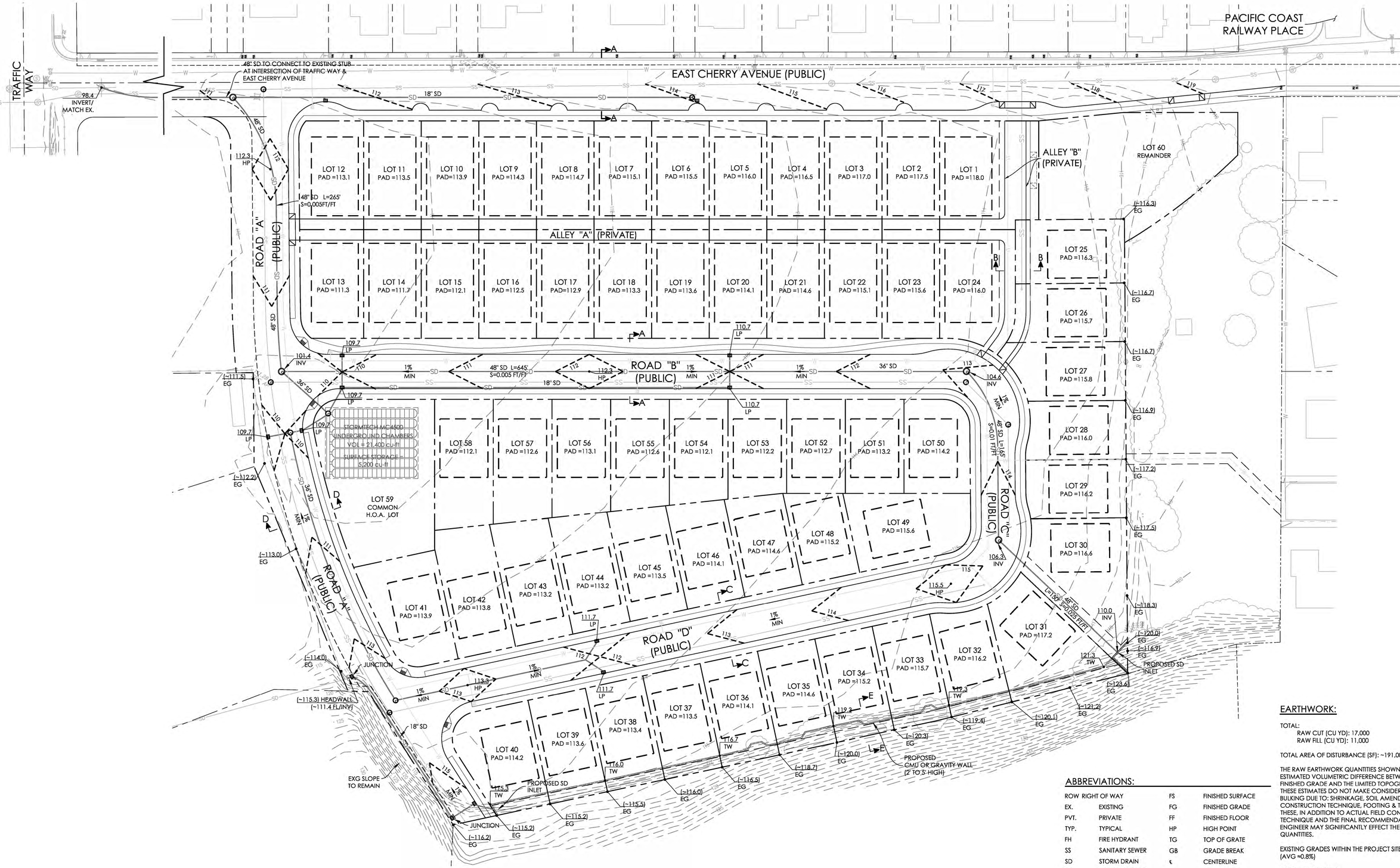

EARTHWORK:

TOTAL:
RAW CUT (CU YD): 17,000
RAW FILL (CU YD): 11,000

TOTAL AREA OF DISTURBANCE (SF): ~191,000

THE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE BETWEEN THE PROPOSED FINISHED GRADE AND THE LIMITED TOPOGRAPHIC EXISTING GRADES. THESE ESTIMATES DO NOT MAKE CONSIDERATIONS FOR LOSSES OR BULKING DUE TO: SHRINKAGE, SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCHING SPOILS, ETC. THESE, IN ADDITION TO ACTUAL FIELD CONDITIONS, CONSTRUCTION TECHNIQUE AND THE FINAL RECOMMENDATIONS OF THE SOILS ENGINEER MAY SIGNIFICANTLY EFFECT THE FINAL IMPORT/EXPORT QUANTITIES.

EXISTING GRADES WITHIN THE PROJECT SITE DO NOT EXCEED 5%. (AVG =0.8%)

DATE: APRIL 29, 2015

ABBREVIATIONS:

ROW	RIGHT OF WAY	FS	FINISHED SURFACE
EX.	EXISTING	FG	FINISHED GRADE
PVT.	PRIVATE	FF	FINISHED FLOOR
TYP.	TYPICAL	HP	HIGH POINT
FH	FIRE HYDRANT	TG	TOP OF GRATE
SS	SANITARY SEWER	GB	GRADE BREAK
SD	STORM DRAIN	℄	CENTERLINE
EG	EXISTING GRADE	SL	STREET LIGHT

EAST CHERRY AVENUE | TRACT 3081 - PRELIMINARY GRADING

40 0 20 40 80
(IN FEET)
1 INCH = 40 FT.

NORTH

July 13, 2015
Job No. 0144-01-RS15

rrm design group

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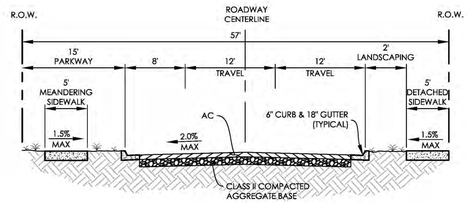
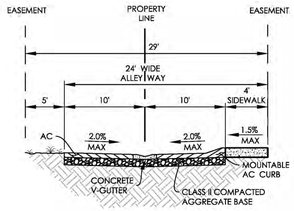


SECTION A-A ROAD "B"

-NTS-

SECTION NOTE:
FINAL SECTION THICKNESS TO BE DETERMINED BY APPROVED PROJECT TRAFFIC INDEX, LICENSED SOILS ENGINEER, AND ACCOMPANYING SOILS REPORT.



SECTION B-B ALLEY "B"

-NTS-

SECTION NOTE:
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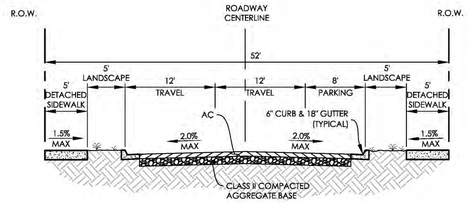

SECTION C-C ROAD "D"

-NTS-

SECTION NOTE:
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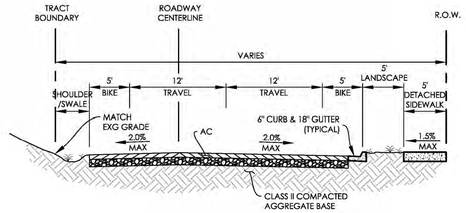

SECTION D-D ROAD "A"

-NTS-

SECTION NOTE:
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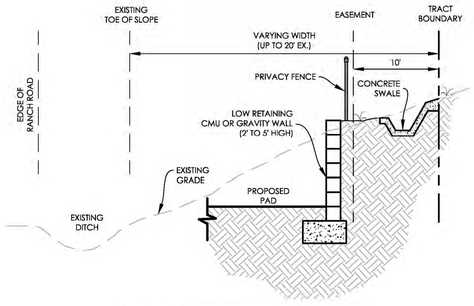
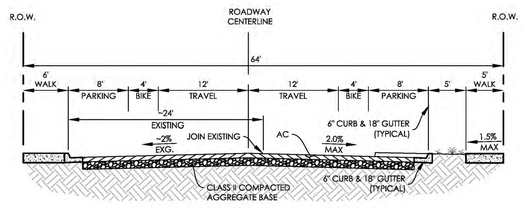


SECTION E-E SOUTH HILLS DRAINAGE

-NTS-



SECTION E-E EAST CHERRY

-NTS-

SECTION NOTE:
FINAL SECTION THICKNESS TO BE DETERMINED BY APPROVED PROJECT TRAFFIC INDEX, LICENSED SOILS ENGINEER, AND ACCOMPANYING SOILS REPORT.

EAST CHERRY AVENUE | TRACT 3081 - PRELIMINARY GRADING

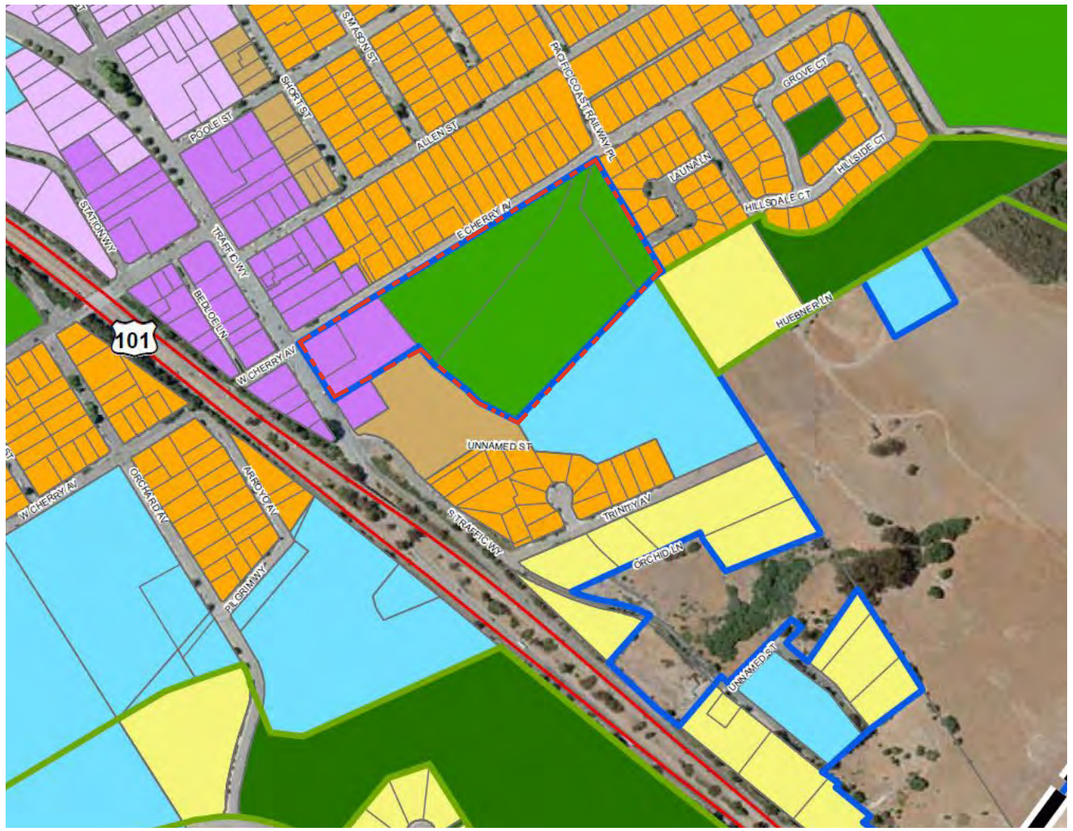
40 0 20 40 80
(IN FEET)
1 INCH = 40 FT.

NORTH

July 13, 2015
Job No. 0144-01-RS15

rrm design group

Existing Land Use



Proposed Land Use

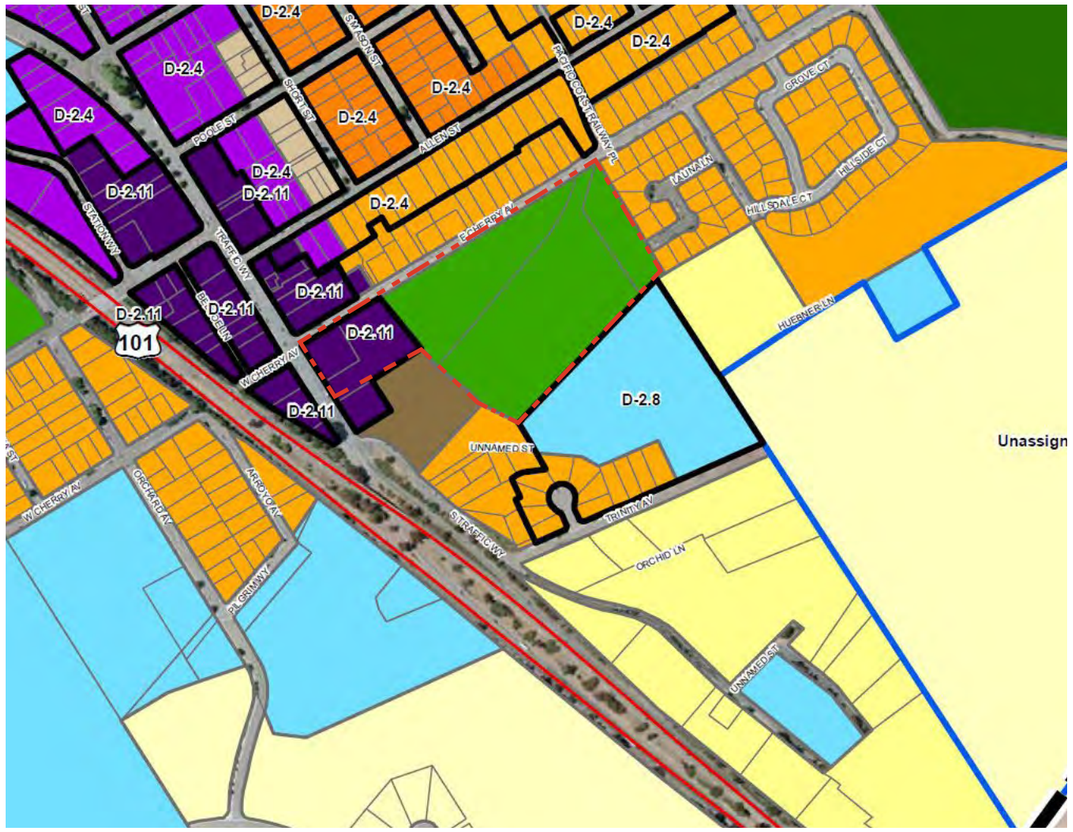
EXISTING LAND USE

- SPECIFIC PLAN OVERLAY
- MIXED USE
- AGRICULTURE

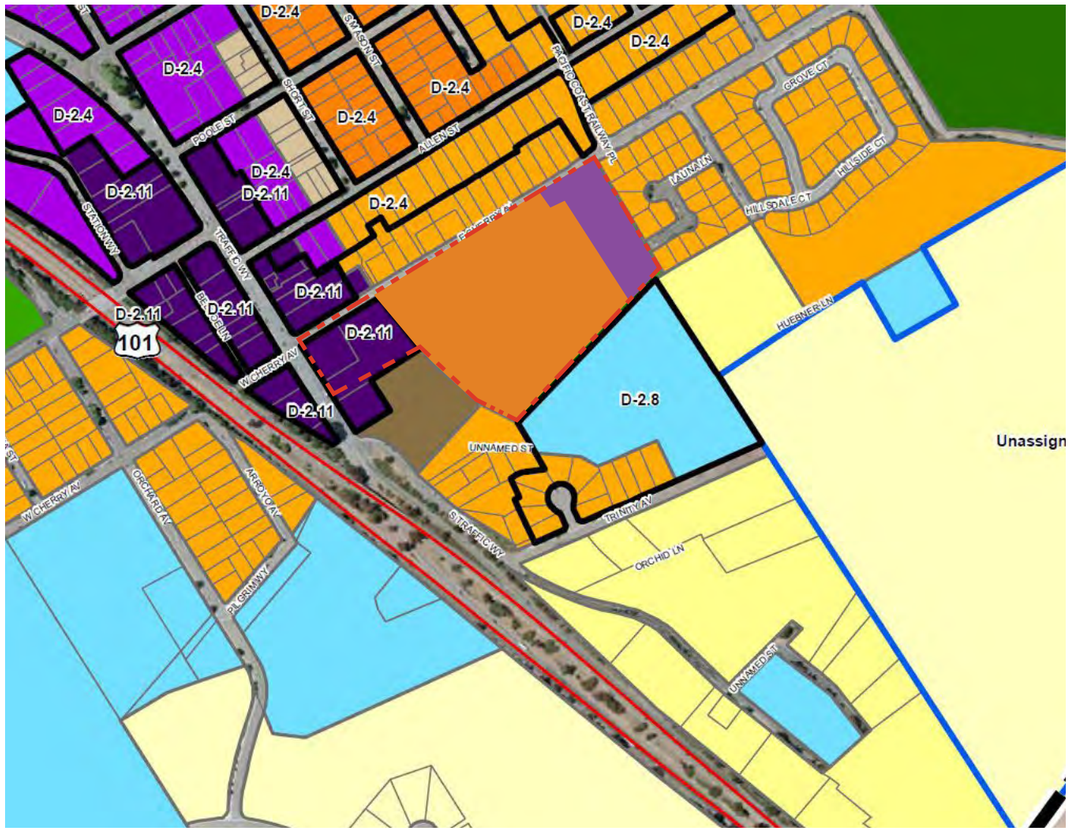
PROPOSED LAND USE

- SPECIFIC PLAN OVERLAY
- MIXED USE
- SFR MEDIUM DENSITY

Existing Zoning



Proposed Zoning



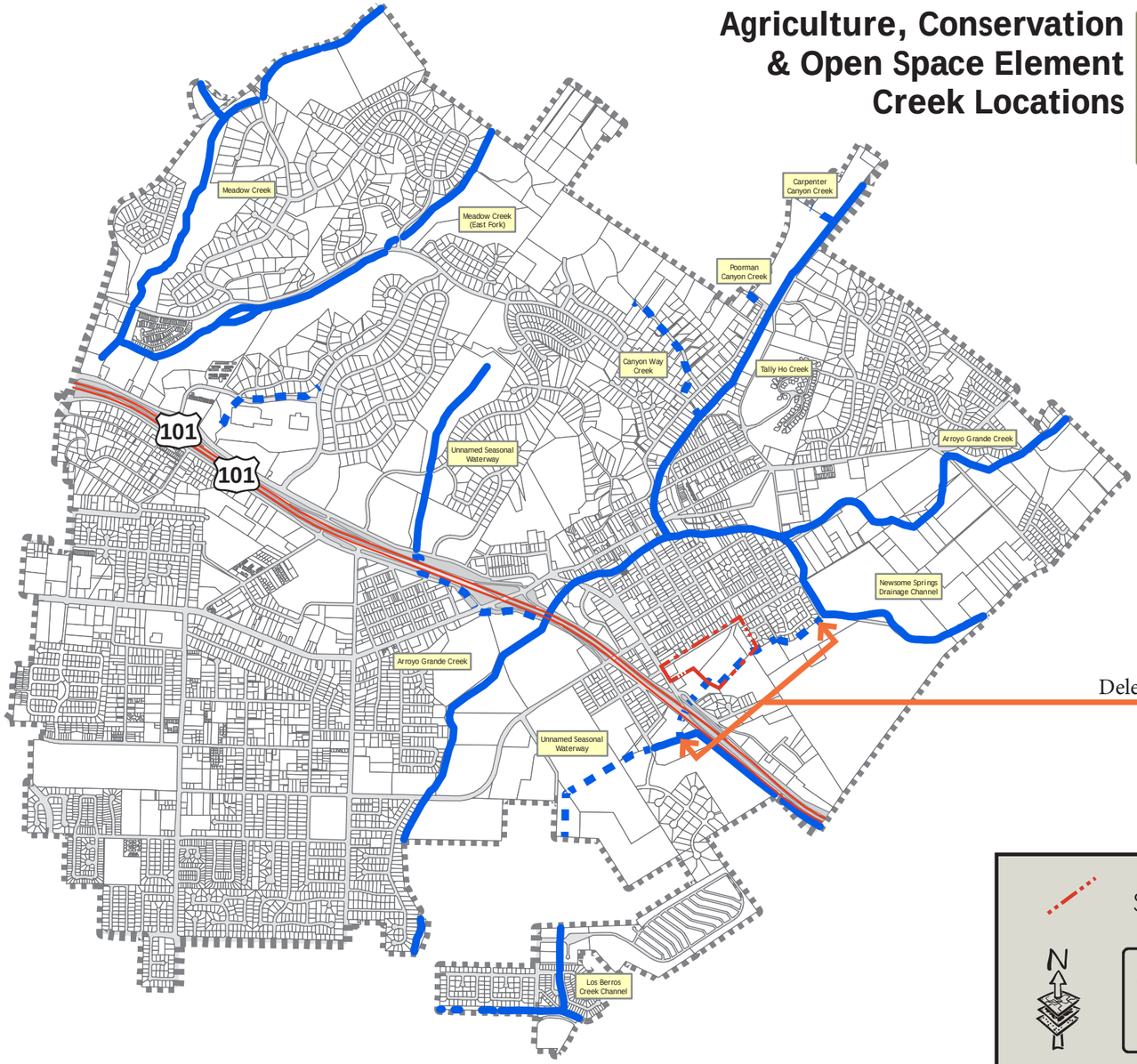
EXISTING ZONING

- SPECIFIC PLAN AREA
- TRAFFIC WAY MIXED USE (D-2.11)
- AGRICULTURE

PROPOSED ZONING

- SPECIFIC PLAN OVERLAY
- TRAFFIC WAY MIXED USE (D-2.11)
- VILLAGE RESIDENTIAL
- VILLAGE MIXED USE

Agriculture, Conservation & Open Space Element Creek Locations



First American Title

First American Title Company

899 Pacific Street
San Luis Obispo, CA 93401

Michele Tompkins
NKT Commercial LLC
684 Higuera Street, Suite B
San Luis Obispo, CA 93401

Order Number:	4001-4900493 (LI)
Title Officer:	Lisa Irot
Phone:	(805)786-2042
Fax No.:	(866)397-7092
E-Mail:	lirot@firstam.com
Owner:	NKT Development LLC/AG Cherry LLC
Property:	East Cherry Avenue Arroyo Grande, CA

PRELIMINARY REPORT

In response to the above referenced application for a policy of title insurance, this company hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a Policy or Policies of Title Insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an Exception below or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations of said Policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Exhibit A attached. *The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties.* Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Exhibit A. Copies of the policy forms should be read. They are available from the office which issued this report.

Please read the exceptions shown or referred to below and the exceptions and exclusions set forth in Exhibit A of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects, and encumbrances affecting title to the land.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

Dated as of May 01, 2015 at 7:30 A.M.

The form of Policy of title insurance contemplated by this report is:

Preliminary Title Report

A specific request should be made if another form or additional coverage is desired.

Title to said estate or interest at the date hereof is vested in:

NKT Development LLC, a California limited liability company, as to an undivided 50% interest; and AG Cherry LLC, a California limited liability company, as to an undivided 50% interest, as Tenants in Common

The estate or interest in the land hereinafter described or referred to covered by this Report is:

A fee.

The Land referred to herein is described as follows:

(See attached Legal Description)

At the date hereof exceptions to coverage in addition to the printed Exceptions and Exclusions in said policy form would be as follows:

1. Taxes and assessments, not examined. A.P.N.: 007-621-079.

2. A waiver of any claims for damages by reason of the location, construction, landscaping or maintenance of a contiguous freeway, highway, roadway or transit facility as contained in the document recorded June 11, 1932 as Book 125, Page 14 of Official Records.

3. An easement for public roadway, slope; and incidental purposes, recorded October 25, 1996 as Instrument No. 1996-055186 of Official Records.
   In Favor of: City of Arroyo Grande, a political subdivision of the State of California
   Affects: a portion of said land

4. A deed of trust to secure an original indebtedness of $400,000.00 recorded April 3, 2015 as Instrument No. 2015-015092 of Official Records.

Dated:	April 3, 2015
Trustor:	AG Cherry LLC, a California limited liability company
Trustee:	First American Title Company
Beneficiary:	Nicholas J. Tompkins Trustee of the Tompkins Trust dated November 14, 2007

(Affects Undivided 1/2 interest owned by AG Cherry LLC)

INFORMATIONAL NOTES

Note: The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than the certain dollar amount set forth in any applicable arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. If you desire to review the terms of the policy, including any arbitration clause that may be included, contact the office that issued this Commitment or Report to obtain a sample of the policy jacket for the policy that is to be issued in connection with your transaction.

The map attached, if any, may or may not be a survey of the land depicted hereon. First American expressly disclaims any liability for loss or damage which may result from reliance on this map except to the extent coverage for such loss or damage is expressly provided by the terms and provisions of the title insurance policy, if any, to which this map is attached.

First American Title

First American Title Company
899 Pacific Street
San Luis Obispo, CA 93401
(805)543-8900
Fax - (866)397-7092

WIRE INSTRUCTIONS
for
First American Title Company, Demand/Draft Sub-Escrow Deposits
San Luis Obispo County, California

First American Trust, FSB
5 First American Way
Santa Ana, CA 92707
Banking Services: (877) 600-9473

ABA 122241255
Credit to First American Title Company
Account No. 3007180000

Reference Title Order Number 4900493 and Title Officer Lisa Irot

Please wire the day before recording.

LEGAL DESCRIPTION

Real property in the City of Arroyo Grande, County of San Luis Obispo, State of California, described as follows:

PARCEL D OF CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT NO. 09-003, ACCORDING TO DOCUMENT RECORDED MAY 24, 2010, AS DOCUMENT NO. 2010023952, SAN LUIS OBISPO COUNTY RECORDS, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF LOTS 88 AND 91 OF STRATTON'S SUBDIVISION OF THE RANCHOS CORRAL DE PIEDRA, PISMO AND BOLSA DE CHEMISAL, IN THE CITY OF ARROYO GRANDE, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA ACCORDING TO THE MAP RECORDED IN BOOK A, AT PAGE 65 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS;

BEGINNING AT THE MOST EASTERLY CORNER OF THE LAND OFFERED FOR DEDICATION TO WIDEN A PORTION OF CHERRY LANE RECORDED AS DOCUMENT NO. 2009-015041 AND FILED IN OFFICIAL RECORDS OF SAID COUNTY;

THENCE, NORTHERLY ALONG THE NORTHEASTERLY LINE OF SAID OFFER TO DEDICATE, 29.10 FEET TO THE SOUTHERLY LINE OF EAST CHERRY AVENUE (FORMERLY LEEDHAM LANE);

THENCE, EASTERLY ALONG LAST SAID LINE, 909.20 FEET TO THE EASTERLY LINE OF SAID LOT 88:

THENCE, SOUTHERLY ALONG LAST SAID LOT LINE, 74.92 FEET TO THE EASTERLY LINE OF THE PACIFIC COAST RAILROAD DESCRIBED IN THE DEED FROM THOMAS KENNEDY IN OCTOBER OF 1891 AND RECORDED IN BOOK N OF DEEDS AT PAGE 433;

THENCE, SOUTHERLY ALONG THE ARC OF LAST SAID EASTERLY LINE 128.23 FEET MORE OR LESS TO INTERSECT WITH THE NORTHEASTERLY LINE OF THE LAND DESCRIBED AS PARCEL 2 ON THE DEED TO DORFMAN HOMES, INC. ON MAY 24, 2000 AS DOCUMENT NUMBER 2000-028528 IN OFFICIAL RECORDS OF SAID COUNTY;

THENCE THE FOLLOWING COURSES ALONG SAID DORFMAN DEED;

S. 33° 15' E., 402.98 FEET;
S. 43° 15' W., 184.84 FEET;
S. 45° 10' W., 463.50 FEET;
N. 65° 22' 30" W., 148.18;
S. 58° 37' W., 18.81 FEET, MORE OR LESS TO THE NORTHERLY LINE OF THE EXCEPTIONS DESCRIBED IN SAID DORFMAN DEED. THIS LINE IS DEPICTED ON THE SURVEY FILED IN LICENSED SURVEY BOOK 18, AT PAGE 21;

THENCE THE FOLLOWING COURSES ALONG LAST SAID LICENSED SURVEY;

N. 55° 45' 59" W., 228.33 FEET;
N. 32° 58' 05" W., 87.83 FEET TO THE NORTHEAST CORNER OF PARCEL 2, OF THE PARCEL MAP FILED IN PARCEL MAP BOOK 1, AT PAGE 61;

THENCE ALONG THE EASTERLY EXTENSION OF THE NORTHERLY LINE OF LAST SAID PARCEL 2

TO A INTERSECT WITH A LINE DRAWN PARALLEL WITH THE EASTERLY RIGHT OF WAY OF TRAFFIC WAY 100 FEET WIDE, DENOTED IN LICENSED SURVEY BOOK 17, AT PAGE 1 IN THE OFFICE OF SAID COUNTY THROUGH THE POINT OF BEGINNING;

THENCE NORTHWESTERLY PARALLEL WITH LAST SAID RIGHT OF WAY TO THE POINT OF BEGINNING.

APN: 007-621-079

NOTICE

Section 12413.1 of the California Insurance Code, effective January 1, 1990, requires that any title insurance company, underwritten title company, or controlled escrow company handling funds in an escrow or sub-escrow capacity, wait a specified number of days after depositing funds, before recording any documents in connection with the transaction or disbursing funds. This statute allows for funds deposited by wire transfer to be disbursed the same day as deposit. In the case of cashier's checks or certified checks, funds may be disbursed the next day after deposit. In order to avoid unnecessary delays of three to seven days, or more, please use wire transfer, cashier's checks, or certified checks whenever possible.

EXHIBIT A
LIST OF PRINTED EXCEPTIONS AND EXCLUSIONS (BY POLICY TYPE)

CLTA/ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE (02-03-10)
EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
   (a) building; (d) improvements on the Land;
   (b) zoning; (e) land division; and
   (c) land use; (f) environmental protection.
   This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.
2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
4. Risks:
   (a) that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
   (b) that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
   (c) that result in no loss to You; or
   (d) that first occur after the Policy Date - this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
5. Failure to pay value for Your Title.
6. Lack of a right:
   (a) to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
   (b) in streets, alleys, or waterways that touch the Land.
   This Exclusion does not limit the coverage described in Covered Risk 11 or 21.
7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows: For Covered Risk 16, 18, 19, and 21 Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

Your Deductible Amount	**Our Maximum Dollar Limit of Liability**
Covered Risk 16: 1% of Policy Amount or $2,500.00 (whichever is less)	$10,000.00
Covered Risk 18: 1% of Policy Amount or $5,000.00 (whichever is less)	$25,000.00
Covered Risk 19: 1% of Policy Amount or $5,000.00 (whichever is less)	$25,000.00
Covered Risk 21: 1% of Policy Amount or $2,500.00 (whichever is less)	$5,000.00

ALTA RESIDENTIAL TITLE INSURANCE POLICY (6-1-87)
EXCLUSIONS

In addition to the Exceptions in Schedule B, you are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of any law or government regulation. This includes building and zoning ordinances and also laws and regulations concerning:
   (a) and use
   (b) improvements on the land
   (c) and division
   (d) environmental protection
   This exclusion does not apply to violations or the enforcement of these matters which appear in the public records at Policy Date.

This exclusion does not limit the zoning coverage described in Items 12 and 13 of Covered Title Risks.

2. The right to take the land by condemning it, unless:
   (a) a notice of exercising the right appears in the public records on the Policy Date
   (b) the taking happened prior to the Policy Date and is binding on you if you bought the land without knowing of the taking
3. Title Risks:
   (a) that are created, allowed, or agreed to by you
   (b) that are known to you, but not to us, on the Policy Date -- unless they appeared in the public records
   (c) that result in no loss to you
   (d) that first affect your title after the Policy Date -- this does not limit the labor and material lien coverage in Item 8 of Covered Title Risks
4. Failure to pay value for your title.
5. Lack of a right:
   (a) to any land outside the area specifically described and referred to in Item 3 of Schedule A OR
   (b) in streets, alleys, or waterways that touch your land
   This exclusion does not limit the access coverage in Item 5 of Covered Title Risks.

2006 ALTA LOAN POLICY (06-17-06)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) that arise by reason of:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such

proceedings, whether or not shown by the records of such agency or by the Public Records.

2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to

   (i) the occupancy, use, or enjoyment of the Land;

   (ii) the character, dimensions, or location of any improvement erected on the Land;

   (iii) the subdivision of land; or

   (iv) environmental protection;

   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.

   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters

   (a) created, suffered, assumed, or agreed to by the Insured Claimant;

   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

   (c) resulting in no loss or damage to the Insured Claimant;

   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 or 10); or

   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is

   (a) a fraudulent conveyance or fraudulent transfer, or

   (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) that arise by reason of:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

ALTA EXPANDED COVERAGE RESIDENTIAL LOAN POLICY (07-26-10)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to

   (i) the occupancy, use, or enjoyment of the Land;

   (ii) the character, dimensions, or location of any improvement erected on the Land;

   (iii) the subdivision of land; or

   (iv) environmental protection;

   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.

   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters

   (a) created, suffered, assumed, or agreed to by the Insured Claimant;

   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

   (c) resulting in no loss or damage to the Insured Claimant;

   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27 or 28); or

   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law. This Exclusion does not modify or limit the coverage provided in Covered Risk 26.
6. Any claim of invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage as to Advances or modifications made after the Insured has Knowledge that the vestee shown in Schedule A is no longer the owner of the estate or interest covered by this policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching subsequent to Date of Policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11(b) or 25.
8. The failure of the residential structure, or any portion of it, to have been constructed before, on or after Date of Policy in accordance with applicable building codes. This Exclusion does not modify or limit the coverage provided in Covered Risk 5 or 6.
9. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is

   (a) a fraudulent conveyance or fraudulent transfer, or

   (b) a preferential transfer for any reason not stated in Covered Risk 27(b) of this policy.

First American Title

Privacy Information

We Are Committed to Safeguarding Customer Information

In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability

This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information

Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means;
- Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information

We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site

First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet.
In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First American uses this information to measure the use of our site and to develop ideas to improve the content of our site.
There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships

First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Cookies

Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.
FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values

Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer privacy.
Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.
Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.
Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.
Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.
Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

First American Title

First American Title Company

899 Pacific Street
San Luis Obispo, CA 93401

Michele Tompkins
NKT Commercial LLC
684 Higuera Street, Suite B
San Luis Obispo, CA 93401

Order Number:	4001-4900483 (LI)
Title Officer:	Lisa Irot
Phone:	(805)786-2042
Fax No.:	(866)397-7092
E-Mail:	lirot@firstam.com
Owner:	Arroyo Grande Valley Japanese Welfare Assn
Property:	490 Cherry Arroyo Grande, CA

PRELIMINARY REPORT

In response to the above referenced application for a policy of title insurance, this company hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a Policy or Policies of Title Insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an Exception below or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations of said Policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Exhibit A attached. *The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties.* Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Exhibit A. Copies of the policy forms should be read. They are available from the office which issued this report.

Please read the exceptions shown or referred to below and the exceptions and exclusions set forth in Exhibit A of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects, and encumbrances affecting title to the land.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

Dated as of May 06, 2015 at 7:30 A.M.

The form of Policy of title insurance contemplated by this report is:

Preliminary Title Report

A specific request should be made if another form or additional coverage is desired.

Title to said estate or interest at the date hereof is vested in:

Arroyo Grande Valley Japanese Welfare Association, a California Corporation

The estate or interest in the land hereinafter described or referred to covered by this Report is:

A fee.

The Land referred to herein is described as follows:

(See attached Legal Description)

At the date hereof exceptions to coverage in addition to the printed Exceptions and Exclusions in said policy form would be as follows:

1. Taxes and assessments, not examined. A.P.N.: 007-621-001

2. Rights of the public in and to that portion of the land lying within East Cherry Avenue.

3. An easement for right of way for passing and re-passing for railroad; and incidental purposes, recorded September 24, 1892 in Book N of Deeds, Page 306.
   In Favor of: San Luis Obispo and Santa Maria Valley Railroad Company
   Affects: a portion of said land

4. The terms and provisions contained in the document entitled Covenant Running With Land recorded April 8, 1977 as Book 1970, Page 144 of Official Records.

INFORMATIONAL NOTES

Note: The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than the certain dollar amount set forth in any applicable arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. If you desire to review the terms of the policy, including any arbitration clause that may be included, contact the office that issued this Commitment or Report to obtain a sample of the policy jacket for the policy that is to be issued in connection with your transaction.

The map attached, if any, may or may not be a survey of the land depicted hereon. First American expressly disclaims any liability for loss or damage which may result from reliance on this map except to the extent coverage for such loss or damage is expressly provided by the terms and provisions of the title insurance policy, if any, to which this map is attached.

First American Title

First American Title Company
899 Pacific Street
San Luis Obispo, CA 93401
(805)543-8900
Fax - (866)397-7092

WIRE INSTRUCTIONS
for
First American Title Company, Demand/Draft Sub-Escrow Deposits
San Luis Obispo County, California

First American Trust, FSB
5 First American Way
Santa Ana, CA 92707
Banking Services: (877) 600-9473

ABA 122241255
Credit to First American Title Company
Account No. 3007180000

Reference Title Order Number 4900483 and Title Officer Lisa Irot

Please wire the day before recording.

LEGAL DESCRIPTION

Real property in the City of Arroyo Grande, County of San Luis Obispo, State of California, described as follows:

That portion of Lots Eighty-eight (88), Eighty-nine (89) and Ninety-one (91) of Stratton's Subdivision of part of the Rancho Corral de Piedra, Pismo and Bolsa de Chemisal, in the City of Arroyo Grande, County of San Luis Obispo, State of California, described as follows:

Beginning at a point Forty-one (41) feet North Fifty-six and three-fourths degrees (56 3/4°) East from Stake K.1 at the South corner of said Lot Eighty-nine (89) and running thence South Fifty-six and three-fourths degrees (56 3/4°) West Forty-one (41) feet to Stake K.1 from which a live oak Twelve (12) inches in diameter bears South Forty-three and one-fourth degrees East Seventy-nine (79) links distant; thence in the said Lot Ninety-one (91), South Forty-two degrees eleven minutes (42° 11') West One Hundred Five and six tenths (105.6) feet to a stake in a stone mound; thence through said Lots Ninety-one (91) and Eighty-eight (88), North Thirty-three degrees ten minutes (33° 10') West Four hundred one and four tenths (401.4) feet to Easterly line of right of way of the P.C.R.R; thence following the said line by a left curve, radius Five hundred sixty-two (562) feet to a point bearing North Sixteen degrees thirty-four minutes (16° 34') East, One hundred Thirty-two and six tenths (132.6) feet distant, which is in the line between the before named Lots Eighty-eight (88) and Eighty-nine (89); thence on lot line North Thirty-three degrees ten minutes (33° 10') West Ninety-five and seven tenths (95.7) feet to the West corner of Lot Eighty-nine (89); thence on lot line North Fifty-Seven and one-fourth degrees (57 1/4°) East Forty-one (41) feet; thence South Thirty-two and three-fourths (32 3/4°) East Five hundred fifty-five (555) feet to the point of beginning.

APN: 007-621-001

NOTICE

Section 12413.1 of the California Insurance Code, effective January 1, 1990, requires that any title insurance company, underwritten title company, or controlled escrow company handling funds in an escrow or sub-escrow capacity, wait a specified number of days after depositing funds, before recording any documents in connection with the transaction or disbursing funds. This statute allows for funds deposited by wire transfer to be disbursed the same day as deposit. In the case of cashier's checks or certified checks, funds may be disbursed the next day after deposit. In order to avoid unnecessary delays of three to seven days, or more, please use wire transfer, cashier's checks, or certified checks whenever possible.

EXHIBIT A
LIST OF PRINTED EXCEPTIONS AND EXCLUSIONS (BY POLICY TYPE)

CLTA/ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE (02-03-10)
EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
   (a) building; (d) improvements on the Land;
   (b) zoning; (e) land division; and
   (c) land use; (f) environmental protection.
   This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.
2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
4. Risks:
   (a) that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
   (b) that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
   (c) that result in no loss to You; or
   (d) that first occur after the Policy Date - this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
5. Failure to pay value for Your Title.
6. Lack of a right:
   (a) to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
   (b) in streets, alleys, or waterways that touch the Land.
   This Exclusion does not limit the coverage described in Covered Risk 11 or 21.
7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows: For Covered Risk 16, 18, 19, and 21 Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

Your Deductible Amount	**Our Maximum Dollar Limit of Liability**
Covered Risk 16: 1% of Policy Amount or $2,500.00 (whichever is less)	$10,000.00
Covered Risk 18: 1% of Policy Amount or $5,000.00 (whichever is less)	$25,000.00
Covered Risk 19: 1% of Policy Amount or $5,000.00 (whichever is less)	$25,000.00
Covered Risk 21: 1% of Policy Amount or $2,500.00 (whichever is less)	$5,000.00

ALTA RESIDENTIAL TITLE INSURANCE POLICY (6-1-87)
EXCLUSIONS

In addition to the Exceptions in Schedule B, you are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of any law or government regulation. This includes building and zoning ordinances and also laws and regulations concerning:
   (a) and use
   (b) improvements on the land
   (c) and division
   (d) environmental protection
   This exclusion does not apply to violations or the enforcement of these matters which appear in the public records at Policy Date.

This exclusion does not limit the zoning coverage described in Items 12 and 13 of Covered Title Risks.

2. The right to take the land by condemning it, unless:
   (a) a notice of exercising the right appears in the public records on the Policy Date
   (b) the taking happened prior to the Policy Date and is binding on you if you bought the land without knowing of the taking
3. Title Risks:
   (a) that are created, allowed, or agreed to by you
   (b) that are known to you, but not to us, on the Policy Date -- unless they appeared in the public records
   (c) that result in no loss to you
   (d) that first affect your title after the Policy Date -- this does not limit the labor and material lien coverage in Item 8 of Covered Title Risks
4. Failure to pay value for your title.
5. Lack of a right:
   (a) to any land outside the area specifically described and referred to in Item 3 of Schedule A OR
   (b) in streets, alleys, or waterways that touch your land
   This exclusion does not limit the access coverage in Item 5 of Covered Title Risks.

2006 ALTA LOAN POLICY (06-17-06)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) that arise by reason of:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such

proceedings, whether or not shown by the records of such agency or by the Public Records.

2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to

   (i) the occupancy, use, or enjoyment of the Land;

   (ii) the character, dimensions, or location of any improvement erected on the Land;

   (iii) the subdivision of land; or

   (iv) environmental protection;

   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.

   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters

   (a) created, suffered, assumed, or agreed to by the Insured Claimant;

   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

   (c) resulting in no loss or damage to the Insured Claimant;

   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 or 10); or

   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is

   (a) a fraudulent conveyance or fraudulent transfer, or

   (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) that arise by reason of:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

ALTA EXPANDED COVERAGE RESIDENTIAL LOAN POLICY (07-26-10)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to

   (i) the occupancy, use, or enjoyment of the Land;

   (ii) the character, dimensions, or location of any improvement erected on the Land;

   (iii) the subdivision of land; or

   (iv) environmental protection;

   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.

   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters

   (a) created, suffered, assumed, or agreed to by the Insured Claimant;

   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;

   (c) resulting in no loss or damage to the Insured Claimant;

   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27 or 28); or

   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law. This Exclusion does not modify or limit the coverage provided in Covered Risk 26.
6. Any claim of invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage as to Advances or modifications made after the Insured has Knowledge that the vestee shown in Schedule A is no longer the owner of the estate or interest covered by this policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching subsequent to Date of Policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11(b) or 25.
8. The failure of the residential structure, or any portion of it, to have been constructed before, on or after Date of Policy in accordance with applicable building codes. This Exclusion does not modify or limit the coverage provided in Covered Risk 5 or 6.
9. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is

   (a) a fraudulent conveyance or fraudulent transfer, or

   (b) a preferential transfer for any reason not stated in Covered Risk 27(b) of this policy.

First American Title

Privacy Information

We Are Committed to Safeguarding Customer Information

In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability

This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information

Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means;
- Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information

We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site

First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet.
In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First American uses this information to measure the use of our site and to develop ideas to improve the content of our site.
There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships

First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Cookies

Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.
FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values

Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer privacy.
Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.
Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.
Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.
Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.
Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

sage institute inc

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May 13, 2015

Carol Florence, AICP
Principal Planner, Oasis Associates
3427 Miguelito Court
San Luis Obispo, CA 93401

SUBJECT: East Cherry Avenue Specific Plan Waters of the U.S./State Jurisdictional Determination Opinion, City of Arroyo Grande, California

Dear Ms. Florence:

Sage Institute, Inc. (SII) is providing the following opinion on the East Cherry Avenue Specific Plan Waters of the U.S./State Jurisdictional Determination at your request. We have prepared this opinion based on the review of available background information, primarily from the Newsom Springs Regional Drainage Plan and Environmental Impact Report, and from the Cherry Creek development environmental review. Additionally, I have used knowledge gained from field surveys and other work during the environmental review process for both those projects/studies.

The following jurisdictional determination is an opinion focused on the current conditions of the drainage ditch that runs east to west along the southern edge of the East Cherry Avenue Specific Plan and Japanese Welfare Association properties. This is an opinion only and is not a verified regulatory jurisdictional determination.

BACKGROUND BASIS

- Prior to the Cherry Creek drainage improvements, runoff from large rain events followed drainages, sheet flow, and localized flooding of agricultural fields and residential areas south of Cherry Avenue.
- Prior to the Cherry Creek drainage improvements the “stone culvert” at the bend in Branch Mill Road directed some of the runoff from the Newsom Springs watershed through the Launa Lane and Hillside Court residential areas and to the drainage ditch along the agricultural field that is the East Cherry Avenue Specific Plan area. It is my understanding that runoff not handled by the stone culvert drainage system would sheet flow to the north flooding the agricultural field and discharge through drainages in the pre-project Cherry Creek development area.
- A drainage pattern from Newsom Springs can be traced from the stone culvert though ditches across Highway 101, by the high school, through agriculture fields, and a mobile home park to culvert outfalls on Los Berros Creek near the confluence with Arroyo Grande Creek.
- The Cherry Creek project implemented measures from the Newsom Springs Regional Drainage Plan that barricaded the stone culvert and directed runoff north through a 48-inch culvert, basin, and outfall to Arroyo Grande Creek.

ASSUMPTIONS

- Barricading the stone culvert now directs small and large rain event runoff through the 48-inch culvert to the Cherry Creek development basin and outfall to Arroyo Grande Creek.
- Only very localized runoff from the residential and agricultural areas would continue to reach the drainage pattern to Los Berros Creek. Likely, any runoff would be discontinuous throught the drainage pathway, would have minimal volume and velocity, and would be ephemeral (flows only during or immediately after rain events).

REGULATORY BASIS

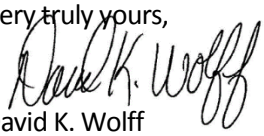
- The Corps exerts Clean Water Act 404 jurisdiction over waters of the U.S. within the limits of the Ordinary High Water Mark (OHWM). In summary, the OHWM is determined by physical characteristics established by the fluctuations of water indicated by a clear, natural line impressed on the bank, shelving, destruction of terrestrial vegetation, litter and debris, or other appropriate means considering the characteristics of the surrounding areas.
    - For the basis of this opinion, an OWHM of a drainage would need to be clearly defined incised channel with bed and bank. A swale lacking clear indicators of flow would not be considered to have an OHWM and would, therefore, not be a considered a waters of the U.S.
- There is existing and proposed guidance on establishing waters of the U.S. in ephemeral tributary drainages to traditional navigable waters.
    - For the basis of this opinion, an ephemeral tributary to a traditional navigable waters would need to, at a minimum, exhibit the physical characteristics of an OHWM.
- The California Department of Fish and Wildlife (CDFW) exerts jurisdiction over waters of the State that have a defined bed, bank, and channel extending from the top of bank to the outside extent of riparian canopy whichever is furthest.
    - For the basis of this opinion, CDFW jurisdiction would only be in a drainage that exhibited a bed, bank, and channel.

JURISDICTIONAL DETERMINATION OPINION

The existing conditions of the Newsom Springs drainage system have barricaded the stone culvert and directed flows to the Cherry Creek project outfall to Arroyo Grande Creek. Runoff from the residences is directed away from the drainage ditch system. As such only localized hillside runoff would reach the East Cherry Avenue Specific Plan drainage ditch. It is reasonable to expect the lack of regional drainage reaching this drainage ditch would not establish any physical characteristics of an OHWM such as a clear bed, bank, and channel. The lack of an OHWM, even if a swale persists, would then support the finding that it does not represent a tributary to a traditional navigable water and not be subject to Corps jurisdiction as a waters of the U.S. Further, lacking of a bed, bank, or channel, the ditch would not qualify as a waters of the State under CDFW jurisdiction.

Thank you very much for using SII for your environmental consulting services. Please contact me directly if you have any questions or need any additional information.

Very truly yours,



David K. Wolff
Principal Ecologist, President

EAST CHERRY AVENUE SPECIFIC PLAN

SUBAREA 2 & SUBAREA 3

HYDROLOGY REPORT PRELIMINARY

May 15, 2015

Prepared by: **RRM Design Group**

Prepared for: **NKT Development**

Project Manager: **Joshua R. Roberts, P.E.**

I. Purpose of Report

The purpose of this technical report is to assess the Subarea 2 and Subarea 3 properties ("project site"), identified in the East Cherry Avenue Specific Plan prepared for the City of Arroyo Grande. The report is based upon historical documentation, on-site observations, and contains an analysis of the hydrologic constraints, identifies the pre-development and post-development (Sub Area 2) drainage conditions, identifies offsite run-on and the resultant storm water conveyance measures to support the development of the properties. Future development of the properties include a proposal for a single-family residential subdivision (Subarea 2) and a mixed-use development (Subarea3) with supporting infrastructure.

II. Location

The project site is located on the south side of East Cherry Avenue, east of Traffic Way. Residential subdivisions are located to the north and north east, a trailer park to the southwest, and undeveloped hillside to the south. The project site is located within the Arroyo Grande Creek watershed. See Figure 1.

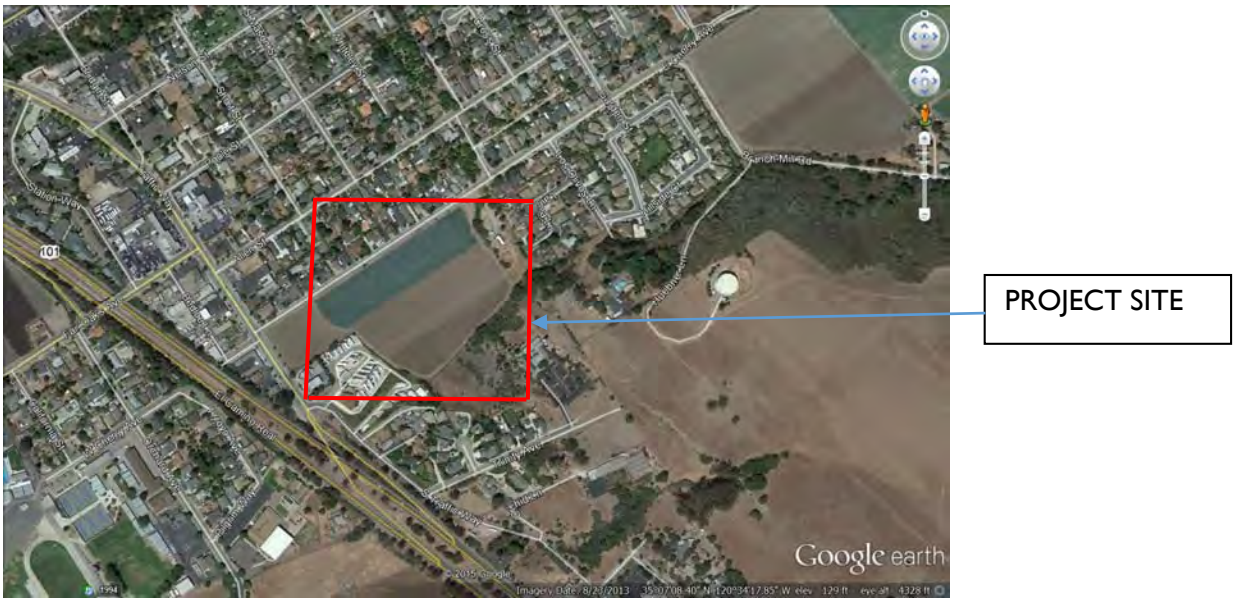


Figure 1. Project Vicinity Map

III. Background

The Subarea 2 project site has historically been cultivated with irrigated row crops, while the Subarea 3 site, owned by the Arroyo Grande Valley Japanese Welfare Association, has been home to a variety of uses since its purchase in 1920. While modified over time, the overall drainage pattern for the project site is predominately toward the northwest, with a majority of drainage flowing overland toward East Cherry and Traffic Way. Run off enters the existing drainage infrastructure at the Cherry and Traffic intersection.

An existing drainage ditch runs along the south side of the project up against the toe of the hillside. The drainage ditch captures the runoff from the adjacent hillside along with a portion of the offsite flows originating east of the project. The existing drainage ditch carries the runoff along the south side of the property to an existing 24" RCP storm drain near the southwest corner of the project site that runs to the west through the adjoining mobile home park toward Traffic Way, discharging to the Caltrans right-of-way. A majority of offsite flows entering the site flow overland across Subarea 2. Only a small portion continue west toward the 24" culvert.

The runoff from the hillside adjacent to the project site along with the offsite flow from the east will be diverted in a historic manner around or through the site with the proposed development. The following analysis will provide a preliminary calculation of the amount of flow required to be diverted. The method on which the offsite flow is diverted is shown on the Preliminary Civil Improvement plans.

The project site lies within the coverage area for the Central Coast Regional Water Quality Control Board Central Coast Post Construction Requirements. The proposed project is subject to meet the requirements of the post construction design standards. A Storm Water Control Plan will be provided under separate cover.

IV. Method of Analysis

The analysis of the drainage for the proposed project will follow the standards set forth by the County of San Luis Obispo Public Works Dept. Calculated peak flow rates developed from previous studies within the subject areas will be used when feasible.

A. Offsite Summary

As an initial step, the amount of runoff for the 100-year storm originating east of the project site, entering the site (Subarea 2) at the southeast corner, was calculated based upon several previous hydrologic studies conducted in the area of the project site. (See list of references) This analysis includes researching record information, topographic mapping, field visits and multiple conversations with the City. Easterly offsite flows generally originate from three sources; the hillsides, the existing subdivisions and overflows from Branch-Mill Road.

Figure 2 – Offsite Drainage Sub Areas

The proposed project will capture, route and discharge flows consistent with historic patterns.

i. Branch-Mill Road

There have been several drainage studies of the area, including the 2007 Newsome Springs Regional Drainage Plan (NSRDP). The NSRDP identified numerous improvements intended to reduce flooding east of Branch-Mill by directing drainage to Arroyo Grande Creek. Historically, drainage in the Branch-Mill Road channel is generated from hillside flows south of the roadway mixed with flows from the Newsome Springs watershed. Due in part to the limited channel capacity, these flows would either flow overland, across the fields or turn westerly through the 'Stone Culvert'. The NSRDP proposed elimination of the stone culvert and construction of downstream improvements to route these flows to Arroyo Grande Creek.

The development of Tract 2653 included the construction of several key improvements identified in the NSRDP, including improvements downstream of the stone culvert. Those projects included barricading of the stone culvert with rock gabion baskets and installation of a 48" storm drain. These improvements effectively eliminated flows from passing through the stone culvert.

It's worth noting that the 48" culvert was originally envisioned at 72" to accommodate future increased capacity of the upstream portion of the Branch-Mill channel. However, as a part of the approval of Tract 2653, it was determined as a part of the project staff report that the future capacity improvements upstream of the stone culvert should not be constructed due to potential negative impacts on existing buildings and farm operations. The 48" culvert, as constructed, has the capacity to convey the entire historic flows and divert them away from the stone culvert.

The drainage analysis prepared by Keith V. Crowe in August of 2007, updated October 2007 identifies the existing upstream flows in the Branch-Mill channel for the 100-year event at 60cfs. This value coincides with the estimates identified in the NSRDP EIR.

ii. Stone Culvert Flows – Area 'A'

In preparation of this analysis, the City has been closely consulted. The barricading of the stone culvert, included the installation of rock gabion baskets, which effectively divert all usual flows to the new 48" culvert. However, since the stone culvert is not completely seal off, the City asked that this analysis include allocation of some flows through the stone culvert to account for an unforeseen emergency condition.

Based on the as-built conditions and downstream improvements, the new 48" culvert has a capacity of 80 cfs, without flows over-topping the stone culvert barricade. For this report, it is assumed that an unforeseen emergency condition would limit the 48" culvert's capacity to half; 40 cfs. Based on 60 cfs of upstream flow for the 100-year storm, it is assumed that as much as 20 cfs could inadvertently flow through the stone culvert. See calculations in the Attachments section.

iii. Hillside Court – Area 'B'

Flows through the stone culvert mix with hillside runoff (Area 'B1') south of Hillside Court) and are routed west along a broad earthen swale at the rear of the lots. See Figure 3. Flows continue west toward the terminus of Los Olivos Lane. See Figure 4.

Figure 3 – Earthen Swale at Hillside Court

Using the Rational Method, 100-year flows from Area B1, the southerly hillside south of Hillside Court, were calculated at nearly 34 cfs. See Table 1. Although the Hillside Court subdivision drainage collects in an onsite retention/detention basin, it's feasible that basin overflows could migrate toward the terminus of Los Olivos, mixing with upland flows. Hillside Court, Area B2 overflows were calculated at nearly 23 cfs.

As shown in Figure 4, a set of wood headers have been installed at the terminus of Los Olivos Lane, both limiting flows from and onto the street. As a practical matter, basin overflows would tend to pond at the wooden headers, without flowing into the concrete culvert and proceeding westerly. However, since the headers are not permanent structures, their effect has been conservatively ignored for purposes of this report and it is assumed at all accumulated flows enter the box culvert.

Figure 4 – Los Olivos Lane Terminus & Concrete Culverts

The concrete box culverts, which are about 50' long, located at the end of Los Olivos appear to pre-date all surrounding development, having served as access to the hillside farm road. For purposes of this report, it is assumed that the culverts have adequate capacity to pass flows.

iv. Launa Lane Area 'C'

Upland flows from the stone culvert Area 'A' (assumed), the hillside south of Hillside Court Area 'B1' and the basin Area 'B2' (assumed overflows) accumulate and pass through the existing concrete box culvert at the end of Los Olivos Lane. These flows then travel along a channel (that appears to be unmaintained) at the rear of the Launa Lane subdivision, where they mix with flows from the southerly hillside. Using the Rational Method, 100-year flows from Area C1, the southerly hillside south of Launa Lane, were calculated at nearly 7 cfs. See Table 1.

Figure 5 – Drainage Ditch south of Launa Lane Subdivision

The Launa Lane (Area 'C2') subdivision does not contain storm drain infrastructure improvements. Like the Hillside Court area, for purposes of this report, it is assumed that a portion of the drainage from Launa Lane mixes with hillside and upland flows in the channel. These flows were calculated at approximately 6 cfs.

A summary of flows from Areas A through C is located in Table 1 below.

Q-RATIONAL METHOD Area	A	C	A X C		Q2	Q5	Q10	Q25	Q50	Q100
	ac			Ca	1.00	1.00	1.00	1.00	1.00	1.00
				I (in/hr)	1.70	2.30	2.80	3.20	3.70	4.00
Off Site Area 'A' (Branch Mill Stone Culvert)				**Q (cfs)**	8.50 *assumed*	11.50 *assumed*	14.00 *assumed*	16.00 *assumed*	18.50 *assumed*	20.00 *calculated*
Off Site Area 'B' (Hillside Ct - South Slope)	15.36	0.55	8.45	**Q (cfs)**	14.36	19.43	23.65	27.03	31.25	33.79
(Residential Portion)	9.55	0.60	5.73	**Q (cfs)**	9.74	13.18	16.04	18.34	21.20	22.92
Off Site Area 'C' (Luana Ln-South Slope)	3.16	0.55	1.74	**Q (cfs)**	2.95	3.99	4.86	5.55	6.42	6.94
(Residential Portion)	2.35	0.60	1.41	**Q (cfs)**	2.40	3.24	3.95	4.51	5.22	5.64
Subtotal: Off-Site Flow to Site (at S.E. Cor)					37.9	51.3	62.5	71.4	82.6	89.3

Table 1 – Drainage Calculations Offsite Sub Areas A-C

The total drainage entering the site from the east is approximately 89 cfs for the 100-year storm and will be used for sizing of the onsite pass through drainage facilities. This value represents a potential worst case scenario, as it is predicated on multiple failures of upstream facilities.

v. <u>Project Area South Hills – Area 'D'</u>

Similar to the upstream condition, run-off from the south hills is captured and directed westerly along an onsite earthen swale located between the hillside slope toe and the ranch road. See Figure 6.

Figure 6 – Onsite Ranch Road & Drainage Ditch

Using the Rational Method, 100-year flows from Area 'D', the southerly hillside south of the project site, were calculated at approximately 29 cfs (Q100). See Table 2. However the existing configuration of the ditch and downstream 24" culvert (through the mobile home park) have limited capacity of proximately 15 cfs. Hillside flows which exceed 15 cfs over top the ditch and overland flow through the fields.

In an effort to mimic the historic flow conditions on and through the project, flows to the existing 24" culvert will be limited to its existing capacity of no more than 15 cfs by directing only the westerly half of the hillside flows to the culvert. The remaining hillside flows will be directed to and mixed with the offsite flows from the east totaling nearly 104 cfs.

Q-RATIONAL METHOD Area	A	C	A X C		Q2	Q5	Q10	Q25	Q50	Q100
Off Site 'D' (South Hills)	13.28	0.55	7.30	Q (cfs)	12.42	16.80	20.45	23.37	27.02	29.22
Subtotal: All Off-Site Flow to Site					50.4	68.1	83.0	94.8	109.6	118.5
			Ac	%						
Flow Routed to West (Through Ex 24")	*Portion of Area 'D'*		*6.6*	*50%*	***6.2***	***8.4***	***10.2***	***11.7***	***13.5***	***14.6***
Flow Routed Through Site (Piped)					***42.8***	***57.9***	***70.5***	***80.6***	***93.2***	***103.9***

Table 2 – Drainage Calculations Offsite Sub Area D & Total Offsite Flow

For purposes of the project tentative map application the pass through storm drain pipe is sized at 48". The proposed 48" pipe will tie into the existing 48" stub at Traffic Way and East Cherry and extend through the site, intercepting offsite flows at the southeast corner of the site.

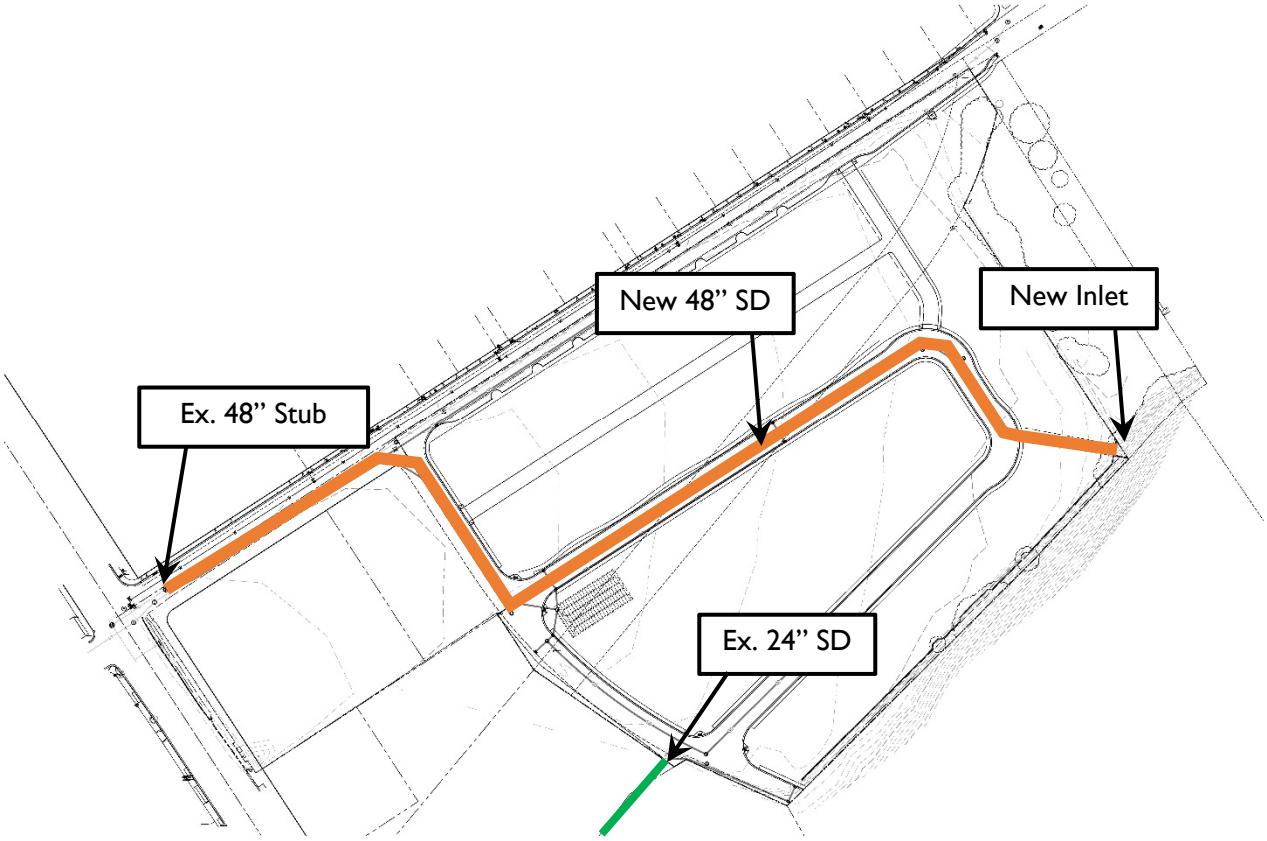


Figure 7 – Proposed Pass-through Storm Drain

B. Onsite Summary

The project will include an onsite storm drain network which collects, detains and retains, and releases storm water in accordance with City, County and State requirements. The future development of Subarea 3 shall include compliance with drainage and post construction requirements.

Subarea 2 post development storm water peak flows will be captured and mitigated up to and including the 50-year storm and released at the 2-year pre development rate. Table 3 illustrates the detention volume sizing calculation required to mitigate peak flows.

Storage

Pre C= 0.40
A= 11.3
i= 1.7

Post C= 0.60
A= 10.89

	Pre Devel		Post Devel				Storage
Tc	Q2	V2	C X A	I50	Q50	V50	Delta
10	7.70	4,623	6.53	3.70	24.2	14,502	9,879
15	7.70	6,934	6.53	3.10	20.3	18,226	***11,291***
30	7.70	13,869	6.53	2.10	13.7	24,693	10,824
60	7.70	27,737	6.53	1.40	9.1	32,924	5,187
120	7.70	55,474	6.53	1.05	6.9	49,385	-6,089
180	7.70	83,211	6.53	0.92	6.0	64,907	-18,305
360	7.70	166,423	6.53	0.74	4.8	104,415	-62,008
600	7.70	277,371	6.53	0.58	3.8	136,398	-140,973

Table 3 – Detention Volume Sizing

The project will include approximately 11,300 cubic feet of storm water detention with a peak release of 7.7 cfs.

In addition to detention, the proposed project will comply with current Regional Water Quality Control Board (RWQCB) requirements for post-construction stormwater management. The proposed project is subject to the mitigations up to and through Performance Requirement 4 (PR4); including site design, water quality, run-off retention and peak reduction. Specifics related to the mitigations will be detailed within the projects final water quality control plan.

Retention sizing is based on mitigating those areas which are not routed to LID/self-treating areas. For purposes of this analysis, LID features include routing 40% of building roof runoff to yard landscaping infiltration and the use of detached sidewalk to allow for infiltration into parkways. The remaining impervious areas shall be routed through the retention basin.

			Routed to LID Areas	Routed to Basin
Lot Landscape		167,129		
	Rear	*40%*	66,852	
	Front	*60%*		100,277
Parkway		12,700	12,700	
Other Landscape/Park		30,730		30,730
Total Pervious		210,559	79,552	131,007
Streets/Alleys		89,328		89,328
Buildings		153,200		
	Rear	*40%*	61,280	
	Front	*60%*		91,920
Sidewalk		21,170	21,170	
Total Impervious		263,698	82,450	181,248
				58.0%
Runoff Coeff (C)=		**0.39**		
95th Percentile Storm(in)		**1.6**	**Retention Volume=**	**16,415 CF**

Table 4 – Retention Volume Sizing

For purposes of this report, the run-off retention sizing has been calculated based on the 'Simple Method', which calculates a retention volume based on the 95th% storm depth, percentage of impervious of the area routed to the retention facility. Based on the simple method calculator, the project will require approximately 16,400 cubic feet of retention.

For Subarea 2 development, the proposed detention/retention facilities will be located on a common HOA maintained lot. The volume shall be achieved through the use of both underground infiltrators and a shallow, at-grade basin. A minimum of 16,400 cubic feet of storm water will be retained and infiltrated on site and an additional 11,300 cubic feet of volume shall be used for detention purposes.

Site runoff for Subarea 2 from the detention volume release and/or flows which exceed these thresholds, will discharge through drainage piping into the proposed 48" storm drain. Sizing of the 48" storm drain includes consideration for these flows with a capacity of approximately 120 cfs.

V. Conclusions

Based on the findings and results of this report, the proposed drainage design for this project meets applicable standards and requirements of the City, County and State. Historical drainage patterns have been maintained to the pre-project condition for the proposed project. Offsite runoff reaching the project site is diverted through a proposed pipe culvert for a 100-year storm event. Onsite peak flows are mitigated through a proposed onsite detention basin while meeting post-construction storm water quality requirements.

ATTACHMENTS

Map Scale: 1:3,860 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — San Luis Obispo County, California, Coastal Part (CA664)				
Map unit symbol	**Map unit name**	**Rating**	**Acres in AOI**	**Percent of AOI**
116	Chamise shaly loam, 15 to 30 percent slopes	D	0.0	0.2%
175	Mocho silty clay loam, 0 to 2 percent slopes, MLRA 14	C	12.3	44.0%
225	Zaca clay, 15 to 30 percent slopes	C	7.1	25.5%
227	Zaca clay, 50 to 75 percent slopes	C	8.5	30.4%
Totals for Area of Interest			**27.9**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

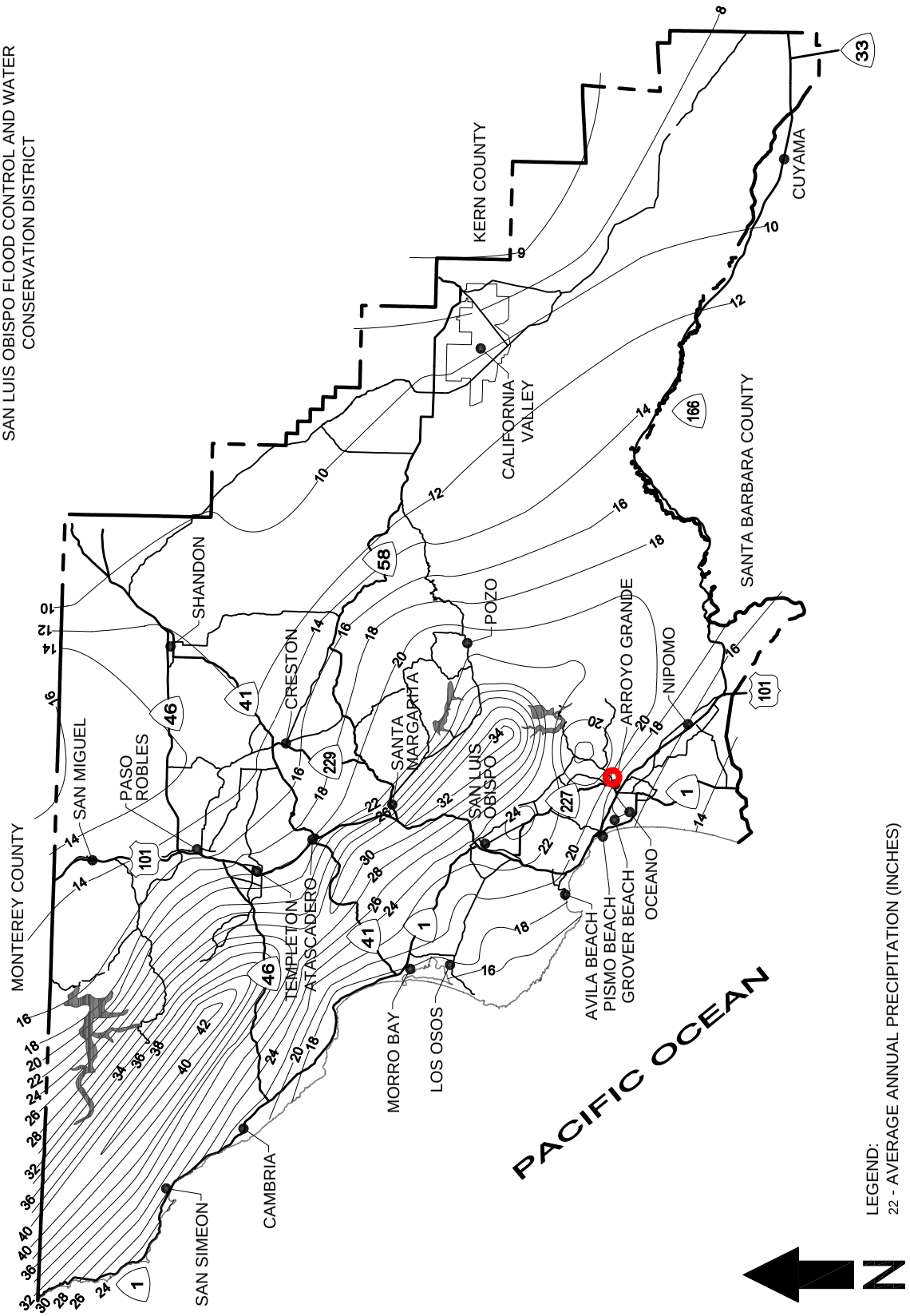
Revisions

Description	Approved	Date	Description	Approved	Date

SAN LUIS OBISPO COUNTY AVERAGE ANNUAL PRECIPITATION

(JULY 1 THROUGH JUNE 30) FOR 42 YEAR PERIOD FROM 1955-56 THROUGH 1997-98)

SAN LUIS OBISPO FLOOD CONTROL AND WATER CONSERVATION DISTRICT



DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

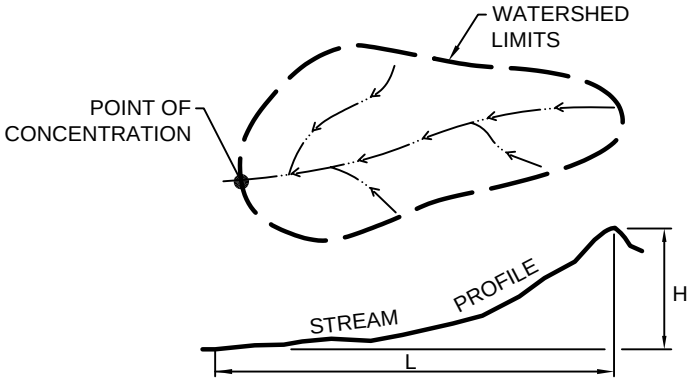
AVERAGE ANNUAL RAINFALL

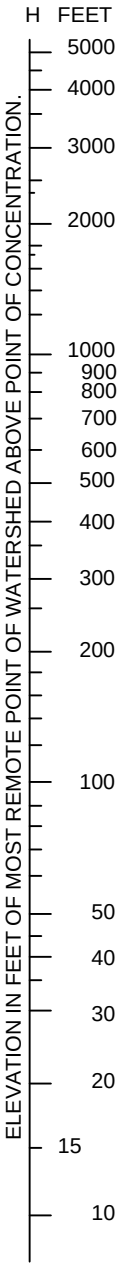
Scale:	Adopted:
NTS	2011

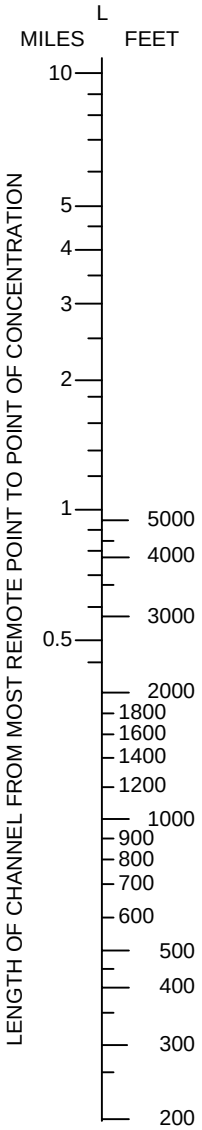
Drawing No: H-1

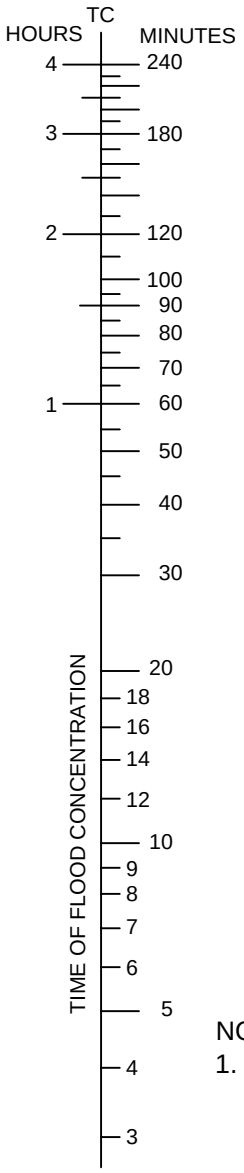
Sheet No: 1 OF 1

Revisions					
Description	Approved	Date	Description	Approved	Date
ADD REF.	GDM	NOV 08			









EQUATIONS FOR ESTIMATED "TIME OF CONCENTRATION"

$$Tc = \left(\frac{11.9L^3}{H}\right)^{0.385}$$

LEGEND:
Tc = TIME OF CONCENTRATION IN HOURS.
L = LENGTH OF CHANNEL IN MILES.
H = DIFFERENCE IN ELEVATION BETWEEN MOST REMOTE POINT AND THE POINT OF CONCENTRATION IN FEET.

NOTES:
1. THIS NOMOGRAPH IS TO BE LIMITED TO WATERSHED AREAS OF 200 ACRES OR LESS. FOR LARGER WATERSHEDS REFER TO THE DESIGN STANDARDS.

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

TIME OF CONCENTRATION

FOR WATERSHEDS LESS THAN 200 ACRES

Scale:	Adopted: 2011
Drawing No: H-2	
Sheet No: 1 OF 1	

Revisions					
Description	Approved	Date	Description	Approved	Date

TABLE 1: RATIONAL METHOD STANDARD RUNOFF COEFFICIENTS FOR DEVELOPED AREAS

TYPE OF DEVELOPMENT	SOIL TYPE	SLOPE <2%	SLOPE 2% to 10%	SLOPE >10%	FOOT NOTE
RESIDENTIAL LOTS > 20,000 SF	C	0.35	0.40	0.50	1,2
	S	0.25	0.35	0.40	1,2
RESIDENTIAL LOTS 10,000 SF TO 19,999 SF	C	0.40	0.45	0.55	1,2
"	S	0.30	0.40	0.45	1,2
RESIDENTIAL LOTS 6,000 SF TO 9,999 SF	C	0.45	0.55	0.65	1,2
"	S	0.35	0.40	0.50	1,2
PLANNED DEVELOPMENTS (PUD)	C	0.65	0.70	0.75	1,2
"	S	0.60	0.65	0.70	1,2
APARTMENTS	C	0.50	0.60	0.70	2
"	S	0.40	0.50	0.60	2
INDUSTRIAL	C	0.55	0.65	0.75	2
"	S	0.45	0.55	0.65	2
COMMERCIAL	C	0.75	0.80	0.85	2
"	S	0.70	0.75	0.80	2

FOOT NOTES:
1. ESTIMATION OF COMPOSITE "C" VALUE USING ESTIMATED IMPERVIOUS AREAS AND STD. DWG. H-3a (TABLE 2) MAY BE REQUIRED BY THE DEPARTMENT. IMPERVIOUS AND PAVED AREAS SHALL USE C=0.95.
2, ALL VALUES SHOWN ARE INTENDED TO BE MINIMUMS. HIGHER VALUES MAY BE REQUIRED BY THE DEPARTMENT.

LEGEND:
C - CLAY, ADOBE, ROCK, OR IMPERVIOUS MATERIAL
S - SAND, GRAVEL, LOAM, OR PERVIOUS MATERIAL

Using 0.55 for small lots ~5,000 sf

NOTES:
1. COEFFICIENTS FOR RESIDENTIAL LOTS ASSUME TYPICAL SINGLE FAMILY RESIDENCE WITH ASSOCIATED GARAGE, DRIVEWAY, FLATWORK, AND LANDSCAPING. HIGHER DENSITY RESIDENTIAL DEVELOPMENTS MAY REQUIRE USING COMPOSITE COEFFICIENT EVALUATED BY THE DESIGN ENGINEER AND BASED ON PROPOSED DEVELOPMENT IMPERVIOUS AREAS.
2. FOR ALL TYPES OF DEVELOPMENT, COEFFICIENTS ARE INCLUSIVE OF ONLY THE LOT AREA OUTSIDE THE RIGHT-OF-WAY (NET LOT AREA). PAVED SURFACES BETWEEN ROAD CENTERLINE AND RIGHT-OF-WAY SHALL BE EVALUATED SEPARATELY AND INCLUDED TO DETERMINE A COMPOSITE "C" FACTOR.
3. ALL IMPERVIOUS AREAS AND PAVED AREAS SHALL USE C = 0.95.

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

RUNOFF COEFFICIENTS FOR DEVELOPED AREAS

Scale:	Adopted: 2011
Drawing No: H-3	
Sheet No: 1 OF 2	

Revisions

Description	Approved	Date	Description	Approved	Date
CORRECT TO MATCH HWY. DES. MAN.	REM	NOV 07			

TABLE 2: RATIONAL METHOD STANDARD RUNOFF COEFFICIENTS FOR UNDEVELOPED AREAS

	EXTREME	HIGH	NORMAL	LOW
RELIEF	0.28 TO 0.35 STEEP, RUGGED TERRAIN WITH AVERAGE SLOPES ABOVE 30%	0.20 TO 0.28 HILLY, WITH AVERAGE SLOPES OF 10% TO 30%	0.14 TO 0.20 ROLLING, WITH AVERAGE SLOPE OF 5% TO 10%	0.08 TO 0.14 RELATIVELY FLAT LAND, WITH AVERAGE SLOPES OF 0% TO 5%
SOIL INFILTRATION	0.12 TO 0.16 NO EFFECTIVE SOIL COVER, EITHER ROCK OR THIN MANTLE OF NEGLIGIBLE INFILTRATION CAPACITY	0.08 TO 0.12 SLOW TO TAKE UP WATER, CLAY OR SHALLOW LOAM SOILS OF LOW INFILTRATION	0.06 TO 0.08 NORMAL; WELL DRAINED LIGHT OR MEDIUM TEXTURED SOILS, SANDY LOAMS, SILT AND SILT LOAMS	0.04 TO 0.06 HIGH; DEEP SAND OR OTHER SOILS THAT TAKES UP WATER READILY, VERY LIGHT WELL DRAINED SOILS
VEGETAL COVER	0.12 TO 0.16 NO EFFECTIVE PLANT COVER, BARE OR VERY SPARSE	0.08 TO 0.12 POOR TO FAIR; CULTIVATION CROPS, OR L COVER, 20% OF EA OVER VER	0.06 TO 0.08 FAIR TO GOOD; ABOUT 50% OF AREA IN GOOD GRASSLAND OR WOODLAND, THAN 50% C CULTIVATE	0.04 TO 0.06 GOOD TO EXCELLENT; ABOUT 90% OF DRAINAGE AREA IN GRASSLAND, LAND, OR LENT COVER
SURFACE STORAGE	0.10 TO 0.12 NEGLIGIBLE SURFACE DEPRESSIONS FEW AND SHALLOW; DRAINAGE WAYS STEEP AND SMALL, NO MARSHES	0.08 TO 0.10 LOW; WELL DEFINED SYSTEM OF SMALL DRAINAGE WAYS, NO PONDS OR MARSHES	0.06 TO 0.08 NORMAL; CONSIDERABLE SURFACE STORAGE, LAKES AND POND MARSHES	0.04 TO 0.06 HIGH; SURFACE STORAGE, HIGH; DRAINAGE SYSTEM NOT SHARPLY DEFINED; LARGE FLOOD PLAIN STORAGE OR LARGE NUMBER OF PONDS OR MARSHES

0.28
Ex Slope~30%
Hillside

0.09
Ex Slope=0.7%
Site

0.10
Soil Class C

0.12
Cont. cultivated crops
Site

0.05
Good coverage
Hillside

0.12
Negligible
Hillside

0.09
Normal
Site

(REFERENCES FIGURE 819.2A OF HIGHWAY DESIGN MANUAL)

EXAMPLE:

GIVEN: AN UNDEVELOPED WATERSHED CONSISTING OF:
1. ROLLING TERRAIN WITH AVERAGE SLOPES OF 5%
2. CLAY SOILS
3. GOOD GRASSLAND AREA
4. NORMAL SURFACE DEPRESSIONS

Total Site: 0.40
Total Hillside: 0.55

FIND: THE RUNOFF COEFFICIENT FOR THE ABOVE WATERSHED

SOLUTION:
1. RELIEF = 0.14
2. SOIL INFILTRATION = 0.08
3. VEGETAL COVER = 0.04
4. SURFACE STORAGE = 0.06

ANSWER: THE RUNOFF COEFFICIENT, C = 0.32

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

RUNOFF COEFFICIENTS FOR UNDEVELOPED AREAS

Scale:	Adopted: 2011
Drawing No: H-3a	
Sheet No: 2 OF 2	

Revisions					
Description	Approved	Date	Description	Approved	Date

TABLE 1: ANNUAL RAINFALL < 14":

Recurrence Interval (Years)	Duration							
	10 Min	15 Min	30 Min	1 Hr	2 Hr	3 Hr	6 Hr	10 Hr
2	1.00	0.90	0.60	0.40	0.26	0.22	0.18	0.14
5	1.40	1.20	0.80	0.50	0.37	0.32	0.25	0.20
10	1.70	1.40	1.00	0.60	0.44	0.38	0.30	0.23
25	2.00	1.70	1.10	0.70	0.54	0.47	0.37	0.28
50	2.20	1.90	1.30	0.80	0.60	0.53	0.44	0.34
100	2.40	2.10	1.40	0.90	0.65	0.59	0.48	0.36

TABLE 2: ANNUAL RAINFALL 14" TO 17":

Recurrence Interval (Years)	Duration							
	10 Min	15 Min	30 Min	1 Hr	2 Hr	3 Hr	6 Hr	10 Hr
2	1.30	1.10	0.80	0.50	0.35	0.30	0.23	0.18
5	1.90	1.60	1.10	0.70	0.49	0.42	0.33	0.26
10	2.30	1.90	1.30	0.80	0.60	0.51	0.40	0.30
25	2.60	2.20	1.50	1.00	0.71	0.63	0.50	0.38
50	3.00	2.50	1.70	1.10	0.81	0.74	0.60	0.47
100	3.20	2.70	1.90	1.20	0.90	0.80	0.65	0.49

TABLE 3: ANNUAL RAINFALL 18" TO 21":

Recurrence Interval (Years)	Duration							
	10 Min	15 Min	30 Min	1 Hr	2 Hr	3 Hr	6 Hr	10 Hr
2	1.70	1.40	1.00	0.65	0.44	0.37	0.29	0.22
5	2.30	1.90	1.30	0.85	0.60	0.52	0.41	0.33
10	2.80	2.40	1.60	1.03	0.74	0.64	0.50	0.38
25	3.20	2.70	1.90	1.20	0.93	0.80	0.64	0.50
50	3.70	3.10	2.10	1.40	1.05	0.92	0.74	0.58
100	4.00	3.40	2.30	1.50	1.13	1.00	0.80	0.62

TABLE 4: ANNUAL RAINFALL 22" TO 28":

Recurrence Interval (Years)	Duration							
	10 Min	15 Min	30 Min	1 Hr	2 Hr	3 Hr	6 Hr	10 Hr
2	2.10	1.80	1.20	0.77	0.55	0.47	0.36	0.28
5	2.80	2.50	1.70	1.05	0.76	0.64	0.52	0.42
10	3.60	3.00	2.10	1.30	0.92	0.81	0.64	0.48
25	3.90	3.50	2.40	1.50	1.10	0.98	0.78	0.60
50	4.50	3.90	2.60	1.70	1.28	1.15	0.94	0.72
100	5.00	4.30	2.90	1.85	1.40	1.25	0.98	0.76

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

RAINFALL INTENSITY DATA

Scale:	Adopted: 2011
Drawing No: H-4	
Sheet No: 1 OF 1	

Culvert Report EXISTING BRANCH-MILL CULVERT CAPACITY

Circular Culvert

Invert Elev Dn (ft)	=	120.70
Pipe Length (ft)	=	880.00
Slope (%)	=	0.57
Invert Elev Up (ft)	=	125.75
Rise (in)	=	48.0
Shape	=	Circular
Span (in)	=	48.0
No. Barrels	=	1
n-Value	=	0.012
Culvert Type	=	Circular Culvert
Culvert Entrance	=	Smooth tapered inlet throat
Coeff. K,M,c,Y,k	=	0.534, 0.555, 0.0196, 0.9, 0.2

Embankment

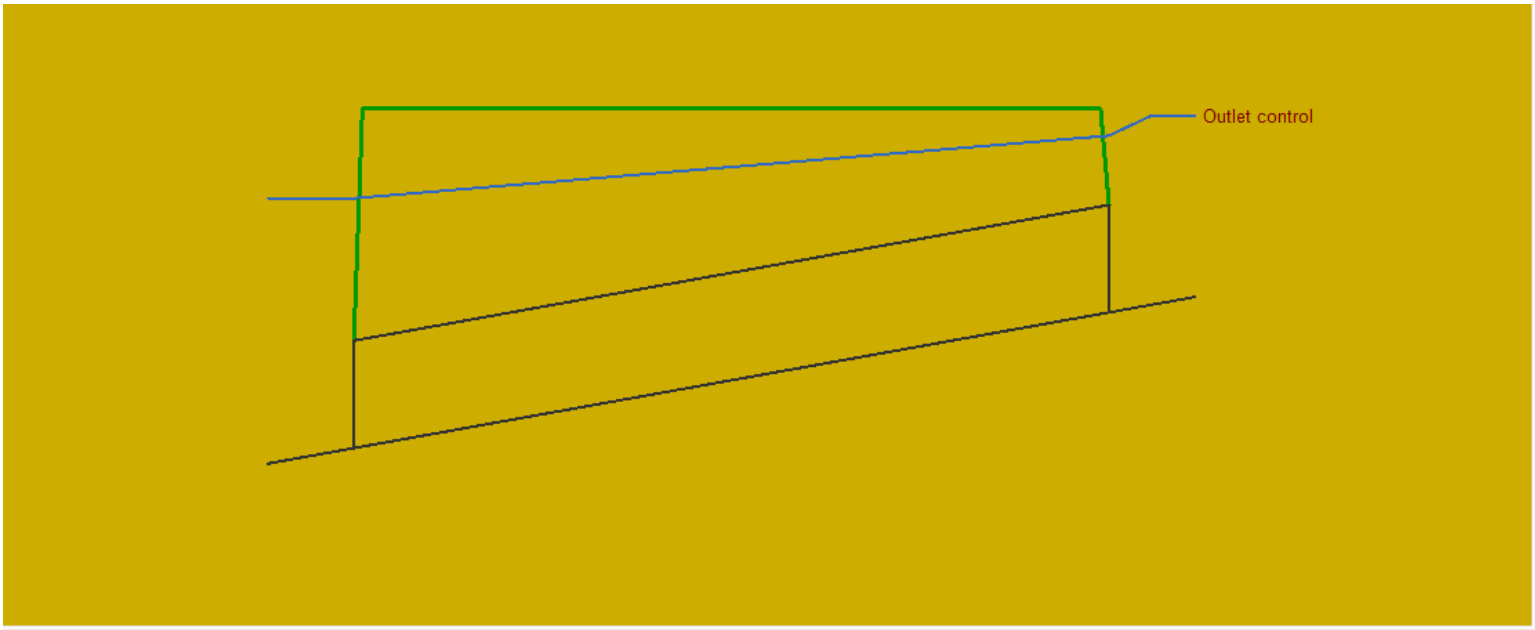
Top Elevation (ft)	=	133.33
Top Width (ft)	=	860.00
Crest Width (ft)	=	20.00

Calculations

Qmin (cfs)	=	20.00
Qmax (cfs)	=	100.00
Tailwater Elev (ft)	=	130

Highlighted

Qtotal (cfs)	=	80.00
Qpipe (cfs)	=	80.00
Qovertop (cfs)	=	0.00
Veloc Dn (ft/s)	=	6.37
Veloc Up (ft/s)	=	6.37
HGL Dn (ft)	=	130.00
HGL Up (ft)	=	132.33
Hw Elev (ft)	=	133.08
Hw/D (ft)	=	1.83
Flow Regime	=	Outlet Control



Culvert Report PROPOSED 48" BYPASS CULVERT CAPACITY

Circular Culvert

Invert Elev Dn (ft)	=	98.40
Pipe Length (ft)	=	1610.00
Slope (%)	=	0.60
Invert Elev Up (ft)	=	108.00
Rise (in)	=	48.0
Shape	=	Circular
Span (in)	=	48.0
No. Barrels	=	1
n-Value	=	0.012
Culvert Type	=	Circular Culvert
Culvert Entrance	=	Smooth tapered inlet throat
Coeff. K,M,c,Y,k	=	0.534, 0.555, 0.0196, 0.9, 0.2

Embankment

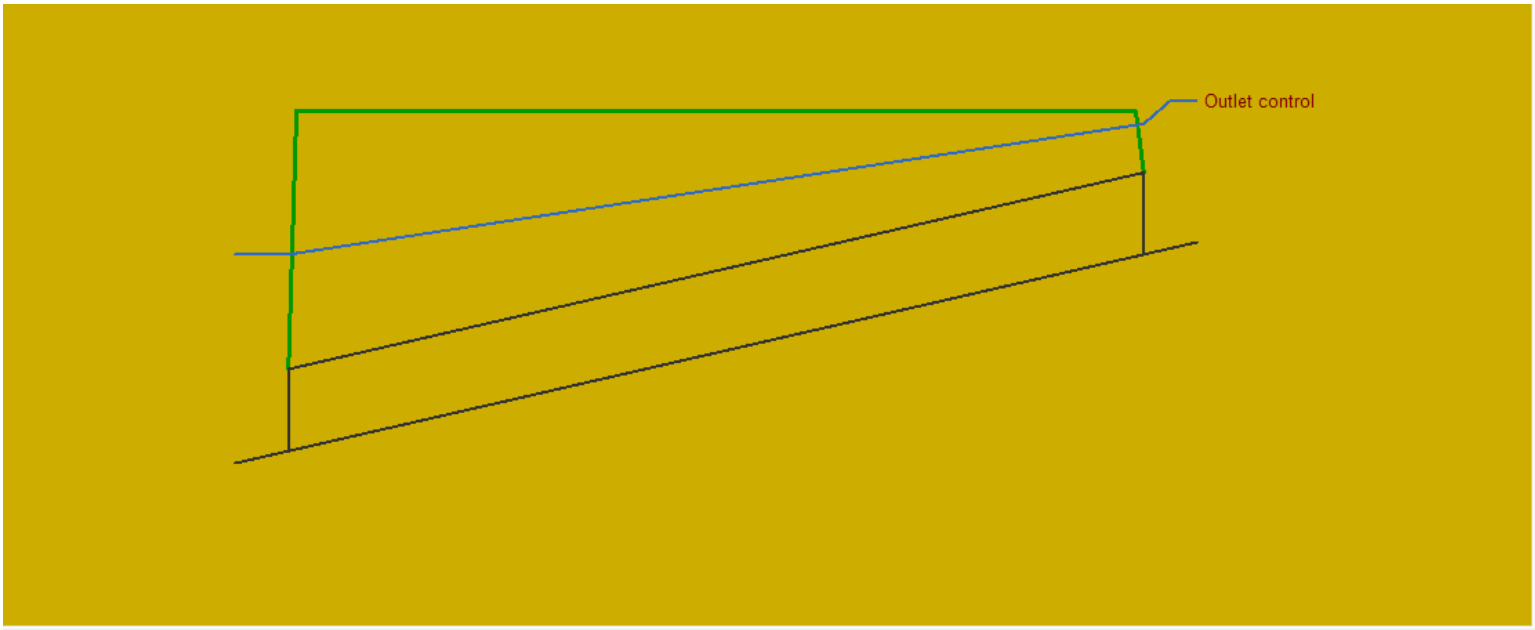
Top Elevation (ft)	=	115.00
Top Width (ft)	=	1580.00
Crest Width (ft)	=	20.00

Calculations

Qmin (cfs)	=	50.00
Qmax (cfs)	=	120.00
Tailwater Elev (ft)	=	108

Highlighted

Qtotal (cfs)	=	120.00
Qpipe (cfs)	=	97.94
Qovertop (cfs)	=	22.06
Veloc Dn (ft/s)	=	7.79
Veloc Up (ft/s)	=	7.79
HGL Dn (ft)	=	108.00
HGL Up (ft)	=	114.38
Hw Elev (ft)	=	115.51
Hw/D (ft)	=	1.88
Flow Regime	=	Outlet Control

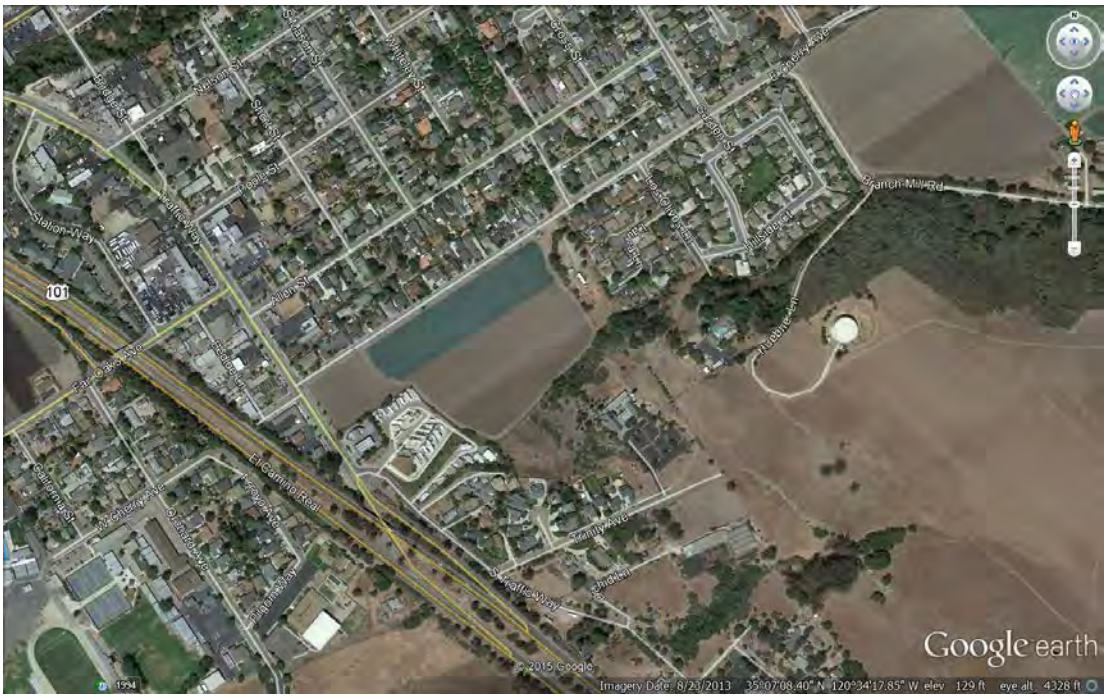


EAST CHERRY AVENUE SPECIFIC PLAN

SUBAREA 1

HYDROLOGY REPORT PRELIMINARY

February 16, 2016



Prepared by: RRM Design Group

Prepared for: Mike Pachal

Project Manager: Robert Camacho, P.E.

I. Purpose of Report

The purpose of this technical report is to assess the Subarea 1 property ("project site"), identified in the East Cherry Avenue Specific Plan prepared for the City of Arroyo Grande. The report is based upon historical documentation, on-site observations, and contains an analysis of the hydrologic constraints, identifies the pre-development and post-development (Sub Area 1) drainage conditions, and the resultant storm water conveyance measures to support the development of the properties.

II. Location

The project site is located on the south side of East Cherry Avenue, east of Traffic Way. Residential subdivisions are located to the north, a vacant field to the east, and a trailer park to the south. The project site is located within the Arroyo Grande Creek watershed. See Figure 1.

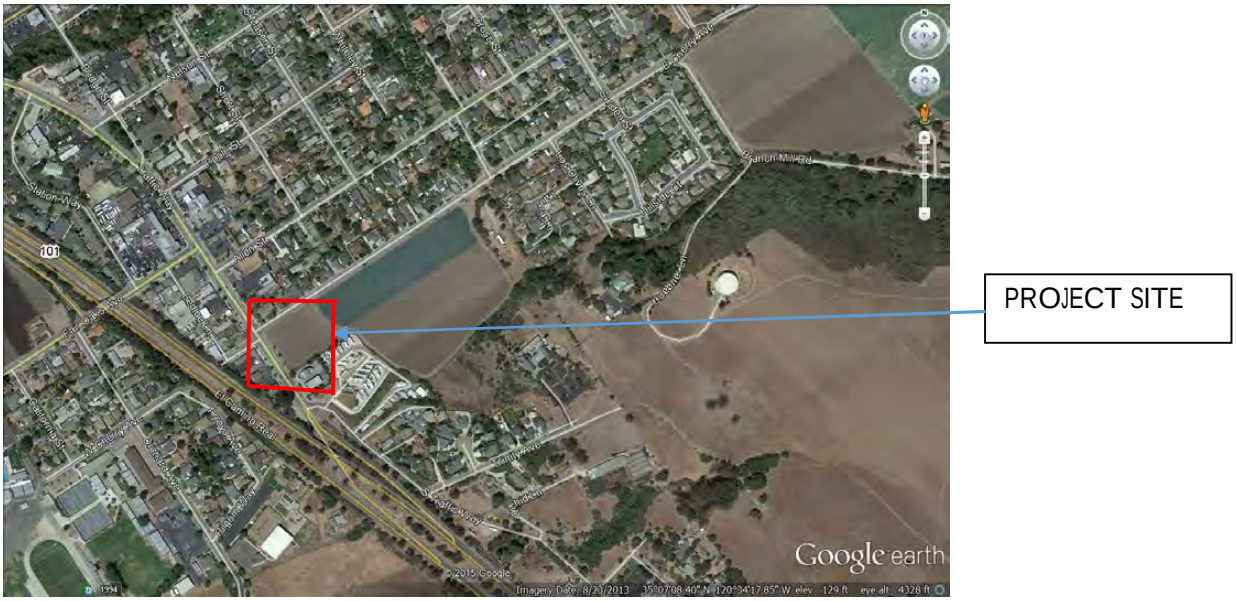


Figure 1. Project Vicinity Map

III. Background

The Subarea 1 project site has historically been cultivated with irrigated row crops. The overall drainage pattern for the project site is predominately toward the northwest, with a majority of drainage flowing overland toward East Cherry and Traffic Way. Run off enters the existing drainage infrastructure at the Cherry and Traffic intersection. (See the analysis for Subarea 2 in Report Titled East Cherry Avenue Specific Plan Subarea 2-3.)

The existing drainage that flows overland across Sub Area 2 and onto Sub Area 1, will be captured and conveyed to the proposed East Cherry Avenue storm drain infrastructure as shown in the Preliminary Civil Improvement Plans. See figure 2 below

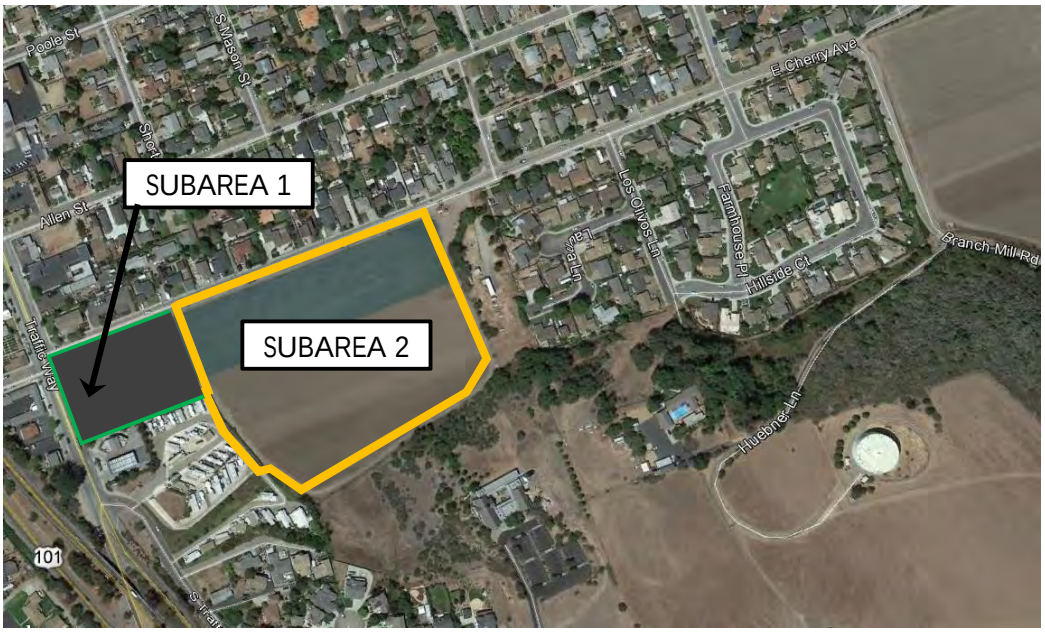


Figure 2. Offsite Drainage Sub Area

The project site lies within the coverage area for the Central Coast Regional Water Quality Control Board Central Coast Post Construction Requirements. The proposed project is subject to meet the requirements of the post construction design standards. A Storm Water Control Plan will be provided under separate cover.

IV. Method of Analysis

The analysis of the drainage for the proposed project will follow the standards set forth by the County of San Luis Obispo Public Works Dept. Calculated peak flow rates developed from previous studies within the subject areas will be used when feasible.

A. Onsite Drainage Summary

The project will include an onsite storm drain network which collects, detains and retains, and releases storm water in accordance with City, County and State requirements.

Subarea 1 post development storm water peak flows will be captured and mitigated up to and including the 50-year storm and released at the 2-year pre development rate. Table 1 illustrates the detention volume sizing calculation required to mitigate peak flows.

Storage

Pre C= 0.40
A= 2.3
i= 1.7

Post C= 0.80
A= 2.30

	Pre Devel		Post Devel				Storage
Tc	Q2	V2	C X A	I50	Q50	V50	Delta
10	1.56	938	1.84	3.70	6.8	4,085	3,146
15	1.56	1,408	1.84	3.10	5.7	5,134	***3,726***
30	1.56	2,815	1.84	2.10	3.9	6,955	4,140
60	1.56	5,630	1.84	1.40	2.6	9,274	3,643
120	1.56	11,261	1.84	1.05	1.9	13,910	2,650
180	1.56	16,891	1.84	0.92	1.7	18,282	1,391
360	1.56	33,782	1.84	0.74	1.4	29,411	-4,372
600	1.56	56,304	1.84	0.58	1.1	38,419	-17,885

Table 1 – Detention Volume Sizing

The project will include approximately 3,800 cubic feet of storm water detention with a peak release of 1.6 cfs.

In addition to detention, the proposed project will comply with current Regional Water Quality Control Board (RWQCB) requirements for post-construction stormwater management. The proposed project is subject to the mitigations up to and through Performance Requirement 4 (PR4); including site design, water quality, run-off retention and peak reduction. Specifics related to the mitigations will be detailed within the projects final water quality control plan.

For purposes of this report, the run-off retention sizing has been calculated based on the 'Simple Method', which calculates a retention volume based on the 95th percentile storm depth, percentage of impervious of the area routed to the retention facility. Based on the simple method calculator, the project will require approximately 11,700 cubic feet of retention.

For Subarea 1 development, the proposed detention/retention facilities will be located under the proposed parking stalls. The volume shall be achieved through the use of underground infiltrators. A minimum of 11,700 cubic feet of storm water will be retained and infiltrated on site and an additional 3,800 cubic feet of volume shall be used for detention purposes. The volumes listed above may be reduced by replacing area of asphalt with permeable pavers, as well as reducing parking stall depths and accommodating for vehicle overhang which would increase overall landscape square footage.

Site runoff for Subarea 1 from the detention volume release and/or flows which exceed these thresholds, will discharge into the 48" storm drain that is proposed in East Cherry Avenue. Sizing of the 48" storm drain includes consideration for these flows with a capacity of approximately 120 cfs.

V. Conclusions

Based on the findings and results of this report, the proposed drainage design for this project meets applicable standards and requirements of the City, County and State. Historical drainage patterns have been maintained to the pre-project condition for the proposed project. Onsite peak flows are mitigated

through a proposed onsite detention basin while meeting post-construction storm water quality requirements.

ATTACHMENTS

Soil Map—San Luis Obispo County, California, Coastal Part

Map Scale: 1:1,120 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 15 30 60 90

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Luis Obispo County, California, Coastal Part
Survey Area Data: Version 7, Sep 3, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 8, 2010—May 21, 2010

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

San Luis Obispo County, California, Coastal Part (CA664)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
175	Mocho silty clay loam, 0 to 2 percent slopes, MLRA 14	2.3	100.0%
Totals for Area of Interest		**2.3**	**100.0%**

San Luis Obispo County, California, Coastal Part

175—Mocho silty clay loam, 0 to 2 percent slopes, MLRA 14

Map Unit Setting

National map unit symbol: 2tyz2
Elevation: 10 to 1,900 feet
Mean annual precipitation: 11 to 19 inches
Mean annual air temperature: 56 to 61 degrees F
Frost-free period: 270 to 360 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Mocho and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Mocho

Setting

Landform: Alluvial fans, flood plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Tread, talf
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from sedimentary rock

Typical profile

Ap - 0 to 11 inches: silty clay loam
A - 11 to 18 inches: silty clay loam
C1 - 18 to 38 inches: fine sandy loam
C2 - 38 to 39 inches: silty clay loam
C3 - 45 to 60 inches: stratified sand

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.60 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum in profile: 5 percent
Salinity, maximum in profile: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water storage in profile: Moderate (about 6.4 inches)

Interpretive groups

Land capability classification (irrigated): 1

Land capability classification (nonirrigated): 3c
Hydrologic Soil Group: C

Minor Components

Cropley
Percent of map unit: 7 percent

Metz
Percent of map unit: 2 percent

Sorrento
Percent of map unit: 2 percent

Pico
Percent of map unit: 1 percent

Salinas
Percent of map unit: 1 percent

Mocho, silt loam
Percent of map unit: 1 percent

Camarillo, drained
Percent of map unit: 1 percent
Landform: Alluvial flats
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear

Data Source Information

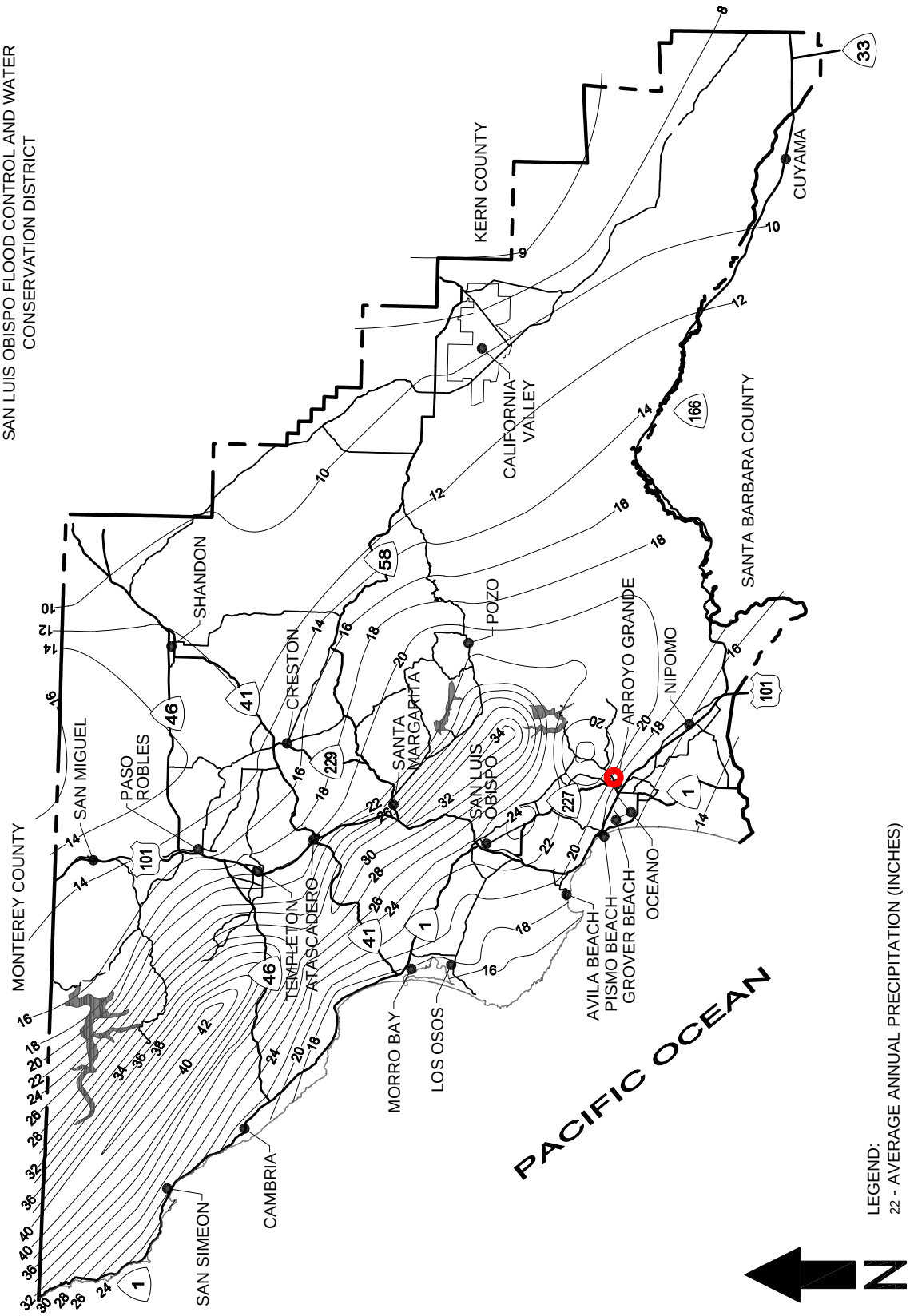
Soil Survey Area: San Luis Obispo County, California, Coastal Part
Survey Area Data: Version 7, Sep 3, 2015

Revisions					
Description	Approved	Date	Description	Approved	Date

SAN LUIS OBISPO COUNTY
AVERAGE ANNUAL PRECIPITATION

(JULY 1 THROUGH JUNE 30) FOR 42 YEAR PERIOD
FROM 1955-56 THROUGH 1997-98)

SAN LUIS OBISPO FLOOD CONTROL AND WATER
CONSERVATION DISTRICT



DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

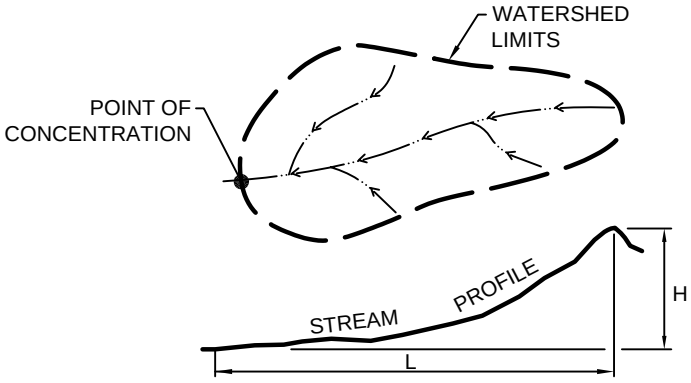
AVERAGE ANNUAL RAINFALL

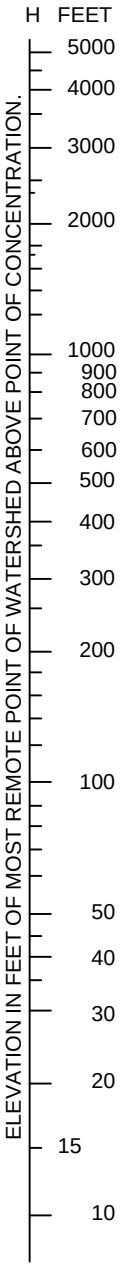
Scale:	Adopted:
NTS	2011

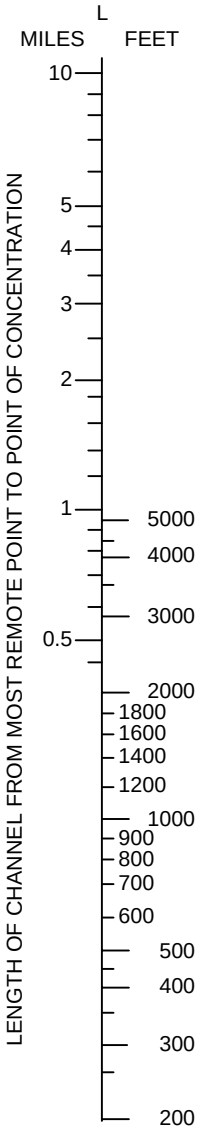
Drawing No: H-1

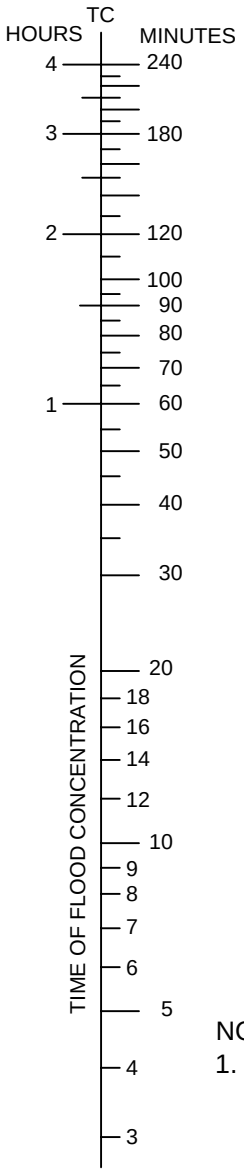
Sheet No: 1 OF 1

Revisions					
Description	Approved	Date	Description	Approved	Date
ADD REF.	GDM	NOV 08			









EQUATIONS FOR ESTIMATED "TIME OF CONCENTRATION"

$$Tc = \left(\frac{11.9L^3}{H}\right)^{0.385}$$

LEGEND:
Tc = TIME OF CONCENTRATION IN HOURS.
L = LENGTH OF CHANNEL IN MILES.
H = DIFFERENCE IN ELEVATION BETWEEN MOST REMOTE POINT AND THE POINT OF CONCENTRATION IN FEET.

NOTES:
1. THIS NOMOGRAPH IS TO BE LIMITED TO WATERSHED AREAS OF 200 ACRES OR LESS. FOR LARGER WATERSHEDS REFER TO THE DESIGN STANDARDS.

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

TIME OF CONCENTRATION

FOR WATERSHEDS LESS THAN 200 ACRES

Scale:	Adopted: 2011
Drawing No: H-2	
Sheet No: 1 OF 1	

Revisions					
Description	Approved	Date	Description	Approved	Date

TABLE 1: RATIONAL METHOD STANDARD RUNOFF COEFFICIENTS FOR DEVELOPED AREAS

TYPE OF DEVELOPMENT	SOIL TYPE	SLOPE <2%	SLOPE 2% to 10%	SLOPE >10%	FOOT NOTE
RESIDENTIAL LOTS > 20,000 SF	C	0.35	0.40	0.50	1,2
	S	0.25	0.35	0.40	1,2
RESIDENTIAL LOTS 10,000 SF TO 19,999 SF	C	0.40	0.45	0.55	1,2
"	S	0.30	0.40	0.45	1,2
RESIDENTIAL LOTS 6,000 SF TO 9,999 SF	C	0.45	0.55	0.65	1,2
"	S	0.35	0.40	0.50	1,2
PLANNED DEVELOPMENTS (PUD)	C	0.65	0.70	0.75	1,2
"	S	0.60	0.65	0.70	1,2
APARTMENTS	C	0.50	0.60	0.70	2
"	S	0.40	0.50	0.60	2
INDUSTRIAL	C	0.55	0.65	0.75	2
"	S	0.45	0.55	0.65	2
COMMERCIAL	C	0.75	0.80	0.85	2
"	S	0.70	0.75	0.80	2

FOOT NOTES:
1. ESTIMATION OF COMPOSITE "C" VALUE USING ESTIMATED IMPERVIOUS AREAS AND STD. DWG. H-3a (TABLE 2) MAY BE REQUIRED BY THE DEPARTMENT. IMPERVIOUS AND PAVED AREAS SHALL USE C=0.95.
2, ALL VALUES SHOWN ARE INTENDED TO BE MINIMUMS. HIGHER VALUES MAY BE REQUIRED BY THE DEPARTMENT.

LEGEND:
C - CLAY, ADOBE, ROCK, OR IMPERVIOUS MATERIAL
S - SAND, GRAVEL, LOAM, OR PERVIOUS MATERIAL

Using 0.75 for commercial site

NOTES:
1. COEFFICIENTS FOR RESIDENTIAL LOTS ASSUME TYPICAL SINGLE FAMILY RESIDENCE WITH ASSOCIATED GARAGE, DRIVEWAY, FLATWORK, AND LANDSCAPING. HIGHER DENSITY RESIDENTIAL DEVELOPMENTS MAY REQUIRE USING COMPOSITE COEFFICIENT EVALUATED BY THE DESIGN ENGINEER AND BASED ON PROPOSED DEVELOPMENT IMPERVIOUS AREAS.
2. FOR ALL TYPES OF DEVELOPMENT, COEFFICIENTS ARE INCLUSIVE OF ONLY THE LOT AREA OUTSIDE THE RIGHT-OF-WAY (NET LOT AREA). PAVED SURFACES BETWEEN ROAD CENTERLINE AND RIGHT-OF-WAY SHALL BE EVALUATED SEPARATELY AND INCLUDED TO DETERMINE A COMPOSITE "C" FACTOR.
3. ALL IMPERVIOUS AREAS AND PAVED AREAS SHALL USE C = 0.95.

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

RUNOFF COEFFICIENTS FOR DEVELOPED AREAS

Scale:	Adopted: 2011
Drawing No: H-3	
Sheet No: 1 OF 2	

Revisions

Description	Approved	Date	Description	Approved	Date
CORRECT TO MATCH HWY. DES. MAN.	REM	NOV 07			

TABLE 2: RATIONAL METHOD STANDARD RUNOFF COEFFICIENTS FOR UNDEVELOPED AREAS

	EXTREME	HIGH	NORMAL	LOW
RELIEF	0.28 TO 0.35 STEEP, RUGGED TERRAIN WITH AVERAGE SLOPES ABOVE 30%	0.20 TO 0.28 HILLY, WITH AVERAGE SLOPES OF 10% TO 30%	0.14 TO 0.20 ROLLING, WITH AVERAGE SLOPE OF 5% TO 10%	0.08 TO 0.14 RELATIVELY FLAT LAND, WITH AVERAGE SLOPES OF 0% TO 5% 0.09 Ex Slope=0.7% Site
SOIL INFILTRATION	0.12 TO 0.16 NO EFFECTIVE SOIL COVER, EITHER ROCK OR THIN MANTLE OF NEGLIGIBLE INFILTRATION CAPACITY	0.08 TO 0.12 SLOW TO TAKE UP WATER, CLAY OR SHALLOW LOAM SOILS OF LOW INFILTRATION 0.10 Soil Class C	0.06 TO 0.08 NORMAL; WELL DRAINED LIGHT OR MEDIUM TEXTURED SOILS, SANDY LOAMS, SILT AND SILT LOAMS	0.04 TO 0.06 HIGH; DEEP SAND OR OTHER SOILS THAT TAKES UP WATER READILY, VERY LIGHT WELL DRAINED SOILS
VEGETAL COVER	0.12 TO 0.16 NO EFFECTIVE PLANT COVER, BARE OR VERY SPARSE 0.12 Cont. cultivated crops Site	0.08 TO 0.12 POOR TO FAIR; CULTIVATION CROPS, OR L COVER, 20% OF EA OVER VER	0.06 TO 0.08 FAIR TO GOOD; ABOUT 50% OF AREA IN GOOD GRASSLAND OR WOODLAND, NOT MORE THAN 50% OF AREA IN CULTIVATED CROPS	0.04 TO 0.06 GOOD TO EXCELLENT; ABOUT 90% OF DRAINAGE AREA IN GOOD GRASSLAND, WOODLAND, OR EQUIVALENT COVER
SURFACE STORAGE	0.10 TO 0.12 NEGLIGIBLE SURFACE DEPRESSIONS FEW AND SHALLOW; DRAINAGE WAYS STEEP AND SMALL, NO MARSHES	0.08 TO 0.10 LOW; WELL DEFINED SYSTEM OF SMALL DRAINAGE WAYS, NO PONDS OR MARSHES 0.09 Normal Site	0.06 TO 0.08 NORMAL; CONSIDERABLE SURFACE STORAGE, LAKES AND POND MARSHES	0.04 TO 0.06 HIGH; SURFACE STORAGE, HIGH; DRAINAGE SYSTEM NOT SHARPLY DEFINED; LARGE FLOOD PLAIN STORAGE OR LARGE NUMBER OF PONDS OR MARSHES

(REFERENCES FIGURE 819.2A OF HIGHWAY DESIGN MANUAL)

EXAMPLE:

GIVEN: AN UNDEVELOPED WATERSHED CONSISTING OF:
1. ROLLING TERRAIN WITH AVERAGE SLOPES OF 5%
2. CLAY SOILS
3. GOOD GRASSLAND AREA
4. NORMAL SURFACE DEPRESSIONS

Total Site: 0.40

FIND: THE RUNOFF COEFFICIENT FOR THE ABOVE WATERSHED

SOLUTION:
1. RELIEF = 0.14
2. SOIL INFILTRATION = 0.08
3. VEGETAL COVER = 0.04
4. SURFACE STORAGE = 0.06

ANSWER: THE RUNOFF COEFFICIENT, C = 0.32

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

RUNOFF COEFFICIENTS FOR UNDEVELOPED AREAS

Scale:	Adopted: 2011
Drawing No: H-3a	
Sheet No: 2 OF 2	

Revisions					
Description	Approved	Date	Description	Approved	Date

TABLE 1: ANNUAL RAINFALL < 14":

Recurrence Interval (Years)	Duration							
	10 Min	15 Min	30 Min	1 Hr	2 Hr	3 Hr	6 Hr	10 Hr
2	1.00	0.90	0.60	0.40	0.26	0.22	0.18	0.14
5	1.40	1.20	0.80	0.50	0.37	0.32	0.25	0.20
10	1.70	1.40	1.00	0.60	0.44	0.38	0.30	0.23
25	2.00	1.70	1.10	0.70	0.54	0.47	0.37	0.28
50	2.20	1.90	1.30	0.80	0.60	0.53	0.44	0.34
100	2.40	2.10	1.40	0.90	0.65	0.59	0.48	0.36

TABLE 2: ANNUAL RAINFALL 14" TO 17":

Recurrence Interval (Years)	Duration							
	10 Min	15 Min	30 Min	1 Hr	2 Hr	3 Hr	6 Hr	10 Hr
2	1.30	1.10	0.80	0.50	0.35	0.30	0.23	0.18
5	1.90	1.60	1.10	0.70	0.49	0.42	0.33	0.26
10	2.30	1.90	1.30	0.80	0.60	0.51	0.40	0.30
25	2.60	2.20	1.50	1.00	0.71	0.63	0.50	0.38
50	3.00	2.50	1.70	1.10	0.81	0.74	0.60	0.47
100	3.20	2.70	1.90	1.20	0.90	0.80	0.65	0.49

TABLE 3: ANNUAL RAINFALL 18" TO 21":

Recurrence Interval (Years)	Duration							
	10 Min	15 Min	30 Min	1 Hr	2 Hr	3 Hr	6 Hr	10 Hr
2	1.70	1.40	1.00	0.65	0.44	0.37	0.29	0.22
5	2.30	1.90	1.30	0.85	0.60	0.52	0.41	0.33
10	2.80	2.40	1.60	1.03	0.74	0.64	0.50	0.38
25	3.20	2.70	1.90	1.20	0.93	0.80	0.64	0.50
50	3.70	3.10	2.10	1.40	1.05	0.92	0.74	0.58
100	4.00	3.40	2.30	1.50	1.13	1.00	0.80	0.62

TABLE 4: ANNUAL RAINFALL 22" TO 28":

Recurrence Interval (Years)	Duration							
	10 Min	15 Min	30 Min	1 Hr	2 Hr	3 Hr	6 Hr	10 Hr
2	2.10	1.80	1.20	0.77	0.55	0.47	0.36	0.28
5	2.80	2.50	1.70	1.05	0.76	0.64	0.52	0.42
10	3.60	3.00	2.10	1.30	0.92	0.81	0.64	0.48
25	3.90	3.50	2.40	1.50	1.10	0.98	0.78	0.60
50	4.50	3.90	2.60	1.70	1.28	1.15	0.94	0.72
100	5.00	4.30	2.90	1.85	1.40	1.25	0.98	0.76

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

RAINFALL INTENSITY DATA

Scale:	Adopted: 2011
Drawing No: H-4	
Sheet No: 1 OF 1	

ATTACHMENT 6

Final

August 2016

Environmental Impact Report for the East Cherry Avenue Specific Plan

SCH # 2015101067

Prepared for:
City of Arroyo Grande, Community Development Department
300 East Branch Street
Arroyo Grande, California 93420

Prepared by:
Amec Foster Wheeler Environment & Infrastructure, Inc.
104 West Anapamu Street, Suite 204A
Santa Barbara, California 93101

STATE CLEARINGHOUSE NO. 2015101067

FINAL
ENVIRONMENTAL IMPACT REPORT
FOR THE
EAST CHERRY AVENUE SPECIFIC PLAN

PREPARED FOR:

City of Arroyo Grande
Community Development Department
300 East Branch Street
Arroyo Grande, CA 93420

PREPARED BY:

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July 2016

AMEC FOSTER WHEELER ENVIRONMENT & INFRASTRUCTURE, INC. 2016.
East Cherry Avenue Specific Plan
Final Environmental Impact Report. July.
Prepared for the City of Arroyo Grande, Arroyo Grande, CA.

EXECUTIVE SUMMARY

ES-1 INTRODUCTION

The purpose of the Executive Summary and impact summary table is to provide the reader with a brief overview of the East Cherry Avenue Specific Plan (Project), the anticipated environmental effects, and the potential mitigation measures that could reduce the severity of the impacts associated with the Project. The City of Arroyo Grande (City), acting as the Lead Agency, has prepared this Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) to address the potential environmental impacts of the Project.

This EIR is an informational document that is being used by the general public and governmental agencies to review and evaluate the Project. The reader should not rely exclusively on the Executive Summary as the sole basis for judgment of the Project and its alternatives. The complete EIR should be consulted for specific information about the environmental effects and the implementation of related mitigation measures.

ES-2 PROJECT OVERVIEW

The Project site consists of three adjacent parcels under separate ownerships referred to as Subarea 1 – a 2.16-acre plot owned by SRK Hotels; Subarea 2 – a 11.62-acre plot owned by Mangano Homes, Inc.; and Subarea 3 – a 1.51-acre plot owned by the Arroyo Grande Valley Japanese Welfare Association (JWA). In total, the Project includes 15.29 acres at the southeast corner of Traffic Way and East Cherry Avenue. Subarea 1 is currently zoned as Traffic Way Mixed-Use (TMU) for the use of automobile sale and services. Subarea 2 remains undeveloped and has historically been zoned for agricultural production. Subarea 3, however, has a deep rooted history dating back to its original purchase in the 1920s by the JWA and until 2011, has been host to a variety of uses.

The Project is a Specific Plan, General Plan Amendment, Development Code Amendment and Vesting Tentative Tract Map. The intent of the Project is to develop a specific plan with mixed use and residential uses along the frontage of East Cherry Avenue and Traffic Way, with the inclusion of a circulation network consisting of collector streets and residential alleys. Subarea 1 of the Project site would be developed with a 90- to 100-room hotel and restaurant use under a Conditional Use Permit (CUP). The Project envisions the development of Subarea 2 for residential use as a 60-lot subdivision with 58 single-family

residential lots along with a 0.35-acre neighborhood park that also acts as a drainage basin. The proposed development of Subarea 3 would provide for a mix of retail, residential and visitor serving uses that expresses the ideologies of the JWA and is both compatible with and supports the local community.

ES-3 ENVIRONMENTAL IMPACT REPORT SCOPE

This EIR discusses the environmental impacts of implementing the proposed Project and identifies mitigation measures for impacts found to be potentially significant. Consistent with CEQA Guidelines, the Initial Study as well as agency and public input received during the Notice of Preparation (NOP) comment period was used to determine the scope of the analysis for this EIR.

For each impact identified in this EIR, a statement of the level of significance of the impact is provided. Impacts are categorized in one of the following categories:

- A ***beneficial*** impact would result when the proposed project would have a positive effect on the natural or human environment and no mitigation would be required.
- ***No impact*** would result when no adverse change in the environment is expected; no mitigation would be required.
- A ***less than significant*** impact would not cause a substantial change in the environment, although an adverse change in the environment may occur; only compliance with standard regulatory conditions would be required.
- A ***less than significant with mitigation*** impact could have a substantial adverse impact on the environment but would be reduced to a less-than-significant level through successful implementation of identified mitigation measures.
- A ***significant and unavoidable*** impact would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level, even after all feasible mitigation measures have been implemented to reduce the impact to the extent possible.

Determinations of significance levels in the EIR are made based on impact significance criteria and CEQA Guidelines for each environmental resource.

The EIR also presents alternatives to the Project, which include the No Project Alternative, and the Reduced Development Alternative, and a project-level assessment of the impacts

that would be associated with the implementation of each. Finally, cumulative impacts associated with a particular resource are assessed in Sections 3.1 through 3.11 of this EIR.

ES-4 NOTICE OF PREPARATION

The contents of this EIR were established based on the findings in the NOP and attached materials, as well as public and agency input during the scoping period. A copy of the NOP and comments received during the NOP review period are included in Appendix B. In accordance with Section 15082 of the State CEQA Guidelines, the NOP was prepared and distributed to responsible and affected agencies and other interested parties for a 30-day public review. The public review period for the NOP began on October 20, 2015, and ended on November 18, 2015. The NOP was sent to the State Clearinghouse at the Governor's Office of Planning and Research to solicit statewide agency participation in determining the scope of the EIR.

ES-5 SUMMARY OF PROJECT IMPACTS

The significance of each impact resulting from implementation of the Project has been determined according to CEQA thresholds. Table ES-1 presents a summary of the impacts, mitigation measures, and residual significance of those impacts from implementation of the Project. In summary, the Project would result in significant and unavoidable Project-level and cumulative impacts to City intersections related to transportation and traffic.

ES-6 SUMMARY OF CUMULATIVE IMPACTS

In order to assess cumulative impacts, this EIR uses a combination of the list method and General Plan projection method approaches that includes programs included in the City's General Plan as well as specific past, present, and probable future projects that are reasonably foreseeable that could produce related or cumulative impacts, including, if necessary, those projects outside the control of the Lead Agency (CEQA Guidelines Section 15130). Cumulative impacts for more complex resource sections such as Air Quality and Greenhouse Gases, Transportation and Traffic, and Hydrology and Water Quality, have been assessed in regards to General Plan build-out projections for the City. Cumulative impacts associated with a particular resource are assessed in Sections 3.1 through 3.11 of this EIR.

ES-7 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines state that an "EIR shall describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project, and evaluate the comparative merits of the alternatives" (Section 15126.6). This EIR discusses alternatives to the proposed Project, including the No Project Alternative, Reduced Development Alternative, and alternatives that were considered and discarded. Each of these considers the ability of a particular alternative to substantially reduce or eliminate the Project's significant environmental impacts, while still meeting basic Project objectives. The alternatives analyzed in the EIR include:

CEQA "No Project" Alternative

Under the No Project Alternative, the Project would not be approved. This alternative could result in two possible outcomes. Under one possible outcome, the No Project Alternative would be a continuation of the existing setting. The Project site would remain vacant for the foreseeable future and no development would occur. A second possible outcome of the No Project Alternative would be development of the Project site in accordance with the City's existing zoning and General Plan/Land Use Map. Overall, neither outcome of the No Project Alternative would achieve the stated Project objectives. The No Project Alternative would reduce the magnitude of impacts to traffic and agricultural resources; however, these impacts could still potentially be significant under the No Project Alternative.

Reduced Development Alternative

The Reduced Development Alternative is designed to meet the central objectives of the proposed East Cherry Avenue Specific Plan, namely, to provide for historical, recreational, and residential opportunities that both complement and augment the existing uses in the City. However, this alternative would reduce the scale and intensity of proposed development, and associated trip generation and intersection congestion, air pollutants, and GHG emissions generated by new source of automobile trips.

Overall, this alternative would reduce impacts to transportation, air quality and GHG emissions. However, LOS impacts at the East Grand Avenue/West Branch Street would continue to be significant and unavoidable, as they are under the proposed Project.

ES-8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 5-1 in Section 5.0, *Alternatives*, summarizes the environmental impacts associated with the proposed Project and the analyzed alternatives. CEQA Guidelines Section 15126.6 states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

Table ES-2 summarizes the environmental impacts associated with the proposed Project and the analyzed alternatives. Of the alternatives considered, the No Project Alternative would result in the fewest impacts as no development would occur within Subareas 2 and 3; therefore, it is environmentally superior. Of the development alternatives, the *Reduced Development Alternative* is considered to be the environmentally superior development alternative since impacts would be reduced to a less than significant level, except for anticipated significant and unavoidable long-term impacts to traffic and transportation at the East Grand Avenue/West Branch Street intersection. With implementation of this alternative, impacts to the East Grand Avenue/West Branch Street intersection would be reduced, although impacts to this intersection would not be fully reduced to a less than significant level. As this alternative would reduce all but one impact to a less than significant level with required mitigation, the Reduced Development Alternative is considered to be the environmentally superior alternative.

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts

Impacts	Mitigation Measures	Residual Significance
3.1 Aesthetics and Visual Resources		
Impact VIS-1. Implementation of the Project would result in adverse effects to the existing scenic resources present at the site and surrounding areas.	MM VIS-1a	Less than Significant with Mitigation
Impact VIS-2. The proposed Project would result in a significant change in the existing visual characteristics of the site.	None required	Less than Significant
Impact VIS-3. Construction of the Project would create short-term disruption of scenic resources for the residents and travelers along East Cherry Avenue and Traffic Way.	None required	Less than Significant
Impact VIS-4. The proposed Project would introduce new sources of nighttime light, impacting the quality of the nighttime sky and increasing ambient light.	MM VIS-4a	Less than Significant with Mitigation
3.2 Agricultural Resources		
Impact AG-1. The proposed Project would result in the direct conversion of a site that includes agricultural capabilities, including prime soils and historic agricultural production. However, because of the limited size of the site, and its context amidst adjacent non-agricultural land uses, conversion of the site to non-agricultural uses is considered less than significant based on the LESA methodology.	None required	Less than Significant
Impact AG-2. The proposed Project would result in the conversion of agricultural land uses within the Project site, creating potentially significant impacts with respect to consistency with City Goal Ag1 and related policies in the Agriculture, Conservation, and Open Space Element, which seek protection of prime farmland.	MM AG-2a	Less than Significant with Mitigation
3.3 Air Quality - GHG		
Impact AQ-1. The proposed Project would result in potentially significant short-term construction-related air quality impacts from dust and air pollutant emissions generated by grading and construction equipment operation.	MM AQ-1a MM AQ-1b MM AQ-1c MM AQ-1d	Less than Significant with Mitigation
Impact AQ-2. The proposed Project would result in potentially significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions.	MM AQ-2a MM AQ-2b	Significant and Unavoidable
Impact AQ-3. Release of toxic diesel emissions during initial construction and long-term operation of the proposed Project could expose nearby sensitive receptors to such emissions.	MM AQ-3a MM AQ-3b	Less than Significant with Mitigation

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Significance
Impact AQ-4. Construction and operation of the proposed Project would result in less than significant impacts to global climate change from the emissions of greenhouse gases if the Project is consistent with the City's Climate Action Plan.	MM AQ-2b	Less than Significant
Impact AQ-5. The proposed Project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan.	MM AQ-2b MM AQ-5a	Significant and Unavoidable
3.4 Biological Resources		
Impact BIO-1. Project construction and major alteration of the Project site would result in a loss of low-value agricultural and disturbed ruderal habitats and potential indirect impacts to the adjacent oak woodland habitat.	MM BIO-1a	Less than Significant with Mitigation
Impact BIO-2. Project construction and operation has the potential to create significant impacts to the movement of native resident or migratory wildlife on the Project site.	MM BIO-2a	Less than Significant with Mitigation
Impact BIO-3. The Project has the potential to conflict with local policies or ordinances protecting biological resources.	None required	Less than Significant
3.5 Hazards and Hazardous Materials		
Impact HAZ-1. Implementation of the proposed Project would include the use of small quantities of hazardous materials during construction and operation, but would not could create a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials.	None required	Less than Significant
Impact HAZ-2. Implementation of the proposed Project could 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.	MM HAZ-2a MM HAZ-2b MM HAZ-2c	Less than Significant with Mitigation
Impact HAZ-3. The proposed Project would have a low potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	None required	Less than Significant
Impact HAZ-4. Implementation of the proposed Project could expose people or structures to a significant risk of loss, injury, or death involving wildland fire, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	MM HAZ-4a MM HAZ-4b MM HAZ-4c MM HAZ-4d MM HAZ-4e	Less than Significant with Mitigation

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Significance
3.6 Hydrology and Water Quality		
Impact HYD-1. Construction of the proposed Project has the potential to significantly impact surface water quality from increased erosion, sedimentation and polluted runoff.	MM HYD-1a MM HYD-1b MM HYD-1c MM HYD-1d	Less Than Significant with Mitigation
Impact HYD-2. Irrigation of the proposed cultural gardens on Subarea 3 would draw water from the Santa Maria Groundwater Basin, resulting in incremental impacts to groundwater resources	None Required	Less Than Significant
Impact HYD-3. The proposed Project would alter existing onsite drainage systems, resulting in potential impacts to erosion, siltation, and flooding on and off the site.	MM HYD-3a MM HYD-3b MM HYD-3c	Less Than Significant with Mitigation
Impact HYD-4. The proposed Project is located outside a 100-year flood hazard area and presents less than significant issues regarding onsite flood hazards.	None required	Less Than Significant
Impact HYD-5. The proposed Project site is located at the base of an adjacent natural hillside that has the potential to result in a mudflow which would directly inundate the Project development.	None required	Less than Significant
3.7 Land Use and Planning Policies		
Impact LU-1. The proposed Project would not result in the physical divide of an established community.	None required	Less than Significant
Impact LU-2. The proposed Project would not conflict with any habitat conservation plans or natural community conservation plans as none exist within the Project vicinity.	None required	No Impact
Impact LU-3. The site design of the proposed Project is potentially inconsistent with adopted City policies designed to protect public views, recreational resources, and reduce the threat to new developments from fire.	MM VIS-1a MM VIS-4a MM AG-1a MM HAZ-4a-e MM REC-1a	Less than Significant with Mitigation
3.8 Noise		
Impact NOI-1. Short-term construction activities would temporarily generate adverse noise and vibration levels that would exceed thresholds established in the City's General Plan Noise Element.	MM TRANS-1a MM NOI-1a MM NOI-1b	Less than Significant with Mitigation
Impact NOI-2. Long-term noise impacts from vehicle traffic associated with the Project would result in increased noise levels to sensitive receptors of up to 1.4 CNEL; however, this increase would be indiscernible to the human ear and not exceed federal, state, or City noise criteria.	None required	Less than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Significance
Impact NOI-3. Long-term operational noise impacts associated with the Project from the operation of stationary equipment and site maintenance activities could result in the exceedance of thresholds in the City's General Plan Noise Element.	MM NOI-3a MM NOI-3b	Less than Significant with Mitigation
3.9 Recreation		
Impact REC-1. The proposed Project would increase the use of and need for recreational facilities, resulting in potential increase physical deterioration of existing recreational facilities.	MM REC-1a	Less Than Significant with Mitigation
Impact REC-2. The proposed Project includes the construction of recreational facilities which may have an adverse effect on the physical environment.	None required	Less than Significant
3.10 Transportation and Traffic		
Impact TRANS-1. Project construction activities would potentially create short-term traffic impacts due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane and sidewalk closures, and loss of on-street parking.	MM TRANS-1a	Less than Significant with Mitigation
Impact TRANS-2. Project generated traffic would potentially cause the LOS at the Fair Oaks Avenue/Traffic Way intersection to deteriorate from acceptable to unacceptable LOS in both the AM and PM peak hours, causing a significant impact. With installation of a traffic signal, intersection LOS would be maintained at acceptable LOS.	MM TRANS-2a	Less than Significant with Mitigation
Impact TRANS-3. Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D.	MM TRANS-3a MM TRANS-3b	Significant and Unavoidable
Impact TRANS-4. Project generated traffic would potentially cause incremental increases in delays at the Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue intersection which operates at unacceptable LOS E during AM peak hour. However, increased delays would not exceed City standards.	None required	Less than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Significance
Impact TRANS-5. The proposed Project would potentially create conflicts with turning movements at driveways and intersections on the Project site.	MM TRANS-5a (Recommended)	Less than Significant
Impact TRANS-6. The proposed Project would potentially generate and attract trips to and from U.S. Highway 101, incrementally increasing congestion of the region's main highway.	None required	Less than Significant
Impact TRANS-7. The proposed Project would potentially increase demand for transit services in an underserved area, presenting a barrier to both transit dependent and non-transit dependent households for using transit.	MM AQ-5a	Less than Significant
3.11 Utilities and Services		
Impact UT-1. Implementation of the proposed Project would not exceed the wastewater capacity of the SSLOCSD Wastewater Treatment Plant.	None required	Less Than Significant
Impact UT-2. The proposed Project would require the expansion of existing utility infrastructure including water, sewer, gas and electricity into the site; the construction of which would cause less than significant environmental effects.	MM AQ-1a MM AQ-1b MM AQ-1c MM AQ-1d MM BIO-1a MM NOI-1a MM NOI-1b	Less Than Significant with Mitigation
Impact UT-3. Implementation of the Project would result in as overall decrease in water demand compared to historic water demand and would not significantly impact the City's water supply or water infrastructure.	None required	Less Than Significant
Impact UT-4. The proposed Project would generate additional solid waste needing disposal at the Cold Canyon Landfill; however, impacts would be less than significant.	None required	Less Than Significant
Impact UT-5. The proposed Project would increase demand for fire protection, police protection, and public school services.	None required	Less Than Significant

Table ES-2. Impact Comparison of Alternatives to the Proposed Project

Resource	Proposed Project Residual Impact	No Project	Reduced Development
Aesthetics & Visual Resources	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Agricultural Resources	Less than Significant with Mitigation	Less (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Air Quality & GHG Emissions	Less than Significant with Mitigation	Less (Less than Significant)	Less (Less than Significant with Mitigation)
Biological Resources	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Hazards & Hazardous Materials	Less than Significant with Mitigation	Similar (Less than Significant)	Similar (Less than Significant with Mitigation)
Hydrology & Water Quality	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Land Use	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Noise	Less than Significant with Mitigation	Less (Less than Significant)	Slightly Less (Less than Significant with Mitigation)
Recreation	Less than Significant with Mitigation	Less (No Impact)	Less (Less than Significant with Mitigation)
Transportation & Traffic	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)
Utilities & Public Services	Less than Significant with Mitigation	Less (Less than Significant)	Slightly Less (Less than Significant with Mitigation)
Project Objectives Met?	Yes	No	Yes

ENVIRONMENTAL IMPACT REPORT FOR THE EAST CHERRY AVE SPECIFIC PLAN FOR THE CITY OF ARROYO GRANDE, CA

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LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	average daily trips
af	acre-feet
afy	acre-feet per year
AGCFCP	Arroyo Grande Creek Flood Control Project
AGPD	Arroyo Grande Police Department
AHERA	Asbestos Hazard Emergency Response Act
Amec Foster Wheeler	Amec Foster Wheeler, Environment and Infrastructure, Inc.
APCD	Air Pollution Control District
ARC	Architectural Review Committee
AWSC	all-way stop-control
BMP	best management practice
C/OS	Conservation/Open Space
Cal/OSHA	California Division of Occupational Safety and Health Administration
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
cf	cubic feet
CF	Community Facilities
CFR	Code of Federal Regulations
City	City of Arroyo Grande
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CUP	conditional use permit
CWA	Clean Water Act
cy	cubic yard
D-2.11	Design Overlay District
dB	decibel
dBA	A-weighted decibel scale
DDT	dichloro-diphenyl-trichloroethane
DTSC	California Department of Toxic Substances Control
EC	Education Code

EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FCFA	Five Cities Fire Authority
FCWCD	Five Cities Water Control District
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
Fire District	Five Cities Fire Authority
FMMP	Farmland Mapping and Monitoring Program
FRAP	Fire and Resource Assessment Program
FTA	Federal Transit Administration
GHG	greenhouse gases
gpd	gallons per day
HCM	Highway Capacity Manual
HOA	Home Owners Association
HSC	Health and Safety Code
HVAC	heating, ventilation, and air conditioning
in/sec	inches per second
IRWM	Integrated Regional Water Management Plan
IS	Initial Study
ITE	Institute of Transportation Engineers
JWA	Japanese Welfare Association
KVA	Key Viewing Area
kWh	kilowatt-hours
lbs	pounds
L_{dn}	day-night average noise level
LE	Land Evaluation
LED	light-emitting diode
L_{eq}	equivalent energy noise level
LESA	Land Evaluation and Site Assessment
LID	Low Impact Development
LIM	Land Inventory and Monitoring
L_{min}	minimum instantaneous noise level
L_{max}	maximum instantaneous noise level
LOS	Level of Service
LRA	Local Responsibility Area
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MND	mitigated negative declaration
mph	miles per hour
msl	mean sea-level

MS4s	municipal separate storm sewer systems
MUTCD	Manual on Uniform Traffic Control Devices
NAHC	Native American Heritage Commission
National Contingency Plan	National Oil and Hazardous Substances Pollution Contingency Plan
NCES	National Center for Educational Statistics
NESHAP	National Emission Standard for Hazardous Air Pollutants
NKT	NKT Development, LLC
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
OPR	Office of Planning Research
OSHA	Occupational Safety and Health Administration
PEA	Preliminary Endangerment Assessment
PG&E	Pacific Gas & Electric
PM	particulate matter
Project	East Cherry Avenue Specific Plan
RCP	reinforced concrete pipe
RNDBT	roundabout
RTP	Regional Transportation Plan
RV	recreational vehicle
RWQCB	Regional Water Quality Control Board
SA	Site Assessment
SB	Senate Bill
SCG	Southern California Gas Company
SCT	South County Transit
School District	Lucia Mar Unified School District
sf	square foot
SGMA	Sustainable Groundwater Management Act
SII	Sage Institute, Inc.
SLOCOG	San Luis Obispo Council of Governments
SLOCTM	San Luis Obispo Citywide Traffic Model
SLOFCWCD	San Luis Obispo Flood Control and Water Conservation District
SLORTA	San Luis Obispo Regional Transit Authority
SoCal Gas	Southern California Gas Company
SSLOCSD	South San Luis Obispo County Sanitation District
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCE	trichloroethylene

thm	therms
TIA	Transportation Impact Analysis
TMDL	Total Maximum Daily Load
TMU	Traffic Way Mixed-Use
tpd	tons per day
TRB	Transportation Research Board
TRI	Toxic Release Inventory
TWSC	two-way stop-control
U.S.	United States
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
VdB	vibration decibels
VMT	vehicle miles traveled
VMU	Village Mixed-Use
VR	Village Residential
WWTP	wastewater treatment plant

1.0 INTRODUCTION

1.1 OVERVIEW

This Environmental Impact Report (EIR) evaluates the proposed East Cherry Avenue Specific Plan (Project) in the City of Arroyo Grande (City), California. The EIR was prepared by Amec Foster Wheeler, Environment and Infrastructure, Inc. (Amec Foster Wheeler) in cooperation with City of Arroyo Grande staff. This EIR discloses the findings of the City regarding potential impacts of adoption and implementation of the proposed Project.

The 15.29-acre Project site, currently undeveloped and mostly used for agriculture, is proposed for hotel and restaurant uses along Traffic Way, 58 housing units, and a 1.51-acre area proposed for Japanese cultural garden, historic orchard, commercial uses, and senior housing.

The Project site consists of three adjacent parcels under separate ownerships referred to as Subarea 1 – a 2.16-acre plot owned by SRK Hotels; Subarea 2 – a 11.62-acre plot owned by Mangano Homes, Inc.; and Subarea 3 – a 1.51-acre plot owned by the Arroyo Grande Valley Japanese Welfare Association (JWA). In total, the Project includes 15.29 acres at the southeast corner of Traffic Way and East Cherry Avenue. Subarea 1 is currently zoned as Traffic Way Mixed-Use (TMU) for the use of automobile sale and services. Subarea 2 remains undeveloped and has historically been zoned for agricultural production. Subarea 3, however, has a deep rooted history dating back to its original purchase in the 1920s by the JWA and until 2011, has been host to a variety of uses.

The Project is a Specific Plan, General Plan Amendment, Development Code Amendment and Vesting Tentative Tract Map. The intent of the Project is to develop a specific plan with mixed-use and residential uses along the frontage of East Cherry Avenue and Traffic Way, with the inclusion of a circulation network consisting of collector streets and residential alleys. Subarea 1 of the Project site would be developed with a 90- to 100-room hotel and restaurant use under a Conditional Use Permit (CUP). The Project envisions the development of Subarea 2 for residential use as a 60-lot subdivision with 58 single-family residential lots along with a 0.35-acre neighborhood park that also acts as a drainage basin. The proposed development of Subarea 3 would provide for a mix of retail, residential and

visitor serving uses that expresses the ideologies of the JWA and is both compatible with and supports the local community.

1.2 PURPOSE AND LEGAL AUTHORITY

This EIR was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines, published by the Resources Agency of the State of California (Title 14, California Code of Regulations 15000 et. seq.), and the City's procedures for implementing CEQA. It is intended to provide information to public agencies, decision-makers, and the general public regarding the environmental impacts that would result from implementation of the Project. Under the provisions of CEQA, "the purpose of the environmental impact report is to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which significant effects can be mitigated or avoided" (Public Resources Code 21002.1[a]). In a practical sense, this EIR functions as a tool for fact-finding, allowing the public and the City an opportunity to collectively review and evaluate baseline existing conditions and the Project's potential to result in environmental impacts through a full disclosure process. Additionally, this EIR provides the primary source of environmental information for the City to consider when exercising any permitting or approval authority directly related to the Project.

The CEQA process was established to enable public agencies to evaluate a project in terms of its environmental consequences, to examine and implement methods of eliminating or reducing any potentially adverse impacts, and to consider alternatives to the project. While CEQA Section 15021(a) requires that major consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, taking into account economic, legal, social, and technological factors.

Although the Project takes the form of a specific plan, this EIR contains a Project-level environmental review that fulfills the requirement of a Project-level EIR. As defined in CEQA Guidelines Section 15161, a Project EIR examines the environmental impacts of a specific development project and focuses primarily on the changes in the environment that would result from the Project. The EIR examines all phases of the Project including planning, construction, and operation.

Pursuant to CEQA Guidelines Section 15182, where a public agency prepares an EIR on a specific plan, future residential projects that conform to the specific plan would not require

further environmental review, as long as the residential development is within the scope of the EIR, no new environmental effects are anticipated to occur, and no new mitigation measures are required for the residential development.

The City prepared an Initial Study (IS) for the Project in August 2015, made publicly available through the Notice of Preparation (NOP) distribution process in October 2015, which found that the Project may have potentially significant impacts to the following resources: aesthetics, agriculture, air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation, and utilities (see Appendix A). Pursuant to Section 21080(d) of the Public Resources Code and Section 15064(f)(1) of the CEQA Guidelines, if there is a fair argument supported by substantial evidence that a project may have a significant effect on the environment, the Lead Agency shall prepare an EIR, even when other substantial evidence has been presented that a project will not have a significant effect. Consequently, the City has determined that the preparation of an EIR would be required to analyze potential environmental impacts of the Project.

In compliance with the procedural requirements of CEQA, the City performed a public scoping process consistent with Section 15083 of the CEQA Guidelines. The public was provided an opportunity to comment on the scope of the EIR through a NOP released on August 14, 2015, which was distributed to federal, state, regional, and City agencies, neighborhood groups. The NOP comment period ran from August 14, 2015 through September 14, 2015, and a public hearing was held on August 26, 2015. During the NOP comment period, City received 30 written comment letters. Comments received during the NOP comment period were considered during EIR preparation and are included in Appendix B.

The Draft EIR has been distributed to federal, state, regional, and City agencies, neighborhood groups, and NOP commenters. The Final EIR is available for review online at the City's Community Development Department website at: http://www.arroyogrande.org. Comments received on the Draft EIR during the public review period that ran from April 11, 2016 to May 26, 2016 are addressed in the Final EIR within Section 8.0, *Response to Comments*. Changes to the Final EIR are made in ~~strikethrough~~ and <u>underline</u> format.

1.3 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City of Arroyo Grande is the Lead Agency under whose authority this document has been prepared. The City has primary discretionary authority to determine whether to approve the Project.

Responsible and other agencies are public agencies responsible for certain discretionary Project approvals or implementing specific components of the Project. These include:

- Regional Water Quality Control Board (RWQCB)
- California Department of Fish and Wildlife (CDFW)
- San Luis Obispo County Air Pollution Control District (APCD)

In addition, trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have legal authority for approval of the Project. The CDFW is considered the only trustee agency for this Project, pursuant to CEQA Section 15386, with regard to fish and wildlife, and native plants designated rare and endangered.

1.4 SCOPE OF THE EIR

This EIR assesses the potential environmental impacts that could occur with implementation of the Project. The scope of the EIR includes evaluation of potentially significant environmental issues identified in the IS and raised in response to the NOP and during scoping discussions. The IS and NOP scoping process determined that the Project may result in potentially significant impacts with respect to the following issue areas, which are addressed in detail in this EIR:

- Aesthetics and Visual Resources
- Agricultural Resources
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Recreational Resources
- Transportation and Traffic
- Utilities and Public Service
- Other Required CEQA Disclosures

This EIR addresses the issues referenced above and identifies potential environmental impacts, including Project-specific and cumulative effects of the Project, in accordance with the provisions set forth in the CEQA Guidelines. In addition, the EIR recommends feasible mitigation measures, where necessary, that would reduce or eliminate adverse environmental effects. In accordance with CEQA Guidelines Section 15128 (Effects Not Found to Be Significant), environmental impacts related to Geology and Soils, and Mineral Resources were not considered significant, and are discussed in Section 4.0, *Other CEQA Considerations.*

A summary of cumulative impacts, which gives consideration to other projects in the vicinity, are described in each resource section within Section 3.0, *Environmental Impact Analysis and Mitigation Measures*. Cumulative project analyses represent a comprehensive assessment of potential impacts on City resources using a list of past, present, and probable future projects capable of producing related or cumulative impacts.

Consistent with CEQA Guidelines (Section 15126.6[d]), this EIR includes the assessment of a reasonable range of alternatives to the Project that could feasibly attain the project objectives while avoiding or substantially lessening any of the significant effects of the Project. Please refer to Section 5.0, *Alternatives*.

1.5 AREAS OF KNOWN PUBLIC CONTROVERSY

Section 15123 of the CEQA Guidelines states that an EIR shall identify areas of controversy known to the Lead Agency, including issues raised by the agency and the public. Based on comments received from the public hearing and responses received during the NOP comment period, the following issues are known to be of concern and may be controversial. Each issue is further evaluated in the EIR:

- Permanent loss of prime agricultural land;
- Adequacy of utility infrastructure and dependent resources, including the existing water system and available water supply;
- Construction-related impacts such as interference with pedestrian and vehicle traffic circulation, dust, and other emissions;
- Potential impacts associated with stormwater runoff into the drainage channel along the southern Project site boundary;
- Potential impacts to sensitive biological resources within, and adjacent to the south of the Project site; and,
- Potential to obstruct views of the Santa Lucia Range and adjacent natural hillsides, as well as disrupt the visual character of the area.

1.6 ORGANIZATION OF THE EIR

This EIR is organized into the following sections:

- Section 1.0, *Introduction*, summarizes the background of the Project and explains the environmental review process.
- Section 2.0, *Project Description*, provides a detailed description of Project specifications, Project and area settings, applicable federal, state, and local regulations.
- Section 3.0, *Environmental Impact Analysis and Mitigation Measures*, provides analysis of existing environmental conditions, specific project impacts, mitigation measures, residual impacts, and cumulative impacts.
- Section 4.0, *Other CEQA Considerations*, identifies significant and irreversible, growth-inducing, and unavoidable effects, as well as resources areas that would not be significantly affected by the Project.
- Section 5.0, *Alternatives*, describes alternatives to the Project, and identifies the Environmentally Superior Alternative.
- Section 6.0, *List of Preparers*, identifies the EIR Project team.
- Section 7.0, *References*, provides information about resources used in the preparation of the EIR.
- Section 8.0, *Response to Comments*, includes responses to all written and oral comments received from the public, organizations, and agencies on the Draft EIR.
- Appendices to the EIR include the IS, NOP and NOP comment letters, and supporting technical studies used as a basis of information and analyses in preparation of the EIR.

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

View north east of the 15.29-acre Project site proposed for hotel and restaurant uses along Traffic Way, 58 single-family housing units, and a 1.51-acre area proposed for a Japanese cultural garden, historic orchard, commercial uses, and senior housing.

SRK Hotels, Mangano Homes, Inc., and Arroyo Grande Valley Japanese Welfare Association (JWA) (Applicants) propose a Specific Plan, General Plan Amendment, Development Code Amendment, Vesting Tentative Tract Map, and related Conditional Use Permits (CUPs) to permit integration and development of three subareas encompassing 15.29 acres, which collectively comprise the East Cherry Avenue Specific Plan (Project). The Project is intended to serve as the City of Arroyo Grande's (City) long-range plan for the development and ongoing use of the various properties within the boundaries of the Specific Plan area (Project site). The Project site is divided into three subareas. The City's Land Use Map specifically identifies a 2.16-acre portion of the Project site (referred to as Subarea 1) as a mixed-use development area generally limited to the use of automobile sales and services, while the remainder of the Project site (Subareas 2 and 3) are currently designated for agricultural land uses. However, the entire Project site is contained within a Specific Plan Overlay District, requiring preparation of a specific plan to address key planning and environmental issues, such as housing, economic development, availability of water resources, open space and agricultural land preservation, traffic and circulation, and neighborhood compatibility and character (City of Arroyo Grande 2009).

The Applicants propose the adoption and implementation of the East Cherry Avenue Specific Plan, General Plan and Land Use Map amendment, Development Code and Zoning Map amendment, Agriculture, Conservation and Open Space Element's Creek Locations Map amendment, Vesting Tentative Tract Map (for Subarea 2) and Conditional Use Permit (for proposed uses within Subareas 1 and 3, at this time), which provide a detailed set of standards and requirements to guide development of the property. The Specific Plan details the designation of land uses, designation of required access and

circulation elements, location and sizing of infrastructure, phasing of development, financing methods for public improvements, and the establishment of standards of development. Beneficial features called for in Specific Plan developments include residential clustering, maintaining open spaces, mixed uses, and designs that are sensitive to the site as a whole and its setting.

The proposed Project would coordinate the three subareas and provide for a range of uses including both commercial and residential. The Project includes an approximate 90- to 100-room hotel and standalone restaurant (Subarea 1 – 2.16 acres); single-family residences (Subarea 2 – 11.62 acres); and an area of assembly, limited commercial uses, attached residential housing, and gardens and orchards (Subarea 3 – 1.51 acres).

2.2 PROJECT APPLICANTS AND REPRESENTATIVES

Subarea	Applicant	Representative	Architect
1	SRK Hotels 611 El Camino Real, Arroyo Grande, CA 93420	C.M. Florence, AICP Oasis Associates, Inc. 3427 San Miguelito Court San Luis Obispo, CA 93401	RRM Design Group Randy Russon 3765 South Higuera St, Suite 102 San Luis Obispo, CA 93401
2	Mangano Homes, Inc. 735 Tank Farm Road San Luis Obispo, CA 93401	C.M. Florence, AICP Oasis Associates, Inc. 3427 San Miguelito Court San Luis Obispo, CA 93401	RRM Design Group Randy Russon 3765 South Higuera Street, Suite 102 San Luis Obispo, CA 93401
3	Arroyo Grande Valley Japanese Welfare Association (JWA) 715 Grand Avenue, Suite A Arroyo Grande, CA 93420	Margaret ~~Ikeal~~ Ikeda 1701 MLK, Jr. Way Berkeley, CA 94709	Assembly Design Even Jones 1701 MLK, Jr. Way Berkeley, CA 94709

2.3 EXISTING PHYSICAL SETTING

2.3.1 Project Location

The Project site encompasses 15.29 acres of mostly undeveloped and agricultural land at the southern commercial gateway of the City of Arroyo Grande (Figure 2-1). The Project site consists of five parcels with street addresses of 490 and 112 East Cherry Avenue, and 501 Traffic Way, all properties owned under three separate entities, and related subareas, as shown in Table 2-1.

Table 2-1. East Cherry Avenue Specific Plan Properties

Subarea	Current Ownership	APN	Land Use/ Existing Zoning	Existing Acreages
1	SRK Hotels	076-621-076, -077, -078	Mixed-Use/ Traffic Way Mixed-Use (TMU D-2.11)	2.16
2	Mangano Homes, Inc.	076-621-079	Agriculture/ Agriculture	11.62
3	Arroyo Grande Valley Japanese Welfare Association (JWA)	076-210-001	Agriculture/ Agriculture	1.51
Total Acres				**15.29**

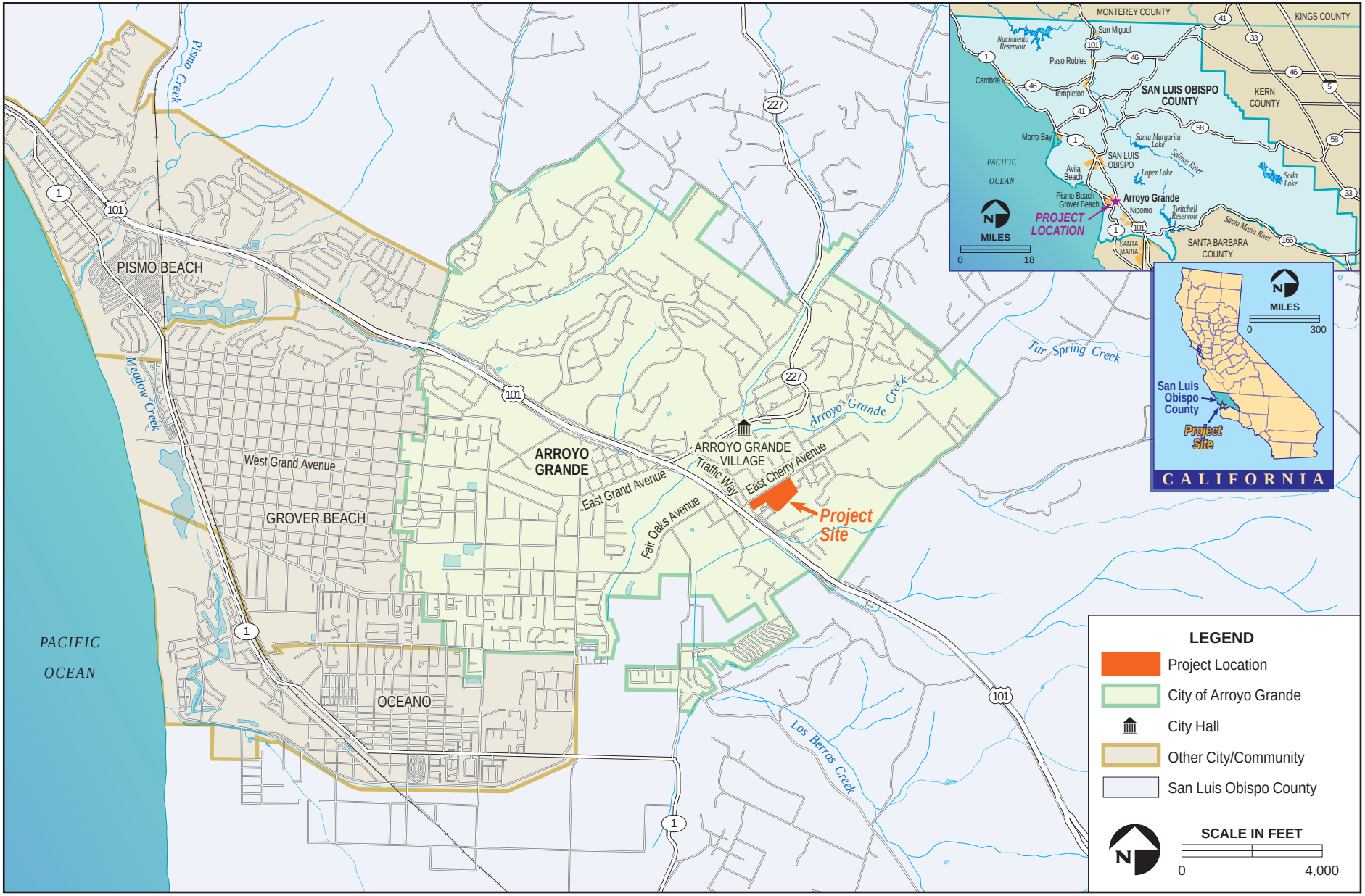
Notes: TMU D-2.11 - Traffic Way Mixed-Use with D-2.11 Design Overlay.
Source: City of Arroyo Grande 2015a.

The site is situated north of the Vagabond Mobile Home Park, single-family residences, and the Saint Barnabas' Episcopal Church; east of Traffic Way and its interchange with U.S. Highway 101; south of East Cherry Avenue; and west of Launa Lane and Los Olivos Lane (Figure 2-2).

2.3.2 Project Vicinity

The Project site is located in the City of Arroyo Grande, which is within San Luis Obispo County. Topography in the Project vicinity is relatively level on the Project site and to the north and west; however, the southern boundary of the site forms the base of steeper oak woodland hillsides that slope up towards the southeast. Vegetation in the Project vicinity consists primarily of grasslands, low lying drainages, and agricultural fields. Mature trees within the region are generally located within established windrows, along riparian corridors of three tributaries to Arroyo Grande Creek (Tally Ho, Tar Springs, and Los Berros Creeks) that flow through the watershed, or as landscaping in developed areas.

The Project site is located at the southern commercial gateway to Arroyo Grande. Land use is characterized by a mix of undeveloped open areas and urban development. Existing nearby development consists primarily of single-family residential neighborhoods beyond to the north, single-family residential neighborhoods and agricultural fields beyond to the east, commercial establishments located along the Traffic Way corridor and U.S. Highway 101 beyond to the west, and a mix of residential, commercial, religious, and undeveloped open areas to the south, including Mobil Gas Station, Vagabond Mobile Home Park, and St. Barnabas' Episcopal Church bordering the southern boundary of the Project site.



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Project Vicinity

FIGURE 2-1

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Project Site

FIGURE 2-2

U.S. Highway 101 is located approximately 200 feet southwest of Project site and provides regional access to the Project vicinity via the Traffic Way interchange approximately 400 feet to the south. Traffic Way is an arterial street that links the Project site with the central portions of the City to the northwest via connections to Fair Oaks Avenue and East Grand Avenue, which allows access west across U.S. Highway 101. East Cherry Avenue, a two-lane collector roadway, serves as the northern boundary of the Project site and traverses the southeastern portion of the City, connecting to Branch Mill Road, Lopez Drive, and Lopez Lake.

2.3.3 Project Site

The Project site consists of mostly undeveloped and agricultural land and is generally level at an elevation of approximately 88 feet (NKT Development 2015). Existing features include agricultural fields, row crops, ruderal (weedy) vegetation in disturbed areas along the edges of agricultural fields, oaks and non-native trees in the eastern portion of the site (Subarea 3), and a drainage feature with associated riparian habitat located at the toe of the slope approximately 20 feet from the southern border of the Project site. This drainage feature, created in this location due to the historical agricultural activities, conveys sheet flows from the hillside from the adjacent St. Barnabas' Church property.

The Project site is bordered to the southeast by a Mobil Gas Station and the Vagabond Mobile Home Park located on Traffic Way.

View north across East Cherry Avenue; the site is bordered by residential development and the Five Cities Swim School.

Subareas 1 and 2 are generally level and under agricultural production (e.g., broccoli, lettuce, cabbage and celery).

Subarea 3, owned by the Arroyo Grande Valley JWA, currently contains a small storage structure, a mobile home, and storage for a few boats.

Subareas 1 and 2 are currently undeveloped and have historically been under agricultural production. Subarea 3 was originally purchased in the 1920s by the Arroyo Grande Valley JWA, and included two houses, two garages, and accessory buildings. In the 1930s, a community hall and kitchen structure were constructed which served as a meeting place for Japanese-American cultural activities in Arroyo Grande through the 1960s. Following, the structure was used as a Boy Scout Hall and Judo Club. In 2011, the last remaining structure – the community hall – was burned down by arson (City of Arroyo Grande 2015a). Local road access to the Project site is via East Cherry Avenue, a two-lane collector roadway with an unpaved shoulder fronting the site on the north.

The Project site is adjacent to the City's southern commercial gateway, with visibility from both public viewsheds and private residences. The Project site provides transitional views with a more urban setting in the close range transitioning to hillsides and mountain views in the more distant range.

2.4 EXISTING REGULATORY SETTING

Land use and development potential within the Project site and vicinity are governed by the City's General Plan and development code, as discussed below and within the Regulatory Setting of each resource area analyzed within this Environmental Impact Report (EIR).

2.4.1 City of Arroyo Grande General Plan – Land Use Element/Land Use Map

The General Plan/Land Use Map identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and

development. The General Plan/Land Use Map is the primary plan that guides potential development of the Project site. The City's General Plan/Land Use Map specifically identifies the Project site land use as Mixed-Use (Subarea 1) and Agriculture (Subareas 2 and 3) and defines residential densities, subdivision designs, envisioned mixed uses, and design standards to address land use compatibility between varied uses onsite and with the surrounding neighborhood (City of Arroyo Grande 2003).

2.4.2 City of Arroyo Grande General Plan – Agriculture, Conservation and Open Space Element

The City's *Agriculture, Conservation and Open Space Element* identifies the importance of agricultural lands and protection of resources in the City of Arroyo Grande. Policy Ag1-4.2 requires mitigation for loss of prime farmland soils and states:

> *Possible mitigation for loss of areas having prime farmland soils may include permanent protection of prime farmland soils at a ratio of at least 1:1 and up to 2:1 with regard to the acreage of land removed from the capability for agricultural use. Permanent protection may involve, but is not limited to, dedication of a perpetual agriculture or conservation easement or other effective mechanism to ensure that the area chosen as mitigation shall not be subject to loss of its prime farmland soils. Suitability of location shall be determined by the City Council. The aim shall be to protect and preserve prime farmland soils primarily within and contiguous to City boundaries, secondly within the Urban Land Use Element area, and thirdly within the larger Arroyo Grande Valley and La Cienega Valley within the Area of Environmental Concern. Other potential mitigation measures for loss of areas having prime farmland soils include payment of in-lieu fees or such other mitigation acceptable to the City Council.*

In order to address this policy, this Project proposes offsite agricultural mitigation with conservation of agricultural land located at 1189 Flora Road in combination with the stated water rights and access considerations protection measures. On July 28, 2015 the City Council considered that the offer to conserve offsite agricultural land constitutes appropriate mitigation for the conversion of 9.79 acres of prime agricultural land within Subarea 2. This dedication did not consider potential impacts in either Subarea 1 or 3. This EIR evaluates potential agricultural impacts for all three subareas. See Section 3.2, *Agricultural Resources*, for a detailed analysis.

2.4.3 City of Arroyo Municipal Code

The intent of the zoning districts, as outlined in the City's Municipal Code (Section 16, Development Code) and applicable to the Project site, are described below.

- **Traffic Way Mixed-Use - Design Overlay District (TMU D-2.11)** – The primary purpose of the TMU district is to provide for vehicle sales and services, related retail and office uses, and visitor serving facilities convenient to both freeway traffic and vehicles or pedestrians from the nearby village area. Development standards and design guidelines are intended to enhance this specialized mix of uses at the southern gateway to Arroyo Grande, which include automobile and small truck sales and service, equipment rental, repair and related services, offices, wholesale and retail sales including outdoor display, motels, restaurants, and limited residential uses functioning as live-work units. The TMU district implements and is consistent with the Mixed-Use land use category of the General Plan.
- **Village Residential (VR)** – The primary purpose of the VR district is to provide for residential uses while preserving the character of those areas which are historic or close to historic structures. More particularly, the village residential district is intended to protect historical resources that add interest, identity, and variety to older neighborhoods, contributing to the area's quality of life by providing a visual focus on the city's rural heritage. The district is intended as an area for the preservation and development of single-family detached homes at a maximum allowable density of 4.5 dwelling units per gross acre. Per General Plan Land Use Element Policy LU2-4.2, the Development Code may provide for alternative development standards and increased density (maximum of 10 percent) in all single-family residential districts where superior neo-traditional subdivision design is proposed.
- **Village Mixed-Use (VMU) D-2.11 HCO D-2.4** – The primary purpose of the VMU district is to provide for a mixture of commercial, office, and residential uses compatible with surrounding residential districts, in small-scale pedestrian-oriented developments. Regulations for the VMU district combined with the historic character overlay district promote and preserve older architectural styles, and encourage a harmonious intermingling of other structures. This district encourages use of existing residential buildings for non-residential uses. Typical uses may include single- and multiple-family residential, specialty retail sales, professional offices, personal services and neighborhood markets. The VMU district implements and is consistent with the village core land use designation of the General Plan.

The City's Municipal Code includes two tree ordinances that are applicable to the Project site, and are described below.

- **Municipal Code Section 10.12 – Obstruction of Visibility of Driveways or Intersections –** The City of Arroyo Grande Municipal Code Section 10.12 is specifically designed to help protect motorists and pedestrians from a line of sight

obstruction due to a hedge, tree, fence or other visibility barrier. The ordinance states, "…any obstruction more than two feet in height above the level of the sidewalk or ground elevation is defined as a public nuisance." Whenever the Traffic Commission finds a public nuisance (Vision Triangle Violation) on residential, commercial or mixed-use property, a notice of abatement is issued to the property owner.

- **Municipal Code Section 12.16 – Community Tree Program –** The City of Arroyo Grande Municipal Code Section 12.16 is designed to preserve, enhance and revitalize the City's urban forest. The Community Tree Program sets forth guidelines and policies with regards to: Street tree requirements for new development; Landmark Trees; Responsibility for tree-damaged sidewalks and public improvements; Privately owned trees affecting the public right-of-way; Tree removal in residential, mixed-use and commercial zones; Public utility company requirements; Installation, maintenance and removal of trees relating to property development. Regulated trees include: street trees within the public right-of-way fronting the property, Landmark trees and any Oak trees with a trunk width over twelve (12) inches in diameter when measured four and one half (4 ½) feet from the base.

2.5 PROJECT OBJECTIVES

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines requires a statement of a project's objectives and Section 15124(b) requires that the statement of objectives includes the underlying purpose of the Project. Major objectives of the Project include:

1) To designate appropriate land uses and design guidelines within the Specific Plan that will guide future development within the Project site;
2) To provide for historical, recreational, and residential opportunities that both complement and augment the existing uses in the City;
3) To comply with the Agriculture, Conservation and Open Space Element Implementation Policy AG 14.2 with the protection and preservation of offsite agricultural lands;
4) To set forth a development plan(s) capable of underwriting the cost of public and private infrastructure and capital improvements proposed as part of the Specific Plan; and,
5) To promote orderly and attractive community development in the context of existing neighborhoods and in recognition of future development in the vicinity.

2.6 PROJECT OVERVIEW

Adoption of the East Cherry Avenue Specific Plan would involve required approvals from the City and other public agencies as described below in Section 2.6.1, *Required Approvals*, including a General Plan and Land Use Map amendment; Development Code and Zoning

Map amendment; Agriculture, Conservation and Open Space Element Creek Locations Map amendment; Vesting Tentative Tract Map (Subarea 2); and Conditional Use Permit (Subareas 1 and 3). The following sections provide detailed descriptions of major Project components outlined in the East Cherry Avenue Specific Plan, which include:

1) Establishment of a land use plan and design concepts for the properties within the Specific Plan, consistent with the City of Arroyo Grande's General Plan;
2) Sustainable design and development practices;
3) A circulation system with a new Project collector and residential streets, a residential alley, and offsite improvements to the existing East Cherry Avenue;
4) A drainage system designed to direct stormwater to historical points of discharge, as well as incorporate Low Impact Development (LID) methodologies and other methods of on-site infiltration and stormwater reuse; and
5) Extension of utility lines and infrastructure.

2.6.1 Required Approvals

This EIR addresses the impacts associated with the following entitlements and reviews that would be required to implement the Project:

- Amendment to the City's General Plan and Land Use Map;
- Amendment to the City's Development Code and Zoning Map;
- Amendment to the Agriculture, Conservation and Open Space Element Creek Locations Map;
- Approval of a Vesting Tentative Tract Map (Subarea 2) and Conditional Use Permits (Subareas 1 and 3)
- Lot line adjustment between Subareas 2 and 3;
- Architectural Review Committee (ARC) and Historical Resources Committee review;
- Development Agreement/Memorandum of Understanding for process, fees, and fair share costs and timing for improvements.

Other advisory bodies that could be involved in the Project's development review include the Parks and Recreation Commission for the review of proposed parks and the Traffic Commission for review of proposed circulation and parking improvements.

Other permits, required approvals, or participation agreements from public agencies include:

- Regional Water Quality Control Board (RWQCB) Section 401 Water Quality Certification, National Pollutant Discharge Elimination System (NPDES) Permit;

- San Luis Obispo County Air Pollution Control District (APCD), and air quality/greenhouse gas emissions regulation compliance; and,
- Encroachment permits for possible short-term or permanent encroachments into the public rights-of way.

2.6.2 Specific Plan Development Standards

The proposed Specific Plan outlines various land use and development standards as identified in the City's General Plan and Development Code as a framework for residential, commercial, and mixed-use land uses within the Project site subareas.

The proposed development standards are generally similar to the City's established standards, but in some situations, height limits, setbacks, minimum parcel sizes, and other noted standards have been modified or added to meet the vision of the Specific Plan properties. The Specific Plan development standards are discussed further below.

2.6.3 Land Use Plan

The proposed Project land use plan integrates the three subareas totaling 15.29 acres, including 2.16 acres of commercial mixed-use, 11.62 acres of residential (including 0.50-acre remainder), and 1.51 acres of neighborhood mixed-use (not including 0.50-acre lot dedication) as described in the sections below (Figure 2-3 and Table 2-2). In addition, the proposed Project includes transportation improvements along East Cherry Avenue and right-of-way to accommodate a new collector road, located between Subareas 1 and 2.

Table 2-2. Summary of Proposed Land Uses

Subarea	Current Ownership	Land Use/Existing Zoning	Proposed Land Use	Proposed Zoning	Proposed Acreage
1	SRK Hotels	Mixed-Use/Traffic Way Mixed-Use (TMU D-2.11)	No change	No change	2.16
2	Mangano Homes, Inc.	Agriculture/ Agriculture	Single-family Residential - Medium Density Specific Plan Overlay	Village Residential (VR)	11.62 (-.50)[1]
3	Arroyo Grande Valley Japanese Welfare Association (JWA)	Agriculture/ Agriculture	Mixed-Use Specific Plan (MU-SP) Overlay	Village Mixed-Use (VMU)	1.51 (+.50)[1]
Total Acreage					**15.29**

[1] Subarea 2 land use plan results in a +1-lot remainder (.50 acres). The remainder lot would be merged with Subarea 3. Therefore, MU-SP applies to a 2.0-acre future parcel configuration.

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Proposed Project Site Land Use

FIGURE 2-3

2.6.3.1 Subarea 1: Traffic Way Mixed-Use

Subarea 1, the western 2.16-acre portion of the proposed Specific Plan, is bound by Traffic Way and is part of the southern commercial gateway to the City. The property is currently zoned TMU D-2.11. Uses allowed within the TMU zone are limited to automobile and light truck sales and services and related automotive parts stores, repair shops, and similar vehicle sales, services and accessory uses. The Applicant proposes hotel and restaurant uses for this subarea and would be subject to a CUP. A finding that vehicle sales and services and/or similar related uses prescribed are not feasible due to site specific building and/or property configuration must be made to allow for the noted uses.

Subarea 1

Size: 2.16 acres

Location: Southeast corner of Traffic Way and East Cherry Avenue

Existing Use: Undeveloped, limited agricultural production.

Adjacent Uses: Vagabond Mobile Home Park (to the south)

Proposed: 90- to 100-room hotel and 4,000 sf standalone restaurant

Subarea 1, looking south towards Vagabond Mobile Home Park.

SRK Hotels proposes a three-story, 46,800 square foot (sf) hotel with 90 to 100 units and a one-story 4,000 sf stand-alone restaurant (see Figure 2-4). The hotel would be up to 36 feet in height and No changes to the current TMU zone or D-2.11 Design Overlay are proposed; however, inclusion of this subarea would ensure coordinated development of required utilities and other infrastructure (e.g., water resources, waste water disposal, right-of-way improvements, drainage controls, and landscaping and lighting) within Subareas 2 and 3. A summary of development standards within the Specific Plan TMU district is provided in Table 2-3.

Table 2-3. Traffic Way Mixed-Use (TMU) District Development Standards

Development Standard	Traffic Way Mixed-Use (TMU) Requirement
Maximum Density Mixed-Use Projects	New residential limited to live-work units in conjunction with allowed uses. Density determined by discretionary action.
Minimum Lot Size	10,000 square feet (gross)
Minimum Lot Width	80 feet
Front Yard Setback	0 - 15 feet. Exceptions may include areas for outdoor sales determined through discretionary action.
Rear Yard Setback	0 - 15 feet. Wherever a lot in any commercial or mixed-use district abuts a residential use or a lot in any residential use district, a minimum building setback of 20 feet measured from the property line shall be required for proposed commercial use.).
Side Yard Setback	0 feet. Wherever a lot in any commercial or mixed-use district abuts a residential use or a lot in any residential use district, a minimum building setback of 20 feet measured from the property line shall be required for proposed commercial use.
Street Side Yard Setback	0 - 15 feet. Exceptions may include areas for outdoor sales determined through discretionary action.
Building Size Limits	Maximum height is 30 feet or three stories, whichever is less; a maximum of 36 feet is allowable through the CUP process for visitor serving uses. Maximum building size is 50,000 square feet; a greater size may be allowed through the CUP process.
Site Coverage and Floor Area Ratio (FAR)	Maximum coverage of site is 75 percent. Maximum floor area ratio is 0.75.
Site Design and Signs	See Design Guidelines and Standards D-2.11. Additional sign standards also in Chapter 16.60
Off-Street Parking and Loading	See Design Guidelines and Standards D-2.11 Exhibit A for shared parking locations. See Also Section 16.56.020. Exceptions allowed by Section 16.16.120

Source: City of Arroyo Grande 2015a.

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Subarea 1 Conceptual Site Plan

FIGURE 2-4

2.6.3.2 Subarea 2: Proposed Village Residential

Subarea 2

Size: 11.62 acres (with 0.50 acre remainder)

Location: South of East Cherry Avenue

Existing Use: Undeveloped, irrigated agricultural row crops including celery, lettuce, cabbage and broccoli.

Adjacent Uses: Oak woodlands (to the south), Vagabond Mobile Home Park (to the west), single family residences along East Cherry Avenue (to the north)

Proposed: 58 Single-family residences and a 0.35-acre neighborhood park

Subarea 2, looking north towards East Cherry Avenue.

This 11.62-acre subarea is proposed for a Vesting Tentative Tract Map to subdivide the site into 60 lots, including 58 single-family residential lots and a 0.35-acre neighborhood park located on a Home Owners Association (HOA) common lot. In addition, an approximately 0.5-acre lot remainder of Subarea 2 would be dedicated to Subarea 3, reducing the area of Subarea 2 to 11.12 acres. A 2- to 5-foot tall concrete retaining wall/drainage facility would be located along the southern boundary of the residential lots at the base of the hillside. Based on the number of dwelling units (58) multiplied by the average number of persons per household in the City of Arroyo Grande (2.4), the estimated population for Subarea 2 would be 140 persons. Access to the proposed residential development would be via East Cherry Avenue, which would be improved to correct existing deficiencies and accommodate Project-related traffic. A new primary collector road serving the residential lots and future buildout of the City would be located between Subareas 1 and 2. A secondary access would be located between Subareas 2 and 3. No direct access from individual lots to Cherry Avenue is proposed. Subarea 2 contains residential lots that range from 4,400 to 9,400 square feet. Residences on lots 1-24 (shown in yellow on Figure 2-3) would be limited to one story, while lots 25 through 58 (shown in orange on Figure 2-3) could be up to two stories or 30 feet in height. A summary of development standards within the Specific Plan Village Residential (VR) District is provided in Table 2-4.

Table 2-4. Specific Plan Village Residential (VR) District Development Standards

Development Standard	Village Residential (VR) Requirement	
Maximum Density (units/gross acre)	5.0 dwelling units per gross acre	
Minimum Lot Size	4,475 net square feet	
Minimum Lot Width	50 feet at building setback	
Minimum Average Lot Depth	88 feet	
Minimum Front Yard New Subdivisions of 5+ Lots[1]	15 feet to residential structure, 10 feet to porch, 20 feet to front loaded garage	
Infill and Additions	Setbacks listed above or the average setback of structures to the street on either side and directly across block front for properties in the same district.	
Minimum Interior Side Yard Setback	5 feet	
Minimum Front/Street Yard Setback[1]	10 feet building, 5 feet to porch, 18 feet to garage	
Minimum Rear Yard Setback[2]	10 feet (1-story), 15 feet (2-story)	
Maximum Lot Coverage	55 percent at alley loaded residential structures, 50 percent at street loaded residential structures	
Maximum Height	30 feet or 2 stories, whichever is less; 14 feet for accessory buildings	
Minimum Distance between Buildings	10 feet, including between main dwellings and accessory structures	
Fencing Setback	5 feet from property line, 0 feet from access easement	
Floor Area Ratio (FAR)	Lot Size	FAR
	0—4,000 square feet net	0.35
	4,001—7,199 square feet net	0.55
	7,200—11,999 square feet net	0.50
Parking for Single-family Homes[3]	2 spaces/unit within an enclosed garage	

[1] The East Cherry Avenue Specific Plan Design Guidelines encourages varying setbacks by as much as 5 feet.
[2] Infill development on a parcel within a previously approved project. Where the City has established specific setback requirements for single-family or multi-family residential parcels through the approval of a specific plan, subdivision map, planned unit development, or other entitlement, those setbacks shall apply to infill development and additions within the approved Project.
[3] Chapter 16.32 Residential Districts Section 16.32.030 F. Special Use Regulations for the Village Residential District shall apply.
Source: City of Arroyo Grande 2015a.

2.6.3.3 Subarea 3: Proposed Village Mixed-Use

Subarea 3

Size: 1.51 acres (without +0.50 acre remainder)

Location: South of East Cherry Avenue

Existing Use: Undeveloped ~~agricultural row crops including celery, lettuce and broccoli~~.

Adjacent Uses: Oak woodlands (to the south), residential neighborhood (to the east), single family residences along East Cherry Avenue (to the north)

Proposed: Village mixed use with community center building, 10-unit senior housing building, retail space, historic orchard and Japanese cultural gardens.

The proposed Arroyo Grande Valley JWA land use plan for Subarea 3, the eastern 1.51 acres of the Specific Plan area identifies a private historically-oriented park that would highlight the Issei pioneers (first generation settlers) of Arroyo Grande. Proposed land uses would include historical residential and public assembly uses, and would provide expanded commercial use and residential density necessary for present and future economic sustainability of the property. Specifically, Subarea 3 would include limited commercial retail (farm stand), passive recreation (historic walking paths and gardens), limited residential (independent senior housing consisting of approximately 10 units), public and quasi-public community facilities (cultural archive and community center), visitor-serving (B&B guest house), and public assembly (heritage and demonstration gardens) uses, as well as related support amenities (e.g., onsite parking). While the current Subarea 3 includes approximately 1.51 acres, an additional approximately 0.5-acre remainder lot would be added via the Subarea 2 Vesting Tentative Tract Map and a future lot merger. A summary of development standards within the Specific Plan Village Mixed-Use (VMU) District is provided in Table 2-5.

Table 2-5. Village Mixed-Use (VMU) District Development Standards

Development Standard	Village Mixed-Use (VMU) Requirement
Maximum Density	15 dwelling units per gross acre
Minimum Lot Size	5,000 square feet
Minimum Lot Width	40 feet
Front Yard Setback	0 - 15 feet
Rear Yard Setback	0 - 15 feet. 10 feet required when the project abuts a residential district.
Side Yard Setback	5 feet when the project abuts a residential district for single-story structures and 10 feet is required, on one side, for a multiple stories.[1]
Street Side Yard Setback	0 - 15 feet.
Building Size Limits	Maximum height is 30 feet or three stories, whichever is less; a maximum of 36 feet is allowable through the MUP process. Maximum building size is 10,000 square feet.
Site Coverage and Floor Area Ratio (FAR)	Maximum coverage of site is 100 percent. Maximum floor area ratio is 1.0.
Site Design	See Specific Plan Design Guidelines (see Design Guidelines and Standards for Historic Districts[2])
Off-Street Parking and Loading	See parking below. [See Section 16.56.020(C)].
Signs	See Chapter 16.60 Signage
PARKING[3, 4]	
Senior housing – independent living	Studio - 1 space /unit 1+ Bedrooms – 1 space/unit
Public and semi-public buildings	1 space/5 fixed seats or 1 space/50 square feet of floor area designed for public assembly
General retail	1 space/300 square feet of gross floor area accessible to the public, excluding restrooms
Hotels & motels, includes B&B	1 parking space/unit, and 2 parking spaces for the manager's office, as applicable
Outdoor sales	1 space/2,000 sf open area for the first 10,000 sf, then 1 space/5,000 sf greater than 10,000 sf

[1] The proposed archive building is exempt from these requirements, as it will be reconstructed in the original location of the former hall building.
[2] Design Guidelines and Standards for the Historic Character Overlay District (D-2.4) are noted for reference only, as the East Cherry Avenue Specific Plan Design Guidelines shall prevail.
[3] Parking required for residential use in mixed-use projects does not need to be covered. See Municipal Code Section 16.56.060 Item 1.
[4] Required parking may be reduced pursuant to Municipal Code Section 16.56.050.
Source: City of Arroyo Grande 2015a.

2.6.3.4 Proposed Park

Proposed areas for parks are derived from policies and standards in the *Parks and Recreation Element* of the City's General Plan. The *Parks and Recreation Element* requires developers to provide land and/or pay in lieu fees for the acquisition and development of park and recreation facilities based on the local standard of four acres of parkland per 1,000 residents (City of Arroyo Grande, 2001).

The proposed residential development for Subarea 2 includes a 0.35-acre recreational amenity located midpoint within the proposed subdivision on the HOA common lot in the western portion of Subarea 2. The design for this neighborhood park would be developed to serve the day-to-day needs of the new neighborhood by including such amenities as playgrounds suited for primary school age children and areas for passive recreation (e.g., pathways, seating, and BBQ areas). The Applicant for Subarea 2 has also included in the development plans the dedication of a 15-foot wide area extending along the northern edge of the north-most interior residential street for public use. This area would consist of narrow landscaped space with a meandering pathway directly adjacent to the private property lines of residences along the interior residential street. Refer to Section 3.9, *Recreation* for further discussion of recreation resources within the Project site.

The proposed improvements to Subarea 3 include passive recreational amenities such as a cultural gardens, as well as related educational activity areas to preserve and archive the historic agricultural contributions of the Japanese Americans to the City of Arroyo Grande,

Within Subarea 2, public space adjacent to interior residential homes consists of landscaped areas and a meandering sidewalk.

which may address park-related demand based on Subarea 3 population needs. The development plan for Subarea 3 contains a mixture of visitor-serving opportunities, including publicly accessible structures within three main garden zones – a Japanese cultural garden, a farm garden, and a California native garden. The Japanese cultural garden would include a structure for the depository of cultural artifacts and history, including an outdoor educational classroom set among a traditional Japanese garden. The farm garden, a mixture of fruit trees, raised vegetable beds, and edible native herbs and flowers, would also house a senior housing component and a commercial kitchen to facilitate the preparation of the locally grown produce. A community hall and guest house (similar to a B&B) would be situated within the California garden that will include a native grass area for play and group gatherings.

2.6.4 Project Design

The proposed Project is intended to be consistent with the City's existing guidance documents: Design Guidelines and Standards for the Historic Character Overlay District (D-2.4), inclusive of the Village Residential District and the Village Mixed-Use District (albeit, the properties are not currently in or adjacent to the existing overlay area), and the Design Overlay District (D-2.11) pertaining to Subarea 1. In addition, these standards address the unique nature of the Subarea 3 property and a contemporary interpretation of the historic character of the property. The proposed standards take their cue from the Japanese art, called *wabi-sabi*, of finding beauty and tranquility in simple things and in nature (City of Arroyo Grande 2015a).

Future development pursuant to the Specific Plan would be consistent with the following design principles:

- **Preservation of habitat areas and trees** – Existing trees shall be evaluated for their health and vigor and incorporated into project design(s). Habitat areas (e.g., man-made drainage features that have established riparian vegetation) shall be preserved and/or enhanced.
- **Public space** – Public space should be integrated into the individual project designs to promote pedestrian scale and character, and a sense of place. Residential neighborhoods shall be designed with common areas with consideration for both passive and active recreational components, as applicable.
- **Pedestrian enhancement** – Residential development should foster neighborhood connectivity through the design of streets, sidewalks/pathways, and alternative modes of transportation.

- **Building design and social interaction** – Design features such as porches, front yards along streets, entries facing public walkways should be incorporated into the residential design to strengthen neighborhood atmosphere.
- **Water conservation** – Designs shall incorporate low water use fixtures and appliances, appropriate landscape design, low volume irrigation systems, drought tolerant native or nonnative, non-invasive plant material.
- **Low impact development (LID)** – Various design strategies shall be employed to reduce impacts to water quality and drainage.
- **Minimize air quality impacts** – All development shall include various measures to minimize greenhouse gas emissions and contribute to an overall cumulative air quality.

The Specific Plan's architectural design guidelines reflect the distinct differences between the future single-family residential development in Subarea 2 and the future mixed-use development in Subarea 3. Development in Subarea 1 would be subject to the Design Guidelines and Standards for Design Overlay District (D-2.11) that pertain to the Traffic Way Mixed-Use Area.

2.6.4.1 Landscape Design

The proposed landscape design is intended to provide a sense of continuity between the varied future uses, yet recognize the uniqueness of the individual subareas. Exterior landscape architectural treatments, including both hardscape and softscape elements, would provide a unifying theme to the physical design of the varying uses, while maintaining individual design expression.

Streetscape design and materials in the public right-of-way and proposed interior streets would include a unifying palette of vegetation and tree selection. Street trees would be chosen from the City's list of acceptable street trees to provide a sense of consistency in the neighborhood. Landscape plant selections would conform to macro- and micro-climatic requirements. In general, plant material would be native and/or drought tolerant to the greatest extent possible. Invasive non-native species would be prohibited.

Street trees and related parkway plantings would include a palette of species and landscaping appropriate in scale and species for each street type. Street trees would be located on both sides of the streets and be spaced 35 feet on center. Each street would have one dominant species of street tree for in-sidewalk planters or parkways, with alternate tree types for any in-street parking space trees and planted medians. Large canopy, deep-rooted

street trees would be used on all streets, per the City of Arroyo Grande Parks Division Tree List (City of Arroyo Grande 2015a).

2.6.4.2 Energy Conservation and Site and Building Design

The Specific Plan considers and employs the following conservation design techniques to further energy conservation.

1. Site Design Considerations
    - Situate lots and roads to minimize building exposure to the east and west.
    - Orient a building so that the longest building side faces north/south.
    - Design roof awnings to maximize sunlight exposure in the winter and shading in the summer.
    - Build structures close together to create a wake in the wind (weakening wind velocity) to help save heating costs.
    - Design streets and stagger lots to create wind disturbances that will save heating costs.
2. Landscaping and Other Site Design Considerations
    - Preserve or install shade trees to reduce heating and/or cooling costs.
    - Specify trees and shrubs, typically evergreens, as a windbreak to reduce annual fuel costs.
    - Consider opportunities for alternative energy production, such as solar, when planning the landscape.
    - Eliminate turf areas in single-family residential designs with an allowance for turf grass in recreational areas only.
    - Encourage the use of gray water systems for individual residential lots pursuant to the 2013 California Plumbing Code Chapter 16 Section 1602.2 et seq.
3. Building Dynamics
    - Create a well-insulated and airtight seal around the building, including operable windows.
    - Consider available technologies to reduce energy consumption including, but not limited to, heating, ventilation, and air conditioning (HVAC) systems, thermostats, lighting fixtures, water fixtures and appliances, and alternative energy sources.

The Subarea 2 proposed site design includes a minimum "Tier 1" energy efficiency rating (i.e., 15 percent greater energy performance than state and local standards (City of Arroyo Grande 2015a).

2.6.4.3 Signage and Lighting

The proposed Project entry signage design would be easily visible by motorists, pedestrian scale, and reflect the architectural theme and character of the specific development. Unless noted, specific standards for signage, including number of signs, sign dimensions, illumination, accessory, and incidental and supplemental signs would comply with the City's Development Code, Chapter 16.60 – Signs.

The proposed Project lighting design would provide for safety, utility and decoration. Lighting fixtures and their operations would comply with the City's Development Code Chapter 16.48.090 and standards promulgated by the International Dark-Sky Association/Illuminating Engineers Society Model Lighting Ordinance. Street lighting designs would be approved by the City Engineer, as appropriate to local codes and utility company requirements.

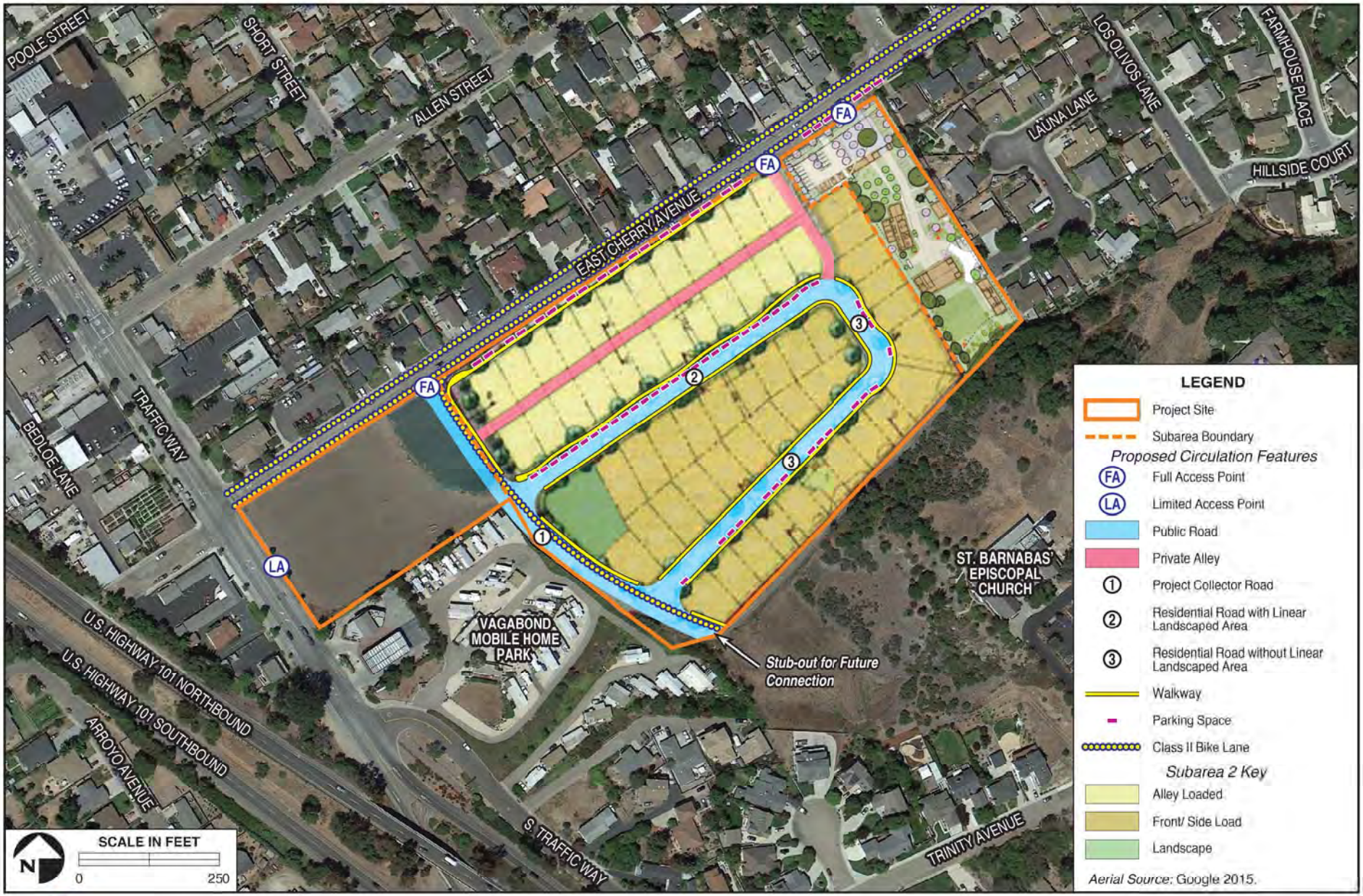
In general, lighting fixtures would be downward-facing, fully shielded, and recessed to reduce spill and glare and preserve the starry night sky. Fixtures for the illumination of streets and public spaces would be energy efficient light-emitting diode (LED) (City of Arroyo Grande 2015a).

2.6.5 Circulation and Parking

2.6.5.1 Proposed Vehicular Circulation

Circulation throughout the Project site would consist of a new collector and residential streets, a residential alley, and offsite improvements to the existing East Cherry Avenue, including Class II bicycle lanes (Figure 2-5). The Project would include four principle vehicular circulation features as described below (Figures 2-6 through 2-7):

- East Cherry Avenue – Offsite improvements to the existing two-lane East Cherry Avenue include upgrades to the right-of-way in the form of pedestrian sidewalks, parkways, parking, and Class II bicycle lanes. The approximately 0.25-mile segment of East Cherry Avenue between Traffic Way and Pacific Coast Railroad Place would be widened to approximately 48 feet and then would taper back to the existing width east of the intersection with Pacific Coast Railroad Place. This segment would be developed to collector street standards to include 5-foot Class II bicycle lanes in each direction, and street parking on both sides of the street. The



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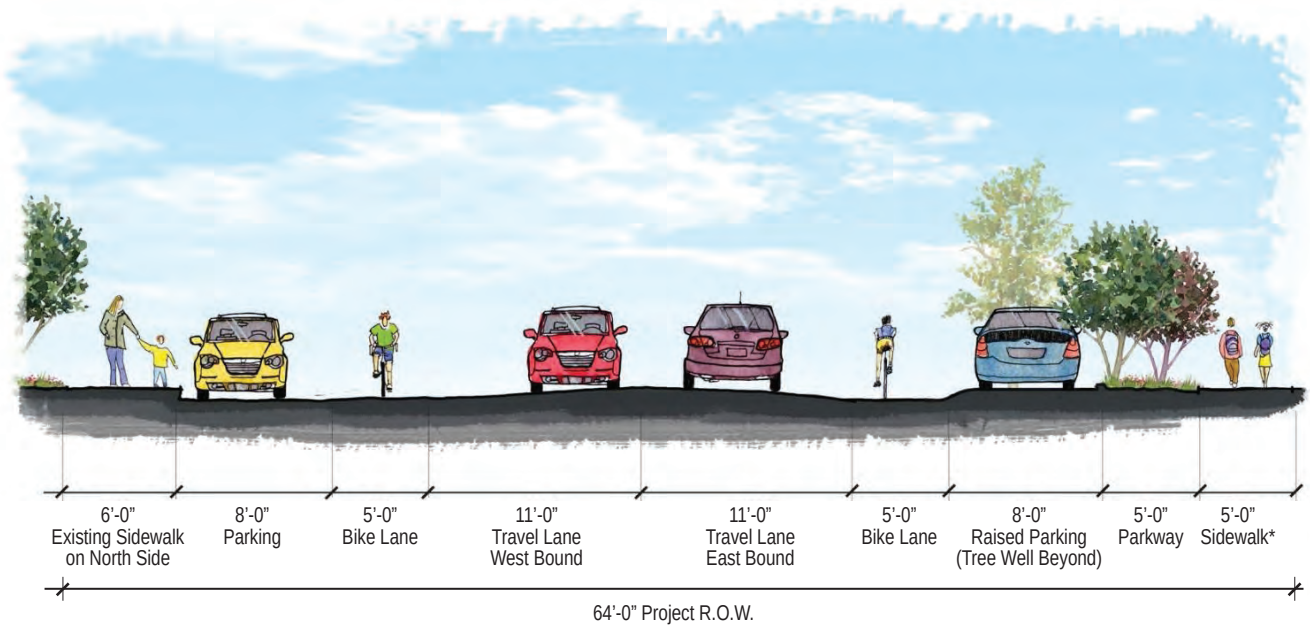
Circulation Plan

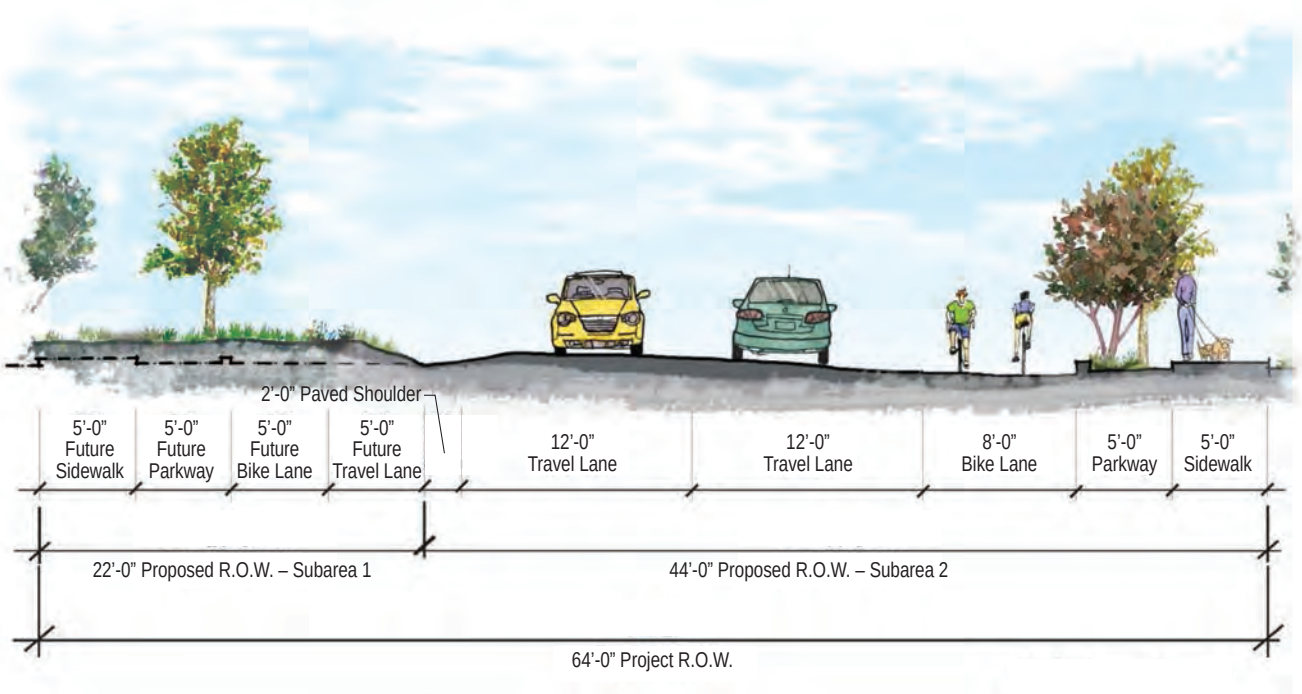
FIGURE 2-5

East Cherry Avenue Collector



*8'-0" sidewalk on commercial frontage.

Project Collector



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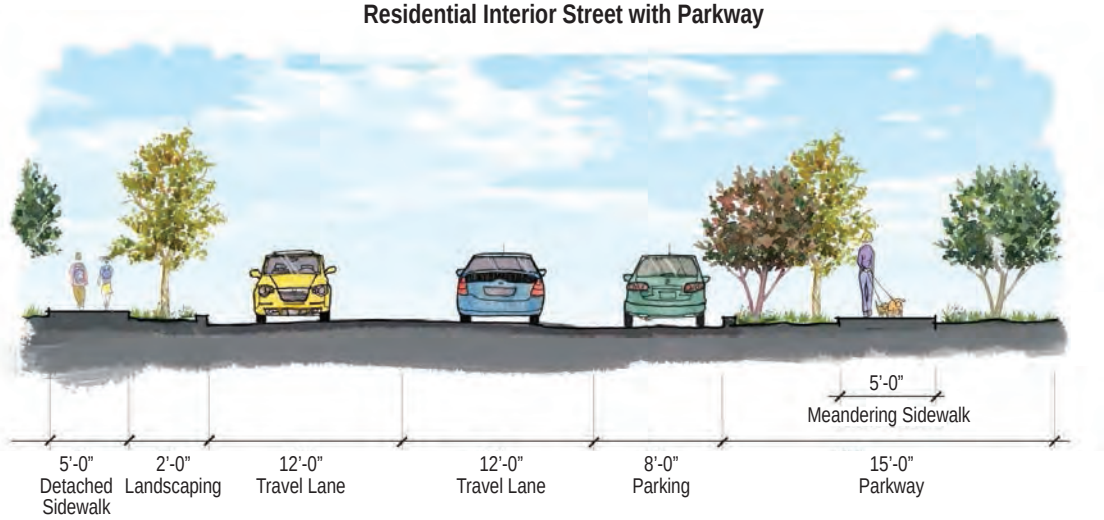
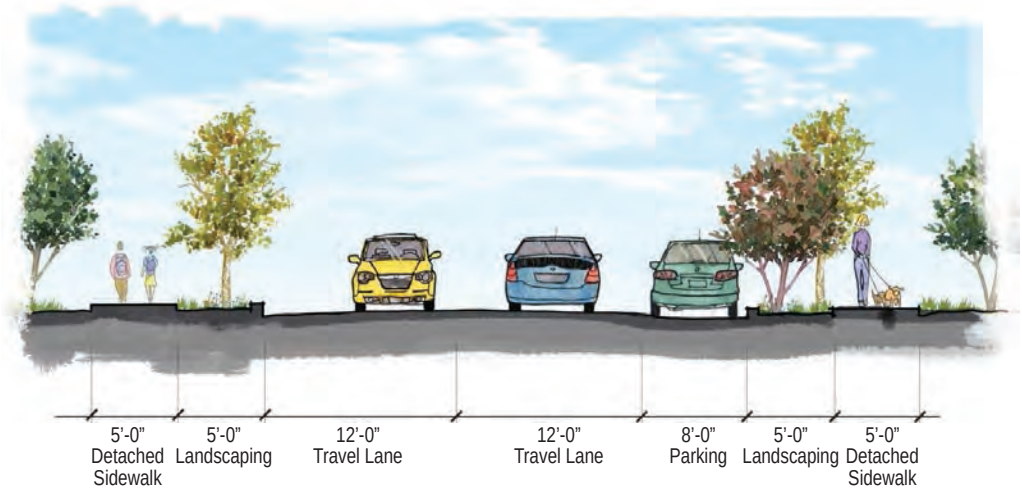
East Cherry Avenue Specific Plan
Collector Road Sections

FIGURE 2-6

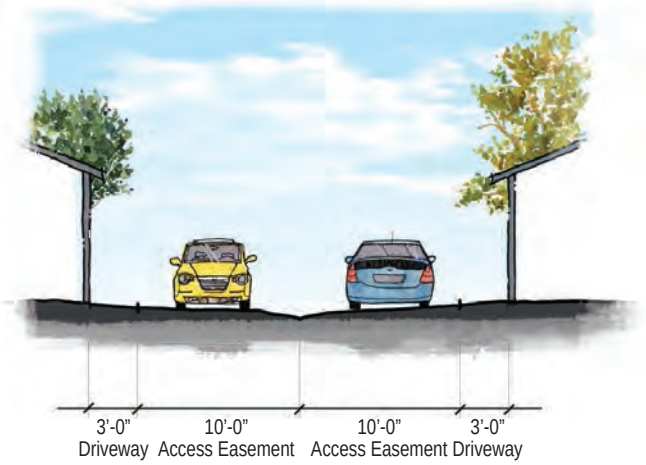
Residential Interior Street with Parkway



Residential Interior Street without Parkway



Residential Alley



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East Cherry Avenue Specific Plan
Residential Interior Road Sections

FIGURE 2-7

proposed sidewalk along East Cherry Avenue adjacent to the Project site would be 5 to 8 feet in width and would include a 5-foot planter median to buffer the sidewalk from the roadway.

- Subarea 2 Collector – A new two-lane collector located between Subarea 1 and Subarea 2 would include a Class II bicycle lane. This new collector would stub out to the Project site's southern boundary for a future connection, and exit onto East Cherry Avenue.
- Residential Interior Street – Two connecting residential interior streets are designed to provide access within the Subarea 2 single-family residential neighborhood. These streets are intended to serve residential and visitor uses and are scaled to appropriately fit the residential nature of the property. The residential interior street includes two sections:
  - Southern Street – Two 12-foot travel lanes, an 8-foot parking area, ~~two~~ with 5-foot wide landscaping ~~parkways~~, and ~~two~~ 5-foot wide detached sidewalks on both sides of the roadway; and
  - Northern Street – Two 12-foot travel lanes, an 8-foot parking area, a ~~5~~2-foot wide landscaped area ~~parkway~~, and a 5-foot wide detached sidewalk on one side, with a 15-foot wide parkway ~~linear landscaping area~~ with meandering 5-foot wide sidewalk on the other side.
- Residential Alley – Two private residential alleys are designed to provide rear access to abutting lots and allows for a more pedestrian-oriented development with front doors/front porches facing the adjacent streets. The alleys measure 20-feet wide, with an access easement to each garage, and also connect to the proposed secondary access to East Cherry Avenue between Subareas 2 and 3.

Project site access would include three full access intersections along East Cherry Avenue: 1) from the proposed Project collector street in between Subareas 1 and 2; 2) from the residential alley connecting with East Cherry Avenue; and 3) from a proposed driveway with Subarea 3. Limited vehicular access to Subarea 1 is expected to occur from Traffic Way with right and left turn ingress and right turn only egress (refer to Figure 2-7).

The internal circulation system within Subarea 3 would include private driveways. Designs for Subarea 2 and Subarea 3 would include onsite fire and emergency vehicle access and circulation. All street standards would be reviewed and revised by the City Engineer, including optional features such as landscaped medians, curb bulb-outs and parkways, and/or street trees and similar design amenities when approved by the City of Arroyo Grande. Alternative street standards would also be considered.

2.6.5.2 Parking

Proposed parking for Subarea 1, to be depicted on conceptual site plan, will be required to comply with the existing standards for hotel and restaurant uses within the City of Arroyo Grande Municipal Code, Chapter 16.56. This would equate to approximately 122 spaces that would need to be accommodated within Subarea 1.

Proposed parking for the residential uses in Subarea 2 would include two spaces per unit within an enclosed garage. In addition, 46 curbside parking spaces would be provided on internal streets and 18 curbside spaces would be provided on the south side of East Cherry Avenue, fronting the Project site (NKT Development 2015).

Parking standards proposed within the Subarea 3 mixed-use district are summarized in Table 2-5, *Village Mixed-Use (VMU) District Development Standards*.

2.6.6 Stormwater Drainage System

Proposed public and private storm drainage improvements would include collection and conveyance facilities to direct water to historical points of discharge within the Project site (Figure 2-8). The Project would include an onsite storm drain network that collects, detains, and releases storm water. The storm drain headwall inlet is proposed at the southeast corner of Subarea 2 from the existing drainage feature on Subarea 3. New 48-, 36-, and 18-inch storm drains would run along portions of the proposed residential interior streets, Subarea 2 collector, and East Cherry Avenue and would connect to the existing stub at the intersection of Traffic Way and East Cherry Avenue. An existing potential storm drain connection also exists at the adjacent Vagabond Mobile Home Park along the western Project boundary. Subarea 1 includes a proposed stormwater detention facility located under proposed parking stalls. This stormwater detention facility would have a capacity to retain approximately 11,700 cubic feet of water onsite an infiltrated through underground infiltrators. Runoff from Subarea 1 would discharge into a 48-inch storm drain proposed along East Cherry Avenue.

A new underground detention basin with a 21,400-cubic foot underground and a 5,200-cubic foot surface storage capacity would be located on the neighborhood park/HOA common lot in the western portion of Subarea 2 (NKT Development 2015).

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Proposed Stormwater Drainage Improvements

FIGURE 2-8

Based on an evaluation of current and historic conditions, and the determination by the U.S. Army Corps of Engineers that the onsite agricultural drainage located at the southern boundary of the Project site is not a waters of the U.S. or a natural stream or river under jurisdiction of the California Department of Fish and Wildlife (City of Arroyo Grande 2015d), the Project proposes to remove its status as a drainage way subject to City policies from the General Plan Agriculture, Conservation and Open Space Element's Creek Locations Map COS-1.

Stormwater drainage designs would comply with City's Design Requirements for Post Construction Stormwater Management, as well as implement Low Impact Development (LID) methodologies (e.g., vegetated bio-swales, underground detention) and other methods of on-site infiltration and stormwater reuse (e.g., use of porous materials in paved areas, directing stormwater toward pervious areas, and roof-top rain barrel collection).

A Storm Water Control Plan would be required to detail design and performance components, including calculations for pre- and post-construction runoff conditions, new impervious surfaces, water quality treatment performance requirements, description of all post-construction stormwater controls and management measures, and opportunities and constraints associated with implementation of LID strategies. Per the City's Development Code, stormwater drainage design would be based upon the frequency of a 100-year storm. Hydrologic and hydraulic calculations would be submitted for approval by the City Engineer (City of Arroyo Grande 2015d).

2.6.7 Utilities and Services

Water, sewer, police, and fire services would be provided by the City. Natural gas service would be provided by the Southern California Gas Company (SoCal Gas). Pacific Gas & Electric (PG&E) would provide electric service. Cable television would be provided by Charter Communications, and telephone services would be provided by Verizon (NKT Development 2015).

While the timing of development in the Project site is unspecified, it is anticipated that the backbone infrastructure improvements (e.g., water, wastewater, and stormwater conveyance systems) would be required prior to or concurrent with the initial phase of development of the subareas. This is to ensure coordinated infrastructure, whether public or private, be installed to serve all areas within the Specific Plan in a consistent and timely manner.

2.6.7.1 Water

The proposed Project would be served by existing municipal water supplies. Water main facilities that would serve the Project site include existing lines from East Cherry Avenue, which would lead to new 8-inch lines beneath the proposed Subarea 2 collector and residential interior streets. An 8-inch water line alternative is also proposed from Subarea 2 residential interior streets, east through Subarea 3, to connect to an existing water main in Launa Lane (NKT Development 2015).

Two existing private agricultural water wells are located in Subarea 2. One of the wells would be made accessible to Subarea 3 for use as supplemental irrigation on the common area landscaping (City of Arroyo Grande 2015a).

New water mains and related infrastructure would be installed by the individual developers in the Project site under the guidance of the City Engineer. Individual tract maps and development plans would provide detailed utilities analyses to support specific land uses, and would be approved by the City Engineer.

2.6.7.2 Sanitary Sewer

The Project would be served by the City of Arroyo Grande wastewater collection system for residential, commercial, and institutional buildings within the City. The City's collection system, including five wastewater lift stations, conveys raw wastewater to trunk mains owned and operated by the South San Luis Obispo Sanitation District (SSLOCSD). Wastewater treatment and ocean disposal is also provided by SSLOCSD (City of Arroyo Grande 2015a).

Wastewater systems for the proposed Project would be designed and approved by the City Engineer, with new 8-inch collection lines to be installed beneath the proposed Subarea 2 collector, residential interior streets, and residential alley to connect to the City’s mainlines, located in East Cherry Avenue (NKT Development 2015).

2.6.7.3 Dry Utilities

Electrical service to be provided by PG&E, natural gas service to be provided by Southern California Gas Company, cable television to be provided by Charter Communications, and telephone service to be provided by Verizon would be installed and extended to meet existing connections as required by the City Engineer. Solid waste collection and disposal, including recycling services, would be provided by South County Sanitation.

2.6.8 Offsite Agricultural Protection Measures

The 9.79-acre parcel at 1189 Flora Road is proposed for an offsite agricultural conservation easement. (Source Google Earth Pro)

Agricultural lands within the Project site are not under Williamson Act contract; however, this land is proposed for non-agricultural land uses and would be rezoned to allow for urban development. In order to offset agricultural resources impacts for Subarea 2 and in compliance with General Plan Policy AG1-4.2, the Project includes the purchase and preservation of 9.79 acres of agricultural zoned lands located within City limits. These lands are located at 1189 Flora Road, approximately one mile northeast from the Project site. This property would be subject to an agricultural conservation easement and additional agreements for water rights, and bicycle and pedestrian easements, offered by NKT Development to the City. These offsite agricultural protection measures, and the ability of this agricultural conservation easement to offset Project impacts to agricultural resources within Subarea 2, is further analyzed in Section 3.2, *Agricultural Resources*.

2.7 PROJECT CONSTRUCTION

2.7.1 Phasing

No formal construction phasing of the Project has been determined at this time. At the time of construction, each phase would be subject to permit review to ensure conformity with the approved East Cherry Avenue Specific Plan and consistency with applicable regulations. Each phase would include specifications to address the development activities to be performed during the phase and define specific mitigation measures and conditions of approval that would apply (City of Arroyo Grande 2015a).

2.7.2 Construction Activities

Each phase of the Project would generally entail the following stages: pre-construction design and permitting, site preparation and grading, construction, and final landscaping. A list of equipment anticipated to be used during these activities are provided in Table 2-6.

Table 2-6. List of Construction Equipment

Typical Construction Equipment	
Backhoe	Grader
Boom Lift	Loader
Compactor (Roller)	Miscellaneous Small Tools
Concrete Pump (Tow)	Office Trailers
Concrete Truck	Paving Machine
Crane	Scaffolding
Dozer	Scissor Lift
Dump Truck	Scraper
Electric Man Lift	Sheepsfoot
Excavator	Skip Loader
Flatbed Truck	Tractor
Forklift	Water truck

2.7.2.1 Site Preparation and Grading

Site preparation for each phase would be performed through grading along proposed roadways, building pads, and installation of onsite utilities. Mobilization and staging of earth moving equipment would be required in order to bring the site and building pads to engineered elevations. During grading operations, standard dust control and construction runoff Best Management Practices (BMPs) would be implemented. Additional requirements would be specified in detail during the design of final engineered drawings prior to issuance of grading permits. Subarea 1 includes approximately 12,900 cubic yards (cy) of cut for clearing, building excavation, and storm drain and utility infrastructure, and would use 6,000 cy of fill for finished surface elevations; approximately 6,900 cy of soils would be exported offsite. Subarea 2 is estimated to be 17,000 cy of cut and 11,000 cy of fill, over a total disturbance area of approximately 191,000 sf. Finished grade elevations would range between approximately 113 and 117 feet (NKT Development 2015). Activities would include but not be limited to:

- Full mobilization and set up of onsite construction temporary facilities;
- Movement, placement, and compaction of stockpiled soils;
- Over-excavation and recompaction of soils at building pads;
- Coordination of loading and trucking activities, truck routes and export sites;
- Delivery, staging and storing of materials;

- Trenching and installation of utilities (water, sewer, storm drain, natural gas, electric, telephone, cable television, and irrigation lines);
- Environmental monitoring, including fugitive dust control and implementation and monitoring of construction stormwater runoff; and
- Monitoring and recording of best management practices (BMPs).

2.7.2.2 Onsite Infrastructure Improvements

The construction of onsite infrastructure would include installation of underground site utilities, precise site grading, and paving of roads. Activities would include but not be limited to:

- Trenching for underground wet and dry utilities;
- Precise grading and compaction of soils for roadways;
- Precise grading for curb and gutter installation;
- Installation of concrete curb, gutter and site concrete;
- Installation of base and asphalt paving of interior streets and parking areas; and
- Lighting and landscaping.

2.7.2.3 Offsite Infrastructure Improvements

Construction of offsite roadway improvements would occur along East Cherry Avenue fronting the Project site. This roadway segment would experience closures during construction phases. All work would be subject to traffic control, pedestrian protection, and notification plans (see Section 2.7.3, *Traffic Control Plan*). Project traffic control and pedestrian re-routing plans would be revised to reflect the changing conditions throughout construction.

Underground site utilities would be connected to existing utility infrastructure and precise grading, concrete, underground utility work, and paving would be performed offsite. Activities would include, but not be limited to:

- Traffic control and lane closures on an intermittent basis;
- Trenching, installation, and roadway repair for underground wet and dry utilities;
- Saw cut and demolition of the existing asphalt;
- Precise grading and compaction of soils
- Installation of base and asphalt paving;
- Curb and gutter installation; and

- Road striping, landscaping, and signage work.

2.7.3 Traffic Control Plan

A Traffic Control Plan would be prepared as part of the Public Improvement Plans for each phase of development to include site preparation and ongoing construction activities. The Traffic Control Plan would be modified to reflect changing conditions of construction activities throughout the Project. The plan would include the following:

- Road Closures – East Cherry Avenue along the length of the Project site could experience periodic closures for the construction of offsite improvements. The Traffic Control Plan would be revised to reflect changing conditions throughout Project construction.
- Vehicular and Pedestrian Safety – Vehicular and pedestrian protection (pursuant to the Uniform Building Code, Chapter 33, §3303), lane establishment, parking area(s), access routes, truck circulation and semi-permanent signage would be established. All construction activities would be staged within a secured construction area.
- Business Notification – A Business Notification Plan would be prepared and would include individual business notification, meetings to communicate specific activities and schedules.
- Construction Scheduling – Timing of construction activities, such as truck hauling, road closures, etc., would be addressed to minimize disruption of traffic flow. Construction activities would be limited to City-approved working hours.
- Construction Traffic – A construction traffic routing plan would address heavy equipment and vehicles such as haul trucks during construction. Truck traffic would be kept to a minimum during heavy commute times whenever possible.
- Construction Parking – A Construction Parking Plan would be prepared for construction personnel, delivery, etc., defining onsite and offsite parking, hours of operation and contacts, and miscellaneous protocol. All required parking and material staging are anticipated to be accomplished on site and within the traffic controlled or delineated areas.

3.0 ENVIRONMENTAL IMPACT ANALYSIS AND MITIGATION MEASURES

This section discusses the environmental impacts of implementing the proposed East Cherry Avenue Specific Plan (Project) and identifies mitigation measures for impacts found to be potentially significant.

Consistent with the California Environmental Quality Act (CEQA) Guidelines, the Initial Study as well as agency and public input received during the Notice of Preparation (NOP) comment period was used to determine the scope of the analysis for this Environmental Impact Report (EIR). Through this process, the City of Arroyo Grande (City) determined that the EIR analysis would focus on the following resource areas:

- Aesthetics and Visual Resources
- Agricultural Resources
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Recreation
- Transportation and Traffic
- Utilities and Public Services
- Other CEQA Considerations

This section of the EIR addresses the potentially significant environmental impacts of the proposed Project for the resources listed above.

3.0.1 Impact Classification

For each impact identified in this EIR, a statement of the level of significance of the impact is provided. Impacts are categorized in one of the following categories:

- A ***beneficial*** impact would result when the proposed project would have a positive effect on the natural or human environment and no mitigation would be required.
- ***No impact*** would result when no adverse change in the environment is expected; no mitigation would be required.
- A ***less than significant*** impact would not cause a substantial change in the environment, although an adverse change in the environment may occur; only compliance with standard regulatory conditions would be required.
- A ***less than significant with mitigation*** impact could have a substantial adverse impact on the environment but would be reduced to a less-than-significant level through successful implementation of identified mitigation measures.
- A ***significant and unavoidable*** impact would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level, even after all feasible mitigation measures have been implemented to reduce the impact to the extent possible.

Determinations of significance levels in the EIR are made based on impact significance criteria and CEQA Guidelines for each environmental resource.

3.0.2 Mitigation Measures

Per CEQA Guidelines Section 15126.4, where potentially significant environmental impacts have been identified in the EIR, feasible mitigation measures that could avoid or minimize the severity of those impacts are identified. The mitigation measures are identified as part of the analysis of each impact topic in Sections 3.1 through 3.11 of this EIR.

3.0.3 Cumulative Impact Analysis

The CEQA Guidelines 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable, or which compound or increase other environmental impacts." Section 15355 of the CEQA Guidelines further state that the individual effects can be various changes related to a single project or the change involved in a number of other closely related past, present, and reasonably foreseeable future projects. The Guidelines allow for the use of two different methods to determine the scope of projects for the cumulative impact analysis:

- List method – A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency (CEQA Guidelines Section 15130).
- General Plan projection method – A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact (CEQA Guidelines Section 15130). In accordance with CEQA Guidelines Section 15130, the scope of projects for cumulative impact analysis can include a summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

In order to assess cumulative impacts, this EIR uses a combination of the list method and General Plan projection method approaches that includes programs included in the City's General Plan as well as specific past, present, and probable future projects that are

reasonably foreseeable that could produce related or cumulative impacts, including, if necessary, those projects outside the control of the Lead Agency (CEQA Guidelines Section 15130). Cumulative impacts for more complex resource sections such as Air Quality and Greenhouse Gases, Transportation and Traffic, and Hydrology and Water Quality, have been assessed in regards to General Plan build-out projections for the City. A list of planned and pending projects is used to assess cumulative project impacts (Table 3.0-1). Cumulative impacts associated with a particular resource are assessed in Sections 3.1 through 3.11 of this EIR.

Table 3.0-1. Cumulative Projects List

City of Arroyo Grande - Approved/Pending Projects			
#	**Location**	**Description**	**Status**
1	Grace Lane	15 single-family homes and 4 apartments	Under Construction
2	Old Ranch Road	4 residential lots and 1 public facility lot	Approved
3	250 Ridgeview Way	3 residential lots	Approved
4	415 East Branch Street	24 townhouses and 13,000 sf retail/ office building on 2.78 acres	Approved
5	May Street	7 residential lots	Approved
6	Corbett Canyon	11 residential lots	Pending
7	Pearwood Avenue	8 residential lots	Approved
8	Huasna Road	12 residential lots	Approved
9	East Cherry Avenue Residential Development	28 single-family homes	Under Construction
10	NWC Fair Oaks Avenue/Woodland Drive	44,926 sf medical office building	Pending
11	NEC East Branch Avenue/ North Mason Street	51-room hotel	Pending

3.1 AESTHETICS AND VISUAL RESOURCES

This section examines the potential for the proposed Project to create aesthetic and visual impacts as defined by the California Environmental Quality Act (CEQA) as well as by the City's regulations, policies, and design guidelines that are used to strengthen and protect its visual quality.

East Cherry Avenue Project site as seen from its southwest boundary looking towards the Santa Lucia Mountain Range.

Adopted City General Plan policies require that the potential development and design of the proposed East Cherry Avenue Specific Plan (Project) must consider potential loss of open space, aesthetic impacts, and remain compatible with nearby visual resources. Much of the Project site is in an area of agriculture, and all of it is adjacent to residential and mixed-use development. The site contains scenic resources, including open undeveloped agricultural land and scenic[1] views of the Santa Lucia Mountains to the east and southeast. Illustrations of the site and the surrounding visual context are provided later in this section.

3.1.1 Environmental Setting

3.1.1.1 Regional Visual Character

The Project site is located in the southwestern portion of the City adjacent to an urban residential area. The westernmost portion of the site is as close as 570 feet from U.S. Highway 101. The City is the southernmost portion of a continuous urban area within the County of San Luis Obispo made up of the nearby communities of Grover Beach, Oceano, Pismo Beach, and Shell Beach, known collectively as the Five Cities. Being adjacent to an arterial roadway and located on generally level ground, the Project site can easily be seen

Brief glimpses of the Project site are visible from the northbound segment of U.S. Highway 101

[1] As identified by Policy C/OS1-1.1 of the General Plan, a scenic resources may refer to agricultural land, open space, hillsides, ridgelines, woodlands, wetlands, and other important resources identified by this policy.

from both public viewsheds (roadways), such as East Cherry Avenue and Traffic Way, and private residences such as those looking over the Project site from the hillside mesa to the south along Trinity Avenue. Vehicles, pedestrians, and cyclists traveling along Traffic Way and East Cherry Avenue experience the highest exposure to public views of the site. Passing views from the U.S. Highway 101 northbound corridor exist but the site is not visible from southbound lanes due to topography, mature highway landscaping, and highway/bridge infrastructure.

The southeast portion of the City is characterized by rural residential development and cultivated agriculture uses, while more urban development envelops the northern, western, and central portions of the City. The Project site is a part of a fragmented chain of agriculturally-oriented lands in the southeastern portion of the City. The hillside adjacent to the southeastern boundary of the site provides an overlook of the City to the north, transitioning to mid- and long-range hillsides and mountain views to the east and south. Areas to the east and south of the site just beyond the City's limits consists of minimally developed land, while areas to the north and west have been largely developed, particularly along the coastal region.

3.1.1.2 Visual Character of the Project Site and Surroundings

The Project site is situated within the southern portion of the City east of, and adjacent to, the southeast corner of Traffic Way and East Cherry Avenue. The site is located on level ground bordered to the south by the foot of a north-facing hillside vegetated by oak trees and native shrubs. This landscape is framed to the west by mid-range views of the Santa Lucia Mountain Range. Adjacent lands are mainly developed with residential and mixed uses; the Project site contrasts with adjacent residential uses as undeveloped land that includes agricultural production. Along Traffic Way and East Cherry Avenue, the flat undeveloped Subarea 1 and agricultural field Subarea 2 are fully visible. Along East Cherry Avenue, the full north facing oak woodland hillside with views of the St. Barnabas' Episcopal Church and Trinity Avenue homes are visible. The under-developed Subarea 3, with remnant structures (e.g., a small storage

The St. Barnabas' Episcopal Church sits at the top of an oak woodland hillside at the southeastern edge of the Project site.

structure, a mobile home, and storage for a few boats) is partially hidden behind a thick tree line along its northern, southern, and partially along its western boundaries, as well as the wooden fences of adjacent residences along its eastern boundary.

Traffic Way

(Looking south towards the U.S. Highway 101 off-ramp) Motorists exiting the highway are placed directly on Traffic Way, the arterial roadway for the south-eastern region of the City, with the Vagabond Mobile Home Park which sits adjacent to the southern boundary of the Project site.

The Project site is bordered to the west by Traffic Way. Traffic Way is a north-south oriented three-lane road (one lane in each direction with a shared center turn lane) with marked bicycle lanes and street parking on both sides of the road. In total, the width of Traffic Way is approximately 60 feet. This roadway serves as the entry to the City and as a primary southern collection street and is designated as Highway-Arterial in the City's *Circulation Element*. At its southernmost terminus, the roadway conveys traffic exiting northbound from U.S. Highway 101, and serves as a gateway to the City of Arroyo Grande, which leads directly to the business and residential neighborhood collector roads transected by Traffic Way. The Project site is highly visible from this location and can be viewed by motorists exiting the U.S. Highway 101 as well as those traveling northbound along the highway.

Adjacent to the southwest border of the Project site along Traffic Way is the Vagabond Mobile Home Park. The 3.75-acre mobile home park consists of 35 unit spaces for small mobile homes and recreational vehicle (RV) parking. The mobile home park is located elevated above the Project site to the southwest, affording views to the Project area as well as scenic views of the Santa Lucia Range across the Project site.

East Cherry Avenue

East Cherry Avenue is an approximately 20-foot wide, east-west running two-lane street that provides access to and from residential suburbs, as well as the Project site. On the north side of the street are small town businesses, the Five Cities Swim School, and single-family residences. The single-family residential lots located on the north side of East Cherry Avenue range between 6,000 square feet (sf) to 11,000 sf in lot size. The homes

located on these parcels tend to range from 900 sf to 2,400 sf in size, are one to two stories in height, and are somewhat eclectic in architectural character; many contain bungalow, contemporary, and ranch styles. These homes were primarily built between the 1940s and 1990s and are in varying conditions of maintenance.

The Project site is adjacent to, and south of, the southern boundary of East Cherry Avenue, which spans an approximate 1,378-foot distance from Traffic Way to the adjacent residential neighborhood along the eastern border of the site. Looking east, one can see mid-range defined views of the peaks of the Santa Lucia Range. East Cherry Avenue continues past the Project site to provide access to more residential areas before turning into a level unpaved road used to access agricultural lands farther to the east.

Looking northeast down East Cherry Avenue from the intersection of Traffic Way, the Project site, located on the right side of the road, is across from commercial and residential uses. The Santa Lucia Mountains are visible in the background.

Trinity Avenue

Trinity Avenue is located to the south of the Project site, along the ridge of the adjacent hillside, and serves as a two-lane street which provides access to the residential Village Court cul-de-sac and St. Barnabas' Episcopal Church. The church and several residences located on the north side of Trinity Avenue and Village Court have generally medium-to-high quality, elevated views, overlooking the City and downtown areas, including the Project site. These residential lot sizes range between approximately 10,500 sf to 35,300 sf and are developed with single-family residences, with customized interpretations of craftsman and Victorian architectural styles, consisting of primarily of two-story residences between approximately 2,000 to 3,000 sf in size.

3.1.1.3 Vistas and Scenic Highways

A scenic vista is a view of natural environmental, historic, and/or architectural features possessing visual and aesthetic qualities of value to the community. The term "vista" generally implies an expansive view, usually from an elevated point or open area. No designated scenic vistas occur in the Project area or its vicinity.

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans) protects state scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. According to the California State Scenic Highway Program, no state-designated scenic highways occur within or adjacent to the City (California Department of Transportation 2015). The 2001 Integrated Program EIR identified the segment of the U.S. Highway 101 near the site as scenic (City of Arroyo Grande 2001); however, this segment has not been designated as such by the City, County, nor State.

3.1.1.4 Light and Glare, and Nighttime Lighting

Nighttime lighting conditions vary throughout the City, from heavily lit areas of commercial development to more rural areas with little night lighting. Lighting and glare levels in the Project vicinity are typical for that of urban and residential areas. The majority of light and glare in the Project site vicinity is generated by nearby residential and commercial uses. Vehicle headlights, street lighting at intersections and along East Cherry Avenue and Traffic Way, and building lighting contribute to the existing light setting. Given phased development of along East Cherry Avenue and Traffic Way over time, street lighting along both corridors do not follow any set standards regulating space between light fixtures; street lighting ranges anywhere from approximately 200-500 feet apart and are between 25-35 feet in height. Sources of nighttime lighting or glare on the Project site include lighting from vehicle headlights, two streetlights adjacent to the site on the north side of East Cherry Avenue, and street lighting along Traffic Way.

3.1.2 Regulatory Setting

3.1.2.1 Federal

No federal policies or regulations related to aesthetics and visual resources would apply to the Project.

3.1.2.2 State

Caltrans Scenic Highway Program

The California Department of Transportation (Caltrans) defines a scenic highway as any freeway, highway, road, or other public rights-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on vividness, intactness, and unity. U.S. Highway 101, located less than a quarter of a mile to the west of the Project site, is eligible for State Scenic Highway designation; however, it is not

currently designated as scenic by the State, the County of San Luis Obispo, or the City of Arroyo Grande.

Senate Bill (SB) 743

Governor Brown signed SB 743 in September 2013 (Steinberg, 2013), which made several changes to CEQA for projects located in areas served by transit (Public Resources Code Section 21099). Under SB 743, a project's aesthetic impacts are not considered significant impacts on the environment if: 1) the project is a residential, mixed use residential, or employment center project, and 2) the project is located on an infill site within a transit priority area. This provision for aesthetic impacts does not include impacts to historic or cultural resources. The proposed Project is a residential and mixed use development project, part of which is located on currently zoned agricultural land in the City, but is not considered to be a transit priority area and therefore is not exempt from consideration for aesthetic impacts under the CEQA process.

3.1.2.3 Local

City of Arroyo Grande General Plan

As the overarching policy document guiding development in the City, the Arroyo Grande General Plan contains policies to regulate all aspects of physical growth and conservation in the community. Relative to this analysis, the *Fringe and Urban Area Land Use Element* of the General Plan contains policies to ensure that new development is compatible with existing visual context. Additionally, the Agriculture, Conservation and Open Space Element includes policies to protect open space and minimize visual impacts on surrounding natural landscape and to protect scenic views. Pertinent policies from both Elements are listed below.

General Plan, Fringe and Urban Area Land Use Element

Goal LU 11 – To promote a pattern of land use that protects the integrity of existing land uses, area resources and infrastructure and involves logical jurisdictional boundaries with adjacent communities and the County.

> **Policy LU11-2** – Require that new development should be designed to create pleasing transitions to surrounding development.
>
> **Policy LU11-2.4** – Require that new developments be designated so as to respect the views from existing developments; provide view corridors which are oriented toward existing or proposed community amenities, such as a park, open space, or natural features.

Goal LU12 – To protect components of 'rural settings' and 'small town character.'

Policy LU12-3 – Preserve the scenic vistas and retain a feeling of "openness" in new developments.

Policy LU12-3.5 – Require the provision of open space and recreation areas within the urban residential portions of the City. Within the rural residential portions of the planning area, emphasize the preservation of natural landforms and vegetation.

Policy LU12-6 – Require that residential street design be sensitive to existing landforms, and minimize traffic volumes on local residential streets.

Policy LU12-8 - Emphasize the incorporation of landscape themes and extensive landscaped areas into new development; provide landscaping and open spaces as an integral part of project design to enhance building design, public views, and interior spaces; provide buffers and transitions as needed; and facilitate energy conservation.

Policy LU12-9 – Encourage the provision of custom homes or homes that simulate a rural, small town, custom home atmosphere.

Policy LU12-14 – Development Code property development standards Design Guidelines revisions shall consider refinement to outdoor lighting design, height, placement and intensity levels to minimize unnecessary glare, energy use, intrusion onto adjacent properties or public spaces. Facilities such as night sky visibility, safety, security/motion and light sensor, controls, timers and aesthetic compatibility should be part of outdoor lighting design considerations.

General Plan, Agriculture, Conservation and Open Space Element

Goal C/OS1 – to protect visually accessible scenic resources.

Policy C/OS1-1 – Identify and protect scenic resources and view sheds associated with them.

C/OS1-1.1 – For purposes of this policy, a 'scenic resource' may refer to agricultural land, open spaces, hillsides, ridgelines, canyons, valleys, landmark trees, woodlands, wetlands, streambeds, and banks, as well as aspects of the built environment that are of a historic nature, unique to the City, or contribute to the rural, small town character of the City.

Goal C/OS2 – To safeguard important environmental and sensitive biological resources contributing to healthy, functioning ecosystems.

Policy C/OS2-3 – Identify and designate Conservation/Open Space (C/OS) other public or private properties containing scenic resources or public vistas of scenic importance.

City of Arroyo Grande Municipal Code, Chapter 16.48.090

Chapter 16.48.090 of the City Municipal Code addresses general development standards for the installation of new light sources. It is the primary goal of this ordinance to reduce the disruption of light cause by outdoor lighting, and to reduce glare and nighttime lighting to better preserve the visual properties of the night sky.

Design Guidelines and Standards for Design Overlay District (D-2.11) – Traffic Way and Station Way

The City contains specific design guidelines and development standards that apply to new development within the D-2.11 Design Overlay District. Subarea 1 is currently within this district. Development within this district would be subject to all site development standards within the Development Code. Building design is limited to three stories in height and must have a horizontal massing, including both pedestrian and vehicle-oriented features evident from public streets. Construction materials should be compatible with those used on adjacent developments.

3.1.3 Environmental Impact Analysis

3.1.3.1 Thresholds of Significance

In accordance with Appendix G of the 2016 State CEQA Guidelines, the Project would result in a significant impact to aesthetics and visual resources if it would:

a) Have a substantial adverse effect on a scenic vista;

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space and historic buildings within a local or state scenic highway;

c) Substantially degrade the existing visual character or quality of the site and its surroundings; or

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.1.3.2 Impact Assessment Methodology

Impacts to visual resources and overall Project aesthetics were assessed through field observation, notes, and site photography of existing resources; analysis of the site's relationship to the surrounding community; review of the City's existing policy framework

for protection visual resources; and review of the East Cherry Avenue Specific Plan Design Guidelines (Appendix M). Key Viewing Areas (KVAs) were chosen for the site based on their location within high viewer exposure locations near sensitive receptors along East Cherry Avenue. A simulation of KVAs 2 and 3 were conducted by the applicant's technical consultant to give a visual representation of what implementation of the development of Subarea 2 would look like from these locations. Simulations for KVAs 1 and 4 are unavailable, but impacts to views are discussed.

To evaluate potential visual impacts, two primary factors were considered, *visual impact susceptibility* and *visual impact severity*, both of which are described below.

Visual Impact Susceptibility

Visual impact susceptibility is the degree to which existing visual resources could be impacted by development of a project. Three factors are considered in the evaluation of visual impact susceptibility: visual quality, viewer exposure, and viewer sensitivity. Together, these factors combine to create a statement of the likelihood that the existing landscape/site will be impacted by the project. Each of these factors is used to rate visual impact susceptibility. As a general guideline, a visual impact susceptibility rating of *low* is achieved if two or more of the three contributing factors are rated *low*. A visual impact susceptibility rating of *high* is achieved if two or more of the three contributing factors are rated *high*. A visual impact susceptibility rating of *moderate* is achieved for all other combinations of the three contributing factors.

- ***Visual Quality*** is a measure of the overall impression or appeal of an area, as determined by the particular landscape characteristics. In this case, the quality is judged by the views of the Santa Lucia Range and natural hillsides to the east and south of the Project site. Variety, vividness, coherence, uniqueness, harmony, and pattern contribute to three visual quality classifications, *indistinctive* (low), *common* (moderate), and *distinctive* (high). Visual quality is studied as a point of reference to assess how compatible a given project would appear in relation to the established features of the setting.

- ***Viewer Exposure*** describes the degree to which viewers are exposed to views of the landscape. Viewer exposure considers the number of viewers, the duration of the view, and the proximity of viewers to the subject landscape.

- ***Viewer Sensitivity*** is a measure of the level of interest or concern of viewers regarding an area's visual resources. It is closely associated with viewers'

expectations for the area. Viewer sensitivity reflects the importance placed on a given landscape or urban area based on the human perceptions of the intrinsic beauty or aesthetic quality of the existing landforms and adjacent structures.

Visual Impact Severity

Visual impact severity refers to the degree of the negative effect of pertinent project characteristics on the existing landscape. In some cases this may include loss of onsite visual features and landmark structures. A determination of visual impact severity is made through evaluation of the *visual contrast*, *project dominance*, and *view impairment* resulting from a proposed project.

- ***Visual Contrast*** refers to a potential project's consistency with the visual elements of form, line, color, and texture already established in the landscape. Other elements that are considered in evaluating visual contrast include the degree of natural screening by vegetation and landforms, placement of structures relative to existing vegetation and landforms, distance from the point of observation, and relative size or scale.
- ***Project Dominance*** refers to the project's relationship to other visible landscape components in terms of vertical and horizontal extent. A project's scale and spatial relationship to the existing landscape can be categorized as subordinate, co-dominant, or dominant.
- ***View Impairment*** refers to the extent to which a project's scale and position result in the blockage of higher quality visual elements by lower quality elements.

Key Viewing Areas

The potential impacts of the proposed Project on the visual quality of the Project site and surrounding area, including those arising from the loss of open space and disruption of view corridors. Four KVAs are selected for analysis in the Project vicinity (see Figure 3.1-1). Oasis Associates prepared simulations of KVAs 2 and 3 for the proposed Project (refer to Figures 3.1-2 and 3.1-3) which are used to illustrate how the development of Subarea 2 may affect views and/or visual resources. The KVAs described below.

amec foster wheeler

KVA Location Map

FIGURE 3.1-1

Key Viewing Area 1: Subarea 1 from Intersection of Traffic Way and East Cherry Avenue

This KVA represents views of Subarea 1 of the Project site from the sidewalk at the intersection of Traffic Way and East Cherry Avenue. Uninterrupted views of the Santa Lucia Range, natural hillsides, and the St. Barnabas' Episcopal Church are especially prominent. Motorists, pedestrians, visitors, and shoppers along Traffic Way have full view of these visual resources, as well as of the entire Project site (see Figure 3.1-2).

Key Viewing Area 2: Subarea 2 Looking East along East Cherry Avenue

This KVA represents views of the Project site from the adjacent sidewalk on East Cherry Avenue near its intersection with Traffic Way. This location shows the quality of the views of the Santa Lucia Range and natural hillsides for the adjacent residences and travelers of Traffic Way. With development of the Project, it is anticipated that this location would experience substantial increases in pedestrian traffic and loss of the views of the natural hillside with the development of two-story residential units (see Figure 3.1-3).

Existing View

Source: RRM Design.

Rendered View

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KVA 1 – Looking East from the Intersection of Traffic Way and East Cherry Avenue

FIGURE 3.1-2

Existing View

Simulation*

*While simulation depicts residences up to two stories, the Project will contain only one-story residences along East Cherry Avenue.

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KVA 2 – Looking East Along East Cherry Avenue

FIGURE 3.1-3

Key Viewing Area 3: Subarea 2 Looking West along East Cherry Avenue

This KVA represents views of the Subarea 2 site from the sidewalk along East Cherry Avenue across from Subarea 3. Residencies located across from the site have full view of the adjacent natural hillside and the St. Barnabas' Episcopal Church. Much like Key Viewing Area 2, this location would experience increased pedestrian traffic with implementation of the Project and loss the natural hillside views (refer to Figure 3.1-4).

Key Viewing Area 4: Subarea 3 from East Cherry Avenue

This KVA represents the view of Subarea 3 from the sidewalk along East Cherry Avenue adjacent from the property towards the eastern-most extent of the Project site. Currently, the vacant Subarea 3 lot is partially screened by trees which interrupt views of the southern hillsides. Proposed development of Subarea 3 would replace some of the existing trees and other vegetation located along the northern, eastern, and western sides of the subarea. However, new landscaping including gardens would be installed as well as a senior housing and community center and a parking area on the north most side of the subarea. Development of the proposed Project are expected to similarly limit offsite views from this KVA.

KVA 4: Subarea 3 of the site remains mostly hidden behind trees and scenic views to the south are blocked by trees. Source: Google Earth 2016.

Existing View

Simulation*

*While simulation depicts residences up to two stories, the Project will contain only one-story residences along East Cherry Avenue.

amec foster wheeler

KVA 3 – Looking West Along East Cherry Avenue

FIGURE 3.1-4

Short-Term Construction Impacts

Evaluation of construction impacts focuses on the short-term visual impacts resulting from Project construction, the presence of equipment and material storage, as well as alteration of the existing landscape by excavation and earthmoving. In a visual sense, short-duration construction impacts from the proposed Project would be obtrusive and out of character with the surrounding natural landscape.

Long-Term Visual Impacts

Long-term Project impacts focus on the visual impacts resulting from Project operation and the permanent presence of new structures and development. It should be noted that existing views can change over time. For example, trees that currently screen a project site could be burned during wildfire events or die from old age or disease. However, new landscaping would be installed and maintained to be part of the long-term landscape character of the area.

Analysis of Visual Impact Susceptibility

Visual Quality – The proposed Project would alter the existing scenic views of the Santa Lucia range and the natural hillsides eastward from East Cherry Avenue and Traffic Way. While no designated scenic corridors exist near the Project site, existing views of the Santa Lucia Range and natural hillsides mixed with views of a variety of developed residential and mix uses result in a *moderate to high* visual quality rating.

Viewer Exposure – The Project site is highly visible to residents along East Cherry Avenue, the St. Barnabas' Episcopal Church, residents of the adjacent Vagabond Mobile Home Park, and travelers along East Cherry Avenue and Traffic Way. Traffic Way serves as one of the primary arterial roadways of the City and experiences high volumes of motorized and pedestrian traffic. Based on the number of viewers and the close proximity of viewing points to the project site, viewer exposure is given a *high* rating. Viewer exposure would remain high after project implementation, with multiple elements of the project, including trees, landscaping, and buildings directly visible to travelers moving in both directions on both East Cherry Avenue and Traffic Way.

Viewer Sensitivity – The Project site is located directly adjacent to residential homes along East Cherry Avenue that have an uninterrupted view of the natural hillsides located to the south. Additionally, current views of the site from Traffic Way are of moderate to high quality; development of the site has the potential to disrupt these views. However, higher

travel speeds on the busy arterial, obstructions from existing urban developments and commercial buildings and signs viewed from Traffic Way limit travelers along these scenic resources. These factors result in a viewer sensitivity rating of *moderate*.

Based on consideration of visual quality, viewer exposure, and viewer sensitivity, a visual impact susceptibility rating of *moderate to high* has been concluded.

Analysis of Visual Impact Severity

Visual Contrast – Currently, most of the Project site consists of open agricultural land bounded to the north by residential and urban development. With the development of the Project, the visual character associated with the Project site would change from rural to urban-suburban. However, a transition to a residential and urban development would be consistent with adjacent land designations and development within the City. The Project Design Guidelines indicate that the development of the Project would be of superior design, seeking to be consistent with surrounding visual character. Nevertheless, the Project would introduce new residences on land that is currently free of visual obstructions from travelers on East Cherry Avenue, as well as from private locations associated with existing homes on the north side of that street. In addition, the Project would locate a hotel and restaurant along the urban commercial section of Traffic Way, which would result in the obstruction or loss of views of the San Lucia Range from Traffic Way.

Considering its relationship to both built and natural visual resources, the Project would result in a *moderate* level of overall visual contrast.

Project Dominance – Due to the existing adjacent land uses, the Project would result in the co-dominance of the surrounding land uses. The proposed Project would result in the development and loss of open agricultural land, a land use not characteristic of the immediate vicinity. However, Project development would create a transitional zone of residential and mixed-use land uses compatible with existing residential and commercial uses.

Considering the proposed designations and the development of the sites, the Project would result in a *low* level of Project dominance.

View Impairment – Although the Project would be compatible with the types of urban development in the vicinity, Project development would nonetheless displace open scenic agricultural land and impair high quality scenic resources available across the site. Existing, agricultural views of the natural hillsides to the south for East Cherry Avenue

residents would be replaced by new residential structures and landscaping. Project Design Guidelines establish a maximum height standard for all residential units to 30 feet, a height that would obstruct views of the southern hillside. Existing views of the Santa Lucia Range to motorists and pedestrians along East Cherry Avenue and Traffic Way would be partially interrupted by new structures and landscaping.

With regards to proposed building and landscape design, the Project would result in a *high* level of view impairment.

3.1.4 Project Impacts and Mitigation Measures

The proposed Project would result in the following impacts to aesthetics and visual resources. Measures to mitigate impact, are provided.

Table 3.1-1. Summary of Project Impacts

Aesthetic Impacts	Mitigation Measures	Residual Significance
Impact VIS-1. Implementation of the Project would result in adverse effects to the existing scenic resources present at the site and surrounding areas.	MM VIS-1a	Less than Significant with Mitigation
Impact VIS-2. The proposed Project would result in a significant change in the existing visual characteristics of the site.	None required	Less than Significant
Impact VIS-3. Construction of the Project would create short-term disruption of scenic resources for the residents and travelers along East Cherry Avenue and Traffic Way.	None required	Less than Significant (Short-term)
Impact VIS-4. The proposed Project would introduce new sources of nighttime light, impacting the quality of the nighttime sky and increasing ambient light.	MM VIS-4a	Less than Significant with Mitigation

<u>Impact</u>

VIS-1 Implementation of the Project would result in impacts to the existing scenic resources present at the site and surrounding areas, particularly the adjacent hillside and distant views of the San Lucia Range (Less than Significant with Mitigation).

The proposed Project landscaping and development would modify existing views of the onsite agricultural lands, adjacent hillsides and views of the Santa Lucia Range that are currently available to the east. Consistent with the City General Plan, the generally moderate to high quality of these agricultural lands, mountains, and hillsides can be defined

as scenic resources under Policy C/OS1-1.1. The Project site does not lie within close proximity to a designated scenic highway and development of the site would not result in any impacts to scenic resources within such roadways. Implementation of the proposed Project, could disrupt views of these scenic resources, most noticeably along East Cherry Avenue, for passersby and residents of the area. Despite the Project being divided into separate aspects associated with each subarea, the Project as a whole is subject to review by the City staff, as well as the Architectural Review Committee (ARC) to ensure compliance with the City's applicable design guidelines (City of Arroyo Grande 2001), and conclude that the Project would result in minimal impacts to scenic resources.

The impact assessment is organized by subarea, and is further discussed below.

Subarea 1 Impacts:

Subarea 1 of the Project site proposes the development of a three-story, 90- to 100-room key branded hotel totaling approximately 46,800 sf and a detached single-story 4,000 sf restaurant. Based on development plans for the site, implementation of the hotel and restaurant on Subarea 1 would disrupt distant mountain views present from Traffic Way and East Cherry Avenue, as seen in KVA 1. Development within Subarea 1 would require compliance with the Design Guidelines and Standards for Design Overlay District (D-2.11) – Traffic Way and Station Way and would therefore be limited to three stories in height. Further, due to the requirement of review by the City staff and Architectural Review Committee, and implementation of MM VIS-1a, impacts to scenic resources from the development of Subarea 1 would be ***less than significant with mitigation***.

Subarea 2 Impacts:

Development of the single-family residential units on Subarea 2 would block views of the natural coast live oak woodland hillside and southern hills for residents and travelers along East Cherry Avenue. In addition, of the Project would result in the loss of the agricultural lands present on Subarea 2 of the Project site. These agricultural lands are considered a scenic resource under City General Plan Policy C/OS1-1.1, and the loss of this scenic resource would result in potentially adverse impacts to the visual character and quality of the area.

Design guidelines for the Subarea 2 development state that residential units would consist of both one- and two-story homes with maximum heights of 20 and 30 feet respectively (Appendix M). Project simulations for KVA 2 and 3 (present in Figures 3.1-3 and 3.1-4) illustrate how development of homes within Subarea 2 site would fully block views of the

natural hillsides located to the south for sensitive receptors along East Cherry Avenue, and existing partial views of the Santa Lucia Range would likely be further interrupted by the proposed Project from East Cherry Avenue and Traffic Way.[2] While the Santa Lucia Range would be considered a scenic resource as defined by Policy C/OS1-1.1, viewer exposure of this resource from KVAs 2 and 3 is lower moderate to moderate as views of Santa Lucia Range are distant, current views area already partially obscured by existing vegetation and development, and proposed development would not fully obscure offsite views by providing some visual breaks between structures and uses.

As the Project and its design guidelines for the Subarea 2 property would require review by City staff and the Architectural Review Committee under the General Plan Integrated Program EIR (City of Arroyo Grande 2001), MM VIS-1a would ensure adequate review by the Architectural Review Committee to ensure that the Project adheres to goals and standards established by the City to adequately mitigate impacts to scenic resources. Therefore, impacts to scenic resources from the development of Subarea 2 would be ***less than significant with mitigation***.

Subarea 3 Impacts:

The Subarea 3 site offers little in terms of scenic views from East Cherry Avenue, as much of the site is covered by large trees which disrupt views of the adjacent natural hillside, southerly natural slopes, and distant Santa Lucia Vistas. Development of the site would result in the removal of ~~several~~ some larger trees from the property and the addition of several structures whose designs have not been specified. With the development of this subarea, views of scenic resources from East Cherry Avenue are anticipated to remain the same and visual impacts to these resources would be minimal. By following Project design guidelines, review of the development by City staff and the Architectural Review Committee under the General Plan Integrated Program EIR (City of Arroyo Grande 2001), and implementation of MM VIS-1a, impacts to scenic resources caused by the development of Subarea 3 would be ***less than significant with mitigation***.

Mitigation Measure for All Subareas

MM VIS-1a *The Architectural Review Committee shall review Project design and consider impacts to the scenic resources available on or adjacent to the Project site, with particular consideration to the Santa Lucia Mountains. This*

[2] While visual simulations depict two-story residences along East Cherry Avenue, residences along East Cherry Avenue are proposed to only be one story in height. See Section 2.6.3.2.

includes the review of building siting, height, massing, design, and setbacks. The Architectural Review Committee shall determine whether structures obstruct important views of scenic resources, and/or propose design alterations to reduce impacts to important views of scenic resources.

Plan Requirements and Timing. The City shall ensure design of the Project does not obstruct important views of scenic resources. The Applicants shall incorporate recommendations to protect scenic resources and/or views into the Project design prior to permit approval.

Monitoring. The City shall ensure adequate protection of scenic resources present onsite, from the Project site, or from adjacent viewing areas/corridors during planning and design review.

Residual Impact

Implementation of the above mitigation measure and review by City staff and the Architectural Review Committee would result in a less than significant impact to scenic resources.

Impact

VIS-2 The proposed Project would result in a change in the existing visual character of the site with the change of the rural or semi-rural character to a mixed use and residential neighborhood (Less than Significant).

Current land uses and agricultural operations characterize the visual nature of the site and contribute to scenic values of the urban-rural boundary of this region in the City. The current undeveloped agricultural nature of the site may provide desired visual character and agricultural views for adjacent residential developments, particularly those located along East Cherry Avenue, Village Court, and Trinity Avenue. Development of a hotel, restaurant, and residential housing units on the site would substantially alter the visual character of the site, moving from a rural-agricultural character to one associated with urban development. Although this would be considered a major transformation to the site, visual character of the Project would be consistent with the visual character of the surrounding area.

The impact assessment is organized by subarea, and is further discussed below.

Subarea 1 Impacts:

Subarea 1 of the Project site currently consists of fallow land that would be developed for commercial use by a three-story 90- to 100-unit hotel and separate single-story 4,000 sf restaurant. Land use along Traffic Way is characterized by Traffic Way Mixed-Use designation which primarily allows for the sale and servicing of vehicles, as well as other accessory use. Additional developments along Traffic Way include the Cherry Lane Nursery, Log Cabin Market, and several hotel/motels. Currently, the fallow area of Subarea 1 does not fit within the current and planned character of Traffic Way, and does little to contribute to the overall visual character of the region. Development of the site for hotel and restaurant use however, would comply with City design guidelines for Traffic Way, and result in a more visually consistent urban landscape. Therefore, impacts to the visual character of the Project site caused by the development of Subarea 1 would be ***less than significant.***

Subarea 2 Impacts:

The current visual character of Subarea 2 is considered agricultural in character due to the small agricultural operations conducted within the urban-fringe region of the city, near urban neighborhoods. The Project site consists of agricultural lands that have been disconnected from the dominant agricultural areas of the City, and lie within a portion of the City now characterized by more urban neighborhoods. While the development of the site would result in the change of character from rural-agriculture to urban development, this change in character would be more consistent with the overlying visual character of adjacent areas within the City. Additionally, development of the site would adhere to City General Plan Policy LU11-2 as the proposed development would result in a transition of uses consistent with existing character of surrounding development. Subarea 1 proposes commercial uses consistent with uses along Traffic Way. The Project transitions to the east with residential and mixed uses consistent with surrounding residential densities and scales of use. Further, adherence to the City's Design Guidelines and Standards and review by the Architectural Review Committee would ensure that the Project would not degrade the visual character of the vicinity. Therefore, the change in visual character of Subarea 2 to be more uniform consistent with surrounding land uses would result in impacts which would be ***less than significant.***

Subarea 3 Impacts:

Subarea 3 of the site consists of vacant land shrouded by large trees which present a more rural visual character than the surrounding properties. Development of this subarea would result in a change in visual character to one more dominantly characterized by urban development. Design of the site would consists of construction of buildings which follow traditional Japanese styles, multiple gardens of both cultural and native significance, and installation of grassy areas and a parking lot. The development of the site would result in the overall visual character being more consistent with the urban developed neighborhoods adjacent to the site and in the creation of the more uniform visual character of the southern Arroyo Grande region. Despite the change from a rural character, development of Subarea 3 would be much more consistent with the existing visual character of the region, and impacts associated with this would be ***less than significant***.

Mitigation Measures

No mitigation measures required.

Impact

VIS-3 Construction of the Project would create short-term disruption of the visual appearance of the site for the residents and travelers along East Cherry Avenue and Traffic Way (Less than Significant).

Construction operations of the proposed Project would result in unpleasant aesthetics of the site. Operation and parking of large machinery, grading and filling of the site, soil excavations, construction lighting, and other operational activities create disruptive scenes and may affect existing visual resources. Throughout construction of the Project, these activities may result in the deterrence of individuals looking upon the existing scenic resources. Despite these potential impacts, construction operations of the site are temporary, and visual resources would be impacted for the duration of construction.

The visual changes created by the presence of construction equipment, disruption of site landscape, and unfinished structures would alter the visual character of the site during the construction period. While this impact would be adverse, it would be short-term, and is thus determined to be less than significant. Further, existing vegetation in some portions of Subarea 3 would partially screen construction activities and project landscaping would begin to screen some development from public viewing areas. Should site landscaping and

existing vegetation be subject to fire-related disturbance from future wildfires, impacts would be short-term and similar to those for construction.

Due to the short-term duration of construction activities for all subareas, impacts to aesthetic resources associated with construction operations during Project development are considered temporarily adverse but ***less then significant***.

Mitigation Measures

No mitigation measurements required.

Impact

VIS-4 The proposed Project would introduce new sources of nighttime light, impacting the quality of the nighttime sky and increasing ambient light (Less than Significant with Mitigation).

The Project would result in the development of agricultural and vacant lands which do not possess any sources of artificial light, currently creating no additional impact to nighttime light. Development of the site would alter current lighting conditions, significantly increasing the amount of exterior lighting fixtures and light produced on the Project site. However, the site is located in an already urbanized portion of the City, adjacent to residential neighborhoods and the Traffic Way arterial, which consists of large amount of exterior light fixtures (e.g. street lighting, Mobil Gas Station, vehicular lighting, etc.). Significant sources of nighttime light would be generated by the Project, and despite the already impacted visual quality of the nighttime sky by surrounding developments, the Project area consists of open space land with no existing sources of light, and development of the Project would introduce new light sources which would contribute to decreased visual quality of the nighttime sky in the area.

Several homes located along the northern sides Trinity Avenue and Village Court have prominent views of the Project site, and experience reduced levels of ambient light and glare due to the undeveloped agricultural character of the Project site. Development of the site would introduce new sources of nighttime light, ambient light, and potential glare that would potentially affect these homes more than adjacent land uses.

In order to prevent additional adverse effects to residential properties, Project Design Guidelines state that exterior light fixtures would be shielded and directed downward to avoid light spill and glare, adhering with General Plan Policy Ag/C/OS.23 Additionally, all developments under the Project will be required to adhere to lighting ordinances

established in Chapter 16.48.090 of the City Municipal Code, which establishes standards for outdoor lighting.

Despite these standards, the Project would introduce a potentially adverse amount of new light sources which would disrupt nighttime views from surrounding land uses. To ensure compatibility with City regulations and standards regarding Project design, the Project would be subject to review by the Architectural Review Committee. During this review, Project Design Guidelines for Project lighting and other architectural features would be reviewed for consistency with City policies and regulations, and the Architectural Review Committee may make adjustments to Project designs to ensure consistency with these policies. During this period, implementation of MM VIS-4a would require the Architectural Review Committee to consider aesthetic and visual impacts associated with lighting, which would reduce potential impacts to nighttime views presented by the Project. Due to required review of the Project by the Architectural Review Committee and implementation of the proposed mitigation measure, impacts associated with the creation of new sources of exterior lighting would be ***less than significant with mitigation***.

Mitigation Measures

MM VIS-4a *Upon review of the Project, the Architectural Review Committee shall consider the minimization of the number streetlights along East Cherry Avenue to reduce lighting effects upon the visual quality nighttime sky. However, the Architectural Review Committee shall allow adequate streetlights and security lighting for public safety.*

Plan Requirements and Timing. The Architectural Review Committee shall ensure the Project does not introduce sources of lighting that would unnecessarily or excessively disrupt the quality of nighttime sky, while continuing to allow lighting for public safety and security. The Applicants shall incorporate recommendations to reduce nighttime lighting impacts into the Project design prior to development plan or permit approval.

Monitoring. The City shall ensure street lighting proposed by the Project does not unnecessarily obstruct the quality of the nighttime sky while continuing to provide a sufficient amount of lighting to ensure public safety.

Residual Impact

When combined with the proposed mitigation measure, review by the Architectural Review Committee would reduce residual impacts to nighttime views to less than significant levels.

3.1.5 Cumulative Impacts

The proposed Project, in combination with approved, pending, and proposed development in Arroyo Grande, especially those within the Historic Overlay District, would contribute toward creating a more defined urban environment in the City. Consistent with the General Plan Integrated Program EIR and with long-term buildout under the General Plan, the Project would be required to adhere to the design standards of the City General Plan and City Building Standards and would be subject to discretionary review by the Planning Commission and/or City Council, as well as final design review by the Architectural Review Committee. Therefore, although the visual character could incrementally change as development intensity increases, such change is consistent with the General Plan vision for urban environment and impacts to visual quality would not be considered cumulatively considerable. The overall aesthetic impact of cumulative development in the Project vicinity would be ***less than significant***.

3.2 AGRICULTURAL RESOURCES

The following section evaluates the potential impacts of the East Cherry Avenue Specific Plan (Project) on site-specific and regional agricultural resources, including prime farmland located within the City of Arroyo Grande's (City's) limits. It also evaluates the Project's consistency with the agricultural and open space land use goals, programs, and policies in the City's General Plan and related planning policy documents, as well as relevant state policies and regulations. The analysis for agricultural resources uses Land Evaluation and Site Assessment (LESA) methodology to determine the significance of impacts, which are described below. LESA Model estimates for the Project are contained within Appendix D of this Environmental Impact Report (EIR).

Agricultural resources consist of any farmland with potential for agricultural productivity. Important agricultural resources are identified by the State of California as sites containing superior or unique soil as identified by the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), or Important Farmland as defined by the Farmland Mapping and Monitoring Program (FMMP)[1], or other important agricultural production properties. Such resources may be protected by agricultural zoning or Williamson Act contracts[2] to prevent conversion to non-agricultural use.

3.2.1 Environmental Setting

3.2.1.1 Regional Context

Agriculture is a major production industry in the County of San Luis Obispo (County) with a gross production value of $903 million in 2014. Top crops by value include: strawberries ($205 million), wine grapes ($203 million), cattle and calves ($126 million), broccoli ($57 million), and vegetable transplants ($33 million) (County of San Luis Obispo, Department of Agriculture/Weights and Measures 2015). Agriculture production creates a multiplier effect, creating jobs and economic output in many other sectors of the local economy, including tourism, industrial, retail and commercial services. Agricultural resources in the vicinity of the City of Arroyo Grande are mainly limited to areas outside the City limits.

[1] The FMMP assesses the location, quality and quantity of agricultural lands and monitors the conversion of these lands to nonagricultural uses. The FMMP classifies Important Farmland based on agricultural soil quality and current land use into four categories of important farmlands: prime farmland, farmland of statewide importance, unique farmland, and farmland of local importance. Important farmlands contain soils best suited for producing food and forage, particularly for producing high-yield crops.

[2] A Williamson Act contract is an agreement between private landowners and the government to restrict specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments (refer to Section 3.2.3, *Regulatory Setting*, for additional detail).

Agricultural activity in the vicinity includes irrigated row crops in level or gently sloping areas and livestock grazing in foothill areas. Nearby farmland in the County lies southwest of the City in Oceano, and northeast of the City along Arroyo Grande Creek.

The City is located in the southwestern end of San Luis Obispo County, encompassing a total of 5.835 square miles (approximately 3,374.4 acres) of lands that are largely developed. The City contains approximately 369 acres of land zoned for agricultural use, equating to nearly 10 percent of land within the City limits, and contains approximately 500 acres of Class I and II soils (Laura A. Pennebaker 2009).

3.2.1.2 Local Context

There are agriculturally zoned lands in the City approximately 0.25 miles to the northeast, and 0.20 miles to the west of the Project site. The Project site is bordered by nonagricultural lands, single-family neighborhoods to the north and northeast, lands developed with commercial uses along Traffic Way to the west, and the Vagabond Mobile Home Park and St. Barnabas Episcopal Church along its southern boundary. The areas located to the north, west, and east are zoned for urban uses by the City and listed as Urban and Built-Up Lands by the California Department of Conservation and are therefore ineligible for a Williamson Act contract (Department of Conservation 2010). Neither the Project site nor immediately adjacent lands are under a Williamson Act contract; although, there are Williamson Act lands approximately 0.5 miles to the south of the Project site.

3.2.1.3 Project Site

Subarea 2 is currently used as agricultural land for the cultivation of row crops.

The 15.29-acre Project site is located entirely within the City limits. The 2.16-acre Subarea 1 is zoned for Traffic Way Mixed-Use (a nonagricultural zoning district) and is currently fallow. The 11.62-acre Subarea 2 is zoned for agriculture, and currently contains commercial row crop production cultivated with broccoli, lettuce, celery, and parsley. Subarea 3 is zoned for agriculture, but is currently not utilized for agricultural activities. A portion of Subarea 1 and the entire Subarea 2 have historically been farmed with a variety of vegetable row crops. Irrigation for these crops is obtained from two existing onsite water wells located on the northeast portion of Subarea 2. Subarea 3 was

originally purchased in 1920 by the Arroyo Grande Japanese Welfare Association (JWA), and included two houses, two garages, and accessory buildings. The site has been host to a variety of uses over time, but was not known to be under commercial agricultural production. As designated under the FMMP, the Project site contains a total of 12.85 acres of "prime farmland" and 2.44 acres of land classified as "urban and built-up land" (Department of Conservation 2012; see Figure 3.2-1).

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Agricultural Resources within the Project Site

FIGURE 3.2-1

Agricultural Soils within the Site

The Project site contains a total of 14.0 acres of "prime agricultural soils" soils" as defined by the NCRS; these soils overlap the 12.85 acres of FMMP designated prime farmland. The NRCS Soil Survey for San Luis Obispo County, Coastal Part, identifies soil types in southern San Luis Obispo County, including those which contain superior properties for agricultural production, known as prime agricultural soils. The NRCS designates such prime soils with a Soil Capability Class of I or II. Many soils are given a Capability Class of I or II only when irrigated, but otherwise receive a lower rating without irrigation. Soils in the Project site are comprised of Mocho Silty Clay Loam and two types of Zaca Clay

(see Figure 3.2-2). Mocho Silty Clay Loam contains a Soil Capability Class of I when irrigated and is considered Class IIIc without irrigation (Table 3.2-1). The first type of Zaca Clay contains a Soil Capability Class of IVe with and without irrigation. The second type of Zaca Clay present at the site contains a Soil Capability Class of VIIe with and without irrigation. Mocho Silty Clay Loam is considered a *prime* agricultural soil by the California Department of Conservation when irrigated, while both types of Zaca Clay are considered *non-prime* in irrigated and non-irrigated conditions (NRCS 2015).

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Agricultural Soils within the Project Site

FIGURE 3.2-2

The Mocho Silty Clay Loam occurs on all 2.16 acres of Subarea 1, approximately 10.1 acres of Subarea 2, and approximately 1.74 acres of Subarea 3 (using proposed subarea acreages). The Zaca Clay (15 to 30 percent slopes) occurs on approximately 0.89 acres of Subarea 2 and approximately 0.02 acres of Subarea 3. The Zaca Clay (50 to 75 percent slopes) occurs on approximately 0.09 acres of Subarea 3 (see Figure 3.2-2). In summary, approximately 93 percent of the soils are considered prime soils when irrigated.[3]

[3] Approximately 11 acres (73%) of the site is currently irrigated, with currently fallow areas in Subarea 1.

Table 3.2-1. Project Site Soil Capabilities

Map Symbol	Soil Name	Acreage in Project Site	Class		Important Farmland Map Designation	Slope %	Surface Runoff	Irrigation limitations
			IR	NI				
175	Mocho Silty Clay Loam	14.0	I	IIIc	Prime (if irrigated)	0 to 2	Medium	Few limitations
225	Zaca Clay	0.9	IVe	IVe	Not Prime	15 to 30	Very High	Very limited (slope and erosion)
227	Zaca Clay	0.1	VIIe	VIIe	Not Prime	50 to 75	Very High	Very limited (slope and erosion)

Notes: IR = irrigated; NI = non-irrigated.
Source: NRCS 2015.

Proposed Offsite Agricultural Resources

The Project includes a proposal for offsite agricultural protection of a 9.79-acre parcel under an agricultural conservation easement. This proposed agricultural conservation parcel is located at 1189 Flora Road, approximately 1.25 miles northeast of the Project site. This parcel is located within the City limits, is currently zoned Agriculture and under cultivation, and contains comparable Class I prime farmland soils to the Project site. This proposal is made in an effort to mitigate the loss of prime farmland soils in Subarea 2 in compliance with Goal Ag1 of the *Agriculture, Conservation, and Open Space Element* of the City's General Plan. On July 28, 2015, the City Council adopted the resolution determining that the Flora Road site constitutes as appropriate mitigation for the conversion of prime farmland in Subarea 2[4] (City of Arroyo Grande 2015).

The Flora Road parcel includes a single residence and a well that, while in working condition, is considered unreliable. The City Council has recently approved a replacement well that is anticipated to produce a higher volume of water. It is estimated that the well would produce ample water for the residence and agricultural operations on the property, as well as a substantial amount of water that may be used by the City for irrigation purposes. In addition to the agricultural conservation easement, an agreement would include the City's rights to water below the surface of the property, rights of access to such water, and the right to install and maintain wells on the property.

[4] It should be noted that the City Council Resolution on July 28, 2015 is considered as mitigation only in reference to Goal Ag1 of the *Agriculture, Conservation, and Open Space Element* and does not reflect the adequacy of mitigation for agricultural resource impacts identified under the California Environmental Quality Act (CEQA).

The City's *Bicycle and Pedestrian Plan* includes plans for a 15-foot wide bicycle and pedestrian path across the property and along Flora Road (not included within the 9.79 acres proposed for agricultural conservation easement). The proposed pathway includes a future path over Arroyo Grande Creek at Strother Park that would ultimately connect Huasna Road and Branch Mill Road.

3.2.2 Regulatory Setting

3.2.2.1 Federal

There are no federal regulations or policies related to agricultural resources which apply to this Project.

3.2.2.2 State

Farmland Mapping and Monitoring Program (FMMP)

The California Department of Conservation established the FMMP in 1982 to assess the location, quality, and quantity of agricultural lands and analyze the conversion of these lands throughout California. The list below provides a comprehensive description of all categories mapped by the California Department of Conservation (Department of Conservation 2010).

- **Prime Farmland –** Farmland that has the best combination of physical and chemical features and is able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to sustain high yields. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Farmland of Statewide Importance –** Farmland similar to prime farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Unique Farmland –** Farmland with lesser quality soil that is used for production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards, which are found in some climatic zones in California. Land must have been used for crops at some time during the 4 years prior to the mapping date.
- **Farmland of Local Importance –** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land** – Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California

Cattlemen's Association, University of California Cooperative Extension, and other groups interested in grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

- **Urban and Built-up Land** – Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or about six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, and public administrative purposes; railroad and other transportation yards; cemeteries; airports; golf courses; sanitary landfills; sewage treatment facilities; water control structures; and other developed purposes.
- **Other Land** – Land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Public Resources Code (PRC) Section 21060.1

PRC Section 21060.1 defines agricultural land for the purposes of assessing environmental impacts under the FMMP. As stated earlier, the FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and analyze the conversion of these lands. The FMMP looks at agricultural land use and land use changes throughout California.

Williamson Act

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is promulgated in California Government Code Section 51200-51297.4. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments. Specifically, this legislation enables landowners who voluntarily agree to participate in the Williamson Act program, to receive assessed property taxes according to the income-producing value of their property in agricultural use, rather than on the property's assessed market value.

The Williamson Act program is administered by the California Department of Conservation in conjunction with local governments, which administer the individual contract arrangements with landowners. The landowner commits the parcel to a 10-year "rolling" period wherein no conversion out of agricultural use is permitted. Each year the contract automatically renews unless a notice of non-renewal or cancellation is filed. In return, the land is taxed at a rate based on the actual use of the land for agricultural

purposes, as opposed to its unrestricted market value. An application for immediate cancellation can also be requested by the landowner, provided that the proposed immediate cancellation application is consistent with the cancellation criteria stated in the California Land Conservation Act and those adopted by the affected county or city. Non-renewal or immediate cancellation does not change the zoning of the property. Participation in the Williamson Act program is dependent on county adoption and implementation of the program and is voluntary for landowners.

The Williamson Act states that a board or council shall, by resolution, adopt rules governing the administration of agricultural preserves. The rules of each agricultural preserve specify the uses allowed. Generally, commercial agricultural uses are permitted within an agricultural preserve; however, local governments may identify compatible uses permitted with a use permit.

California Government Code Section 51238.1 allows a board or council to deem compatible any use, without conditions or mitigation that would otherwise be considered incompatible. However, this may occur only if that use meets the following conditions:

- The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels on other contracted lands in agricultural preserves.
- The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels on other contracted lands in agricultural preserves. Uses that significantly displace agricultural operations on the subject contracted parcel or parcels may be deemed compatible if they relate directly to the production of commercial agricultural products on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing, or shipping.
- The use will not result in the significant removal of adjacent contracted land from agricultural or open space use.

3.2.2.3 Local

City of Arroyo Grande General Plan

The City of Arroyo Grande's adopted *General Plan Agriculture, Conservation, and Open Space Element* outlines multiple policies designed to protect agricultural resources and prime agricultural land. The City's General Plan sets forth specific requirements for the Project vicinity and Project site, as well as overall requirements for protection of

agricultural land and required mitigation standards for loss of agricultural land. Policies relevant to the proposed project are listed below:

General Plan, Agriculture, Conservation and Open Space Element

Goal Ag1 – Avoid and or mitigate loss of prime farmland soils and conserve non-prime Agriculture use and natural resource lands.

Policy Ag1-1 – Designate prime farmland soils that are not predominately committed to non-Agricultural developed as Agriculture (Ag) and/or Agriculture Preserve (AgP), whether or not in current agricultural productive use.

Policy Ag1-1.1 – Prime Farmland Soils shall include all land, whether a single parcel or contiguous parcels, that if irrigated, qualifies for rating as Class I or Class II in the USDA Natural Resources Conservation Service land use capability classification whether or not the land is actually irrigated, provided that irrigation is feasible. (This definition is derived from the Local Government Reorganization Act of 2000 as reorganized and amended in 2000, Section 56064(a)). Prime farmland soils shall also include Farmland of Statewide Importance as identified in the USDA, Natural Resources Conservation Services, outlined in the Land Inventory and Monitoring (LIM) Project Soil Survey for San Luis Obispo County, California, Coastal Part, September 1984.

Policy Ag1-1.2 – Public facilities are permitted on agricultural and natural resource land when required by health, safety, or welfare of the public.

Policy Ag1-1.3 – Either Agriculture or Agriculture Preserve zoning are consistent with the Agriculture classification of the plan.

Policy Ag1-2 – Designate as Conservation/Open Space (C/OS) or County Rural Lands all nonprime Ag lands with important natural resource or open space values that the community intends to conserve.

Policy Ag1-3 – Support existing programs and develop strategies to retain areas of farmland soils for agricultural use, and other Conservation/Open Space (C/OS) areas in a natural, undeveloped state.

Policy Ag1-3.1 – Encourage Williamson Act participation and acquisition of Agricultural Conservation Easements by agricultural landowners. An inventory of parcels under Williamson Act contract and those with easements within the City shall be maintained by the Community Development Department and the status of those contracts/easements reported to the Planning Commission and the City Council. The City's objective shall be 100% of either Williamson Act enrollment of qualified parcels or agricultural conservation easement acquisition. The City's aim shall be to maintain continuity of Ag and C/OS parcels and avoid fragmentation of areas having prime farmlands soils or non-prime Conservation/Open Space designation.

Policy Ag1-4 – Establish and apply a significance criterion (threshold of significance) for California Environmental Quality Act (CEQA) analysis, as provided by CEQA Guidelines Section 15064.7, which considers loss of prime farmland soils as a significant adverse environmental impact.

Policy Ag1-4.1 – Loss of prime farmland soils shall refer to their unavailability for agricultural use. Loss may occur through natural causes or development such as coverage (e.g., paving, construction of buildings, etc.), or conversion to urban/suburban use (including residential yards/gardens and recreation areas). Cessation of agricultural use shall not constitute loss so long as the parcel remains fallow or is allowed to revert to a natural undeveloped state. Site improvements that are intended to support agricultural operations – such as grading, irrigation or drainage facilities, unpaved roads, or farm buildings and structures – shall not constitute loss so long as the improvements do not substantially diminish the capability of agricultural operations on the parcel or within the area and the improvements are directly related to agricultural production on the site.

Policy Ag1-4.2 – Possible mitigation for loss of areas having prime farmland soils may include permanent protection of prime farmland soils at a ratio of at least 1:1 and up to 2:1 with regard to the acreage of land removed from the capability for agricultural use. Permanent protection may involve, but is not limited to, dedication of a perpetual agriculture or conservation easement or other effective mechanism to ensure that the area chosen as mitigation shall not be subject to loss of its prime farmland soils. Suitability of location shall be determined by the City Council. The aim shall be to protect and preserve prime farmland soils primarily within and contiguous to City boundaries, secondly within the Urban Land Use Element area, and thirdly within the larger Arroyo Grande Valley and La Cienega Valley within the Area of Environmental Concern. Other potential mitigation measures for loss of areas having prime farmland soils include payment of in-lieu fees or such other mitigation acceptable to the City Council.

Policy Ag1-4.3 – Since prime farmland soils occur naturally and are geographically specific, the only means for mitigation to less than significant is preservation. The City's aim shall be to maintain continuity of Ag and C/OS parcels and avoid fragmentation of areas having prime farmland soils. The City shall avoid development of prime farmland soil areas by direction growth potential to more suitable urban locations. Only after the imposition of available mitigation and consideration of alternatives to avoid the proposed action, may the City Council approve development on prime farmland soils subject to overriding considerations as permitted by California Government Code Section 15093.

City of Arroyo Grande Municipal Code

Section 16.12.170(F) – Agricultural Land Conversion

1. The City shall require agricultural mitigation by applicants for discretionary entitlements which will subdivide or change the use of land zoned agriculture or agriculture preserve to any non-agricultural use.

2. Agricultural mitigation shall be satisfied by:
    a. Granting an agricultural conservation easement, a farmland deed restriction or other agricultural conservation mechanism to or for the benefit of the city and/or a qualifying entity approved by the city. Mitigation shall be required for that portion of the land which no longer will be designated or zoned agricultural land, including any portion of the land used for park and recreation purposes, that will 1) permanently protect prime agricultural and prime soils from development; 2) or will benefit preservation of agricultural land and operations through other means as determined by the city council. At least as many acres of prime agricultural land shall be protected as was changed to a non-agricultural use within city limits, or up to two times as many acres of agricultural land shall be protected outside the city but within the city's area of environmental concern, as was changed to a nonagricultural use, in order to mitigate the loss of agricultural land; or

    b. In lieu of conserving agricultural land as provided above if the City Council determines that the payment of in-lieu fees provide a superior opportunity to satisfy the goals and policies of the general plan, agricultural mitigation may be satisfied by the payment of a fee, established by the City Council by resolution or through an enforceable agreement with the developer, based upon a farmland replacement factor of up to two-to-one (2:1) to be used for acquisition of a farmland conservation easement or farmland deed restriction. The in-lieu fee option must be approved by the City Council. The fee shall be based upon current appraisal information for the acquisition of a conservation easement on replacement land plus all related city administrative and legal costs. The in-lieu fee, paid to the city, shall be used for farmland mitigation purposes, with priority given to lands with prime agricultural soils located within the city; or

    c. Other mitigation measures may be determined acceptable by the City Council.

3.2.3 Environmental Impact Analysis

3.2.3.1 Thresholds of Significance

With respect to agricultural resources, applicable sections of Appendix G of the 2016 California Environmental Quality Act (CEQA) Guidelines state that a project would normally have a significant impact on the environment if it would:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use;

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract; and/or,

c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in the conversion of Farmland to non-agricultural use.

Further, with respect to agricultural land use and consistency with the *Agriculture, Conservation, and Open Space Element* of the City's General Plan, this section uses the threshold in Appendix G of the 2015 CEQA Guidelines, which states that a project would normally have a significant impact on the environment if it would:

a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect (see Section 3.7, *Land Use* for additional analysis on General Plan consistency).

In addition, this analysis uses the California Agricultural Land Evaluation and Site Assessment (LESA) Model as a basis for the determination of agricultural resource impacts. The LESA Model was developed as an amendment to Appendix G of the CEQA Guidelines concerning agricultural lands. It is intended "to provide lead agencies with an optional methodology to ensure that significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process" (Public Resources Code Section 21095). LESA is a method used to define an approach for rating the relative quality of land resources based upon specific measurable features. The California Agricultural LESA Model is composed of six different factors: two Land Evaluation (LE) factors are based upon measures of soil resource quality, and four Site Assessment (SA) factors provide measures of a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource

lands. The factors are then weighted relative to one another and combined, resulting in a single project score that becomes the basis for making a determination of a project's potential significance, based upon a range of established scoring thresholds.

- If the total LESA score is from 0 to 39 points, the scoring decision is "not considered significant";
- If the score is from 40 to 59 points, it is "considered significant only if LE and SA subscores are each greater than or equal to 20 points";
- if the score is from 60 to 79 points, it is "considered significant unless either LE or SA subscore is less than 20 points"; or,
- if the score is from 80 to 100 points, it is "considered significant" (California Department of Conservation 1997).

3.2.3.2 Impact Assessment Methodology

This section provides a discussion of the potential impacts to agricultural resources within the Project site, associated with the conversion of 14.0 acres of prime agricultural soils to urban development, including a hotel and restaurant on Subarea 1; 58 single-family residences on Subarea 2; and a community center building, 10-unit senior housing building, historic orchard, and Japanese cultural gardens on Subarea 3. The methodologies for analyzing the Project's potential impacts to agricultural resources are based on the guidelines, policies, and procedures identified in the City General Plans, the FMMP, and the California Agricultural LESA Model. Data from the California Department of Conservation and the County Department of Planning and Building were accessed to obtain mapping information related to the Project. The Agricultural Soils Report prepared by NCRS, City of Arroyo Grande memos, and LESA worksheets are found in Appendix D. LESA scores for the Project site are summarized below in Table 3.2-2.

The following methods were used to determine the extent and/or significance of the Project's impact on agricultural resources:

a) Identify onsite soils that would be impacted based on their NRCS designation of prime farmland. The NRCS defines prime farmland soils at land with the best combination of physical and chemical features able to sustain long-term production of agricultural crops.

b) Identify any onsite land classified by the FMMP with an agricultural designation that would be directly converted as a result of the proposed development and/or use.

Table 3.2-2. LESA Analysis Summary for the Project Site

	Factor Rating (0-100 points)	Factor Weighting (Total = 1.00)	Weighted Factor Rating
Land Evaluation (LE)			
1. Land Capability Classification	96.56	0.25	24.14
2. Storie Index Rating	91.12	0.25	22.78
Site Assessment (SA)			
2. Project Size	30	0.15	4.5
3. Water Resource Availability	100	0.15	15
4. Surrounding Agricultural Lands	0	0.15	0
5. Protected Resource Lands	0	0.05	0
Total LESA Score (sum of weighted factor ratings)			**66.42**
Significance Determination	**Not considered significant** (because SA subscore is less than 20 points).		

See Appendix D for complete LESA Model Worksheets for each Subarea individually and whole Project site.

c) Identify onsite and offsite areas with a County agriculture land use designation that would be directly converted or would indirectly contribute to the conversion of land as a result of the proposed development and/or uses.

d) Perform modeling of the Project site with criteria outlined by the LESA Model developed by the California Department of Conservation.

3.2.4 Project Impacts and Mitigation Measures

The implementation of the proposed Project has the potential to result in impacts to agricultural resources within the Project site. The significance of these impacts are assessed based on LESA Model scores. The Project would convert prime farmland to non-agricultural use, and would change existing zoning for agricultural use on Subareas 2 and 3 to non-agricultural zoning. As such the Project is evaluated for consistency with policies and goals within the *Agriculture, Conservation, and Open Space Element* of the General Plan. As the Project site or vicinity is not under a Williamson Act contract, the proposed Project would not conflict with a Williamson Act contract. Based on the LESA analysis, the conversion of existing agricultural lands on the entire Project site to nonagricultural uses is not considered a significant impact. These issues are further discussed below.

Table 3.2-3. Summary of Project Impacts

Agricultural Resources Impacts	Mitigation Measures	Residual Significance
Impact AG-1. The proposed Project would result in the direct conversion of a site that includes agricultural capabilities, including prime soils and historic agricultural production. However, because of the limited size of the site, and its context amidst adjacent non-agricultural land uses, conversion of the site to non-agricultural uses is considered less than significant based on the LESA methodology.	None required	Less than Significant
Impact AG-2. The proposed Project would result in the conversion of agricultural land uses within the Project site, creating potentially significant impacts with respect to consistency with City Goal Ag1 and related policies in the Agriculture, Conservation, and Open Space Element, which seek protection of prime farmland.	MM AG-2a	Less than Significant with Mitigation

Impact

AG-1 **The proposed Project would result in the direct conversion of a site that includes agricultural capabilities, including prime soils and historic agricultural production. However, because of the limited size of the site, and its context amidst adjacent non-agricultural land uses, conversion of the site to non-agricultural uses is considered less than significant based on the LESA methodology (Less than Significant).**

The proposed Project would convert the site from undeveloped lands containing prime farmland to developed uses, resulting in a loss of agricultural capabilities. While the majority of the 15.29-acre Project site was found to contain prime soils and prime farmland as designated under the FMMP, the estimated LESA score for the entire site was found to be 66.42 (see Appendix D for complete LESA Model worksheets). This score indicates that agricultural resources within the Project site are not considered significant, because the SA subscore is less than 20 points. The reason for this subscore is that the Project site is not large enough to constitute a high score under LESA, and there is a low percentage of surrounding agricultural lands and protected resource lands in the Project vicinity.

The small acreage of the Project site and location within developed land uses limits the agricultural viability of this site, resulting in a low LESA score. Therefore, while the Project would result in a loss of agricultural resources, impacts are considered ***less than significant***.

Mitigation Measures

No mitigation measures required.

Impact

AG-2 The proposed Project would result in the conversion of agricultural land uses within the Project site, creating potentially significant impacts with respect to consistency with City Goal Ag1 and related policies in the Agriculture, Conservation and Open Space Element, which seek protection of prime farmland (Less than Significant with Mitigation).

Project development of 14.0 acres of prime agricultural soils would result in conversion of approximately 3.8 percent of the estimated 369 acres of remaining agricultural land within the City. The City's *Agriculture, Conservation, and Open Space Element* contains goals and policies aimed at the conservation and protection of prime farmland soils and agricultural uses. Although the Project site's LESA score indicates that agricultural resources within the site are not considered significant, the proposed Project would convert 14.0 acres of prime agricultural soils and the overlapping 12.85 acres of prime farmland under the FMMP to developed uses, resulting in potential General Plan inconsistencies.

Section 16.04.070 of the Municipal Code defines "agricultural land or farmland" as land area specifically designated or zoned as Agriculture. Subareas 2 and 3 are zoned Agriculture and would therefore be subject to mitigation under Policy Ag1-4.2; however, Subarea 1 is not zoned or designated as Agriculture. Under Policy Ag1-4.2 of the City's General Plan, possible mitigation for loss of areas having prime farmland soils may include permanent protection of prime farmland soils at a ratio of at least 1:1, and up to 2:1 with regard to the acreage of land removed from the capability for agricultural use, or by payment of in-lieu fees or other such mitigation acceptable to the City Council to permit protection of similar agricultural land. Subareas 2 and 3 contain approximately 11.84 acres of prime farmland soils that would be subject to agricultural mitigation in accordance with Policy Ag1-4.2. For the proposed Project, under City policy, this would require the dedication of prime agricultural soils to a perpetual agriculture or conservation easement, or the payment of in-lieu fees. The Project Applicant for Subarea 2 proposed dedication of an agricultural conservation easement of a 9.79-acre parcel of prime farmland in order to compensate for the loss of approximately 10.1 acres of prime agricultural soils within Subarea 2; the resolution for this agricultural mitigation was adopted by the City Council on July 28, 2015. The proposed mitigation site is located 1.25 miles northeast of the Project

site on Flora Road and is considered acceptable mitigation for the conversion of 9.79 acres of prime agricultural land by the City Council (City of Arroyo Grande 2015). Subarea 1 and Subarea 3 have not set forth specific mitigation proposals.

The impact assessment is further broken down by subarea as discussed below.

Subarea 1 Impacts:

The 2.16-acre Subarea 1 is zoned Traffic Way Mixed-Use and designated Mixed-Use in the City's General Plan (a nonagricultural use), and the Project would retain this zoning district and land use designation. Given this definition, and in accordance with Section 16.12.170(F), Subarea 1 is not defined as agricultural land or considered an "agricultural land conversion". As Subarea 1 is designated for nonagricultural uses, and has already been earmarked for development by the City; thus, the General Plan allows for Subarea 1 to be developed with nonagricultural uses that would inevitably result in the loss of prime soils within the site. Since this subarea is not designated for agricultural use by the City, Subarea 1 is not subject to Policy Ag1-4.2 and impacts related to land use consistency would be considered ***less than significant*** for Subarea 1.

Subarea 2 Impacts:

The 11.62-acre Subarea 2 is zoned Agriculture, but would be converted to a Village Residential zoning district, and be reduced to 11.12 acres after the proposed transfer of 0.5 acres to Subarea 3. The proposed Project would convert approximately 10.1 acres of prime agricultural soils to developed uses. In this subarea, the conversion would result in a loss of agricultural lands currently being cultivated. Although the prime soils acreage in Subarea 2 is approximately 10.1 acres, and the proposed parcel for mitigation is 9.79 acres, the City Council has determined this is sufficient mitigation at a 1:1 ratio, with the difference being that some acreage on the site is already lost because it is being used for public roadways, consistent with Policy Ag1-1.2 of the City's General Plan. Therefore, the proposed dedication of 9.79 acres of agricultural land at Flora Road would reduce impacts resulting with consistency with the *Agriculture, Conservation and Open Space Element*, and impacts would be considered ***less than significant*** for Subarea 2.

Subarea 3 Impacts:

The 1.51-acre Subarea 3 is zoned Agriculture, but would be converted to a Village Mixed-Use zoning district, and grow to 2.01 acres after the proposed transfer of 0.5 acres from Subarea 2. This subarea would only contain approximately 0.5 acres of FMMP designated

prime farmland, located on the 0.5-acre remainder lot from Subarea 2 (refer to Figure 3.2-1). The rest of Subarea 3 contains FMMP designated urban and built-up lands. In addition, the proposed Project would convert approximately 1.74 acres of prime agricultural soils from the 2.01-acre Subarea 3 to developed uses, which is a potentially significant impact. Although this subarea is not being utilized for agricultural use and has no history of agricultural activities, it contains approximately 1.74 acres of prime agricultural soils, and requires mitigation under Policy Ag1-4.2. The City Council must determine if the proposed orchard and cultural buildings warrant consideration to count in part as agricultural mitigation. If the mitigation measures below are taken, the impact would be reduced to ***less than significant with mitigation*** for Subarea 3.

Mitigation Measure for Subarea 3

MM AG-2a *The Applicant (Arroyo Grande Valley JWA) shall mitigate for the loss of 1.74 acres of prime farmland soils within Subarea 3 pursuant to General Plan Goal Ag1 and related policies. At the discretion of the City Council, options may include, but not be limited to: 1) Applicant to purchase a parcel of land (size to be determined by City Council) to be put into an agricultural conservation easement, 2) Applicant to pay in-lieu fees to a designated fund dedicated to acquiring and preserving agricultural land; 3) Council may determine that the 9.79-acre parcel intended to mitigate the loss of prime soils for Subarea 2 also mitigates impacts within Subarea 3; or 4) any other approach determined to be acceptable to the City Council to satisfy the intent of General Plan Goal Ag1 and related policies.*

In making their determination, the City Council may consider the following circumstances: 1) the loss of prime agricultural land for the entire Specific Plan area, including for Subarea 3, is considered less than significant based on the LESA methodology (see Impact AG-1); and 2) Subarea 3 has not historically been in agricultural production.

Plan Requirements and Timing. Notices, in-lieu fees and/or agricultural conservation easements shall be submitted for review and approval by the City prior to permit approval for applicable development areas within the Specific Plan.

Monitoring. The City shall ensure compliance with the *Agriculture, Conservation and Open Space Element* of the General Plan. The City

Council shall make the final decision on the specific requirements for agricultural mitigation prior to permit approval for the Project.

Residual Impact

Implementation of mitigation measure MM AG-2a would reduce residual impacts to less than significant levels.

3.2.5 Cumulative Impacts

Implementation of the proposed Project would contribute incrementally to the loss of agricultural land to development within the City and in southern San Luis Obispo County. Development of 14.0 acres of prime agricultural soils would constitute a loss of approximately 3.8 percent of remaining agricultural land within the City, and a loss of agricultural resources within the County, contributing to cumulative impacts to regional agricultural resources. Although agricultural resources in the Project vicinity are mainly in areas outside City limits, agriculture is a major industry in the County. These impacts, when combined with other recent and proposed developments in the City listed in Table 3.0-1 as well as other developments within southern San Luis Obispo County, cumulatively add to the conversion of agricultural lands to nonagricultural uses. However, because of the adopted resolution for Subarea 2 to dedicate a 9.79-acre parcel of protected prime farmland and proposed mitigation for Subarea 3, the Project contribution to regional cumulative impacts to agricultural resources is considered ***less than significant***.

3.3 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

This section discusses air quality impacts associated with the proposed East Cherry Avenue Specific Plan (Project) in the context of site-specific and regional air quality within San Luis Obispo County. Air quality is evaluated according to the concentration of pollutants in ambient air. The U.S. Environmental Protection Agency (EPA) has established criteria to protect public health and welfare for seven criteria pollutants including carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O_3), sulfur dioxide (SO_2), 10-micron particulate matter (PM_{10}), 2.5-micron particulate matter ($PM_{2.5}$) and lead (Pb). Other air pollutants of concern include toxic air contaminants (TACs) or hazardous air pollutants (HAPs), in particular diesel particulate matter, generated from the operation of diesel engines (e.g., trains, equipment, truck, etc.).

3.3.1 Environmental Setting

Existing conditions for air quality in the City of Arroyo Grande are described in detail in the County's *2001 Clean Air Plan*, which is incorporated herein by reference. Based on information available, it is not expected that baseline conditions have changed significantly since the 2001 plan was completed.

3.3.1.1 Regional Climate and Meteorology

San Luis Obispo County's climate can generally be characterized as Mediterranean, with warm dry summers and cooler, relatively damp winters. Inland areas typically experience a wider range of temperatures than on the coast, mainly due to the separation of regions by transformation in terrain, such as the coastal mountain ranges. Maximum temperatures in the summer in coastal areas average about 70 degrees Fahrenheit, while temperatures in the high 90s are typical in the inland valleys. Average minimum winter temperatures range from the low 30s along the coast to the low 20s inland.

The County's meteorology is largely controlled by a persistent high-pressure system over the eastern Pacific Ocean. The Pacific high-pressure system remains generally fixed several hundred miles offshore from May through September. Coastal fog and low clouds often form in the marine layer along the coast, lessening in the warmer interior valleys.

Approximately 90 percent of the total annual rainfall in the County occurs between November and April; however, rainfall amounts can vary considerably among different regions in the County. Annual rainfall averages from 16 to 28 inches in the Coastal Plain, while the Upper Salinas River Valley receives approximately 12 to 20 inches of rain

annually. The Carrizo Plain is the driest area of the County, receiving an average of less than 12 inches of rain per year.

The speed and direction of local winds are influenced by the location and strength of the Pacific high-pressure system, by topographical features and by circulation patterns resulting from temperature differences between land and sea. In spring and summer, when the Pacific high is at its strongest, onshore winds from the northwest generally prevail during the day. In the fall, onshore surface winds decline and the marine layer grows shallow, allowing an occasional weak offshore flow. Pollutants may accumulate more during this time of year, remaining over the ocean for a few days and being carried back onshore. Strong inversions can form at this time, trapping pollutants near the ground surface; this effect is intensified when the Pacific high weakens and moves inland to the east. This may produce a condition known as Santa Ana where air, often pollutant-laden, is transported into the County from the east and southeast. The break-up of this condition generally occurs within seven days and may then result in stagnant conditions and a build-up of pollutants offshore. The sea breeze can also bring these pollutants back onshore, where they combine with local emissions and cause high pollutant concentrations.

3.3.1.2 Greenhouse Gases and Global Climate Change

Global climate change is a change in the average weather of the Earth which can be measured by wind patterns, storms, precipitation and temperature. Scientific consensus has identified that human-related emission of greenhouse gases above natural levels is a significant contributor to global climate change. Greenhouse gases (GHGs) that trap heat in the atmosphere and regulate the Earth's temperature include water vapor, carbon dioxide (CO_2), methane, NO_x, chlorofluorocarbons (CFCs), and ozone (O_3).

The primary activities associated with GHG emissions include the electric power industry, transportation, industrial/manufacturing, agricultural, commercial, and residential (U.S. EPA 2015). Specifically, the main sources of increased concentrations of GHGs due to human activity include the combustion of fossil fuels and deforestation (CO_2); livestock and rice paddy farming, land use and wetland depletions, and landfill emissions (methane); refrigeration systems and fire suppression systems use and manufacturing (CFCs); and agricultural activities, including the use of fertilizers (NO_x).

The largest anthropogenic source of emissions comes in the form of CO_2, which makes up approximately 82 percent of U.S. GHG emissions. As such, CO_2 has the highest data availability and least uncertainty (EPA 2015). In 2012, the State of California produced

approximately 364.20 million metric tons of CO_2 emissions from fossil fuel combustion. Sector sources of these CO_2 emissions are as follows: transportation (56.0 percent), industry (19.0 percent), electricity generation (13.2 percent), residential (7.5 percent), and commercial (4.4 percent) (EPA 2012).

Global climate change could potentially affect other resource areas, including hydrological resources, economical resources and biological resources. Projected impacts to the region caused by global climate change include: potential decreases in water supply and surface water quality; possible long-term decreases in groundwater yields; changes in coastal water quality; rising sea levels; increased flooding and fire events; declines in aquatic ecosystem health; lowered profitability for water-intensive crops; changes in species and habitat distribution; and impacts to fisheries (California Regional Assessment Group 2002).

3.3.1.3 Regional Air Quality

San Luis Obispo County is part of the South Central Coast Air Basin, which also includes Santa Barbara and Ventura Counties to the south. Air quality within San Luis Obispo County is contingent on several factors including the type, amount and dispersion rates of pollutants being emitted within the region. Major factors affecting pollutant dispersion, as discussed in the previous paragraphs, are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and the topographic and geographic features of the region.

3.3.1.4 Regional Emissions

San Luis Obispo County has historically been designated as non-attainment of state standards for 1 hour and 8 hour ozone (O_3) standards, however conditions have improved as of January 2015. Based on the 2008 8-hour ozone standard, the eastern half of San Luis Obispo County is designated as marginal non-attainment for O_3 while the western half, which includes the Project site, is in attainment. O_3 is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction between NO_x and reactive organic gases (ROGs) in the presence of sunlight. O_3 can impact public health at higher concentrations by causing respiratory irritation and other affects upon the lungs. It can also affect sensitive plant species by interfering with photosynthesis, and is therefore a threat to California agriculture and native vegetation. Primary emission sources of ROGs in the County are motor vehicles (over 50 percent), organic solvents, the petroleum industry and pesticides. Primary sources of NO_x are motor vehicles (over 50 percent), public utility power generation and fuel combustion by various industrial sources (EPA 2015).

Table 3.3-1. Ambient Air Quality Standards and Attainment Status

Pollutant	Average Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m3)	**Non-Attainment**	--	Non-Attainment Eastern SLO County – Attainment Western SLO County (Project site)
	8 Hour	0.070 ppm (137 µg/m3)		0.070 ppm (137 µg/m3)	
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m3	**Non-Attainment**	150 µg/m3	Unclassified*/ Attainment
	Annual Arithmetic Mean	20 µg/m3		--	
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	--	Attainment	35 µg/m3	Unclassified */ Attainment
	Annual Arithmetic Mean	12 µg/m3		12.0 µg/m3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Unclassified*
	8 Hour	9 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m3)	Attainment	100 ppb (188 µg/m3)	Unclassified*
	Annual Arithmetic Mean	0.030 ppm (57 µg/m3)		0.053 ppm (100 µg/m3)	
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm (655 µg/m3)	Attainment	75 ppb (196 µg/m3)	Unclassified*
	3 Hour	--		--	
	24 Hour	0.04 ppm (105 µg/m3)		0.14 ppm (for certain areas)	
	Annual Arithmetic Mean	--		0.030 ppm (for certain areas)	
Lead	30 Day Average	1.5 µg/m3	Attainment	--	No Attainment Information
	Calendar Quarter	--		1.5 µg/m3 (for certain areas)	
	Rolling 3-Month Average	--		0.15 µg/m3	

Notes:
ppm = parts per million
mg/m^3 = milligram per cubic meter
$\mu g/m^3$ = micrograms per cubic meter
-- = Not applicable
*Unclassified (EPA/Federal definitions): Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for that pollutant.
Attainment (EPA/Federal definitions): Any area that meets the national primary or secondary ambient air quality standard for that pollutant. (CA definition): State standard was no exceeded during a three year period.
Non-Attainment (EPA/Federal definitions): Any area that does not meet, or contributes to an area that does not meet the national primary or secondary ambient air quality standard for that pollutant. (CA definitions): State standard was exceeded at least once during a three year period.
Source: (San Luis Obispo APCD 2013).

San Luis Obispo County has historically been a non-attainment area for the state standards for PM_{10}; however, western San Luis Obispo, where the Project site is located, is within attainment of national standards for PM_{10}. Atmospheric particulate matter, or PM_{10}, is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes and mists. Human activities that generate PM_{10} include agricultural operations, industrial processes, fossil fuel combustion, construction and demolition operations and entrapment of road dust into the atmosphere. Natural sources include wind-blown dust, wildfire smoke and sea spray salt (EPA 2015).

3.3.1.5 Emissions in the Vicinity of the Project Site

Activities within the Project site vicinity that contribute to existing emissions in the Air Basin are primarily associated with motor vehicles. The air monitoring station located nearest to the Project site is the Nipomo-Guadalupe Road Station, located at 1300 Guadalupe Road, Nipomo, CA, about 6.3 miles from the Project site. This station measures SO_2, $PM_{2.5}$, and PM_{10}. Hourly data for O_3 is not recorded at this station, so ozone data was retrieved from the Nipomo-Regional Park Station, which is located 7.2 miles from the Project site. Table 3.3-2 summarizes the annual air quality emissions data for the local airshed between the years 2012 to 2014, with values exceeding state emissions underlined. This table shows the general air quality trends of the area for pollutants measured near the Project site.

Table 3.3-2. Ambient Air Quality Data at Nipomo Air Monitoring Stations

Year	O_3, ppb		PM_{10}, µg/m^3	$PM_{2.5}$, µg/m^3	O_3 Days Above Standard		PM_{10} Days Above Standard		$PM_{2.5}$ Days Above Standard	
	1-Hour Max	8-Hour Max	24-Hour Max	24-Hour Max	State	National	State	National	State	National
2012	65	60	150.4	*36.9*	0	0	41.4	0	0	1
2013	76	72	136.5	32.0	1	0	60.4	0	0	0
2014	81	*76*	153.0	*37.5*	1	1	43.6	0	0	1

Notes: ppb = parts per billion, µg/m^3 = micrograms per cubic meter, underlined values have exceeded state emissions standards, *italicized* values have exceeded national emissions standards
Source: CARB 2015.

3.3.2 Regulatory Setting

3.3.2.1 Federal

Clean Air Act

The federal Clean Air Act (CAA) was passed in 1963 and amended in 1990, and was the first comprehensive federal law to regulate air emissions from stationary and mobile sources. Among other things, the law authorizes the U.S. EPA to establish national ambient air quality standards. The national ambient air quality standards (NAAQS) help to ensure basic health and environmental protection from air pollution. The Clean Air Act also gives the U.S. EPA authority to limit emissions of air pollutants coming from sources like chemical plants, utilities, and steel mills.

U.S. Environmental Protection Agency

The EPA is the federal agency responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its amendments of 1977 and 1990. The EPA has established primary and secondary NAAQS for O_3, CO, NO_x, SO_x, PM_{10}, and lead (Pb), as shown in Table 3.3-1. The EPA also maintains jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

The CAA allows states to adopt ambient air quality standards and other regulations, provided they are at least as stringent as federal standards. The California Ambient Air Quality Standards (CAAQS) were established within the California Clean Air Act (CCAA) of 1988 for criteria pollutants and additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles (see Table 3.3-1). The CCAA requires each Air Pollution Control District (APCD) in California to adopt strategies for achieving the NAAQS and CAAQS by the earliest practicable date. The California Air Resources Board (CARB) is responsible for the control of vehicle emission sources, while the local APCD is responsible for enforcing standards and regulating stationary sources.

3.3.2.2 State

Clean Air Act

The CCAA requires all areas of the state to achieve and maintain the CAAQS by the earliest practicable date. The CAAQS includes more stringent standards than the national ambient air quality standards.

California Air Resources Board

CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In April 2005, CARB issued a guidance document on air quality and land use, *Air Quality and Land Use Handbook: A Community Health Perspective*, which recommends that sensitive land uses not be located within 500 feet of a freeway or other high traffic roadway and that a site-specific health risk assessment be performed as a way to more accurately evaluate the risk. In traffic-related studies, the additional non-cancer health risk attributable to proximity to high-volume roadways was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet.

Assembly Bill (AB) 1493

AB 1493 requires the CARB to define standards for cars and light trucks manufactured after 2009 and is projected to result in an 18 percent reduction in emissions.

Executive Order S-3-05

On June 1, 2005, Governor Schwarzenegger announced the following GHG emission reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.

- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32

The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. "Greenhouse gases" as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. CARB is the state agency charged with monitoring and regulating sources of greenhouse gases. AB 32 states the following:

> *Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.*

CARB approved the 1990 greenhouse gas emissions level of 427 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) on December 6, 2007 (ARB 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 $MMTCO_2e$.

The CARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 (ARB 2008). The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 greenhouse gas target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;

- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. "Uncapped" strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional greenhouse gas emission reductions.[1]

The Scoping Plan was first approved by the Board in 2008 and was recently updated and approved by the Board in May 2014. The ARB has approved new emission inventories for greenhouse gases that result in fewer reductions being required to show consistency with AB 32 targets. A reduction of 21.7 percent would now allow California to achieve 1990 emission levels by 2020.

Executive Order S-01-07

Enacted on January 18, 2007, this Order requires that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and that a low carbon fuel standard for transportation fuels be established for California.

SB 97 and the CEQA Guidelines Update

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of

[1] On March 17, 2011, the San Francisco Superior Court issued a final decision in *Association of Irritated Residents v. California Air Resources Board* (Case No. CPF-09-509562). While the Court upheld the validity of the ARB Scoping Plan for the implementation of AB 32, the Court enjoined ARB from further rulemaking under AB 32 until ARB amends its CEQA environmental review of the Scoping Plan to address the flaws identified by the Court. On May 23, 2011, ARB filed an appeal. On June 24, 2011, the Court of Appeal granted ARB's petition staying the trail court's order pending consideration of the appeal. In the interest of informed decision-making, on June 13, 2011, ARB released the expanded alternatives analysis in a draft Supplement to the AB 32 Scoping Plan Functional Equivalent Document. The ARB Board approved the Scoping Plan and the CEQA document on August 24, 2011.

greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a)." Section 21097 was also added to the Public Resources Code. It provided CEQA protection until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to analyze adequately the effects of greenhouse gases would not violate CEQA.

On April 13, 2009, the Office of Planning and Research submitted to the Secretary for Natural Resources its recommended amendments to the CEQA Guidelines for addressing greenhouse gas emissions. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting these amendments pursuant to Public Resources Code section 21083.05. Following a 55-day public comment period and two public hearings, the Natural Resources Agency proposed revisions to the text of the proposed Guidelines amendments. The Natural Resources Agency transmitted the adopted amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing CEQA Guidelines to reference climate change.

CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of greenhouse gas emissions. The new section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, little guidance is offered on the crucial next step in this assessment process—how to determine whether the project's estimated greenhouse gas emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. Greenhouse gas mitigation

measures are referenced in general terms, but no specific measures are championed. The revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze greenhouse gas emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic greenhouse gas analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b). In addition, the amendments revised Appendix F of the CEQA Guidelines, which focuses on Energy Conservation. The sample environmental checklist in Appendix G was amended to include greenhouse gas questions.

Senate Bill (SB) 375

Passing the Senate on August 30, 2008, SB 375 was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of greenhouse gas emissions, which emits over 40 percent of the total greenhouse gas emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing greenhouse gas emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies. The ARB has adopted emissions reductions targets for per capita light duty vehicles from 2005 levels of 8 percent by 2020 and 8 percent by 2035.

SB 375, Section 21159.28 states that CEQA findings determinations for certain projects are not required to reference, describe, or discuss: (1) growth inducing impacts or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that the ARB accepts as achieving the greenhouse gas emission reduction targets.

2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).

3. Incorporates the mitigation measures required by an applicable prior environmental document.

Executive Order S-13-08

Executive Order S-13-08 indicates that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy (California Natural Resources Agency 2009) was adopted, which is the " . . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Other Plans and Guidance Documents

In October 2008, the CARB, as the lead agency for implementing AB 32, released the *Climate Change Proposed Scoping Plan*. This plan proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy and enhance public health while creating new jobs and enhancing the growth in California's economy (CARB 2008b). In addition to the Scoping Plan, CARB adopted a statewide GHG emissions limit and an emissions inventory, along with requirements to measure, track, and report GHG emissions by the industries determined to be significant sources of GHG emissions (Office of Planning and Research [OPR] 2008).

3.3.2.3 Local

County of San Luis Obispo Clean Air Plan

The County of San Luis Obispo APCD adopted the Clean Air Plan in January 1992; the Plan was updated in 1998, and again in 2001. The Clean Air Plan is a comprehensive planning document designed to reduce emissions from traditional industrial and commercial sources, as well as from motor vehicle use. The purpose of the County's Clean Air Plan is to address the attainment and maintenance of state and federal ambient air quality standards by following a comprehensive set of emission control measures within the Plan.

City of Arroyo Grande Climate Action Plan

The City of Arroyo Grande Climate Action Plan is a long-range plan aimed to reduce GHG emissions from city operations, developments, and community activities throughout the City in anticipation of the effects of climate change. The primary purposes of the Climate Action Plan are the following:

- Summarize the results of the City of Arroyo Grande 2005 Greenhouse Gas Emissions Inventory Update, which identifies the major sources and quantities of GHG emissions produced within Arroyo Grande and forecasts how these emissions may change over time;
- Identify the quantities of GHG emissions that Arroyo Grande will need to reduce to meet its target of 15 percent below 2005 levels by the year 2020, consistent with AB 32;
- Set forth City government and community-wide GHG reduction measures, including performance standards which, if implemented, would collectively achieve the specified emission reduction target;
- Identify proactive strategies that can be implemented to help Arroyo Grande prepare for anticipated climate change impacts, and;
- Set forth procedures to implement, monitor, and verify the effectiveness of the Climate Action Plan measures and adapt efforts moving forward as necessary.

The Climate Action Plan is designed as a Qualified GHG Reduction Plan, consistent with CEQA Guidelines Section 15183.5(b). This allows for the streamlining of the analysis of GHGs on a project level by using a programmatic GHG reduction plan meeting certain criteria. Project-specific analysis of GHG emissions is required if GHG emissions from a project would be cumulatively considerable notwithstanding compliance with the Climate Action Plan.

3.3.3 Environmental Impact Analysis

3.3.3.1 Thresholds of Significance

Air Quality Thresholds

Significance criteria for evaluating impacts on air quality emissions associated with the Project site are based on Appendix G of the 2016 CEQA Guidelines. Implementation of the proposed Project would have a significant impact on air quality and GHG emissions if the proposed Project would result in any of the following:

a) Conflict with or obstruct implementation of the San Luis Obispo County APCD's adopted Clean Air Plan;

b) Violate any air quality standard or contribute substantially to an existing air quality violation;

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for O_3 precursors);

d) Expose sensitive receptors to substantial pollutant concentrations; and/or

e) Create objectionable odors affecting a substantial number of people.

The following Appendix G criterion is not considered relevant to the Project based upon the Project plans; therefore, it will not be evaluated further in this EIR:

e) Creation of objectionable odors.

The Project would not involve the development of the types of land uses typically associated with odor issues, such as wastewater treatment plants, landfills, composting facilities, refineries, or chemical plants. Nor would the Project locate sensitive receptors within proximity of these types of odor-producing sources. Therefore, the following analysis relates to the Project's potential to result in a significant air quality impact based on the other four significance criteria.

Significance Criteria for Construction-Related Emissions

Short-term construction emission thresholds for San Luis Obispo County, (Table 3.3-3) as stated in the APCD's *CEQA Air Quality Handbook* (2012), have been set by the APCD as follows:

ROG and NO_x Emissions

- Over 137 pounds per day (lbs/day) of ROG and NO_x requires Standard Mitigation Measures.
- Over 2.5 tons per quarter (ton/qtr) of ROG and NO_x requires Standard Mitigation Measures and Best Available Control Technology for construction equipment (BACT).

  Over 6.3 ton/qtr of ROG and NO_x requires Standard Mitigation Measures, BACT, implementation of a Construction Activity Management Plan (CAMP), and offsite mitigation.

Diesel Particulate Matter (DPM) Emissions

- Over 7 lbs/day of DPM requires Standard Mitigation Measures.
- Over 0.13 ton/qtr of DPM requires Standard Mitigation Measures, and BACT for construction equipment.

- Over 0.32 ton/qtr of DPM requires Standard Mitigation Measures, BACT, implementation of a CAMP, and offsite mitigation.

Fugitive Particulate Matter (PM_{10}), Dust Emissions

- 2.5 ton/qtr of PM_{10} requires Fugitive PM_{10} Mitigation Measures and may require the implementation of a CAMP.

Table 3.3-3. Thresholds of Significance for Construction Operations

Pollutant of Concern	Threshold Tons/Qtr Tier 1	Threshold Tons/Qtr Tier 2	Threshold Lbs/Day
ROG + NO_x (combined)	2.5	6.3	137
Diesel Particulate Matter (DPM)	0.13	0.32	7
PM_{10}	-	2.5	-

Source: (San Luis Obispo APCD 2012).

If construction-related emissions of the proposed Project equal or exceed any of the thresholds stated above, mitigation of construction activities and implementation of Best Available Control Technology (BACT) would be required.

Significance Criteria for Operational Emissions

Long-term operational emission thresholds for San Luis Obispo County, as stated in the APCD's CEQA Air Quality Handbook (2012), have been set by the APCD as follows (see Table 3.3-4):

Ozone Precursor (ROG + NO_x) Emissions

- Projects which emit 25 lbs/day or more of ROG and NO_x should be submitted to the APCD for review. Onsite mitigation is recommended. If feasible mitigation is incorporated and emissions are still greater than 25 lbs/day, then an EIR should be prepared.

- Projects which emit 25 tons/year or more of ROG and NO_x required the preparation of an EIR.

Diesel Particulate Matter (DPM) Emissions

- Projects that emit over 1.25 lbs/day of DPM require implementation of onsite BACT measures. If sensitive receptors are within 1,000 feet of the Project site, a Health Risk Assessment (HRA) may also be required.

Fugitive Particulate Matter (PM_{10}) Dust Emissions

- Projects that emit over 25 lbs/day or 25 tons/year of PM_{10} require implementation of permanent dust control measures to mitigate emissions or provide suitable offsite mitigation approved by the APCD.

Table 3.3-4. Thresholds of Significance for Operational Operations

Pollutant of Concern	Threshold	
	Daily	Annual
ROG + NO_x (combined)	25 lbs/day	25 tons/year
Diesel Particulate Matter (DPM)	1.25 lbs/day	-
PM_{10}	25 lbs/day	25 tons/year

Source: San Luis Obispo APCD 2012.

Greenhouse Gases and Climate Change

Pursuant to the requirements of SB 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions in March 2010. These guidelines are used in evaluating the cumulative significance of GHG emissions from the proposed Project. According to the adopted CEQA Guidelines, impacts related to GHG emissions from the proposed Project would be significant if the Project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The APCD has adopted recommended GHG significance thresholds. These thresholds are based on AB 32 GHG emission reduction goals, which take into consideration the emission reduction strategies outlined in ARB's Scoping Plan. The GHG significance thresholds include one qualitative threshold and two quantitative thresholds options for evaluation of operational GHG emissions. The qualitative threshold option is based on a consistency analysis in comparison to a Qualified Greenhouse Gas Reduction Strategy, or equitably similar adopted policies, ordinances and programs. If a project complies with a Qualified Greenhouse Gas Reduction Strategy that is specifically applicable to the project, then the project would be considered less than significant. In accordance with APCD significance thresholds, the project would be considered to result in a significant impact if it does not comply with a Qualified Greenhouse Gas Reduction Strategy, in this case the one included

in the City's adopted Climate Action Plan. The City's Climate Action Plan was developed to be consistent with CEQA Guidelines Section 15183.5(b) to mitigate emissions and climate change impacts and will therefore serve as a Qualified GHG Reduction Strategy for the City.

3.3.3.2 Impact Assessment Methodology

Criteria Pollutants

The air quality analysis follows the guidelines and methodologies recommended in the APCD's *CEQA Air Quality Handbook* for the County of San Luis Obispo (2012). Construction emissions from heavy-duty diesel exhaust were calculated using the APCD's CEQA handbook and Project-specific equipment details, whenever possible. Emissions factors for calculating emissions from construction equipment were provided by the APCD (San Luis Obispo APCD 2012). Fugitive dust emissions from ground disturbance and import and stockpile activities were calculated using APCD emission factors (San Luis Obispo APCD 2012). Potential impacts were assessed by modeling the estimated daily emissions generated by Project construction and Project operations using the CalEEMod land use emissions model version 2013.2 (see Appendix E for CalEEMod Estimates).

Greenhouse Gases and Climate Change

Consistent with CEQA and the APCD's recommendation, the significance of the Project's GHG emissions and resulting global climate change impacts are assessed against the threshold of the City's adopted Qualified GHG Reduction Strategy in the City Climate Action Plan.

3.3.4 Project Impacts and Mitigation Measures

This section discusses the potential air quality and GHG emissions impacts associated with the construction and operation of the proposed Project. Air quality and GHG emissions impacts associated with the proposed Project are summarized in Table 3.3-5 below.

Table 3.3-5. Summary of Project Impacts

Air Quality Impacts	Mitigation Measures	Residual Significance
Impact AQ-1. The proposed Project would result in significant short-term construction-related air quality impacts from dust and air pollutant emissions generated by grading and construction equipment operation.	MM AQ-1a MM AQ-1b MM AQ-1c MM AQ-1d	Less than Significant with Mitigation
Impact AQ-2. The proposed Project would result in significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions.	MM AQ-2a MM AQ-2b	Significant and Unavoidable
Impact AQ-3. Release of toxic diesel emissions during initial construction and long-term operation of the proposed Project could expose nearby sensitive receptors to such emissions.	MM AQ-3a MM AQ-3b	Less than Significant with Mitigation
Impact AQ-4. Construction and operation of the proposed Project would result in less than significant impacts to global climate change from the emissions of greenhouse gases if the Project is consistent with the City's Climate Action Plan.	MM AQ-2b	Less than Significant
Impact AQ-5. The proposed Project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan.	MM AQ-2b MM AQ-5a	Significant and Unavoidable

Impact

AQ-1 The proposed Project would result in significant short-term construction-related air quality impacts from dust and air pollutant emissions generated by grading and construction equipment operation (Less than Significant with Mitigation).

Project construction would generate short-term air pollutant emissions, particularly construction emissions of ROG and NO_x during the architectural coating phase, and fugitive dust (PM_{10} and $PM_{2.5}$) associated with grading and exhaust from heavy construction vehicles. Construction would generally consist of site preparation, grading, building construction, and paving. In addition, during building construction, ROGs and other emissions would be released during the application and drying phase of paints and architectural coatings.

The site preparation phase would involve the greatest amount of heavy equipment and the greatest generation of fugitive dust. Emissions were calculated based on an equipment list and composite emission factors. The exact construction timeline for all three subareas is currently unknown; therefore, construction for each subarea was conservatively assumed

to occur simultaneously over an 18-month period. Emission estimates from construction of all three subareas are provided in Table 3.3-6.

Table 3.3-6. Maximum Short-term Construction Emissions (Unmitigated)

	ROG	NO_x	ROG + NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2e
Overall Construction (Maximum Daily Emission)								
(lbs/day)	84.84	90.19	175.03	67.53	0.12	5.00	3.67	11,807.5
(tons/qtr) includes Fugitive Dust	1	1.15	2.15	1.01	<0.01	0.1	0.07	138.7
APCD Thresholds (lbs/day)	--	--	137	--	--	--	7	--
APCD Thresholds (tons/qtr)	--	--	2.5	--	--	2.5	0.13	--
Significant?	--	--	**YES**	NO	NO	NO	NO	NO

See Appendix E for CalEEMod worksheets.

PM_{10} generation associated with fugitive dust from construction activities were calculated in CalEEMod using the methodology described in the San Luis Obispo APCD *2012 CEQA Air Quality Handbook*. Detailed construction emissions and calculation assumptions are provided in Appendix E.

Projected emissions for the proposed Project were found to be above the established CEQA thresholds for construction emissions of ROG and NO_x during the architectural coating phase. Further, APCD requires any project with a grading area greater than 4.0 acres to apply mitigation measures for PM_{10} (primarily from fugitive dust); since the proposed Project would disturb a total of 15.29 acres, PM_{10} mitigation measures would need to be implemented. Standard APCD-recommended conditions at the Project site would minimize construction-related air quality impacts, making impacts ***less than significant with mitigation*** (see Table 3.3-7).

Mitigation Measures for All Subareas

MM AQ-1a *The following standard air quality mitigation measures shall be implemented during construction activities at the Project site:*

- *Reduce the amount of disturbed area where possible;*
- *Water trucks or sprinkler trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would require twice-daily applications. All dirt stock pile areas should be sprayed daily as needed. Increased watering frequency would be required when wind speeds*

exceed 15 miles per hour (mph). Reclaimed water (non-potable) shall be used when possible;

- *All dirt stock pile areas should be sprayed daily as needed;*
- *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;*
- *Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating native grass seed and watered until vegetation is established;*
- *All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;*
- *All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;*
- *Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;*
- *All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114;*
- *Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;*
- *Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;*
- *All of these fugitive dust mitigation measures shall be shown on grading and building plans; and*
- *The contractor or builder should designate a person or persons to monitor the fugitive dust control emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.*

MM AQ-1b *The following standard air quality mitigation measures for construction equipment shall be implemented during construction activities at the Project site:*

- *Maintain all construction equipment in proper tune according to manufacturer's specifications;*
- *Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).*
- *Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;*
- *Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines and comply with the State On-Road Regulation;*
- *Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;*
- *On- and off-road diesel equipment shall not be allowed to idle for more than five minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the five-minute idling limit;*
- *Diesel idling within 1,000 feet of sensitive receptors in not permitted;*
- *Staging and queing areas shall not be loated within 1,000 feet of sensitive receptors;*
- *Electrify equipment when feasible;*
- *Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,*
- *Use alternatively fueled construction equipment onsite where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.*

MM AQ-1c *A Construction Activity Management Plan shall be included as part of Project grading and building plans and shall be submitted to the APCD for review and to the City for approval prior to the start of construction. In addition, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name*

and telephone of such persons shall be provided to the APCD prior to land use clearance for map recordation and grading. The plan shall include but not be limited to the following elements:

- *Schedule construction truck trips during non-peak hours (as determined by the Public Works Director) to reduce peak hour emissions;*
- *Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation;*
- *Limit the length of the construction work-day period, if necessary; and,*
- *Phase construction activities, if appropriate.*

MM AQ-1d *To reduce ROG and NOx levels during the architectural coating phase, low or no VOC-emission paint shall be used with levels of 50 g/L or less, such as Benjamin Moore Natura Paint (Odorless, Zero VOC Paint).*

Plan Requirements and Timing. The Applicants are required to show measures on grading and building plans and adhere to measures throughout all grading, hauling, and construction activities. Dust control requirements shall be noted on all grading and building plans. The contractor or builder shall provide City monitoring staff and the APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to: a) assure all dust control requirements are complied with including those covering weekends and holidays, b) order increased watering as necessary to prevent transport of dust offsite, c) attend the pre-construction meeting. The dust monitor shall be designated prior to permit issuance. The dust control components apply from the beginning of any grading or construction throughout all development activities until Final Building Inspection Clearance is issued and landscaping is successfully installed.

Monitoring. City staff shall ensure measures are on plans. Grading and building inspectors shall spot check; Grading and building inspectors shall ensure compliance onsite. APCD inspectors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.

Residual Impact

The projected emissions for construction emissions ROG and NO_x after implementation of mitigation (see Table 3.3-7) were found to be below the established APCD thresholds, therefore residual impacts are less than significant.

Table 3.3-7. Maximum Short-term Construction Emissions (Mitigated)

	ROG[1]	NO_x	ROG + NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2e
Overall Construction (Maximum Daily Emission)								
(lbs/day)	17.26	71.54	88.52	58.67	0.12	3.06	2.00	11,807.5
(tons/qtr) includes Fugitive Dust	1	0.98	1.98	0.95	<0.01	0.07	0.04	138.7
APCD Thresholds (lbs/day)	--	--	137	--	--	--	7	--
APCD Thresholds (tons/qtr)	--	--	2.5	--	--	2.5	0.13	--
Significant?	--	--	NO	NO	NO	NO	NO	NO

[1] CalEEMod is unable to estimate reductions in ROG emissions from the use of low VOC emissions paint during construction phases. As such, ROG emissions were estimated with pro-rated values using low VOC emissions paint equivalent to 50 g/l.

See Appendix E for CalEEMod worksheets.

Impact

AQ-2 The proposed Project would result in significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions (Significant and Unavoidable).

Operational emissions from the proposed Project include those generated by vehicle trips (mobile emissions), the use of natural gas (energy emissions), use of consumer products and appliances, and the use of landscaping maintenance equipment (area source emissions). Maximum daily operational emissions of the proposed Project were estimated using CalEEMod.

Table 3.3-8. Maximum Long-term Operational Emissions (Unmitigated)

	ROG	NOx	ROG + NO_x	CO	SO2	PM10	PM2.5	CO2e
Overall Operational (Maximum Daily Emission)								
Area (lbs/day)	8.42	0.07	8.48	5.64	0.0003	0.03	0.03	10.33
Energy (lbs/day)	0.29	2.60	2.89	0.95	0.0158	0.20	0.20	3,184.4
Mobile (lbs/day)	6.78	12.69	19.47	57.58	0.11	7.76	2.18	8,639.5
Total (lbs/day)	15.49	15.36	30.84	65.17	0.12	7.99	2.41	11,834.2
Threshold (lbs/day)			25			25	1.25	
Threshold (tons/year)			25			25		
Significant?			**YES**			NO	**YES**	

See Appendix E for CalEEMod worksheets.

Projected emissions for the proposed Project were found to be above the established APCD thresholds for operational emissions of ROG and NO_x, and $PM_{2.5}$. For unmitigated projects that result in emissions between 30 and 34 lbs/day of combined ROG and NO_x or PM_{10}, the APCD *CEQA Air Quality Handbook* recommends that at least 14 standard mitigation measures be implemented as part of the Project to ensure that impacts would be less than significant, based on a list included as Table 3-5 in that document. The list covers a large range of activities and would reduce impacts either through site design, transportation strategies, or increasing the energy efficiency of the Project. In many cases, adherence to the proposed Project design guidelines would implement many of these measures. Even after the inclusion of these recommended measures as appropriate (see Table 3.3-8), impacts are still marginally ***significant and unavoidable***.

Mitigation Measures for All Subareas

MM AQ-2a The Applicants shall include the following:

- *Water Conservation Strategy: The Applicants shall install fixtures with the EPA WaterSense Label, achieving 20 percent reduction indoor. The Project shall install drip, micro, or fixed spray irrigation on all plants other than turf, also including the EPA*

WaterSense Label, achieving 15 percent reduction in outdoor landscaping.

- *Solid Waste: The Applicants shall institute recycling and composting services to achieve a 15 percent reduction in waste disposal, and use waste efficient landscaping.*
- *Fugitive Dust: The Applicants shall replace ground cover of at least 70 percent of area disturbed in accordance with CARB Rule 403.*

MM AQ-2b Consistent with standard mitigation measures in Table 3-5 of the APCD CEQA Air Quality Handbook, the following mitigation measures would apply to the Project.

Mitigation Measures Included from APCD CEQA Air Quality Handbook				
Measure #	**Measure Type**	**Mitigation Measure**	**Pollutant Reduced[1]**	**Applicant(s) Will Include This Mitigation**
Applicable to All Subareas				
1.	Site design, Transportation	Improve job / housing balance opportunities within communities.	O, P, GHG	**All** Subarea 2 will pay affordable housing in lieu fee. Subarea 3 would be below market rate.
2.	Site design	Orient buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment.	O, P, GHG	**All**
3.	Site design	Provide good access to/from the development for pedestrians, bicyclists, and transit users.	O, P, GHG	**All** Improvements to East Cherry Avenue include new bicycle lanes and sidewalks, where none exist now. The collector road will have bicycle lanes and sidewalks.
4.	Site design	Pave and maintain the roads and parking areas	P	**All**
5.	Site design	Increase density within the urban core and urban reserve lines.	O, P, GHG	**All** Assumed 5 dwelling units per acre for Subarea 2 and 15 dwelling units/acre for Subarea 3. Subarea 1 = 36 full time equivalent jobs.
6.	Site design; transportation	Provide easements or land dedications and construct bikeways and pedestrian walkways.	O, P, GHG	**All**
7.	Energy efficiency	Utilize built-in energy efficient appliances (i.e. Energy Star®).	O, P, GHG	**All** Assume 100% of

				appliances would be energy efficient for all subareas.
8.	Energy efficiency	Utilize energy efficient interior lighting.	O, P, GHG	**All** 100% lighting energy reduction for all subareas.
Applicable to Subarea 1				
9.	Site design	Driveway design standards (e.g., speed bumps, curved driveway) for self-enforcing of reduced speed limits for unpaved driveways.	P	**Subarea 1** Assumed 15 MPH for unpaved roads.
10.	Site design	Development is within 1/4 mile of transit centers and transit corridors.	O, P, GHG	**Subarea 1** Closest transit stop is at Traffic Way & Fair Oaks.
11.	Site design	No residential wood burning appliances.	O, P, GHG	**Subarea 1**
12.	Site design	Trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar-heated water and photovoltaic panels. Roof design shall include sufficient south facing roof surface, based on structures size and use, to accommodate adequate solar panels. For south facing roof pitches, the closest standard roof pitch to the ideal average solar exposure shall be used.	O, GHG	**Subarea 1**
13.	Energy efficiency	Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted.	O, GHG	**Subarea 1**
14.	Energy efficiency	Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.	O, GHG	**Subarea 1** Minimum of 120 trees planted.
15.	Energy efficiency	Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG	**Subarea 1**
16.	Energy efficiency	Install high efficiency heating and cooling systems.	O, GHG	**Subarea 1**
17.	Energy efficiency	Utilize high efficiency gas or solar water heaters.	O, P, GHG	**Subarea 1**
18.	Energy efficiency	Utilize double-paned windows.	O, P, GHG	**Subarea 1**
19.	Energy efficiency	Utilize low energy street lights (i.e. sodium).	O, P, GHG	**Subarea 1**
20.	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG	**Subarea 1**
21.	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG	**Subarea 1**

22.	Energy efficiency	Participate in and implement available energy-efficient rebate programs including air conditioning, gas heating, refrigeration, and lighting programs.	O, P, GHG	**Subarea 1**
23.	Energy efficiency	Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs.	O, P, GHG	**Subarea 1**
24.	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind, geothermal, low-impact hydro, biomass and bio-gas).	O, P, GHG	**Subarea 1**
25.	Energy efficiency	Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.	O, GHG	**Subarea 1**
26.	Transportation	Project provides a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.	O, P, GHG	**Subarea 1**
27.	Transportation	Provide electrical charging station for electric vehicles.	O, P, GHG	**Subarea 1**
28.	Transportation	Provide free-access telework terminals and/or wi-fi access in multi-family projects.	O, P, GHG	**Subarea 1**
Applicable to Subarea 2				
29.	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG	**Subarea 2** Includes 20% electric leafblower and chainsaw.
30.	Site design; transportation	Incorporate traffic calming modifications to Project roads, such as narrower streets, speed platforms, bulb-outs and intersection designs that reduce vehicles speeds and encourage pedestrian and bicycle travel.	O, P, GHG	**Subarea 2** East Cherry Avenue = 100% improvement. Collector road = 25%.
31.	Energy efficiency	Orient 75 percent or more of homes and/or buildings to be aligned north / south to reduce energy used to cool buildings in summer.	O, GHG	**Subarea 2**
32.	Energy efficiency	Design building to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design).	O, GHG	**Subarea 2**
33.	Energy efficiency	Utilize low energy traffic signals (i.e. light emitting diode).	O, P, GHG	**Subarea 2**
34.	Energy efficiency	Utilize onsite renewable energy systems (e.g., solar, wind,	O, P, GHG	**Subarea 2** PVs will be an

		geothermal, low-impact hydro, biomass and bio-gas).		option for home buyers.
35.	Transportation	Provide storage space in garage for bicycle and bicycle trailers, or covered racks / lockers to service the residential units.	O, P, GHG	**Subarea 2**
Applicable to Subarea 3				
36.	Site design	Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe (including appropriate signalization and signage).	O, P, GHG	**Subarea 3**
37.	Site design	Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.	O, P, GHG	**Subarea 3** Includes 20% electric leafblower and chainsaw.
38.	Energy efficiency	Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.	O, DPM, GHG	**Subarea 3**
39.	Energy efficiency	Install high efficiency heating and cooling systems.	O, GHG	**Subarea 3**
40.	Energy efficiency	Utilize double-paned windows.	O, P, GHG	**Subarea 3**
41.	Energy efficiency	Install door sweeps and weather stripping (if more efficient doors and windows are not available).	O, P, GHG	**Subarea 3**
42.	Energy efficiency	Install energy-reducing programmable thermostats.	O, P, GHG	**Subarea 3**

[1] O = Ozone; P = Particulate; DPM = Diesel Particulate Matter; GHG = Greenhouse Gas (GHG)

Plan Requirements and Timing. The Applicants are required to implement the above standard mitigation measures from the APCD *CEQA Air Quality Handbook* including those specified above prior to development plan or permit approval. City staff shall ensure the above measures are incorporated into the development plan and building plans prior to permit issuance.

Monitoring. City staff shall ensure measures are on plans. City staff can work with the Applicants to ensure that these strategies are implemented. APCD inspectors or other City-approved compliance monitors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.

Residual Impact

Mitigation Measure AQ-2b summarizes the list of appropriate mitigation measures, and indicates which of these are to be incorporated by the Applicants in accordance with the

APCD's *CEQA Air Quality Handbook*. However, it is noted that many measures listed in MM AQ-2b do not contain quantifiable air quality emissions reductions. After incorporation of the above mitigation measures, CalEEMod estimates indicate that Project operation would be marginally over the APCD thresholds for ROG + NO_x by approximately 0.54 lbs/day, and would be over the PM2.5 threshold by 1.05 lbs/day. However, with incorporation of the above mitigation, long-term operational impacts would be just above the operational emissions for ROG and NO_x, and $PM_{2.5}$, and would therefore be significant and unavoidable (see Table 3.3-9).

Table 3.3-9. Maximum Long-term Operational Emissions (Mitigated)

	ROG	NOx	ROG + NOx	CO	SO2	PM_{10}	$PM_{2.5}$	CO2e
Overall Operational (Maximum Daily Emission)								
Area (lbs/day)	5.87	0.07	5.94	5.65	0.00033	0.03	0.03	10.36
Energy (lbs/day)	0.24	2.17	2.41	0.78	0.00716	0.1	0.1	1,440.2
Mobile (lbs/day)	6.47	10.72	17.19	57.58	0.11	7.76	2.18	8,353.6
Total (lbs/day)	12.58	12.95	25.54	64.02	0.11	7.88	2.3	9,804.1
Threshold (lbs/day)	--	--	25	--	--	25	1.25	--
Significant?	--	--	**YES**	--	--	NO	**YES**	--

Impact

AQ-3 Release of toxic diesel emissions during initial construction and long-term operation of the proposed Project could expose nearby sensitive receptors to such emissions (Less than Significant with Mitigation).

The proposed Project would generate diesel particulate matter from construction and operational activities within 1,000 feet of single family residences adjacent to the northeast and to the south, Vagabond Mobile Home Park adjacent to the southwest containing approximately 25 units, and the St. Barnabas' Episcopal Church located on the adjacent hillside property to the southeast. Diesel particulate matter is listed as a TAC by the CARB with no identified threshold.

As required by the EPA, beginning in 2000, and the CARB beginning in 2006, and as specified in the CCR Title 13, Division 3, Chapter 9, Article 4, Sec. 2423(b)(1), all off-

road diesel engines are required to meet at a minimum the Tier 3 Emission Standards for Off-Road Compression-Ignition Engines (with proper diesel particulate controls). Tier 3 vehicles operate with significantly less emissions than Tier 1 or Tier 2, as regulated by the EPA. Heavy-haul vehicle fleets used for the Project would comply with state and federal operational standards to reduce the potential generation of NO_x or PM_{10} emissions for off-road diesel vehicles in compliance with CCR.

The potential for TACs to have an effect on sensitive receptors would occur if the project is located near an existing significant source of TACs or if it would generate TACs in quantities that may have an adverse effect on sensitive receptors. CARB identifies high-volume freeways and roads, dry cleaners, and large gas stations as potential sources of TACs. The proposed Project would comprise residential, hotel, and restaurant uses, which are considered uses that would not generate substantial amounts of TACs and would not pose a risk to sensitive receptors in the Project vicinity. Accordingly, TAC pollution controls would not be required for the proposed Project.

Additionally, according to the 2005 CARB's *Air Quality and Land Use Handbook*, it is recommended to maintain 500 feet between residences and a major freeway, and more than 50 feet from a typical gas station. U.S. Highway 101 is located approximately 550 feet to the southwest of Subarea 2, and a Mobil gas station is located approximately 250 feet to the southwest of Subarea 2. As the proposed Project is outside the recommended buffer zone of potential TAC emitters, the project is not expected to expose sensitive receptors to substantial levels of TACs.

Given that the project location is outside all relevant buffer zones to potential substantial TAC emissions in the vicinity, and with implementation of the mitigation measures listed below, the proposed Project's potential impacts to sensitive receptors would be ***less than significant with mitigation.***

Mitigation Measures for All Subareas

MM AQ-3a *The Applicants shall implement the following Best Available Control Technology (BACT) for diesel-fueled construction equipment, where feasible, to minimize the exposure of diesel exhaust to sensitive receptors:*

- *Further reduce emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;*
- *Repowering equipment with the cleanest engines available; and,*
- *Installing California Verified Diesel Emission Control Strategies.*

MM AQ-3b *The Applicants shall ensure that all equipment used in operational activities has the necessary APCD permits when appropriate. To minimize potential delays, prior to the start of development within each subarea, the APCD's Engineering Division shall be contacted for specific information regarding permitting requirements.*

Timing. The Applicants are required to adhere to measures throughout all grading, hauling, and construction activities. The Applicants shall coordinate with the APCD prior to permit issuance.

Monitoring. City staff shall ensure measures are on plans. APCD inspectors shall conduct periodic site visits to ensure compliance and respond to nuisance complaints.

Residual Impact

Impacts due to the close proximity of sensitive receptors to diesel emissions during construction and operations are potentially significant, but mitigable. As recommended by the APCD, the Applicants would work with the APCD to develop the appropriate level of diesel particulate control technology to apply to construction equipment. Implementation of the above-mentioned mitigation measure would reduce residual impacts related to exposing sensitive receptors to substantial pollutant concentrations to less than significant.

Impact

AQ-4 **Construction and operation of the proposed Project would result in less than significant impacts to global climate change from the emissions of greenhouse gases if the Project is consistent with the City's Climate Action Plan (Less than Significant).**

Construction Emissions

Construction activities for Subareas 1, 2, and 3 are assumed to occur over a period of approximately 18 months for the purposes of this analysis. Based on CalEEMod estimates, construction activities for the Project would generate an estimated 778.80 MT of CO_2e (as shown in Table 3.3-10). Amortized over a 25-year period (the assumed life of the Project), construction of the proposed Project would generate approximately 31.15 MT of CO_2e per year.

Table 3.3-10. Estimated Construction GHG Emissions (Mitigated)

Year	Annual Emissions MT CO_2e
2017	554.69
2018	224.11
Total	**778.80**
Amortized over 25 years	**31.15**

See Appendix E for CalEEMod computer program output and for GHG emission factor assumptions.

Operational Indirect and Stationary Direct Emissions

Operational emissions would be generated from area, energy use, solid waste, water use, and transportation. Energy use emissions assume installation of energy efficient appliances. Emissions from electricity are estimated at 793.52 MT CO_2e from Natural Gas. Annual emissions from all generated solid waste would be approximately 67.69 MT CO_2e. Water use emissions assume the installation of low flow plumbing fixtures and use of reclaimed water for landscaping. Emissions from water use would be approximately 20.72 MT CO_2e. GHG emissions associated with mobile sources were estimated at 966.02 MT CO_2e using CalEEMod. Table 3.3-11 shows a summary of these emissions.

Table 3.3-11. Estimated Operational GHG Emissions (Mitigated)

Emission Source	Annual Emissions MT CO_2e
Area	1.54
Energy Use	793.52
Solid Waste	67.69
Water Use	20.72
Mobile Sources	966.02
Total	**1,849.48**

See Appendix E for CalEEMod computer program output and for GHG emission factor assumptions.

Total operational emissions would be approximately 1,849.48 MT CO_2e. Combined with construction emissions amortized over a 25-year period (31.15 MT CO_2e), total GHG emissions for the proposed Project would be 1,880.63 MT CO_2e.

The City's Climate Action Plan is designed as a Qualified GHG Reduction Plan, consistent with CEQA Guidelines Section 15183.5(b). The Climate Action Plan forecasts Arroyo Grande's GHG emissions to be 93,513 MT CO_2e by 2020. The City will need to reduce its GHG emissions by 3,914 MT CO_2e from the adjusted forecast by 2020 to meet its 15 percent reduction target. The GHG reduction measures in the Climate Action Plan are

estimated to reduce the City's GHG emissions by 5,371 MT CO_2e by 2020. The proposed Project already implements measures such as improving and expanding the City's bicycle, pedestrian, and transit network and infrastructure, and includes Transportation Demand Management (TDM) incentives. Combined with other measures from the Climate Action Plan feasible for the Project to implement, impacts from greenhouse gas emissions would be ***less than significant***.

Mitigation Measures

MM AQ-2b above would apply.

Residual Impact

While this impact is found to be less than significant, implementation of MM AQ-2b above would further ensure that this impact is less than significant.

Impact

AQ-5 The proposed Project is potentially inconsistent with the County of San Luis Obispo APCD's 2001 Clean Air Plan (Significant and Unavoidable).

Consistency analysis with local and regional plans, such as the Clean Air Plan, is required under CEQA. Consistency with the Clean Air Plan means that stationary and vehicle emissions associated with the proposed Project are accounted for in the Clean Air Plan's emissions growth assumptions.

According to the County of San Luis Obispo APCD's guidelines, a project may result in significant air quality impacts if it is inconsistent with the assumptions in the CAP. Consistency with the Clean Air Plan is evaluated based on three criteria:

1) *Are the population projections used in the plan or project equal to or less than those used in the most recent Clean Air Plan for the same area?*

   The Clean Air Plan's population estimate for the City is 18,988 by 2015, and 305,854 for the County of San Luis Obispo by 2015. According to 2013 estimates by the United States Census Bureau, both the City and County populations are well under the CAP's projected population estimates. However, the population growth from the Project would exceed the Clean Air Plan projections for the Project site, as Subareas 2 and 3 are currently zoned for agriculture. The proposed Project would include 58 single-family residential lots that would add a population of

approximately 140 persons. This is based on the number of dwelling units (58) multiplied by the average number of persons per household in the City of Arroyo Grande. Additionally, the Project proposed to include 10 senior citizen studio apartments which would add an additional 10 persons to the population resulting in a net total of 150 persons in the Project vicinity. As described in the preceding Impact AQ-2 analysis, the proposed Project would result in significant and unavoidable long-term operation-related air quality impacts generated by area, energy, and mobile emissions; therefore, the proposed Project is potentially inconsistent with the Clean Air Plan.

2) *Is the rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?*

The population growth from the Project would exceed the Clean Air Plan projections for the Project site, as Subareas 2 and 3 are currently zoned for agriculture. As described in Section 3.10, *Transportation and Traffic*, the proposed Project would create 157 new PM peak-hour vehicle trips. The trip generation rate per day at the Project site is 1,646. The rate of increase in vehicle trips and miles traveled would exceed the Clean Air Plan projections for the Project site; therefore, the proposed Project is potentially inconsistent with the Clean Air Plan.

3) *Have all applicable land use and Transportation Control Measures (TCMs) and strategies from the Clean Air Plan been included in the plan or project to the maximum extent feasible?*

The transportation goal of the Clean Air Plan is to reduce the growth of vehicle trips and vehicle miles traveled to the rate of population growth within San Luis Obispo County. TCMs are controls that help reduce emissions resulting from motor vehicles, by reducing vehicle use and facilitating the use of alternative transportation options. There are a total of nine TCM's located in the CAP which include the following; T-1B Campus Trip Reduction Program; T-1C Voluntary Commute Options Program; T-2A Local Transit Systems Improvements; T-2B Regional Public Transit Improvements; T-3 Bicycling and Bikeway Enhancements; T-4 Park and Ride Lots; T-5 Motor Vehicle Inspection and Control Programs; T-6 Traffic Flow Improvements and T-8 Teleworking, Teleconferencing and Telelearning. Out of APCD's nine TCMs included in the CAP, only one of these TCMs, T-3 Bicycling and Bikeway Enhancements, would be included as part of

the proposed Project. Implementation of mitigation measures MM AQ-2a and b, and MM AQ-5a would reduce inconsistencies with TCMs in the Clean Air Plan.

Land use strategies in the Clean Air Plan include planning compact communities, providing for mixed land use, balancing jobs and housing, circulation management, and communication, coordination and monitoring. Each of the five land use strategies are applicable to the proposed Project and would be implemented by the proposed Project.

The proposed Project could hinder the County's ability to maintain attainment of the State ozone standard, because the emissions reductions projected in the Clean Air Plan may not be met. The anticipated population growth and increase in vehicle trips is potentially inconsistent with the Clean Air Plan. With the inclusion of mitigation measures below, impacts would continue to be ***significant and unavoidable***.

Mitigation Measures

MM AQ-2b above would apply.

MM AQ-5a *Consistent with the City's Goal CT4 to promote transit use, the Applicants shall coordinate with the City Public Works and Community Development Department and work with SLORTA and SCT to establish a sheltered transit stop on East Cherry Avenue near the Project site.*

Requirements and Timing. The City shall determine the need and exact location for an additional transit stop, and shall coordinate with the Applicants to determine the appropriate actions required, and/or fair share of payment for funding the additional transit stop. Based on the findings, the Applicants shall submit payment of their fair share of funding prior to issuance of use or CUP permits.

Monitoring. The City would be responsible for determining appropriate actions and/or the amount of payment of fair shares for the Applicants commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip generation, etc.).

Residual Impact

In accordance with the San Luis Obispo APCD's *CEQA Air Quality Handbook*, all standard mitigation measures and feasible discretionary mitigation measures must be incorporated into the Project.

The design of the proposed Project would require relatively substantial changes (e.g., inclusion of mixed-use, housing, etc.) to reduce inconsistency with overall land use planning principles contained in the Clean Air Plan. However, residual impacts would be significant and unavoidable.

3.3.5 Cumulative Impacts

By their nature, air quality thresholds are based on regulatory thresholds that already address long-term cumulative growth. The proposed Project would therefore contribute to both local and regional cumulative impacts associated with growth and development.

Impacts due to the close proximity of sensitive receptors to diesel emissions during construction and operations are not significant for the Project, but would contribute incrementally to cumulative impacts on sensitive receptors in the vicinity. Mitigation measures would be implemented to reduce the diesel emissions and maintain emissions at a less than significant level.

Long-term operation of the proposed Project would result in significant and unavoidable localized air quality emissions; therefore, the proposed Project would contribute cumulatively and considerably to localized air quality emissions throughout the City and region.

The proposed Project includes a hotel and a restaurant, patrons would consist of both pass-through travelers as well as destination visitors to use the visitor-serving uses proposed. While this would result in additional GHG emissions relative to existing condition, providing the proposed Project remains consistent with the City's Climate Action Plan GHG reduction strategies, the cumulative impact would remain less than significant.

3.4 BIOLOGICAL RESOURCES

This section describes biological resources onsite and in the vicinity of the proposed East Cherry Avenue Specific Plan (Project) including local habitats, communities, and sensitive species, and evaluates the potential impacts Project implementation may have on these resources.

Grading, vegetation removal, construction activities and development of the Project would have the potential to impact biological resources onsite. In addition to Project construction, the consequences of long-term development including lighting, noise, and site runoff have the potential to impact biological resources.

This analysis is based on a review of information contained in the California Natural Diversity Database (CNDDB), information from the U.S. Fish and Wildlife Service (USFWS), and a Biological Resources Assessment completed for the site by Sage Institute, Inc. (SII) on October 30th, 2015 and contained within Appendix F of this Environmental Impact Report (EIR). This baseline information has been supplemented by field work completed by Amec Foster Wheeler team members in October 2015.

3.4.1 Environmental Setting

The Project site is dominated by historically cultivated agricultural land that offers lower-quality biological habitat, adjacent to a drainage ditch that supports some riparian plant species such as willows.

The Project site consists of 15.29 acres of undeveloped and largely disturbed lands. The majority of the site (13.78 acres) consists of leveled, lower-value biological habitat due to agricultural uses within Subareas 1 and 2; these parcels contain agricultural land historically farmed for crop production. Subarea 3 is a 1.51-acre vacant parcel on the eastern edge of the site that has been used for storage, and other human uses dating back to 1949, and contains disturbed ruderal vegetated habitat. A drainage ditch, which directs overland flows to prevent flooding of the fields, runs adjacent to the southern edge of the Project site and includes some riparian plant species. A hillside slope with oaks, shrubs, and grasslands occurs just beyond the drainage ditch to the south. None of this existing habitat provides important habitat for wildlife nursery

sites[1]. Residential and urban development borders the site to the north, east, and west, while a mobile home park is situated along the southwestern border of the site. Since the Project site is surrounded on three sides by residential and urban development, the vicinity is mostly developed, and a majority of the Project site has been historically and actively used for agricultural production, wildlife passage through the site would be very restricted and most likely limited to infrequent passage along the southern boundary of the site at the base of the foothill.

3.4.1.1 Biological Communities

Three biological communities have been observed within the Project vicinity and are described below. No critical habitats were identified within the Project site (USFWS 2015a).

Agricultural Habitat

Agricultural habitat is characterized by weedy vegetation that thrives within areas that have been disturbed by cultivation. Vegetation such as wild radish (*Raphanus sativus*) and Italian ryegrass (*Lolium multiflorum*) are common on fallow lands, such as those within Subarea 1. Although of relatively low habitat value, these open disturbed areas do provide foraging habitat for native species, particularly raptors.

Subarea 2, the 11.62-acre central portion of the Project site, has been under active annual row crop production dating back to at least 1949. Subarea 2 is currently cultivated with a variety of row crops throughout the year and provides only minimal value habitat for native wildlife species, including foraging and migratory birds, small rodents, and insects.

Subareas 1 and 2 of the Project site are historically cultivated agricultural land with limited habitat value.

Subarea 3 of the Project site is dominated by disturbed annual grasses and provides little habitat for native vegetation.

[1] A place where young animals grow or are cared for.

amec foster wheeler

Biological Resources within the Project Vicinity

FIGURE 3.4-1

Disturbed and Ruderal Habitat

This habitat is characterized by weedy vegetation that thrives within disturbed areas. These areas are typically dominated by non-native plant species and do not contain significant sources of native or naturalized vegetation. The eastern 1.51-acre Subarea 3 currently supports ruderal habitat along with disturbed annual grassland habitat. This subarea is dominated by non-native annual grasses and herbaceous broadleaf species such as brome grasses (*Bromus spp.*) and shortpod mustard (*Helminthotheca iincana*). The drainage ditch along the southeastern edge of the site is dominated by poison oak (*Toxicodendron diversilobum*), nasturtium (*Tropoaeolum majus*), periwinkle (*Vinca major*), and California blackberry (*Rubus ursinus*). Although of relatively low habitat value, these open disturbed areas do provide foraging habitat for native species, particularly foraging birds and raptors.

Oak Woodland/Coyote Brush Shrub Alliance

Adjacent to the southern edge of the Project site and just beyond the drainage ditch lies a hillside that supports a coast-like oak (*Quercus agrifolia*) woodland habitat intermixed with coyote brush shrubs (*Baccharis pilularis*). The adjacent oak woodland can provide habitat for a variety of native species as well as wildlife species that have become adapted to the developed environment such as raccoons, opossums, ground squirrels, gophers, other common rodents, and reptiles.

The hillside along the southern border of the Project site provides largely undisturbed habitat of oak woodland intermixed with native shrubs.

3.4.1.2 Wetlands and Other Waters of the United States

The drainage ditch along the southern edge of the Project site directs overflows from the adjacent sloping hillside and fields within the site so that the Project site does not flood. This drainage was excavated on dry land and is regularly maintained under agricultural practices, and historic topographic maps show that there was no historic tributary within or adjacent to the site (see Appendix F) (Erin M. Hanlon, U.S. Army Corps of Engineers, 2015). The drainage ditch is listed as a riverine wetland type by the National Wetlands Inventory (USFWS 2015b), and a drainage way in the City General Plan (City of Arroyo

Grande 2007). Based on the evaluation of current and historic conditions, the onsite drainage ditch does not fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) or California Department of Fish and Wildlife (CDFW) (Hanlon 2015).

3.4.1.3 Special Status Species

There are 27 special status plant species and 16 special status animal species with recorded occurrences within a five-mile radius of the Project site (Tables 3.4-1 and 3.4-2). These special status species were identified based on a review of a variety of sources, including the Biological Resource Assessment conducted by Sage Institute, Inc., the CNDDB (CDFW 2015a), and the California Native Plant Society's (CNPS's) Inventory of Rare and Endangered Plants of California (CNPS 2015a).

Of the plant species, no special status species have been observed on or adjacent to the Project site. All of these plant species are associated with undisturbed lands and specific soil types which are not found on the Project site. As such, the listed special status plant species are determined to have a very low potential to occur within the Project site. Of the special status animal species identified in the five-mile search radius, no species were detected on or adjacent to the Project site. Most special status animal species identified are associated with undisturbed lands, specific soil types, or specific habitat characteristics that are not present within the Project vicinity. With the exception of the Prairie falcon (*Falco mexicanus*), special status animal species have a low potential to occur at the Project site due to unsuitable habitat and unsupportive soil types. The Prairie falcon has not been observed on the Project site, but the species is known to inhabit the area and there is a low potential for the species to be present within the surrounding vicinity. The special status species that are known or have the potential to occur in the Project site are summarized in the Tables 3.4-1 and 3.4-2.

Table 3.4-1. Special Status Plants that are known to or Have the Potential to Occur in the Project Site

Species	Status	Notes/Occurrence
Beach spectaclepod ***Dithyrea maritima***	ST, CRPR 1B.1	Little to no potential to occur on-site
Black-flowered figwort ***Scrophularia atrata***	CRPR 1B.2	Little to no potential to occur on-site
Blochman's leafy daisy ***Erigeron blochmaniae***	CRPR 1B.1	Little to no potential to occur on-site
California saw-grass ***Cladium californicum***	CRPR 2B.2	Little to no potential to occur on-site
Coast woolly-heads ***Nemacaulis denudate* var. *denudata***	CRPR 1B.2	Little to no potential to occur on-site
Coastal goosefoot ***Chenopodium littoreum***	CRPR 1B.2	Little to no potential to occur on-site
Crisp monardella ***Mondardella undulata ssp. crispa***	CRPR 1B.2	Little to no potential to occur on-site
Dune larkspur ***Delphinium parryi* ssp. *blochmaniae***	CRPR 1B.2	Little to no potential to occur on-site
Gambel's water cress ***Nasturtium gambelii***	ST, FE, CRPR 1B.1	Little to no potential to occur on-site
Hoover's Bent Grass ***Agrostis hooveri***	CRPR 1B.2	Little to no potential to occur on-site
Kellogg's horkelia ***Horkelia cuneata* var. *sericea***	CRPR 1B.1	Little to no potential to occur on-site
La Graciosa thistle ***Cirisium scariosum* var. *loncholepis***	CRPR 1B.1	Little to no potential to occur on-site
Marsh sandwort ***Arenaria paludicola***	SE, FE, CRPR 1B.1	Little to no potential to occur on-site
Mesa horkelia ***Horkelia cuneata* var. *puberula***	CRPR 1B.1	Little to no potential to occur on-site
Nipomo mesa lupine ***Lupinus nipomensis***	SE, FE, CRPR 1B.1	Little to no potential to occur on-site
Pismo clarkia ***Clarkia speciosa* ssp. *immaculata***	SR, FE, CRPR 1B.1	Little to no potential to occur on-site
San Luis mariposa-lily ***Calochortus obispoensis***	CRPR 1B.2	Little to no potential to occur on-site
San Luis Obispo County lupine ***Lupinus ludovicianus***	CRPR 1B.2	Little to no potential to occur on-site
San Luis Obispo owl's-clover ***Castilleja densiflora* var. *obispoensis***	CRPR 1B.2	Little to no potential to occur on-site
San Luis Obispo monardella ***undulata* ssp. *undulata***	CRPR 1B.2	Little to no potential to occur on-site

Table 3.4-1. Special Status Plants that are known to or Have the Potential to Occur in the Project Site (Continued)

Species	Status	Notes/Occurrence
San Bernardino aster ***Symphyotrichum defoliatum***	CRPR 1B.2	Little to no potential to occur on-site
Sand mesa manzanita ***Arctostaphylos rudis***	CRPR 1B.2	Little to no potential to occur on-site
Santa Margarita manzanita ***Arctostaphylos pilosula***	CRPR 1B.2	Little to no potential to occur on-site
Slender bush-mallow ***Malacothamnus gracilis***	CRPR 1B.1	Little to no potential to occur on-site
Southern curly-leaved monardella ***Monardella sinuata* ssp. *sinuata***	CRPR 1B.2	Little to no potential to occur on-site
Straight-awned spineflower ***Chorizanthe rectispina***	CRPR 1B.3	Little to no potential to occur on-site
Surf thistle ***Cirsium rhothophilum***	ST, CRPR 1B.2	Little to no potential to occur on-site

Notes:
CRPR 1B = "Plants Rare, Threatened, or Endangered in California and Elsewhere" by the California Native Plant Society (CNPS 2015b).
CRPR 2B = "Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere" by the California Native Plant Society (CNPS 2015b).
CRPR 0.1 = "Seriously threated in California (over 80% of occurrences threatened / high degree and immediacy of threat)" (CNPS 2015b).
CRPR 0.2 = "Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)" (CNPS 2015b).
FE = Federally Endangered
FSC = Federal Species of Concern
SE = California Endangered
ST = State Listed Threatened
Source: (CDFW 2015c; CDFW 2015d).

Table 3.4-2. Sensitive Wildlife Species with Potential to Occur on the Project Site

Species	Status	Notes/Occurrence
American badger ***Taxidea taxus***	CDFW:SSC	No suitable burrows observed in Project site; unlikely to occur due to unsupportive habitat
California red-legged frog ***Rana draytonii***	FT, CDFW:SSC	Unlikely to occur due to unsuitable habitat
Coast horned lizard ***Phrynosoma blainvillii***	CDFW:SSC, BLM:S	Unlikely to occur: no suitable soil or habitat located on site
Globose dune beetle ***Coelus globosus***	IUCN:VU	Unlikely to occur on-site due to unsuitable habitat
Mimic tryonia ***Tryonia imitator***	IUCN:DD	Unlikely to occur due to unsuitable habitat
Monarch Butterfly ***Danaus plexippus***	USFWS:S	No recorded roosting on site: unlikely to occur due to unsuitable habitat

Table 3.4-2. Sensitive Wildlife Species with Potential to Occur on the Project Site (Continued)

Species	Status	Notes/Occurrence
Obscure bumble bee ***Mombus caliginosus***	IUCN:VU	Unlikely to occur due to lack of native flowering plant species
Oso Flaco flightless moth ***Areniscythris brachypteris***	CNDDB G1 S1	Unlikely to occur due to unsupportive soil types
Oso Flaco robber fly ***Albautus schlingeri***	CNDDB G1 S1	Unlikely to occur due to unsupportive soil types
Prairie falcon ***Falco mexicanus***	WL, IUCN:LC, USFWS:BCC	Likely to pass over site, but unlikely to occur due to inadequate nesting/forage habitat
Sandy beach tiger beetle ***Cicindela hirticollis gravida***	None	Unlikely to occur due to unsupportive soil types
Steelhead – south central California coast DPS ***Oncorhynchus mykiss***	FT, AFS:TH, CDFW:SSC	Not likely to occur on-site due to unsuitable habitat
Tidewater Goby ***Eucyclogobius newberryi***	FE, AFS:EN, CDFW:SSC, IUCN:VU	Unlikely to occur due to unsuitable habitat
Western pond turtle ***Emys marmorata***	BLM:S, CDFW:SSC, IUCN:VU, USFS:S	Unlikely to occur due to unsuitable habitat
Western snowy plover ***Charadrius alexandrinus nivosus***	FT, CDFW:SSC, NABCI:RWL, USFWS:BCC	Unlikely to occur: restricted to coastal strand and dune systems
White sand bear scarab beetle ***Lichnanthe ursina***	CNDDB G1 S1	Unlikely to occur due to unsupportive soil types

Notes:
CNDDB G1 S1 = California Natural Diversity Database, Global rank: critically imperiled, extremely rare; State rank: critically imperiled: extremely rare.
AFS:EN = American Fisheries Society: Endangered
BLM:S = Bureau of Land Management: Sensitive
CDF:S = California Department of Forestry and Fire Protection: Sensitive
CDFW:SSC = California Department of Fish and Wildlife: Species of Special Concern
USFWS:BCC = U.S. Fish and Wildlife Service: Bird of Conservation Concern
IUCN:VU = International Union for Conservation of Nature: Vulnerable
NABCI:RWL = North American Bird Conservation Initiative: Red Watch List
FE = Federally Endangered
FT = Federally Threatened
FSC = Federal Species of Concern
MBTA = Migratory Bird Treaty Act
SE = California Endangered
WL = CDFW Watch list
Source: (CDFW 2015b; CDFW 2015e; CDFW 2015a; CNDDB 2016)

3.4.2 Regulatory Setting

3.4.2.1 Federal

Endangered Species Act

Under the federal Endangered Species Act (ESA), it is unlawful to "take" any species listed as threatened or endangered. Take is defined as actions intended to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." An activity is defined as a take even if it is unintentional or accidental. Take provisions under the federal ESA apply only to listed fish and wildlife species under the jurisdiction of USFWS and/or the National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS). Consultation with USFWS or NMFS is required if a project "may affect" or result in take of a listed species.

When a species is listed, USFWS and/or NMFS, in most cases, must officially designate specific areas as critical habitat for the species. Consultation with USFWS and/or NMFS is required for projects that include a federal action or federal funding if the project would modify designated critical habitat.

Magnuson-Stevens Fishery Conservation and Management Act

The Magnuson-Stevens Fishery Conservation and Management Act of 1976 is the cornerstone legislation addressing fisheries management in U.S. jurisdictional waters.

Migratory Bird Treaty Act and Executive Order 13186

The Migratory Bird Treaty Act (MBTA) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nest, and requires harvests to be limited to levels that prevent overuse. Further, the MBTA prohibits the take, possession, import, export, transport, selling, purchase, barter, or offering for sale, purchase, or barter, of any migratory bird, their eggs, parts, and nests, except as authorized under a valid permit (50 CFR 21.11).

Section 401 of the Clean Water Act of 1977

Section 401 of the Clean Water Act and its provisions ensure that federally permitted activities comply with the federal Clean Water Act and state water quality laws. Section 401 is implemented through a review process that is conducted by the Regional Water Quality Control Board (RWQCB), and is triggered by the Section 404 permitting process. The RWQCB certifies via the 401 process that a proposed project complies with

applicable effluent limitations, water quality standards, and other conditions of California law. Evaluating the effects of the proposed project for both water quality and quantity (runoff) falls under the jurisdiction of the RWQCB.

3.4.2.2 State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act provides a comprehensive water-quality management system for the protection of California waters and regulates the discharge of oil into navigable waters.

Water Quality Control Plan

The proposed Project falls under the jurisdiction of the Central Coast RWQCB, which has established a Water Quality Control Plan for the coastal watersheds of San Luis Obispo, Santa Barbara, and Monterey counties.

California Endangered Species Act

Under the California Endangered Species Act (CESA), it is unlawful to "take" any species listed as rare, threatened, or endangered. Take under CESA means to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA take provisions apply to fish, wildlife, and plant species. Take may result whenever activities occur in areas that support a listed species. Consultation with CDFW is required if a project would result in take of a listed species.

Section 1603 of the Fish and Game Code

The CDFW is responsible for conserving, protecting, and managing California's fish, wildlife, and native plant resources. To meet this responsibility, the law requires any person, state or local government agency, or public utility proposing a project that may impact a river, stream, or lake to notify the CDFW before beginning the project. If the CDFW determines that the project may adversely affect existing fish and wildlife resources, a Lake or Streambed Alteration Agreement is required. A Streambed Alteration Agreement lists the CDFW conditions of approval relative to the proposed project, and serves as an agreement between an applicant and the CDFW for a term of not more than five years for the performance of activities subject to this section.

Other Sections of the Fish and Game Code

Fully Protected and Protected species may not be taken or possessed without a permit from the Fish and Game Commission and/or the CDFW. Information on these species can be found within section 3511 (birds), section 4700 (mammals), section 5050 (reptiles and amphibians), and section 5515 (fish) of the Fish and Game Code. Relative to the proposed project, provisions of this code affect nesting and migratory birds.

3.4.2.3 Local

City of Arroyo Grande General Plan

The City of Arroyo Grande General Plan contains policies requiring protection of special status plant and animal species.

General Plan, Fringe and Urban Land Use Element

Goal LU12 – Components of "rural setting" and "small town character" shall be preserved.

> **Policy LU12-1** – Recognize agriculture, natural hillsides, clean air quality and linear open spaces along Arroyo Grande and Tally Ho creeks as valuable components of the City's rural setting and essential elements worthy of conservation and preservation.

General Plan, Agriculture, Conservation and Open Space Element

Goal C/OS2 – Safeguard important environmental and sensitive biological resources contributing to healthy, functioning ecosystems.

> **Policy C/OS2-1.6** – Plan, design, and develop sites to: Protect scenic, resources, water quality, and natural Creekside habitat, including opportunities for wildlife habitation, rest, and movement. Further the restoration of damaged or degraded habitat, especially where a continuous riparian habitat corridor can be established.
>
> - Allow for natural changes that may occur within the creek corridor;
> - Maintain predevelopment site hydrology by using site design techniques that store, infiltrate, evaporate, or detain runoff according to the City Drainage Master Plan or any applicable Site Design Guidelines for Storm Water Quality and Water Conservation as amended;
> - Protect areas that provide important water quality benefits or are particularly susceptible to erosion and sediment loss;
> - Limit impervious area by design and the use of best management practices;

- Limit land disturbance activities, such as clearing and grading and cut and fill, to reduce erosion, sediment loss, and soil compaction; and
- Preserve natural drainage features and vegetation to the extent possible.

Policy C/OS2-4.2 – Public or private developments that require discretionary permit or propose a land division, shall avoid disturbance of significant wildlife corridors, and/or wetlands identified by the City or County environmental studies.

City of Arroyo Grande Municipal Code

Section 10.12 – Obstruction of Visibility of Driveways or Intersections – The City of Arroyo Grande Municipal Code Section 10.12 is specifically designed to help protect motorists and pedestrians from a line of sight obstruction due to a hedge, tree, fence or other visibility barrier. The ordinance states, "Any obstruction more than two feet in height above the level of the sidewalk or ground elevation is defined as a public nuisance." This public nuisance violates the City's "Vision Triangle" code. Trees are the exception; as long as a tree has no foliage below seven and one half (7 ½) feet, the tree is not considered to be an impediment to the "vision triangle". Any foliage below the seven and one-half (7 ½) foot level must be approved by the City.

Section 12.16 – Community Tree Program – The City of Arroyo Grande Municipal Code Section 12.16 is designed to preserve, enhance and revitalize the City's urban forest. The Community Tree Program sets forth guidelines and policies with regards to

- Street tree requirements for new development;
- Landmark Trees;
- Responsibility for tree-damaged sidewalks and public improvements;
- Privately owned trees affecting the public right-of-way;
- Tree removal in residential, mixed-use and commercial zones;
- Public utility company requirements;
- Installation, maintenance and removal of trees relating to property development.

Regulated trees include: street trees within the public right-of-way fronting the property, landmark trees and any Oak trees with a trunk width over twelve (12) inches in diameter when measured four and one half (4.5) feet from the base. Removing them is prohibited without first obtaining a permit. The permit is available when the removal is deemed appropriate. Any removal of a regulated tree without a permit is considered to be a misdemeanor violation with a minimum $150.00 tree replacement fee.

3.4.3 Environmental Impact Analysis

3.4.3.1 Thresholds of Significance

In accordance with Appendix G of the 2016 California Environmental Quality Act (CEQA) Guidelines, impacts to terrestrial biological resources would be considered significant if the proposed Project results in:

a) A substantial adverse effect either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

b) A substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

c) A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,

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.

3.4.3.2 Impact Assessment Methodology

This section provides a discussion of the potential impacts of the proposed Project on the biological resources of the Project site and surrounding area, including both direct loss of habitat and indirect impacts to remaining habitats. This would include the Project's conversion of 15.29 acres of active annually cultivated land and disturbed/ruderal habitats into a range of urban uses including a hotel and restaurant (Subarea 1 – 2.16 acres); single-family residences (Subarea 2 – 11.62 acres); and an area of assembly, limited

commercial uses, attached residential housing, and gardens and orchards (Subarea 3 – 1.51 acres), as well as the Project's potential to affect the oak woodland/coyote brush shrub alliance habitat adjacent to the southern edge of the Project site. This analysis also accounts for the fact that the drainage ditch that runs along the southern edge of the Project site is listed as a riverine wetland type by the National Wetlands Inventory (USFWS 2015b), and a drainage way in the City General Plan (City of Arroyo Grande 2007), but does not fall under the jurisdiction of USACE or CDFW. The data and field surveys compiled from the CNDDB, USFWS, and a Biological Resources Assessment by SII (contained within Appendix F) provided the information necessary to evaluate and assess potentially significant impacts on biological resources from implementation of the Project. The Biological Resources Assessment conducted by SII was peer reviewed by Amec Foster Wheeler and found to be adequate for the purposes of EIR analysis. Policies and regulations cited in this impacts analysis include the Fish and Game Code of California Sections 3503 and 3503.1, the MBTA, Arroyo Grande General Plan, Section 404 of the Clean Water Act, and the City of Arroyo Grande Municipal Code Sections 10.12 and 12.16.

3.4.4 Project Impacts and Mitigation Measures

The implementation of the proposed Project would result in minimal impacts to biological resources of the Project site, due to the fact that most of the Project site has been cultivated for over 60 years, and the eastern 1.5 acres of disturbed/ruderal habitat does not represent a high habitat value for wildlife. The potential impacts of the Project and recommended mitigations are further discussed below.

Table 3.4-3. Summary of Project Impacts for all Subareas

Biological Resources Impacts	Mitigation Measures	Residual Significance
Impact BIO-1. Project construction and major alteration of the Project site would result in a loss of low-value agricultural and disturbed ruderal habitats and potential indirect impacts to the adjacent oak woodland habitat.	MM BIO-1a	Less than Significant with Mitigation
Impact BIO-2. Project construction and operation has the potential to create significant impacts to the movement of native resident or migratory wildlife on the Project site.	MM BIO-2a	Less than Significant with Mitigation
Impact BIO-3. The Project has the potential to conflict with local policies or ordinances protecting biological resources.	None required	Less than Significant

Impact

BIO-1 Project construction and major alteration of the Project site would result in a loss of low-value agricultural and disturbed ruderal habitats and potential indirect impacts to the adjacent oak woodland habitat (Less than Significant with Mitigation).

Project construction activities would alter 15.29 acres of agricultural land and disturbed ruderal habitat. There are no critical habitats identified within the Project site. The site is dominated by 13.78 acres of historically cultivated land that offers low-quality agricultural habitat within Subareas 1 and 2. Although the open disturbed areas within Subarea 1 are of low habitat value, they do provide foraging habitat for some native species, particularly raptors. Subarea 2 is currently cultivated with a variety of row crops and provides minimal habitat value for some native wildlife species, including foraging and migratory birds, small rodents, and insects. Subarea 3 is dominated by disturbed and ruderal habitat that provides low habitat value, but does provide foraging habitat for some native species, such as foraging birds and raptors.

The Project site is adjacent to a drainage ditch vegetated by various riparian plant species. An approximately 2- to 5-foot high concrete retaining wall/drainage facility would be constructed along the southern boundary of Subarea 2 as part of the Project, which has the potential to have an impact on the riparian vegetation. However, the ditch is regularly maintained by the farming operation on Subarea 2 to keep it clear of vegetation. Additionally, the drainage ditch is not considered a federally protected wetland under Section 404 of the Clean Water Act, as verified by the USACE regulatory staff following a field meeting on September 17, 2015 (Erin M. Hanlon 2015). Based on the Biological Resources Assessment, the email from USACE staff, and site visits, Amec Foster Wheeler has determined that these riparian plant species are not considered important riparian habitat. Just beyond the drainage ditch the hillside slope is vegetated by oaks, shrubs, and grasslands to the south. This adjacent oak woodland can provide some habitat for a variety of native species as well as wildlife species that have become adapted to the developed environment. The Project would not have any impacts on this habitat directly, but has the potential to have a significant impact indirectly from construction activities and associated noise, equipment, and human presence. Mitigation measure MM BIO-1a, which requires a construction management plan to limit construction-related staging and maintenance areas from biological sensitive resources, shall be implemented to reduce impacts to a less than a significant level.

Although the Project would result in the loss of agricultural and disturbed ruderal habitat, no candidate, sensitive, or special status plant species have been observed within the Project site. The potential for these plant species to occur is very low, as they are associated with undisturbed lands and specific soil types which do not exist on the Project site. No candidate, sensitive, or special status wildlife species have been observed within the Project site. The potential for these wildlife species to occur is very low, due to unsuitable habitat and unsupportive soil types, with the possible exception of the Prairie falcon passing over the site. This is unlikely to occur, however, due to the inadequate nesting/foraging habitat for this species.

Since there are no critical habitat areas, special status species identified have a very low potential of occurring on the Project site, and the existing habitats are of minimal or relatively low value, impacts associated with the loss of this agricultural and ruderal habitat are considered ***less than significant with mitigation***.

Mitigation Measures

MM BIO-1a *Construction equipment and vehicles shall be stored at least 100 feet away from areas associated with the existing drainage and adjacent oak woodland habitat, and all construction vehicle maintenance shall be performed in a designated vehicle storage and maintenance area.*

Plan Requirements and Timing. A construction management plan that identifies construction-related staging and maintenance areas shall be submitted for review and approval by the City prior to the initiation of construction. The Plan shall be designed to address erosion and sediment control during all phases of development of the site until all disturbed areas are permanently stabilized.

Monitoring. The City shall ensure compliance with Policy C/OS2-1.6 of the General Plan. An Environmental Monitor shall be made available to monitor environmental compliance of the construction activities. The City shall also inspect the Project site during construction to monitor runoff.

Residual Impact

When combined with standard regulatory measures, the inclusion of the above measure would reduce Project construction and alteration impacts to less than significant.

Impact

BIO-2 Project construction and operation has the potential to create significant impacts to the movement of native resident or migratory wildlife on the Project site (Less than Significant with Mitigation).

The agricultural lands of Subareas 1 and 2 provide minimal habitat for migratory wildlife species, as the Project site is located in a mostly developed area and is not known to be used as a migratory wildlife corridor. Locally common birds may pass through the crops and vegetation to forage on insects and cropland vegetation. The disturbed/ruderal habitat of trees, shrubs, and herbaceous plants of Subarea 3 are suitable foraging and nesting habitat for migratory birds, and food and cover for other migratory wildlife. The Project site and the oak woodland and grasslands adjacent to the Project site to the south are suitable habitat for a variety of wildlife species that have become adapted to a developed environment such as birds, raccoons, opossums, ground squirrels, gophers, other common rodents, and reptiles. The MBTA prohibits the taking of migratory birds, their eggs, parts, and nests.

The oak trees, other non-native trees, and ruderal vegetation on the Project site provide suitable nesting habitat for birds. Sections 3505 and 3503.1 of the Fish and Game Code of California prohibit the destruction of active bird nests. Project construction and potential tree removal in the disturbed/ruderal habitat could impact ground and/or tree nesting bird species if construction activities are conducted during the typical nesting season from February 1 to August 31. Project construction and alteration impacts are considered less than significant with mitigation to nesting birds.

The manmade drainage ditch is not considered suitable habitat for fish or native wildlife nursery habitat as it generally does not contain flows other than occasional flood events and runoff from the adjacent agricultural fields, and does not currently support fish or wildlife (SII 2015). Since the Project site provides low-quality habitat for native resident or migratory wildlife, and no habitat for native wildlife nursery sites, Project construction and operation impacts are considered ***less than significant with mitigation***.

Mitigation Measures

MM BIO-2a Vegetation removal and initial site disturbance for Project construction shall be conducted between September 1 and January 31, outside of the primary nesting season for birds, unless City-approved preconstruction nesting bird surveys are conducted that determine if any active nests

would be impacted by project construction. If no active nests are found, then no further mitigation shall be required. If any active nests are found, then these nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nest, which shall be in place until the adults and young of the year no longer rely on the nest site for survival. The study, surveys, findings, and recommendations shall be prepared by a City approved qualified biologist. Compliance shall be verified by the Project Environmental Monitor through submission of compliance reports.

Plan Requirements and Timing. A migratory and nesting bird management plan shall be submitted for review and approval by the City prior to the initiation of construction. Construction shall be conducted between September 1 and January 31 unless no active nests are found.

Monitoring. The City shall ensure compliance with Sections 3505 and 3503.1 of the Fish and Game Code of California. An Environmental Monitor and qualified biologist shall be made available to monitor environmental compliance of the construction activities, as needed. The City shall also inspect the Project site during construction to verify protection of any active bird nests identified from the nesting bird surveys.

Residual Impact

With implementation of the above mitigation measure, impacts to migratory and nesting birds, and foraging raptors would be less than significant.

Impact

BIO-3 The Project has the potential to conflict with local policies or ordinances protecting biological resources (Less than Significant).

Implementation of the Project may result in the removal of live oak trees within Subarea 3. The Project is required to comply with the City's two primary tree ordinances, the City of Arroyo Grande Municipal Code Sections 10.12 and 12.16 in regards to tree removal and construction around regulated trees. Live Oak trees are located on the eastern 1.51 acres of the Project site, in Subarea 3. Removing any Oak trees with a trunk width over 12 inches in diameter when measured 4.5 feet from the base is prohibited without first obtaining a permit. The City would need to approve any removal of and construction around any regulated trees on Subarea 3. Because of these required City ordinances, City

staff would ensure that the Project is consistent with these ordinances during planning review; therefore impacts are considered ***less than significant***.

The Project site is not part of a Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur with respect to such plans.

Mitigation Measures

No mitigation measures required.

3.4.5 Cumulative Impacts

Construction of the proposed Project would continue the pattern of development in the southern portion of the City as envisioned in the City's General Plan. The proposed development would result in loss of undeveloped land and habitats, and increase the amount of impervious surfaces, night light, noise, and traffic that come with such development. These changes, both on the site and within cumulative development throughout the City, would both directly and indirectly affect habitats and wildlife species in general.

The Project itself would result in the development of 15.29 acres of low-quality agricultural, ruderal, and oak woodland habitat. On a regional scale, removal of this habitat would slightly reduce the amount of foraging and nesting habitat in the vicinity for non-sensitive birds and wildlife. These impacts, when combined with other recent and proposed developments in the City listed in Table 3.0-1, all add to the loss of open space and habitats in the City. However, because of the relatively low value of habitats currently occurring on the Project site, the Project contribution to regional cumulative impacts to biological resources is considered ***less than significant***.

3.5 HAZARDS AND HAZARDOUS MATERIALS

Hazards may include exposure to both natural and man-made hazards. These could include hazards associated with aircraft operations at nearby airports or natural hazards such as wildfires. A range of other types of hazards are addressed in other sections of this Environmental Impact Report (EIR) as follows: air pollution hazards, such as toxic air contaminants (TACs) and particulate matter (PM), are addressed in Section 3.3, *Air Quality*; water pollution hazards, such as groundwater contamination and surface runoff, are addressed in Section 3.6, *Hydrology and Water Quality*; transportation hazards including both construction (short-term and operational) are addressed in Section 3.10, *Transportation and Traffic*; and hazardous solid waste disposal is addressed in Section 3.11, *Utilities and Public Services*.

Hazardous materials are defined as substances with physical and chemical properties of ignitability, corrosivity, reactivity, or toxicity which may pose a threat to human health or the environment. The term "hazardous materials" is used in this section to describe chemical materials, such as petroleum products, solvents, pesticides, herbicides, paints, metals, asbestos, and other regulated chemical materials. Additionally, the term "release" as used in this section includes known historical spills, leaks, illegal dumping, or other methods of release of hazardous materials to soil, sediment, groundwater, or surface water. If a historical release exists, then there is a risk associated with disturbing the historical release area. The potential for future releases of hazardous materials to occur during construction or operation of the proposed Project facilities is also described in the analysis.

The information presented below outlines the existing conditions, regulatory setting, significance criteria, potential for upset, levels of public risk associated with those potential upsets, and their significance. The existing conditions presented in this section represent the baseline conditions prior to implementation of the proposed Project and include the existing configuration of the Project site, existing operations, and present environment. Risks associated with a potential release of hazardous materials are then evaluated in relation to the baseline conditions. Once the baseline risks are assessed, significance criteria are used to evaluate if there is an increased level of risk associated with the proposed Project, and to evaluate if the proposed change could introduce a significant increase in potential impacts.

3.5.1 Environmental Setting

The baseline conditions for the Project site are based on information gathered from several sources, including Phase I and II Environmental Site Assessments (ESAs) prepared for the Project site and contained within Appendix I of this EIR, information provided by the San Luis Obispo County Air Pollution Control District (APCD), and Regional Water Quality Control Board (RWQCB), the City of Arroyo Grande General Plan *Safety Element*, and Project site information on file with the City of Arroyo Grande.

3.5.1.1 Potential for Hazardous Materials within the Project Vicinity

The Project site is divided into three separate subareas, each under separate ownership. Active agricultural operations in Subarea 2 may include the intermittent application of chemicals that can be toxic or hazardous such as pesticides, herbicides, and fertilizers. Subarea 1 of the Project site has historically experienced agricultural operations and cultivation of the site has likely included the application of similar chemicals. Farmers use these compounds to control weeds, fungi, rodents, and insects that are harmful to their crops. Production and storage of these chemicals can pose potential hazards where leaks can contaminate air, water, or generate fire. The use of pesticides and their storage within the region is monitored by the San Luis Obispo County Agricultural Commissioner's Office. Due to the small size of the agricultural operations at the site, the application of such chemicals are limited and are anticipated to be negligible.

Adjacent to the southwest edge of the site bordering Subarea 1 and Subarea 2, located at 525 Traffic Way, is a Mobil Gas Station. Many gasoline and diesel pumping stations store gasoline supplies in specialized Underground Storage Tanks (USTs). The U.S. Environmental Protection Agency (EPA) defines these USTs as a tank and any underground piping connected to the tank that has at least 10 percent of its total volume underground and is used for the storage of petroleum or other hazardous substances (EPA 2015). These USTs are designed to minimize land and water contamination and is required that all facilities that have a UST must operate under an UST Facility Permit. USTs present a potential source for soil and groundwater contamination.

A search of the California Department of Toxic Substances Control (DTSC) and EPA records indicate that there is one active permitted UST facility associated with the Mobil Gas Station, and one open cleanup program site within a 2.0-mile radius of the Project site, as summarized in Table 3.5-1 and Table 3.5-2 (DSTC 2015; EPA 2015). The one active

Table 3.5-1. Summary of Hazardous Materials Database Searches

Database	Search Parameters	Results
GeoTracker	2.0 mile radius	1 Open Cleanup Program Site
Superfund sites	2.0 mile radius	None recorded
Hazardous Waste Report sites	2.0 radius	None recorded
TRI facilities	Arroyo Grande	None recorded
Toxic Substances Control Act sites	2.0 mile radius	None recorded
LUST	2.0 mile radius	14 completed-case closed status sites
UST	2.0 mile radius	13 Permitted Active Underground Storage Tanks

Source: (DSTC 2015; EPA 2015).

Table 3.5-2. Summary of Hazardous Materials Cleanup Sites and USTs within the Project Vicinity

Description	Distance from the Project Site	Status
Petro Grande UST	200 Feet	Permitted UST
Bewley's Chevron	0.4 Miles	Permitted UST
Village Creek Plaza Cleanup Site	0.5 Miles	Open Verification Monitoring
Arroyo Grande Shell Station UST	0.55 Miles	Permitted UST
Lucia Mar Unified School District UST	0.65 Miles	Permitted UST
Arco AM/PM UST	0.67 Miles	Permitted UST
Beacon Station UST	0.81 Miles	Permitted UST
Tosco Corp Site UST	0.94 Miles	Permitted UST
Arroyo Grande Community Hospital UST	0.98 Miles	Permitted UST
Sloco Fuel Site #1 UST	1.12 Miles	Permitted UST
Sebastian Oil Distributer UST	1.40 Miles	Permitted UST
Katch Go Petroleum UST	1.68 Miles	Permitted UST
Gill's Food Market UST	1.84 Miles	Permitted UST
City of Arroyo Grande UST	1.92 Miles	Permitted UST

Notes: Representative of sites within a 2.0-mile radius from the Project site.
Source: (DSTC 2015).

UST facility is less than 200 feet from the site; however, a search for known hazardous waste contamination sites in the area does not indicate any contamination of the Project site by this facility (DSTC 2015). Fourteen (14) inactive Leaking Underground Storage Tank (LUST) Clean-Up sites were identified within 2.0 miles of the Project site where

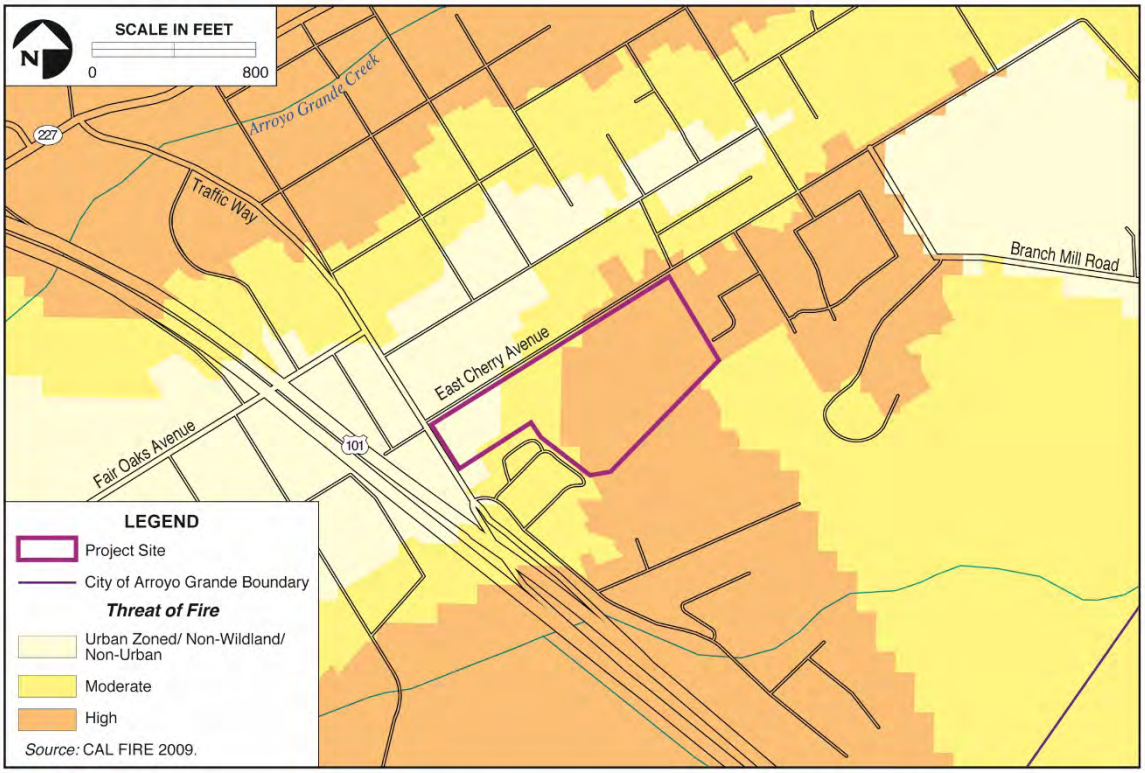
releases of diesel, gasoline, or motor oil previously occurred. Cleanup actions for these sites took place between 1986 and 2013; the closest LUST site to the Project is located at the Mobil Gas Station site where remedial actions were completed for a gasoline release in 2009. Due to the distance and completed status of the LUST sites, potential for contaminants to migrate to the Project site is low. As there are no superfund sites, Toxic Release Inventory (TRI) facilities or active LUST sites recorded in the immediate Project vicinity, the potential for hazardous materials to occur in the immediate vicinity is limited.

The search identified one cleanup site that is currently under active monitoring and is located approximately 0.5 miles northwest and of the Project site. This cleanup site is the result of the release of gasoline, trichloroethylene (TCE), and vinyl chloride from a UST. The leak occurred and was stopped in 1965 but the site was opened for cleanup and monitoring after the discovery of soil contamination during the removal of the UST in 1994. The site has undergone regular monitoring procedures to ensure the prevention of contamination of the groundwater aquifer. The cleanup site is located downgradient of the Project site and there is little to no chance for contamination of onsite soils from this contamination event.

3.5.1.2 Risk of Wildfire within the Project Vicinity

Much of the Arroyo Grande Valley is covered in combustible vegetation where wildfires are a part of the regional ecosystem and naturally maintain viable environments (City of Arroyo Grande 2001). The Project site lies within the Local Responsibility Area (LRA) of the City of Arroyo Grande (CalFire 2007). The California Department of Forestry and Fire Protection (CalFire) Fire and Resource Assessment Program (FRAP) classifies the Project as within a High Fire Hazard Zone in the southern and eastern portions of the site, a Medium Fire Hazard Zone in the west-central portion of the site, and Urban Zoned/Non-Wildland/Non-Urban Hazard Zone in the western portion of the site (Figure 3.5-1) (CalFire 2009). The adjacent hillside along the southern border of the site is a natural coast live oak woodland which could provide natural fuels for any structural or wildland fires in the area. The eastern region of Arroyo Grande is a rural area used primarily for agricultural production and contains larger areas of native landscapes, and is listed as an area at risk for fire (CalFire 2005).

The proposed Project would be within a 3-minute response time from the Five Cities Fire Authority (FCFA) Station 1. Existing FCFA facilities and response are described in greater detail in Section 3.11, *Utilities and Public Services.*



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Fire Threat in the Project Vicinity

FIGURE 3.5-1

3.5.2 Regulatory Setting

3.5.2.1 Federal

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA; 1980)

CERCLA addresses procedures to identify and clean-up sites contaminated by unauthorized releases of hazardous materials. Commonly known as Superfund, CERCLA was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Superfund sets priorities for cleanup in the National Oil and Hazardous Substances Pollution Contingency Plan (National Contingency Plan). The National Contingency Plan includes lists of abandoned and uncontrolled hazardous waste sites, which the EPA updates annually.

Under CERCLA, owners and operators of real estate where there is hazardous substance contamination may be held strictly liable for the costs of cleaning up contamination found on their property. No evidence linking the owner/operator with the placement of the hazardous substances on the property is required.

Clean Water Act (1977)

The Clean Water Act governs the control of water pollution in the United States. This Act implements the National Pollutant Discharge Elimination System (NPDES) program, which requires that permits be obtained for point discharges of wastewater. This Act also requires that stormwater discharges be permitted, monitored, and controlled for various entities.

The Central Coast RWQCB oversees on-site treatment of "California Designated, Non-Hazardous Waste." The Central Coast RWQCB enforces water quality thresholds and standards set forth in the Basin Plan through the project permitting process. The RWQCB requires project applicants to obtain a General Construction Activities Stormwater Permit under the NPDES program. This program is enforced in California by the RWQCBs. The permit requires that the applicant develop and adhere to a Stormwater Pollution Prevention Plan (SWPPP) including implementation of best management practices (BMPs) to control erosion, siltation, turbidity, and pollution of study area media by other potential contaminants typically associated with construction activities. The SWPPP also includes BMPs necessary to control or prevent the release of non-stormwater discharges in stormwater runoff. Additional information on stormwater management is described in Section 3.6, *Hydrology and Water Quality*.

Asbestos Hazard Emergency Response Act (AHERA) (1986)

This Act is the federal legislation that governs the control and abatement of asbestos hazards present in school buildings. The purpose of this Act is to also require EPA to conduct a study to determine the extent of danger to human health posed by asbestos in public and commercial buildings and the means to respond to any such danger.

National Emission Standard for Hazardous Air Pollutants (NESHAP) 40 Code of Federal Regulations (CFR) 61 Subpart M

If utility pipelines would be removed or relocated, or buildings would be removed or renovated, the project may be subject to the requirements stipulated in NESHAP. These requirements include but are not limited to: 1) Notification requirements to the San Luis

Obispo County APCD; 2) asbestos survey conducted by a Certified Asbestos Inspector; and 3) applicable removal and disposal requirements of ACMs.

Federal Occupational Safety and Health Administration (OSHA) - Process Safety Management Standard (29 CFR 1910.119)

This standard includes requirements for preventing or minimizing the consequences of catastrophic releases of toxic, reactive, flammable, or explosive chemicals. Some of the requirements of this standard include: all information pertaining to the hazardous chemicals shall be available to the employees; employees shall be given training on the operation of equipment with hazardous materials; and, the employer is required to perform a process hazard analysis.

U.S. Department of Transportation

The U.S. Department of Transportation regulates hazardous materials transportation between states. Within California, the California Department of Transportation (Caltrans) and California Highway Patrol enforce federal law. Together, these agencies determine driver training requirements, load labeling procedures, and specifications for container types to be used.

Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

FIFRA provides federal regulation of pesticide distribution, sale, and use. All pesticides distributed and used in the U.S. must be registered (licensed) by the EPA. Registration requires that pesticides are properly labeled and used in accordance with specifications. The registrant must also prove that the substance will not cause unreasonable adverse effects on the environment, including human health risks inconsistent with the standard under Section 408 of the Federal Food, Drug, and Cosmetic Act. Use of each registered pesticide must be consistent with use directions contained on the label or labeling. Individuals applying pesticides must do so in a manner not only consistent with federal laws, but also consistent with state laws and regulations which may differ from state to state. In general, states have primary authority for compliance monitoring and enforcement against the use of pesticides in violation of the labeling requirements.

3.5.2.2 State

Site-Specific Health and Safety (California Division of Occupational Safety and Health Administration [Cal/OSHA] Title 8 and OSHA 29 CFR 1910)

The proposed Project is subject to the requirements of state and federal occupational safety and health requirements during project operations. Under these requirements, a Site-specific Health and Safety Plan must be developed prior to initiation of a proposed Project. Workers potentially exposed to hazardous materials, including lead based paint and asbestos-containing materials, in their workplace must be trained so that they are aware of the hazards and provided necessary protection from the hazardous materials.

Hazardous Material Release Response Plans and Inventory Law (California Health and Safety Code [HSC], Chapter 6.95)

This law is designed to reduce the occurrence and severity of hazardous materials releases. This state law requires businesses to develop a Release Response Plan for hazardous materials emergencies if they handle more than 500 pounds, 55 gallons, or 200 cubic feet of hazardous materials. In addition, the business must prepare a Hazardous Materials Inventory of all hazardous materials stored or handled at the facility over the above thresholds. Also, all hazardous materials must be stored in a safe manner. Both the Release Response Plan and the Hazardous Materials Inventory must be supplied to the Certified Unified Program Agency (CUPA) for the program. In this case, the CUPA is the San Luis Obispo County Health Agency.

California HSC, Division 20, Chapter 6.8, Section 25319.5 - Preliminary Endangerment Assessment (PEA)

The California HSC requires that a PEA provide sufficient information to determine whether or not current or past waste management practices have resulted in the release or a threatened release of hazardous substances that pose a threat to public health or the environment. The PEA should also provide sufficient information to conclude whether or not significant response actions are necessary at the site as well as include an analysis of the scope and identity of the affected community. Safe Drinking Water and Toxic Enforcement Act (Proposition 65) (1986)

In California, pursuant to the Safe Drinking Water and Toxic Enforcement Act of 1986: (1) no person in the course of doing business shall knowingly discharge or release a chemical known to the state to cause cancer or reproductive toxicity into water or onto land

where such chemical passes or probably will pass into any source of drinking water, and (2) no person in the course of doing business shall knowingly and intentionally expose any individual to a chemical known to the state to cause cancer or reproductive toxicity without first giving clear and reasonable warning to such individual. The "no significant risk" level for carcinogens that is enforced by this Act is one in one hundred thousand (1×10^{-5}).

Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code)

The Porter-Cologne Act establishes a regulatory program to protect water quality and to protect beneficial uses of state waters. The Porter-Cologne Act also establishes the state board and regional boards as the principal state agencies responsible for control of water quality. Each of the nine RWQCBs in California is required to develop guidance to assist in ensuring that the intent of the Porter-Cologne Act is met. Cleanup criteria are based on the type of contaminant (e.g., gasoline, diesel, or oil) released and the depth to groundwater.

California Government Code Section 4216

The state law requires proper notification to the state's DigAlert office of any construction-related excavation activities prior to commencement of such development and adherence to standards and practices (e.g., flagging of undergrounding areas) to ensure that excavation does not result in conflicts with underground pipelines and other infrastructure.

HSC, Division 20, Chapter 6.5, and California Code of Regulations (CCR) Title 22 – Hazardous Waste Management

Waste that is toxic, corrosive, flammable, or reactive when tested in accordance with the CCR, Title 22, Article 11, Section 66693, must be handled, stored, transported, and disposed of in accordance with these regulations, which are more stringent than federal regulations.

HSC, Division 20, Chapter 6.7, and CCR, Title 23 – UST Management

USTs used for storing petroleum products must be managed in accordance with California law, which provides requirements for installation, materials used, secondary containment, overspill protection, and monitoring.

California Fire Code

To minimize risks to public health and the environment, a Fire Prevention Inspector shall review a list of hazardous materials stored aboveground on a property to assess potential

individual and/or cumulative impacts to the property and surrounding areas. The inspector would ensure that hazardous materials stored on-site are in compliance with Chapter 6.95 of the California HSC. The fire code provides uniform fire prevention, hazardous material, and building construction regulations.

3.5.2.3 Local

City of Arroyo Grande General Plan

The City's General Plan guides the use and protection of various resources to meet community purposes. The safety element focuses on achieving acceptable levels of risk through decisions on land use and the form of development, with consideration for the closely related factor of transportation. The safety plan includes policies that describe an approach to achieving the goals of the General Plan.

General Plan, Safety Element

Goal S3 – Reduce the threat to life, structures and the environment caused by fire.

> **Policy S3-1** – New development should be designed and constructed to minimize fire hazards, with special attention given to fuel management, adequate water supply for suppression and improved access to higher fire risk areas.
>
> **Policy S3-2** – Ensure that adequate facilities, equipment and personnel are available to meet the demands of fire fighting in the City of Arroyo Grande.

Goal S5 – Reduce the potential for harm to individuals and damage to the environment from radiation hazards, hazardous materials, electromagnetic fields, radon, and hazardous trees.

> **Policy S5-2** – Reduce the potential for exposure to humans and the environment by hazardous substances, and develop information programs consistent with "Community Right to Know" laws.

3.5.3 Environmental Impact Analysis

3.5.3.1 Thresholds of Significance

According to standards based on Appendix G of the 2016 CEQA Guidelines, a project is considered to have a potentially significant adverse impact with regard to hazards and hazardous materials if it:

a) Creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

b) Creates 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;

c) Emits hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

d) Were to 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 create a significant hazard to the public or environment;

e) Is located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;

f) Is located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;

g) Would impair implementation of emergency response or an emergency plan; or,

h) Would expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

3.5.3.2 Impact Assessment Methodology

The proposed Project was evaluated for the presence of hazardous substances that, if present in existing building materials planned for construction/renovation or known to exist in study area media (soil, bedrock, groundwater, or surface water), could result in environmental impacts to human health or the environment if the proposed Project is implemented. Risk of wildfire was evaluated by reviewing Project characteristics and development specifications. The existing Project site conditions were compared with possible future onsite conditions under the proposed Project and fire risks and related hazards associated with proposed future on-site operations were evaluated. Based on data for CalFire Fire Hazard Zone, the proposed Project was assessed for adequate fire protection measures, including defensible space, and emergency access. A qualitative evaluation of potential impacts of the proposed Project was conducted based on the site-specific information obtained and described in Section 3.5.1, *Environmental Setting* and the Phase I and II ESAs.

3.5.4 Project Impacts and Mitigation Measures

This section discusses the potential hazardous materials/risk of upset impacts associated with the proposed Project. The construction and operation of the proposed Project would have impacts to hazardous material, risk of upset, and wildfires as summarized in Table 3.5-3 below.

Table 3.5-3. Summary of Project Impacts

Hazards Impacts	Mitigation Measures	Residual Significance
Impact HAZ-1. Implementation of the proposed Project would include the use of small quantities of hazardous materials during construction and operation, but would not could create a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials.	None required	Less than Significant
Impact HAZ-2. Implementation of the proposed Project could 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.	MM HAZ-2a MM HAZ-2b MM HAZ-2c	Less than Significant with Mitigation
Impact HAZ-3. The proposed Project would have a low potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	None required	Less than Significant
Impact HAZ-4. Implementation of the proposed Project could expose people or structures to a significant risk of loss, injury, or death involving wildland fire, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	MM HAZ-4a MM HAZ-4b MM HAZ-4c MM HAZ-4d MM HAZ-4e	Less than Significant with Mitigation

Impact

HAZ-1 Implementation of the proposed Project would include the use of small quantities of hazardous materials during construction and operation, but would not could create a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials (Less than Significant).

Construction of the Project would require the limited use of hazardous materials that could result in potential adverse health and environmental impacts if these materials were used, stored, or disposed of improperly, causing accidents, spills, or leaks. Additionally, during

construction, there is a low potential for undocumented subsurface utilities or structures to be encountered and damaged, resulting in a release of a hazardous material. The potential for such incidents would be further reduced by thoroughly screening for subsurface structures in areas prior to commencement of any subsurface work, as required under California Government Code Section 4216.

Due to the historic use of the property for agricultural production, it can be anticipated that fertilizers, herbicides and pesticides have been applied to these areas on an as-needed basis, at a minimum. The use and storage of these chemicals on the proposed Project site could have result in undocumented releases of contaminants. However, given the Project site area, such applications of chemicals are not reasonably expected to be reportable quantities to the County of San Luis Obispo Agricultural Commissioner.

Following construction, the Project site would include mixed residential and non-residential land uses as described in Section 2.0 *Project Description*. The uses would be a mix of commercial uses including an approximate 90- to 100 room hotel and separate restaurant uses (Subarea 1 – 2.16 acres); single-family residences (Subarea 2 – 11.62 acres); and an area of assembly, limited commercial uses, attached residential housing, and gardens and orchards (Subarea 3 – 1.51 acres). These uses may require the storage of small quantities of commercial cleaning products, paints, and herbicides for onsite landscaping and maintenance.

The proposed Project site is located within 0.25 miles of U.S. Highway 101, with the westernmost portion of the site within 250 feet of the highway. As described in the City's General Plan *Safety Element*, the transport of hazardous materials on U.S. Highway 101 through the City could impact existing and future development. Such transport related to Project implementation could result in trips from U.S. Highway 101 and Traffic Way. While in rare cases it is possible that hazardous materials associated with the proposed Project could result in adverse effects on the public and environment, such materials would only occur in commercially limited quantities within the Project site, and implementation of BMPs, and site maintenance and security precautions would reduce potential impacts related to future use, handling, storage, or routine transportation of hazardous materials or other chemicals to ***less than significant***.

Mitigation Measures

No mitigation measures required.

Impact

HAZ-2 **Implementation of the proposed Project could 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 (Less than Significant with Mitigation).**

As discussed in Section 3.5.1.1 *Potential for Hazardous Materials within the Project Vicinity*, there is one active permitted UST facility and one open cleanup program site within a 2.0-mile radius of the Project site, as summarized in Table 3.5-1 and Table 3.5-2. The one active UST facility is less than 200 feet from the site and is associated with the Mobil Gas Station, adjacent to the Project site. Additionally, there are 14 inactive LUST Clean-Up sites were identified within 2.0 miles of the Project site where releases of diesel, gasoline, or motor oil previously occurred. Cleanup actions for these sites took place between 1986 and 2013; the closest LUST site to the Project is located at the Mobil Gas Station site where remedial actions were completed for a gasoline release in 2009.

Phase I and Phase II ESA were conducted for the proposed Project (Buena Resources 2014; Appendix I). The Phase I ESA recommended that the proposed Project site be sampled and checked for pesticide residue, including methyl bromide, arsenic, Dieldrin and dichloro-diphenyl-trichloroethane (DDT). The Phase II ESA report provided the results of the recommended sampling and determined that there were trace amounts of chlorinated pesticides, including DDD, DDE and DDT. The reported concentration levels were determined to be below action levels prescribed by the RWQCB for shallow soils in residential areas. Additionally, arsenic was also reported in each of the samples taken; however, the Phase II ESA concluded that no further action is required.

Due to the proximity of the adjacent fueling station, a low potential exists for subsurface contamination associated with the UST. Based on these conditions, there is potential for construction workers and/or nearby occupants to be exposed to potentially toxic, hazardous, or otherwise harmful chemicals during excavation, grading, and site preparation activities. Therefore, impacts related to the release of hazardous materials into the environment are considered to be less than significant with mitigation. In order to reduce impacts to less than significant, the following mitigation measures are required. This impact is therefore classified as ***less than significant with mitigation***.

Mitigation Measures for All Subareas

MM HAZ-2a *Prior to earthwork activities, a Site-specific Health and Safety Plan shall be developed per California Occupational Safety and Health Administration (Cal/OSHA) requirements. All construction employees that have the potential to come into contact with contaminated soil/bedrock and safety plan, which includes proper training and personal protective equipment.*

MM HAZ-2b *During earthwork activities, procedures shall be followed to eliminate or minimize construction worker or general public exposure to lead and other potential contaminants in soil. Procedures shall include efforts to control fugitive dust, contain and cover excavation debris piles, appropriate laboratory analysis of soil for waste characterization, and segregation of contaminated soil from uncontaminated soil. The applicable regulations associated with excavation, removal, transportation, and disposal of contaminated soil shall be followed (e.g., tarping of trucks and waste manifesting).*

MM HAZ-2c *Prior to beginning construction, additional subsurface sampling of soil/bedrock and groundwater shall be conducted to assess potential releases associated with the listed former adjacent land uses and the potential migration of contaminants onto the Project site. The analytical suite selected shall be consistent with those uses, and shall include applicable analytical methods for appropriate waste characterization and disposal. The sampling strategy shall take into account the locations of potential source areas, and the anticipated lateral and vertical distribution of contaminants in soil and/or groundwater. The results of the investigation shall be documented in a report that is signed by a California Professional Geologist. The report shall include recommendations based upon the findings for additional investigation/remediation if contaminants are detected above applicable screening levels (e.g., excavate and dispose, groundwater and/or soil vapor extraction, or in situ bioremediation).*

Plan Requirements and Timing. The Applicants shall submit the site-specific Health and Safety Plan and Subsurface Soil/Bedrock and Groundwater Investigation Report to the City for review and approval prior

to issuance of development permits. The Applicant shall conduct necessary construction employee training prior to the initiation of construction.

Monitoring. The City shall ensure compliance with MM HAZ-2a, -2b, and -2c. An Environmental Monitor shall be made available to monitor environmental compliance of the construction activities. The City shall also inspect the Project site during construction to ensure compliance with required plans.

Residual Impact

Implementation of the above-mentioned mitigation measures would reduce residual impacts related to hazards and hazardous materials to less than significant.

Impact

HAZ-3 The proposed Project would have a low potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Less than Significant).

The easternmost portion of the Lucia Mar Unified School District offices are located 0.25 miles from the westernmost portion of the proposed Project site. Although no students are located at this facility, it is adjacent to Arroyo Grande High School located at 495 Valley Road. No classrooms at the high school are located within the 0.25-mile range; however, several high school sports fields are located within 0.25 miles of the proposed Project site. Emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing school is considered to be potentially significant under CEQA.

The proposed Project would include landscaped areas, which may involve application of fertilizers and pesticides on an as-needed basis. However, while the proposed Project site is located within 0.25 mile range of the Lucia Mar Unified School District offices as well as several Arroyo Grande High School sports fields, potential hazardous materials would only include applications of chemicals that are not expected to be reportable quantities to the County of San Luis Obispo Agricultural Commissioner, and consistent with the practices of other existing residential uses throughout the City. Therefore, this impact would be ***less than significant***.

Mitigation Measures

No mitigation measures required.

Impact

HAZ-4 Implementation of the proposed Project could expose people or structures to a significant risk of loss, injury, or death involving wildland fire, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (Less than Significant with Mitigation).

As described in Section 3.5.1.2, *Risk of Wildfire within the Project Vicinity*, the proposed Subareas 1 and 2 of the Project site would be located in a part of the City that was determined to include moderate and high fire hazard potential, while the majority of Subarea 1 is located in an area designated as Urban Zoned/Non-Wildland/Non-Urban (Figure 3.5-1). The adjacent hillside along the southern border of the site is a natural coast live oak woodland that could be prone to ignition and could provide natural fuels for any structural or wildland fires in the area.

The proposed Project would include the construction of a 100-room hotel, a stand-alone restaurant, gardens and orchards as well as single-family residences. Construction of the proposed Project would increase the potential to expose both structures and people to wildland fires. Operation of construction equipment such as saws, welders, generators, and heavy machinery would temporarily introduce new ignition sources into the area. While the chance of accidental ignition by such heavy equipment may seem improbable, several wildland fires in Southern California have been ignited by such equipment. [1] Under Project conditions, wildfires burning into the open space surrounding the proposed Project would present the potential for serious damage to the Project and would potentially threaten the health and safety of hotel patrons and employees, and residents of Subarea 2.

Due to the close proximity of the natural coast live oak woodland, the steep slope located on the southern portion of the proposed Project site and the increase in residential population and tourism, the potential exists for impacts related to exposing people or structures to wildland fires. Therefore, impacts related to exposing people or structures to a wildland fires are considered to be potentially significant. In order to reduce impacts to

[1] For example, the 2009 Jesusita Fire in Santa Barbara, which burned almost 9,000 acres and destroyed 80 homes, was ignited by landscape equipment during a trail maintenance operation.

less than significant, mitigation measures are required. Therefore, this impact is considered ***less than significant with mitigation***.

Mitigation Measures for All Subareas

MM HAZ-4a All Applicants shall prepare and submit a comprehensive Wildfire Emergency Management Plan for review by the FCFA and the City. The Plan shall consist of measures to reduce the potential for structural damage to the proposed development including:

- *A detailed description and map of fire protection apparatus and staging locations, the locations of the electric and gas shut off controls, emergency meeting locations, and emergency supply locations; and*
- *Relevant building design specifications that would qualify the building for identification as a safe refuge during a wildfire.*

MM HAZ-4b Require fire resistant material to be used for building construction in fire hazard areas. Require the installation of smoke detectors in all new residences.

MM HAZ-4c The Project site shall be inspected annually by the FCFA. This shall include an inspection of the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.

Plan Requirements and Timing. The Applicants shall restate the provisions for fire protection on all grading and building plans. The name and telephone number of the onsite supervisor shall be provided to the FCFA prior to commencement of construction or grading activities. Fire protection measures shall be implemented throughout construction. Plan components and conditions, agreements, and restrictions, including landscaping, shall also be reviewed prior to permit approval for each Subarea.

Monitoring. The City shall ensure measures are on plans prior to permit approval. FCFA staff shall spot check for compliance during construction. Permit compliance staff shall verify the installation of the required landscaping in the field. The Project site shall be inspected annually in the spring prior to the onset of the fire season by the FCFA in order to ensure compliance with the above mitigation. This shall include an inspection of

the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.

Mitigation Measures for Subarea 1

MM HAZ-4d *Each hotel room shall be required to have an emergency evacuation plan posted in a visible location. Additionally each room shall have a Wildfire Emergency Procedures binder, which shall include relevant information from the Wildfire Emergency Management Plan, such as the locations of safe refuges, locations of First Aid and emergency supplies, and emergency contacts within the hotel. Training requirements for front-desk hotel staff and any other staff routinely interacting with the public shall include First Aid and First Responder certification as well as annual requirements for wildfire emergency management training scenario exercises prior to the onset of fire season.*

Plan Requirements and Timing. The Applicant shall restate the provisions for fire protection and emergency evacuation on the Wildfire Emergency Management Plan. Plan components and conditions, agreements, and restrictions, including landscaping, shall be reviewed by the FCFA prior to permit approval for each Subarea. Fire safety training for hotel staff shall be conducted annually prior to the onset of fire season.

Monitoring. The City shall ensure measures are on plans prior to permit approval. FCFA staff shall review the emergency evacuation plan.

Mitigation Measures for Subareas 1 and 2

MM HAZ-4e *The final plant selections for Subareas 1 and 2 shall be limited to fire-resistant native species. Non-native species shall not be included in the final landscaping plan. The final landscape plan for Subareas 1, 2, and 3 shall define precisely the final location and character of trees, as well as locations and types of new plantings.*

Plan Requirements and Timing. The Applicants shall indicate the types and species of plants on landscape plans. Plan components and conditions, agreements, and restrictions, including landscaping, shall be reviewed by the City and FCFA prior to permit approval for each Subarea.

Monitoring. The City shall ensure measures are on plans prior to permit approval. Landscape plans shall be reviewed by the FCFA. The Project site shall be inspected annually in the spring prior to the onset of the fire season by the FCFA in order to ensure compliance with the above mitigation. This shall include an inspection of the deadwood and leaf litter, which shall be removed annually prior to the beginning of fire season.

Residual Impact

Implementation of the above-mentioned mitigation measures would reduce residual impacts related to hazards and hazardous materials to less than significant.

3.5.5 Cumulative Impacts

Implementation of the proposed listed mitigation measures would reduce the level of impacts related to hazardous materials to levels that are less than significant. From a cumulative standpoint, individual projects throughout the City will be required to mitigate their impacts on an individual basis, which will reduce the potential for cumulative impacts. Therefore, the cumulative impact of this Project and other known developments within the vicinity would be ***less than significant***.

3.6 HYDROLOGY AND WATER QUALITY

This section describes potential hydrology and water quality impacts to surface water and groundwater from implementation of the proposed Project in the context of flooding, runoff, and other drainage conditions on the Project site and in the surrounding watersheds.

The hydrologic analysis for this section is based on information from the Final San Luis Obispo County Integrated Regional Water Management Plan (IRWM) prepared by the San Luis Obispo County Flood Control and Water Conservation District in July 2014, the East Cherry Avenue Specific Plan Subarea 1 Hydrology Report Preliminary prepared by RRM Design Group in February 2016, the East Cherry Avenue Specific Plan Subarea 2 and 3 Hydrology Report Preliminary prepared by RRM Design Group in May 2015, and the Storm Water Management Plan (SWMP) prepared in 2010 by the City of Arroyo Grande Public Works Department in accordance with the National Pollutant Discharge Elimination System (NPDES) Phase II Program. Hydrology reports for the Project site are contained within Appendix J of this Environmental Impact Report (EIR).

3.6.1 Environmental Setting

3.6.1.1 Regional Setting

Hydrology and Drainage

The Project site is located within the Arroyo Grande Creek Hydrological Subarea of the Estero Bay Hydrological Unit, just one of the watersheds within the South County Sub-Region, which includes the urban areas of San Luis Obispo, Arroyo Grande, Grover Beach, Oceano, and Nipomo (San Luis Obispo FCWCD 2014). Within the Estero Bay Hydrological Unit 10, the Arroyo Grande Creek Watershed drains approximately 150 square miles (95,998 acres) of land predominantly used for agriculture (US-LT Resource Conservation District 2015). Average seasonal precipitation throughout the Arroyo Grande Creek Watershed varies from 12 inches to 35 inches (Department of Water Resources 2002).

The Project site is located entirely within the Arroyo Grande Creek Watershed approximately 1,860 feet from the Village Core, which is located along the banks of Arroyo Grande Creek approximately 4.3 miles upstream from the mouth of the creek. The site is located downstream of the Lopez Reservoir. The Lopez Reservoir, which serves as the source of Arroyo Grande Creek, was completed by the San Luis Obispo County Flood Control and Water Conservation District in 1968 to provide the Arroyo Grande basin with

reliable municipal water supply, agricultural water supply, groundwater recharge, recreation, wildlife habitat, and flood control. The lake has a storage capacity of 49,388 acre-feet (AF) of water (San Luis Obispo County 2016).

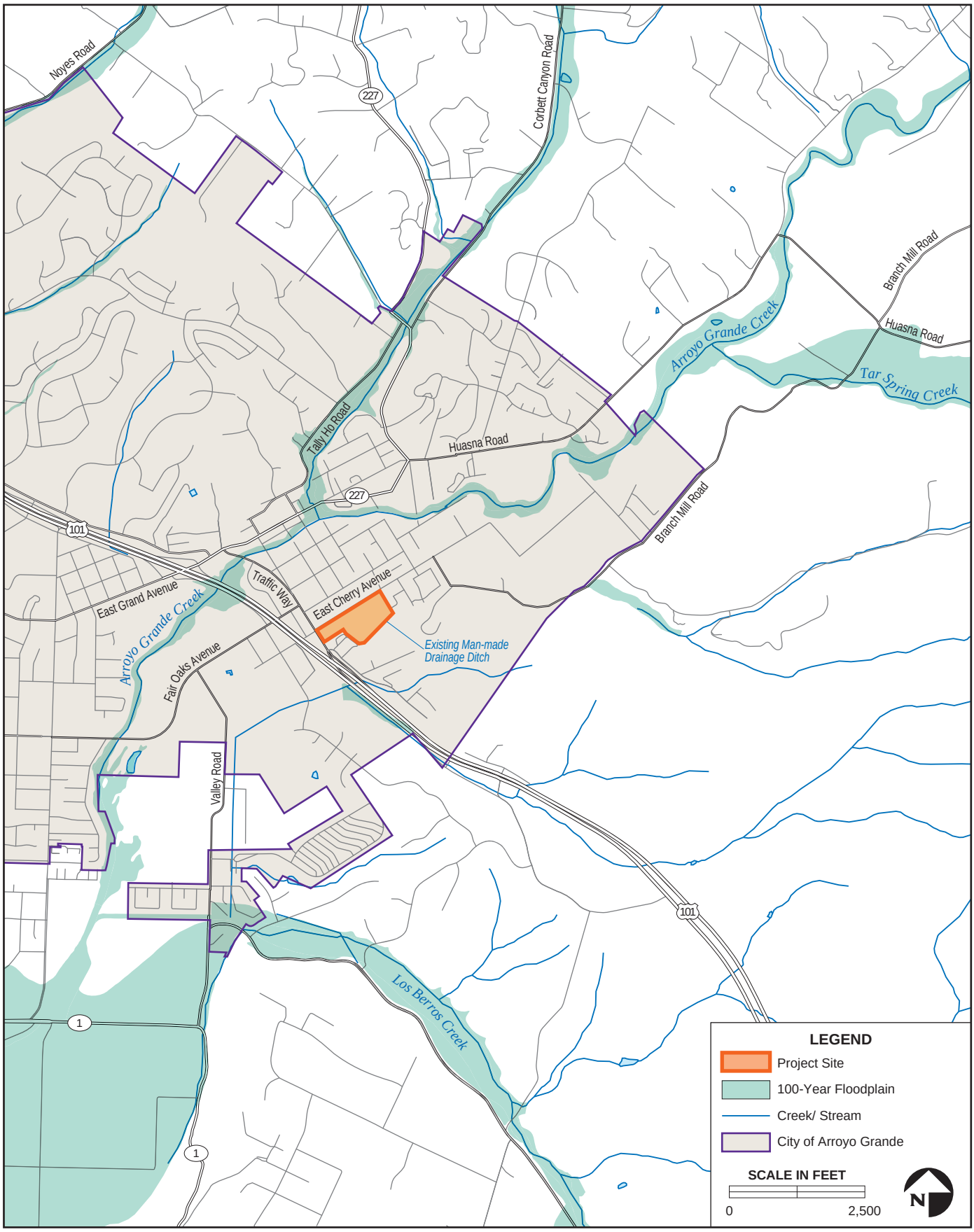
The Arroyo Grande Creek Watershed and its tributaries encompass 190 square miles, reaching a maximum elevation of 3,200 feet above mean sea-level (msl) (Department of Water Resources 2002). The watershed generally drains to the southeast via the 13 mile long Arroyo Grande Creek where it meets the Pacific Ocean through an estuary adjacent to Oceano lagoon. Arroyo Grande Creek originates to the northwest from Lopez Lake which is located at an elevation of 558 feet in the western slopes of the Santa Lucia Range. The Creek flows southwest adjacent to Lopez Drive before flowing underneath the U.S. Highway 101 and traveling along the southern City limits of Oceano where it drains westward to Oceano Lagoon.

Flooding

In past years, the Arroyo Grande Creek system has experienced extensive flooding, resulting in the inundation of prime farmlands. A small, rural community at the time, Arroyo Grande and surrounding communities organized the Arroyo Grande Creek Flood Control Project (AGCFCP) in 1961 to reduce the impacts to the agricultural economy and growing urban infrastructure caused by flooding (Waterways Consulting, Inc. 2010). The AGCFCP constructed levees along Arroyo Grande Creek in attempts to channelize and control flows in the event of a 50-year flood, but the levees have only resulted in increased flows and sediment deposition in the creek due to stormwater runoff. As of 2005, as little as 15 percent of the original flood channel capacity remains and since then, flood channel management plans and maintenance programs have been established to reduce the threat of flood disasters within the Arroyo Grande region (Central Coast Salmon Enhancement 2005).

Storm Probability

Flood zone mapping and drainage improvements are based on the probability of a certain amount of rain to fall within a particular time frame, usually 24 hours. From rainfall gage records, the size of a storm that has a one percent probability of occurring in any one year within a particular watershed can be calculated. A storm with this probability is often referred to as the “100-year storm” since on average one such storm would be expected to occur in a 100-year period (or a one percent chance in any given year), and the associated



amec foster wheeler

100-Year Floodplain in the Vicinity of the Proposed Project

FIGURE 3.6-1

water runoff termed the "100-year flood."[1] Similarly, a storm that has a four percent probability of occurring in any one year is referred to as the "25-year storm," and flows from this storm are called Q25 flows or 25-year floods.

3.6.1.2 Project Site Setting

Existing Onsite Drainage

The 15.29-acre Project site is located on a relatively level ground that includes agricultural farmland in the southeast region of the City of Arroyo Grande. The site is located approximately 1,890 feet south of Arroyo Grande Creek. Along the southern boundary of Subarea 2 and 3 within the Project site, at the toe of the offsite north-facing hillside, lies an approximately 5 foot wide manmade drainage ditch made of permeable materials and used for the purpose of collecting agricultural runoff and the runoff from the hillside. The drainage feature transports the runoff along the southern edge of the property to an existing 24-inch storm drain near the southwest corner of the Project site. The overall drainage pattern for the site is predominantly toward the northwest, with a majority of runoff flowing overland toward the intersection of East Cherry and Traffic Way (RRM Design Group 2015).

Flood Hazards

As described by the Federal Emergency Management Agency (FEMA), the Project site does not lie within any designated flood plains (FEMA 2015). Designated flood plains within the Arroyo Grande Valley Sub-basin lie along the creek banks of the Arroyo Grande Creek approximately 4,100 feet to the west of the Project site. Additional flood prone areas are located in the southwest regions of the City, in the flat, low-elevation agricultural fields just south of Arroyo Grande Creek.

Adjacent Slope Stability and Mudslide Hazards

Properties located on or adjacent to natural slopes face many threats and hazards in regards to the stability of the slopes within their vicinity. An unstable slope may give away, resulting in landslides, mudflows, or even debris flows. An analysis of the slope adjacent

[1] The "100-year storm" is a probability estimate based on incomplete rainfall gage data that in most watersheds has been collected for only approximately 50 years. Therefore, it is possible for several "100-year" storms to occur in the course of a few years, which would result in a revision to the estimated storm probabilities. In addition, storms do not exhibit the same rainfall intensity uniformly, and the same storm system that exhibits a 100-year intensity in a particular watershed can have a much lower intensity in an adjacent watershed.

to the site for slope stability was conducted by GeoSolutions, Inc. in August 2015 and is located in Appendix H of this EIR. Their analysis determined that the slope is stable under natural circumstances, but poor surface drainage may result in prolonged periods of saturation and severe erosion (GeoSolutions, Inc. 2015).

3.6.2 Regulatory Setting

3.6.2.1 Federal

Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency (FEMA) is responsible for federal flood disaster management through the Floodplain Program. FEMA divides flood areas into three zones: Zone A for areas of 100-year flood, base flood elevations not determined; Zone B for areas of 500-year flood; and Zone C or Zone X for areas of minimal flooding. The National Flood Insurance Program 100-year floodplain is considered to be the base flood condition. This is defined as a flood event of a magnitude that would be equaled or exceeded an average of once during a 100-year period. Floodways are defined as stream channels plus adjacent floodplains that must be kept free of encroachment as much as possible so that 100-year floods can be carried without substantial increases (no more than one foot) in flood elevations. Development in these floodplain areas are subject to the standard conditions of approval of the San Luis Obispo Flood Control and Water Conservation District.

Federal Clean Water Act (CWA), 33 U.S.C. 1251 et seq. (1977)

The Federal Water Pollution Control Act (later referred to as the Federal Clean Water Act), 33 United States Code (USC) § 1251 et seq. (1972) (CWA), is the primary federal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the Environmental Protection Agency (U.S. EPA) the authority to implement pollution control programs. The statute's goal is to regulate all discharges into the nation's waters and to restore, maintain, and preserve the integrity of those waters. The CWA sets water quality standards for all contaminants in surface waters and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and storm water discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the

filling of wetlands. The following CWA sections assist in ensuring water quality in surrounding water bodies:

- **Section 208**. Requiring that states develop programs to identify and control non-point sources of pollution, including runoff.
- **Section 303**. Requiring states to establish and enforce water quality standards to protect and enhance beneficial uses of water for such purposes as recreation and fisheries.
- **Section 304(a)(1)**. Requiring the administrator of the USEPA to develop and publish water quality criteria that reflect the latest scientific knowledge regarding the effects of pollutants in any body of water.
- **Section 313(a).** Requiring that federal agencies observe state and local water quality regulations.
- **Section 405** of the Water Quality Act of 1987 added to Section 402(p) to the CWA. Pursuant to Section 402(p)(4) of the CWA, the USEPA is required to promulgate regulations for NPDES permit applications for stormwater discharges.

Clean Water Act Section 402 (National Pollutant Discharge Elimination System [NPDES] Program) (1972)

The NPDES Stormwater Program regulates stormwater discharges from three potential sources: municipal separate storm sewer systems (MS_4s), construction activities, and industrial activities. As authorized by the Clean Water Act (CWA), the NPDES permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States and MS_4 facilities. To prevent harmful pollutants from being washed or dumped into an MS_4, operators must obtain a NPDES permit and develop a stormwater management program. The program regulates for Total Maximum Daily Load (TMDL), which is the maximum amount of an impairing substance or stressor (e.g., pollutant) that a water body can receive and assimilate, and still safely meet Water Quality Standards, defined by the Federal Clean Water Act.

3.6.2.2 State

Porter-Cologne Water Quality Control Act (1969)

This policy mandates that waters of the state shall be protected such that activities that may affect waters of the state shall be regulated to attain the highest quality. The *State of California Water Resources Control Board (SWRCB)* is given authority to enforce Porter-Cologne Water Control Act as well as Section 401 of the Clean Water Act and has adopted a statewide general permit that applies to almost all stormwater discharges. This general

permit, which is implemented and enforced throughout San Luis Obispo County, is implemented by the local Central Coast RWQCB and requires all owners of land where construction activity occurs to:

- Eliminate or reduce non-stormwater discharges to stormwater systems and other waters of the U.S.,
- Develop and implement a Stormwater Pollution Control Plan emphasizing stormwater Best Management Practices (BMPs), and
- Perform inspections of stormwater pollution prevention measures to assess their effectiveness.

The State of California Water Resources Control Board (SWRCB)

The SWRCB has adopted a statewide construction general permit that applies to storm water and non-storm water discharges from construction activities. This general permit, which is implemented and enforced in the Arroyo Grande area by the Central Coast RWQCB, requires all owners of land where construction activity occurs to:

- Eliminate or reduce non-storm water discharges to storm water systems and other waters of the U.S.;
- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) emphasizing storm water Best Management Practices (BMPs); and
- Perform inspections of storm water pollution prevention measures to assess their effectiveness.

In addition, SWRCB regulations mandate a "non-degradation policy" for state waters, especially those of high quality.

Sustainable Groundwater Management Act (SGMA)

The SGMA is a statewide policy that empowers local agencies to adopt groundwater management plans that relate to the needs and resources of their communities. It is the intent of the SGMA to:

- Provide for the sustainable management of groundwater basins;
- Enhance local management of groundwater consistent with rights to use or store groundwater and Section 2 of Article X of the California Constitution. It is the intent of the Legislature to preserve the security of water rights in the state to the greatest extent possible consistent with the sustainable management of groundwater;
- Establish minimum standards for sustainable groundwater management;

- Provide local groundwater agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater;
- Avoid or minimize subsidence;
- Improve data collection and understanding about groundwater;
- Increase groundwater storage and remove impediments to recharge;
- Manage groundwater basins through the actions of local governmental agencies to the greatest extent feasible, while minimizing state intervention to only when necessary to ensure that local agencies manage groundwater in a sustainable manner; and
- Provide a more efficient and cost-effective groundwater adjudication process that protects water rights, ensures due process, prevents unnecessary delay, and furthers the objectives of this part.

3.6.2.3 Local

City of Arroyo Grande General Plan

As the overarching policy document guiding development in the City, the Arroyo Grande General Plan contains policies to regulate all aspects of physical growth and conservation in the community. Flood hazard policy in the City of Arroyo Grande is directed by the *Safety Element* of the General Plan and is designed to reduce the damage to structures and the danger to lives in the event of flooding, dam failure inundation, and any other foreseeable water hazards. The *Agriculture, Conservation and Open Space Element* addresses policies relevant to flood control and conservation of necessary flood plains.

General Plan, Safety Element

Goal S2 – Reduce damage to structures and the danger to life caused by flooding, dam failure, inundation, and other water hazards.

> **Policy S2-1** – Strictly enforce flood hazard regulations both current and revised. Federal Emergency Management Agency (FEMA) regulations and other requirements for the placement of structures in flood plains shall be followed. Maintain standards for development in flood-prone and poorly drained areas.
>
> > **Standard S2-1.1** – Discourage development, particularly critical facilities, in areas of high flood potential. Do not allow development within areas designated as the 100-year flood plain that would obstruct flood flow or be subject to flood damage. Do not allow development which will create or worsen known flood or drainage problems.
> >
> > **Standard S2-1.3** – Review development plans for construction of structures in low-lying areas, or any area which may pose a serious drainage or

flooding condition. Susceptibility to damage from flooding should be determine based on the 100-year flood.

Goal S4 – Minimize the potential for loss of life and property resulting from geologic and seismic hazards.

Program S4-6.1 – For developments in areas of known slope instability, landslides, or slopes steeper than 20 percent, the stability of slopes shall be addressed by registered professionals practicing in their respective fields of expertise. For subdivisions, such studies should be performed prior to delineating lot lines and building envelopes.

General Plan, Agriculture, Conservation and Open Space Element

Goal Ag1 – Avoid and or mitigate loss of prime farmland soils and conserve non-prime Agriculture use and natural resource lands.

Policy Ag 1-5.3 – Minimize flood damage potential to farmland.

Practice Ag1-5.3.1 – Assure that urban developments incorporate adequate runoff and drainage detention and flood control.

Goal Ag2 – Allocate and conserve ground and surface water resources for agricultural use and minimize potential Fringe Area and urban development that would divert such resources for agriculture.

Policy Ag2-4 – Detention, retention and recharge basins shall be designated as open space and habitat resources in addition to flood control and other functions associated with a development. Their extent and engineering shall permit establishment of vegetative growth and utilization for passive recreation or compatible agricultural uses. The design of such Facilities shall include specific operation and maintenance programs that ensure that the capacity is not reduced.

Goal C/OS2 – Safeguard important environmental and sensitive biological resources contributing to healthy, functioning ecosystems.

Policy C/OS2-1 – Designate all streams and riparian corridors as Conservation/Open Space (C/OS).

Practice C/OS2-1.2 – Preserve stream and riparian corridors in their natural state, except where necessary for flood control, periodic maintenance, creek bank protection, and creek restoration consistent with State and Federal permits. Concrete channel and underground piping of creeks and drainages shall be minimized and allowed if it is determined by the City Council to be necessary for public health, safety and welfare. Bridges are preferred over arched or piped culverts.

Practice C/OS2-1.3 – Where feasible, maintain a development setback of 25-50 feet from the top of stream bank or edge of riparian habitat depending on slope, habitat and floodplain characteristics. Locate development outside the setback.

City Municipal Code

City of Arroyo Grande Municipal Code, Title 13, Chapter13.24 – Excavation, Grading, Erosion and Sediment Control

The City's municipal code (§13.24) established policies and regulations designed to safeguard the public health, safety, general welfare, and natural environment from the harmful effects associated with erosion and sedimentation, dust emissions, and stormwater runoff. This chapter addresses the compliance with the NPDES Phase II stormwater regulations. This chapter also sets forth local stormwater requirements, to avoid pollution of watercourses with sediments or other pollutants generated on or caused by surface runoff on or across construction sites.

Storm Water Management Plan NPDES Phase II Program (SWMP)

The City SWMP was prepared by the City pursuant to the identification of the City as a small municipal separate storm sewer system requiring coverage under the NPDES *General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems*, Water Quality Order No. 2003-0005-DWQ (General Permit). The SWMP is designed to reduce the discharge of pollutants to the maximum extent practicable and to protect water quality. Additionally, the SWMP will:

- Serve as a planning and guidance document to be used by the City's regulatory body, all City departments, contractors, and the general public;
- Be dynamic and adaptively managed to address changes in General Permit requirements, organizational structure, responsibilities, and goals;
- Define techniques and measurable goals for measuring Best Management Practice (BMP) effectiveness; and
- Define a five-year schedule for Storm Water Management Program implementation to comply with the requirements of the General Permit.

California Regional Water Quality Control Board, Central Coast Region

The proposed Project site is located within the coverage area for the Central Coast Regional Water Quality Control Board Central Coast Post-Construction Requirements. The primary goal of the Post-Construction Requirements are to ensure that the Permittee is reducing

post-construction related pollutant discharges to the Maximum Extent Practicable (MEP), and is preventing stormwater discharges from causing or contributing to a violation of receiving water quality standards. These requirements and regulations apply to all development projects that require approvals and/or permits issued under the Permittee's planning, buildings, or other comparable authority. Post-Construction Requirements include site design and runoff reduction, water quality treatment, stormwater control plans, runoff reduction, and peak stormwater runoff management. Under this regulatory document, Project applicants are required to prepare a separate Stormwater Control Plan which summarizes site design and Stormwater Control Measures, as well as other requirements.

3.6.3 Environmental Impact Analysis

3.6.3.1 Thresholds of Significance

Thresholds of significance for impacts to hydrology and surface and groundwater quality were modified from Appendix G of the 2016 Guidelines for the California Environmental Quality Act (CEQA). Impacts from the proposed Project would be considered significant if they were to:

a) Violate any water quality standards or waste discharge requirements;

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site;

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site;

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

f) Otherwise substantially degrade water quality;

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
i) Expose people or structures to a significant risk of loss, injury or death involving flooding; including flooding as a result of the failure of a levee or dam; or
j) Be subject to inundation by seiche, tsunami, or mudflow.

3.6.3.2 Impact Assessment Methodology

This analysis considers impacts from both the construction and the operation of the proposed Project, including potential impacts to surface and groundwater quality, flooding, or groundwater basin capacity. This analysis is based upon available data from the East Cherry Avenue Specific Plan Subarea 2 & Subarea 3 Hydrology Report Preliminary (Appendix J), a Numerical Slope Stability Analysis[2] (Appendix L), the City's Urban Water Management Plan, San Luis Obispo Integrated Regional Water Management Plan, and Arroyo Grande Creek management plans.

3.6.4 Project Impacts and Mitigation Measures

As discussed under environmental setting, the elevation of the Project site is 120 feet above sea level and the site is located 2.6 miles east of the tsunami or seiche inundation area. Therefore, impacts related to tsunami and seiche hazards would be insignificant. Project impacts related to hydrology and water quality are described below.

[2] The Preliminary Hydrology Reports and Numerical Slope Stability Analysis are Applicant-prepared reports for the East Cherry Avenue Specific Plan, which assess existing site hydrology and slope stability. These reports have been reviewed by Amec Foster Wheeler.

Table 3.6-1. Summary of Project Impacts

Hydrology Impacts	Mitigation Measures	Residual Significance
Impact HYD-1. Construction of the proposed Project has the potential to significantly impact surface water quality from increased erosion, sedimentation and polluted runoff.	MM HYD-1a MM HYD-1b MM HYD-1c MM HYD-1d	Less than Significant with Mitigation
Impact HYD-2. Irrigation of the proposed cultural gardens on Subarea 3 would draw water from the Santa Maria Groundwater Basin, resulting in incremental impacts to groundwater resources.	None required	Less than Significant
Impact HYD-3. The proposed Project would alter existing onsite drainage systems, resulting in potential impacts to the erosion, siltation, and flooding on or off the site.	MM HYD-3a MM HYD-3b MM HYD-3c	Less than Significant with Mitigation
Impact HYD-4. The proposed Project is located outside a 100-year flood hazard area and presents less than significant issues regarding onsite flood hazards.	None required	Less than Significant
Impact HYD-5. The proposed Project site is located at the base of an adjacent natural hillside that has the potential to result in a mudflow which would directly inundate the Project development.	None required	Less than Significant

Impact

HYD-1 Construction of the proposed Project has the potential to significantly impact surface water quality from increased erosion, sedimentation and polluted runoff (Less than Significant with Mitigation).

During construction, particularly during phases that include excavation, grading, and other earthwork, the potential exists for substantial increases in soil erosion and sediment transport that have the potential to affect water quality from runoff. Additionally, the presence and use of large construction machinery on the site has the potential to result in a spill of fluids, such as oil and gas, which could be mobilized by stormwater runoff. The Project site is relatively flat and nearly all surfaces are permeable. Early stages of development would allow for low risks to soil and contamination due to the relatively high permeable area, but as construction advances, more impermeable surfaces will be created and soil and contaminant mobilization would increase.

Construction of the Project site would include activities such as cut and fill, grading, site excavation, soil compaction, trenching, etc. These construction activities could impact

hydrology by exposing disturbed ground to potential erosion or by introducing pollutants into the runoff through chemical spills or presence of machinery or debris. The exact list of construction activities have not yet been determined; however, all activities would be required to conform to the rules and regulations established in the City General Plan policies, City Municipal Plan, SWRCB, the City SWMP, Federal Clean Water Act, and the Sustainable Groundwater Management Act. Under the Central Coast RWQCB Project Applicants are required to adhere to post-construction requirements. As such, stormwater related impacts resulting from operation of the Subareas following construction will be reduced through implementation of post-construction requirements, and impacts to stormwater runoff would be regulated and reduced.

With implementation of standard regulatory conditions and the mitigation measures proposed below, potential impacts to water quality during the construction period of this Project would be ***less than significant with mitigation.***

Mitigation Measures for All Subareas

MM HYD-1a *Notice of Intent. Prior to beginning construction, the Applicants shall file a Notice of Intent (NOI) for discharge from the proposed development site.*

MM HYD-1b *Storm Water Pollution Prevention Plan. The Applicants shall require the building contractor to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City Public Works Department prior to the issuance of grading permits. The contractor is responsible for understanding the State General Permit and implementing the SWPPP during construction. A SWPPP for site construction shall be developed prior to the initiation of grading and implemented for all construction activities on the Project site in excess of one acre, or where the area of disturbance is less than one acre but is part of the Project's plan of development that in total disturbs one or more acres. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMP methods may include, but would not be limited to, the use of temporary detention basins, straw bales, sand bagging, mulching, erosion control blankets, silt fencing, and soil stabilizers. Additional BMPs should be implemented for any fuel storage or fuel handling that could occur onsite during construction. The SWPPP must be prepared in accordance with the guidelines adopted by the State Water Resources Control Board (SWRCB).*

The SWPPP shall be submitted to the City along with grading/development plans for review and approval.

MM HYD-1c *Notice of Termination of Construction. The Applicants shall file a notice of termination of construction of the development with the RWQCB, identifying how pollution sources were controlled during the construction of the Project and implementing a closure SWPPP for the site.*

MM HYD-1d *All required actions shall be implemented pursuant to Municipal Code 13.24.110 including Storm Water Control Plan submitted to the City of Arroyo Grande and the RWQCB regulations under the NPDES Phase II program.*

Plan Requirements and Timing. SWPPP and notices shall be submitted for review and approval by the City prior to the initiation of construction. The Plan(s) shall be designed to address erosion and sediment control during all phases of development of the site until all disturbed areas are permanently stabilized.

Monitoring. The City shall ensure compliance with the SWPPP. A Geotechnical Engineer or an Engineering Geologist shall be made available to monitor technical aspects of the grading activities. The City shall also inspect the site during grading to monitor runoff and to verify reseeding and revegetation after conclusion of grading activities.

Residual Impact

With implementation of the above mitigation measures, impacts associated with construction runoff would be less than significant.

Impact

HYD-2 Irrigation of the proposed cultural gardens on Subarea 3 would draw water from the Santa Maria Groundwater Basin, resulting in incremental impacts to hydrologic conditions of groundwater resources (Less than Significant).

The Village Mixed-Use designated Subarea 3 would draw water from the Tri-Cities Mesa sub-basin of the Santa Maria Groundwater Basin via one of the two onsite wells, for the use of supplemental irrigation of common area landscaping and the proposed cultural

gardens. The other existing groundwater well would be removed. Historically, supplemental irrigation for agricultural use on the site was previously obtained from the two onsite wells, and Subarea 3 would only use well water to supplement landscaping. As presented in Table 3.6-2, the City has an adjudicated right to 1,323 afy of water from the Santa Maria Groundwater Basin as well as 200 afy of water from the Pismo Formation. Additionally, groundwater pumping of local groundwater basins for use by the City is predicted to be much less than historic pumping years and the proposed Project would not result in substantial decreases in groundwater levels for the Santa Maria Groundwater Basin that would affect the basin's hydrologic conditions.

Table 3.6-2. Historic and Predicted Groundwater Pumping (AFY)

Basin	2006[1]	2008[1]	20101	2015[2]	2020[2]
Santa Maria Groundwater Basin	1,025	1,096	539	798	497
Pismo Formation	0	67	70	200	200
Total Groundwater Pumped	1,025	1,164	609	998	697

[1]Historic groundwater pumped.
[2]Predicted groundwater pumped.
Source: (City of Arroyo Grande 2012).

Overall groundwater use is expected to decrease with the conversion of irrigated agricultural lands to less water-intensive urban uses. Additionally, given implementation of the Project's LID, groundwater recharge will occur.

Due to the expected decrease in groundwater extraction given the change of uses associated with the Project, impacts to the hydrologic conditions of groundwater resources and the groundwater level of the Santa Maria Groundwater Basin would be ***less than significant.*** Impacts associated with the adequate water supply are addressed in Impact UT-3 in Section 3.11, *Utilities and Public Services*.

Mitigation Measures

No mitigation measures required.

Impact

HYD-3 The proposed Project would alter existing onsite drainage systems, resulting in potential impacts to the erosion, siltation, and flooding on or off the site (Less than Significant).

The Project site is currently serviced by a manmade drainage ditch historically used to capture surface runoff from agricultural operations and reduce the risk of farmland flooding. The drainage ditch directs captured runoff from the site, adjacent hillside, and offsite flows from eastern properties adjacent to the drainage ditch, and directs the runoff to an existing 24-inch reinforced concrete pipe (RCP) storm drain near the southwest corner of the site. The Project site is predominantly covered by permeable open soils which do little to increase surface flows and flooding, but have a higher tendency to increase sediment loading.

The direct effect of development of the Project would be to replace the Project site's 15.29 acres of largely permeable surfaces with commercial, residential, and other related development that include parking lots, buildings, walkways, roadways, bikeways, driveways, and other potentially impervious features.

Subarea 1 Impacts:

Subarea 1 has historically been cultivated with irrigated agriculture and runoff within the site generally flows overland towards East Cherry Avenue and Traffic Way, where it then enters the existing drainage infrastructure at this intersection. Development of Subarea 1 would result in the generation of approximately 72,000 square feet (sf) of impervious surface area, covering approximately 74.3 percent of the Subarea 1 site with impervious surfaces. Development of Subarea 1 for hotel and restaurant use would include an onsite storm drain network which would collect, detail and retain, and release storm water in accordance with City, County, and state requirements (RRM Design Group 2016; Appendix J). The onsite drainage network would include approximately 3,800 cubic feet (cf) of storm water detention with a peak release flow of 1.6 cubic feet per second (cfs), and a retention facility which can retain a minimum of 11,700 cf of storm water. These facilities will be located under the proposed parking stalls, and volume is achieved through the use of underground infiltrators. These detention/retention facilities are designed to capture and contain storm water flow expected of a 50-year storm event. Should storm water flows exceed capacities of these facilities, excess flows would discharge into the proposed East Cherry Avenue 48-inch storm drain, which includes consideration of these flows and has a maximum capacity of approximately 120 cfs. The Subarea 1 Hydrology Report concluded that the proposed drainage on Subarea 1 would meet applicable storm water standards and that onsite peak flows would be captured through the proposed detention basin (see Appendix J).

Subarea 2 Impacts:

The Applicant-prepared Tract 3081 Site Plan for Subarea 2 indicates that approximately 55.6 percent of Subarea 2 would be covered by impervious surfaces attributed to streets/alleys, buildings, on-street parking, and walkways. Such areas would have the effect of increasing both the total volume of stormwater runoff and the peak flow runoff. To accommodate the increased flows, the Project includes a Low Impact Design (LID) features to comprehensively address stormwater management onsite. The LID includes conveyance of 40 percent of building roof runoff to landscape areas and detached hardscape to provide infiltration into parkways. The development within Subarea 2 proposes to retain and infiltrate approximately16,400 cf of stormwater onsite. Additionally, the Project proposes approximately 11,300 cf of onsite detention and improvements to the existing drainage system onsite. The Project would involve removal of the existing manmade drainage ditch and construct a new pass-through 48-inch diameter subsurface stormwater pipe within Subarea 2, which will collect stormwater and runoff, tying into the existing 48-inch stub at the intersection of Traffic Way and East Cherry Avenue and catching flows at the southeast corner of the site (refer to Figure 2-8).

Subarea 3 Impacts:

The Applicant would develop the largely undeveloped Subarea 3 with impervious surfaces for structures, parking areas, driveways, pathways and curbs. While historic drainage patterns through Subarea 3 had been modified over time, the majority of onsite flows predominantly flow overland to East Cherry Avenue. Proposed gardens and landscaped areas within Subarea 3 would retain some stormwater flows within the Subarea; although, the majority of flows would be directed toward the proposed headwall inlet located at the southeast corner of Subarea 3 and would divert flows through the proposed 48-inch subsurface stormwater pipe.

Therefore, given compliance with proposed Project features, Specific Plan development standards, and stormwater management Best Management Practices (BMPs), and prescribed mitigation measures, the proposed Project would not expose persons or structures to significant flood hazards, nor result in new significant flood events.

Furthermore, due to the suitability of the new drainage system to divert offsite flows, mitigate onsite flows, implementation of BMPs, reduced potential for sediment loading, and implementation of City-reviewed Project design guidelines, impacts to erosion,

siltation, and flooding both on and offsite are considered ***less than significant with mitigation.***

Mitigation Measures for All Subareas

MM HYD-1d also applies.

MM HYD-3a *Storm Water Quality Treatment Controls. Best Management Practice (BMP) devices shall be incorporated into the project Final Master Drainage Plan. The devices shall be sited and sized to intercept and treat all dry weather surface runoff, the runoff from 28 percent of the 2-year storm event, and accommodate the first flush (1 inch) during 24-hour storm events. The storm water quality system must be reviewed and approved by the City.*

MM HYD-3b *Stormwater BMP Maintenance Manual. The Applicants shall prepare a development maintenance manual for the Project, which shall include detailed procedures for maintenance and operations of any stormwater facilities to ensure long-term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned and maintained in accordance with the manufacturer's maintenance specifications. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., October 15th) and immediately after the end of the rainy season (i.e., May 15th). The manual shall also require that all devices be checked after major storm events.*

MM HYD-3c *Stormwater BMP Semi-Annual Maintenance Report. The developer or acceptable maintenance organization shall submit to the City of Arroyo Grande Public Works Department a detailed report prepared by a licensed Civil Engineer addressing the condition of all private stormwater facilities, BMPs, and any necessary maintenance activities on a semi-annual basis (October 15th and April 15th of each year). The requirement for maintenance and report submittal shall be recorded against the property.*

Plan Requirements and Timing. Stormwater BMP Semi-Annual Maintenance Report and notices shall be submitted for review and approval by the City prior to the initiation of construction. The Plan(s) shall be designed to address the conditions of private stormwater facilities, BMPs,

and necessary maintenance activities on a semi-annual basis throughout implementation and operation of the Project.

Monitoring. The City shall ensure compliance with the SWPPP. A Civil Engineer shall be made available to monitor conditions and maintenance activities of all private stormwater facilities on a semi-annual basis.

Residual Impact

With implementation of the above mitigation measures, impacts associated with runoff resulting from construction and operation of the Project would be less than significant.

Impact

HYD-4 The proposed Project is located outside a 100-year flood hazard area and presents less than significant issues regarding onsite flood hazards (Less than Significant).

As discussed in Section 3.6.1, *Environmental Setting* of this section, the site is located outside the 100-year flood hazard area. Therefore, implementation of this Project would not result in risks to on-site structures, nor would the Project impede or redirect flood flows, and this impact would be ***less than significant.***

Mitigation Measures

No mitigation measures required.

Impact

HYD-5 The proposed Project site is located at the base of an adjacent natural hillside that has the potential to result in a mudflow, which could directly inundate the Project development (Less than Significant).

As previously discussed, the Project site is located at the toe of a natural hillside and an applicant prepared Slope Stability Report found that the hillside was stable under normal conditions. However, the study concluded that poor drainage of the hillside could increase soil saturation and slope erosion which would result in a potential mudflow. If such an event were to occur, the Project is directly in the path of the mudflow and significant damage and threats toward life could occur on the properties located on Subarea 2 and Subarea 3. Plans for development of the Subarea 2 site include the construction of 5-foot retaining wall along the southern slope to shield residential units from runoff and flows

traveling down the natural hillside. Final plans and specifications would be submitted for review and approval by the City of Arroyo Grande Public Works Department. The City would ensure that the retaining wall would meet performance and safety standards established by the City Engineer or designated specialist as part of planning review processes.

Therefore, while the Project could potentially face inundation by mudflows, this impact is considered to be ***less than significant*** with construction of the retaining wall**.**

Mitigation Measures

No mitigation measures required.

3.6.5 Cumulative Impacts

With consideration of the development of other independent projects currently under construction or planned for construction listed with Table 3.0-1, the proposed Project would contribute to adverse cumulative impacts to hydrological resources and water quality. Implementation of the Project would result in the conversion of permeable surfaces to impermeable surfaces, incrementally contributing to cumulative runoff and water quality issues. However, proposed mitigation measures described for the project would reduce impacts of the project, and therefore its contribution to cumulative impacts within the region, to a less than significant level. Additionally, all proposed developments within the City would be required to adhere by the rules and regulations established by local, state, and federal agencies. Therefore, impacts associated with this Project, cumulative to those generated by cumulative projects, would be considered ***less than significant.***

3.7 LAND USE

This section describes existing land uses on the Project site and surrounding vicinity, and evaluates potential land use effects associated with the amount, location, and type of future development that could occur under the proposed East Cherry Avenue Specific Plan (Project). This section also evaluates the consistency of the proposed Project with applicable adopted programs and policies adopted by the jurisdiction within which the Project site is located.

3.7.1 Environmental Setting

3.7.1.1 Project Vicinity

The Project site is entirely within the City of Arroyo Grande (City) jurisdiction, located at the southeastern extent of the City, an area characterized by a mix of urban and agricultural uses. The Project site is located approximately 300 feet of the U.S. Highway 101 Traffic Way 186 off-ramp on the southeast corner of Traffic Way and East Cherry Avenue in a predominantly residential area. Residential neighborhoods border the Project site to the east, north, and south, with commercial uses along Traffic Way west of the site.

3.7.1.2 Project Site

The Project site is composed of three parcels referred to as Subarea 1, Subarea 2, and Subarea 3 (Table 3.7-1). Subarea 1 is the western-most 2.16-acre subdivision that is currently designated as Traffic-Way Mixed Use. Subarea 2 is the middle and largest parcel at 11.62 acres, which is currently designated as Agriculture and used for row crops. The smallest parcel, Subarea 3, consists of 1.51 acres of vacant and fallow agricultural land owned by the Arroyo Grande Valley Japanese Welfare Association (JWA) and is designated Agriculture, although it has not been historically used for this purpose. Together, the Project site consists of 15.29 acres of undeveloped land.

Table 3.7-1. Project Site Land Use Designations and Zoning

Subarea	Ownership	Land Use Designation/Zoning	Acres
1	SRK Hotels	Mixed Use/ Traffic Way Mixed-Use	2.16
2	Mangano Homes, Inc.	Agriculture/ Agriculture	11.62
3	Arroyo Grande Valley JWA	Agriculture/ Agriculture	1.51

3.7.2 Regulatory Setting

3.7.2.1 Federal

No federal policies or regulations related to land use would apply to the Project.

3.7.2.2 State

Government Code Section 63450

State law (Government Code §63450) authorizes cities to adopt specific plans for implementation of their general plans in a defined area. All Specific Plans must comply with Sections 65400-65457 of the Government Code. These provisions require that a Specific Plan be consistent with the adopted General Plan and that all subsequent subdivisions and development, public works projects, and zoning regulations must be consistent with the Specific Plan. Specific plans are required to include distribution, location and types of uses, development, and improvements to public facilities and infrastructure. Tailored regulations, conditions, programs, standards and guidelines help implement the vision for long-range development of the specific plan area.

3.7.2.3 Local

City of Arroyo Grande General Plan

In accordance with California State law, the City adopted a general plan to guide development within the City. The General Plan expresses the City's development goals, state public policy in regards to future land uses, provides the basis for local government decision making, and informs citizens and decision-makers of policies pertaining to development. The purpose of the General Plan is to identify appropriate location of land uses, as well as basic design and function of circulation, open space, and infrastructure policies, as well as public service needs. The City's General Plan consists of eight state-mandated and optional elements: *Fringe and Urban Land Use Element* (2001) *Circulation Element* (2001); *Housing Element* (2013); *Noise Element* (2001); *Safety Element* (2001); *Agriculture, Conservation and Open Space Element* (Amended 2007); and, *Parks and Recreation Element* (2001). Project consistency with specific policies from the General Plan are analyzed below in Table 3.7-3.

Land Use Element

Policy LU10-2 – For relatively large properties or sites involving diverse adjoining land uses or unusual or unique features, the City may utilize a "Planned Development" or "Specific Plan" combining designation or land use classifications.

> **Policy LU10-2.1** – Planned Development (PD) combining designation shall require any use or development (more than one dwelling) to be subject to PD zoning approval as described in the City of Arroyo Grande Development Code.
>
> **Policy LU10-2.2** – Specific Plan (SP) classification shall require any use or development (more than one dwelling) be subject to preparation and adoption of a Specific Plan pursuant to Article 8 (Sections 65450-65456) of State of California Planning, Zoning and Development Laws.
>
> **Policy LU10-2.3** – Encourage appropriate use of Specific Plans, and/or Planned Development combining designation with beneficial features that could not otherwise be achieved. Examples of such features include clustering houses and maintaining open spaces, mixed use, and a design that is sensitive to the site as a whole and its setting.

3.7.3 Environmental Impact Analysis

3.7.3.1 Thresholds of Significance

With respect to land use, Appendix G of the 2015 California Environmental Quality Act (CEQA) Guidelines states that a project would have a significant impact on the environment if it would:

a) Physically divide an established community;

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or,

c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

3.7.3.2 Impact Assessment Methodology

Consistency with relevant General Plan and Municipal Code goals, policies, and programs are evaluated in Table 3.7-3 below, as well as within individual sections of this EIR. Only those stated goals, policies, or programs that are most relevant to the Project are highlight in this section.

In accordance with CEQA and the purpose of this EIR, this discussion primarily focuses on those goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. CEQA Guidelines Section 15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. A project need not be consistent with each and every policy and objective in a planning document. Rather, a project is considered consistent with the provisions of the identified regional and local plans if it is compatible with and will further the objectives and policies of the plans.

3.7.4 Project Impacts and Mitigation Measures

Table 3.7-2. Summary of Project Impacts

Land Use Impacts	Mitigation Measures	Residual Significance
Impact LU-1. The proposed Project would not result in the physical divide of an established community.	None required	Less than Significant
Impact LU-2. The proposed Project would not conflict with any habitat conservation plans or natural community conservation plans as none exist within the Project vicinity.	None required	No Impact
Impact LU-3. The proposed Project is potentially inconsistent with adopted City policies in the General Plan designed to protect agricultural resources, public views, recreational resources, and reduce the threat to new developments from fire.	MM AG-1a MM HAZ-4a-e MM REC-1a MM VIS-1a MM VIS-4a	Less than Significant with Mitigation

Impact

LU-1 The proposed Project would not result in the physical divide of an established community (Less than Significant).

The Project site is located in the southern urban fringe of the City, adjacent to residential communities that lie to the north and east. Implementation of the Project is intended to be

compatible with the existing residential developments located to the north and east of the Project site. Currently, the site consists of undeveloped Traffic Way Mixed Use and Agriculture zoned lands, which would be developed with residential and commercial uses consistent with the existing land use pattern of the City. Given the Project would be developed on the edge of existing development, and would provide a smooth transition with respect to existing nearby land uses, the Project would not divide any established communities. Therefore, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures required.

Impact

LU-2 The proposed Project would not conflict with any habitat conservation plans or natural community conservation plans as none exist within the Project vicinity (No Impact).

No Habitat Conservation Plans or Natural Community Conservation Plans (HCP or NCCP) have been adopted that apply to the Project site or immediately surrounding areas. Therefore, the proposed Project would have ***no impact*** on these conservation plans.

Mitigation Measures

No mitigation measures required.

Impact

LU-3 The proposed Project is potentially inconsistent with adopted City policies in the General Plan designed to protect agricultural resources, public views, recreational resources, and reduce the threat to new developments from fire (Less than Significant with Mitigation).

Consistent with the purpose of this EIR, this discussion primarily focuses on those goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. Discussion of each applicable General Plan policy is provided in Table 3.7-3. Based on this review, it is found that the Project is potentially inconsistent with policies designed to protect aesthetics and visual resources related to public views, agricultural resources, hazards related to wildland fires, and recreational resources as further summarized below.

Aesthetics and Visual Resources

The proposed Project presents a potential inconsistency with General Plan Policies C/OS1-1 and LU11-2.4. These policies establish standards and protect the scenic resources and viewsheds of the City. Views of the Santa Lucia Mountains and natural hillsides from East Cherry Avenue and Traffic Way would be partially blocked by the development of the Project site, disrupting existing unobstructed views for the residents of East Cherry Avenue and travelers along this road and Traffic Way. Many residences included in the development of Subarea 2 and Subarea 3 would be provided views of neighborhood amenities, visually pleasing landscape designs, and the existing views of the natural hillsides south of the Project site. Existing views from the site and vicinity would be disrupted by implementation of the Project. While views of the hillsides to the south would be obstructed for existing residents along East Cherry Avenue, the Project would result in site visual characteristics consistent with adjacent residential areas, resulting in a more uniform visual character in the Project vicinity. With implementation of MM VIS-1 (to reduce neighborhood loss of scenic views) and MM VIS-4 (to reduce nighttime lighting effects), both of which require review by the Architectural Review Committee, impacts to associated with aesthetics and visual resources would be ***less than significant with mitigation.*** Further discussion of these impacts and their determination can be found under Impact VIS-1 in Section 3.1, *Aesthetics.*

Agriculture

Implementation of the Project would result in the conversion of 14.0 acres of prime farmland soils and the overlapping 12.85 acres of prime farmland designated by the Department of Conservation to developed uses. To be consistent with the General Plan Objective Ag1 and related Policies Ag1-4, and Ag1-4.2, loss of these prime farmlands is considered a significant impact, and possible mitigation may include the permanent protection of prime farmland soils at a ratio of at least 1:1. The Project proposes dedication of a 9.79-acre parcel of prime farmland soils into an agricultural conservation easement to mitigate the loss of prime farmland soils for Subarea 2. On July 28, 2015, the City Council adopted the resolution determining that the offsite agricultural parcel constitutes as appropriate mitigation for the conversion of prime farmland in Subarea 2 (City of Arroyo Grande 2015). Mitigation of the loss of 1.74 acres of prime farmland soils on Subarea 3 would be required to be consistent with Policy Ag1-4.2, and the City Council must determine if the inclusion of 0.38 acres of orchards and cultural buildings is sufficient to count towards agricultural mitigation. While Subarea 1 contains prime agricultural soils,

development of the subarea would not result in any significant impacts to agricultural resources as the subarea is not zoned for agriculture, and the subarea has been planned for development by the City. Therefore, development of Subarea 1 does not require mitigation for the loss of these prime farmland soils. Further discussion of these impacts and their determination can be found under the discussion of Impact AG-1 in Section 3.2, *Agricultural Resources*. With the implementation of *MM AG-2a* addressed under Impact AG-2, impacts associated with the conversion of prime farmland soils to nonagricultural uses would be ***less than significant with mitigation.***

Hazards

The proposed Project is potentially inconsistent with Safety Element Policies S3 and S3-1. These policies set standards for new developments to address potential threats from fire on the proposed Project. The Project would be developed adjacent to a hillside; this proximity presents a potential wildland fire threat to the site. Aside from the stub of the residential road being left for the connection to future developments, the Project does not currently provide any additional access to the adjacent hillside for firefighters in the event of a wildland fire, and firefighters may need to access the slope from the St. Barnabas' Episcopal Church property. The proposed Subarea 2 residential development is located along the site's southern boundary adjacent to this hillside. In the event of a wildland fire, development at the site would put these structures at risk of fire damage. With implementation of mitigation measures *MM HAZ-3a-e*, which provide requirements for an Applicant prepared Wildfire Emergency Management Plan, implementation of smoke detectors and emergency evacuation plans, use of fire resistant building material, and fire resistant plant selections, impacts associated with risk to wildland fires would be ***less than significant with mitigation***.

Potential inconsistencies with General Plan Safety Element policies regarding the protection of public views, provision of recreational facilities, and threats to developments by wildland fires would present potentially significant impacts. However, with the implementation of proposed mitigation measures described above, policy consistency-related impacts would be ***less than significant with mitigation.***

Recreation

Development on the Project site would result in potentially significant impacts to recreational resources, specifically, because of the requirement that park and recreation facilities be provided at a ratio of four (4) acres per 1,000 individuals, established by Policy

PR1 of the General Plan, *Parks and Recreation Element*. The Project would result in an increase to City population by approximately 140 individuals from the development of 58 residential units on Subarea 2 of the Project site. To be consistent with the General Plan, the Project would require the provision of 0.56 acres of park and recreation facilities, but the Project proposes the development of 0.35 acres of qualifying parkland on the Subarea 2 site. This may result in an unmet need for parks facilities based to the General Plan requirement. As discussed in Section 3.9, *Recreation,* implementation of *MM REC-1a,* which requires dedication of additional useable public recreation area (e.g., enlargement of existing proposed park lot, provision of a needed trail connection) and/or payment of a park development impact fee for the acreage shortfall could offset this potential impact to be ***less than significant with mitigation***.

Mitigation Measures

MM VIS-1a, MM VIS-4a, MM AG-1a, MM HAZ-4a–e, and *MM REC-1a* would apply.

Residual Impacts

With the implementation of proposed mitigation measures regarding potential impacts to agricultural resources, public views, recreational resources, and wildland fire hazards, impacts to these issues would be less than significant.

3.7.5 Cumulative Impacts

Implementation of the proposed Project in conjunction with other pending/future projects listed in Table 3.0-1, would increase the number of new housing units and office developments. The proposed Project, in combination with pending/future developments, is consistent with the City's General Plan and supports planned orderly growth in the City. All pending/future projects would be required to adhere to General Plan policies and other applicable City regulations, including those related to retaining the small town character of the City, improving the pedestrian and cyclist environment, and promoting a healthy and unified community environment.

Therefore, cumulative impacts to land use caused by the development of the proposed Project, in combination with other pending/future projects, would be ***less than significant.***

Table 3.7-3. Consistency with General Plan Policies

Related Policies	Consistency Analysis
General Plan – Agriculture, Conservation and Open Space Element	
Ag1 – Avoid and or mitigate loss of prime farmland soils and conserve nonprime Agriculture use and natural resource lands.	Potentially Consistent (with mitigation) – The Project would result in the development of prime farmland and is required to mitigate this loss through the creation of prime farmland at a ratio of 1:1. The Project site consists of 14.0 acres of prime farmland soils and 12.85 acres of prime farmland designated by the Department of Conservation. While the majority of the 15.29-acre Project site was found to contain prime soils and prime farmland as designated under the FMMP, the estimated LESA score for the entire site was found to be 66.42 (see Appendix D for complete LESA Model worksheets). Therefore, while the Project would result in a loss of agricultural resources, impacts are considered less than significant with specific Subarea mitigations as further described below. As Subarea 1 is currently a nonagricultural zoning district and development of onsite prime soils would result in a less than significant impact and remain consistent with this policy. A 9.79-acre property located at 1189 Flora Road is proposed for the mitigation of the development of Subarea 2 prime agricultural soils (10.1 acres). The City Council found this property suitable for the mitigation of Subarea 2. Development of Subarea 3 would result in conversion of agricultural zoned lands to a Village Mixed-Use zoning district, requiring mitigation of the loss of prime soils under this policy to be consistent with City standards and regulations. Implementation of mitigation measure *MM AG-2a1*, which address the mitigation of the loss of Subarea 3 prime farmland soils, would result in a less than significant impact to prime farmland soils. Refer to Section 3.2, *Agricultural Resources*.
Ag1-4 – Establish a criterion that considers loss of prime farmland soils as significant environmental impacts.	Potentially Consistent – The Project would result in the loss of prime farmland and the impacts associated with their loss are considered a significant environmental impact unless feasible mitigation is proposed that addresses the loss of onsite prime farmland soils. Refer to Section 3.2, *Agricultural Resources*.
Ag1-4.2 – Possible mitigation for the loss of areas having prime farmland soils may include permanent protection of prime farmland soils at a ratio of at least 1:1 and up to 2:1 with regard to the acreage of land removed from the capability for agricultural use. Permanent protection may involve, but is not limited to, dedication of a perpetual	Potentially Consistent – Refer to Ag1 discussion.

Table 3.7-3. Consistency with General Plan Policies (Continued)

Related Policies	Consistency Analysis
agriculture or conservation easement or other effective mechanism to ensure that the area chosen as mitigation shall not be subject to loss of its prime farmland soils. Suitability of location shall be determined by the City Council. The aim shall be to protect and preserve prime farmland soils primarily within and continuous to City boundaries, secondly within the Urban Land Use Element area, and thirdly within the larger Arroyo Grande Valley and La Cienega Valley within the Area of Environmental Concern. Other potential mitigation measures for loss of areas having prime farmland soils include payment of in-lieu fees or such other mitigation acceptable to the City Council.	
Ag1-5.3.1 – Assure that urban developments incorporate adequate runoff and drainage detention and flood control.	Consistent – The proposed Project would incorporate new stormwater systems for the conveyance of on and offsite runoff and stormwater flows expected of a 100-year storm. Refer to Section 3.6, *Hydrology and Water Quality*.
Ag2 – Allocate and conserve ground and surface water resources for agricultural use and minimize potential Fringe Area and Urban development that would divert such resources for agriculture.	Consistent – Subarea 3 of the Project site seeks to supplement water use through the connection of an existing groundwater well for the use of landscape irrigation. The use of groundwater for supplemental irrigation on Subarea 3 would not result in significant impacts to groundwater, and impacts associated with such activities would be *less than significant*. Refer to Impact HYD-2 in Section 3.6, *Hydrology and Water Quality*.
C/OS1-1 – Identify and protect scenic resources and view sheds associated with them.	Potentially Consistent – The proposed Project would obstruct views of natural hillsides and the Santa Lucia Mountains, which are considered scenic resources consistent with Policy C/OS1-1.1. Development of the Project would result in changes to the onsite visual character which are consistent with the visual character of the surrounding area. Furthermore, development of the three subareas is subject to review by City staff and the Architectural Review Committee, as well as MM VIS-1, to ensure that the Project complies with the City's applicable design guidelines and that the Project would result in minimal impacts to visual resources. Refer to Impact VIS-1 in Section 3.1, *Aesthetics and Visual Resources.*
C/OS2-1.2 – Preserve stream and riparian corridors in their natural state, except where necessary for flood control, periodic maintenance, creek bank protection, and creek restoration consistent with State and Federal permits. Concrete channel and	Potentially Consistent – The drainage ditch along the southern edge of the Project is vegetated by a variety of riparian plant species, and is considered a riparian habitat. Development under the proposed Project would result in potentially significant impacts to stream and riparian corridors with construction of onsite flood

Table 3.7-3. Consistency with General Plan Policies (Continued)

Related Policies	Consistency Analysis
underground piping of creeks and drainages shall be minimized and allowed if it is determined by the City Council to be necessary for public health, safety and welfare. Bridges are preferred over arched or piped culverts.	improvement systems including a drainage system which supports riparian vegetation. Implementation of *MM BIO-1a*, which addresses impacts to habitat created by the drainage ditch, would result in impacts, which are considered less than significant with mitigation. Refer to Section 3.4, *Biological Resources.*
C/OS2-1.3 **–** Where feasible, maintain a development setback of 25-50 feet from the top of stream bank or edge of riparian habitat depending on slope, habitat and floodplain characteristics. Locate development outside the setback.	Potentially Consistent – Refer to C/OS2-1.2 discussion.
C/OS2-1.6 – Plan, design, and develop sites to protect natural resources and further the restoration of degraded habitats.	Potentially Consistent – Refer to C/OS2-1.2 discussion.
C/OS2-4.2 – Developments shall avoid the disturbance of significant wildlife corridors and/or wetlands.	Potentially Consistent (with mitigation) – The drainage ditch along the southern edge of the Project site is not considered a federally protected wetland under Section 404 of the Clean Water Act, and is verified by the U.S. Army Corps of Engineers (USACE) regulatory staff (Appendix F). Subarea 3 of the Project site consists of oak trees and other ruderal vegetation which provides habitat for migratory birds. Impact BIO-2 addresses potential impacts associated with development of Subarea 3 and construction activities which may disturb migratory bird habitat, and the implementation of *MM BIO-2a* would result in impacts that are less than significant, and therefore the Project would be consistent with this policy. Refer to Section 3.4, *Biological Resources.*
General Plan – Circulation Element	
CT2 – Attain and maintain Level of Service (LOS) 'C' or better on all streets and controlled intersections.	Potentially Consistent (with mitigation) – The proposed Project would increase traffic along roadways within the region. The project's Transportation Impact Analysis found that Project-related impacts to local intersections and roadways would be significant, and require mitigation. Implementation of the Project would result in reduced LOS at two of the studied intersection. Project generated traffic would present a significant and unavoidable impact at the intersection of East Grand Avenue/West Branch Street. Proposed mitigation of the impacts are summarized in mitigation measures *MM TRANS-3a* and *MM TRANS-3b* and include the installment of traffic signals and payment of a development impact fee to the City. With implementation of these mitigation measures, the Project would be consistent with Policy CT2 of the General Plan. These impacts and potential mitigation

Table 3.7-3. Consistency with General Plan Policies (Continued)

Related Policies	Consistency Analysis
	measures are further discussed in Section 3.10, *Transportation and Traffic*.
CT2-1 – Where deficiencies exist, mitigate to an LOS 'D' at a minimum and plan improvement to achieve LOS 'C' (LOS 'E' or 'F' unacceptable = significant adverse impact unless Statement of Overriding Considerations or CEQA Findings approved). The design and funding for such planned improvements shall be sufficiently definite to enable construction within a reasonable period of time.	Potentially Consistent – Refer to CT2 discussion.
CT2-3 – Require that General Plan Amendments, Rezoning Applications or development projects involving 20 or more estimated peak hour trip additions provide traffic studies according to City LOS policy, including subsequent amendments and refinements.	Potentially Consistent – The proposed Project would generate more than 20 peak hour trips, so a Transportation Impact Analysis (Appendix K) has been prepared, which assess potential impacts associated with Project trip generation and suggests potential mitigation of those impacts. Refer to Section 3.10, *Transportation and Traffic*.
CT3 – Maintain and improve existing "multi-modal" circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction.	Consistent – Improvements along East Cherry Avenue and potential implementation of mitigation measures to existing intersections would result in overall improvements to circulation networks. These improvements offer new opportunities to present alternative modes of transportation improvements throughout the City. Refer to Section 3.10, *Transportation and Traffic*.
CT3-3 – Promote non-motorized bike and pedestrian circulation facilities to serve all areas of the City and linking regional systems, with priority coordination with school, park, transit and major public facilities.	Consistent – Implementation of the Project would result in improvements along East Cherry Avenue, including the construction of bikeways and pedestrian paths along East Cherry Avenue and interior residential collector roads. These improvements aim to follow the goals set by the Bike & Trail Master Plan for a more connected system of pedestrian circulation facilities. Refer to Section 3.10, *Transportation and Traffic*.
CT4 – Ensure compatibility and complementary relationships between the circulation/transportation system and existing and planned land uses, promoting environmental objectives such as safe and un-congested neighborhoods, energy conservation, reduction of air and noise pollution, transit, bike and pedestrian friendly characteristics.	Potentially Consistent – As discussed under Impact TRANS-7 of Section 3.10, *Transportation and Traffic*, the proposed Project would result in demand for transit services. To remain consistent with this policy, mitigation measure *MM AQ-5a* requires that the Applicants coordinate with the City and Transit services to determine if there is an appropriate location to establish a transit stop which can service the Project.
General Plan – Parks and Recreation Element	
PR1 – Neighborhood and community park facilities, including the sports complex,	Potentially Consistent (with mitigation) – Implementation of the proposed Project would result in an estimated increase to population by 140 persons, requiring the provision of 0.56 acres of parkland.

Table 3.7-3. Consistency with General Plan Policies (Continued)

Related Policies	Consistency Analysis
should be provided at a ratio of four (4) acres of parkland per 1,000 persons.	Currently, the project will construct 0.35 acres of parkland on the Subarea 2 lot. This results in a need for additional parkland, but the project does include the provision of additional recreational facilities. Proposed mitigation measure *MM REC-1a* would ensure the adequate mitigation of this deficit via the payment of in lieu fees to the City, or the further dedication of additional parklands and recreational facilities, and the Project would remain consistent with General Plan Policy PR1. For further discussion, refer to Impact REC-1 in Section 3.9, *Recreation.*
PR1-1 – Neighborhood parks serve as the day-to-day recreational areas of the City, and should include such amenities as playgrounds, playfields, and areas for passive recreation.	Consistent – The Project includes the development of 0.35 acres of parkland which will provide both active and passive areas for recreation including playgrounds, park seating, pathways, bikeways, and benches. Refer to Section 3.9, *Recreation.*
PR4 – A network of trail, bicycle lanes and bikeways should be established for use by local residents and visitors to the Arroyo Grande Valley.	Consistent – Project improvements to East Cherry Avenue will include development of a bikeway that provides both residents and visitors (including visitors of Subarea 1) opportunities recreate on these bikeways. Additional opportunities may be explored to enhance connection with the existing bikeway system as provided in *MM REC-1a* consistent with this policy intent and the goals of the Bicycle & Trails Master Plan. The provision of both bikeway improvements is therefore consistent with the intent of this policy. Refer to Section 3.9, *Recreation.*
PR4-1.3 – Proposed trails, especially bicycle lanes which serve as connections to school and recreation facilities, shall be given high priority in implementation.	Consistent – The proposed Class II bikeways along East Cherry Avenue Flora Road would strengthen the bicycle and trail connections throughout the City of Arroyo Grande. This connection would provide residents of the southeastern areas of the City with bicycle route connections to the urban/rural fringe areas of the City. Refer to Section 3.9, *Recreation.*
General Plan – Land Use Element	
LU2-4.1 – Allow a maximum density of 4.5 du/acre within the SR-MD designation, and encourage neo-traditional or modern subdivision depending on the character of adjoining existing development.	Potentially Consistent – Subarea 2 of the proposed Project will include the development of 58 medium density single family units on 11.74 acres of property. City standards restrict residential development to a limit of 4.5 dwelling units per acre (du/acre), allowing a total of 52.83 units on the 11.74 acres. Proposed development of residential units is above this limit. However, Policy LU2-4.1 of the City General Plan allows for a 10 percent increase in allowable residential development per acre. As Project Design Guidelines (Appendix M) state that Subarea 2 development will be of superior design, maximum allowable dwelling units per acre would increase to 58.11 units, and proposed

Table 3.7-3. Consistency with General Plan Policies (Continued)

Related Policies	Consistency Analysis
	development of 58 units would be consistent with this policy. The City may determine that the Project merits the density bonus based upon a determination of superior design.
LU2-4.2 – The Development Code may provide for alternative developments standards, and increased density (maximum of 10%) in all SFR districts where superior neo-traditional subdivision design is proposed.	Consistent – The Specific Plan would require that all housing units for Subarea 2 be consistent with the Development Code standards for superior neo-traditional design. Compliance with the Development Code would allow a 10 percent density increase on Subarea 2 to permit development of 58 SFR units. Refer to Section 3.1, *Aesthetics and Visual Resources*.
LU9 – Provide for appropriate maintenance, development and placement of Community Facilities (CF) relative to existing planned land uses.	Consistent – The proposed Project would amend existing land use designations and zoning to allow residential development. Currently, no Community Facilities exist on site; however, the Project includes dedication and improvement of a public-neighborhood park. Development of the Project would result in the creation of facilities consistent with newly proposed land uses.
LU9-4 – Ensure that new developments provide opportunities for recreation that are commensurate with the level and type of development. Ensure that recreational uses are compatible with surrounding uses and with sensitive resources that may be present.	Potentially Consistent – The Project would consist of the development of a hotel, restaurant, and residential and mixed use villages, and will provide recreational resources such as a neighborhood park and community gardens. Development of these resources are compatible with surrounding uses and are considerate of any sensitive resources[1] that may be present. Refer to Section 3.1, *Aesthetics and Visual Resources*.
LU11-1 – Require that new developments be at an appropriate density or intensity based upon compatibility with the majority of existing surrounding land uses.	Consistent – The proposed density of the new residential development is consistent with the single family residential medium density land uses located north and south of the site. Refer to Section 3.1, *Aesthetics and Visual Resources*.
LU11-1.4 – Restrict new urban single family, multiple family, and mobile home uses to infill areas adjacent to existing developments of similar density.	Consistent – The proposed Project will result in the development of medium density single family residences and independent senior living units in an area surrounded by such land uses at similar densities. The proposed new residential lots within Subarea 2 are of similar density to the existing single family residential developments north of the site. The provision of senior housing on Subarea 3 addresses a special housing need consistent with the Housing Element and would be in keeping variable densities that occur proximate to the site including the mobile home park to the west. Refer to Section 3.1, *Aesthetics and Visual Resources*.

[1] Sensitive resources include, but are not limited to: Sensitive receptors (e.g., residential areas, places of worship, schools, etc.), biological corridors, and sensitive habitats.

Table 3.7-3. Consistency with General Plan Policies (Continued)

Related Policies	Consistency Analysis
LU11-2 – Require that new developments should be designated to create pleasing transitions to surrounding development.	Consistent – The Project seeks to maintain the small town characteristics of the City. Compliance with the Specific Plan development standards and design review requirements of the City will ensure that the project design provides a compatible transition with surrounding development. Refer to Section 3.1, *Aesthetics and Visual Resources*.
LU11-2.4 – Require that new developments be designed so as to respect the views from existing developments; provide view corridors which are oriented toward existing or proposed community amenities, such as a park, open space, or natural features.	Potentially Consistent – Development of the Project would result in the obstruction of views from the residencies along East Cherry Avenue of the natural hillside located south of the Project site. However, the Project proposes development of single- and two-story buildings, up to a maximum height of 30 feet in the Subarea 2 development to limit obstruction of views. Refer to Section 3.1, *Aesthetics and Visual Resources*.
LU12 – Protect components of 'rural setting' and 'small town character.'	Consistent – The Project site is located in the southeastern urban fringe areas of the City close to rural settings. Closest to U.S. Highway 101, the Project consists of development of a hotel and restaurant to serve existing residents and visitors, while transitioning to development of single family medium density housing and mixed uses compatible in design with surrounding land uses and in keeping with the City's small town character. Refer to Section 3.1, *Aesthetics and Visual Resources*.
LU12-1 – Recognize agriculture, natural hillsides, clean air quality and linear open spaces along Arroyo Grande and Tally Ho creeks as valuable components of the City's rural setting and essential elements worthy of conservation and preservation.	Consistent – Development of the Project would result in the conversion of prime farmland currently zoned for agriculture. However, the Project proposes to dedicate a conservation easement of prime farmland adjacent to the southern banks of Arroyo Grande Creek, which would ensure long term conservation of Subarea 2 prime farmland soils, as well as the conservation of open space adjacent to Arroyo Grande Creek. The conservation of this land would be consistent with this policy, as well as with Policy Ag1.Refer to Section 3.2, *Agricultural Resources*.
LU12-3.5 – Require the provision of open space and recreational areas within the urban residential portions of the City.	Potentially Consistent – Refer to PR1 discussion.
LU12-6 – Require that residential street design be sensitive to existing landforms and minimize traffic volumes on local residential streets.	Potentially Consistent – The proposed Project includes the development of residential streets and a residential alley way within Subarea 2 to connect with East Cherry Avenue. The Project also includes improvements to East Cherry Avenue to accommodate additional traffic volumes along the roadway. Impacts to the residential streets of Subarea 2 are discussed under Impact TRANS-5 of Section 3.10, *Transportation and Traffic*, and implementation of the recommended condition of

Table 3.7-3. Consistency with General Plan Policies (Continued)

Related Policies	Consistency Analysis
	approval *MM TRANS-5a* would result in General Plan consistency with the Project.
LU12-8 – Emphasize the incorporation of landscape themes and extensive landscaped areas into new development.	Consistent – Project development would include landscaped areas along East Cherry Avenue, throughout the Subarea 2 residential development, and extensive landscape design for the Subarea 3 development. Landscape design and considerations are assessed in Section 3.1, *Aesthetics and Visual Resources*.
LU12-9 – Encourage the provisions of custom homes or homes that simulate rural, small town, custom home atmosphere.	Consistent – The East Cherry Avenue Specific Plan Design Guidelines includes design standards and architectural guidelines for the single family residential component of the Specific Plan. Proposed design of the Project seeks to achieve compatibility with existing residential units and encourage a friendly and pedestrian-oriented neighborhood. Several home designs are proposed for the development that incorporate architectural elements (e.g., board and batten siding, color tones, maximum two-story tall residences, etc.) and details of a small town atmosphere.
LU12-14 – Consider refinement to outdoor lighting design, height, placement and intensity level to minimize disruption of light sources to adjacent properties or public spaces.	Consistent – Lighting for the Project would be designed to comply with City Development Code Chapter 6.48.090 and the International Dark-Sky Association/Illuminating Engineers Society Model Lighting Ordinance. Such features are designed to minimize spillover light onto adjacent properties while addressing security and energy efficiency needs. Refer to Section 3.1, *Aesthetics and Visual Resources.*
General Plan – Safety Element	
S2-1 – Strictly enforce flood hazard regulations both current and revised. Federal Emergency Management Agency (FEMA) regulations and other requirements for the placement of structures in flood plains shall be followed. Maintain standards for development in flood-prone and poorly drained areas.	Consistent – The Project is not located within or adjacent to designated flood plains and conforms to regulations established to minimize the risk of flooding or flood hazards. Additionally, the Project would not result in the creation or worsening of known flood or drainage problems. New drainage facilities are proposed for the Project site which are designed to withstand runoff and stormwater flows in the event of a 100-year storm. Refer to Section 3.6, *Hydrology and Water Quality*.
S2-1.1 – Discourage development, particularly critical facilities, in areas of high flood potential. Do not allow development within areas designated as the 100-year flood plain that would obstruct flood flow or be subject to flood damage. Do not allow development which will create or worsen known flood or drainage problems.	Consistent – Refer to S2-1 discussion.
S2-1.3 – Review development plans for construction of structures in low-lying areas,	Consistent – Refer to S2-1 discussion.

Table 3.7-3. Consistency with General Plan Policies (Continued)

Related Policies	Consistency Analysis
or any area which may pose a serious drainage or flooding condition. Susceptibility to damage from flooding should be determined based on the 100-year flood.	
S3 – Reduce the threat to life, structures and the environment caused by fire.	Potentially Consistent (with mitigation) – Onsite fire and emergency vehicle access would be provided to serve the Project consistent with City requirements. The development would be located adjacent to a hillside which presents to potential risk of wildland fire to the site. However, mitigation measures *MM HAZ-3a-e* address the mitigation of potential threats caused by fire including requirements for an Applicant prepared Wildfire Emergency Management Plan, implementation of smoke detectors and emergency evacuation plans, use of fire resistant building material, and fire resistant plant selections. With the implementation of these mitigation measures, the Project would remain consistent with Policy S3 of the General Plan, and would impacts associated with threats of wildland fire would be less than significant with mitigation. Refer to Impact HAZ-4 in Section 3.5, *Hazards and Hazardous Materials.*
S3-1 – New development should be designed and constructed to minimize fire hazards, with special attention given to fuel management, adequate water supply for suppression and improved access to higher fire risk areas.	Potentially Consistent – Refer to S3 discussion.
S4-6.1 – For developments in areas of known slope instability, landslides, or slopes steeper than 20 percent, the stability of slopes shall be addressed by registered professionals practicing in their respective fields of expertise. For subdivisions, such studies should be performed prior to delineating lot lines and building envelopes.	Potentially Consistent (with mitigation) – The Project would develop an infill site located adjacent to the foot of a natural slope along the site's southern boundary. An Applicant prepared Numerical Slope Stability Evaluation (Appendix L) was conducted for the adjacent slope to determine the risk of mud flows to the Project site. The report concluded that the slope adjacent to the site is stable, but the slope may be affected by periods of prolonged saturation or severe erosion due to poor surface drainage. Impact HYD-3 provides mitigation measures (*MM HYD-3a-c*) which address alteration to onsite surface drainage and promote the use of BMPs such that onsite stormwater facilities adequately convey onsite and offsite stormwater. With implementation of these mitigation measures, the proposed Project would be consistent with City General Plan Policy S4-6.1. Refer to Section 3.6, *Hydrology and Water Quality*.

3.8 NOISE

This section addresses the noise and vibration impacts associated with construction and development under the East Cherry Avenue Specific Plan (Project). Noise is generally defined as unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise is usually measured as sound level on a logarithmic decibel (dB) scale.

3.8.1 Environmental Setting

3.8.1.1 Fundamentals of Sound and Environmental Noise

Noise

Prolonged exposure to high levels of noise is known to have several adverse effects on people, including hearing loss, communication interference, sleep interference, physiological responses, and annoyance. The noise environment typically includes background noise generated from both near and distant noise sources as well as the sound from individual local sources. These can vary from an occasional aircraft or train passing by to continuous noise from sources such as traffic on a major road.

The standard unit of measurement of the loudness of sound is the dB and given that the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Decibels are based on the logarithmic scale that compresses the wide range in sound pressure levels to a more useable range of numbers in a manner similar to the way that the Richter scale is used to measure earthquakes. In terms of human response to noise, studies have indicated that a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Everyday sounds normally range from 30 dBA to 100. Examples of various sound levels in different environments are shown in Table 3.8-1.

Table 3.8-1. Representative Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Power Saw	—110—	Rock Band
Jet Fly-over at 100 feet		Crying Baby
Subway	—100—	
Gas Lawnmower at 3 feet		
Rail Transit Horn/ Tractor	—90—	
Jack Hammer		Food Blender at 3 feet
Rail Transit At-grade (50 mph)	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Rail Transit in Station/ Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	Sewing Machine
Air Conditioner		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
		Refrigerator
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

Source: California Department of Transportation 1998.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider the effect of noise upon people largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Each noise rating scale applicable to this analysis is defined as follows:

- L_{eq} (equivalent energy noise level) is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- CNEL (Community Noise Equivalent Level) is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 PM to 10:00 PM and a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
- L_{dn} (day-night average noise level) is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- L_{min} (minimum instantaneous noise level) is the minimum instantaneous noise level experienced during a given period of time.
- L_{max} (maximum instantaneous noise level) is the maximum instantaneous noise level experienced during a given period of time.

Noise levels from a particular source decline (attenuate) as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding by buildings or other structures, intensify or reduce the noise level at a location. A common method for estimating roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., mostly asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., contains normal earth or vegetation, such as grass).

Noise from stationary or point sources (including construction noise) is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm can reduce noise levels by up to 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior noise reduction of newer residential units is generally 30 dBA or more.

Groundborne Vibration

Roads near the Project site experience noise-producing traffic from adjacent residential areas to and from arterial roadways.

Vibration is sound radiated through the ground. The vibration of floors and walls may cause perceptible vibration, rattling of items such as windows or dishes on shelves, or a rumble noise. The rumble is the noise radiated from the motion of the room surfaces. In essence, the room surfaces act like a giant loudspeaker causing what is called groundborne noise. Groundborne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of a building, the motion does not provoke the same adverse human reaction. In addition, the rumble noise that usually accompanies the building vibration is perceptible only inside buildings. The ground motion caused by vibration is measured as particle velocity in inches per second; in the U.S., this is referenced as vibration decibels (VdB) (Harris Miller Miller & Hanson Inc. 2006a). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest for groundborne vibration is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (Harris Miller Miller & Hanson Inc. 2006a). General human response to different levels of groundborne vibration velocity levels are described in Table 3.8-2.

Table 3.8-2. Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Response
65 VdB	Approximate threshold of perception for many humans.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: (Harris Miller Miller & Hanson Inc. 2006a),

3.8.1.2 Existing Noise Environment

The Project site is located adjacent to a low density single family neighborhood, on the semi-rural edge of the City. The predominant source of noise comes from vehicular traffic on adjacent or nearby roads. The Project vicinity generally experiences low noise levels. Noise in this area is characteristic of quiet suburban neighborhoods that typically experience noise between 46 and 52 dB CNEL (EPA 1974). Roadway noise is a function of traffic volume, vehicle fleet mix, and traffic speeds. High traffic volumes generate more noise than low volumes. A vehicle fleet mix with a high percentage of trucks is noisier than a mix composed of mostly passenger automobiles. These variables indicate that roads with high traffic volumes of mixed traffic traveling at high speeds are prime sources of roadway noise.

Specifically, the principal contributors to the ambient noise environment at the Project site are traffic along Traffic Way adjacent to the site, and along the U.S. Highway 101, approximately 300 feet west of the Project site. Traffic along East Cherry Avenue also generates some traffic-related noise. The Project site may generate some minor noise levels associated with agricultural activities that occur within Subareas 1 and 2, such as tilling, planting, irrigation, and harvesting.

3.8.1.3 Sensitive Receptors

Noise sensitive uses, or receptors, generally include single- and multi-family residences, schools, libraries, medical facilities, retirement/assisted living homes, health care facilities, and places of worship. Such uses can be sensitive to increases in both short-term and long-term noise due to a range of issues, such as sleep disturbance and disruption of conversations, lectures or sermons, or decreased attractiveness of exterior use areas, such as patios, backyards, or parks. Of particular concern is exposure of sensitive receptors to long-term elevated interior noise levels and sleep disturbance, which can be associated with health concerns.

No sensitive land uses are currently within the Project site. Sensitive land uses in the Project vicinity include a residential neighborhood with single-family residences along East Cherry Avenue to the north, single family residences adjacent to the northeast and south, Vagabond Mobile Home Park adjacent to the southwest containing approximately 25 units, and the St. Barnabas' Episcopal Church located on the adjacent hillside property 200 feet to the southeast (see Figure 3.8-1).

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Noise Sensitive Receptors

FIGURE 3.8-1

3.8.2 Regulatory Setting

3.8.2.1 Federal

Federal Transit Administration Criteria

The Federal Transit Administration (FTA) developed methodology and significance criteria to evaluate noise vibration impacts from surface transportation modes (i.e., passenger cars, trucks, buses, and rail) in the Transit Noise Impact and Vibration Assessment (Harris Miller Miller & Hanson Inc. 2006a). For residential buildings, the

noise and vibration threshold applicable to these projects is 64 dBA CNEL and 80 VdB, respectively.

Federal Noise Control Act (1972)

Public Law 92-574 regulates noise emissions from operation of all construction equipment and facilities; establishes noise emission standards for construction equipment and other categories of equipment; and provides standards for the testing, inspection, and monitoring of such equipment. This Act gives states and municipalities primary responsibility for noise control.

3.8.2.2 State

State of California's Guidelines for the Preparation and Content of Noise Element of the General Plan (1987)

These guidelines reference land use compatibility standards for community noise environments as developed by the California Department of Health Services, Office of Noise Control. Sound levels up to 65 L_{dn} or CNEL are determined to be normally acceptable for multi-family residential land uses. Sound levels up to 70 dBA CNEL are normally acceptable for buildings containing professional offices or defined as business commercial. However, a detailed analysis of noise reduction requirements is recommended when new residential development is proposed in areas where existing sound levels approach 70 dBA CNEL.

3.8.2.3 Local

City of Arroyo Grande General Plan

General Plan, Noise Element

According to state law, a Noise Element is required in all City and County general plans. The City slightly modified land use compatibility standards recommended by the California Department of Health Services. The City's maximum noise exposure standards for noise-sensitive land use (specific to transportation noise sources) are shown inTable 3.8-3. Since residential land uses are considered noise-sensitive, there are recommended maximum noise exposure guidelines.

Table 3.8-3. Maximum Allowable Noise Exposure Transportation Noise Sources

Land Use	Outdoor Activity Areas [1] L_{dn}/CNEL, dB	Interior Spaces L_{dn}/CNEL, dB	Interior Spaces $L_{sq1/2}$ dB
Residential	60[3]	45	--
Transient Lodging	60[3]	45	--
Hospitals, Nursing Homes	60[3]	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Office Buildings	60[3]	--	45
Restaurants[4]	60[3]	45	--
Schools, Libraries, Museums, Preschools, Child Care Facilities	--	--	45
Playgrounds (including school playgrounds)	70	--	--

[1] Where the location of outdoor activity areas is unknown. The exterior noise level standard shall be applied to the property line of the receiving land use.
[2] As determined for a typical worst-case hour during periods of use.
[3] Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
[4] Restaurants included with or without outdoor dining or entertainment and/or drive-up windows.
Source: City of Arroyo Grande 2001.

Policy N1-2 – New development of noise-sensitive land uses shall not be permitted in areas exposed to existing or projected future levels of noise from transportation noise sources which exceed 60 dB L_{dn} or CNEL (70 L_{dn}/CNEL for playgrounds and neighborhood parks) unless the project design includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to or below the levels specified for given land use in Table 3.8-3.

Policy N2 & 3-3 – New development of noise-sensitive land uses shall not be permitted where the noise level due to existing stationary noise sources will exceed the noise level standards of Table 3.8-5 unless effective noise mitigation measures have been incorporated into the design of the development to reduce noise exposure to or below the levels specified in Table 3.8-4.

The City's *Noise Element* lists mitigation strategies in a descending order of desirability. If preferred strategies are not implemented, it is the responsibility of the applicant to demonstrate through a detailed noise study that the more desirable approaches are either not effective or not practical, before considering other design criteria contained in the General Plan:

Table 3.8-4. Maximum Noise Exposure for Noise-Sensitive Land Use Areas Due to Stationary Noise Sources

	Daytime (7:00 AM to 10:00 PM)	Nighttime2 (10:00 PM to 7:00 AM)
Hourly L_{eq}, dB[3]	50	45
Maximum level, dB[3]	70	65
Maximum level, dB-Impulsive Noise[4]	65	60

[1] As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures. Where the noise-sensitive land uses are parks or playgrounds, add ten (10) decibels to the noise level standards in this table.
[2] "Applies only where the receiving land use operates or is occupied during the nighttime hours."
[3] Sound level measurements shall be made with slow meter response.
[4] Sound level measurements shall be made with fast meter response.
Source: (City of Arroyo Grande 2001).

Table 3.8-5. Noise Ranges of Typical Construction Equipment

Construction Equipment	Noise Levels in dBA Leq at 50 Feet
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saws	72–82
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Back Hoe	73–95
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

Note: Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Source**:** U.S. Department of Transportation 2013.

Policy N5-1 – The City would consider the following mitigation measures appropriate where existing sound levels significantly impact noise-sensitive land uses, or where cumulative increases in sound levels resulting from new development significantly impact existing noise-sensitive land uses:

a) Rerouting traffic onto streets that have low traffic volumes or onto streets that do not adjoin noise-sensitive land uses.

b) Rerouting trucks onto streets that do not adjoin noise-sensitive land uses.

c) Constructing noise barriers.

d) Lowering speed limits.

e) Acoustical treatment of buildings.

f) Programs to pay for noise mitigation such as low cost loans of noise-impacted property or establishment of developer fees.

City of Arroyo Grande Municipal Code, Title 9, Chapter 9.16 - Noise

The City's Municipal Code (§9.16) specifies noise standards for various sources of noise, exceptions to noise standards, noise level measurement standards, and the penalties associated with the violation of any provisions of this chapter.

Section 9.16.030(d) – Noise sources associated with construction, provided such activities do not take place before 7:00 AM or after 10:00 PM on any day except Saturday or Sunday, or before 8:00 AM or after 5:00 PM on Saturday or Sunday.

Section 9.16.030(e) – Noise sources associated with the routine maintenance of a residential, commercial, industrial, or public/quasi-public property provided that such maintenance activities take place between the hours of 7:00 AM and 10:00 PM.

Section 9.16.030(g) – Noise sources associated with work performed by the city or private or public utilities in the maintenance or modification of its facilities.

Section 9.16.030(h) – Noise sources associated with the collection of waste or garbage from property devoted to other than residential uses.

Section 9.16.060(a) – Air Conditioning and Refrigeration. Notwithstanding the provisions of Section 9.16.040, when the intruding noise source is an air conditioning or refrigeration system or associated equipment installed prior to the effective date of this chapter, the exterior noise level as measured as provided in Section 9.16.070 shall not exceed fifty-five (55) dB, except where such equipment is exempt from the provisions of this chapter. The exterior noise level shall not exceed fifty (50) dB for such equipment installed or in use after one year after the effective date of this chapter.

Section 9.16.060(b) – Waste and Garbage Collection Equipment. Notwithstanding the provisions of Section 9.16.040, noise sources associated with the collection of waste or garbage from a residential use by persons authorized to engage in such activity, and who are operating truck-mounted loading or compacting equipment, shall not take place before 7:00 AM or after 7:00 PM, and the noise level created by such activities when

measured at a distance of 50 feet in an open area shall not exceed the following standards:

- 85 dB for equipment in use, purchased or leased within six months from the effective date of this chapter;
- 80 dB for the equipment set forth above after five years from the effective date of this chapter;
- 80 dB for new equipment purchased or leased after six months from the effective date of this chapter;
- 75 dB for new equipment purchased or leased after 36 months from the effective date of this chapter.

3.8.3 Environmental Impact Analysis

3.8.3.1 Thresholds of Significance

Sound levels for the Project must comply with relevant noise policies, standards, and ordinances. Appendix G of the 2016 CEQA Guidelines provides a set of screening questions that address impacts related to noise. Specifically, the Guidelines state that a proposed project would have a significant adverse impact related to noise if:

a) The project would result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) The project would result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;

c) The project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

d) The project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

e) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, the project would expose people residing or working in the project area to excessive noise levels; or

f) For a project within the vicinity of a private airstrip, the project would expose people residing or working in the project area to excessive noise levels.

In addition to CEQA Guidelines Appendix G thresholds of significance, the City considers exceedance of a 3dB increase (a perceptible change) along roadways and/or the City's Noise Element defined maximum decibels for both outdoor and indoor residential uses (see preceding Tables 3.8-3 and 3.8-4) as a potential significant noise impact.

3.8.3.2 Impact Assessment Methodology

Construction Noise

Anticipated construction sound levels were estimated and analyzed based on projected construction vehicle requirements, distance between sensitive receptors and construction activities, and proposed daytime operational levels. Standard noise generation levels for typical construction equipment were used to estimate construction sound levels.

Noise levels were estimated using data published by the Federal Highway Administration (FHWA) regarding the noise-generating characteristics of typical construction activities (see Table 3.8-5). These noise levels would diminish rapidly with distance from the construction site, at a rate of approximately 6 dBA per doubling of distance as equipment is generally stationary or confined to specific areas during construction. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 74 dBA at 200 feet from the source to the receptor. The noise levels from construction at the offsite sensitive uses can be determined with the following equation from the High-Speed Ground Noise and Vibration Impact Assessment, Final Report:

$$L_{eq} \text{ at sensitive use} = L_{eq} \text{ at 50 feet} - 20 \log(D/50)$$

L_{eq} = noise level of noise source, D = distance from the noise source to the receiver, and L_{eq} at 50 feet = noise level of source at 50 feet (U.S. Department of Transportation 2012).

Vibration Levels Associated with Construction Equipment

Ground-borne vibration levels resulting from construction activities occurring within the City were estimated using the 2013 Caltrans *Transportation and Construction Vibration Guidance Manual*. Potential vibration levels are identified for on and offsite locations that are sensitive to vibration, including nearby residences. Caltrans provides thresholds of significance for vibration and methodology for calculating vibration levels at distances from generation. Table 3.8-6 indicates vibration levels at which humans would be affected by vibration levels. Table 3.8-7 identifies anticipated vibration velocity levels in inches per second (in/sec) for standard types of construction equipment based on distance from the receptor. Vibration impacts are assessed by estimating the vibration levels of Project construction equipment and the distance of sensitive receptors to the site boundary.

Table 3.8-6. Caltrans Vibration Annoyance Potential Criteria

Human Response Condition	Maximum Vibration Level (in/sec) for Transient Sources	Maximum Vibration Level (in/sec) for Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: Caltrans, 2013. Transportation and Construction Vibration Guidance Manual – Table 20.

Table 3.8-7. Vibration Source Levels for Construction Equipment

Construction Equipment	Vibration Level (in/sec) at 25 feet	Vibration Level (in/sec) at 50 feet	Vibration Level (in/sec) at 100 feet
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.035	0.017
Jackhammer	0.035	0.016	0.008
Small Bulldozer	0.003	0.001	0.0004

Source: Caltrans, 2013. Transportation and Construction Vibration Guidance Manual – Table 18.

Operational & Traffic Noise

Noise generated from proposed Project stationary sources was estimated based on the typical dBA levels generated from urban uses, such as HVAC equipment, delivery trucks, and other common uses. Project-related roadway noise was considered in terms of traffic impacts related to existing conditions by the proposed Project. Daily operational noise levels generated by Project traffic was derived from the Transportation Impact Analysis (TIA) prepared by Omni Means in 2015 (See Appendix K). Noise projections were derived based on calculations and percentage changes in evening peak hour traffic volumes using applications consistent with FHWA traffic noise modeling (FHWA 2014).

3.8.4 Project Impacts and Mitigation Measures

Impacts were analyzed for the existing and future noise environment, and appropriate noise-control mitigation measures are recommended below.

Table 3.8-8. Summary of Project Impacts

Noise Impacts	Mitigation Measures	Residual Significance
Impact NOI-1. Short-term construction activities would temporarily generate adverse noise and vibration levels that would exceed thresholds established in the City's General Plan Noise Element.	MM TRANS-1a MM NOI-1a MM NOI-1b	Less than Significant with Mitigation
Impact NOI-2. Long-term noise impacts from vehicle traffic associated with the Project would result in increased noise levels to sensitive receptors of up to 1.4 CNEL; however, this increase would be indiscernible to the human ear and not exceed federal, state, or City noise criteria.	None required	Less than Significant
Impact NOI-3. Long-term operational noise impacts associated with the Project from the operation of stationary equipment and site maintenance activities could result in the exceedance of thresholds in the City's General Plan Noise Element.	MM NOI-3a MM NOI-3b	Less than Significant with Mitigation

Impact

NOI-1 Short-term construction activities would temporarily generate adverse noise and vibration levels that would exceed thresholds established in the City's General Plan Noise Element (Less than Significant with Mitigation).

Implementation of the Project would involve construction that could generate noise levels that exceed applicable standards for mobile construction equipment in the City's Noise Standards and result in temporary substantial increases in noise levels primarily from the use of heavy-duty construction equipment. Construction activities would also involve the use of smaller power tools, generators, and other equipment that are sources of noise. Haul trucks using the local roadways would generate noise as they move along the road. Each stage of construction would involve various combinations of operating equipment, and noise levels would vary based on the amount and types of equipment and the location of the activity. Further, not all construction equipment would be operated simultaneously and peak sound levels associated with construction equipment would occur sporadically throughout the workday. Because estimated sound levels associated with construction activities would exceed the City's threshold for noise exposure during construction, onsite and offsite short-term noise impacts would be potentially significant.

Onsite

The grading and site preparation phase of the Project would generate the highest construction sound levels because of the operation of heavy equipment; specifically, work associated with the construction of the proposed hotel and restaurant on Subarea 1, the 58 single-family residences on Subarea 2, and a community center building and 10-unit senior housing building on Subarea 3 would potentially generate the greatest noise levels for the nearby noise-sensitive receptors. Peak sound levels associated with heavy equipment typically range between 75 and 95 dBA at 50 feet from the source (EPA 1971; refer to Table 3.8-5). No construction phasing of the Project has been determined at this time, but at the time of construction, each phase would be subject to permit review to ensure conformity with the approved Project Specific Plan and consistency with applicable regulations.

Given that the noise-sensitive single-family residences adjacent to the north and south of the Project site, the Five Cities Swim School adjacent to the north, and the Vagabond Mobile Home Park adjacent to the southwest are located 50 feet or less from proposed construction activities, sound levels at these locations associated with construction activity have the potential to be slightly greater the estimated sound level ranges of construction equipment shown in Table 3.8-5 (exact noise levels of construction equipment is dependent on year, make, model, condition, and presence or absence of noise mufflers) and would exceed maximum sound level criteria (refer to Table 3.8-4).

Anticipated sound levels at other noise-sensitive receptor locations at 200 feet of the Project site boundary (St. Barnabas' Episcopal Church approximately 200 feet to the southeast, single-family residences approximately 100 feet to the northeast) would also most likely exceed construction-related sound level criteria (refer to Table 3.8-4). These noise-sensitive receptors, at their maximum distance of 200 feet from the Project boundary, would experience construction-related sound levels approximately 6 to 12 dBA less than the estimated noise levels of the construction equipment (e.g., 63-83 dBA for trucks and backhoes instead of 75-95 dBA). Although construction activities could still potentially generate noise that would exceed City noise standards for residential use and cause periodic annoyance to nearby residents (see Table 3.8-9), under City municipal code 9.16.030(d), noise sources associated with construction are exempt from City noise standards, provided construction does not take place before 7:00 AM or after 10:00 PM on any day except Saturday or Sunday, or before 8:00 AM or after 5:00 PM on Saturday or Sunday.

Maximum L_{eq} noise levels anticipated to be experienced by these nearby sensitive uses due to Project construction activities are shown in Table 3.8-9. All distances are a conservative estimate and do not account for potential noise barriers due to vegetation or topography.

Table 3.8-9. Estimated Outdoor Construction Peak Noise Levels at Sensitive Receptors (Unmitigated)

	Residences to the North Along E. Cherry Ave	Residences to the Northeast Along Launa Ln	Residences to the South off of S. Traffic Way	5 Cities Swim School	Vagabond Mobile Home Park	St. Barnabus' Episcopal Church
Distance from construction	40 feet	20 feet	50 feet	40 feet	20 feet	200 feet
Construction Noise (dBA L_{eq})	77-97	83-103	75-95	77-97	83-103	63-83

Note: Noise levels at sensitive uses were determined with the following equation from the High-Speed Ground Noise and Vibration Impact Assessment, Final Report: Leq = L_{eq} at distance (feet). – 20 Log(D/50), where Leq = noise level of noise source, D = distance from the noise source to the receiver, Leq at 50 feet = noise level of source at 50 feet. Noise levels have been rounded up to the nearest whole number.
Source: U.S. Department of Transportation 2012.

Project construction could also increase exposure to vibration levels. Based on Caltrans vibration criteria in Table 3.8-6 and Table 3.8-7, sensitive receptors within 100 feet of the Project site would be subject to vibrations from construction equipment. Sensitive receptors within 25 feet of the Project site boundary would include those within the Vagabond Mobile Home Park and residences adjacent to Subarea 3 along Launa Lane. These sensitive receptors could experience periodic vibrations up to 0.089 in/sec. This would be distinctly perceptible. However, vibrations would be temporary and intermittent due to the nature of construction, and would only occur during the hours of construction in accordance with Mitigation Measure NOI-1a. Sensitive receptions located between 25 and 100 feet from the Project site may experience vibrations up to 0.035 in/sec. This would only be barely perceptible.

Offsite

Off-site construction vehicles would exceed maximum noise level criteria for mobile equipment (refer to Table 3.8-3). Sound levels associated with large haul trucks would have an approximate range of 75 to 95 dBA at 50 feet from the noise source. This sound level range would most likely exceed maximum allowable mobile source noise levels associated with sensitive-noise receptors located along construction truck routes in the

vicinity of the Project site including East Cherry Avenue and Traffic Way. Implementation of the Construction Transportation Mitigation Plan would mitigate noise impacts associated with construction traffic.

Due to the temporary nature of construction activities, these exceedances would be adverse in the short term. Overall, onsite and offsite construction noise and vibration impacts would be ***less than significant with mitigation***.

Mitigation Measures for All Subareas

MM TRANS-1a would apply.

MM NOI-1a *For all construction activity at the Project site, additional noise attenuation techniques shall be employed as needed to ensure that noise levels are maintained within levels allowed by the City's Noise Standards. Such techniques shall include, but are not limited to:*

- *Sound blankets on noise-generating equipment.*
- *Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.*
- *All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.*
- *The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No movement of heavy equipment shall occur on Sundays or official holidays (e.g., Thanksgiving, Labor Day).*
- *Temporary sound barriers shall be constructed between construction sites and affected uses.*

MM NOI-1b *The contractor shall inform residents and business operators at properties within 300 feet of the Project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Noise-related complaints shall be directed to the City's Community Development Department.*

Plan Requirements and Timing. The Applicants shall provide and post signs stating these restrictions at construction site entries. Signs shall be posted prior to commencement of construction and maintained throughout construction. Construction plans shall note construction hours. At the pre-

construction meeting all construction workers shall be briefed on restricted construction hour limitations. A workday schedule will be adhered to for the duration of construction. The Applicants shall designate the equipment area with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities. Construction plans shall identify Best Management Practices (BMPs) to be implemented during construction. All construction workers shall be briefed at a pre-construction meeting on how, why, and where BMP measures are to be implemented. BMPs shall be identified and described for submittal to the City for review and approval prior to building or grading permit issuance. BMPs shall be adhered to for the duration of the Project. Construction plans shall include truck routes and shall be submitted to the City prior to permit issuance for each phase of development. Schedule and mailing list shall be submitted 10 days prior to initiation of any earth movement.

Monitoring. The Applicants shall demonstrate that required signs are posted prior to grading/building permit issuance and pre-construction meeting. Building inspectors and permit compliance staff shall spot check and respond to complaints. The Applicants shall demonstrate that the acoustic shielding is in place prior to commencement of construction activities. City staff shall ensure compliance throughout construction. Permit compliance monitoring staff shall perform periodic site inspections to verify compliance with activity schedules.

Residual Impact

Some noise from construction activities associated with Impact NOI-1 would occur despite implementation of mitigation measures MM NOI-1a and NOI-1b. These residual noise impacts would be temporary and would occur within limited hours, and construction activities would avoid sensitive receptors to the maximum extent feasible. Therefore residual impacts to Impact NOI-1 would be less than significant with mitigation.

Impact

NOI-2 **Long-term noise impacts from vehicle traffic associated with the Project would result in increased noise levels to sensitive receptors of up to 1.4 CNEL; however, this increase would be indiscernible to the human ear and not exceed federal, state, or City noise criteria (Less than Significant).**

Implementation of the Project would increase traffic volumes and associated noise levels along major transportation routes. According to the TIA, the Project is anticipated to generate 1,646 average daily trips (ADT), including 132 AM peak hour trips and 157 PM peak hour trips (Omni Means 2015, see Appendix K). These Project-generated trips would be distributed throughout the Project vicinity across a number of intersections (see Section 3.10, *Transportation and Traffic* for further detail). The additional daily trips on streets that are farther away from the Project site, such as Fair Oaks Avenue, East Branch Street, and West Branch would not cause a substantial increase in traffic-related noise to the Project site as these streets would experience less than eight percent increases in ADT.

Traffic counts along Traffic Way would result in a 10 percent or less increase when comparing baseline to proposed scenarios (based on data provided in Appendix K), thus, according to the FHWA transportation noise model, sound levels would only increase by approximately 0.4 dBA (FHWA 2014), at 30 feet from the centerline of the roadway. Traffic counts along East Cherry Avenue would increase by 37 percent and would result in an associated noise level of +1.4 dBA (FHWA 2014). Changes in noise level of 3.0 dBA are considered just noticeably perceptible to the human ear (Harris Miller Miller & Hanson Inc. 2006a). Therefore, the increase of traffic-related noise of +1.4 dBA from nearby sensitive receptors would only be an incremental increase.

Table 3.8-10. Estimated Noise Increases Attributed to Project Traffic

Roadway	Estimated Increase in PM Peak Hour Traffic	Estimated Increase in Traffic Noise (dBA)[1]
Traffic Way	10%	0.4
East Cherry Avenue	37%	1.4

[1] At 30 feet from centerline of roadway.
Source: Harris Miller Miller & Hanson Inc. 2006a.

Given this increase and sensitive receptors along the roadway, traffic sound levels of both existing and proposed Project were calculated. Calculation inputs included PM peak hour traffic along East Cherry Avenue (289), traffic fleet mix (98 percent automobiles and 2

percent buses/large trucks), speed limit (35 miles per hour), distance from center line (30 feet), and vehicle reference constants as depicted in the Federal Transit Administration's Transit Noise and Vibration Impact Assessment. Given that the PM Peak Hour counts are approximately 10% of the ADT and assuming that 24-hour Leq is equal to Peak PM hour Leq, which would overestimate traffic sound levels in non-peak PM hours, calculated noise levels from traffic along East Cherry Avenue would be 61.0 CNEL under existing conditions and 62.4 CNEL with implementation of the proposed Project, at approximately 30 feet from the roadway. This 1.4 CNEL increase along East Cherry Avenue would be indiscernible to the human ear (see Table 3.8-11).

Table 3.8-11. Existing Noise, Estimated Noise, and Noise Increase Attributed to Project Traffic

Roadway	Estimated Existing Noise (CNEL)[1]	Estimated Noise under the Proposed Project[2]	Increased Noise under the Proposed Project (CNEL)
East Cherry Avenue	61.0	62.4	1.4

[1] At 30 feet from centerline of roadway.
[2] Estimated noise at nearest sensitive receptors.

Estimated existing noise levels associated with transportation along East Cherry Avenue currently exceeds the City's Maximum Allowable Noise Exposure for Transportation Noise Sources at Outdoor Activity Areas of 60 CNEL for sensitive receptors; however, as stated in Policy N1-2 of the *Noise Element*, where it is not possible to reduce noise in outdoor activity areas to 60 dB CNEL or less using a practical application of best-available noise reduction measures, an exterior noise level of up to 65 dB CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are below 45 CNEL. Typical reductions in noise levels from exterior to interior conditions for older construction style residences is approximately 22-25 dBA (City of San Luis Obispo 2003), thus the +1.4 dB CNEL increase associated with traffic along East Cherry Avenue would only incrementally increase interior noise levels and is anticipated to below the 45 dB CNEL interior noise threshold and would comply with the City's *Noise Element*. Given that noise levels would remain below federal, state, and City (with exception) noise criteria, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures required.

Impact

NOI-3 Long-term operational noise impacts associated with the Project from the operation of stationary equipment and site maintenance activities could result in the exceedance of thresholds in the City's General Plan Noise Element (Less than Significant with Mitigation).

Implementation of the Project could increase stationary source noise levels from new development, with potential to exceed the land use capability and stationary noise exposure standards in the existing *Noise Element*.

Long-term operational noise impacts associated with the proposed Project would include maintenance and pickup/delivery activities, and noise-generating rooftop equipment such as air conditioners or kitchen ventilation systems. The residences and buildings on Subareas 2 and 3 would contribute some of these noise impacts, due to maintenance activities such as trash pick-up and landscaping, but most of these impacts would come from the proposed hotel and restaurant uses on Subarea 1. Noise levels from commercial heating, ventilation, and air conditioning (HVAC) equipment can reach 100 dBA at a distance of three feet (EPA 1971); however, these units are typically fitted with noise shielding cabinets, placed on the roof or in mechanical equipment rooms to reduce noise levels. Noise from mechanical equipment associated with operation of the proposed Project is required to comply with the California Building Standards Code requirements pertaining to noise attenuation. Therefore, with the application of these noise reduction techniques, noise from these pieces of equipment does not typically exceed 55 dBA at 50 feet, and would not exceed the City's 45 dBA CNEL interior spaces threshold. As such, noise levels from HVAC systems would be below the interior and exterior ambient noise thresholds. Landscaping and maintenance activities may include the use of equipment such as noise-compliant leaf blowers or hedge trimmers, which would reach levels of 65 dBA at 50 feet, potentially exceeding the City's 60 dBA outdoor activity areas threshold at the property line of the receiving land use. Landscaping and maintenance personnel perform maintenance and performance activities within daytime hours between 8:00 a.m. and 5:00 p.m. Sound levels associated with diesel trucks and trash pickup activities generate noise levels of approximately 80 dB at 50 feet and could potentially exceed the City's 60 dBA outdoor activity areas threshold (City of San Luis Obispo 2002).

With the implementation of noise-reducing standard procedures and practices from the City's *Noise Element* and the mitigation measures below, impacts related to the operation

of stationary equipment and site maintenance activities would be ***less than significant with mitigation***.

Mitigation Measure for All Subareas

MM NOI-3a *All noise-generating rooftop building equipment, such as air conditioners and kitchen ventilation systems, shall be installed away from existing and proposed noise-sensitive receptors (i.e., residences) or be placed behind adequate noise barriers.*

Mitigation Measure for Subarea 1

MM NOI-3b *The Applicant (SRK Hotels) shall submit a truck traffic plan to the City Public Works Department which will address timing, noise, location, and number of deliveries for each project component. The Applicant shall cooperate with the City to ensure that impacts to noise-sensitive receptors are mitigated to the maximum extent feasible.*

Plan Requirements and Timing. The Applicant (SRK Hotels) shall ensure that all noise-generating mechanical equipment associated with operation of the proposed development complies with the California Building Standards Code requirements pertaining to noise attenuation. The Applicant shall prepare a maintenance and truck plan to the City that addresses timing, noise, location, and number of deliveries for each project component, as well as ensuring that noise impacts are mitigated to the maximum extent feasible.

Monitoring. The Applicant (SRK Hotels) shall ensure that all noise-generating mechanical equipment is compliant prior to installation. The Applicant shall receive approval from the City before maintenance and truck activities begin. Building inspectors and permit compliance staff shall check before implementation.

Residual Impact

Residual impacts to Impact NOI-3 would be less than significant.

3.8.5 Cumulative Impacts

Implementation of the proposed Project would continue the existing development pattern in the southern portion of the City, which includes commercial uses along Traffic Way,

and residential uses away from major arterials. Development under the Project would temporarily generate significant adverse noise levels due to construction activities and would result in long-term operational noise impacts due to stationary equipment and site maintenance activities. Further, as shown in Table 3.8-10 and 3.8-11, the long-term increase in traffic related noise exposure near the Project site would be negligible along all areas roadways (up to 0.4 dBA) with the exception of East Cherry Avenue when comparing the Cumulative-No Project to the Cumulative-Project. East Cherry Avenue would experience a 1.2 CNEL increase when comparing the Cumulative-No Project (61.6 CNEL) to the Cumulative-Project (62.8 CNEL) at 30-feet from the roadway centerline (see Table 3.8-12). This increase would be indiscernible to the human ear and would remain below federal, state, county, and City (with exception) land use and noise criteria. Therefore, if the recommended project-specific mitigation measures are implemented, and all other projects are consistent with Noise Element requirements and conditions, the Project's contribution to cumulative noise impacts is ***less than significant***.

Table 3.8-12. Existing Noise, Estimated Cumulative Noise, and Noise Increase Attributed to Project Traffic

Roadway	Estimated Existing Noise (CNEL)[1]	Estimated Noise under the Cumulative No Project (CNEL)	Estimated Noise under the Cumulative Project[2]	Increased Noise under the Cumulative Project (CNEL)
East Cherry Avenue	61.0	61.6	62.8	1.8

[1] At 30 feet from centerline of roadway.

[2] Estimated noise at nearest sensitive receptors.

3.9 RECREATION

This section analyzes the impacts of the proposed East Cherry Avenue Specific Plan (Project) on existing parks and recreational uses within the City of Arroyo Grande (City). This section analyzes adverse and beneficial impacts on recreational resources, identifies mitigation measures to reduce impacts, and determines residual impacts and cumulative effects upon recreational resources.

The information in this section is based on the City's General Plan as well as information developed during field reconnaissance by Amec Foster Wheeler Environment & Infrastructure, Inc. (Amec Foster Wheeler) staff. It is also based on information from the City Public Works Department Streets & Landscaping Division.

3.9.1 Environmental Setting

3.9.1.1 Recreational Resources

The Project site is located within the City of Arroyo Grande. There are 15 public or quasi-public recreational resources and open spaces within the vicinity of the Project site located within the City (Table 3.9-1). These recreational resources include over 147.9-acres of active parks, sports complexes, and passive open spaces managed and maintained by the City of Arroyo Grande with the Project vicinity. The City Recreational Services Department also maintains approximately 20.4 acres of non-useable landscape areas for a total of 168.34-acres of public lands in parks, landscaped areas, and open spaces (City of Arroyo Grande 2013).

3.9.1.2 Project Site

The Project site is located within a predominantly residential neighborhood in the southeastern portion of the City limits. The Project site does not currently contain any recreational resources. Within the direct Project vicinity, the adjacent neighborhood to the east contains a small neighborhood park, with remaining City recreational facilities scattered to the north, east, and west.

Table 3.9-1. Public Open Spaces and Recreational Resources

#	Recreation Facility	Private Or Public	Distance from Project (miles)	Acreage	Activities
1	Centennial Park and Gazebo	Public	0.37	0.25	Creek-side picnics, eating areas, music events, the weekly Farmers' Market, and other community events
2	Prospective Garden	Private	1.65	-	Community garden plots
3	Elm Street Park	Public	1.55	5.0	Public barbeques, picnic tables, and playground
4	Hart-Collett Memorial Park	Public	0.25	0.36	Picnic area
5	Health Fitness Park	Public	0.81	0.51	Jogging trails and exercise stations
6	Heritage Square Park and Rotary Bandstand	Public	0.29	2.12	Picnic tables and small barbeque grills
7	Howard Mankins Hoosegow Park	Public	0.46	0.31	Historic resources
8	James Way Habitat and Wildlife Preserve	Public	0.72	75.02	Equestrian trails, jogging/walking trails, and wildlife viewing
9	Kingo Park	Public	1.87	0.8	Picnic tables, playground, and small barbeque grills
10	Kiwanis Park	Public	0.35	3.30	Walking trails and picnic areas
11	Parkside Park	Public	1.80	0.14	Basketball court, picnic tables, and a playground
12	Rancho Grande Park	Public	1.20	8.0	Baseball/softball field, basketball court, horseshoe pits, barbeques, playground, and a soccer field
13	Soto Sports Complex	Public	1.70	40.01	Baseball/softball diamond, football field, soccer field, and tennis courts
14	Strother Park	Public	1.18	8.14	Baseball/softball field, basketball court, horseshoe pits, and barbeques
15	Terra De Oro Park	Public	1.0	3.94	Playground
Total Acreage					**+/- 147.9**

Note: All distances are approximate.
Source: (City of Arroyo Grande 2015; City of Arroyo Grande 2013)

3.9.2 Regulatory Setting

3.9.2.1 Federal

There are no federal regulations regarding public access or recreational resources applicable to the proposed Project.

3.9.2.2 State

There are no state regulations regarding public access or recreational resources applicable to the proposed Project.

3.9.2.3 Local

City of Arroyo Grande Municipal Code

Chapter 3.36.030 of the City Municipal Code establishes development impact fees which are imposed as a condition of approval upon all development projects for which a building permit is issued. These fees must be paid to the City at the time a building permit is issued, pursuant to §66007 of the California Government Code. A park improvement fee shall be required of subdivisions that do not provide a sufficient amount of park and recreation facilities pursuant to regulations established in Chapter 16.64.060 of the Municipal Code. These fees are intended to address the need of, or increased use of existing park and recreation facilities in the service area of a proposed residential development.

City of Arroyo Grande General Plan

Recreational resources in the City are managed through the General Plan, including the *Fringe and Urban Area Land Use Element* and the *Parks and Recreation Element*. The *Fringe and Urban Area Land Use Element* designates recreational land uses, including open space, recreation, and public/quasi-public uses. The goal of *Parks and Recreation Element* is to adequately provide for the recreational needs of the City area residents and visitors.

General Plan, Fringe and Urban Area Land Use Element

Goal LU9 – Provide for appropriate maintenance, development and placement of Community Facilities (CF) relative to existing planned land uses.

> **Policy LU9-4** – Ensure that new developments provide opportunities for recreation that are commensurate with the level and type of development. Ensure

that recreational uses are compatible with surrounding uses and with sensitive resources that may be present.

Policy LU12-3.5 – Require the provision of open space and recreation areas within the urban residential portions of the city. Within the rural residential portions of the planning area, emphasize the preservation of natural landforms and vegetation.

General Plan, Parks and Recreation Element

Goal PR1 – Neighborhood and community park facilities, including the sports complex, should be provided at a ratio of four (4) acres of parkland per 1,000 persons.

Policy PR1-1 – Neighborhood parks serve as the day-to-day recreational areas of the City, and should include such amenities as playgrounds, playfields, and areas for passive recreation.

3.9.3 Environmental Impact Analysis

3.9.3.1 Thresholds of Significance

With respect to land use and planning, applicable sections of Appendix G of the 2016 CEQA Guidelines state that a project would normally have a significant impact to recreation if it would:

a) 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; or,

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

3.9.3.2 Impact Assessment Methodology

Impacts to recreational resources within the Project vicinity are assessed through review of existing City standards and regulations, and available City resources. Recreational resource impacts associated with the Project are evaluated based on Goal PR1 of the *Parks and Recreation Element*, which calls for the ratio of four acres of parkland per 1,000 persons.

3.9.4 Project Impacts and Mitigation Measures

This section discusses the impacts to recreation from the proposed Project. Table 3.9-2 below provides a summary of the recreation impacts resulting from the proposed Project.

Table 3.9-2. Summary of Project Impacts

Recreational Impacts	Mitigation Measures	Residual Significance
Impact REC-1. The proposed Project would increase the use of and need for recreational facilities, resulting in potential increase physical deterioration of existing recreational facilities.	MM REC-1a	Less than Significant with Mitigation
Impact REC-2. The proposed Project includes the construction of recreational facilities which may have an adverse effect on the physical environment.	None required	Less than Significant

Impact

REC-1 The proposed Project would increase the use of and need for recreational facilities, resulting in potential increased physical deterioration of existing recreational facilities (Less than Significant with Mitigation).

The City of Arroyo Grande Municipal Code Chapter 16.64.040, pursuant to California Government Code Section 66477, establishes a development impact fee for improvements to park and recreation facilities to serve the needs of residents of the subdivision and the greater public residing in the City. In the event that a subdivision consists of more than 50 parcels, the Applicant is required to dedicate land and/or pay a fee for park and recreation facilities. Payment of these fees shall be required of the Applicant in the event that only a portion of required land is proposed for local park purposes. Pursuant to Section M of this chapter, Subarea 1 and Subarea 3 would remain exempt from such fees as their land uses do not propose residential subdivisions. Should their intended uses change, future proposed uses would be reviewed to ensure that park-related development impact fees are not required.

The development of residential housing for Subarea 2 would create 58 single-family medium density residential dwellings, and would result in an increase in the City population by approximately 140 individuals. Based on City standards described in the *General Plan Parks and Recreation Element*, the City requires four acres of parkland per every 1,000 individuals. To comply with this regulation, the estimated 140 new residents would require an additional 0.56 acres of parkland. The proposed Project includes the public dedication and development of a 0.35-acre public neighborhood park within Subarea 2, which would also serve as a stormwater drainage and storage facility. This park would

not fully address the park dedication requirement, since it would be 0.21 acres short of the required 0.56 acres.

The site plan for Subarea 2 identifies a 0.21-acre area of land located along the northern residential interior street, directly in front of residential units. The applicant proposes to include this strip of land, in part, to address the required 0.56 acres of parkland. This 0.21-acre area of land would be 15-feet wide, extend approximately 580 feet, and include a meandering sidewalk. The linear open space abuts private residences and would appear to function more as a front yard then an effective public open space for recreational use given it would not be large enough to support active and passive recreational uses defined in Chapter 16.04.070 of the City Municipal Code.

The Project site would result in potentially significant impacts to recreational resources, specifically, the provision of park and recreation facilities at a ratio of four (4) acres per 1,000 individuals, established by policy PR1 of the General Plan, *Parks and Recreation Element.* With the implementation of the proposed mitigation measures which would require dedication of additional useable public recreation area and/or payment of parkland development impact fee for the acreage shortfall, this potential impact would be ***less than significant with mitigation.***

Subarea 2 Mitigation Measure

MM REC-1a *Development Impact Fees for Subarea 2. The Applicant for Subarea 2 (Mangano Homes, Inc.) shall pay a park improvement impact fee equal to the land value, plus twenty (20) percent of toward the cost of offsite improvement, for the additional 0.21 acres of parkland required to be dedicated pursuant to the provisions of Chapter 16.64.060 of the City Municipal Code. The value of this fee shall be based upon the fair market value of 0.21 acres, as determined by the formula provided in Section E of Municipal Code Chapter16.64.060, immediately prior to the filling of the final map. At the discretion of the Community Development Director, this requirement may be met by one of several alternative means that would result in additional dedication of lands for recreational use, such that Project suits the need for 0.56 acres of required parkland. Potential alternatives include the expansion of the existing proposed 0.35 neighborhood park to provide more adequate park space, implementation of trail connections from the property to proposed trails identified in the City Bicycle and Trails Master Plan, or the connection of the Project*

proposed Class I Bikeway located along the Project Residential Collector road with the City proposed bikeway along Trinity Avenue.

Requirements and Timing. Price of in-lieu fees shall be determined by the City Council at the time of the final map approval. The payment of these in-lieu fees shall be made in their entirety prior to the issuance of any building permits and paid to the City Council and deposited in the parks development fund.

Monitoring. The price and payment of in-lieu fees will be determined and approved by the City Council at the time of Project approval.

Residual Impact

With implementation of the above mitigation measure, impacts associated with the increased use of and need for park and recreation facilities would be less than significant.

Impact

REC-2 The proposed Project includes the construction of recreational facilities which may have an adverse effect on the physical environment (Less than Significant).

The proposed Project includes the development of a 0.35-acre neighborhood park that would provide the day-to-day recreational needs of the residents of the new housing development on Subarea 2. This park would include amenities such as playgrounds, pathways, park benches, and BBQs. Construction would entail grading of the site, staging of construction equipment, cut and fill operations, over-excavation and compaction of soils, and other construction operations listed in Section 2.7.2.1 of the *Project Description*. The construction of the neighborhood park has the potential to result in construction-related impacts to air quality, noise, and traffic. However, these impacts would be negligible due to the small size of the neighborhood park, implementation of construction best management practices (BMPs), and adherence to the City's General Plan policies. Project construction impacts are further addressed in Section 3.3, *Air Quality and Greenhouse Gas Emissions*, Section 3.8, *Noise*, and Section 3.10, *Transportation and Traffic*.

Subarea 3 of the proposed Project would include recreational and open space opportunities through the creation of cultural, native, and farm gardens, educational classes, and native grass areas for play and gatherings. Currently, Subarea 3 recreational uses may be limited to members of the Arroyo Grande Valley Japanese Welfare Association (JWA).

Consequently, impacts to the physical environment associated with the construction of recreational facilities are considered ***less than significant.***

Mitigation Measures

No mitigation measures required.

3.9.5 Cumulative Impacts

The Project would also contribute, in combination with other projects in the City of Arroyo Grande listed in Table 3.0-1, to increased recreational use of parklands and recreational facilities. Cumulative projects with the Project vicinity include a number of residential developments that have been approved or are currently under construction. Implementation of these projects, along with the proposed Project, could result in an incremental increased use of, and demand for, park and recreation facilities. The *Parks and Recreation Element* requires that neighborhood and community park facilities be provided at a ratio of four (4) acres of parkland per 1,000 persons. The City maintains at least 147.9 acres of parkland; this is more than double the required 71.63 acres of parkland required to serve the current estimated City population of 17,908 (U.S. Census Bureau 2015) as well as the 80 acres of parkland need to support the projected City buildout population of 20,000 individuals. Other future and pending projects may require the acquisition of land for the development of parkland to comply with City standards. Should inadequate parklands be provided for these developments, individual developers would be subject to development impact fees in accordance with Municipal Code Chapter 16.64.060. As the City currently provides a more than adequate amount of parkland and open space for the projected buildout of the City, cumulative impacts to parkland and recreation facilities within the Arroyo Grande area would be ***less than significant.***

3.10 TRANSPORTATION AND TRAFFIC

Traffic Way is a two -to three-lane arterial roadway located immediately west of the Project site.

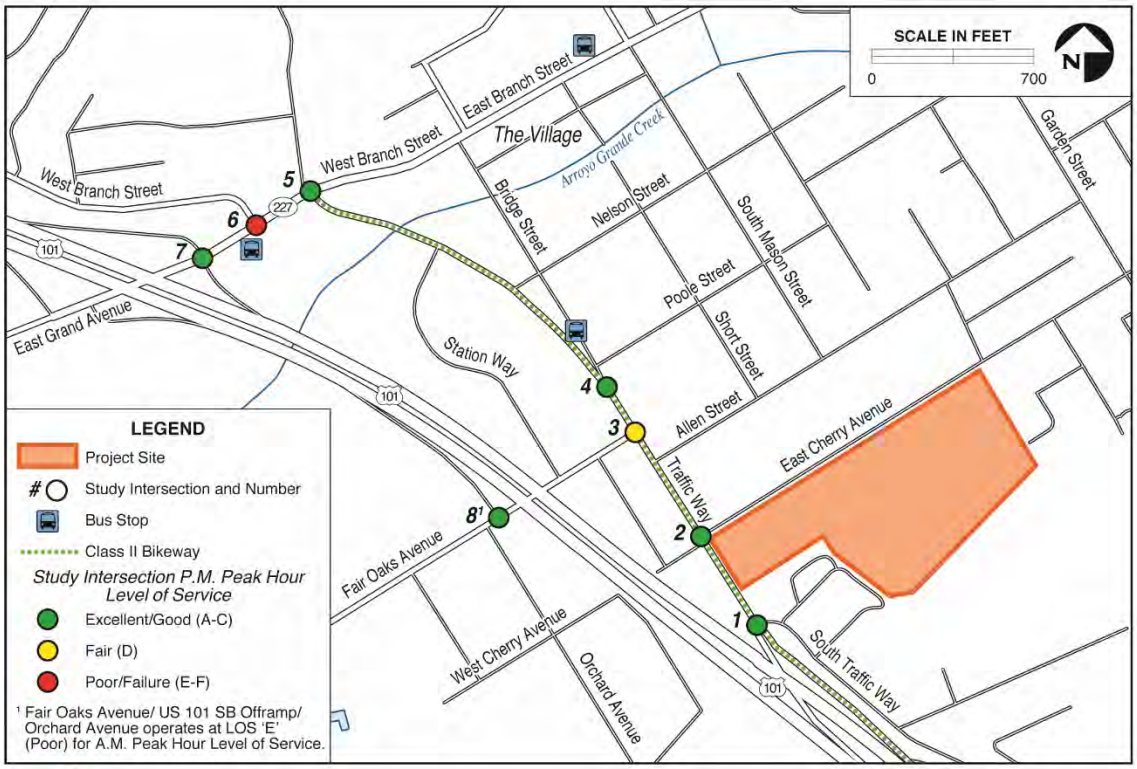
This section was prepared based on the Transportation Impact Analysis (TIA) prepared by Omni Means for the proposed East Cherry Avenue Specific Plan (Project) (see Appendix K; Omni-Means 2015). The TIA contains detailed analyses of local traffic circulation issues, with particular attention to potential increases in congestion at major intersections along the area's limited arterial system. The adequacy of pedestrian, bicycle, and public transit facilities are also discussed as well as anticipated impacts associated with construction and operation of the proposed Project.

The scope of the TIA was developed in consultation with City staff and conforms to standards for such analysis set forth in the *City of Arroyo Grande General Plan Circulation Element.* In particular, careful consideration was given to which intersections could be substantially affected by Project-generated traffic and the likely outer boundary of such impacted facilities.

3.10.1 Environmental Setting

3.10.1.1 Area Roadway Network

Regional access to the City is provided via the U.S. Highway 101, and access in the Project vicinity is available via northbound and southbound ramps at Traffic Way, as well as a full interchange at East Grand Avenue. These two interchanges provide access to a limited arterial system which funnels traffic generated in this automobile-dependent area to a few key intersections. For orientation purposes, East Grand Avenue is considered an east-west arterial roadway, while U.S. Highway 101 and Traffic Way are considered north-south roadways (see Figure 3.10-1). Local access to the site is provided via Traffic Way and East Cherry Avenue. Key streets and highways which provide access to the Project site and vicinity are described below, while pedestrian, bicycle and transit facilities along these roadways are described in Section 3.10.1.3, *Alternative Transportation*.



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Existing Transportation Conditions

FIGURE 3.10-1

- *U.S. Highway 101*, located west of the Project site, is a multi-lane interstate highway which extends through the City, south to Los Angeles, and north to San Francisco and beyond. Within the Project area, U.S. Highway 101 contains four lanes with a center median of 35 to 50 feet in width. Primary highway access to and from the site would be provided via on- and off-ramps at Traffic Way and the full interchange with an overapss at East Grand Avenue.
- *Traffic Way*, located along the western boundary of the Project site, is a two- to three-lane roadway with a generally north-south alignment running parallel to U.S. Highway 101 from the southeastern City limit in the southeast region of the City, north to West Branch Street. Traffic Way would serve as the primary entrance road for the proposed restaurant and hotel on Subarea 1. Traffic Way serves as an arterial roadway. Traffic Way is a partial interchange at U.S. Highway 101, providing Highway 101 with both the southbound on-ramp and northbound off-ramp at an uncontrolled intersection 450 feet south of East Cherry Avenue; Traffic Way does not support an overpass linking areas of the City east and west of U.S. Highway 101.
- *East Cherry Avenue*, located along the northern site boundary, runs east-west and perpendicular to Traffic Way. It is a two-lane road in the Project vicinity, with sidewalks developed only on the north side of the street opposite the Project site. East Cherry Avenue provides access to the residential communities located to the

north and east of the Project site and would serve as the primary entrance road for the proposed residential development on Subarea 2. The intersection of East Cherry Avenue with Traffic Way is stop sign controlled only on Cherry Avenue, with uncontrolled traffic on Traffic Way. Cherry Avenue supports a southbound left turn lane onto Traffic Way.

- *South Traffic Way,* the southern-most extent of Traffic Way, starts at the Traffic Way/U.S. Highway 101 on- and off-ramp. The four-lane South Traffic Way provides access to Vagabond Mobil Home Park, local churches, and the rural residential areas of southern Arroyo Grande.
- *Fair Oaks Avenue,* a four-lane traveling east to west, begins just west of the Project site at Traffic Way and winds west through the City. Fair Oaks Avenue provides the quickest access to the Arroyo Grande Community Hospital, Harloe Elementary School, and City parks from the Project site.
- *Bridge Street,* a short two-lane side street, is north-/south-oriented and connects Traffic Way with the downtown area along West Branch Street. Bridge Street provides vehicular and pedestrian access to the two streets via a 140 foot long bridge over Arroyo Grande Creek.
- *East Branch Street,* located 0.42 miles north of the Project site, is a two- to four-lane arterial that runs east to west. East Branch Street services the village center, providing traffic flow through the village core and shops, businesses, and residences located along Arroyo Grande Creek. High volumes of traffic along this road conflict with the community's desire for a pedestrian-friendly downtown.
- *West Branch Street,* a two-lane collector road running parallel to U.S. Highway 101, is located 0.60 miles north of the Project site. This road runs east/west from East Branch Street, to Oak Park Boulevard. It serves as a frontage road to local schools, residential streets, public facilities, and commercial retail.
- *East Grand Avenue,* a four- to five-lane arterial, starts at the intersection of East Branch Street and West Branch Street, immediately east of U.S. Highway 101. The primary roadway west of U.S. Highway 101, East Grand Avenue continues west, through the Cities of Arroyo Grande and Grover Beach before ending at the historic California State Route 1 (Pacific Coast Highway), adjacent to the beachfront. East Grand Avenue runs through the majority of industrial and commercial retail districts of Arroyo Grande and Grover Beach, connecting many communities and residential neighborhoods throughout the two cities.

Circulation and traffic flow in the Project vicinity is constrained due to the limited number of north-south arterials parallel to U.S. Highway 101, which funnels traffic onto a limited number of major streets, and the non-standard design and spacing of some intersections. Intersection operation and congestion is discussed below.

3.10.1.2 Traffic Operations at Intersections

The following eight study intersections within the Project vicinity were evaluated for potential Project specific and cumulative impacts associated with potential increases in traffic congestion. In order to determine existing operational characteristics and levels of congestion, traffic counts were collected at each of these intersections (Appendix K):

1. Traffic Way/East Cherry Avenue
2. Traffic Way/ South Traffic Way
3. Traffic Way/Fair Oaks Avenue
4. Traffic Way/Bridge Street
5. Traffic Way/West Branch Street
6. East Grand Avenue/West Branch Street
7. East Grand Avenue/U.S. Highway 101 northbound ramps
8. Fair Oaks Avenue/U.S. Highway 101 southbound ramp

Because traffic flow on arterials is most constrained at intersections, detailed traffic flow analyses focus on operating conditions of critical intersections during peak travel periods, which are typically the AM and PM peak hours. The quality of service offered by any roadway can be described by measuring its Level of Service (LOS), a qualitative method for describing operational conditions within a traffic stream or at an intersection, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. In rating intersection operations, LOS A through LOS F are used, where LOS A indicates free-flow operations and LOS F indicates congested operations (see Table 3.10-1). The Transportation Research Board (TRB) 2010 Highway Capacity Manual (HCM) is the standard used for evaluating all types of LOS (e.g., signalized, unsignalized, freeway intersections). The City considers LOS C as the minimum acceptable operating standard for intersections. Where deficiencies exist, mitigate to an LOS D at a minimum and plan improvement to achieve LOS C (City of Arroyo Grande 2001).

Table 3.10-1. LOS Criteria for Signalized and Unsignalized Intersections

LOS	Description	Control Delay Per Vehicle (seconds)	
		Signalized	Unsignalized
A	Uncongested operations; all vehicles clear in a single cycle.	≤ 10	≤ 10
B	Uncongested operations; all vehicles clear in a single cycle.	10.1 – 20	10.1 – 15
C	Light congestion; occasional backups on critical approaches.	20.1 – 35	15.1 – 25
D	Congestion on critical approaches, but intersection functional. Vehicles wait through more than one cycle during short peaks. No long-standing lines formed.	35.1 – 55	25.1 – 35
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	55.1 – 80	35.1 – 50
F	Total breakdown with stop-and-go operations.	> 80	> 50

Source: TRB 2010.

The LOS criteria for stop-sign-controlled intersections have different threshold values than those for signalized intersections primarily because drivers expect different levels of performance from different types of transportation facilities. A signalized intersection is designed to carry higher traffic volumes than a stop-sign-controlled intersection. Thus, a higher level of control-related delay is acceptable at a signalized intersection for the same LOS.

LOS was calculated for the area intersections using the SYNCHRO 8 LOS analysis software program, which implements the HCM methodology. The methodology accounts for geometry, traffic controls, signal timing, and the mix of traffic using the facility, including autos, trucks, buses, bicycles, and pedestrians. Existing traffic signal timing information was retrieved from the City and California Department of Transportation (Caltrans) and was then input into a model to accurately represent the existing conditions at the signalized intersections (see Table 3.10-2).

Table 3.10-2. Existing Peak Hour Intersection LOS

Intersection Number	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay (seconds per vehicle)	LOS	Delay (seconds per vehicle)	LOS
1	S. Traffic Way/Traffic Way/U.S. 101 Ramps	TWSC	11.9	B	10.8	B
2	E. Cherry Avenue/Traffic Way/	TWSC	14.6	B	19.7	C
3	**Fair Oaks Avenue/Traffic Way/**	**AWSC**	**34.6**	**D**	**26.9**	**D**
4	Bridge Street/Traffic Way/	TWSC	19.3	C	15.1	C
5	W. Branch Street/Traffic Way/	Signal	29.2	C	25.4	C
6	**E. Grand Avenue/W. Branch Street**	**TWSC**	**56.1**	**F**	**116.6**	**F**
7	E. Grand Avenue/U.S. 101 NB Ramps	Signal	18.9	B	10.1	B
8	**Fair Oaks Avenue/U.S. 101 SB Offramp/Orchard Avenue**	**AWSC**	**38.4**	**E**	17.8	C

Note: TWSC = Two-Way Stop-Control; AWSC = All-Way Stop-Control
Intersections in **bold** operate at an unacceptable LOS.
Source: Omni-Means 2015 (see Appendix K).

Based upon this analysis, a majority of existing signalized intersections in the Project area operate at acceptable free flowing conditions of LOS C or better. Three of the study intersections currently operate at unacceptable LOS during the AM and/or PM peak hour periods. Those intersections operating at unacceptable LOS include Fair Oaks Avenue/Traffic Way, East Grand Avenue/West Branch Street, Fair Oaks Avenue/U.S. 101 southbound off-ramp/Orchard Avenue.

3.10.1.3 Alternative Transportation

Transit Services

San Luis Obispo Regional Transit Authority (SLORTA) operates bus service within the City of Arroyo Grande and throughout San Luis Obispo County. The South County Transit (SCT) provides bus services throughout the Five Cities region, servicing the City. SCT Routes 23 and 24 are fixed routes that service the City, with a bus stop approximately 0.29 miles away from the Project site, slightly further than the accepted ideal maximum walking distance of 0.25 miles for transit stops. SLORTA operates intercity bus service within San

Luis Obispo County and to Santa Maria in Santa Barbara County. SLORTA also operates Runabout, the County-wide Americans with Disabilities Act (ADA) transportation service, and Dial-A-Ride, an affordable curb-to-curb transportation service.

Hours and operation and service frequencies for SCT and SLORTA routes in the Project vicinity are described in Table 3.10-3. SCT routes 23 and 24 provide service throughout the Five Cities area and stop in several locations around the Historic Village of the City. There is no direct transit service to the Project site, but the nearest transit stop is located approximately 0.30 miles north at Hart-Collett Memorial Park. This location provides transit stops for SCT Routes 23, 24, and 25. No SLORTA service stops are readily accessible to the Project site for pedestrian access.

Although one transit stop that services several routes exists within approximately 0.30 miles of the site, transit service frequency (also known as headway) in the Project vicinity is infrequent, with the two key routes in the Project vicinity (Routes 23 and 24), operating at 60-minute headways (see Table 3.10-3). This low headway can lead to delays for transit-dependent individuals and may not make public transportation an attractive option for non-transit-dependent individuals. Ideal headways to make transit most useful to transit dependent households and attractive to non-transit dependent individuals are generally from 10 to 15 minutes during peak hours with transit stops within 0.25 miles. However, the auto-oriented, low-density nature of area land uses and the large-block, arterial-based street system present a challenge to improving transit service to the area.

SLORTA Route 10 is the only regional transit route that stops in the general Project vicinity. SLORTA Route 10 travels north-south along the U.S. Highway 101 from the City of San Luis Obispo in San Luis Obispo County to the City of Santa Maria in Santa Barbara County. The bus makes minimal stops each way, and offers only one stop in the City on El Camino Real at Halcyon Road, approximately 1.0 mile from the Project site, well outside of the typically accepted ideal maximum walking distance of 0.25 miles.

In addition to inner-city transit, Amtrak provides intercity rail and bus service at the station located at the Grover Beach Amtrak Station, approximately 3.0 miles west of the Project site. The station can be reached using local transit SCT Route 21, which has a bus stop at East Grand Avenue and West Branch Street, approximately 0.5 miles northwest of the Project site. The Pacific Surfliner line operates two trains daily from the station to destinations south of San Luis Obispo.

Table 3.10-3. Existing Transit Services

Route	Service to Project Site	Day of Week	Service Span	Headway (minutes)
SCT				
21	Pismo Beach Premium Outlets – Arroyo Grande – Grover Beach – Pismo Beach – Shell Beach – Pismo Beach Premium Outlets	Mon – Fri Sat Sun	6:29 AM – 7:24 PM 7:29 PM – 7:24 PM 7:29 AM – 6:24 PM	60 60 60
23	Grover Beach – Oceano – Arroyo Grande – Grover Beach – Oceano – Grover Beach	Mon – Fri Sat Sun	6:00 AM* – 10:40 PM 8:10 AM* – 6:05 PM 7:55 AM* – 6:21 PM	60 60 60
24	Pismo Beach Premium Outlets – Grover Beach – Arroyo Grande – Pismo Beach Premium Outlets	Mon – Fri Sat Sun	6:29 AM – 7:25 PM 7:29 AM – 7:25 PM 7:29 AM – 6:25 PM	60 60 60
25^{AM}	Romona Garden – 13th at Menton – Hwy 1 at Pershing – Wilmar at 19th – Arroyo Grande High	Mon Tues - Fri	8:45 AM – 9:15 AM 7:03 AM – 7:30 AM	- -
25^{PM}	Arroyo Grande High – Halcyon Park and Ride – Oceano Lagoon – Ramona Garden Park	Mon - Fri	3:03 PM – 3:40 PM	-
SLORTA				
10	San Luis Obispo – Pismo Beach – Arroyo Grande – Nipomo – Santa Maria	Mon – Fri Sat Sun	5:45 AM – 9:43 PM 7:14 AM – 8:43 PM 8:14 AM – 6:43 PM	60 180 240

Notes: * On the first trip of the day, SCT 23 service starts at Oak Park Blvd at Longbranch Ave at 5:55 AM. All other SCT 23 trips depart Romano Garden Park at :29 past each hour.
^{AM} Service route for morning hours only. Only one route time each day.
^{PM} Service route for evening hours only. Only one route time each day.
Source: SLORTA 2015; South County Transit 2015.

Bicycle Facilities

The City developed and adopted the *City of Arroyo Grande Bicycle & Trails Master Plan* in 2012. This plan identifies the existing network of bicycle paths and trails, and sets standards for the expansion of that network. Within the City, current bicycle and trail networks consist of bicycle lanes (Class II bicycle lanes) and bicycle routes (Class III

Bicycle lanes and concrete sidewalks are provided on both sides of Traffic Way providing pedestrian access to the Project site and the surrounding

bicycle lanes). Within the Project vicinity, existing Class II bicycle lanes run in both directions along Traffic Way from South Traffic Way to East Branch Street, adjacent to the Project site. The Historic Village area provides bicycle racks, and bicycle friendly facilities. Other major roadways such as East Branch Street, East Grand Avenue and Fair Oaks Avenue lack designated bicycle lanes, presenting a challenge to cyclists using these relatively high speed facilities.

Pedestrian Facilities

Pedestrian facilities comprise sidewalks, crosswalks, and off-street paths that are intended to provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. Pedestrian facilities are incomplete and lacking in some areas in the southwest corner of the City, with discontinuous sidewalks along some roadways such as Traffic Way, and lack pedestrian connectivity between neighborhoods due to topography, existing roadway layout and few developed pedestrian trails. The Project site is located at the southeast corner of Traffic Way and East Cherry Avenue. East Cherry Avenue provides paved sidewalks on only one side for pedestrian travel. The west side of Traffic Way supports a paved sidewalk for pedestrian use, while the east side of the roadway fronting the project site is an unpaved gravel foot path, with a paved sidewalk resuming north of East Cherry Avenue. Along the northern side of East Cherry Avenue a paved cement sidewalk is developed adjacent to existing homes while the south side supports an informal dirt pedestrian path. Dirt roads and informal pedestrian paths on hillsides south and east of the site appear to receive light pedestrian use.

None of the intersections within the Project vicinity support marked or protected crosswalks. For example, the nearest marked crosswalk to the Project site that provides safe access across to the west side of Traffic Way in the Project vicinity is located more than 500 feet to the north, limiting pedestrian access to commercial uses (e.g., Log Cabin Market) west of Traffic Way. A Pedestrian Safety Review of the City was conducted by ITS Berkeley in 2010 which found that improvement could be made to the street system to increase pedestrian safety, especially at large street crossings.

3.10.2 Regulatory Setting

3.10.2.1 Federal

Americans with Disabilities Act (1990)

Title III of the Americans with Disabilities Act (ADA) (codified in Title 42 of the United States Code [USC]), prohibits discrimination on the basis of disability in places of public accommodation (i.e., businesses and non-profit agencies that serve the public) and commercial facilities (i.e., other businesses). This regulation includes Appendix A to Part 36, Standards for Accessible Design, which establishes minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warning for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

3.10.2.2 State

California Department of Transportation (Caltrans)

Caltrans manages the operation of State Highways, including the U.S. Highway 101, which passes through the Arroyo Grande area.

Senate Bill (SB) 743

To further the state's commitment to the goals of SB 375, AB 32 and AB 1358, SB 743 adds Chapter 2.7, *Modernization of Transportation Analysis for Transit-Oriented Infill Projects*, to Division 13 (Section 21099) of the Public Resources Code. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for urban infill projects and eliminating the measurement of automobile delay, including LOS, as a metric that can be used for measuring traffic impacts in transit priority areas. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses.

Pursuant to SB 743, the Office of Planning Research (OPR) released a *Draft of Updates to the CEQA Guidelines* in August 2014. OPR's *Draft of Updates* proposes vehicle miles traveled (VMT) as the replacement metric for LOS in the context of CEQA. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Draft of Updates* suggest criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment. For instance,

a project that results in VMTs greater than the regional average for the land use type (e.g. residential, employment, commercial) may indicate a significant impact. Alternatively, a project may have a less than significant impact if it is located within 0.5 mile of an existing major transit stop, or results in a net decrease in VMTs compared to existing conditions.

3.10.2.3 Local

City of Arroyo Grande General Plan

The City General Plan sets objectives and policies for all city resources. Those associated with the standards of streets and highways incorporated within the City are managed through the *Circulation Element* of the General Plan.

General Plan, Circulation Element

Goal CT2 – Attain and maintain LOS C or better on all streets and controlled intersections.

> **Policy CT2-1** – Where deficiencies exist, mitigate to an LOS 'D' at a minimum and plan improvement to achieve LOS C (LOS E or F unacceptable = significant adverse impact unless Statement of Overriding Considerations or CEQA Findings approved). The design and funding for such planned improvements shall be sufficiently definite to enable construction within a reasonable period of time.
>
> **Policy CT2-3** – Require that General Plan Amendments, Rezoning Applications or development projects involving 20 or more estimated peak hour trip additions provide traffic studies according to City LOS policy, including subsequent amendments and refinements.

Goal CT3 – Maintain and improve existing "multi-modal" circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction.

> **Policy CT3-3** – Promote non-motorized bike and pedestrian circulation facilities to serve all areas of the City and linking regional systems, with priority coordination with school, park, transit and major public facilities.

Goal CT4 – Ensure compatibility and complementary relationships between the circulation/transportation system and existing and planned land uses, promoting environmental objectives such as safe and un-congested neighborhoods, energy conservation, reduction of air and noise pollution, transit, bike and pedestrian friendly characteristics.

General Plan, Parks and Recreation Element

Goal PR4 – A network of trail, bicycle lanes and bikeways should be established for use by local residents and visitors to the Arroyo Grande valley.

> **Implementation PR4-1.3** – Proposed trails, especially bicycle lanes which serve as connections to schools and recreation facilities, shall be given high priority in implementation.

City of Arroyo Grande Bicycle & Trail Master Plan (2012)

The *Bicycle & Trail Master Plan* was prepared and adopted by the City in 2012 to improve and encourage bicycle and pedestrian transportation within the City. This plan works to establish a comprehensive system of bikeways and trail facilities in compliance with State, County, and City regulations and policies.

3.10.3 Environmental Impact Analysis

3.10.3.1 Thresholds of Significance

In accordance with Appendix G of the 2016 CEQA Guidelines, the proposed Project would result in a significant effect under CEQA if it were to:

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

b) Conflict with an applicable congestion management program (CMP), including but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

d) Result in inadequate emergency access; and/or,

e) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Relationship of SB 743 to Project Analysis

As previously stated, a key provision of SB 743, passed in September 2013, is the elimination of vehicle delay and LOS as a CEQA significance criterion in urban areas.

However, since the proposed Project is not within a transit priority area, and OPR has not yet adopted new CEQA Guidelines for replacement criteria to LOS thresholds, this section continues to evaluate the project using the City's adopted significance criteria of automobile delay (LOS), and impact analysis will not include a complete VMT analysis.

3.10.3.2 Impact Assessment Methodology

The transportation and traffic impact analysis addresses the impacts associated with implementation of the proposed Project. Project access would be provided by the construction of a new, two-lane collector street between Subarea 1 and Subarea 2 (refer to Section 2.0, *Project Description* for a complete description of Project subareas). The Project additionally proposes the improvement of East Cherry Avenue to include upgrades to the right-of-way in the form of pedestrian sidewalks, parkways, parking, and bicycle lanes. "Residential interior streets" would be designed to provide access throughout the single family residential neighborhood. An alley way will provide access to the rear side of the housing units that would be facing East Cherry Avenue, as well as those facing inward toward the proposed neighborhood.

The TIA for the proposed Project analyzed the following scenarios (see Appendix K for further detail):

- Existing Conditions;
- Existing plus Approved/Pending (A/P) Projects Conditions;
- Existing plus A/P Projects plus Project Conditions;
- Cumulative "No Project" Conditions; and,
- Cumulative plus Project Conditions.

Based on the Goal CT2 of the City's *Circulation Element*, attain and maintain LOS C or better on all streets and controlled intersections, the TIA utilized a LOS C standard for all scenarios in terms of identifying acceptable conditions. In addition, seconds of delay were considered. Significance thresholds for signalized and unsignalized intersections were evaluated. In accordance with the City's Draft TIA Guidelines for signalized intersections, if LOS D or E conditions exist under the "No-Project" scenario, any additional delay introduced by the project of more than 7.5 seconds for signalized intersections is considered a significant impact. Likewise, if LOS F conditions exist under the No-Project scenario, any additional delay introduced by the project of 5.0 seconds or more for signalized intersections is considered a significant impact. For unsignalized intersections, the Project is considered to have a significant impact if it would go from acceptable to

unacceptable LOS conditions, or if it would increase the delay by more than 5.0 seconds at an intersection that is already operating at an unacceptable condition under the No-Project scenario.

Existing and proposed Project conditions were evaluated during the weekday PM peak hour period, which is expected to be the worst-case scenario for Project trip generation.[1] The estimated Project trip generation during the AM peak hour is not expected to result in impacts beyond those identified in the PM peak period; therefore, per City direction, no quantitative analysis was conducted during the AM peak period or on weekends. Cumulative traffic volumes were developed using forecasts from the traffic models developed by the City and the San Luis Obispo Citywide Traffic Model (SLOCTM). The roadways and intersections included in the TIA were identified jointly by the traffic consultant and City staff based on the magnitude and specific location of Project-generated traffic and the potential for newly generated trips to impact streets and roadways in the Project area.

Project Trip Generation

The amount of traffic added to the surrounding roadway system by the proposed Project was estimated by applying the applicable trip generation rates to the development proposal. Project trip generation estimates were calculated based on data presented in the Institute of Transportation Engineers (ITE) Trip Generation Report (9th Edition) and other sources. The trip generation also accounts for pass-by trips (i.e., trips to the site made by vehicles already traveling by the site on the adjacent street, vehicles that would make an interim stop between their primary origin and destination) and internal capture rate (i.e., trips that are internal within a mixed use development and will complement each other, such as a restaurant and hotel next to each other) reductions. Pass-by trips are not considered "new" trips added to the street system by the Project, per se, but are included in the analysis of traffic that enters and exits the site. The Quality Restaurant (Land Use Code #931) rate of 40 percent was used to calculate the trip generation estimates for the proposed Project, and so a conservative 40 percent pass-by trip reduction was applied to the Project. After considering trip generation and reductions, the Project as a whole is anticipated to generate 1,646 average daily trips (ADT), including 132 AM peak hour trips and 157 PM peak hour trips.

[1] The PM peak hour typically represents the worst-case for intersection operations unless affected facilities are near a school or other generators with a high AM peak hour. Outside of major tourist or recreation destinations, weekend roadway conditions do not typically exhibit peak hour traffic in excess of PM periods.

Project Trip Distribution and Assignment

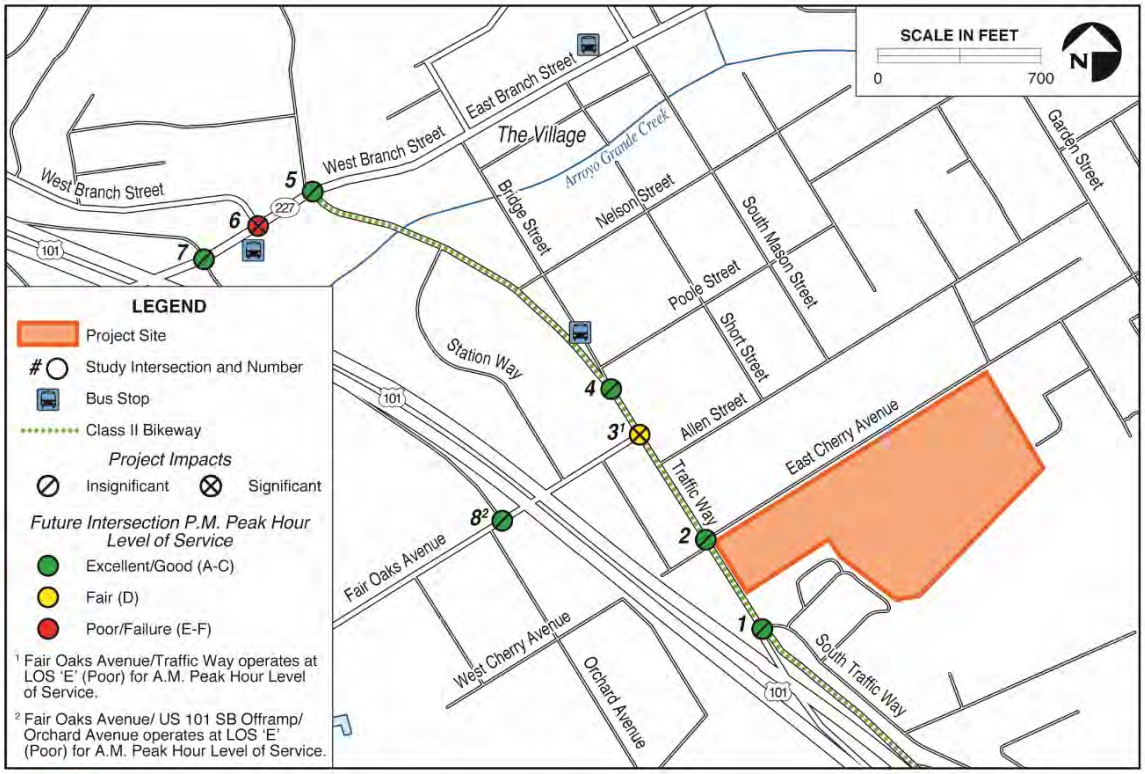
The Project-generated traffic volumes were distributed and assigned onto the adjacent street network based on use of the *City of Arroyo Grande Travel Demand Model*, existing traffic flow patterns in the area, geographic location of the Project site, and the relative locations of complementary land uses in the community. The Project trips were distributed throughout the study area as follows:

- 30 percent to/from northbound U.S. Highway 101 via East Grand Avenue/Traffic Way north of East Cherry Avenue;
- 5 percent to/from West Branch Street north of East Branch Street;
- 35 percent to/from southbound U.S. 101 via Traffic Way south of East Cherry Avenue;
- 12 percent to/from East Grand Avenue west of U.S. 101/Traffic Way and north of East Cherry Avenue;
- 8 percent to/from Fair Oaks Avenue via Traffic Way north of Cherry Avenue
- 7 percent to/from East Branch Street via Bridge Street/Traffic Way north of East Cherry Avenue; and
- 3 percent to/from East Cherry Avenue east of the Project (becoming Branch Mill Road connecting to Huasna Road & Orcutt Road).

Intersection LOS

The majority of existing signalized intersections in the Project area currently operate at acceptable free flowing conditions of LOS C or better. Three of the study intersections currently operate at unacceptable LOS, including Fair Oaks Avenue/Traffic Way (LOS D, AM and PM peak hours), East Grand Avenue/West Branch Street (LOS F AM and PM peak hours), and Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue (LOS E, AM peak hour only). Tables 3.10-2 and 3.10-4 compare the LOS of intersections studied with and without the proposed Project. Existing LOS of the study intersections are shown in Figure 3.10-1.

As shown in Figure 3.10-2 below and Table 3.10-4 and Table 3.10-5, with implementation of the proposed Project, significant impacts are anticipated to occur at the Fair Oaks Avenue/Traffic Way and East Grand Avenue/West Branch Street intersections at both AM and PM peak hours. These impacts are further described in Section 3.10.4, *Project Impacts and Mitigation Measures*.



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Existing + Approved/ Pending Projects + Project Transportation Conditions

FIGURE 3.10-2

Table 3.10-4. AM Peak Hour + Short-term + Project Delay Impact Summary

Intersection Number	Intersection	Existing + Approved/ Pending		Existing + A/P + Project		Change in Delay due to Project (Seconds)	Significant Impact?
		Delay[1]	LOS	Delay[1]	LOS		
1	S. Traffic Way/Traffic Way/ U.S. 101 Ramps	12.0	B	12.4	B	0.4	No
2	E. Cherry Avenue/Traffic Way	14.6	C	16.5	C	1.9	No
3	**Fair Oaks Avenue/Traffic Way**	**36.1**	**E**	**43.2**	**E**	**7.1**	**Yes**
4	Bridge Street/Traffic Way	19.9	C	21.5	C	1.6	No
5	W. Branch Street/Traffic Way[2]	25.0	C	32.2	C	7.2	No
6	**E. Grand Avenue/ W. Branch Street**	**71.9**	**F**	**101.9**	**F**	**30.0**	**Yes**
7	E. Grand Avenue/U.S. 101 NB Ramps[2]	19.7	B	20.6	C	0.9	No
8	**Fair Oaks Avenue/ U.S. 101 SB Offramp /Orchard Avenue**	**38.9**	**E**	**39.5**	**E**	**0.6**	**No**

Notes: Intersections in **bold** operate at an unacceptable LOS.
[1] Delay expressed in average seconds per vehicle. LOS is based on delay.
[2] Signalized intersection.
Source: Omni Means 2015 (see Appendix K).

Table 3.10-5. PM Peak Hour Short-term + Project Delay Impact Summary

Intersection Number	Intersection	Existing + Approved/ Pending		Existing + A/P + Project		Change in Delay due to Project (Seconds)	Significant Impact?
		Delay[1]	LOS	Delay[1]	LOS		
1	S. Traffic Way/Traffic Way/ U.S. 101 Ramps	10.8	B	11.1	B	0.3	No
2	E. Cherry Avenue/ Traffic Way	20.4	C	24.9	C	4.5	No
3	**Fair Oaks Avenue/Traffic Way**	**28.0**	**D**	**34.7**	**D**	**6.7**	**Yes**
4	Bridge Street/ Traffic Way	15.4	C	16.3	C	0.9	No
5	W. Branch Street/ Traffic Way[2]	23.2	C	26.7	C	3.5	No
6	**E. Grand Avenue/ W. Branch Street**	**166.6**	**F**	**233.0**	**F**	**66.4**	**Yes**
7	E. Grand Avenue/U.S. 101 NB Ramps[2]	10.2	B	10.3	B	0.1	No
8	Fair Oaks Avenue/U.S. 101 SB Off-ramp/Orchard Avenue	18.3	C	19.2	C	0.9	No

Notes: Intersections in **bold** operate at an unacceptable LOS.
[1] Delay expressed in average seconds per vehicle. LOS is based on delay.
[2] Signalized intersection.
Source: Omni Means 2015 (see Appendix K).

3.10.4 Project Impacts and Mitigation Measures

The impacts of the proposed Project related to traffic were evaluated using trip generation, trip distribution, and trip assignment. Trip generation estimates the amount of added traffic to the roadway network. Trip distribution estimates the direction of travel to and from the project site. Trip assignment allocates trips to specific street segments and intersection turning movements. The results of these three components, as well as the intersection LOS calculations, are considered traffic data under Project conditions and are compared to traffic data for existing conditions under Section 3.10.1, *Environmental Setting* (refer to Table 3.10-2), to determine impacts on traffic in the Project area. The transportation related impacts associated with the proposed Project are described below.

Table 3.10-6. Summary of Project Impacts

Transportation and Traffic Impacts	Mitigation Measures	Residual Significance
Impact TRANS-1. Project construction activities would potentially create short-term traffic impacts due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane and sidewalk closures, and loss of on-street parking.	MM TRANS-1a	Less than Significant with Mitigation
Impact TRANS-2. Project generated traffic would potentially cause the LOS at the Fair Oaks Avenue/Traffic Way intersection to deteriorate from acceptable to unacceptable LOS in both the AM and PM peak hours, causing a significant impact. With installation of a traffic signal, intersection LOS would be maintained at acceptable LOS.	MM TRANS-2a	Less than Significant with Mitigation
Impact TRANS-3. Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D.	MM TRANS-3a MM TRANS-3b	Significant and Unavoidable
Impact TRANS-4. Project generated traffic would potentially cause incremental increases in delays at the Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue intersection which operates at unacceptable LOS E during AM peak hour. However, increased delays would not exceed City standards.	None required	Less than Significant
Impact TRANS-5. The proposed Project would potentially create conflicts with turning movements at driveways and intersections on the Project site.	MM TRANS-5a (Recommended)	Less than Significant
Impact TRANS-6. The proposed Project would potentially generate and attract trips to and from U.S. Highway 101, incrementally increasing congestion of the region's main highway.	None required	Less than Significant
Impact TRANS-7. The proposed Project would potentially increase demand for transit services in an underserved area, presenting a barrier to both transit dependent and non-transit dependent households for using transit.	MM AQ-5a	Less than Significant

Impact

TRANS-1 **Project construction activities would potentially create short-term traffic impacts due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane and sidewalk closures, and loss of on-street parking (Less than Significant with Mitigation).**

Construction related increases in traffic would be short-term in nature and would incrementally contribute to road or intersection congestion over the planning horizon. Increased construction traffic, particularly large haul trucks and other heavy equipment (e.g., earthmovers), may disrupt local traffic flows, congest limited turn lane capacities, and generally slow traffic movement. A grading plan for the entire site has not been prepared, making it difficult to forecast haul truck trips for import or export of fill during site grading. However, the grading plan for Subarea 2 gives 17,000 cubic yards (cy) of cut and 11,000 cy of fill, which implies an export of 6,000 cy. Assuming a typical haul truck holds 10 cy, there would be approximately 600 haul truck trips associated with Subarea 2. Cut and fill amounts for Subarea 1 and 3 are unknown at this time, but would contribute substantially to the total number of haul truck trips. However, this estimate does not account for the compaction of soil, which has the potential to reduce the number of trips.

Construction activity during early site preparation typically also includes use of haul trucks for fill import or export, cement trucks, material and equipment delivery trucks and worker vehicles. These vehicles would likely use U.S. Highway 101 to travel to and from the site. Other potential construction-related impacts include idling, parked, or queued heavy trucks that could potentially obstruct visibility, traffic flows and interfere with pedestrian and bicycle flows. Further, construction activities would require parking for construction workers. Construction may also require the temporary or extended closure of traffic lanes, sidewalks and bicycle lanes on surrounding streets (e.g., Class II bicycle lane on Traffic Way) to accommodate parked vehicles, operation of construction equipment, installation of Project improvements, etc. Depending on final construction plan details, such lane and sidewalk closures could extend from a single day to several weeks.

Construction parking demand combined with temporary removal of on-street parking resulting from development under the Project would potentially affect on-street parking availability on East Cherry Avenue. Project construction activities could create potentially significant short-term impacts along major access routes in the vicinity of the Project site. However, implementation of mitigation measure MM TRANS-1a would require preparation of a Construction Impact Mitigation Plan, which would address construction traffic routing and control, vehicular and pedestrian safety, pedestrian/bicycle access and parking, street closures, and construction parking. This Construction Impact Mitigation Plan would address individual phases of development including demolition, site preparation, and on-going construction activities. Implementation of mitigation measure MM TRANS-1 would reduce construction-related traffic impacts to ***less than significant with mitigation***.

Mitigation Measure for All Subareas

MM TRANS-1a *Future development occurring under the proposed Project shall be required to prepare a Construction Transportation Management Plan for review and approval by the City prior to issuance of a building permit to address and manage traffic during construction and shall be designed to:*

- *Prevent traffic impacts on the surrounding roadway network*
- *Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable*
- *Ensure safety for both those constructing the project and the surrounding community*
- *Prevent substantial truck traffic through residential neighborhoods*

The Construction Transportation Management Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, Fire, and Police, to ensure that the Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:

Ongoing Requirements throughout the Duration of Construction:

- *A detailed Construction Transportation Management Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval.*
- *Work within the public right-of-way shall be performed between 9:00 AM and 4:00 PM. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit.*
- *Streets and equipment shall be cleaned in accordance with established Public Works requirements.*

- *Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself.*
- *Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.*
- *Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.*
- *Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.*

Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction:

- *The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, and implementation of an approved Construction Impact Mitigation Plan).*
- *A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way shall be obtained.*
- *Timely notification of construction schedules shall be provided to all affected agencies (e.g., Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.*
- *Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.*
- *Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.*

Plan Requirements and Timing. The Applicants shall submit the Construction Transportation Mitigation Plan to the City for review and approval prior to issuance of grading and building permits. The Applicants shall conduct necessary construction employee training prior

to the commencement of construction. The City Public Works Department, Police Department, and Fire Department, and nearby residences shall be notified of the construction schedule prior to construction.

Monitoring. The City shall ensure compliance with the Construction Transportation Mitigation Plan with periodic inspections of the Project site during construction. Complaints related to construction traffic at the site shall be directed to the City Public Works Department.

Residual Impact

Residual impacts under TRANS-1 would be less than significant.

The City's municipal code establishes development impact fees for traffic signalization and transportation facilities, which are imposed as a condition of approval upon all development projects for which a building permit is issued. These impact fees are established in order to pay for the capital costs of public facilities reasonably related to the needs of new development in the City.

Impact

TRANS-2 Project generated traffic would potentially cause the LOS at the Fair Oaks Avenue/Traffic Way intersection to deteriorate from acceptable to unacceptable LOS in both the AM and PM peak hours, causing a significant impact. With installation of a traffic signal, intersection LOS would be maintained at acceptable LOS (Less than Significant with Mitigation).

The unsignalized Fair Oaks Avenue/Traffic Way intersection currently operates at an unacceptable LOS D in both the AM and PM peak hours (refer to Table 3.10-4 and Table 3.10-5), and meets warrants for installation of a traffic signal. Omni Means (2015) calculated that the Project would add more than 5.0 seconds of delay to the Existing plus Approved/Pending Projects Scenario (i.e., +7.1 seconds in the AM peak hour and +6.7 seconds in the PM peak hour) which exceeds the significance threshold established by the City for unsignalized intersections, thereby creating a Project-specific significant impact at this intersection. The 2014 Regional Transportation Plan identifies the need for intersection improvements at Fair Oaks Avenue/Traffic Way; these improvements are planned and discretionary funding to the City for preliminary phases may be available (SLOCOG 2014a).

Implementation of the mitigation measure of installing a traffic signal as discussed below would reduce this impact to ***less than significant with mitigation***.

Mitigation Measure for Subarea 2

MM TRANS-2a *Fair Oaks Avenue/Traffic Way: A new traffic signal shall be installed at the intersection of Traffic Way and Fair Oaks Avenue.*

Plan Requirements and Timing. Prior to issuance of a development permit for construction, including grading, the Applicant shall 1) submit a funding agreement between the owners of the three subareas for the Traffic Signal Improvements to the City for review and approval; and 2) submit Traffic Signal Improvement Plans to the City for review and approval. Prior to issuance of a building permit, the Applicant shall complete construction of the traffic signal improvements.

Monitoring. The City shall review and approve the funding agreement between the owners of the three subareas for the traffic signal design and construction prior to the issuance of any development permit for construction, including grading. The City shall ensure the traffic signal is installed and operational prior to the issuance building permits.

Residual Impact

Residual impacts under TRANS-2 would be less than significant with the mitigation for installation of a traffic signal.

Impact

TRANS-3 **Project generated traffic would potentially cause delays at the East Grand Avenue/West Branch Street intersection which operates at unacceptable LOS F to increase by more than 5 seconds in excess of City standards in both the AM and PM peak hours, causing a significant impact. There are no feasible funded or scheduled mitigation measures available to reduce this impact to a less than significant level consistent with the requirements of City General Plan Policy CT2-1 which requires improvement to LOS D (Significant and Unavoidable).**

Under all analyzed scenarios, the East Grand Avenue/West Branch Street intersection currently operates at a LOS F. Under the Existing plus Approved/Pending Projects plus Project conditions, Project-generated traffic would contribute to the projected AM and PM

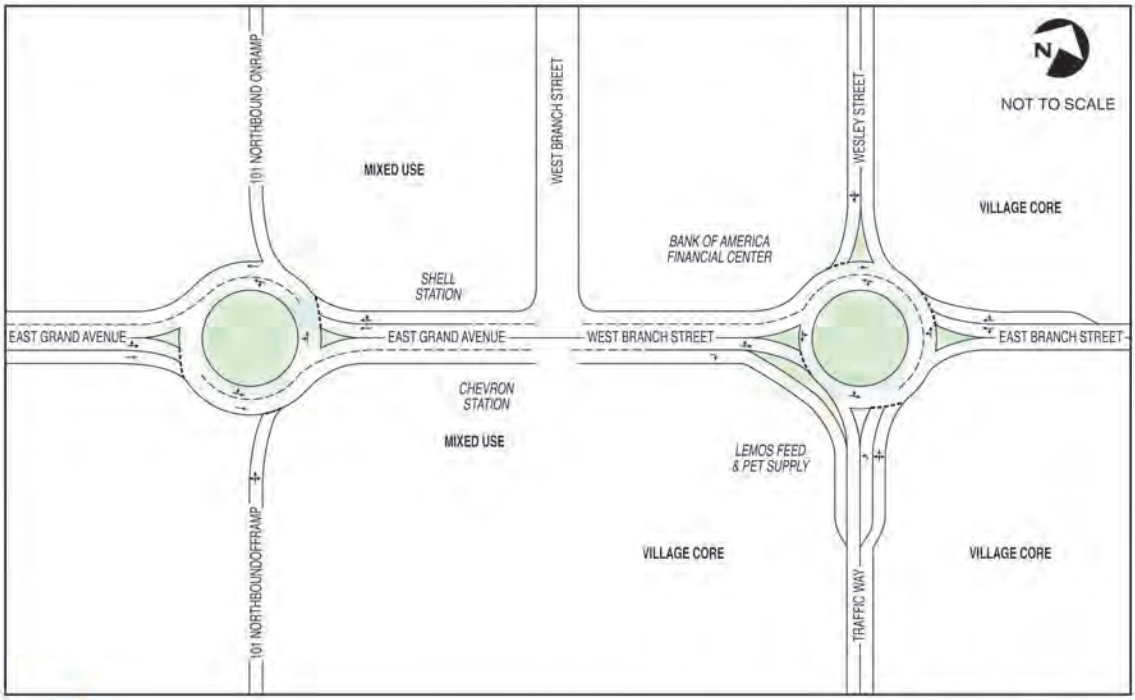
peak hour operation at LOS F at the intersection and would increase the delay by more than 5 seconds in each peak hour, thus creating a Project specific significant impact at this intersection (refer to Table 3.10-4 and Table 3.10-5).

Signalization of the East Grand Avenue/West Branch Street intersection is not recommended, as it is projected to cause queuing that exceeds available storage between the closely-spaced East Grand Avenue/West Branch Street and East Branch Street/Traffic Way intersections, which would create significant secondary impacts that would cause the existing signal at East Branch Street/Traffic Way to decrease from LOS 'C' to LOS 'D' in the AM peak hour. Modifying the lane geometry of the intersection to add a free right turn lane from westbound East Branch Street onto northbound West Branch Street as depicted on Figure 13 of Appendix K would reduce Project-created delays, but would result in the continuation of unacceptable LOS F in both the Existing Short Term plus Project and Cumulative plus Project scenarios. Although this alternative would appear to mitigate the Project's created increase in delay impact at this location to a less than significant level (reducing delay overall), it would be inconsistent with the requirements of City General Plan Policy CT2-1:

> "*Where deficiencies exist, mitigate to an LOS 'D' at a minimum and plan improvement to achieve LOS 'C' (LOS 'E' or 'F' unacceptable = significant adverse impact unless Statement of Overriding Considerations or CEQA Findings approved). The design and funding for such planned improvements shall be sufficiently definite to enable construction within a reasonable period of time."*

Because these measures would leave the Project inconsistent with adopted City General Plan policy, this impact would remain significant, requiring adoption of a statement of overriding considerations per City General Plan Policy CT2-1.

An alternative mitigation measure at this intersection would be to construct two modern roundabouts: one at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps, and one at the intersection of East Branch Street/Traffic Way, as shown in Figure 3.10-3 below. However, the cost to design and construct these two roundabouts may not be roughly proportional to Project impacts as the intersection already operates at LOS F, leaving this measure infeasible for the proposed Project alone to implement. Because this mitigation is unscheduled and unfunded and no other feasible mitigation measures are available, Project short-term impacts would be considered ***significant and unavoidable***. However, if the mitigation measure below is implemented, the long-term impact could be reduced to less than significant.



Mitigation Measures for All Subareas

MM TRANS-3a *East Grand Avenue/West Branch Street: The Applicants shall modify the lane geometry of the intersection of East Grand Avenue and West Branch Street in order to design and install the necessary improvements including widening, restriping, and curb reconstruction of westbound West Branch Street/ northbound West Branch Street to create an exclusive right turn lane.*

Plan Requirements and Timing. The Applicants shall submit plans for the restriping of West Branch Street including any modifications necessary to the northeast curb return and sidewalk to provide for design vehicle turning movements to the City for review and approval from the City Engineer, prior to the issuance of any development permit for construction, including grading.

Monitoring. Road improvements shall be inspected and approved by the City.

MM TRANS-3b *East Grand Avenue/West Branch Street: The Applicants shall pay a fair share portion of the design and construction costs for ~~construction of two roundabouts at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way, or an alternative~~ transportation improvements that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies. Applicants shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.*

Requirements and Timing. The Applicants shall submit payment of their fair share of funding for the above mitigation prior to issuance of ~~land use and/or CUPs~~ grading and/or building permits.

Monitoring. The City shall determine the amount of payment of fair shares for each Applicant commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip generation, etc.).

Residual Impact

Residual impacts under TRANS-3 would remain unavoidable and significant as there are no feasible mitigation measures that could both eliminate Project related increases in delay at this intersection and which are consistent with the City's adopted General Plan. MM TRANS-3a is feasible for the Project to implement but would leave the Project inconsistent with City General Plan Policy CT2-1. MM TRANS-3b would fully mitigate Project impacts in manner that appears to be physically feasible and consistent with the City's General Plan mitigation, but is unfunded and unscheduled and therefore it cannot be stated with certainly when or if the improvements will be completed. Based upon the TIA prepared by Omni Means Engineering Solutions, the Applicants' fair share contribution to these improvements may constitute a limited portion of overall roundabout costs, which have not yet been identified, leaving the timing of and potential for full mitigation uncertain.

Impact

TRANS-4 Project generated traffic would potentially cause incremental increases in delays at the Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue intersection which operates at unacceptable LOS E during AM peak hour. However, increased delays would not exceed City standards (Less then Significant).

The Fair Oaks Avenue/U.S. Highway 101 southbound off-ramp/Orchard Avenue intersection is currently operating at unacceptable LOS E during the AM peak hour. The Project is calculated to add less than 1.0 second of delay for each peak hour over both the Existing plus Approved/Pending Project Scenario (refer to Table 3.10-4 and Table 3.10-5). Therefore the Project would only incrementally increase delay at this intersection. In addition, the City has obtained federal funding to design and construct a roundabout to address existing deficiencies at this intersection. Although the timing of the improvement is unknown, a roundabout at this location was evaluated using SIDRA modeling software, and a modern roundabout is projected to operate at LOS A in both the AM and PM peak hours. Therefore, Project-related impacts to LOS at this intersection would be ***less than significant***.

Mitigation Measures

None required.

Impact

TRANS-5 The proposed Project would potentially create conflicts with turning movements at driveways and intersections on the Project site (Less than Significant).

The implementation of the Project would potentially create conflicts with Project driveways and access point near intersections, especially at the intersection of East Cherry Avenue and Project access points, and the intersection of Traffic Way and the driveway to the proposed hotel. Project access to East Cherry Avenue would need to be stop sign controlled, while the rest of East Cherry Avenue would remain uncontrolled. Project access for Subarea 1 would be Traffic Way and the new collector road installed by Subarea 2. Project access from Traffic Way would be limited. Access to East Cherry Avenue would create conflicts with the intersection of Traffic way and East Cherry Avenue and the intersection of East Cherry Avenue and the new collector road. Relatively low traffic

volumes and speeds, and excellent line of sight on East Cherry Avenue would ensure that this new intersection would operate at acceptable LOS with minimal turning movement conflicts. Project access to Traffic Way would potentially create turning movement conflicts due to the relatively high speed of traffic coming from the U.S. Highway 101 northbound off-ramp onto Traffic Way, which is not controlled by a stop sign. This impact is considered adverse but ***less than significant***. A recommended condition of approval is detailed below in order to further reduce potential impacts associated with Subarea 1.

Recommended Condition of Approval for Subarea 1

MM TRANS-5a *As part of review of permits for development of Subarea 1 and the proposed hotel/restaurant, a circulation study shall be prepared to guide driveway location, design, and ingress/egress access in such a way to ensure public safety and utility.*

Requirements and Timing. Prior to approval of the CUP, the Applicant shall submit a circulation study prepared by a Traffic Engineer.

Monitoring. The City require will require the submittal of circulation study, with review and concurrence to the satisfaction of the City Engineer, prior to CUP review and approval.

Residual Impact

Residual impacts under TRANS-5 would be less than significant.

Impact

TRANS-6 The proposed Project would potentially generate and attract trips to and from U.S. Highway 101, incrementally increasing congestion of the region's main highway (Less than Significant).

Approximately 30 to 35 percent of Project-generated traffic is anticipated to use U.S. Highway 101, adding approximately 576 ADT and 55 PM peak hour trips to this roadway (Omni Means 2015). Traffic on the U.S. Highway 101 through Arroyo Grande was estimated at 50,575 ADT in 2012 and was operating at near capacity during peaks (SLOCOG 2014a). Project-generated traffic would contribute to a less than 1.5 percent increase in volumes along U.S. Highway 101 in this segment.

The *U.S. Highway 101 Corridor Mobility Management Plan* confirmed that San Luis Obispo County's mature transportation system is beginning to experience increasing and recurrent congestion. U.S. Highway 101 will eventually need to be widened for additional capacity. Based on future funding projections, this is beyond the ability of the region to address (SLOCOG 2014b). The 2014 Regional Transportation Plan includes new interchange construction at South Traffic Way/Fair Oaks, which would extend the U.S. Highway 101 ramps at South Traffic Way (SLOCOG 2014a); while this would improve operating conditions within this segment of U.S. Highway 101, this improvement is currently not funded. Although the Project would contribute incrementally to these congestion issues along the U.S. Highway 101 in the long term, the increase of less than 1.5 percent is considered ***less than significant***.

Mitigation Measures

None required.

Impact

TRANS-7 The proposed Project would potentially increase demand for transit services in an underserved area, presenting a barrier to both transit dependent and non-transit dependent households for using transit (Less than Significant).

It is expected that the proposed Project would increase transit demand that may not be easily served by the existing transit services. As described in Section 3.10.1, *Environmental Setting*, existing transit headways (i.e., time between buses) in the Project vicinity are infrequent, and there is no direct transit service to the Project site, with the nearest transit stop located approximately 0.30 miles away from the site. The nearest Amtrak station is accessible by a local bus route that stops approximately 0.50 miles northwest of the Project site. The very infrequent headways and distance to the nearest transit stop would inhibit future residents and employees from using transit and not facilitate City policies to encourage transit use. Because of the long headway in this portion of the City, it is assumed that individuals that have the choice to drive or take public transit would not choose public transit. Therefore, although area transit routes may have sufficient capacity to serve the demand created by the Project, increased demand for relatively convenient transit service would remain unmet. This impact is considered adverse but ***less than significant***.

Mitigation Measures

MM AQ-5a would apply.

Residual Impact

Implementation of mitigation measure MM AQ-5a would further ensure that residual impacts under TRANS-7 would be less than significant. While transit capacity would appear to remain adequate, due to location of the site and design and operation of the existing transit systems, future residents and employees would be largely reliant upon the automobile.

3.10.5 Cumulative Impacts

The Project would continue the trend of urban development in the City and would contribute incrementally to the need for improved transportation facilities in the area. The Project contributes to cumulative traffic impacts at two of the eight study intersections. At the East Grand Avenue/West Branch Street intersection, the proposed Project would contribute to a significant and unavoidable impact that cannot be readily mitigated in a known timeframe because of lack of funding and programming. Under cumulative conditions, significant LOS impacts would continue to occur at the intersection of East Grand Avenue/West Branch Street; however, all other study intersections are anticipated to operate at an acceptable LOS (LOS C or above) after the implementation of Project mitigation (see Table 3.10-7). Overall, the Project contribution to cumulative impacts to transportation is considered ***significant and unavoidable***.

Table 3.10-7. Cumulative + Project (Mitigated) Conditions: Intersection LOS

Intersection Number	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	S. Traffic Way/Traffic Way/ U.S. 101 Ramps	TWSC	12.4	B	No	11.1	B	No
2	E. Cherry Avenue/ Traffic Way	TWSC	16.5	C	No	24.9	C	No
3	Fair Oaks Avenue/Traffic Way	Signal	17.3	B	--	25.5	C	--
4	Bridge Street/ Traffic Way	TWSC	21.5	C	No	16.3	C	No
5	**W. Branch Street/ Traffic Way**	**Signal**	**36.2**	**D**	**--**	24.5	C	--
6	E. Grand Avenue/ W. Branch Street	Signal	8.8	A	--	13.3	A	--
7	E. Grand Avenue/U.S. 101 NB Ramps	Signal	18.6	B	--	12.4	B	--
8	Fair Oaks Avenue/U.S. 101 SB Off-ramp/Orchard Avenue	RNDBT	9.1	A	--	9.1	A	--

Legend: TWSC: Two-Way Stop-Control; AWSC: All-Way Stop-Control; RNDBT = Roundabout
LOS based on delay of worst minor street approach for TWSC intersections; average of all approaches for AWSC, Signal, and RNDBT.
Warrant: CA MUTCD Peak-Hour Warrant-3.

3.11 UTILITIES AND PUBLIC SERVICES

The following section describes existing and planned utilities and public services, and evaluates the operation and capacity of these utilities and services with the development of the East Cherry Avenue Specific Plan (Project). Utilities and public services used during construction and operation of the proposed Project include water, wastewater, solid waste disposal, police and fire protection, schools, and energy services. Parks and recreational facilities are addressed in Section 3.9, *Recreation*. Development of the Project site with residential and commercial uses would increase demand on City services, including fire protection, police protection and other City supported public services; however, the required impact fees and potential tax revenue is designed to accommodate such services.

3.11.1 Environmental Setting

3.11.1.1 Public Services

Public Schools

The Project site is located within the Lucia Mar Unified School District (School District) (K-12), which encompasses the communities of Arroyo Grande, Grover Beach, Nipomo, Oceano, Pismo Beach, and Shell Beach (Lucia Mar Unified School District 2016a). The School District is the largest school district in San Luis Obispo County, and serves over 10,700 students. The School District consists of 19 schools: eleven elementary schools, three middle schools, four high schools, and one continuation high school. The school district contains one full-time teacher for every 23 students, which is below the State average of one teacher per 24 students (NCES 2015). The nearest public schools are Arroyo Grande High School, Paulding Middle School, and Harloe Elementary School. A list of nearby public schools that could serve the Project site are listed below (Table 3.11-1). Although school enrollment has been decreasing in recent years, nearly all schools within the School District are operating at or above capacity (City of Arroyo Grande 2013).

Table 3.11-1. Public Schools within the Project Vicinity

School	Location	Distance From Site (miles)
Arroyo Grande HS	495 Valley Rd., Arroyo Grande	0.40
Village PS	146 Traffic Way, Arroyo Grande	0.32
Paulding MS	600 Crown Hill St., Arroyo Grande	0.53
Harloe ES	901 Fair Oaks Ave., Arroyo Grande	1.11
Arroyo Grande PS	713 Faeh Ave., Arroyo Grande	1.60
Ocean View ES	1208 Linda Dr., Arroyo Grande	1.41

Police Protection

Police services in the Project vicinity are provided by the Arroyo Grande Police Department (AGPD). The AGPD is staffed by 30 full-time employees who provide law enforcement and emergency response throughout the City and surrounding area. The Police Department is located at 200 North Halcyon Road, approximately 1.0 mile from the Project site, with an average emergency response time of 2.8 minutes to the site location (Linda Cox 2015). The department is organized into two major divisions: Patrol Services and Support Services, each led by a Commander. In addition to the 30 full-time employees, the department has six part-time employees, two Reserve Offices, two Neighborhood Services Technicians, one Fleet and Equipment Technician, on Training Manager, and 52 community volunteers. Provision of police protection services are regulated under the *General Plan Safety Element*, which requires adequate provision of these services for a build-out population of 20,000 individuals.

Fire Protection

The Five Cities Fire Authority (FCFA) provides emergency and non-emergency fire and protection services. Emergency services include fire suppression, emergency medical services, hazardous materials services, Oceano Dunes response, technical rescue, fire investigations, disaster response, and public assistance. Non-emergency services include fire and life safety inspections, building inspections, fire code investigations, code compliance and public education. The FCFA currently operates three fire stations that service the Five Cities region, responding to an area approximately 9.5 square miles (FCFA 2015a). The FCFA also provides the only ladder truck in the south San Luis Obispo County and responds to emergencies anywhere between Avila Beach and Nipomo (FCFA 2015b). According to the *City of Arroyo Grande General Plan, Safety Element*, response throughout the City should be a maximum of six (6) minutes. Just as with police protection services, fire protection and prevention services are regulated under the *Safety Element*, which requires adequate provision of these services for a build-out population of 20,000 individuals.

Station 1 of the FCFA is located closest to the Project site, just north along Traffic Way at 140 Traffic Way, approximately 1,760 feet away. The response time for emergencies to the Project site would be less than three (3) minutes (Steve Lieberman 2015).

3.11.1.2 Utility Services

Water Supply

The Urban Water Management Plan assesses the City water demand and water supply in regards to the proposed build-out population, and anticipates adequate supply of water upon reaching build-out of the City (City of Arroyo Grande 2012a). The City receives its water primarily from Lopez Reservoir, as well as groundwater extracted from the Santa Maria Groundwater Basin and Pismo Formation (City of Arroyo Grande 2012a). Water retrieved from the Lopez Reservoir is treated at the Lopez Water Treatment Plant located at the reservoir and operation of the dam and treatment facilities is conducted by the San Luis Obispo Flood Control and Water Conservation District (SLOFCWCD). This is the primary supply of fresh water and is transported to the Five Cities area via the Lopez Pipeline. Current capacity for the reservoir is approximately 49,400 acre-feet (af) with a safe yield of 8,730 acre-feet per year (afy) (City of Arroyo Grande 2012a). Total water demand for the City in 2010 equated to 3,793 afy and it is projected that the City water supply availability will be approximately 3,813 afy in 2020 (City of Arroyo Grande 2012a, see Table 3.11-2). In accordance with the Urban Water Management Plan, the City of Arroyo Grande is contracted to receive 2,290 afy from the Lopez Reservoir, accounting for approximately half of the available water allocation; however, in surplus years, the City may be offered surplus supplies.

Table 3.11-2. Arroyo Grande Water Supply

Water Supply Sources	Historic 2010 Amount (afy)	Projected 2020 Amount (afy)
Groundwater – Santa Maria Groundwater Basin	1,323	1,323
Groundwater – Pismo Formation	80	200
County of San Luis Obispo Lopez Reservoir Project	2,290	2,290
Oceano Community Services District	100	0[1]
Total	**3,793**	**3,813**

[1] Assumes that the current contract allowing for 100 afy from the Oceano Community Services District will have expired.
Source: City of Arroyo Grande 2012a.

Groundwater makes up almost 25 percent of the City's water demand, which is typically used for agriculture within the City limits and produced from privately owned wells. The City of Arroyo Grande has a Groundwater Management Agreement with an entitlement of 1,323 afy from this basin. Lastly, the City receives approximately 200 afy from City wells within the Pismo Formation Groundwater Basin, which is not an adjudicated basin, nor is

identified as an overdrafted basin by the Department of Water Resources (DWR). Thus, total water supply availability to the City from entitlements and appropriative rights is approximately 3,813 afy (City of Arroyo Grande 2012a). The Project site utilizes groundwater and is not connected to the City's water infrastructure. At the Project site, groundwater is primarily supplied by two existing onsite wells and is used for the overhead spray irrigation of row crops on the 11.62-acre Subarea 2. Water demand for types of crops produced on the site ranges from 1.5 to 3.5 af per acre. Historic and current annual water use for the 11.62 acres of active agricultural land is approximately 34.86 afy. Subarea 1 and Subarea 3 of the Project site consist of undeveloped and fallow land which currently do not utilize water from City supply, and recent water demand for these sites is estimated to be very low (i.e., less than 1.0 af per acre)(Oasis Associates, Inc. 2015); however, Subarea 1 has historically been irrigated and used for row crops, and is estimated to have had a long-term water demand of 6.48 afy. Subarea 3 is not irrigated and has a water demand of 0 afy.

Wastewater Treatment

The City provides a public wastewater collection system for developments within the City limits which conveys raw wastewater to trunk mains owned and operated by the South San Luis Obispo County Sanitation District (SSLOCSD) for wastewater treatment. This wastewater treatment district serves the Cities of Arroyo Grande, Grover Beach, and the community of Oceano. The sanitary sewer system consists of nearly 73 miles of gravity sewer systems and five wastewater lift stations throughout the City (City of Arroyo Grande 2012b). The sewer pipe collection system conveys approximately 1.20 million gallons per day (mgd) of wastewater with peak daily flows of approximately 3.16 mgd (SSLOCSD 2014). The wastewater treatment plant (WWTP) was designed to operate at a capacity flow rate of 5.0 mgd and a 9.0 mgd peak wet weather flow rate (SSLOCSD 2014). Routine video inspections of the collections system are carried out every four years, with cleaning of the system done on average of every fourth year of inspection as part of the District's preventative maintenance plan (SSLOCSD 2014).

Existing City infrastructure in the vicinity of the Project site includes existing sewer mains that run along the south side of East Cherry Avenue. The Project site lies with the service area of the SSLOCSD, approximately 3.2 miles east, but the site is not currently serviced by the facility.

Solid Waste Disposal

South County Sanitary is the service provider for the City, including the Project vicinity, and offers curbside solid waste and recyclable collection services. South County Sanitary is a municipal waste hauling company supported by the Cold Canyon Landfill, and is owned by Waste Connections, Inc. (South County Sanitary 2015). The Cold Canyon Landfill is the primary Landfill for the Five Cities area, as well as for the City of San Luis Obispo, and is projected to reach its capacity around 2018. The landfill was operating at approximately 250,000 tons per year between 2004 and 2009, resulting in an average of 685 tons per day (tpd); however, the facility is permitted to accept up to 1,620 tpd (SWCA Environmental Services 2012). The landfill has been approved for the expansion of the facilities capacity from 1,620 to 2,500 tpd, extending the landfill's projections to reach capacity in approximately 30 years in order adequately service current and anticipated district needs (County of San Luis Obispo 2012).

Energy Services

California's three main energy sources are electricity, natural gas, and crude oil. Approximately 61.3 percent of the State's total electricity comes from natural gas, 8.6 percent comes from nuclear, 7.1 percent comes from large (non-renewable) hydroelectric power, 0.5 percent came from coal, and 22.5 percent comes from renewable sources. Renewable energy sources used to produce electricity include geothermal, small hydroelectric power, wind power, biomass and waste products, and solar energy (CEC 2015b).

In 2014, California consumed approximately 282,154 million kilowatt-hours (kWh) of electricity and 10,208 million Therms (thm) of natural gas (CEC 2015a). As the population in California grows over the next few years, consumption is anticipated to steadily increase at a rate of 1.27 percent annually for electricity and 0.70 percent annually for natural gas (CEC 2013).

Pacific Gas and Electric Company (PG&E) provides electrical services and the Southern California Gas Company (SCG) supplies gas services to the City. Existing infrastructure in the vicinity of the Project site includes a gas main infrastructure that runs along East Cherry Avenue. Gas and electricity services are not currently provided to the Project site.

3.11.2 Regulatory Setting

3.11.2.1 Federal

Clean Water Act

The federal Water Pollution Control Act, also known as the Clean Water Act, is the primary statute governing water quality. The Clean Water Act establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives EPA the authority to implement pollution control programs, such as setting wastewater standards for industries. The statute's goal is to regulate all discharges into the nation's waters and to restore, maintain, and preserve the integrity of those waters. The Clean Water Act sets water quality standards for all contaminants in surface waters and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The Clean Water Act mandates permits for wastewater and storm water discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The Clean Water Act also funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution.

3.11.2.2 State

California Integrated Waste Management Act (AB 939) (1989)

This Act requires all jurisdictions to divert 25 percent of waste stream by 1995 and 50 percent by 2000 through source reduction, recycling, and composting to limit reliance on landfills.

Assembly Bill (AB) 341 (2011)

This bill established a State policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal by January 1, 2014. AB 341 builds on the existing AB 939 requirement that every jurisdiction divert at least 50 percent of its waste. AB 341 requires any business (including schools and government facilities) that generates four cubic yards or more of waste per week, and multifamily buildings with five or more units to arrange for recycling services.

Senate Bill 50 (SB 50) (1998)

This bill requires that cities and counties mitigate impacts to school facilities as a condition of approving new developments. SB 50 also authorizes school districts to levy statutory developer fees are level which may be significantly high than previously permitted. To levy fees higher than permitted, the school district must conduct a Needs Analysis and a Fee Justification Study which address the justification of the levying of developer fees.

Sustainable Groundwater Management Act (SGMA)

The SGMA is a statewide policy that empowers local agencies to adopt groundwater management plans that relate to the needs and resources of their communities. It is the intent of the SGMA to:

- Provide for the sustainable management of groundwater basins;
- Enhance local management of groundwater consistent with rights to use or store groundwater and Section 2 of Article X of the California Constitution. It is the intent of the Legislature to preserve the security of water rights in the state to the greatest extent possible consistent with the sustainable management of groundwater;
- Establish minimum standards for sustainable groundwater management;
- Provide local groundwater agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater;
- Avoid or minimize subsidence;
- Improve data collection and understanding about groundwater;
- Increase groundwater storage and remove impediments to recharge;
- Manage groundwater basins through the actions of local governmental agencies to the greatest extent feasible, while minimizing state intervention to only when necessary to ensure that local agencies manage groundwater in a sustainable manner; and
- Provide a more efficient and cost-effective groundwater adjudication process that protects water rights, ensures due process, prevents unnecessary delay, and furthers the objectives of this part.

The State of California Water Resources Control Board (SWRCB)

The SWRCB has adopted a statewide construction general permit that applies to storm water and non-storm water discharges from construction activities. This general permit, which is implemented and enforced in the Five Cities region by the Central Coast Regional

Water Quality Control Board (RWQCB), requires all owners of land where construction activity occurs to:

- Eliminate or reduce non-storm water discharges to storm water systems and other waters of the U.S.;
- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) emphasizing storm water Best Management Practices (BMPs); and
- Perform inspections of storm water pollution prevention measures to assess their effectiveness.

California Education Code (EC) Sections 41376 and 41378

The California EC establishes standards regulating the California education system. Section 41376 and 41378 of the EC prescribe maximum class sizes and penalties for any school district that should exceed the limits established in 1964. Districts which exceed established class sizes will have their revenue funding limit reduced by the Superintendent of Public Instruction. Size limits for classes K-8 are:

- Kindergarten – Average class size is not to exceed 31 students and individual class size is not to exceed 33 students.
- Grades one through three – Average class size is not to exceed 30 students and individual class size is not to exceed 32 students.
- Grades four through eight – Average number of students per teacher is not to exceed the greater of 29.9 or the district's average number of students per teacher in 1964.
- Executive Order B-29-15: Mandatory Water Conservation Requirements

Based upon the severe statewide drought, in April of 2015, the Governor of California declared a Drought State of Emergency and authorized the State Water Resources Control Board (Water Board) to impose restrictions to achieve a statewide 25 percent reduction in potable urban water usage through February 28, 2016. These restrictions will require water suppliers to California's cities and towns to reduce usage as compared to the amount used in 2013.

3.11.2.3 Local

City of Arroyo Grande General Plan

The City of Arroyo Grande General Plan contains goals and policies that address many of the services to the city including fire services, law enforcement, and other emergency services. These services have been outlined in the *Safety Element* of the General Plan which

establishes programs and mitigation measures to ensure the effective deliverance of these services. The following goals and policies are applicable to the Project:

General Plan, Safety Element

Goal S3 – Reduce the threat to life, structures and the environment caused by fire.

> **Policy S3-2** – Ensure that adequate facilities, equipment and personnel are available to meet the demands of fire fighting in the City of Arroyo Grande.
>
> **Policy S3-3** – Maintain and improve the Fire Department's ability to respond to emergency calls and suppress fires throughout the City within a maximum response time of six (6) minutes.
>
> > **Program S3-3.1** – Prepare and work to achieve a maximum of six (6) minutes response time goal. This maximum response time will be based upon density of development, and the value at risk contrasted with an acceptable level of risk. More concentrated urban uses should be within four (4) minutes response time.

City of Arroyo Grande Mandatory Water Conservation Requirements

Based upon the Governor's Executive Order B-29-15, the City has implemented a comprehensive water conservation, monitoring, and enforcement program including restrictions to water use, landscaping irrigation limits, conserving uses of potable water, and conservation measures for hotels and restaurants. This authority is based upon provisions of the California Water Code relating to water shortage emergencies and water conservation programs (Water Code Sections 350 et seq. and Water Code Sections 375 et seq.).

3.11.3 Environmental Impact Analysis

3.11.3.1 Thresholds for Determining Significance

In accordance with Appendix G of the 2016 CEQA Guidelines, implementation of the proposed Project would have significant adverse impacts on utilities and public services if:

a) Impacts to water supplies would be significant if any component of the Project generated a demand that would potentially exceed the capacity of existing or forecasted supplies, facilities, or service lines;

b) Impacts to wastewater infrastructure would be significant if the proposed Project would potentially exceed the design capacity of sewer lines or the wastewater treatment plant;

c) Impacts to solid waste disposal would be significant if the Project site generated solid waste which could not be accommodated by the designated landfill's permitted capacity;

d) Impacts to police protection services would be significant if response times to the Project site were inadequate, or if police staffing would be inadequate to support the proposed Project;

e) Impacts to fire protection services would be significant if response times to the Project site did not meet established requirements (e.g. less than 6 minutes), or if the firefighter/population ratio would decline, or if firefighter staffing or equipment would be inadequate to support the proposed Project;.

f) Impacts would be significant if operation of the Project consumed energy beyond PG&E or SCG capacity to supply or produce;

g) Impacts would be significant if the proposed Project conflicted with adopted energy conservation plans.; or

h) Impacts would be significant if construction or operation of the proposed Project used non-renewable resources in a wasteful and inefficient manner.

3.11.3.2 Impact Assessment Methodology

Potential impacts of the proposed Project were evaluated by reviewing Project characteristics to assess their potential to affect the capacities of wastewater, potable water, and energy service utilities. General Plan documents and other available City resources were reviewed to provide an assessment of impacts. Projected utility demands and wastewater generation for the proposed Project were compared with the current and projected capacity available for allocation within the City. Impacts to wastewater infrastructure are considered significant if the proposed Project would result in sewer line or treatment plant system deficiencies. Impacts to public services were assessed in the Initial Study, located with Appendix A of this Environmental Impact Report (EIR) and were further analyzed for the Project's impacts to the capacity of local public schools and demand on police and fire protection services.

3.11.4 Project Impacts and Mitigation Measures

<u>Utility Services</u>

Currently, the Project site is not serviced by or connected to primary City utility services (e.g. water, wastewater, gas, electricity). To accommodate utility service needs of the onsite development, the individual developers would install necessary water and wastewater conveyance systems, dry utility connections connecting to existing City infrastructure located primarily along East Cherry Avenue.

Park and Recreation Services

Given the development of additional residential units and the generation of approximately 140 new individuals to the City population, the need for park and recreational services would increase. To accommodate City requirements for four (4) acres of parkland per 1,000 individuals, a total of 0.55 acres of parkland would be needed for the Project. The Project would include the development of a 0.35-acre neighborhood park, community gardens, additional pathways, and construction of new bikeways which present recreational opportunities to residents of the Project and surrounding Project vicinity. However, the addition of 0.35 acres of parkland for the Project would not meet the City requirement of 0.56 acres of parkland required for the additional generation of 140 individuals, resulting in increased demand for, and use of, existing recreational resources. Impacts to park and recreation facilities and mitigation measures are further discussed in Section 3.9, *Recreation* (refer to Impact REC-1).

Stormwater Drainage Facilities

The proposed Project would result in the removal of current onsite drainage facilities in an effort to adequately manage stormwater throughout implementation of the Project. This would require the removal of the manmade drainage ditch adjacent to the southern border of Subarea 2 and the construction of a new stormwater drainage system throughout Subarea 2. The new stormwater network would convey on and offsite stormwater to the current 48-inch storm drain located at the south east corner of Traffic Way and East Cherry Avenue. Impacts associated with this aspect of the Project are further assessed in Section 3.6, *Hydrology and Water Quality* (refer to Impact HYD-3).

Table 3.11-3. Summary of Project Impacts

Utility and Public Service Impacts	Mitigation Measures	Residual Significance
Impact UT-1. Implementation of the proposed Project would not exceed the wastewater capacity of the SSLOCSD Wastewater Treatment Plant.	None required	Less than Significant
Impact UT-2. The proposed Project would require the expansion of existing utility infrastructure including water, sewer, gas and electricity into the site; the construction of which would cause less than significant environmental effects.	MM AQ-1a MM AQ-1b MM AQ-1c MM AQ-1d MM BIO-1a MM NOI-1a MM NOI-1b	Less than Significant with Mitigation
Impact UT-3. Implementation of the Project would result in as overall decrease in water demand compared to historic water demand and would not significantly impact the City's water supply or water infrastructure.	None required	Less than Significant
Impact UT-4. The proposed Project would generate additional solid waste needing disposal at the Cold Canyon Landfill; however, impacts would be less than significant.	None required	Less than Significant
Impact UT-5. The proposed Project would increase demand for fire protection, police protection, and public school services.	None required	Less than Significant

Impact

UT-1 Implementation of the proposed Project would not exceed the wastewater capacity of the SSLOCSD Wastewater Treatment Plant (Less than Significant).

Wastewater treatment services for the proposed Project would be provided by the City collection system. As described in Section 2.6.7, the City collection system would convey raw wastewater to mains operated by the SSLOCSD, which would also provide wastewater treatment services to the Project site. As of 2013, the collection system conveys peak flows of approximately 3.16 mgd; as the SSLOCSD has a capacity of at least 5.0 mgd, the SSLOCSD currently operates at only 63 percent of its 5.0 mgd capacity. Wastewater production for all subareas is estimated at approximately 10,802.36 gpd, a value that would result in an incremental increase to wastewater flows (less than one percent) (see Table 3.11-4). Due to the facility's relatively large remaining capacity, operation of the proposed Project would not adversely impact the SSLOCSD infrastructure and collection system, nor produce a significant increase in strain on the wastewater treatment facility.

Table 3.11-4. Projected Wastewater Production

Subarea	Proposed Land Use District	Proposed Uses	Acres	Sewer Flow Factor (gpd/acre)	Wastewater Produced (gpd)
1	Commercial Mixed-Use	Hotel and Restaurant	2.16	405[1]	874.8
2	Village Residential (VR-SP)	Medium Density Residential	11.62 (±0.5)	773[2]	8,982.3
3	Village Mixed-Use (VMU-SP)	Community Center, Senior Housing, Caretaker Unit, Single Unit B&B, and Farmstand	1.51 (±0.5)	626[3]	945.3
Estimated Total Wastewater Production					10,802.36

[1]Commercial Mixed Use Sewer Flow Factor is based off of Regional Commercial Sewer Flow Factor.
[2]Village Residential Sewer Flow Factor is based off of Single Family Medium Density Sewer Flow Factor.
[3]Village Mixed Use Sewer Flow Factor is based off of Mixed-Use Sewer Flow Factor.
Source: City of Arroyo Grande 2012b.

To limit effects from the production of wastewater by new developments, developers are required to pay a development impact fee for the connection to a public sewer. As the Project would require the connection to the City collection system for Subareas 1 through 3, the Applicants would be subject to development impact fees implemented by the City for utility services that would offset any impacts to capacity at the SLLOCSD Wastewater Treatment Plant.

Therefore, payment of development impact fees as part of standard conditions for Project approval would address potential impacts to SSLOCSD Wastewater Treatment Plant capacity associated with the development. Impacts related to wastewater treatment of the proposed Project would therefore be ***less than significant.***

Mitigation Measures

No mitigation measures required.

Impact

UT-2 **The proposed Project would require the expansion of existing utility infrastructure including water, sewer, gas and electricity into the site; the construction of which would cause potentially significant environmental effects (Less than Significant with Mitigation).**

As the Project site is not currently connected to City water supply pipelines, wastewater facilities, nor supplied by electricity and gas, and the Project requires connection to such

facilities in order to provide associated utility services to the Project site. New 8-inch lines would connect to existing lines that run along East Cherry Avenue. The new lines would run beneath the proposed Subarea 2 residential and collector streets; Subareas 1 and 3 would also construct utility lines connecting to existing City infrastructure in an undetermined location at this time. Construction of onsite utility lines would mainly be limited to excavation and trenching within the Project site. Due to the current and projected adequacy of the capacity of water supply and wastewater treatment services, no further construction or expansion operations would be required. Construction of utilities would occur in conformance with the Uniform Plumbing Code and City standards. Impacts from construction of utility improvements are described in other sections of this EIR (e.g. Section 3.3, *Air Quality and Greenhouse Gas Emissions*, Section 3.4, *Biological Resources*, and Section 3.8, *Noise*) and would be less than significant with the implementation of mitigation measures. Therefore, impacts to the environment due to the construction or expansion of electricity, gas lines, water supply and wastewater facilities are focused on those construction activities occurring onsite, and impacts to the environment by these actions would be ***less than significant with mitigation***.

Mitigation Measures for All Subareas

MM AQ-1a-d, MM BIO-1a, and *MM NOI-1a-b* would apply.

Residual Impact

After implementation of the above mitigation measures, impacts related to the construction of utilities would be less than significant.

Impact

UT-3 Implementation of the Project would result in as overall decrease in water demand compared to historic water demand and would not significantly impact the City's water supply or water infrastructure (Less than Significant).

City water is provided by the Lopez Reservoir, which currently supports a safe annual yield of 8,730 afy and supplies the City with 2,290 afy. The City water supply also is supplemented by groundwater from the Santa Maria Basin and Pismo Formation, which is able to provide an additional 1,523 afy. Projected City water supply for 2020-2030 includes the estimated City build-out supply for water, and is approximately 3,813 afy. Projected water demand for the City by 2020 is 2,838 afy, well below the estimated available water supply.

Historically, given the relatively higher water demand associated with irrigated agricultural crop production, water demand for the 11.62 acres of active onsite agricultural land equates to approximately 34.86 afy based on a water use factor of 3 afy per acre. In addition, although Subarea 1 is currently fallow, this parcel was historically irrigated with an estimated 6.48 afy. Overall, the long-term historic water demand for the Project site was 41.34 afy. Water demand for the proposed Project, which includes water needs for single family residential units, gardens, parkland, hotel needs, restaurant use, and landscape irrigation is estimated at 36.22 afy. Water demand factors for the proposed Project are derived from the City of Arroyo Grande Urban Water System Master Specific Plan and are presented in Table 3.11-5.

Therefore, the Project would result in a potential net decrease ~~increase~~ of water demand by 5.12~~1.36~~ afy, Design principles for the proposed Project state that designs for the Subarea 2 and Subarea 3 developments shall incorporate water conservation designs which would reduce the estimated 36.22 afy of water demanded by the Project. These designs would include implementation of low water use fixtures and appliances, low volume irrigation systems, and appropriate landscape design incorporating drought tolerant native or non-native, non-invasive vegetation.

Table 3.11-5. Projected Water Demands

Subarea	Proposed Land Use District	Proposed Uses	Quantity (# of Units)	Water Use Factor	Water Demand (afy)
1	Commercial Mixed-Use	Hotel Units	100	0.0.092 afy/unit	9.2
		Restaurant	1 (4,000 sf)	4.6 afy[1]	4.6
2	Village Residential (VR-SP)	Medium Density Residential	58 (140 Persons)	0.34 afy/unit	19.72
3	Village Mixed-Use (VMU-SP)	Visitor-Serving (Cultural archive & community center)	3,403 sf	0.06 afy/1000 sf[2]	0.20
		Senior/Group Housing	10	0.10 afy/unit[2]	1.0
		Caretaker's Unit + Commercial Kitchen	1 690 sf	0.3 afy/unit + 1.32 afy/1,000 sf[2]	0.30 0.91
		Bed and Breakfast Unit/Guest House	1	0.13 afy/unit[2]	0.13
		Retail/Farmstand	550 sf	0.30 afy/1,000 sf[2]	0.16
Estimated Total Water Demand					36.22

[1] Average water use factor for restaurant land uses (Communications with Taylor, City of San Luis Obispo 2016).
[2] Water use factor based on Urban Water Management Plan (2012).
[3] Use factor based on estimated water demand for Subarea 2 of the Project from the Initial Study (Appendix A).

The projected future City water supply incorporates the anticipated City build-out population. Overall, the Project would result in a slight net decrease from historic water use, which accounts for cyclic variations in water use typical for agricultural operations by approximately 5.12 afy. In a worst case scenario, in consideration of the current fallow status of Subarea 1, net water demand may increase approximately 1.36 afy from current conditions~~; however, the Project would not substantially increase City water demand, nor would it substantially decrease City water supply~~. Therefore, impacts to water supply would be ***less than significant.***

Mitigation Measures

No mitigation measures required.

Impact

UT-4 The proposed Project would generate additional solid waste needing disposal at the Cold Canyon Landfill; however, impacts would be less than significant (Less than Significant).

Solid waste generated at the Project site by residents, employees and visitors would be disposed of by South County Sanitary to the Cold Canyon Creek Landfill. The County of San Luis Obispo Board of Supervisors approved expansion of the landfill, increasing capacity from 1,620 tpd to 2,500 tpd. The proposed Project would contribute an estimated 1,096.28 lbs of solid waste per day, equating to 0.55 tpd (Table 3.11-6). The landfill is anticipated to reach capacity in 2040 (County of San Luis Obispo 2012).

As the landfill is receiving roughly 685 tpd, the waste produced by all subareas of the Project would not substantially affect the landfill's expanded capacity or ability to comply with federal, state, or local regulations. Therefore, impacts regarding the generation of solid waste by the Project would be ***less than significant***.

Mitigation Measures

No mitigation measures required.

Table 3.11-6. Estimated Solid Waste Production

Subarea	Proposed Land Use District	Proposed Uses	Quantity (# of Units)	Waste Generation Factor	Waste Generation (lbs/day)
1	Commercial Mixed-Use	Hotel Units	100	2.0 lb/day/unit	200.0
		Restaurant	4,000 sf	0.005 lb/sq ft/day	20.0
2	Village Residential (VR-SP)	Medium Density Residential	58	12.23 lb/day/unit	709.34
3	Village Mixed-Use (VMU-SP)	Visitor-Serving (Cultural archive & community center)	3,403 sf	0.03 lb/sq ft/day	102.09
		Senior/Group Housing	10	5.1 lb/day/person	51.0
		Caretaker's Unit + Commercial Kitchen	1 690 sf	5.1 lb/day/person + 0.005 lb/sq ft/day	8.55
		Bed and Breakfast Unit/Guest House	1	2.0 lb/day/unit	2.0
		Retail/Farmstand	550 sf	0.006 lb/sq ft/day	3.3
Estimated Total Waste Generation					1,096.28

Source: (CalRecycle 2013a; CalRecycle 2013b; CalRecycle 2013c).

Impact

UT-5 The proposed Project would increase demand for fire protection, police protection, and public school services (Less than Significant).

Development of the proposed Project would incrementally increase demand for both non-emergency and emergency fire protection and police protection services provided by the FCFA and Arroyo Grande Police Department respectively; however, as described above in Section 3.11.1.1, the FCFA and AGDP currently have adequate facilities and staffing levels to accommodate the slight increase in demand associated with the Project. The Project site is located within safe and timely response periods (less than 3-minute response time) for local fire and police stations and the proposed Project is not predicted impede fire and police protection services to the site.

The population increase attributed to the Project could further impact enrollment capacity of local schools within the Lucia Mar Unified School District. As discussed earlier, schools within the Lucia Mar Unified School District are operating at or above enrollment capacities. Sections 41376 and 41378 of the California Education Code list standards for class sizes in every school district (refer to Section 3.11.2, *Regulatory Setting*). The Lucia Mar Unified School District average student-to-teacher ratio is 23.00, a value less than the

ratio requirement established by the California EC. While the schools expected to service the Project site are at or above capacity, those schools are within California EC requirements and the addition of pupils generated by this site will not significantly impact current student-to-teacher ratios. Pursuant to SB 50, impacts on schools are considered to be less than significant with payment of development fees to the School District, which was established to provide for school facilities construction, improvements, and expansion, or equivalent fee as adopted by a local school district in accordance with SB 50. A developmental impact fee (Level 1/Statutory Developer Fee) is required by the Lucia Mar School District for any residential or commercial/industrial development at a cost of $3.36 and $0.54 per square foot respectively (Lucia Mar Unified School District 2016b).

Due to the minimal impacts to public services caused by the addition of residents by the Project and required development impact fees, impacts to these services would be ***less than significant.***

Mitigation Measures

No mitigation measures required.

3.11.5 Cumulative Impacts

Implementation of the proposed Project would result in the incremental increase in demand for water supply, stormwater and wastewater management, and the supply of utilities (e.g. electricity, gas, and cable). Cumulative impacts to utility and public services are largely related to City-wide population growth and development. Under the 2001 General Plan Update, facilities providing these services have anticipated the demand of these services for the build-out population of the City, and are prepared to adequately supply these services with regard to current and future developments and planned growth anticipated under the current General Plan for a population up to 20,000. As described in Section 3.11.1, *Environmental Setting*, existing public services including schools, police, and fire protection services and existing utility services including water supply, wastewater treatment, solid waste, and energy services are all currently operating under capacity, and have sufficient remaining capacity to absorb cumulative increases in demand as projected under the General Plan. Water supply availability at full buildout of the General Plan is anticipated to be 3,813 afy, which is below the anticipated demand of 2,813 afy in 2020 (City of Arroyo Grande 2012a). Wastewater treatment within the district is only operating at 63 percent of its total capacity, and the Cold Canyon landfill has been approved to expand its capacity to 2,500 tpd. As such, utility infrastructure within the region has

sufficient remaining capacity to account for cumulative increases in demand resulting from development anticipated under the General Plan.

Planned and pending development in the City includes multiple mixed-use commercial and residential projects. These projects are also expected to increase residential units and contribute to additional population increases in the City, thereby increasing demand for the City's utility infrastructure and public services. Implementation of this Project and other proposed or current projects in Table 3.0-1 within the range of these services would increase the demand on utilities and public services; however, these projects would be required to comply with standards for adequate public services utilities set forth in the City's General Plan, would be subject to City planning and review processes that would ensure that adequate utility infrastructure, and public services are in place to support increased demand and in compliance with General Plan Policy S3-2. Developers would be required to pay development impact fees to offset any impacts to utility and public service infrastructure and capacities. As such, cumulatively the Project would not result in any significant or adverse effects on the supply of these services. Therefore, the cumulative impact of this Project and projects (listed in Table 3.0-1) within the vicinity would be ***less than significant***.

4.0 OTHER CEQA CONSIDERATIONS

4.1 IRREVERSIBLE ENVIRONMENTAL IMPACTS

The California Environmental Quality Act (CEQA) Guidelines, Section 15126.2(c) requires that irretrievable commitments of resources be evaluated to assure that such current consumption is justified. This includes use of nonrenewable resources, the commitment of future generations to similar uses, and irreversible damage, which can result from environmental accidents associated with the Project.

Construction of new buildings and paved surfaces would involve consumption of building materials and energy, some of which are nonrenewable or locally limited natural resources (e.g., fossil fuels and wood). Nonrenewable resources used for the proposed Project could no longer be used for other purposes. Consumption of building materials and energy is associated with any development in the region, and these commitments of resources are not unique or unusual to the proposed Project. The proposed Project would represent an incremental commitment to long-term use of nonrenewable resources, particularly gasoline for substantially increased automobile use and oil, coal, and natural gas for power generation. Although not unique to the proposed Project, the auto-oriented nature of the proposed Project would result in the consumption of additional energy, particularly gasoline and electricity. In addition, as discussed in Section 3.3, *Air Quality*, use of each of these forms of non-renewable energy would contribute to the generation of greenhouse gases (GHGs) with an incremental contribution to global climate change. Thus while Project energy demand and use of non-renewable sources itself would not be significant, it would incrementally contribute to resultant secondary impacts to other resources.

Implementation of the proposed Project would irreversibly commit 14.0 acres of prime soils from active agricultural production to residential and mixed-use development. The proposed Project would commit future generations to similar uses. However, the irretrievable commitment of this site for these uses is considered justified given that the site is surrounded by existing development and would have access to City services (e.g., wastewater). Further, Subarea 3 is expected to provide educational, cultural, and commercial purposes for the community and future generations through the development of senior housing, native and cultural gardens, and educational opportunities for Arroyo Grande Valley Japanese Welfare Association members, as well as the greater community.

The proposed Project would not be expected to result in environmental accidents that have the potential to cause irreversible damage to the natural or human environment such as a release of hazardous materials.

4.2 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires a discussion of how the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Induced growth is distinguished from the direct economic, population, or housing growth of a project. Induced growth is any growth that results from new development that would not have taken place in the absence of the project and that exceeds planned growth. CEQA Guidelines also state that growth in any area should not be assumed to be necessarily beneficial, detrimental, or of little significance to the environment.

Growth-inducing impacts are caused by those characteristics of a project that tend to foster or encourage population and/or economic growth. Inducements to growth include the generation of construction and permanent employment opportunities in the support sectors of the economy. The proposed Project could result in four types of growth-inducing impacts: 1) the creation of short- and long-term employment opportunities which draw newcomers to the region; 2) the associated increase in housing demand; 3) the generation of new commercial and tourist accommodations to entice people to the area; and 4) the extension of City infrastructure into areas where such infrastructure does not currently exist.

4.2.1 Employment Generation

The proposed Project would generate long-term employment opportunities through the development of a hotel and restaurant on Subarea 1, and the general retail aspect associated with the development of Subarea 3. It is not known how many of these new workers would in-migrate or be new to the community, but it is assumed that construction and operation of the Project would draw workers from the existing regional work force.

4.2.2 Population and Housing Generation

The proposed Project would introduce 58 new single-family residential units, resulting in a corresponding population increase of 140 residents based on a ratio of 2.4 people per housing unit in Arroyo Grande in 2013 (U.S. Census Bureau 2015). This Project, as well as a majority of other pending/approved projects in the local area would result in the

development of residential units throughout the City. These developments would affect the current City population by introducing new residents to the City. The 1990 General Plan identifies the build-out population of 19,500 individuals. The 2001 General Plan update identified an increase in the City's population from the 2001 baseline of approximately 16,000 individuals to a year 2021 population of 20,000. Currently, population and economic impacts associated with new housing developments are accounted for in the General Plan, which would accommodate population growth of approximately 1,500 individuals by 2021 (City of Arroyo Grande 2001).

4.2.3 Tourist Accommodation Generation

With the development of an additional 100-room hotel and detached 4,000 square foot (sf) restaurant, visitor, and tourist accommodations would increase. A new hotel and restaurant development could attract tourists and travelers to the area and generate additional revenue for local businesses. Associated increases in visitors could potentially result in increased traffic and use of public facilities and services. As Subarea 1 is designated for automobile-oriented services, the development of hotel and restaurant uses would generate employment and temporary populations, and has the potential to incrementally induce temporary population growth.

4.2.4 Extension of Infrastructure

Development of the three subareas of the Project site would require extension of City infrastructure into the site, including the development of an onsite collector road and bicycle path in between Subareas 1 and 2. This new collector road is potentially growth inducing as the collector road would facilitate growth in the adjacent hillside neighborhood located along the Project site's southern boundary. The proposed collector road and bicycle path would provide access to, and facilitate the development of additional roadways and construction along the hillside. However, the potential development of this hillside is proposed under the proposed update for the *City of Arroyo Grande General Plan, Circulation Element*. This growth is anticipated by the City.

4.3 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines state that the EIR shall contain a statement briefly indicating the reasons that various potentially significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR (Section 15128). After standard regulatory conditions and/or mitigation measures are applied, several resource areas were found to be below a level of significance, as identified in the Initial Study Checklist

(Appendix A). Some of these issues have been reassessed in this EIR, and further analysis resulted in mitigation measures provided as appropriate. Results of the environmental analyses are either presented in Section 3.0, *Environmental Impact Analysis and Mitigation Measures*, or discussed below.

4.3.1 Cultural Resources

Project impacts to cultural resources were identified in the Initial Study Checklist (Appendix A) as being ***less than significant with mitigation.*** The Project would not be located within a Historic District. While there were no recorded cultural resources found within the Project site, seven archaeological sites are recorded within a 0.5 mile-radius of the Project site, with two of the sites located within 328 feet of the site. Subarea 3 of the Project site, known as the JWA property, is regarded as an important location relative to the settlement history of Japanese Americans in the City. Development of Subarea 3 intends to raise awareness of this history.

Several searches for cultural resources were conducted within close proximity to the Project site. The presence of two shell middens were detected within the vicinity, but no cultural remains associated with these sites were identified during subsurface testing of the sites. Further cultural resource studies were conducted within a 0.25 mile radius but no significant cultural resources were identified.

The Northern Chumash community was consulted in accordance with Assembly Bill (AB) 52. Tribal representatives were contacted and notified about the proposed project and findings of the related records search and field surveys. Interested Northern Chumash representatives included individuals and groups identified by the Native American Heritage Commission (NAHC) who had historical ties to the Project site. Mona Olivas Tucker and Fred Collins, respective representatives of the yak tityu – Northern Chumash Tribe and the Northern Chumash Tribe Council, requested that the Project site be inspected by a qualified archaeologist and a Northern Chumash community member during the initial excavation phase to confirm the absence of potential burial sites. These recommendations are incorporated as Project mitigation measures in the Initial Study.

Should potential archaeological or paleontological resources be discovered during site preparation or construction, activities would cease until such resources are evaluated for their nature, integrity, and significance, as described in mitigation measures *MM CR-1* and *MM CR-2* of the Initial Study.

4.3.2 Geological Resources

The Initial Study identifies Project impacts upon geological resources as ***less than significant impacts with mitigation***. The City is located within the Coast Range Geomorphic Province, which is characterized by extensive folding, faulting, and fracturing. The Wilmar Avenue fault is a potentially active fault line adjacent to the City. According to the *Safety Element* of the City's General Plan, the Wilmar Avenue Fault poses a moderate potential fault rupture hazards to the City.

The Project site lies within an area identified as having a moderate liquefaction potential (City of Arroyo Grande 2001). Potential soil hazards could arise in the form of slope stability issues along the southern edge of the site, where high landslide potential has been identified offsite. The Project site is located in an area that has been identified as having a moderate to high potential for expansion, but with prescribed mitigation measures, potentially significant impacts will be reduced below a significant level. The report indicates that any potentially significant impacts would be reduced to a less than significant level with compliance with the California Building Standards Code, Title 24 (Title 24), the City Development Code, and the prescribed mitigation listed in the Initial Study, which includes preparation of geotechnical studies and incorporation of applicable standards that address the potential for expansive soils, soil settlement, and subsidence.

4.3.3 Mineral Resources

No known mineral resources are associated with the project site; therefore, ***no impact*** to mineral resources are expected from the proposed Project.

4.3.4 Population and Housing

The proposed Project's 58 lot residential subdivision on Subarea 2 and 15-unit senior housing development on Subarea 3 are expected to be aligned with local and regional growth projections and further, would meet the goals established in the *Housing Element* of the General Plan and State Housing Element laws, including provision of special needs housing for senior citizens. The City plans for build-out to 2020, with an estimated population growth of approximately 3,000 individuals, resulting in a build-out population of approximately 20,000 individuals. As such, a ***less than significant*** impact is anticipated and the issue will not be evaluated any further.

4.4 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL EFFECTS

CEQA Guidelines, Section 15126.2(b) requires a description of any significant impacts resulting from implementation of a project, including impacts that cannot be mitigated to below a level of significance. The proposed Project was evaluated with respect to specific resource areas to determine whether implementation would result in significant adverse impacts. A detailed discussion of each of the impacts can be found in Section 3.0, *Environmental Impact Analysis and Mitigation Measures*.

Specific significance thresholds were defined for each potential impact associated with each resource area. Based on the environmental impact assessment presented in the relative sections of this EIR, the resource areas of aesthetics and visual resources, air quality, agricultural resources, biological resources, hydrology and water quality, land use and planning policies, noise, recreation, transportation and traffic, and utilities and public services would result in less than significant impacts, or less than significant impacts with mitigation, with implementation of the proposed Project. Mitigation measures were developed that would reduce impacts to below a level of significance. However, the following impacts cannot be mitigated below a level of significance:

- Significant and unavoidable impacts caused by Project operational air quality emissions;
- Air quality impact inconsistencies with assumptions in the County of San Luis Obispo APCD's 2001 Clean Air Plan (CAP); and,
- Significant and unavoidable impacts to traffic flow at the East Grand Avenue/West Branch Street intersection, resulting in an LOS F rating in both the AM and PM peak hours.

Under CEQA Guidelines Section 15065, when an EIR demonstrates that implementation of a proposed project will cause significant unmitigable impacts, the agency must issue a Statement of Overriding Considerations before approving the project. A Statement of Overriding Considerations is a report of the lead agency's findings regarding the merits of approving a proposed project despite its environmental impacts, and reflects the balancing of competing public objectives. The City of Arroyo Grande will be required to adopt a Statement of Overriding Considerations to address the unmitigable impacts listed above. In this instance, the City may weigh the long-term benefits of the project, such as provision of a mix of housing types, dedication of a new public neighborhood park, improvements to road and bikeway systems, development of visitor serving commercial uses that could contribute sales tax revenue, in light of the potentially significant air quality emissions and

circulation impacts created by the Project. To facilitate consideration of these issues, this EIR discloses potential impacts and also provides a range of project alternatives which could more fully alleviate environmental concerns. In addition, Section 3.7, *Land Use*, provides an overview of the City's policy context, which provides information on how the project meets a number of important city policy objectives and where it may raise concerns over consistency with other city policies. All of this information should be reviewed when considering this Project.

5.0 ALTERNATIVES

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines state that an "EIR shall describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project, and evaluate the comparative merits of the alternatives" (Section 15126.6).

The CEQA Guidelines state that "the range of alternatives required in an EIR is governed by a rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project (Section 15126.6).

In defining feasibility of alternatives, the CEQA Guidelines state that "among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site" (Section 15126.6).

The alternatives must adequately represent the spectrum of environmental concerns in order to permit a reasonable choice of alternatives. The EIR must also provide the rationale for selecting or defining the alternatives evaluated throughout the document, including identifying any alternatives that were considered by the Lead Agency but rejected as infeasible during the scoping process.

The alternatives analysis for this EIR is presented in four major parts. The first section describes the objectives of the East Cherry Avenue Specific Plan Project (Project). The second section summarizes the potentially *significant unavoidable* short- and long-term impacts of the East Cherry Avenue Specific Plan Project from information presented in Section 3.0, *Environmental Impact Analysis and Mitigation Measures*. The third section discusses potential impacts under the Project alternatives. The final section concludes with the selection of an environmentally superior alternative, based on the Project configuration with the fewest significant impacts while meeting the greatest number of Project objectives.

5.2 PROJECT OBJECTIVES

The primary applicants and City objectives of the Project are discussed in Section 2.5 and summarized below.

Objective #1. To designate appropriate land uses and design guidelines within the Specific Plan that will guide future development within the Project site;

Objective #2. To provide for historical, recreational, and residential opportunities that both complement and augment the existing uses in the City;

Objective #3. To comply with the Agriculture, Conservation and Open Space Element Implementation Policy AG 14.2 with the protection and preservation of offsite agricultural lands;

Objective #4. To set forth a development plan(s) capable of underwriting the cost of public and private infrastructure and capital improvements proposed as part of the Specific Plan; and,

Objective #5. To promote orderly and attractive community development in the context of existing neighborhoods and in recognition of future development in the vicinity.

5.3 SUMMARY OF POTENTIALLY SIGNIFICANT UNAVOIDABLE PROJECT IMPACTS

5.3.1 Long-Term Impacts

5.3.1.1 Air Quality Emissions

Long-term operational air quality emissions associated with the Project would marginally exceed the San Luis Obispo's Air Pollution Control District's (APCD's) operational threshold for combined reactive organic gases (ROGs) and nitrogen oxides (NO_x), and particulate matter ($PM_{2.5}$) after the implementation of mitigation measures, resulting in significant and unavoidable impacts to air quality emissions and potential inconsistency with the County of San Luis Obispo's *Clean Air Plan (CAP)*.

5.3.1.2 Transportation and Traffic

Long-term operational impacts from the proposed Project would contribute to the projected AM and PM peak hour LOS 'F' at the East Grand Avenue/West Branch Street intersection and increase delay by more than 5 seconds in each peak hour, resulting in a significant and

unavoidable impact as no feasible mitigation is available to reduce traffic impacts at this intersection.

5.4 ALTERNATIVES ANALYSIS

This section discusses alternatives to the proposed Project, including the No Project Alternative, Reduced Development Alternative, and alternatives that were considered and discarded. Each of these considers the ability of a particular alternative to substantially reduce or eliminate the Project's significant environmental impacts, while still meeting basic Project objectives. The alternatives analyzed in the EIR include:

- CEQA "No Project" Alternative; and,
- Reduced Development Alternative.

5.4.1 Alternatives Considered but Discarded

As discussed above, CEQA Section 15126.6(c) requires that an EIR disclose alternatives that were considered and discarded and provide a brief explanation as to why such alternatives were not fully considered in the EIR. In particular, as required by the State CEQA Guidelines, the selection of alternatives included a screening process to determine which alternatives could reduce significant effects but also feasibly meet Project objectives. The following alternatives were considered but eliminated from further analysis by the Lead Agency due to infeasibility, inconsistency with primary Project objectives, or inability to reduce significant impacts.

5.4.1.1 Other Comparable Sites Alternative

This alternative involves review of the potential to construct a development of similar size and scale as the proposed East Cherry Avenue Specific Plan at alternative locations, thereby lessening or avoiding site-specific impacts to traffic, agriculture, and other resource areas. Under the Other Comparable Sites Alternative, the proposed Project would be located at another large, predominantly vacant property to meet the Project's objectives of providing a historical, recreational, and residential development. Potential offsite alternative locations were screened for consideration based on size requirements (approximately 15 acres) and objectives for residential and commercial development, similar to the proposed Project. However, a limited number of undeveloped, comparatively sized, infill sites were identified within City limits as a result of the screening process. Potential sites generally consisted of other agricultural parcels located along the City boundary, which would not necessarily result in a reduction of impacts to agricultural

resources or land use. Larger agricultural parcels located west of the Project site, on the opposite side of U.S. Highway 101, are located adjacent to Arroyo Grande High School and Arroyo Grande Creek, and could potentially result in increased traffic congestion, as well as impacts to hydrology and water quality, and biological resources. In addition, the historical use objective met by the proposed JWA mixed cultural development in Subarea 3 could not be realized at an alternate location due to its ties with the historical Japanese-American cultural activities that took place specifically at the proposed Project site. Therefore, this alternative was considered and discarded, consistent with CEQA Guidelines Section 15126.6(c).

5.4.1.2 Circulation Planning Alternative

An alternative circulation plan to avoid or lessen traffic and transportation safety impacts was considered as an alternative to the proposed Project, including realignment of onsite roadways and/or connection points to surrounding roadways, as well as, improved connectivity for onsite and offsite pedestrian and bike facilities. Project impacts to site access, connectivity, and safety were determined to be less than significant; however, contribution to AM and PM peak hour level of service (LOS) 'F' impacts at the East Grand Avenue/West Branch Street intersection were determined to be significant and unavoidable under this alternative and would not be reduced compared to the proposed Project. Therefore, this option was considered and discarded, consistent with CEQA Guidelines Section 15126.6(c).

5.4.1.3 Agricultural Preserve Alternative

Preservation of the Project site solely for agricultural production, facilitated through an agricultural preserve designation, was considered as an alternative to the proposed Project. However, this alternative would be inconsistent with the City's General Plan/Land Use Map designation intended for traffic mixed-use development in Subarea 1, and therefore, would require a General Plan amendment. In addition, this alternative would not meet the Project objectives, which include the provision of historical, recreational, and residential opportunities that complement and augment existing uses in the City. From a land use perspective, the City's General Plan identifies Subarea 1 as being appropriate for development over the long term. Finally, this alternative would not be necessary to reduce potentially significant impacts since the proposed Project would meet City policies through agricultural land dedication and payment of in-lieu mitigation fees. Therefore, this option was considered and discarded, consistent with CEQA Guidelines Section 15126.6(c).

5.4.1.4 Additional Park and Recreational Facilities

Development of a portion of the Project site (Subarea 1) for additional park and recreational facilities was considered as an alternative to the proposed Project. Possible use as a community park would include development of ball fields, picnic areas, and other major park facilities. This would increase the ratio of park land acres per resident as required by policies and standards in the City's General Plan Parks and Recreation Element. However, this alternative would be inconsistent with the City's General Plan/ Land Use Map for Subarea 1, and would not be necessary since the proposed Project could meet City park standards and reduce potentially significant impacts by dedicating and improvement the proposed neighborhood park and through payment of in-lieu mitigation fees. Therefore, this option was considered and discarded, consistent with CEQA Guidelines Section 15126.6(c).

5.4.2 Alternatives Considered for Analysis

5.4.2.1 No Project Alternative

Under the No Project Alternative, the Project would not be approved and no proposed development would occur. This alternative could result in two possible outcomes.

Under one possible outcome, the No Project Alternative would be a continuation of the existing setting. The Project site would remain vacant for the foreseeable future and no development would occur. Under this alternative, ongoing agricultural production would continue in Subarea 2 ~~and 3~~, with associated water use, application of pesticides and herbicides and other ongoing impacts (e.g., dust generation). Subarea 3 would retain its agricultural zoning and would remain undeveloped for the foreseeable future. Subarea 1 may remain a fallow agricultural field unless agricultural uses are resumed. No new hotel/restaurant or residences would be constructed and no associated new source of automobile trips would be generated with impacts to congestion, air pollutants, and GHG emissions. In addition, the Japanese Welfare Association (JWA) cultural heritage and historic garden facility would not be developed. Therefore, no changes would occur with regard to aesthetics, agricultural resources, air quality, biological resources, hazards and hazardous materials, hydrology and water quality, land use, noise, recreation, transportation and traffic, or utilities and public services.

A second possible outcome of the No Project Alternative would be development of the Project site in accordance with the City's existing zoning and General Plan/Land Use Map. The City's General Plan/Land Use Map identifies the Project site land use as Mixed-Use

(Subarea 1) and Agriculture (Subareas 2 and 3), and defines residential densities, subdivision designs, envisioned mixed uses, and design standards to address land use compatibility between varied uses onsite and with the surrounding neighborhood. The current zoning designation for the Project site is Traffic Way Mixed-Use (TMU) with D-2.11 Design Overlay (Subarea 1) and Agriculture (Subareas 2 and 3), consistent with the City's General Plan. Under this version of the No Project Alternative, ongoing agricultural production would continue within Subareas 2 and 3; however, potential development of Subarea 1 could result in a variety of automobile-related developments (e.g., automobile sales, automobile parts sales, tire store, quick vehicle lubrication shop, and automobile care center), ranging from approximately 13,000 to 38,000 square feet (sf) of floor area, as intended by the zone designation, or other mixed-use commercial/retail uses under a use permit, including hotel/restaurant, similar to the proposed Project. Environmental impacts similar to the proposed Project would occur as a result of hotel/restaurant development in Subarea 1 under a conditional use permit (CUP) (i.e., significant and unavoidable impacts to LOS at the East Grand Avenue/West Branch Street intersection from the new source of automobile trips). Impacts to the Project site as a whole would be reduced compared to the Project. In addition, impacts to agricultural resources and land use would be less than significant, as development of Subarea 1 for this use would be consistent with existing land use and zoning. While this Subarea contains prime farmland soils, the site is designated for development, and loss of these soils is already anticipated in plans for City build-out. Impacts to other resource areas, including aesthetics, biological resources, hydrology and water quality, land use, noise, recreation, and utilities and public services would be less than under the proposed Project and would have less than significant impacts.

Overall, neither outcome of the No Project Alternative would achieve the stated Project objectives. The No Project Alternative would reduce the magnitude of impacts to traffic and air quality emissions. As the No Project Alternative would not involve the development of Subareas 2 and 3, operational air quality emissions would be reduced and would be below APCD's air quality emissions thresholds and would achieve greater consistently with the CAP; however, traffic impacts would still potentially be significant under the No Project Alternative, in particular, LOS at the East Grand Avenue/West Branch Street intersection.

5.4.2.2 Reduced Development Alternative

The Reduced Development Alternative is designed to meet the central objectives of the proposed East Cherry Avenue Specific Plan, namely, to provide for historical, recreational, and residential opportunities that both complement and augment the existing uses in the

City. However, this alternative would reduce the scale and intensity of proposed development, and associated trip generation and intersection congestion, air pollutants, and GHG emissions generated by new source of automobile trips.

Under this alternative, reductions within the hotel/restaurant component in Subarea 1 and the residential component in Subarea 2 would reduce the number of hotel rooms/restaurant size and the number of residences compared to the proposed Project. The specific square footage and number of units reduced under this alternative was determined based on trip reduction necessary to reduce potential impacts at the Fair Oaks Avenue/Traffic Way intersection from a less than significant unavoidable impact with mitigation under the proposed Project, to a less than significant impact with mitigation.

- *Subarea 1.* Based on a traffic level reduction required to reduce impacts to the Fair Oaks Avenue/Traffic Way intersection, the proposed number of hotel rooms in Subarea 1 would be reduced from approximately 100 to 70, and the restaurant size would be reduced from approximately 4,000 to 3,000 sf.
- *Subarea 2.* Based on traffic level reduction required to reduce impacts to the Fair Oaks Avenue/Traffic Way intersection, the number of proposed residences in Subarea 2 would be reduced from 58 to 40.
- *Subarea 3.* Development within Subarea 3 would the same as under the proposed Project.

Based on these development reductions and a traffic rate of 8.92 trips/unit/day, traffic generated by the development of a 70 unit hotel would result in a total of 624.4 trips per day, with an AM peak trip level of 46.9 and a PM peak trip level of 70.7. For the Subarea 2 development, a traffic rate of 9.52 trips/unit/day for a 40 housing units would equate to a total of 380.3 trips per day, with an AM peak trip level of 30.0 and a PM peak trip level of 40.0. Under these reduced development plans, total trips per day would be reduced by approximately 449 trips/day, from a total of 1,646 trips/day generated under the proposed Project, to 1,197 trips/day, with an AM peak trip level of 76 and a PM peak trip level of 104 for the Project.

Initial traffic analysis indicates that the reductions in hotel rooms/restaurant size and residences under this alternative would reduce delays and congestion the Fair Oaks Avenue/Traffic Way intersection to a less than significant impact, and implementation of any mitigations measures required under the proposed Project would not be required. Despite a reduction in trips generated by reduced development of the Project, implementation of this alternative would not reduce traffic impacts at the East Grand Avenue/West Branch Street intersection below a significant and unavoidable impact;

therefore, impacts at this intersection would remain the same as those anticipated under the proposed project. In addition, reduced employment could incrementally reduce long-distance commuting. Therefore, this alternative would reduce, but not eliminate all of the proposed Project's significant impacts to traffic and transportation.

Short-term air quality impacts would be slightly less than those described for the proposed Project as a result of decreased construction building size for the hotel/restaurant and number of residences, but remain less than significant with mitigations. Operational air quality impacts would be reduced as smaller development would result in fewer automobile trips for hotel/restaurant patrons and residents, and a decrease in air pollutants and GHG emissions when compared to the proposed Project. With the reduction in daily trips due to reduced development of the Project, this alternative would further reduce operational air quality emissions, and impacts would potentially be less than significant. This alternative would also potentially achieve CAP consistency if standard mitigation measures within the CAP are applied.

Visual impacts would be slightly less than under the proposed Project due to the decrease in square footage of new building space and resulting views of a reduced scale and intensity development from U.S. Highway 101 and surrounding streets. Lighting and glare impacts would also be somewhat less due to the decreased amount of development in proximity to the existing residential uses surrounding the site. Similar to the proposed Project, standards for outdoor lighting would be applied, per Section 16.48.090 of the City Municipal Code, and exterior light fixtures would be shielded and directed downward to avoid light spill and glare, per Project Design Guidelines and General Plan Policy Ag/C/OS.23. Overall aesthetics impacts would remain less than significant.

Short- and long-term noise impacts associated with reduced development of Subarea 1 (i.e., construction, maintenance and pickup/delivery activities, and noise-generating rooftop equipment such as air conditioners or kitchen ventilation systems) would be slightly less than under the proposed Project due to the reduced development size and close proximity of residential units onsite. Mitigation measures listed within Section 3.8, *Noise*, would continue to be applied to this alternative in order to reduce impacts to below a less than significant level. Similarly, impacts to utilities and public services would slightly decrease with the reduced hotel rooms/restaurant size and dwelling units requiring water, wastewater, solid waste, and police and fire services, and would be less than significant.

Impacts to recreation, associated with the City's required parkland-resident ratio of 4 acres per 1,000 individuals, would be reduced due to the decrease in residential units and

individuals. The number of single-family medium-density residences in Subarea 2 would be reduced from 58 to 40, with an associated reduction in individuals from 140 to 96. Under this alternative, the estimated 96 new residents would require 0.38 acres of parkland to meet City standards. Therefore, the proposed Project's development of a 0.35-acre neighborhood park within Subarea 2 would require the dedication of an additional 0.03 acres of parkland. Similar to the proposed Project, mitigation for payment of a park improvement in-lieu fee equal to the fair market land value, plus twenty (20) percent toward the cost of offsite improvement, for the additional 0.03 acres of parkland would reduce impacts to less than significant.

Impacts to agriculture, biology, hazards and hazardous materials, hydrology and water quality, and land use under the Reduced Development Alternative would be slightly less or similar to those described for the proposed Project. All proposed Project mitigation measures would also apply under this alternative.

Overall, this alternative would reduce impacts to transportation and GHG emissions. However, LOS impacts at the East Grand Avenue/West Branch Street would continue to be significant and unavoidable.

5.5 IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 5-1 summarizes the environmental impacts associated with the proposed Project and the analyzed alternatives. CEQA Guidelines Section 15126.6 states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

Table 5-1 summarizes the environmental impacts associated with the proposed Project and the analyzed alternatives. Of the alternatives considered, the No Project Alternative would result in the fewest impacts as no development would occur within Subareas 2 and 3; therefore, it is environmentally superior. Of the development alternatives, the *Reduced Development Alternative* is considered to be the environmentally superior alternative since impacts would be reduced to a less than significant level, except for anticipated significant and unavoidable long-term impacts to traffic and transportation at the East Grand Avenue/West Branch Street intersection. With implementation of this alternative, impacts to the East Grand Avenue/West Branch Street intersection would be reduced, although impacts to this intersection would not be fully reduced to a less than significant level. Therefore, because this alternative would reduce all but one impact to a less than significant level with required mitigation, the Reduced Development Alternative is considered to be

the environmentally superior alternative.

Table 5-1. Impact Comparison of Alternatives to the Proposed Project

Resource	Proposed Project Residual Impact	No Project	Reduced Development
Aesthetics	Less than Significant	Less (Less than Significant)	Similar (Less than Significant)
Agricultural Resources	Less than Significant with Mitigation	Less (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Air Quality & GHG Emissions	Significant and Unavoidable	Less (Less than Significant)	Less (Less than Significant with Mitigation)
Biological Resources	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Hazards & Hazardous Materials	Less than Significant with Mitigation	Similar (Less than Significant)	Similar (Less than Significant with Mitigation)
Hydrology and Water Quality	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Land Use	Less than Significant with Mitigation	Less (Less than Significant)	Similar (Less than Significant with Mitigation)
Noise	Less than Significant with Mitigation	Less (Less than Significant)	Slightly Less (Less than Significant with Mitigation)
Recreation	Less than Significant with Mitigation	Less (No Impact)	Less (Less than Significant with Mitigation)
Transportation & Traffic	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)
Utilities & Public Services	Less than Significant	Less (Less than Significant)	Slightly Less (Less than Significant)
Project Objectives Met?	Yes	No	Yes

6.0 LIST OF PREPARERS

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8.0 RESPONSE TO COMMENTS

Section 8 is organized as follows:

8.1 Introduction

8.2 Format of the Response to Comments: This section describes the format and organization of the comments received on the Draft Environmental Impact Report (EIR) and the responses to those comments.

8.3 Index of Comments Received: This section provides a list of the comments received on the Draft EIR by a member of the public, agency, company, or organization, and lists the unique number for each commenter.

8.4 Response to Comments: This section provides individual responses to comments provided in letters and oral testimony.

8.5 Public Comments Received After the Close of the Comment Period: This section provides comment letters received after the 45-day public comment period for the Draft EIR for informational purposes. No response to comments are required by CEQA; however, the City has provided for these letters as a courtesy.

8.1 INTRODUCTION

Comments received during the 45-day public comment period for the Draft EIR, ending May 26, 2016, included written comments from nine individuals, one agency, as well as the Applicant. Oral testimonies were received from three individuals, along with the Applicant and four Planning Commissioners during a public workshop held on May 17, 2016. In accordance with 2016 CEQA Statute and Guidelines, this section provides a written response to each of these received comments, and describes any revisions to the EIR due to accepted comments and suggestions as well as reasoned analysis in response to specific comments and suggestions that were not accepted. In addition, five written comment letters and emails were received by individuals after the close of the public comment period on May 26, 2016. Comment letters that were received after the close of the formal public comment period have been also included at the end of this section.

8.2 FORMAT OF THE RESPONSE TO COMMENTS

Comments received on the Draft EIR are organized by written comments, then oral testimonies. Each comment letter or e-mail, and testimony is assigned a unique number with each comment individually numbered as well. Individual comments and issues within each comment letter or e-mail are numbered individually along the margins in Section 8.3. For example, Comment 2-1 is the first substantive comment in Comment Letter 2; "2" represents the commenter; the "1" refers to the first comment in that letter.

8.3 INDEX OF COMMENTS RECEIVED

Table 8-1 lists all agencies, organizations, companies, and individuals that provided written and oral comments on the Draft EIR. As described above, each comment letter was assigned a unique number.

Table 8-1. Index of Comments Received on the Draft EIR

Commenter Number	Name of Commenter	Comment and Response to Comment Location
Organizations		
1.	Brubaker, Jeff – San Luis Obispo Council of Governments	8-5
Individuals		
2.	Albert, Colleen	8-7
3.	Bachmann, Anne	8-9
4.	Clift, Warren	8-11
5.	Ingham, Doug	8-13
6.	Jones, Daniel	8-16
7.	Joralemon, Gary	8-19
8.	Lori (no last name provided)	8-21
9.	Schmidt, Marilyn	8-23
10.	Zammit, Kent and Sue	8-25
Applicant		
11.	C.M. Florence, AICP Agent, Oasis Associates, Inc.	8-37
Oral Testimonies at Public Hearing (May 17, 2016)		
12.	Commissioner John Mack	8-34
13.	Commissioner Terry Fowler-Payne	8-35
14.	Commissioner Glenn Martin	8-35
15.	Commissioner John Keen	8-36
16.	Osty, Linda	8-36
17.	C.M. Florence, AICP Agent, Oasis Associates, Inc.	8-37
18.	Bennett, Minetta	8-37
19.	Gibson, Shirley	8-38
Public Comments Received After the Close of the Comment Period		
20.	Austin, Don and Joanne	8-45
21.	Hedderig, Bruce	8-47
22.	Keating, Linda	8-50
23.	Nichols, Ann	8-53
24.	Osty, Linda and Kent and Sue Zammit	8-57

8.4 RESPONSE TO COMMENTS

The following pages contain copies of the comment letters. Presented first is a copy of the comment letter with vertical lines indicating the extent of specific numbered comments, and on the subsequent pages are the corresponding numbered responses to individual comments.

8.4.1 Organizations

Pujo, Julia

Subject: FW: East Cherry Avenue Specific Plan EIR

-----Original Message-----
From: Jeff Brubaker <JBrubaker@slocog.org>
To: jfrickenbach <jfrickenbach@aol.com>
Cc: Rich Murphy <RMurphy@slocog.org>
Sent: Mon, May 23, 2016 9:22 pm
Subject: East Cherry Avenue Specific Plan EIR

John,

Related to the subject DEIR, SLOCOG's 2014 Regional Transportation Plan (RTP) includes the following projects:

- STH-RORS-1401: Traffic Way / Fair Oaks Ave. intersection operational improvements

SLOCOG has also programmed discretionary funding to the City of Arroyo Grande for the preliminary engineering phase of operational improvements at Fair Oaks Ave. and Orchard Ave. 1-1

The RTP also includes STH-MHWY-1403 – South Traffic Way / Fair Oaks Ave. extension – new interchange construction; however, this project is listed as "unconstrained" (i.e. not expected to be funded/implemented within the next 20 years).

The 2014 RTP can be found here: http://www.slocog.org/programs/regional-planning/2014-rtpscs

Jeff Brubaker, AICP
Transportation Planner
San Luis Obispo Council of Governments (SLOCOG)
1114 Marsh St. | SLO, CA 93401
805-788-2104

1

Commenter 1 – Jeff Brubaker, San Luis Obispo Council of Governments (SLOCOG)

Comment Response 1-1: Comment noted and identification of related transportation projects included in the 2014 Regional Transportation Plan is much appreciated. Edits have been made to Section 3.10, *Transportation and Traffic*, to incorporate these planned projects into the impact discussion. See pages 3.10-22 and 3.10-29.

8.4.2 Individuals

Pujo, Julia

Subject: FW: Cherry Ave. project

From: Colleen Albert <albert589@icloud.com>
Date: May 23, 2016 at 4:02:20 PM PDT
To: jfrickenbach@aol.com
Subject: Cherry Ave. project

I am all for progress, but I suspect it will set a precedent if there is a project that features one cultural group. Please drop the Japanese influence and make project for everyone. Thanks, 2-1

Colleen

1

Commenter 2 – Colleen Albert

Comment Response 2-1: Comment respectfully noted; however, the commenter addresses the Project rather than the adequacy of the EIR. The substance of this comment will be considered by City decision-makers as they consider potential Project approval.

Pujo, Julia

Subject: FW: Development on East Cherry

-----Original Message-----
From: Anne Bachmann <anne@sloorchids.com>
To: jfrickenbach <jfrickenbach@aol.com>
Sent: Tue, May 24, 2016 11:56 am
Subject: Development on East Cherry

We live just down the way on Branch Mill Road and this proposed development is way too much for this area. Subarea1, which is a three story hotel, will be higher than any building in AG and so out of character for a housing area. Then Subarea2 with 58 homes. Have you considered the traffic problems you would have with the addition of that many homes plus a hotel. Even if a traffic light was put in, you have all the entering traffic from Hwy 101 going north that would have only one block before it hits a traffic light. Then you have all the traffic from the current homes in this area and also the Arroyo Grande High school. The congestion will be even greater than it is currently. It is too much. 3-1 3-2

Subarea 3 would better fit this area and not add that much to traffic or congestion. I would be all for it but definitely not the other two proposals. To go from agriculture land to this huge development, even though it is at the southern end of town, does not make sense. If you would monitor the amount and type of vehicles that use East Cherry now, you would understand the problem. 3-3

Anne Bachmann
955 Branch Mill Rd
Arroyo Grande

1

Commenter 3 – Anne Bachmann

Comment Response 3-1: Thank you for your comment. Regarding the height of the hotel within Subarea 1, while the hotel could have a maximum height of up to 36 feet, the design, height, massing, and character of the hotel would be required to comply with Arroyo Grande's Design Guidelines and Standards for Design Overlay District Traffic Way and Station Way (D-2.11), which state that buildings shall have a small to moderate scale with horizontal massing, and shall have an architectural character that transitions to the historic character within Arroyo Grande. Further, the hotel as well as the entirety of the Project would be subject to review by the Architectural Review Committee (ARC) to ensure that the Project would be consistent with the design guidelines and the character of the surrounding area.

Comment Response 3-2: Please refer to Section 3.10, *Transportation and Traffic* and Appendix K regarding traffic associated with 58 residences and the hotel. The traffic analysis found that while traffic operations on East Cherry Avenue and the northbound Highway 101 ramp would slightly increase, impacts would not exceed City level of service (LOS) thresholds within the General Plan and would be less than significant. Please note that the proposed traffic signal at Fair Oaks Avenue/Traffic Way was found mitigate significant impacts and is estimated to reduce delay from existing conditions, from 34.6 seconds to 16.4 seconds in AM peak hour and from 26.9 seconds to 24.9 seconds (see Tables 3.10-2 and 3.10-7).

Comment Response 3-3: Your comments in support of the proposal for Subarea 3 and in opposition to Subareas 1 and 2 have been acknowledged. Please see Section 3.2, *Agricultural Resources* regarding the conversion of agricultural land to developed uses, and Section 3.10, *Transportation and Traffic*, regarding Project-generated traffic.

Debbie Weichinger

From: Warren Clift[redacted]
Sent: Tuesday, May 17, 2016 3:02 PM
To: Debbie Weichinger
Cc: Jim Hill; Tim Brown
Subject: Cherry Lane Development

Not another sell out to Nick Thompkins and his buddies again!

That's good ag land (see food!) and water is too precious and scarce now. 4-1

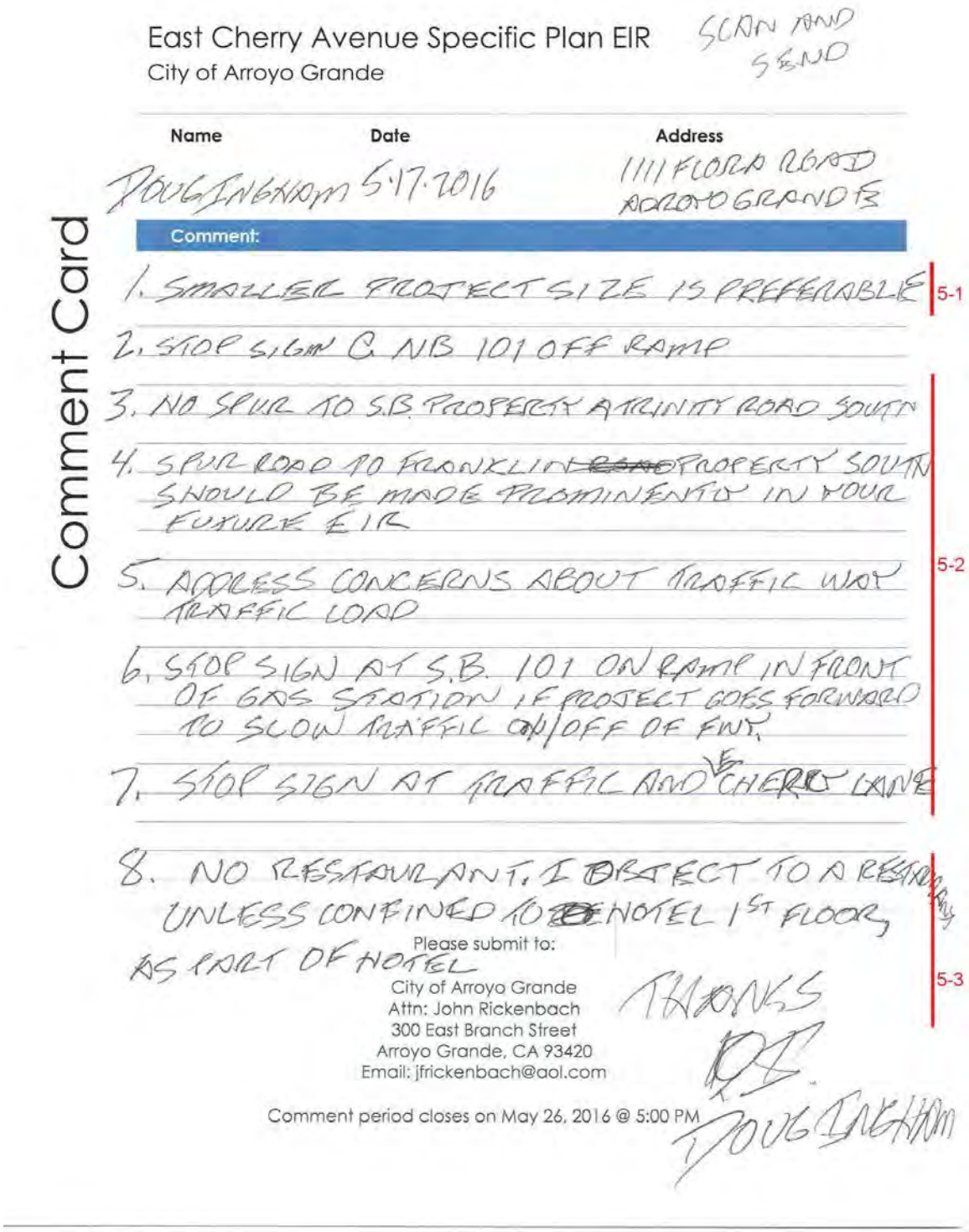
This is on your very own website; http://www.thinkh2onow.com/

Thanks Warren Clift

1

Commenter 4 – Warren Clift

Comment Response 4-1: Thank you for your comments and your opposition to the Project has been noted. Section 3.2, *Agricultural Resources*, describes impacts to agricultural lands within the Project site and Impact UT-3 with Section 3.11, *Utilities and Public Services* describes water usage resulting from the Project.



East Cherry Avenue Specific Plan EIR
City of Arroyo Grande

SCAN AND SEND

Comment Card

Name	Date	Address
DOUG INGHAM	5-17-2016	1111 FLORA ROAD ARROYO GRANDE

Comment:

1. SMALLER PROJECT SIZE IS PREFERABLE 5-1
2. STOP SIGN @ NB 101 OFF RAMP
3. NO SPUR TO S.B. PROPERTY TRINITY ROAD SOUTH
4. SPUR ROAD TO FRANKLIN ~~ROAD~~ PROPERTY SOUTH SHOULD BE MADE PROMINENTLY IN YOUR FUTURE EIR
5. ADDRESS CONCERNS ABOUT TRAFFIC WAY TRAFFIC LOAD 5-2
6. STOP SIGN AT S.B. 101 ON RAMP IN FRONT OF GAS STATION IF PROJECT GOES FORWARD TO SLOW TRAFFIC ON/OFF OF FWY.
7. STOP SIGN AT TRAFFIC AND ~~CHERRY~~ E LANE
8. NO RESTAURANT. I OBJECT TO A RESTAURANT UNLESS CONFINED TO ~~THE~~ HOTEL 1ST FLOOR, AS PART OF HOTEL 5-3

Please submit to:
City of Arroyo Grande
Attn: John Rickenbach
300 East Branch Street
Arroyo Grande, CA 93420
Email: jfrickenbach@aol.com

THANKS
DOUG INGHAM

Comment period closes on May 26, 2016 @ 5:00 PM

Commenter 5 – Doug Ingham

Comment Response 5-1: Your preference for a smaller Project size is acknowledged.

Comment Response 5-2: Your comments on traffic and transportation have been noted. For further detail on transportation issues and Project impacts, please refer to Section 3.10, *Transportation and Traffic*.

- Please note that U.S. Highway 101 northbound off-ramp onto Traffic Way is not proposed to be stop sign controlled. However, MM TRANS-5a recommends a circulation study that would further study traffic conditions to reduce potential impacts.
- Please note a road is proposed leading to the property to the south of the Project site as this is proposed as part of the update for the City of Arroyo Grande General Plan, Circulation Element. However, this road is not proposed to be connected to Trinity Avenue under the Project.
- Thank you for your suggestion. This road is already included as part of the Project.
- Project trip generation and distribution onto Traffic Way is described within Section 3.10, *Transportation and Traffic*, and Appendix K.
- Please note that U.S. Highway 101 southbound on-ramp does not proposed to be stop sign controlled. However, MM TRANS-5a recommends a circulation study that would further study traffic conditions to reduce potential impacts.
- Please note that East Cherry Avenue at Traffic Way is already stop sign controlled.

Comment Response 5-3: Your opposition to the restaurant, unless confined to the hotel 1st floor, has been noted in this EIR. Thank you for your comment.

Pujo, Julia

Subject: FW: East Cherry Ave Specific Plan EIR - Comment Card

From: Dan <danpacificsun@aol.com>
Date: May 26, 2016 at 2:19:20 PM PDT
To: <jfrickenbach@aol.com>
Cc: <jhill@arroyogrande.org>, <bharmon@arroyogrande.org>, <tbrown@arroyogrande.org>, <jguthrie@arroyogrande.org>, <kbarneich@arroyogrande.org>
Subject: East Cherry Ave Specific Plan EIR - Comment Card

City of Arroyo Grande
Attn: John Rickenbach

Subject: East Cherry Project "Comment Card"

Hi John,

I read the article in the SLO Tribune Tuesday; due to today's deadline for community input I am emailing my response.

I have resided on Allen Street for the past 33 years and am employed in local agriculture. I have served as past President of the Arroyo Grande Lions Club and also as co-chair of the Arroyo Grande Teen Commission.
I live about a block distance away from the project and will be impacted by whatever development goes in. 6-1

I am against this project as proposed; mainly because of the residential density, meager available water resources and concerns over traffic safety.

Subarea 1

Although a 3 story hotel meets the current height limits and would be suitable downtown, I think it would stand out in stark contrast to the other building elevations on Traffic Way. I think the ordnance should be revised to restrict elevations to 24 feet, instead of 30 feet, along Traffic Way. 6-2

Also, I don't believe the City is presently restricting water consumption at the hospital or hotels ; allowing new, unrestricted construction while restricting residents seems rather unfair. 6-3

Subarea 2

The developers are aiming high by proposing 60 residential lots; this density would be unprecedented in the
the city and appears to be roughly 25% more than the surrounding neighborhoods. I would prefer to see a maximum of 45 lots. 6-4

I object to the proposed increased water consumption for the same reason previously stated. 6-5

1

Traffic safety is a big concern. Presently the Traffic Way/East Cherry intersection is barely functional.
I believe that this project will create a dangerous situation and the developers should be required to pay for a signal; otherwise I think the City taxpayers will get stuck with dealing with it in the future. 6-6

Subarea 3

I have no objections to Japanese Cultural Center as proposed and think that It would be an asset to our community. 6-7

Sincerely,

Daniel Jones
315 Allen Street
Arroyo Grade,CA 93420

Commenter 6 – Daniel Jones

Comment Response 6-1: We appreciate your comments and feedback on the Draft EIR. We also acknowledge your opposition to the Project. Please see comment responses below regarding project density, water resources, and traffic safety.

Comment Response 6-2: Thank you for your comment. Regarding the height of the hotel within Subarea 1, the hotel could have a maximum height of up to 36 feet, and has been evaluated in regards to current and applicable zoning height regulations. The design, height, massing, and character of the hotel would be required to comply with Arroyo Grande's Design Guidelines and Standards for Design Overlay District Traffic Way and Station Way (D-2.11), which state that buildings shall have a small to moderate scale with horizontal massing, and shall have an architectural character that transitions to the historic character within Arroyo Grande. Further, the hotel as well as the entirety of the Project will be subject to review by the Architectural Review Committee (ARC) to ensure that that project would be consistent with the design guidelines and the character of the surrounding area.

Comment Response 6-3: Comment noted. The Project's water consumption is described in detail within Impact UT-3, Section 3.11, *Utilities and Public Services*. As described in this section, agricultural land uses within the Project site currently use an estimated 34.86 acre-feet per year (afy) of water, with a historic long-term water use of 41.34 afy. The Project was calculated to result in a water demand of 36.22 afy. Overall, the Project would result in a slight net decrease from historic water use, which accounts for cyclic variations in water use typical for agricultural operations by approximately 5.12 afy and would therefore not result in a net increase upon City water supplies. Additionally, as described in Section 2.0, *Project Description*, the Project would incorporate low water fixtures and appliances and drought tolerant landscaping in order to conserve water.

Comment Response 6-4: Thank you for your comment and your preference for less residential lots has been noted. This EIR analyzes a Project alternative that would potentially reduce the number of lots within Subarea 2 (see Section 5.4.2.2, *Reduced Development Alternative*).

Comment Response 6-5: Comment noted. Please see Comment Response 6-3.

Comment Response 6-6: Thank you for your comment. Traffic safety is a priority for the City and the intersection of Traffic Way/East Cherry Avenue was analyzed for traffic safety issues; see Impact TRANS-5 within Section 3.10, *Transportation and Traffic*. MM

TRANS-5a recommends a circulation study to study circulation of vehicles from Project access points to Traffic Way and East Cherry Avenue, which would further study traffic conditions and provide recommendations to reduce potential safety impacts.

Comment Response 6-7: Thank you for your comments and your support of the Japanese Cultural Center has been noted in this EIR.

Pujo, Julia

Subject: FW: East Cherry Proposed Development

-----Original Message-----
From: gary joralemon <gjoralemon@gmail.com>
To: jfrickenbach <jfrickenbach@aol.com>
Sent: Wed, May 25, 2016 5:15 pm
Subject: East Cherry Proposed Development

Good Evening Mr. Rickenbach.

As a 30 year home owner in Arroyo Grande, I am writing in regards to the proposed development at the end of East Cherry.

I think the Japanese cultural garden, senior housing, farm stand and historic orchard would make an appropriate addition to our city. However, I have strong reservations regarding the remaining portions of the three phase proposal. In particular, I am strongly opposed to the addition of a large hotel in that area for the same reasons I did not support the hotel in the village. 7-1

First, we simply do not have sufficient water at this time for such a project. Visitors tend to have little or no interest in local water woes and can't reasonably be counted on to conserve. Second, a two lane road in and out of the area is simply insufficient for additional businesses and housing, and would create traffic problems for the residents of the area. Finally, for a town our size, I believe we have sufficient hotel rooms at present, and to further build hotels is repetitive and not in keeping with our present "small town" ambiance. 7-2

Thank you for your consideration.

gary Joralemon
852 Willow Lane
Arroyo Grande
441-0485

1

Commenter 7 – Gary Joralemon

Comment Response 7-1: Thank you for your comments. Your opinions of the Japanese cultural garden and hotel are duly noted in this EIR.

Comment Response 7-2: In regard to the comment on water supply, a detailed analysis of Project water demand is included within Section 3.11, *Utilities and Public Services*, and in particular, impacts to the City's water supply are discussed in Impact UT-3. Water conservation measures are also included as part of the Project (see Section 2.6.4) which include low water fixtures and appliances, and drought tolerant landscaping.

In regard to comments on circulation and ingress/egress onto East Cherry Avenue, Section 3.10, *Transportation and Traffic*, and Appendix K analyze circulation issues in depth. In particular, Impacts TRANS-5 addresses ingress/egress from the Project site onto adjacent roadways and found impacts to be less than significant. In addition, a recommended mitigation measure, MM TRANS-5a, recommends a circulation study to study circulation of vehicles from Project access points to Traffic Way and East Cherry Avenue, which would further study traffic conditions and provide recommendations to reduce potential safety impacts.

Lastly, in regard to comments on the hotel and keeping present with the "small town ambiance," this EIR analyzes changes to visual character resulting from the Project within Section 3.1, *Aesthetic Resources*. The character of the hotel would be required to comply with Arroyo Grande's Design Guidelines and Standards for Design Overlay District Traffic Way and Station Way (D-2.11), which requires buildings to have an architectural character that transitions to the historic character within Arroyo Grande. Further, the hotel as well as the entirety of the Project would be subject to review by the Architectural Review Committee (ARC) to ensure that that Project would be consistent with the design guidelines and the character of the surrounding area.

Pujo, Julia

Subject: FW: E. cherry comment

From: Lori <lorbro7@gmail.com>
Date: May 23, 2016 at 6:52:39 PM PDT
To: jfrickenbach@aol.com

AG traffic and Cherry development. I am against any kind of hotel in this area and large numbers of residential units. I think the senior development is needed but please limit housing to 1/4 acre each so the rural feel isn't taken away. No apartments or hotels please even if you try to compromise with a park. 8-1

1

Commenter 8 – Lori (no last name provided)

Comment Response 8-1: Thank you for your comments. Regarding your comment on Arroyo Grande traffic, please refer to Section 3.10, *Transportation and Traffic* and the Traffic Impact Analysis within Appendix K, which includes a detailed analysis of transportation and traffic impacts generated by the Project. Your opposition to the hotel and residences included in the Project has been duly noted in this EIR, as well as your opinion on the senior housing within Subarea 3. For further analysis on impacts to the "rural feel" or agricultural character of the Project site, please refer to Section 3.1, *Aesthetics and Visual Resources*.

Pujo, Julia

Subject: FW: Development off Cherry Street

-----Original Message-----
From: Marilyn <mamooo@charter.net>
To: jfrickenbach <jfrickenbach@aol.com>
Sent: Mon, May 23, 2016 9:22 pm
Subject: Development off Cherry Street

Are you kidding us Arroyo Grande residence!? You think anyone in A.G. thinks a three story hotel and cramped housing is a good thing? Why three stories high!?? You force us to let our lawns die because we are desperate for water, you fine us if we don't. Yet you think it's great to bring in hundreds of tourist along with their 45 minute showers is just fine!! This developer sure has someone's ear? Recently the Hotel in our Village was approved. This area is where the locals have been without a grocery store since JJ's left us. You think this is really a great thing for the locals? No way. Just keep bringing in the tourist dollars and keep causing the local tax payers to suffer the traffic and water rationing. Why do you want to turn us into a Santa Barbara wanna-be town. Quit with only looking at tax dollars and maybe stop and think about the town of Arroyo Grande as a place for the LOCALS to live, NOT just for tourist who come and go. We intend to attend meetings to voice our disproval on this proposed development on Cherry Street.
Marilyn Schmidt

9-1

Sent from my iPad

1

Commenter 9 – Marilyn Schmidt

Comment Response 9-1: Thank you for your comments. Your opinions on the proposed Project have been duly noted in this EIR. It is noted that the commenter largely addresses the Project proposal rather than the adequacy of the EIR, and comments should be directed to City decision-makers. Please note that the current zoning for Subarea 1 (where the proposed hotel would be located) allows a maximum height of 36 feet, or three stories with a conditional use permit. Regarding water demand for the proposed Project, Section 3.11, Utilities and Public Services contains a detailed analysis of impacts to City water supply and found impacts to be less than significant. Also see Comment Response 6-3.

Pujo, Julia

Subject: FW: Comments to Cherry Ave Development

-----Original Message-----
From: Zammit, Kent <KEZAMMIT@epri.com>
To: jfrickenbach <jfrickenbach@aol.com>
Cc: Zammit, Kent <KEZAMMIT@epri.com>; suezammit <suezammit@gmail.com>
Sent: Mon, May 23, 2016 4:41 pm
Subject: Comments to Cherry Ave Development

Dear Mr. Rickenbach,

My name is Kent Zammit, and I live at 3880 Santa Domingo Road, off Huasna Road. I have watched with some interest the plans to develop the subject properties, and I do have some concerns.

1) By far my biggest concern is the increased traffic all of these projects will bring to the intersection of Cherry and Traffic Way. I witness close calls at this intersection all the time, and have also seen how difficult it can be to exit from Cherry onto Traffic Way at peak traffic times. This has only gotten worse in the 10 years I have lived in AG, as additional housing is built. It is especially difficult at peak times, including school start/stop times. Unless there are plans for traffic control (stop signs or lights) – this will create a real problem especially for those trying to turn south on Traffic Way to enter 101 South. 10-1
2) The addition of yet another hotel in that area would further degrade the residential character of the surrounding residential neighborhoods. 10-2
3) A three story hotel is out of character for that area AND Arroyo Grande in general. The scale of that building should match the surrounding community. Where else does AG have 3 story buildings? 10-3
4) The addition of a restaurant there does not make sense, since there are limited feed roads for the increased traffic. It seems to me that restaurants should be located on major feeder roads, like Grande and in the Village, places where traffic management and parking support such high volumes and turnover. 10-4
5) Water concerns – when we are experiencing high drought conditions for multiple years, why are we allowing high density development like hotels and such? 10-5
6) Parking – many current residents of Cherry use street parking for their vehicles. There appears to be no provision for where those cars would park once these parcels are developed. Parking is already a difficult issue on Cherry, if you are visiting any of the residences on the north side of the street, unless they happen to have a large enough driveway to accommodate multiple cars. How is this going to be addressed in the new plans? 10-6

I think the idea of the Japanese Community Center and Gardens fits well with the character of this community and the local neighborhood better than the other two proposals, and would support that effort. 10-7

Thank you for your consideration,
Kent and Sue Zammit
805-481-7349
kezammit@epri.com

1

Commenter 10 – Kent and Sue Zammit

Comment Response 10-1: Thank you for your comments on the EIR. In regard to traffic issues, Section 3.10, *Transportation and Traffic*, contains a detailed analysis on circulation and traffic at the intersection of East Cherry Avenue/Traffic Way and Traffic Way/U.S. Highway 101 ramps. The Transportation Impact Analysis within Appendix K of this EIR found that while the Project would add trips to these intersections and would result in slightly longer intersection delays (e.g., less than 5 seconds during peak hour traffic), traffic would not exceed City LOS thresholds within the General Plan and would be less than significant. In addition, Impact TRANS-5 analyzes ingress/egress from the Project site onto East Cherry Avenue and Traffic Way. A recommended mitigation measure, MM TRANS-5a, is also included while would require an additional circulation study to guide ingress/egress from Subarea 1, which would identify potential measures to further reduce traffic and circulation impacts.

Comment Response 10-2: The hotel's impact on visual character of the vicinity is discussed in Section 3.1, *Aesthetics and Visual Resources,* and found impacts to be less than significant. Further, the hotel as well as the entirety of the Project would be subject to review by the ARC to ensure that that Project would be consistent with the character of the surrounding area. The hotel within Subarea 1 would serve as a transitional use from commercial and highway commercial uses along Traffic Way to residential uses along East Cherry Avenue. In accordance with the Design Guidelines and Standards for the Design Overlay District D-2.11, the hotel design would include an architectural character that would transition to the historic district that would include elements of both the village mixed use and Traffic Way mixed use character, and color palettes that would be compatible with adjacent development. Please also see Comment Response 10-3 below regarding hotel design and character.

Comment Response 10-3: Regarding the height of the hotel within Subarea 1, the current zoning for Subarea 1 (where the proposed hotel would be located) allows a maximum height of 36 feet, or three stories with a conditional use permit, and a similar scale building could develop within Subarea 1 without the approval of the East Cherry Avenue Specific Plan (Project). However, the height, design, massing, and character of the hotel would be required to comply with Arroyo Grande's Design Guidelines and Standards for Design Overlay District Traffic Way and Station Way (D-2.11), which state that buildings shall have a small to moderate scale with horizontal massing, and shall have an architectural character that transitions to the historic character within Arroyo Grande. In addition,

proposed design guidelines specific to the Specific Plan area would be implemented, which would ensure a high quality character compatible with the surrounding village character.

Comment Response 10-4: Your comment has been noted. However, as Subarea 1 is zoned TMU, the restaurant is already a conditionally allowable use that could be developed within the Subarea 1 site regardless of whether the East Cherry Avenue Specific Plan is approved. Traffic issues associated with the proposed restaurant are included within the analysis of this EIR within Section 3.10, *Transportation and Traffic.*

Comment Response 10-5: The Project's water consumption is described in detail within Impact UT-3, Section 3.11, *Utilities and Public Services*. As described in this section, agricultural land uses within the Project site currently use an estimated 34.86 acre-feet per year (afy) of water, with a historic long-term water use of 41.34 afy. The Project was calculated to result in a water demand of 36.22 afy. Overall, the Project would result in a slight net decrease from historic water use, which accounts for cyclic variations in water use typical for agricultural operations by approximately 5.12 afy and would therefore not result in a net increase upon City water supplies. Additionally, as described in Section 2.0, *Project Description*, the Project would incorporate low water fixtures and appliances and drought tolerant landscaping in order to conserve water.

Comment Response 10-6: Please note that street parking along East Cherry Avenue would be provided to accommodate approximately 24 spaces and is planned as part of the roadway improvements. Please see Section 2.6.5, *Circulation and Parking*, and Figures 2-5 and 2-6. For proposed residences within the Project site, parking would include two spaces per unit within an enclosed garage as well as street parking along proposed residential interior streets.

Comment Response 10-7: Thank you for your comments and your opinions on the Japanese cultural gardens and proposals for Subareas 1 and 2 have been noted within this EIR.

8.4.3 Applicant

OASIS ASSOCIATES
LANDSCAPE ARCHITECTURE + PLANNING

26 May 2016

Ms. Teresa McClish, Director of Community Development
Mr. John Rickenbach, Contract Planner
COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ARROYO GRANDE
300 East Branch Street
Arroyo Grande, CA 93420

RE: APPLICANT'S COMMENTS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) – EAST CHERRY AVENUE SPECIFIC PLAN, SCH # 2015101067, CITY OF ARROYO GRANDE, CALIFORNIA

Dear Teresa and John,

On behalf of SRK Hotels, MFI Limited, and the Arroyo Grande Valley Japanese Welfare Association, we appreciate the opportunity to comment on the East Cherry Avenue Specific Plan DEIR. We have read, with interest, the document, and feel that we have been appropriately involved with the process to date. Consensus from the applicant team is that the document does a suitable job of presenting and analyzing the project and related CEQA issues. Based upon our assessment of the document, our collective comments are not of a substantial nature, but are intended to provide additional clarity. Thank you, in advance, for your review and acceptance of these comments. 11-1

Page 2 – 2 Table 2.2

Please correct the spelling of Margaret IKEDA. 11-2

Page 2-19, Table Subarea 3

Please correct the section on the table called *Existing Use* to read solely "undeveloped" and eliminate the description of agricultural row crops. 11-3

Page 2-28, Figure 2-7 and Page 2-29 bulleted narrative description

The residential interior street with and without linear park graphics and description have been recently revised to reflect the City Engineer's comments. The revised vesting tentative tract map now reflects those modifications. See attached 11" x 17" plan reductions. 11-4

Page 3.1-13, Figure 3.1-3 and Page 3.1-15, Figure 3.1-4

The simulation depicts a two-story unit on E. Cherry Avenue. The applicant has agreed to designing and constructing one-story units for the alley loaded lots 1 – 24. Is it necessary to change these simulations in the DEIR, accordingly? 11-5

Page 3.1-20, Subarea 3 Impacts, line 4

Modify "removal of several larger trees" to "removal of a few larger trees". 11-6

Page 3.3-23 thru -29/AQ-2, MM AQ-2a & 2b

The DEIR has defined the project's long-term operational emissions impacts (unmitigated) to be *significant and unavoidable*. Should the City Council decide to approve the various entitlements, they will be asked to make a finding of overriding considerations. Based upon that potential, it would seem appropriate to underscore the following: 11-7

- The threshold exceedance levels for ROG + NO_x and PM2.5 are described as "marginally" significant (i.e., 23% and .93% over the threshold levels, respectively); and

3427 Miguelito Court San Luis Obispo, CA 93401 805.541.4509 p 805.546.0525 f www.oasisassoc.com
CP 018415 • RLA 2248 • CLARB 907

- Although the applicants are committed to incorporate mitigation measures from the ACPD Air Quality Handbook into their respective projects, many of these measures are unquantifiable in the CalEEMod model, thereby perhaps misrepresenting that the projects' emissions are truly over the established threshold levels.

11-7 cont.

Page 3.3-33 thru -36/AQ-5, MM AQ-5a

The DEIR has determined that the projects are in non-conformance with the 2001 Clean Air Plan (assuming that this is inclusive solely of Subarea 2 and Subarea 3, since Subarea 1 is incorporated into the City's General Plan as Traffic Mixed Use) Although, the DEIR conversely states that the projects are consistent with the land use strategies in the Clean Air Plan (i.e., compact communities, mixed land use, jobs/housing balance, circulation management, etc.).

Given the age of the Clean Air Plan, the fact that a comprehensive assessment of the City's growth patterns has not been analyzed (i.e., has there been strict adherence to the General Plan project build out and a determination that the City's overall growth patterns since 2001 and the CAP are inconsistent?), there does not appear to be a definitive nexus between the projects' impacts, the CAP, the City's growth patterns, and an acknowledgement that other measures may have decreased the projections in the CAP.

11-8

Again, the City Council will be asked, if project entitlements are approved, to make a finding of overriding consideration for this *significant and unavoidable* impact. The DEIR or City staff would wise to bring this "potential" for significance to the decision-makers, as its basis can be questioned.

With regards to MM AQ-5, would it be possible for the City, in coordination with SLORTA or SCT, to determine the need for a transit stop and the related costs associated with such an improvement now? How would the "fair share" contribution be determined, as this seems open ended at this juncture.

Page 3.6-3, Figure 3.6-1

11-9

The map has a label – *Man-made Drainage Culvert* that appears to be pointing to the existing ditch at the toe of the hillside above Subarea 2 and Subarea 3. Please revise, accordingly.

Page 3.10-26 MM TRANS-3b

The following mitigation measure language was modified by the applicant and, subsequently, reviewed and accepted by the City. It is important to note, that even with mitigation, the existing traffic/transportation systems are deficient, and unless and until improvements are implemented, this is considered a significant and unavoidable impact. The applicant would request that the DEIR reflect this revised mitigation measure.

East Grand Avenue/West Branch Street: *The Applicants shall pay a fair share portion of the design and construction costs for transportation improvements that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies.*

11-10

Applicants shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of east Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.

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The Applicants shall submit payment of their fair share of funding for the above mitigation prior to issuance of grading and/or building permits. The City shall determine the amount of payment of fair shares for each Applicant commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip generation, etc.). The City shall establish a separate East Grand Avenue/West Branch Street traffic mitigation fund to accept the Applicant's payment(s).

11-10 cont.

Page 3.11-14 UT-3

The applicants concur with the conclusion that the implementation of the project would *result in an overall decrease in water demand compared to historic water demand.* However, in addition to the applicant's Water Use Assessment (RRM, November 2015) the Public Works Supervisor, Shane Taylor has provided water use calculations with the conclusion that "the proposed project will **increase the City water supply by 7 acre feet/year** (emphasis added) after a 3-year period in which metered use can be used to determine actual use". This important information should be included in the DEIR and attached for reference.

11-11

Page 5.5, 5.4.2.1 No Project Alternative, para 2, lines 3 & 4

Subarea 3, while currently zoned Agriculture, has never been cultivated, therefore, please modify the sentence "…ongoing agricultural production would continue in Subareas 2 and 3, with associated water use……" to reflect that only Subarea 2 may continue the ag operations.

11-12

Page 5-6, 5.4.2.2 Reduced Development Alternative

The reduced development alternative (RDA) is being characterized as the *environmentally superior alternative* and makes the assumption that it will continue to meet the project's objectives. CEQA clearly defines alternatives to a proposed project as a "range of reasonable alternatives which would avoid or substantially lessen any of the significant effects of the project". While the RDA is a requirement under CEQA, there are other considerations that, on balance, would point to the potential infeasibility of the proposal. This warrants highlighting some additional considerations and implications not made clear in the EIR.

- Housing, in general and meeting the Regional Housing Needs Allocation (RHNA) is an important goal in the City's General Plan. The City is responsible for creating a regulatory environment in which the private market can build units affordable to very low, low, moderate, and above moderate households to meet the City's allocation. This includes the creation, adoption, and implementation of General Plan policies, development standards, and/or economic incentives to encourage the construction of various types of units.
- In that vein, the RDA suggests that forty (40) home sites will be environmentally superior, however, from the applicant's perspective, not economically feasible (fully recognizing that CEQA, in and of itself, does not consider economic feasibility). The cost associated with infrastructure, municipal processing costs, consulting professional costs, and fees paid to the City are typically prorated over the number of housing units, ultimately translating into a "marketable" project. For example, the proposed residential project includes twenty-four (24) lots/units that can be considered "affordable by design" (i.e., average 1700 square foot, single-story homes) with the balance of the lots accommodating homes in the 1600 – 2800 square foot range. With a reduction of lots to forty (40), as suggested in the RDA, home prices could substantially increase to the $800,000 to $900,000 price range – clearly not considered "affordable" with the real potential for alow absorption rate.
- It is also noteworthy, that the residential components of the Specific Plan will be contributing to the City's affordable housing via the in-lieu fee, thereby making important contributions to that fund.

11-13

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- Subarea 1 has been long recognized in the City's General Plan for projects that would accommodate appropriate (i.e., in character and appearance) and revenue generating development. The design guidelines and standards for the Traffic Way/Station Way include special considerations that anticipated auto retail uses, visitor serving uses, and shared parking. Meeting or exceeding these standards is certainly in compliance with the City's goals and objectives. From an environmental perspective, infill development, ala the proposed hotel and restaurant, is superior and encouraged.
- The reduced development alternative, while minimizing impacts to Fair Oaks Avenue/Traffic Way intersection, would also eliminate the requirement for signalization at that intersection. The applicants find that the design and construction of the signal to be of great benefit to the community/neighborhood, so its elimination is not a "fair trade" for reducing the development, as defined.
- The proposed RDA may be mischaracterized as "environmentally superior" due to a nominal reduction in vehicle traffic and the resultant potential to reduce Greenhouse Gas (GHG) emissions and elimination of the need for the signal at Fair Oaks Avenue/Traffic Way, while other CEQA issues were found to be "similar" or slightly "less".

11-13 cont.

On balance, the three projects have been carefully and considerately designed, reviewed by staff, the EIR consultant, and the public, and modified accordingly. While the applicants wholeheartedly believe in their respective project designs, they also look forward to engaging the decision-makers. While committed to their projects, the applicants remain open, adaptable, and interested in working with the Planning Commission and, ultimately, the City Council to create projects that both satisfy their vision and the goals and objectives of the City, the community, the neighbors, and those underrepresented (i.e., the home buyers, the customers, the visitors, and the culture seekers) who will ultimately benefit from these projects.

Thank you for the opportunity to comment on the East Cherry Avenue Draft Environmental Impact Report.

Respectfully,
OASIS ASSOCIATES, INC.

C.M. Florence, AICP Agent
SRK HOTELS
MFI, LIMITED
ARROYO GRANDE VALLEY JAPANESE WELFARE ASSOCIATION

Attachments – Vesting Tentative Tract Map, rev. 16 May 2016
Water Use Assessment, RRM, November 10, 2015
Water Use Calculations, Shane Taylor, Public Works Supervisor, 24 February 2016

c: M. Panchal/SRK
A. Mangano/MFI
M. Ikeda/AGVJWA
15-0024
15-0219

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Commenter 11 – C.M. Florence, AICP Agent, Oasis Associates, Inc.

Comment Response 11-1: Thank you and we appreciate your comments on the EIR. Please see comment responses below.

Comment Response 11-2: The spelling has been corrected on page 2-2.

Comment Response 11-3: Text has been corrected on page 2-19 to reflect the current setting where Subarea 3 is undeveloped and is not cultivated with row crops. However, the change does not modify the analysis or conclusions included in the Draft EIR.

Comment Response 11-4: Figure 2-7 and text on page 2-29 has been edited to reflect the slight changes to the proposed interior roadway cross sections. However, the change does not modify the analysis or conclusions included in the Draft EIR.

Comment Response 11-5: Text has been added to Section 2.6.3.2 of the Project Description to clarify that lots 1 through 24 would be designed to be one story, while lots 25 through 58 could be up to two stories. In addition, a footnote has been added to Figures 3.1-3 and 3.1-4, and to page 3.1-20 to indicate that while simulations depict residences up to two stories in height along East Cherry Avenue (as originally proposed), Project design has been modified to reduce the height to one story for residences along East Cherry Avenue. However, the change does not modify the analysis or conclusions included in the Draft EIR.

Comment Response 11-6: Please note that the change on page 3.1-20 was made to replace "removal of several larger trees" to "removal of some larger trees". However, the change does not modify the analysis or conclusions included in the Draft EIR.

Comment Response 11-7: Comment noted and clarifying text has been added to page 3.3-29 to indicate that some of the listed measures under MM AQ-2b do not have quantifiable air quality emissions reductions. Please note that Impact AQ-2 accurately characterizes that mitigated Project emissions for ROG + NO_x would be marginally over the APCD threshold; however, the EIR found that $PM_{2.5}$ emissions would continue to be decisively over the threshold after mitigation. Further, while is accurate to state that many measures included within MM AQ-2b do not have quantifiable reductions in air quality emissions, particularly when estimating with CalEEMod, it may be inappropriate to state that the Project's true emissions may be below the thresholds. The methodology used to determine Project air quality emissions is consistent with the guidance within APCD's CEQA Air Quality Handbook and found emissions to be over the APCD thresholds.

Comment Response 11-8: As the commenter identifies and EIR states, the Project does embody land use planning strategies such as mixed use development, improving the jobs/housing balance, and compact communities which are mentioned within the 2001 Clean Air Plan; however, consistency with the Clean Air Plan was determined using the methodology outlined in the guidelines in the APCD CEQA Air Quality Handbook. Based on a strict interpretation of the APCD's criteria, the Project was found to be inconsistent with the 2001 Clean Air Plan. However, it is noted that the 2001 Clean Air Plan does not include population or growth projections beyond the year 2015, and does not account for the City's more recent growth patterns nor would it accommodate any growth beyond 2015. Given these limitations, it is acknowledged that Criteria 1, which states, "*Are the population projections used in the plan or project equal to or less than those used in the most recent Clean Air Plan for the same area?"* is very restrictive.

Regarding MM AQ-5a, as stated in the mitigation text, the City shall determine the appropriate actions required, and/or fair share of payment for funding the additional transit stop. The timing of this measure would occur prior to the issuance of land use permits or CUPs. Regarding fair share payment, the exact metrics of determining payment or a particular dollar amount need not be included in the EIR mitigation measure. As stated in the EIR, the City would determine a fair share payment amount that would be commensurate to the size and intensity of the Project's impact.

Comment Response 11-9: Figure 3.6-1 has been edited accordingly. However, the change does not modify the analysis or conclusions included in the Draft EIR.

Comment Response 11-10: Edits to MM TRANS-3b have been made as requested. It is noted that these edits further clarify and define the mitigation and do not change the intent of the mitigation or its ability to mitigate the impact, nor do they modify the conclusions of the analysis included in the Draft EIR. See page 3.10-26.

Comment Response 11-11: Thank you for your comments, and calculations performed by Public Works Supervisor, Shane Taylor, are included as Appendix N. Edits were made to Section 3.11, *Utilities and Public Services*, to reflect the fact that Subarea 1 has been historically irrigated although this parcel is currently fallow, and that the long-term water need for the site is 41.34 afy (see pages 3.11-4, 3.11-15 and 3.11-16). These edits were made in recognition that long-term historic water use within the Project site is an indicator of average agricultural water demand and accounts for cyclic variations in irrigation patterns due to weather, rotation of crops and the temporary fallowing or resting of soils. Please note that while the commenter asserts that the Project will increase water supply by

7 acre-feet per year (afy), these calculations do not account for the estimated 2.7 afy of projected water demand for Subarea 3. As such, the EIR has been amended to reflect that the project would result in an approximate 5.12 afy increase in water supply. Further, as Subarea 1 is currently fallow, the analysis also conservatively reflects current water use for the site and estimates that water demand would also increase approximately 1.36 afy from current conditions. However, this updated information does not modify the analysis or conclusions included in the Draft EIR.

Comment Response 11-12: Text has been corrected and edited accordingly on page 5-5.

Comment Response 11-13: Thank you for your comments. It is noted that the Reduced Development Alternative would meet some but not all of the Project objectives, including the provision of housing and economic feasibility. The commenter also notes that the Reduced Development Alternative may not be in line with the City's development goals for housing, housing affordability, and anticipated retail/commercial uses. However, as the commenter correctly recognizes, economic feasibility is not typically assessed under CEQA and selection of the environmentally superior alternative is based solely on the alternative's ability to reduce environmental impacts identified in the EIR. This EIR finds the Reduced Development Alternative to be the environmentally superior alternative as this alternative would slightly reduce impacts to many resources areas analyzed within the EIR, and may reduce significant air quality impacts to a less than significant level after mitigation. This alternative was designed to reduce traffic impacts on Traffic Way/Fair Oaks Avenue to a less than significant level so that signalization of this intersection would no longer be required; however, as the commenter points out, without signalization, improved LOS at this intersection would not be fully realized. However, neither the Project nor Reduced Development Alternative would reduce traffic impacts to a level that would be less than significant; therefore, each would require the adoption of a Statement of Overriding Considerations. City decision-makers will decide if the proposed Project better meets the needs and goals of the City, particularly when non-environmental factors are considered.

8.4.4 Oral Testimonies

Oral testimony was received for the Project on May 17, 2016 at a public workshop held before the City of Arroyo Grande Planning Commission, where members of the Planning Commission provided comment, followed by comments from the public. Summarized below are the comments received on the Draft EIR and responses to comments, followed by the Planning Commission Meeting Minutes.

Planning Commission Comments

Commenter 12 – Commissioner John Mack

Comment 12-1: Pismo Clarkia – This is a seasonal species, are additional biological surveys needed to look at seasonal species on the hillside area?

Comment 12-2: Water Demand - 36.22 AFY for the site, is this broken down by Subarea?

Comment 12-3: Night Lighting – how was night lighting analyzed?

Comment 12-4: Traffic...is there an interim solution?

Comment Response 12-1: The Biological Resources Assessment identifies suitable habitat for sensitive species and assesses the potential for such species to occur within the Project vicinity, even if none were found during field surveys. The Biological Resources Assessment ultimately concluded that the Project site does not support suitable habitat for any special status plant species, including Pismo clarkia. While no known occurrences of Pismo clarkia have been within the Project site, the Biological Resources Assessment found that this species has been found within 5 miles of the Project site (see Figure 5 of Appendix F). In addition, Sage Institute, Inc. conducted a walking field survey on June 2, 2016 where special attention was given to the identification of Pismo clarkia within the Project vicinity. No Pismo clarkia was identified within the Project site and the survey concluded that soils onsite do not support Pismo clarkia. Findings of the field survey are included within Appendix F, Biological Resources Assessment Addendum, Pismo Clarkia Rare Plant Survey Report for the East Cherry Avenue Specific Plan Project, City of Arroyo Grande, CA.

Comment Response 12-2: Yes, Section 3.11, *Utilities and Public Services* includes a breakdown of water demand by subarea. See Table 3.11-5, Projected Water Demand.

Comment Response 12-3: The Project design is conceptual and at the time of EIR analysis, no lighting plan is available. However, it is reasonably assumed that the Project

could introduce new light sources on a site where none currently exist. Nighttime lighting is analyzed within Section 3.1, *Aesthetics and Visual Resources*, Impact VIS-4 (pages 3.1-24 through 26).

Comment Response 12-4: Near term traffic conditions are analyzed in the Traffic Impact Assessment (TIA) within Appendix K, which represents a scenario where approved and pending transportation projects are assumed to be constructed. This scenario is representative of conditions within the foreseeable future. Tables 3.10-4 and 3.10-5 within Section 3.10, Transportation and Traffic, demonstrate the Project's impacts within this near-term scenario.

Commenter 13 – Commissioner Terry Fowler-Payne

Comment 13-1: Traffic and circulation in the village – Traffic is currently not good and the village did not anticipate this level of growth in the area. Traffic analysis focuses on circulation on Traffic Way, was Garden Street analyzed? Garden Street could be a potential shortcut.

Comment Response 13-1: Omni-Means prepared a supplemental memorandum within Appendix K that addresses traffic and operational issues that may result from Project trips on local roadways, particularly those that may be used for shortcuts to avoid the village core. Garden Street, as well as other local roadways are expected to distribute a small percentage of Project-generated trips. The traffic supplemental memorandum conservatively assumes 7 percent of trips could use local roadways such as Garden Street; however, this would only equate to approximately 3 AM and 4 PM peak hour trips, which would not result in a significant increase of new traffic on this roadway.

Commenter 14 – Commissioner Glenn Martin

Comment 14-1: Parking - Is there enough or too much? Ensure that an appropriate amount is provided for the given uses. Estimates in the EIR may not reflect real parking needs. Does EIR cover the outside envelope? Subarea 1 is the big concern.

Comment Response 14-1: Parking for the Project is described within Section 2.6.5, *Circulation and Parking*. As the EIR analyzes a conceptual design for Subarea 1, parking for this subarea is assumed to comply with the provisions of the City of Arroyo Grande Municipal Code for the purposes of analysis within this EIR. This includes at least 122 parking spaces in Subarea as well as proposed street parking. City planning review of future

entitlement requests for Subarea 1 would address parking requirements to ensure with city zoning and parking regulations.

Commenter 15 – Commissioner John Keen

Comment 15-1: Good job on the EIR. One of the best ever seen.

Comment Response 15-1: Thank you for your comments on the EIR.

Public Oral Comments

Commenter 16 – Linda Osty

Comment 16-1: Prefers Reduced Development Alternative.

Comment 16-2: Opposes two story homes, this is not in the character of the village. The lot sizes are too big, smaller houses would be more in keeping with the village theme.

Comment 16-3: Traffic on East Cherry Avenue will be a concern.

Comment 16-4: Questioned if enough parking is proposed for the hotel.

Comment 16-5: Questioned if adequate ingress/egress exists on East Cherry Avenue to the property.

Comment 16-6: Against the traffic signal proposed for Fair Oaks/ Traffic Way; this may cause circulation issues.

Comment Response 16-1: Thank you and we appreciate your comments. Your support of the Reduced Development Alternative has been noted.

Comment Response 16-2: In regards to your comment opposing proposed residences up to two stories, please note that the Applicant has modified the proposal so that 40 percent of the units would be designed and constructed to only be one story. This includes lots 1 through 24 shown in yellow on Figure 2-3, which are along East Cherry Avenue and the alley-loaded lots to reduce the size and massing of these residences. Second stories on the remaining lots would be either partially visible, or would not be visible from East Cherry Road and Traffic Way. Further, the proposed East Cherry Avenue Specific Plan Guidelines to ensure that residence have appropriate setbacks, second story stepbacks and architectural design that reduces the overall size and massing.

Comment Response 16-3: Roadway traffic on East Cherry Avenue was assessed within Section 3.10, *Transportation and Traffic* and within the TIA in Appendix K, and found

that while the Project would result in increases in traffic along East Cherry Avenue and slightly longer delays at the East Cherry Avenue/Traffic Way intersection, impacts would be below the City's thresholds in the General Plan and would be less than significant.

Comment Response 16-4: Regarding parking adequacy within Subarea 1, as stated within Section 2.0, *Project Description*, the amount of parking spaces provided for the hotel and restaurant use would be required to comply with Chapter 16.56 of the City of Arroyo Grande Municipal Code. City planning staff would ensure that that parking is compliant prior to the approval of a CUP for the hotel and restaurant.

Comment Response 16-5: Regarding ingress/egress issues on East Cherry Avenue, please refer to Impact TRANS-5 within Section 3.10, *Transportation and Traffic*.

Comment Response 16-6: Regarding comments addressing the traffic signal proposed for Fair Oaks/ Traffic Way, additional traffic analysis was performed for the intersection of Fair Oaks/ Traffic Way and for the intersection of Allen Street/ Traffic Way. This analysis is contained within Appendix K. The TIA found that existing LOS and queueing at these intersections are currently deficient. However, after implementation of Project mitigation, including installation of the traffic signal at Fair Oaks/Traffic Way, intersection operations would be improved to LOS C or better. See Appendix K.

Commenter 17 – C.M. Florence, AICP Agent, Oasis Associates, Inc.

Comment 17-1: The commenter noted that she is available to answer questions during the public hearing. No comment response need.

Commenter 18 – Minetta Bennett

Comment 18-1: Density of the development is too much and will cause congestion on Allen Street and Traffic Way.

Comment 18-2: Traffic and parking are concerns – particularly parking on both sides of East Cherry Avenue.

Comment 18-3: Increased traffic in the area will create more hazards for pedestrians crossing the street.

Comment Response 18-1: Regarding comments associated with potential congestion at the intersection of Allen Street and Traffic Way, additional traffic analysis was performed for the intersection of Allen Street/ Traffic Way. This analysis is contained within Appendix K. The traffic analysis found that existing LOS and queueing at Allen Street and

Traffic Way are currently deficient. However, after implementation of Project mitigation, including installation of the traffic signal at Fair Oaks/Traffic Way, intersection operations would be improved to LOS C or better. See Appendix K. This would improve current queueing and congestion within the Allen Street/ Traffic Way intersection.

Comment Response 18-2: In regards to comments on parking along East Cherry Avenue, please note that street parking along East Cherry Avenue would be provided to accommodate approximately 24 spaces and is planned as part of the roadway improvements. Please see Section 2.6.5, *Circulation and Parking,* and Figures 2-5 and 2-6.

Comment Response 18-3: For analysis on traffic hazards and pedestrian safety issues, please see Section 3.10, *Transportation and Traffic* as well as in the TIA within Appendix K.

Commenter 19 – Shirley Gibson

Comment 19-1: The density is too much.

Comment 19-2: Why is there no study of Allen Street and Traffic Way? Circulation is already poor and dangerous intersection. Pacific Coast Railway and Allen Street needs to be looked at.

Comment Response 19-1: Thank you for your comments and your opinion on the proposed density of the Project has been noted. While density in of itself is generally not considered a CEQA issue, this EIR indirectly analyzes the proposed density of the Project as it relates to traffic trip generation and congestion (see Section 3.10, *Transportation and Traffic*), change in visual character (see Section 3.1, *Aesthetics and Visual Resources*), and demand on public services and utilities (see Section 3.11, *Utilities and Public Services*).

Comment Response 19-2: Regarding comments pertaining to traffic along local neighborhood streets including Allen Street, Pacific Coast Railway Place, and Mason Street, additional traffic analysis was performed for these roadways and is contained within the traffic supplemental memorandum in Appendix K. This analysis includes Project trip distribution, and found that a small portion of Project trips may use these roadways to reach East Branch Street; this includes an estimated 3 AM peak hour trips and 4 PM peak hour trips and is not considered a significant impact to the neighborhood streets. See Appendix K.

ACTION MINUTES
REGULAR MEETING OF THE PLANNING COMMISSION
TUESDAY, MAY 17, 2016
COUNCIL CHAMBERS, 215 EAST BRANCH STREET
ARROYO GRANDE, CALIFORNIA

1. CALL TO ORDER
Vice Chair Keen called the Regular Planning Commission meeting to order at 6:00 p.m.

2. ROLL CALL
Planning Commission: Vice Chair John Keen, Commissioners Glenn Martin, Terry Fowler-Payne, and John Mack were present. Chair Lan George was absent.

Staff Present: Community Development Director Teresa McClish, Planning Manager Matt Downing, Associate Planner Kelly Heffernon, Planning Intern Sam Anderson, Contract Planner John Rickenbach, and Secretary Debbie Weichinger were present.

3. FLAG SALUTE
Vice Chair Keen led the flag salute.

4. AGENDA REVIEW
None

5. COMMUNITY COMMENTS AND SUGGESTIONS
None

6. WRITTEN COMMUNICATIONS
The Commission reviewed the following material after preparation of the agenda:
1. Email dated May 17, 2016 from Warren Clift regarding Agenda Item 9.a.

7. CONSENT AGENDA
7.a. **Consideration of Approval of Minutes.**
Recommended Action: Approve the minutes of the Regular Planning Commission Meeting of May 3, 2016 as submitted.

Action: Commissioner Mack moved to approve the minutes of the Regular Planning Commission Meeting of May 3, 2016, as submitted. Commissioner Martin seconded, and the motion passed on a 4-0 voice vote.

8. PUBLIC HEARINGS
8.a. **CONTINUED CONSIDERATION OF APPEAL TO PLANNING COMMISSION 16-002; ARCHITECTURAL REVIEW 15-011 AND MINOR EXCEPTION 16-001; ONE FOOT (1') REDUCTION OF SIDE YARD SETBACK AND A TWO FOOT (2') REDUCTION OF FRONT YARD SETBACK FOR A NEW TWO-STORY RESIDENCE AND ATTACHED SECONDARY DWELLING UNIT; LOCATION – 306 SHORT STREET; APPLICANT – CINDY NOTT; REPRESENTATIVE – MICHAEL FISHER**

Planning Intern Anderson presented the staff report and recommended that the Planning Commission adopt a Resolution denying Appeal 16-002 and approving Architectural Review 15-011 and Minor Exception 16-001.

Planning Intern Anderson responded to questions from the Commission regarding the proposed project, including setback for the garage and column size.

Vice Chair Keen opened the public hearing.

Dave Frazier, appellant, Short Street, spoke against the proposed project and expressed his concern with the street facing garages, the setback of the stairs along with the landscaping to mask them, and drainage.

Cindy Nott, applicant, explained the location of the garage.

Greg Soto, architect, explained the setbacks and responded to questions from the Commission on the proposed project, including parking and the size of the columns.

Individual Commissioners expressed the following comments on the proposed project: concern with the location of the stairs, guest parking, front loading garage, does not want the garage to be converted into two single car garages, additional landscape and screening will help, suggested tandem parking, stated ARC concluded that the project met the Design Guidelines, and asked about undergrounding utilities.

Michael Fisher, contractor, explained the parking.

Planning Manager Downing stated the utilities will be required to be placed underground and responded to questions from the Commission regarding parking.

Upon hearing no further comments, Vice Chair Keen closed the public hearing.

Action: Commissioner Mack moved to adopt a resolution entitled ***"A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARROYO GRANDE DENYING APPEAL CASE NO. 16-002 AND APPROVING ARCHITECTURAL REVIEW 15-011 AND MINOR EXCEPTION 16-001; LOCATED AT 306 SHORT STREET; APPLIED FOR BY CINDY KNOTT; APPEALED BY DAVE FRAZIER"***, with the following modification to add Conditions of Approvals for: 1) The garage shall be prohibited from constructing a wall separating the garage space for occupancy by the studio. 2) Provide sufficient landscaping and height to screen the stairs and deck area on the north side of the structure. Commissioner Martin seconded and the motion passed on the following roll call vote:

AYES: Mack, Martin, Keen
NOES: Fowler-Payne
ABSENT: George

9. NON-PUBLIC HEARING ITEM

9.a. WORKSHOP TO TAKE PUBLIC COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE E. CHERRY AVENUE SPECIFIC PLAN

Vice Chair Keen stated that the Commissioners met individually with representatives of Oasis to discuss the proposed project.

John Rickenbach, Contract Planner, JFR Consulting, and Julia Pujo, Deputy Project Manager, Amec Foster Wheeler made the presentation on the East Cherry Avenue Specific Plan Draft EIR,

dated April 2016 and responded to questions from the Commission regarding the drought, Pismo Clarkia, lighting plan, and traffic circulation in the Village.

Vice Chair Keen invited public comment.

Linda Osty, East Cherry Avenue, spoke in support of the reduced development alternative in the Draft EIR and expressed concern with the number of parking spaces for the 100 room hotel.

Manetta Bennett, Allen Street, and Shirley Gibson, Halcyon, expressed their concern with the high density and need for the traffic study to consider the area of Allen Street and Traffic Way and Pacific Coast Railway and Allen Street.

Individual Commissioners expressed concern with parking for the commercial area and traffic circulation on Garden Street coming out on Cherry Avenue.

Nate Stong, Omni-Means, addressed issues raised regarding the traffic study and stated the comments will be taken into consideration.

Community Development Director McClish stated that additional questions or comments can be provided to staff or the consultant by May 26, 2016.

10. NOTICE OF ADMINISTRATIVE DECISIONS SINCE MAY 3, 2016

This is a notice of administrative decision for Minor Use Permits, including any approvals, denials or referrals by the Community Development Director. An administrative decision must be appealed or called up for review by the Planning Commission by a majority vote.

Case No.	Applicant	Address	Description	Action	Planner
TUP 16-006	Pastor Robert Burnett – New Hope Church	900 N. Oak Park Blvd	Temporary placement and use of two (2) 600 square-feet tents (20'x30') for regional conference.	A	P. Holub
TUP 16-007	Rev. Ray Berrier – Gospel Lighthouse Church	710 Huasna Rd, 1026 E. Grand Ave, 1168 W. Branch St.,400 Traffic Way	Temporary sale of cherries at four locations as a fundraiser for Gospel Lighthouse Church.	A	P. Holub
PPR 15-013	Joyce Baker	159 Brisco Road	Demo existing residence and construct two new two-story duplexes	A	S. Anderson

In answer to Commissioner Mack, Community Development Director McClish stated that the two new units meet the density and are allowed for PPR 15-013.

In answer to Commissioner Keen, Community Development Director McClish stated that the cherries are sold at the entrance of 1168 W. Branch Street for TUP 16-007.

11. COMMISSION COMMUNICATIONS

None

12. STAFF COMMUNICATIONS

None

13. ADJOURNMENT

On motion by Commissioner Martin, seconded by Commissioner Mack and unanimously carried, the meeting adjourned at 7:43 p.m.

ATTEST:

DEBBIE WEICHINGER
SECRETARY TO THE PLANNING COMMISSION

LAN GEORGE, CHAIR

(Approved at PC Meeting June 21, 2016)

8.4.5 Public Comments Received After the Close of the Comment Period

Pujo, Julia

Subject: FW: East Cherry Avenue Project

Dear Mr. Mayor, City Council, and Mr. Frickenbach,

We would like to know the long term plan for water use in Arroyo Grande. Also, how it fits into the water restrictions currently in place.

Our household has decreased water consumption dramatically by installing one gallon flushing toilets, 1 1/2 GPM shower heads, and efficient sprinklers to go along with the drip system already in place. We cut our water use to **five** units for the last two month period (we were allowed **19** units). The previous billing cycle we were allowed **11** units and used **six**.

We are disappointed that while doing our part to ease the water situation we see plans for more building. We believe continual building will negatively impact the quality of life in our community by more having traffic, congestion, and decline in the road conditions. When towns grow too much it causes more problems such as crime, the need for more police and fire services, and more crowding of free spaces.

20-1

Is continuous building is the answer for our community? Or do you think our neighbors in Pismo Beach are forward thinking by still not allowing any new building permits?

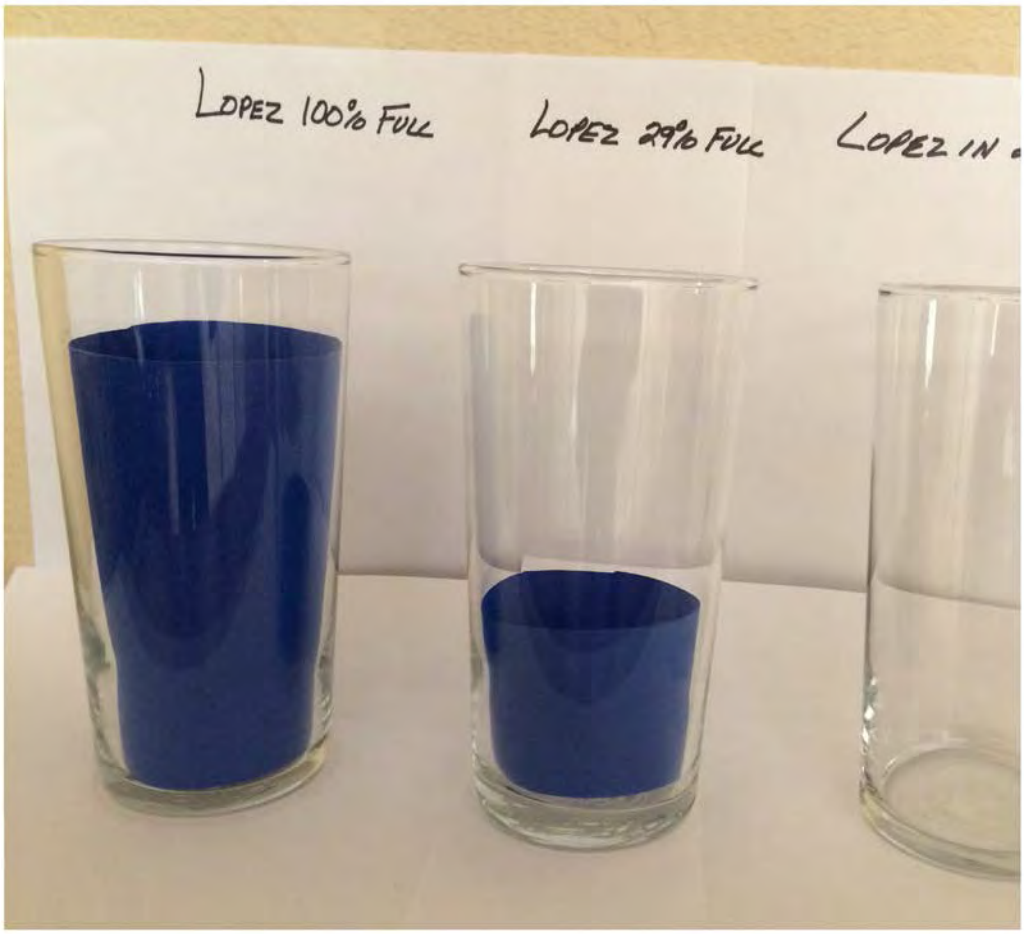
Please don't say new builds use less than older homes. It doesn't fly when you know Lopez is running out of water.

Most of the East Cherry Avenue project needs to be scrapped. We like all of Subarea 3 and would like to see that on the 15.3 acres.

Take a look at the photo below. Visualize Lake Lopez, where we get our wate

Sincerely,
Don and Joanne Austin

1



2

Commenter 20 – Don and Joanne Austin

Comment Response 20-1: Thank you for your comments. The Project's water consumption and effect on City water supply is described in detail within Impact UT-3, Section 3.11, *Utilities and Public Services*. As described in this section, agricultural land uses within the Project site have a historic long-term water use of 41.34 afy. In general, agricultural land uses usually have higher water demands that residential uses. The Project was calculated to result in a water demand of 36.22 afy. Overall, the Project would result in a net decrease of 5.12 afy from historic water use, which accounts for cyclic variations in water use typical for agricultural operations and would therefore not result in a net increase upon City water supplies. Additionally, as described in Section 2.0, *Project Description*, the Project would incorporate low water fixtures and appliances and drought tolerant landscaping in order to conserve water. In addition, we acknowledge your support of the Subarea 3 proposal.

Pujo, Julia

From: John Rickenbach <jfrickenbach@aol.com>
Sent: Friday, June 03, 2016 2:06 PM
To: Pujo, Julia
Subject: Fwd: E. Cherry Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: <brucehedderig@yahoo.com>
Date: June 2, 2016 at 5:18:11 PM GMT+2
To: "jfrickenbach@aol.com" <jfrickenbach@aol.com>

John: I appreciate being able to send my comments on the proposed Cherry Ave development. I realize the city wants more tax revenue but its seems to me that the water issue is more important at this time. I and many other residents have spent thousands converting our yards and save water in buckets just to comply with the mandatory water restrictions. Now comes a hotel(maybe two hotels) in AG that don't have to comply with the same restrictions. How much do we think hotel guests care about our water problems. 21-1
I understand that property now uses well water but will convert to city water. It's hard to believe the developers when they say the new development will use the same amount of water.
Frankly I resent being forced to conserve when others will be allowed to use what they want.

In addition I feel for the nearby residents that will have to put up with trying to get out Cherry Ave.
Thanks
Bruce Hedderig
Sent from Windows Mail

1

Commenter 21 – Bruce Hedderig

Comment Response 21-1: Comment noted. The Project's water consumption is described in detail within Impact UT-3, Section 3.11, *Utilities and Public Services*. As described in this section, agricultural land uses within the Project site currently use an estimated 34.86 acre-feet per year (afy) of water, with a historic long-term water use of 41.34 afy. The Project was calculated to result in a water demand of 36.22 afy. Overall, the Project would result in a slight net decrease from historic water use, which accounts for cyclic variations in water use typical for agricultural operations by approximately 5.12 afy and would therefore not result in a net increase upon City water supplies. Additionally, as described in Section 2.0, *Project Description*, the Project would incorporate low water fixtures and appliances and drought tolerant landscaping in order to conserve water.

Linda Keating

From: Linda Keating <lkeating@jltechnical.com>
Sent: Thursday, June 2, 2016 10:00 AM
To: 'jfrickenbach@aol.com'
Subject: Cherry Lane Development

I had problems Sending to E-mail published. Requested delivery receipt which never arrived

TO: John Rickenbach via e-mail: jfrickenbach@aol.com

CC: Arroyo Grande Planning

RECEIVED
JUN 08 2016
CITY OF ARROYO GRANDE
COMMUNITY DEVELOPMENT

RE: Cherry Lane Development

The Project as defined has several issues. With this correspondence, I'm only addressing the shared private driveway aka Residential Alley. As proposed, a 650 ft by 20 ft Residential Alley will serve 24 (54 ft by 102 ft) lots. The issues and solution are listed below.

Average Lot size deceptively inflated.

Because the developer has proposed using a Residential Alley in place of a Residential Interior Street, the Alley is included in the lot size. This means that 540 sf of each lot is shared with the other lots abutting the alley making the "useable" lot only 4968 sf. If a Street is used instead of an Alley, the lot size would be reduced even further to only (54*102) -(54*26) =4101. This a 25% reduction! 22-1

Violation enforcement.

According to a representative from the AG Police department, AGPD has no authority to enforce illegal parking in a shared private driveway.

In 2014, I built a house at 313 Myrtle Drive in Arroyo Grande. This house shares a private driveway with two other properties. Even with no parking postings, service people working at adjacent properties continually park in the driveway. When a vehicle is parked in the driveway across from my garage, it is impossible to back out of the garage—even with a multiple point turning effort. 22-2

In my case, I was told that the only alternative would be to have the Alley declared a fire lane, paint the curbs red and then the no-parking law could be enforced.

Evacuation.

In the event of an emergency requiring evacuation, having a driveway of this length, serving 24 homes, would be chaotic. With adjacent garages, both occupants cannot back out at the same time. 22-3

Security.

Because the Alley is considered private property, it's unlikely that this would be included in standard patrol rounds. Without proper lighting, it will evolve into an attractive location for illegal entry into the homes sharing the driveway. 22-4

Turnarounds and Guest Parking

1

The plan does not provide any guest parking or turn arounds in the proposed Alley. While the city can encourage garage only parking in practice this doesn't happen. A quick look at East Cherry Lane on a weekend is evidence of this. Also, maneuvering emergency vehicles in this area would be extremely difficult. 22-5

Household Services and Repairs

Many common household services require access to the garage area of the house. These include water softener and bottle delivery, cleaning services etc. And, many repair people need access through the garage. Any parking (even short term) in a Private Access Driveway is illegal and restricts the access of the other users of the driveway. So, to provide basic services to these homes this leaves no viable alternative. 22-6

What do other local cities do?

Attached is the code section from San Luis Obispo. Common driveways are limited to serving only 4 residences. These should be the minimal standards applied to this development. Additionally, Arroyo Grande should incorporate code similar to SLO into their own building codes. If these codes were in effect when my house was built, I would not be in the difficult position I now find myself. 22-7

Solution.

Reduce the lots in this area by 4.

The total size of the area is 132,192 sf. -- *(102 (lot depth) *54(lot width) *24 (number of lots))*

Area required for Residential Interior Street (without linear park) is 33,696 -- *(54' (lot width) *12(number of lots) *52'(street width))* 22-8

Area remaining with public street is individual lot size for 20 lots = 4924.8 sf

In addition to providing proper and protected access to the homes, reducing the lot count would somewhat lessen the "ticky-tacky little boxes" view along Cherry. The additional frontage space could be used for planting.

I sincerely hope that the City of Arroyo Grande will consider the importance of the wellbeing of the residents who will occupy these homes, over the pocket book of the developer.

Linda Keating
313 Myrtle Drive
Arroyo Grande, CA

Commenter 22 – Linda Keating

Comment Response 22-1: Comment respectfully noted; however, the commenter addresses the Project design rather than the adequacy of the EIR, and comment will be considered by City decision-makers in that context.

Comment Response 22-2: Please note that while the residential alley would not provide public parking, street parking along East Cherry Avenue would be provided to accommodate approximately 24 spaces and is planned as part of the roadway improvements. Please see Section 2.6.5, *Circulation and Parking*, and Figures 2-5 and 2-6. For proposed residences within the Project site, parking would include two spaces per unit within an enclosed garage as well as street parking along proposed residential interior streets.

Comment Response 22-3: Regarding emergency home evacuation concerns and adequate access and egress via residential alley, the Project is subject to review and approval by the City and the Five Cities Fire Authority (FCFA) to ensure adequacy of Project site designs related to emergency ingress and egress.

Comment Response 22-4: Comment noted. No additional data was provided by the commenter to support the conclusion of increased crime rates with regards to the proposed alley. The Project will be reviewed to ensure adequate lighting to prevent visual resource impacts while ensuring security of the Project area.

Comment Response 22-5: For responses to comments addressing guest parking, please refer to Comment Response 18-2. Emergency vehicles could access East Cherry Avenue or the proposed residential interior streets within the Project site to access units within the Project site. In addition, the Project, including roadways would be subject to review by the FCFA.

Comment Response 22-6: For guest parking, including those performing household services, please see Comment Response 18-2.

Comment Response 22-7: Comment noted. However, the comment does not address the adequacy of the EIR.

Comment Response 22-8: Thank you for your suggestions. However, the comment does not address the adequacy of the EIR, and comment should be directed to City decision-makers.

Pujo, Julia

From: John Rickenbach <jfrickenbach@aol.com>
Sent: Sunday, June 05, 2016 9:42 AM
To: Pujo, Julia
Subject: Fwd: East Cherry Project

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: Ann Nichols <ann.nichols@lmusd.org>
Date: June 5, 2016 at 12:59:02 AM GMT+2
To: John Rickenbach <jfrickenbach@aol.com>
Cc: jgutherie@arroyogrande.org, bharmon@arroyogrande.org, tbrown@arroyogrande.org, kbarneich@arroyogrande.org
Subject: East Cherry Project

Hello,

This email is in response to the SLO tribune article two weeks ago, (My response has been delayed due to the fact I entered your email addresses incorrectly the first time), about the new project to expand and compact the number of structures in the Arroyo Grande village.

I have lived in the Arroyo Grande village area for 41 years. I have raised my children here, taught in the Lucia Mar school district for 25+ years, and feel a tremendous sense of comfort and pride in my community. My husband has also owned and operated a business in this community all this time. We have watched Arroyo grow, become stronger, and develop as a community to be watched. However, bigger and more does not make us better. 23-1

First, let me say that although I have not always been a regular at city council and/or city planning meetings, I am very concerned about the future of the village. The project in question has offered opportunities for community input in the past, but it has never been presented to the community as it recently was in the paper and that was rather after the fact. The project has changed drastically and now includes a 3 story hotel!

Subarea 1 - While the 3 story motel meets the height limits, it will block views of the hills as one exits and enters Arroyo. The hills have always supported our namesake, Arroyo Grande, Big Ditch, by enclosing the village in gently rolling hills. The proposed motel would be a huge structure that cannot be found anywhere else in the city. Cities need to ease into their grandness by slowly building "strength" rather than present something of greater structure right off that can appear offensive and grandiose. Bigger is not always better! Are we trying to build our town so it can support the Strawberry Festival or do we want to build our town to support its community? 23-2

Subarea 2 - This area proposes 60 residential lots, more dense than any other area in the village. For one, the traffic is already fully impacted on Traffic Way and Branch as current residences try to get the work. I cannot understand why the city would want to present a greater problem to the area. Another concern I have for this number of residences is our water shortage. Until we can adequately supply the residences we have, shouldn't we be conservative in our numbers as we consider additional housing? 23-3

Subarea 3 - I am in full support of the Japanese Cultural Center as it has been presented. It supports our community, creates an area for all, enlightens the community and visitors of our heritage, and presents a visually pleasing transition between one area of housing to another. 23-4

1

Thank you for taking my thoughts into consideration. I am very proud of this community but am concerned we are moving away from who we are, first and for most, a farming community.

Sincerely,
Ann Nichols
592 Hillside Court
Arroyo Grande, CA 93420

2

Commenter 23 – Ann Nichols

Comment Response 23-1: Thank you and we appreciate your comments. Please see comment responses below.

Comment Response 23-2: Thank you for your comment. For a discussion of analysis relating to the height of the hotel in relation to the hills in the background, please see Section 3.1, *Aesthetics and Visual Resources*. The EIR found impacts to visual resources such as distance views of the Santa Lucia Mountains to be less than significant after mitigation.

Comment Response 23-3: Thank you for your comments. Please refer to Section 3.10, *Transportation and Traffic* and the TIA in Appendix K regarding traffic associated with proposed residences within Subarea 2. Please refer to Section 3.11, *Utilities and Public Services* for a discussion on Project water usage.

Comment Response 23-4: Your comments in support of the proposal for Subarea 3 have been acknowledged within this EIR.

Pujo, Julia

From: Debbie Weichinger <dweichinger@arroyogrande.org>
Sent: Friday, May 27, 2016 2:59 PM
To: Pujo, Julia; 'John Rickenbach'
Subject: FW: Cherry Ave and Traffic Way Project

See attached.

Debbie Weichinger
Community Development Department
Administrative Secretary
City of Arroyo Grande
805 473-5429

From: Linda Osty [mailto:linda@ostyinsur.com]
Sent: Friday, May 27, 2016 12:19 PM
To: Dianne Thompson; Debbie Weichinger
Subject: Cherry Ave and Traffic Way Project

Dear Dianne, Debbie and our Planning Commissioners,

Please forward my thoughts to our Planning Commissioners.

I would like to forward you a letter I received from Kent Zammit in regards to the Cherry Ave proposed project.

In addition, currently my biggest concern, there are 3 ingress/egress streets proposed, the two on Cherry make sense, however, I am extremely concerned with the one going up by the church. I feel we are opening ourselves up to future traffic. We will have 58 additional home, a hotel and restaurant, with the 3rd street, we may have traffic from the church and surrounding neighborhood and from possible future Fredericks property development. 24-1

I also have concerns about a three story hotel and 4000 square foot restaurant and parking. Currently we do not have any three story buildings in Arroyo Grande, it is just way to large and too tall, not in keeping with our town. Perhaps two story and 75 rooms would be more in keeping. Also a smaller restaurant, which would both require less parking and traffic. 24-2

Thank you for you time.

Yours in Service,

1

Linda Osty

My name is Kent Zammit, and I live at 3880 Santa Domingo Road, off Huasna Road. I have watched with some interest the plans to develop the subject properties, and I do have some concerns.

1) By far my biggest concern is the increased traffic all of these projects will bring to the intersection of Cherry and Traffic Way. I witness close calls at this intersection all the time, and have also seen how difficult it can be to exit from Cherry onto Traffic Way at peak traffic times. This has only gotten worse in the 10 years I have lived in AG, as additional housing is built. It is especially difficult at peak times, including school start/stop times. Unless there are plans for traffic control (stop signs or lights) – this will create a real problem especially for those trying to turn south on Traffic Way to enter 101 South. 18-3

2) The addition of yet another hotel in that area would further degrade the residential character of the surrounding residential neighborhoods. 18-4

3) A three story hotel is out of character for that area AND Arroyo Grande in general. The scale of that building should match the surrounding community. Where else does AG have 3 story buildings? 18-5

4) The addition of a restaurant there does not make sense, since there are limited feed roads for the increased traffic. It seems to me that restaurants should be located on major feeder roads, like Grande and in the Village, places where traffic management and parking support such high volumes and turnover. 18-6

5) Water concerns – when we are experiencing high drought conditions for multiple years, why are we allowing high density development like hotels and such? 18-7

6) Parking – many current residents of Cherry use street parking for their vehicles. There appears to be no provision for where those cars would park once these parcels are developed. Parking is already a difficult issue on Cherry, if you are visiting any of the residences on the north side of the street, unless they happen to have a large enough driveway to accommodate multiple cars. How is this going to be addressed in the new plans? 18-8

I think the idea of the Japanese Community Center and Gardens fits well with the character of this community and the local neighborhood better than the other two proposals, and would support that effort.

Thank you for your consideration,

Kent and Sue Zammit

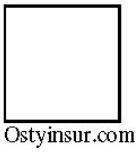
805-481-7349

kezammit@epri.com

2

Linda Osty
Osty Insurance

License # 0B43847
805-489-3020 Office



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3

Commenter 24 – Linda Osty, Kent and Sue Zammit

Comment Response 24-1: Thank you for your comment. Please note that the roadway leading to the hillside to the south of the Project site is only a stubout for a future connection and the Project does not include the extension of this roadway to any connecting road network to the south (see Figure 2-5). Future growth facilitated by this stubout is described within Section 4.2.4, *Extension of Infrastructure*.

Comment Response 24-2: Regarding the height of the hotel within Subarea 1, while the hotel could have a maximum height of up to 36 feet, the design, height, massing, and character of the hotel would be required to comply with Arroyo Grande's Design Guidelines and Standards for Design Overlay District Traffic Way and Station Way (D-2.11), which state that buildings shall have a small to moderate scale with horizontal massing, and shall have an architectural character that transitions to the historic character within Arroyo Grande. Further, the hotel as well as the entirety of the Project will be subject to review by the Architectural Review Committee (ARC) to ensure that that project would be consistent with the design guidelines and the character of the surrounding area.

Regarding parking adequacy within Subarea 1, as stated within Section 2.0, *Project Description*, the amount of parking spaces provided for the hotel and restaurant use would be required to comply with Chapter 16.56 of the City of Arroyo Grande Municipal Code. City planning staff would ensure that that parking is compliant prior to the approval of a CUP for the hotel and restaurant.

Comment Response 24-3: Please see Comment Response 10-1.

Comment Response 24-4: Please see Comment Response 10-2.

Comment Response 24-5: Please see Comment Response 10-3.

Comment Response 24-6: Please see Comment Response 10-4.

Comment Response 24-7: Please see Comment Response 10-5.

Comment Response 24-8: Please see Comment Response 10-6.

ERRATA MEMORANDUM
CORRECTIONS AND ADDITIONS

This memorandum lists all corrections and additions incorporated into the East Cherry Specific Plan Draft EIR in response to public and agency comments and staff and applicant corrections.

2.0 PROJECT DESCRIPTION

Page 2-2

Section 2.2, *Project Applicants and Representatives* has been corrected as follows:

Subarea	Applicant	Representative	Architect
1	SRK Hotels 611 El Camino Real, Arroyo Grande, CA 93420	C.M. Florence, AICP Oasis Associates, Inc. 3427 San Miguelito Court San Luis Obispo, CA 93401	RRM Design Group Randy Russon 3765 South Higuera St, Suite 102 San Luis Obispo, CA 93401
2	Mangano Homes, Inc. 735 Tank Farm Road San Luis Obispo, CA 93401	C.M. Florence, AICP Oasis Associates, Inc. 3427 San Miguelito Court San Luis Obispo, CA 93401	RRM Design Group Randy Russon 3765 South Higuera Street, Suite 102 San Luis Obispo, CA 93401
3	Arroyo Grande Valley Japanese Welfare Association (JWA) 715 Grand Avenue, Suite A Arroyo Grande, CA 93420	Margaret ~~Ikeal~~ Ikeda 1701 MLK, Jr. Way Berkeley, CA 94709	Assembly Design Even Jones 1701 MLK, Jr. Way Berkeley, CA 94709

Page 2-17

Text within Section 2.6.3.2, Subarea 2: Proposed Village Residential is added as follows:

> Subarea 2 contains residential lots that range from 4,400 to 9,400 square feet. Residences on lots 1-24 (shown in yellow on Figure 2-3) would be limited to one story, while lots 25 through 58 (shown in orange on Figure 2-3) could be up to two stories or 30 feet in height.

Page 2-19

Text within Summary Box Subarea 3 is revised as follows:

Subarea 3

Size: 1.51 acres (without +0.50 acre remainder)

Location: South of East Cherry Avenue

Existing Use: Undeveloped ~~agricultural row crops including celery, lettuce and broccoli~~.

Adjacent Uses: Oak woodlands (to the south), residential neighborhood (to the east), single family residences along East Cherry Avenue (to the north)

Proposed: Village mixed use with community center building, 10-unit senior housing building, retail space, historic orchard and Japanese cultural gardens.

Page 2-28

Minor edits are made to Figure 2-7.

Page 2-29

The fourth and fifth bulleted paragraphs are revised as follows:

- Southern Street – Two 12-foot travel lanes, an 8-foot parking area, ~~two~~ with 5-foot wide landscaping ~~parkways~~, and ~~two~~ 5-foot wide detached sidewalks on both sides of the roadway; and
- Northern Street – Two 12-foot travel lanes, an 8-foot parking area, a ~~5~~2-foot wide landscaped area ~~parkway~~, and a 5-foot wide detached sidewalk on one side, with a 15-foot wide parkway ~~linear landscaping area~~ with meandering 5-foot wide sidewalk on the other side.

3.1 AESTHETICS AND VISUAL RESOURCES

Page 3.1-13

A footnote was added to Figure 3.1-3 that states:

> *While simulation depicts residences up to two stories, the Project will contain only one-story residences along East Cherry Avenue.

Page 3.1-15

A footnote was added to Figure 3.1-4 that states:

> *While simulation depicts residences up to two stories, the Project will contain only one-story residences along East Cherry Avenue.

Page 3.1-20

Footnote 2 is inserted into the first paragraph on the page and states:

> Project simulations for KVA 2 and 3 (present in Figures 3.1-3 and 3.1-4) illustrate how development of homes within Subarea 2 site would fully block views of the natural hillsides located to the south for sensitive receptors along East Cherry Avenue, and existing partial views of the Santa Lucia Range would likely be further interrupted by the proposed Project from East Cherry Avenue and Traffic Way.[2]
>
> [2] While visual simulations depict two-story residences along East Cherry Avenue, residences along East Cherry Avenue are proposed to only be one story in height. See Section 2.6.3.2.

Page 3.1-20

Text within the third paragraph is revised as follows:

> Development of the site would result in the removal of ~~several~~ some larger trees from the property and the addition of several structures whose designs have not been specified.

3.3 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Pages 3.3-29

Text to the Residual Impact section is added as follows:

> Mitigation Measure AQ-2b summarizes the list of appropriate mitigation measures, and indicates which of these are to be incorporated by the Applicants in accordance with the APCD's *CEQA Air Quality Handbook*. However, it is noted that many measures listed in MM AQ-2b do not contain quantifiable air quality emissions

reductions. After incorporation of the above mitigation measures, CalEEMod estimates indicate that Project operation would be marginally over the APCD thresholds for ROG + NO_x by approximately 0.54 lbs/day, and would be over the PM2.5 threshold by 1.05 lbs/day. However, with incorporation of the above mitigation, long-term operational impacts would be just above the operational emissions for ROG and NO_x, and $PM_{2.5}$, and would therefore be significant and unavoidable (see Table 3.3-9).

3.6 HYDROLOGY AND WATER QUALITY

Page 3.6-3

Figure 3.6-1 has been edited to relabel "Man-made Drainage Culvert" to "Existing Man-made Drainage Ditch."

3.10 TRANSPORTATION AND TRAFFIC

Pages 3.10-22 and 23

Text within Impact TRANS-2 is added as follows:

The 2014 Regional Transportation Plan identifies the need for intersection improvements at Fair Oaks Avenue/Traffic Way; these improvements are planned and discretionary funding to the City for preliminary phases may be available (SLOCOG 2014a).

Page 3.10-26

Mitigated Measure MM TRANS-3b is revised as follows:

MM TRANS-3b *East Grand Avenue/West Branch Street: The Applicants shall pay a fair share portion of the design and construction costs ~~for construction of two roundabouts at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way, or an alternative~~ transportation improvements that would provide an acceptable LOS consistent with adopted City policy, in order to mitigate the Project's long-term impact on the cumulative condition, using the Equitable Share Responsibility Formula from the 2002 Caltrans Guide for the Preparation of Traffic Impact Studies. Applicants shall fund a fair share of the estimated costs for construction of two roundabouts at the intersection of East Grand Avenue/U.S. Highway 101 northbound ramps and the intersection of East Branch Street and Traffic Way.*

Requirements and Timing. The Applicants shall submit payment of their fair share of funding for the above mitigation prior to issuance of ~~land use and/or CUPs~~ grading and/or building permits.

Monitoring. The City shall determine the amount of payment of fair shares for each Applicant commensurate with metrics that demonstrate the relative level and intensity of proposed development (e.g., square footage, land use type, trip generation, etc.).

Page 3.10-28

Mitigated Measure MM TRANS-5a is revised as follows:

MM TRANS-5a *As part of review of permits for development of Subarea 1 and the proposed hotel/restaurant, a circulation study shall be prepared to guide driveway location, design, and ingress/egress access in such a way to ensure public safety and utility.*

Requirements and Timing. Prior to approval of the CUP, the Applicant shall submit a circulation study prepared by a Traffic Engineer.

Monitoring. The City require will require the submittal of circulation study, with review and concurrence to the satisfaction of the City Engineer, prior to CUP review and approval.

3.11 UTILITIES AND PUBLIC SERVICES

Page 3.11-4

Text is added to the first paragraph on the page as follows:

Historic and current annual water use for the 11.62 acres of active agricultural land is approximately 34.86 afy. Subarea 1 and Subarea 3 of the Project site consist of undeveloped and fallow land which currently do not utilize water from City supply, and recent water demand for these sites is estimated to be very low (i.e., less than 1.0 af per acre)(Oasis Associates, Inc. 2015); however, Subarea 1 has historically been irrigated and used for row crops, and is estimated to have had a long-term water demand of 6.48 afy. Subarea 3 is not irrigated and has a water demand of 0 afy.

Page 3.11-15

Text is added to Impact UT-3, third paragraph on the page, as follows:

Historically, given the relatively higher water demand associated with irrigated agricultural crop production, water demand for the 11.62 acres of active onsite agricultural land equates to approximately 34.86 afy based on a water use factor of

3 afy per acre. In addition, although Subarea 1 is currently fallow, this parcel was historically irrigated with an estimated 6.48 afy. Overall, the long-term historic water demand for the Project site was 41.34 afy.

Page 3.11-16

Text is revised in Impact UT-3, second paragraph on the page, as follows:

The projected future City water supply incorporates the anticipated City build-out population. Overall, the Project would result in a slight net decrease from historic water use, which accounts for cyclic variations in water use typical for agricultural operations by approximately 5.12 afy. In a worst case scenario, in consideration of the current fallow status of Subarea 1, net water demand may increase approximately 1.36 afy from current conditions~~; however, the Project would not substantially increase City water demand, nor would it substantially decrease City water supply~~.

5.0 ALTERNATIVES

Page 5-5

Text is revised in Section 5.4.2.1, No Project Alternative, third paragraph on the page, as follows:

Under this alternative, ongoing agricultural production would continue in Subarea 2 ~~and 3~~, with associated water use, application of pesticides and herbicides and other ongoing impacts (e.g., dust generation). Subarea 3 would retain its agricultural zoning and would remain undeveloped for the foreseeable future.

APPENDIX F

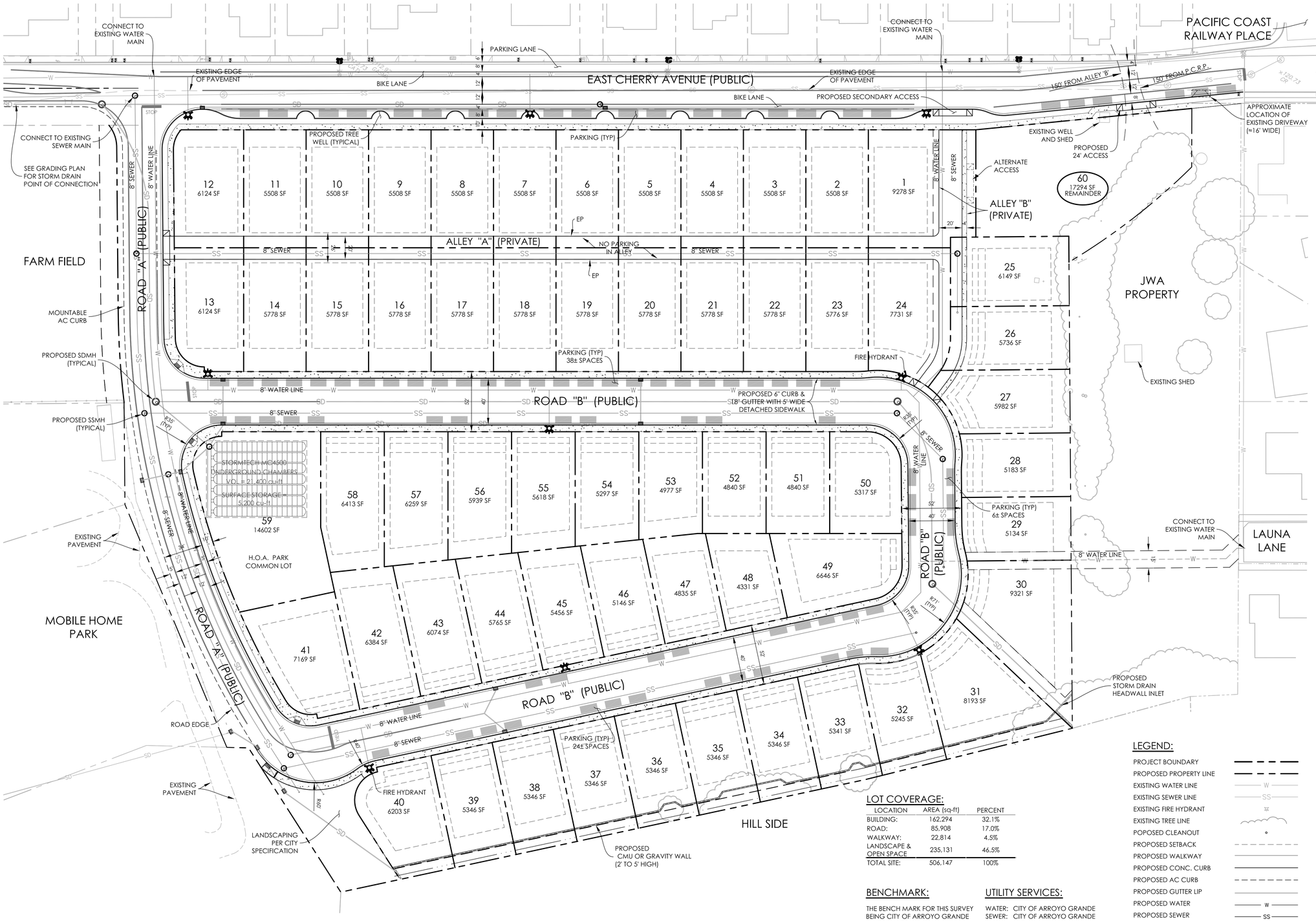
The Biological Resources Assessment Addendum, Pismo Clarkia Rare Plant Survey Report for the East Cherry Avenue Specific Plan Project (June 30, 2016) by Sage Institute has been added to the end of Appendix F, containing the Biological Resources Assessment.

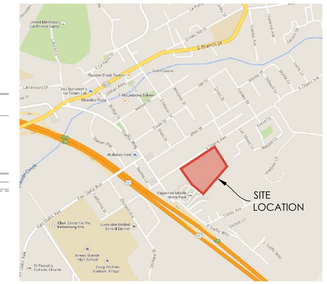
APPENDIX K

The traffic supplemental memorandum by Omni Means has been added to the end of Appendix K, containing the Transportation Impact Assessment (TIA).

APPENDIX N

Appendix N has been added to the Final EIR, containing water duty factor calculations performed by Public Works Supervisor, Shane Taylor.





VICINITY MAP
NTS

PROJECT INFO:

APN:	007-621-079
FLOOD ZONE:	ZONE 'X' - MAP No. 06079C1602G
EXISTING EASEMENTS:	NONE
PROPOSED EASEMENTS:	10' WIDE PUBLIC UTILITY EASEMENT 15' WIDE PUBLIC UTILITY EASEMENT 20' WIDE PUBLIC ACCESS EASEMENT 29' WIDE PUBLIC ACCESS EASEMENT
GROSS AREA (NET):	11.62 ac (506,147 sq-ft)
EX. ZONING & LAND USE:	TRAFFIC WAY MIXED USE (TMU D-2.11) AGRICULTURE (AG)
PROP ZONING & LAND USE:	TRAFFIC WAY MIXED USE (TMU D-2.11) VILLAGE RESIDENTIAL (VR) VILLAGE MIXED USE (VMU) SPECIFIC PLAN OVERLAY (SP)
ALLOWABLE DENSITY:	4.5 DWELLING UNITS PER ACRE
PROPOSED DENSITY:	58 DWELLINGS / 11.62 AC = 5.0 DU/AC
TOTAL UNITS PROPOSED:	58
RESIDENTIAL LOTS:	4,476 sq-ft TO 9,321 sq-ft Ea. (58 TOTAL)
HOA (LOT 59):	14,602 sq-ft (1 TOTAL)
REMAINDER (LOT 60):	17,294 sq-ft (1 TOTAL)
PARKING (INTERNAL):	68 CURB SIDE SPACES (46 INTERNAL LOTS)
PARKING (EAST CHERRY - SOUTH):	18 CURB SIDE SPACES (12 LOTS)

APPLICANT INFO:

NKT DEVELOPMENT

CONTACT:
NICK TOMPKINS
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401
PHONE: 805-541-9004

PREPARER'S STATEMENT:

THIS PLAN SET WAS PREPARED BY:
RRM DESIGN GROUP
3765 S. HIGUERA ST., STE. 102
SAN LUIS OBISPO, CA 93401
PH (805) 543-1794

UNDER THE DIRECTION OF:
ROBERT CAMACHO, P.E. 76,597

OWNER'S CERTIFICATE:

WE HEREBY CONSENT TO THE DEVELOPMENT OF REAL PROPERTY SHOWN ON THIS MAP AND CERTIFY THAT WE ARE THE LEGAL OWNERS AND THAT THE INFORMATION HERON IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

NKT DEVELOPMENT
684 HIGUERA STREET, SUITE B
SAN LUIS OBISPO, CA 93401

LEGAL DESCRIPTION:

PARCEL "D" OF CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT No. 09-003, RECORDED IN DOCUMENT No. 2010023952 IN THE COUNTY RECORDER'S OFFICE, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA. APN: 007-621-079

LOT COVERAGE:

LOCATION	AREA (sq-ft)	PERCENT
BUILDING:	162,294	32.1%
ROAD:	85,908	17.0%
WALKWAY:	22,814	4.5%
LANDSCAPE & OPEN SPACE	235,131	46.5%
TOTAL SITE:	506,147	100%

BENCHMARK:

THE BENCH MARK FOR THIS SURVEY BEING CITY OF ARROYO GRANDE BENCH MARK NO. 30.

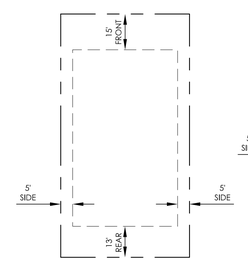
ELEVATION=88.66 FEET
ENGINEERING (DATUM UNKNOWN)

UTILITY SERVICES:

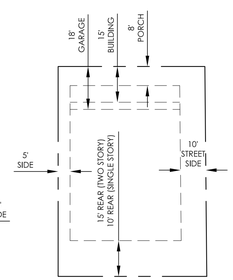
WATER: CITY OF ARROYO GRANDE
SEWER: CITY OF ARROYO GRANDE
PHONE: AT&T
ELEC: PACIFIC GAS & ELECTRIC
GAS: SOUTHERN CAL. GAS COMPANY
CABLE: CHARTER COMMUNICATIONS

LEGEND:

PROJECT BOUNDARY
PROPOSED PROPERTY LINE
EXISTING WATER LINE (W)
EXISTING SEWER LINE (SS)
EXISTING FIRE HYDRANT
EXISTING TREE LINE
POPOSED CLEANOUT
PROPOSED SETBACK
PROPOSED WALKWAY
PROPOSED CONC. CURB
PROPOSED AC CURB
PROPOSED GUTTER LIP
PROPOSED WATER (W)
PROPOSED SEWER (SS)
PROPOSED STORM DRAIN (SD)
PROPOSED SD INLET
PROPOSED WALL



ALLEY LOADED LOT
-NTS-



STREET LOADED LOT
-NTS-

EAST CHERRY AVENUE | TRACT 3081 - SITE PLAN

ATTACHMENT 9

(IN FEET)
1 INCH = 40FT.

NORTH

May 12, 2016
Job No. 0144-01-RS15

rrm design group

N:\0001\01\44-01-RS15-East-Cherry-Avenue-Entitlement\Engineering\TM\Sheet+Files\Site Plan_09-14-2016.dwg, Site Plan, Sep 14, 2016 2:54pm, hjohnnh

ADMINISTRATIVE ITEMS
PLANNING COMMISSION
SEPTEMBER 20, 2016

(Approvals by the Community Development Director)

ITEM NO. 1: PLOT PLAN REVIEW 16-013: ESTABLISHMENT OF A VACATION RENTAL IN A RESIDENTIAL DISTRICT; LOCATION – 502 LE POINT STREET; APPLICANT – CLAUDIA GILBERTS

After making the findings specified in Section 16.16.080 of the Municipal Code, the Community Development Director approved the above referenced project for the establishment of a vacation rental in an existing residence in the Multi-Family zoning district.

ITEM NO. 2: TEMPORARY USE PERMIT 16-017; SAINT PATRICK CATHOLIC SCHOOL 54TH ANNUAL BBQ AND AUCTION; LOCATION – 900 WEST BRANCH STREET; APPLICANT – SAINT PATRICK CATHOLIC SCHOOL

After making the findings specified in Section 16.16.090 of the Municipal Code, the Community Development Director approved the above referenced project for the 54th annual Saint Patrick Catholic School BBQ and Auction fundraiser on Saturday and Sunday, September 17th and 18th from 9:00 am to 10:00 pm.