



City of Grover Beach Notice of Exemption

TO:

- Clerk-Recorder
County of San Luis Obispo
1055 Monterey Street
San Luis Obispo, CA 93408
- Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814
- Project File

FROM: City of Grover Beach, 154 S. 8th Street, Grover Beach, CA 93433

PROJECT TITLE: Development Application 21-20 Cleaver and Clark Commons for a Use Permit, Development Permit, and Lot Merger and Associated Disposition and Development Agreement to Construct a 53 Unit Affordable Housing Project

PROJECT ADDRESS: 164 South 13th Street / 1206 West Grand Avenue

ASSESSOR'S PARCEL NO.: 060-242-044,045,057

PROJECT LOCATION: City of Grover Beach

COUNTY OF: San Luis Obispo

PROJECT DESCRIPTION:

The proposed project consists of two three-story buildings totaling approximately 44,745 square feet connected by a pedestrian bridge on the second and third floors with a maximum building height of approximately 33 feet. The project would include the following:

- 53 units including 52 affordable housing units and one onsite property manager unit consisting of 24 one-bedroom, 15 two-bedroom, and 14 three-bedroom apartments.
- On-site laundry facilities located on the ground floor of Building "B".
- 2,650 square foot multipurpose room for residents use, which includes a kitchen and prep area, bathrooms, and two offices located in Building "A".
- 2,300 square feet of outdoor common area space that includes a barbeque area, benches, picnic tables, and a 750 square foot sports court for use by residents.
- 330 square foot community garden area for use by residents.
- 63 parking spaces and bicycle racks.
- 8,600 square feet of landscaping including the use of trees along property lines.
- Trash enclosure with pedestrian access.
- Removal of existing commercial building, existing park bench, and oak tree.
- Merger of the three existing lots.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT: People's Self Help Housing / Housing Authority of San Luis Obispo

NAME OF PUBLIC AGENCY APPROVING PROJECT: City of Grover Beach



EXEMPT STATUS: (check one)

- Ministerial Project (Section 2180(b)(1); 15268)
- Categorical Exemption (Section 15332)
- Declared Emergency (Section 21080(b)(3); 15269(a))
- Emergency Project (Section 21080(b)(4); 15269(b)(c))
- Statutory Exemption (Code / Section _____)
- The project clearly will not have a significant effect on the environment (15061(b)(3))

REASONS WHY PROJECT IS EXEMPT: CEQA provides several “categorical exemptions” which are applicable to categories of projects and activities that the Lead Agency (the City of Grover Beach) has determined generally do not pose a risk of significant impacts on the environment. City staff completed an analysis of the project, which is included in Exhibit B of this notice. The project is exempt under Section 15332 of the State CEQA Guidelines (Class 3.2, Infill Development). The project meets the conditions for Infill Development exemption described in section 15332 of the State CEQA Guidelines as explained below.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare, or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

The City further considered whether the project is subject to any of the exceptions to the use of a categorical exemption found at CEQA Guidelines section 15300.2. This section prohibits the use of a categorical exemption under the following circumstances:

- a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
- b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*



- c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
- e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

LEAD AGENCY CONTACT PERSON: Rafael Castillo, AICP **PHONE:** (805) 473-4520

DEPARTMENT: Community Development

ADDRESS: 154 S. 8th Street
 Grover Beach, CA 93433

SIGNATURE: 

Date: 12/14/2021

Title: Senior Planner

Signed by Lead Agency

For Official Use Only

PROJECT TITLE	DA 21-20: Cleaver and Clark 53 Unit Affordable Housing Project		
APPLICANT NAME & PHONE NUMBER	People's Self Help Housing and the Housing Authority of San Luis Obispo (805) 548-2343	Email	daliaf@pshhc.org
MAILING ADDRESS:	1060 Kendall Road 487 Leff Street	San Luis Obispo, CA	93401
PROJECT ADDRESS:	164 South 13th Street / 1206 West Grand Avenue	Grover Beach, CA 93433	APN: 060-242-044,045,057



Exhibit A: Project Location



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★ Project Location





Exhibit B:


Rincon Consultants, Inc.

1530 Monterey Street, Suite D
San Luis Obispo, California 93401

805 547 0900

info@rinconconsultants.com
www.rinconconsultants.com

November 30, 2021
Project No: 21-11571

Bruce Buckingham, Community Development Director
City of Grover Beach
154 South 8th Street
Grover Beach, California 93433
Via email: bbuckingham@groverbeach.org

Subject: Cleaver & Clark Commons Affordable Housing Project CEQA Environmental Impact Analysis, City of Grover Beach, San Luis Obispo County, California

Dear Mr. Buckingham:

This memorandum discusses the potential for the proposed Cleaver & Clark Commons Affordable Housing Project (herein referred to as “proposed project” or “project”) to result in significant impacts in each of the areas identified in the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist Form.

Project Location and Description

The approximately 1.6-acre project site includes Assessor’s Parcel Numbers 060-242-044, -045, and -057 located southwest of the intersection of West Grand Avenue and South 13th Street. The project site is currently developed with Grover Beach Motorsports, a one-story commercial building at 1206 West Grand Avenue, and Cleaver Memorial Pocket Park, a small park with a couple of benches and large trees at 164 South 13th Street. The project site is mostly surrounded by commercial uses with the exception of two mobile home parks located to the west and east of the project site. Figure 1 shows the location of the project site on a regional scale, and Figure 2 shows the project site and location land uses.

The proposed project would include the development of a 53-unit affordable housing complex with 52 affordable units and one manager unit. The proposed project would provide affordable units to extremely low (30 percent of area median income), very low income (less than 50 percent of the county median income), and low income (less than 80 percent of the county median income) residents but the project would not exceed 60 percent of the county median income in order to be eligible for the tax credit program. However, the exact mix of very low and low income units will not be known until project financing is secured. The units would all have a 55-year deed restriction that requires all units remain available to the designated income groups as required by the tax credit program.

The project would require demolition of the existing commercial building and removal of the pocket park on the project site. The project would also consist of the construction and occupation of two 3-story buildings connected via a pedestrian bridge. Building A would be located on the western portion of the project site and would provide 17 housing units, including nine 1-bedroom units, three 2-bedroom units, five 3-bedroom units, a 2,643-square foot community room, and the administrative offices. Building B would be located on the southern portion of the project site and would provide



36 housing units, including fifteen 1-bedroom units, twelve 2-bedroom units, and nine 3-bedroom units. Figure 3 shows the proposed project site plan.

In addition to the community room, the proposed project would include community areas and amenities for residents and visitors, including a courtyard, picnic tables, barbeques, sport court, playground/tot lot, and community garden. The project would include a total of 63 parking spaces, including 11 accessible spaces. Bicycle parking areas would also be provided to promote active lifestyles and sustainable transportation methods. The roofs of the proposed buildings would be equipped with solar photovoltaic panels to supply renewable energy to the housing complex. Landscaping on the property would include a mix of drought tolerant evergreen and deciduous trees, small- and large-scale shrubs, grasses, and perennial flowers. The perimeter of the project site would also be surrounded by a six-foot-tall solid vinyl fence.

The proposed Development Application 21-20 includes a Use Permit, Development Permit, and Lot Merger to construct the project. The project also includes a Disposition and Development Agreement between the City and the project developer that provides the terms for the transfer of the property to the developer based on a performance schedule.

Environmental Factors

Aesthetics

The proposed project would include construction and occupation of a 53-unit affordable housing complex on a currently developed project site in an urbanized portion of the city of Grover Beach. The project area is built out with mostly commercial uses, although mobile home parks are located immediately west and east of the project site. The project would include replacement of a one-story commercial building and pocket park with no amenities other than two benches with a three-story residential complex. Although the buildings along West Grand Avenue in the project area are one to two stories in height, the proposed three-story buildings would be set back from the mobile homes located immediately west of the project site by the proposed parking lot for the new residential complex. Additionally, a three-story mixed-use building is located just south of the project site and the proposed three-story buildings would be set back from the existing three-story building to the south by the proposed parking lot for the new residential complex. Therefore, the proposed project would not result in a significant impact to aesthetics due to unusual circumstances.

According to the California Department of Transportation, there are no designated State Scenic Highways in the vicinity of the project site. The nearest eligible State Scenic Highways are U.S. Highway 101, located approximately 0.7 mile north of the project site, and State Route (SR) 1, located approximately 0.8 mile west of the project site.¹ Due to the intervening development between the project site and the eligible scenic highways, the proposed housing complex is not within the U.S. Highway 101 or SR 1 viewsheds, and therefore, would not result in significant impacts to scenic resources such as trees, historic buildings, rock outcroppings, or similar resources within an officially designated or eligible state scenic highway.

¹ California Department of Transportation. 2021. Scenic Highways. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> (accessed October 2021).



Agriculture and Forestry Resources

The proposed project site is zoned as “Central Business-Open” (CB-O). As shown on the California Department of Conservation Important Farmland Finder map, the project site is not located in an area designated as Prime Farmland, Farmland of Statewide or Local Importance, or Unique Farmland (Farmland).² Therefore, the proposed project would not result in a significant impact to aesthetics due to unusual circumstances.

Air Quality

Air pollutant emissions generated during construction of the project would not exceed construction-related thresholds with compliance with the applicable rules and regulations from the San Luis Obispo Air Pollution Control District. The project site is currently developed with commercial use and a pocket park. Although the pocket park is not expected to result in associated vehicle trips due to its small size and lack of amenities other than two benches, Grover Beach Motorsports within the on-site building would result in approximately 109 daily vehicle trips.³ The proposed project is an infill project that would replace existing uses with an affordable housing complex. A 53-unit multi-family residential complex would result in approximately 357 daily vehicle trips,⁴ which would equate to a net increase of daily trips by 248. However, per the California Governor’s Office of Research and Planning 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA*, “Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing [vehicle miles traveled (VMT)]... Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT.”⁵ Therefore, the net difference in vehicle trips between existing and proposed uses would be minor, and related net air pollutant emissions would also be minor. Additionally, the project would include solar panels on the roofs of the proposed buildings, and the use of a renewable energy source for electricity would reduce the amount of air pollutants during project occupation. Therefore, construction and operation of the project would not trigger a significant impact to air quality, and not significant effect to air quality due to unusual circumstances would occur.

Biological Resources

The project site is located in an urbanized area that lacks suitable habitat for sensitive animal and plant species. The project site is currently developed with a commercial building and a pocket park and contains an approximately 100-year-old, decaying oak tree. The applicant is proposing to plant 52 trees on site and pay an in-lieu fee of \$20,000 to the City for planting street trees along West Grand Avenue. Accordingly, the presence of a 100-year-old oak tree and another smaller oak tree on the project site would not cause the proposed project to result in a significant effect to biological resources due to unusual circumstances.

² California Department of Conservation. 2021. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/> (accessed October 2021).

³ Per Institute of Transportation Engineers’ *Trip Generation Manual, 11th Edition* (September 2021), the trip generation rate for general retail is 37.01 per 1,000 square feet of retail, and the on-site Grover Beach Motorsports building is approximately 2,940 square feet (37.01 trips per day per 1,000 square feet x 2,940 square feet = 109 trips).

⁴ Per Institute of Transportation Engineers’ *Trip Generation Manual, 11th Edition* (September 2021), the trip generation rate for multi-family housing (up to three stories) is 6.74 per dwelling unit (6.74 trips per day per dwelling unit x 53 dwelling units = 357 trips).

⁵ California Governor’s Office of Research and Planning. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf (accessed October 2021).



Cultural Resources

The project site lies within Chumash ethnographic territory, which extends along the coast of southern and central California, as well as interior regions and the northern Channel Islands. The Native American Heritage Commission disclosed on October 28, 2021 that the Sacred Lands File (SLF) search results for the project site had been completed with “positive” results. SLF searches are conducted based on United States Geological Services quadrangle maps, which cover an approximately 50- to 70-square-mile area. Therefore, positive SLF search results alone do not indicate the presence of tribal cultural resources in the immediate vicinity of the project site. Rather, SLF search results are one of several indicators used to assess the cultural sensitivity of the project site and its vicinity. As a result of the field survey and additional background research conducted for the project, no archaeological resources and one historic age built environment resource was identified on the project site: one approximately 2,940-square foot commercial building constructed in 1975 and an associated paved parking lot at 1206 West Grand Avenue. Based on the current cultural evaluation, it was determined that the “1206 West Grand Avenue” property is recommended ineligible for listing in the National Register of Historic Places and California Register of Historic Resources. The survey and background research additionally identified the presence of a tree reported to be “one of the oldest trees in Grover Beach, at 164 South 13th Street (*The Times* 2021).” Based on a review of the City of Grover Beach Municipal Code and confirmed via email with Bruce Buckingham, Community Development Director, the City Council has not designated it as a heritage tree. Therefore, the 100-year-old tree at 164 South 13th Street is not considered a historic resource.⁶ Ground disturbance would occur as part of project construction, and similar to other development projects, the proposed project would include standard conditions of approval for ensuring impacts to any encountered buried, unknown cultural resources would not be significant. Accordingly, the proposed project would not result in a significant effect to historic resources due to unusual circumstances, and would not result in an adverse impact to a historic resource.

Geology and Soils

A project-specific geotechnical investigation conducted by Pacific Coast Testing stated that the project site is not within a State of California Hazard Zone, and therefore, the potential for fault rupture is negligible.⁷ The report also identified the potential for liquefaction at the site is low to moderate due to the stiff and/or medium dense subsurface materials, including sands, sandy soils, clayey sands, and sandy clays with higher soil densities with depth. Exploratory geotechnical borings conducted on the project site identified sands to a depth of 4 to 5 feet in a loose to medium dense condition. Below these materials, the borings encountered sands in a medium dense condition to a depth of 20 feet. Previous deep borings drilled in the Grover Beach area identified similar sands with layers of higher density clayey sands and sandy clays to a depth of 50 feet. Accordingly, the proposed project would not result in a significant effect to geology and soils due to unusual circumstances.

⁶ Rincon Consultants, Inc. 2021. Cleaver & Clark Commons Historical Resource Assessment, Grover Beach, San Luis Obispo County, California. November 18, 2021.

⁷ Pacific Coast Testing. 2020. Pacific Coast Testing Geotechnical Investigation, Proposed Apartments, 1206 West Grand Avenue. November 25, 2020.



Greenhouse Gas Emissions

The proposed project is an infill project that would replace existing uses with a 53-unit affordable housing complex. Because the project is an “affordable housing” project, it would result in fewer vehicle trips than a typical multi-family housing complex, as occupants of the affordable housing complex would rely more heavily on public transit, bicycling, and walking as the primary method of transportation. Therefore, the net difference in vehicle trips between existing and proposed uses would be minor, and the related net GHG emissions would also be minor. Additionally, the project would include solar panels on the roofs of the proposed buildings, and the use of a renewable energy source for electricity would reduce the amount of GHG emissions during project occupation. Therefore, the project would not trigger a significant effect to GHG emissions due to unusual circumstances.

Energy

The proposed housing complex would not substantially increase the amount of energy consumed at the project site, as current site conditions include continuous use of electricity from Pacific Gas & Electric (PG&E), and, although the proposed buildings would be larger in square footage than the existing building, the new buildings would be equipped with solar panels on the roofs to help offset the additional electricity needs. Therefore, the proposed project would not result in a significant effect to energy due to unusual circumstances.

Hazards and Hazardous Materials

According to a search of the California Department of Toxic Substances Control’s EnviroStor database and the State Water Resources Control Board’s GeoTracker database conducted in October 2021, the project site is within 0.25 mile of one closed hazardous waste site.^{8,9} The closest identified site is the Chevron Station Leaking Underground Storage Tank (LUST) Cleanup Site located at 1284 West Grand Avenue, immediately east of the project site. The cleanup of this site was completed, and the case was closed on October 30, 2003. The project site, however, is not listed as a hazardous materials site. Additionally, according to a search of the California Department of Toxic Substances Control’s Hazardous Waste and Substances Site List (Cortese List), there are no Cortese List sites on or near the project sites.¹⁰ Therefore, the proposed project would not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies, and the project would not result in a significant effect to hazards and hazardous materials due to unusual circumstances.

Hydrology and Water Quality

The project site is outside the 500-year flood hazard area.¹¹ The project site currently drains to an existing catch basin and curb and gutter within West Grand Avenue and South 13th Street. The project

⁸ California Department of Toxic Substances Control. 2021. EnviroStor Database. <https://www.envirostor.dtsc.ca.gov/public/> (accessed October 2021).

⁹ State Water Resources Control Board. 2021. GeoTracker Database. <https://geotracker.waterboards.ca.gov/> (accessed October 2021).

¹⁰ California Department of Toxic Substances Control. 2021. Hazardous Waste and Substances Site List (Cortese). https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29 (accessed October 2021).

¹¹ Federal Emergency Management Agency. 2017. National Flood Hazard Layer (NFHL) Map [interactive map] - Flood Insurance Rate Map No. 06079C160H. Effective May 16, 2017. <https://www.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd> (accessed October 2021).



would include drainage improvements for the project site, including new catch basins and an underground detention/retention system to improve the quality of stormwater runoff and retain the runoff on the project site. Stormwater would also percolate within the proposed landscaped areas throughout the site. Additionally, because the project site is more than 1.0 acre, the project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) that would include project-specific water quality Best Management Practices (BMPs). BMPs would also be incorporated into construction activities to ensure minimal effects to hydrology and water quality during construction. Therefore, impacts to water quality would not be significant, and the project would not result in a significant effect to hydrology or water quality due to unusual circumstances.

Land Use and Planning

The project site has a land use designation of “Central Business – Mixed-Use.”¹² According to the Land Use Element of the Grover Beach General Plan, “The Central Business District – Mixed-Use designation provides for the establishment of a pedestrian-oriented downtown core through the functional integration of retail, commercial services, restaurants, professional offices, civic, entertainment and residential uses.”¹³ Additionally, the project site is zoned as “Central Business-Open” (CB-O) and the southern parcel, which contains Cleaver Memorial Pocket Park, also includes a Planned Development Overlay (PD 6). According to the Grover Beach Development Code, “the Planned Development Overlay zone may be applied to any area of the city for the purpose of facilitating better designed projects (e.g., innovative site planning, superior architectural design) by allowing flexible and relaxed development standards.”¹⁴ Multi-family housing up to 40 feet in height is an allowable use in the CB-O zone and affordable housing is allowed within the PD 6 overlay zone. Accordingly, the proposed project is an allowed use on the project site and would not conflict with land use or zoning requirements. Therefore, the project would not result in a significant effect to land use and planning due to unusual circumstances.

Mineral Resources

The City of Grover Beach does not contain any areas identified by the California Department of Conservation as having substantial mineral resources and has no operating mine or quarry operations.¹⁵ The project site is currently developed and is not zoned for mineral extraction. Therefore, the project would not result in a significant effect to mineral resources due to unusual circumstances.

Noise

The Grover Beach City Municipal Code establishes thresholds for temporary construction-generated noise within commercial and residential zones.¹⁶ Heavy construction equipment would operate and would cause generalized noise and disturbance during the construction period. Per the Municipal Code,

¹² City of Grover Beach. 2021. City of Grover Beach General Plan – Land Use Element Map. May 25, 2021. <https://www.groverbeach.org/380/Land-Use-Element> (accessed October 2021).

¹³ City of Grover Beach. 2020. City of Grover Beach General Plan – Land Use Element. Adopted February 16, 2010 and last amended July 6, 2020. <https://www.groverbeach.org/380/Land-Use-Element> (accessed October 2021).

¹⁴ City of Grover Beach. 2020. City of Grover Beach Development Code. Adopted October 15, 2012, and last amended July 6, 2020. <https://www.groverbeach.org/309/Development-Code> (accessed October 2021).

¹⁵ City of Grover Beach. 2020. City of Grover Beach General Plan, Conservation and Open Space Element Update. <https://www.grover.org/DocumentCenter/View/10922/Grover-Beach-COS-Update-IS-ND-Final-> (accessed October 2021).

¹⁶ City of Grover Beach, 2004. City of Grover Beach Municipal Code, Article 3. https://www.grover.org/DocumentCenter/View/176/GB_Art3?bidId= (accessed October 2021)



construction noise and operation of construction equipment is permissible only between the hours of 7:00 a.m. and 7:00 p.m. on Mondays through Fridays, and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays and Sundays. Construction noise outside these established times requires a permit from the City. The project would comply with the City's Municipal Code during construction, and therefore, construction activities would not result in a significant noise impact.

Once the project is occupied (post-construction), the project would produce typical noise levels associated with multi-family residential complexes. Project noise would be generated from the heating, ventilation, and air conditioning (HVAC) system; vehicle trips; and use of outdoor areas, including play areas. The project site is within the Commercial Business area of the city, which is typically a noisier area than a totally residential area. Additionally, the project site would be screened by a solid vinyl fence and landscaping from the existing adjacent mobile homes to the west of the project site. Therefore, occupation of the project would not result in a significant noise impact, and the project would not result in a significant effect to noise due to unusual circumstances.

Population and Housing

The proposed project would include the demolition of a commercial building and construction of a 53-unit affordable housing complex. The project would be an infill development project in an urbanized area in the city. The project would be 100 percent affordable housing units, which would help accommodate the City's identified need (per the Regional Housing Needs Allocation) for 91 very-low income dwelling units and 57 low income dwelling units.¹⁷ Therefore, the project would not result in a significant effect to population or housing due to unusual circumstances.

Public Services

Similar to all development projects in the city, prior to issuance of a building permit for the project, the project applicant would be required to pay development impact fees, which would address potential impacts to public services, including fire and police protection, schools, parks, and other public facilities. Payment of the impact fees is required regardless of whether the project is subject to CEQA. The project would include the removal of Cleaver Memorial Pocket Park; however, removal of this small pocket park with no amenities other than two benches would nominally affect the city's residents from accessing a park or recreational facility within the area. Additionally, the project would include recreational amenities for future residences, including a courtyard, picnic tables, barbeques, sport court, and playground/tot lot. Therefore, the project would not result in a significant effect to public services due to unusual circumstances.

Recreation

As stated under *Public Services*, the City of Grover Beach manages seven parks, two dedicated open space areas, a skate park, a community center, and the Ramona Garden Park Center and the California Department of Parks and Recreation manages the recreational facilities within Pismo State Beach within the city. Prior to issuance of a building permit for the project, the project applicant would be required to pay development impact fees, which would address potential impacts to recreational facilities. Payment of the impact fees is required regardless of whether the project is subject to CEQA. Removal of Cleaver Memorial Pocket Park, which has no amenities other than two benches, would not substantially affect

¹⁷ City of Grover Beach. 2021. Housing Element webpage. <https://www.groverbeach.org/371/Housing-Element> (accessed October 2021).



the city's residents from accessing a park or recreational facility within the area. Additionally, the project would include recreational amenities for future residences, including a courtyard, picnic tables, barbeques, sport court, and playground/tot lot. Therefore, the project would not result in a significant effect to recreation due to unusual circumstances.

Transportation

Grover Beach is served by SR 1, U.S. Highway 101, and a series of arterial and secondary streets. The city is also served by a regional transit station and an Amtrak station. Transit service is provided by Regional Transit Authority South County Area Transit with four routes. Ride-On Transportation operates a Transportation Management Association with a fleet of 90 vans and buses countywide, some of which serve Grover Beach. Sidewalks are provided along West Grand Avenue and South 13th Street adjacent to the project site. South 13th Street also has dedicated bicycle lanes within the project area. Project construction could result in temporary closure of vehicle lanes, sidewalks, and the bicycle lane along eastbound West Grand Avenue and southbound South 13th Street. However, this is not considered an usual circumstance, as many development projects require temporary, partial closure of such facilities during construction. Therefore, the project would not result in a significant effect to transportation due to unusual circumstances.

Although the pocket park is not expected to result in associated vehicle trips due to its small size and lack of amenities other than two benches, Grover Beach Motorsports within the on-site building generates approximately 109 daily vehicle trips.¹⁸ The proposed project is an infill project that would replace existing uses with an affordable housing complex. A 53-unit multi-family residential complex would result in approximately 357 daily vehicle trips,¹⁹ which would equate to a net increase of daily trips by 248. However, per the California Governor's Office of Research and Planning 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA*, "Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing [vehicle miles traveled (VMT)]... Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT."²⁰ Therefore, traffic impacts would not be significant.

Tribal Cultural Resources

The project site lies within Chumash ethnographic territory, which extends along the coast of southern and central California, as well as interior regions and the northern Channel Islands. No tribal cultural resources are known to occur on the project site. Ground disturbance would occur to as part of project construction, and similar to other development projects, the proposed project would include standard conditions of approval for ensuring impacts to any encountered buried, unknown tribal cultural resources would not be significant. Therefore, the project would not result in a significant effect to tribal cultural resources due to unusual circumstances..

¹⁸ Per Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition* (September 2021), the trip generation rate for general retail is 37.01 per 1,000 square feet of retail, and the on-site Grover Beach Motorsports building is approximately 2,940 square feet (37.01 trips per day per 1,000 square feet x 2,940 square feet = 109 trips).

¹⁹ Per Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition* (September 2021), the trip generation rate for multi-family housing (up to three stories) is 6.74 per dwelling unit (6.74 trips per day per dwelling unit x 53 dwelling units = 357 trips).

²⁰ California Governor's Office of Research and Planning. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf (accessed October 2021).



Utilities and Service Systems

The proposed project would include a 53-unit affordable housing complex. Occupation of the proposed project would result in an incremental increase in water use, wastewater, solid waste, and telecommunications use. Additionally, demolition and construction activities would generate solid waste. As described in *Population and Housing*, the project would not induce substantial unplanned population growth within the city as the construction of 53 new housing units would help accommodate projected population growth. Furthermore, the project site is within an urbanized, built-out environment with existing infrastructure that would service and accommodate population growth. Regarding solid waste, state mandates and regulations require the reduction of solid waste in landfill during both construction and occupation through recycling. Compliance with these requirements would minimize the project’s solid waste. As stated in *Hydrology and Water Quality*, stormwater runoff would be accommodated by proposed drainage improvements, including new catch basins and an underground detention/retention system. Therefore, the project would not result in a significant effect to utilities and service systems due to unusual circumstances.

Wildfires

The project site is not within a Fire Hazard Severity Zone or a State Responsibility Area.^{21, 22} The nearest Fire Hazard Severity Zones are approximately 1.4 miles southwest of the project site, and are rated as a High and Moderate Severity Zones. The proposed project would involve an infill housing complex on currently developed land within the Commercial Business area of Grover Beach, and the distance between the project site, and the nearest High Fire Hazard Severity Zone is urbanized and developed with residential and commercial uses. Additionally, the proposed housing complex would not increase the risk of wildfire at the project site beyond existing conditions. Therefore, the project would not result in a significant effect related to wildfires due to unusual circumstances.

Conclusion

In summary, given compliance with existing laws and regulations and implementation of standard conditions of approval, the proposed project would not have the potential to result in significant environmental impacts due to unusual circumstances to any of the areas identified in the *CEQA Guidelines Appendix G Environmental Checklist Form*.

Sincerely,
Rincon Consultants, Inc.

Melissa J. Whittemore
Supervising Environmental Planner

Rich Daulton
Vice President/Principal

Attachments

Attachment 1 Figures

²¹ California Department of Forestry and Fire Protection. 2021. Fire Hazard Severity Zones Viewer. <https://egis.fire.ca.gov/FHSZ/> (accessed October 2021).

²² California Department of Forestry and Fire Protection. 2021. State Responsibility Area Viewer. <https://gis.data.ca.gov/datasets/CALFIRE-Forestry::state-responsibility-area/about> (accessed October 2021)

Attachment 1

Figures



Figure 1 Regional Location Map



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★ Project Location

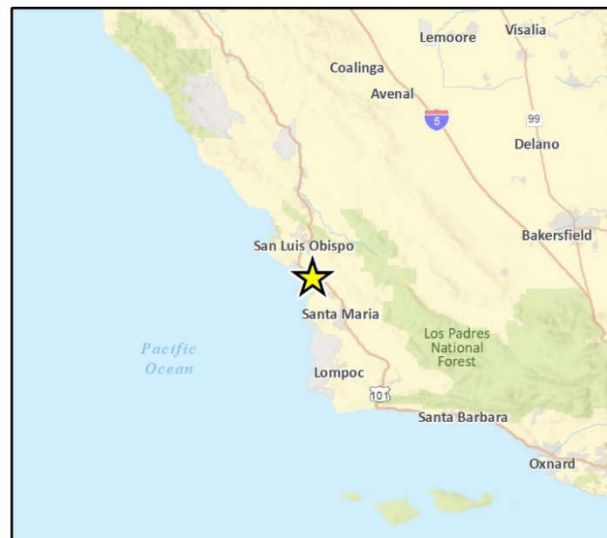


Fig. 1 Regional Location

Figure 2 Project Location



Figure 3 Project Site Plan



Source: Murray Duncan, 2021.



Rincon Consultants, Inc.

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November 30, 2021
Project No: 21-11571

Bruce Buckingham, Community Development Director
City of Grover Beach
154 South 8th Street
Grover Beach, California 93433
Via email: bbuckingham@groverbeach.org

Subject: Cleaver & Clark Commons Affordable Housing Project CEQA Categorical Exemption, City of Grover Beach, San Luis Obispo County, California

Dear Mr. Buckingham:

This memorandum provides an analysis to support the City of Grover Beach's (City), as the California Environmental Quality Act (CEQA) lead agency, determination the proposed Cleaver & Clark Commons Affordable Housing Project (herein referred to as "proposed project" or "project") is exempt from CEQA pursuant to Section 15332, of Title 14, of the California Code of Regulations.

Project Location and Description

The approximately 1.6-acre project site includes Assessor's Parcel Numbers 060-242-044, -045, and -057 located southwest of the intersection of West Grand Avenue and South 13th Street. The project site is currently developed with Grover Beach Motorsports, a one-story commercial building at 1206 West Grand Avenue, and Cleaver Memorial Pocket Park, a small park with a couple of benches and large trees at 164 South 13th Street. The project site is mostly surrounded by commercial uses with the exception of two mobile home parks located to the west and east of the project site. Figure 1 shows the location of the project site on a regional scale, and Figure 2 shows the project site and location land uses.

The proposed project would include the development of a 53-unit affordable housing complex with 52 affordable units and one manager unit within the city of Grover Beach. The proposed project would provide affordable units to extremely low (30 percent of area median income), very low income (less than 50 percent of the county median income), and low income (less than 80 percent of the county median income) residents but the project would not exceed 60 percent of the county median income in order to be eligible for the tax credit program. However, the exact mix of very low and low income units will not be known until project financing is secured. The units would all have a 55-year deed restriction that requires all units remain available to the designated income groups as required by the tax credit program.

The project would require demolition of the existing commercial building and removal of the pocket park on the project site. The project would also consist of the construction and occupation of two 3-story buildings connected via a pedestrian bridge. Building A would be located on the western portion of the project site and would provide 17 housing units, including nine 1-bedroom units, three 2-bedroom units, five 3-bedroom units, a 2,643-square foot community room, and the administrative offices. Building B would be located on the southern portion of the project site and would provide



36 housing units, including fifteen 1-bedroom units, twelve 2-bedroom units, and nine 3-bedroom units. Figure 3 shows the proposed project site plan.

In addition to the community room, the proposed project would include community areas and amenities for residents and visitors, including a courtyard, picnic tables, barbeques, sport court, playground/tot lot, and community garden. The project would include a total of 63 parking spaces, including 11 accessible spaces. Bicycle parking areas would also be provided to promote active lifestyles and sustainable transportation methods. The roofs of the proposed buildings would be equipped with solar photovoltaic panels to supply renewable energy to the housing complex. The project would also include drainage improvements for the project site, including new catch basins and an underground detention/retention system. The underground detention/retention system would be located beneath the parking area along the western and southern boundaries of the site. The system would help retain runoff on the project site. Landscaping on the property would include a mix of drought tolerant evergreen and deciduous trees, small- and large-scale shrubs, grasses, and perennial flowers. The perimeter of the project site would also be surrounded by a six-foot-tall solid vinyl fence.

The proposed Development Application 21-20 includes a Use Permit, Development Permit, and Lot Merger to construct the project. The project also includes a Disposition and Development Agreement between the City and the project developer that provides the terms for the transfer of the property to the developer based on a performance schedule.

Exemption Analysis

Suitability of Use of Categorical Exemption

The project qualifies for a Categorical Exemption (CE) under CEQA. Public Resources Code Section 21084 requires the *CEQA Guidelines* to include a list of classes of projects determined not to have a significant effect on the environment, and which therefore, are exempt from CEQA (see Chapter 19 Sections 15301 through 15333 of the *CEQA Guidelines*). Categorically exempt projects under CEQA fall into several distinct categories; Class 32 applies to the project.

Section 15332 – In-Fill Development Projects: Class 32 consists of projects characterized as in-fill development meeting the following conditions:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare, or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

The proposed project would be an infill development project within the business district of Grover Beach. Specifically, the project would include the demolition of a commercial building, removal of a small pocket park, and construction and occupation of a 53-unit affordable housing complex in an urbanized area.



The project site has a general plan land use designation of “Central Business – Mixed-Use.”¹ According to the Land Use Element of the Grover Beach General Plan, “The Central Business District – Mixed-Use designation provides for the establishment of a pedestrian-oriented downtown core through the functional integration of retail, commercial services, restaurants, professional offices, civic, entertainment and residential uses.”² Additionally, the project site is zoned as “Central Business-Open” (CB-O) and the southern parcel, which contains Cleaver Memorial Pocket Park, also includes a Planned Development Overlay (PD 6). According to the Grover Beach Development Code, “the Planned Development Overlay zone may be applied to any area of the city for the purpose of facilitating better designed projects (e.g., innovative site planning, superior architectural design) by allowing flexible and relaxed development standards.”³ Multi-family housing up to 40 feet in height is an allowable use in the CB-O zone and affordable housing is allowed within the PD 6 overlay zone. Accordingly, the proposed project is an allowed use on the project site and would not conflict with general plan land use or zoning requirements. Therefore, the project would meet the requirements of condition (a).

The project site is within the limits of the city of Grover Beach, is approximately 1.6 acres in area, and is surrounded by urban development, including commercial uses and mobile home parks, within the business district of Grover Beach. Therefore, the project would meet the requirements of condition (b).

The project site is located in an urbanized area that lacks suitable habitat for sensitive animal and plant species, including endangered, rare, or threatened species. The project site is currently developed with a commercial building and Cleaver Memorial Pocket Park. The pocket park on the southern portion of the project site contains an approximately 100-year-old, decaying coast live oak tree (*Quercus agrifolia*), as well as a smaller coast live oak tree. Construction of the proposed project would require removal of the on-site oak trees. However, neither tree provides value as habitat for endangered, rare, or threatened species. There are no other sensitive biological resources on the project site. Therefore, the project site has no value as habitat for endangered, rare, or threatened species, and the project would meet the requirements of condition (c).

The project would not result in significant effect relating to air quality, water quality, noise, or traffic. Air pollutant emissions generated during construction of the project would not exceed construction-related thresholds with compliance with the applicable rules and regulations from the San Luis Obispo Air Pollution Control District. The project site is currently developed with commercial use and a pocket park. Although the pocket park is not expected to result in associated vehicle trips due to its small size and lack of amenities other than two benches, Grover Beach Motorsports within the on-site building would result in approximately 109 daily vehicle trips.⁴ The proposed project is an infill project that would replace existing uses with an affordable housing complex. A 53-unit multi-family residential complex would result in approximately 357 daily vehicle trips,⁵ which would equate to a net increase of daily trips by 248. However, per the California Governor’s Office of Research and Planning 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA*, “Adding affordable housing to infill locations generally

¹ City of Grover Beach. 2021. City of Grover Beach General Plan – Land Use Element Map. May 25, 2021. <https://www.groverbeach.org/380/Land-Use-Element> (accessed October 2021).

² City of Grover Beach. 2020. City of Grover Beach General Plan – Land Use Element. Adopted February 16, 2010 and last amended July 6, 2020. <https://www.groverbeach.org/380/Land-Use-Element> (accessed October 2021).

³ City of Grover Beach. 2020. City of Grover Beach Development Code. Adopted October 15, 2012, and last amended July 6, 2020. <https://www.groverbeach.org/309/Development-Code> (accessed October 2021).

⁴ Per Institute of Transportation Engineers’ *Trip Generation Manual, 11th Edition* (September 2021), the trip generation rate for general retail is 37.01 per 1,000 square feet of retail, and the on-site Grover Beach Motorsports building is approximately 2,940 square feet (37.01 trips per day per 1,000 square feet x 2,940 square feet = 109 trips).

⁵ Per Institute of Transportation Engineers’ *Trip Generation Manual, 11th Edition* (September 2021), the trip generation rate for multi-family housing (up to three stories) is 6.74 per dwelling unit (6.74 trips per day per dwelling unit x 53 dwelling units = 357 trips).



improves jobs-housing match, in turn shortening commutes and reducing [vehicle miles traveled (VMT)]... Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT.”⁶ Therefore, the net difference in vehicle trips between existing and proposed uses would be relatively minor, and related net air pollutant emissions would also be minor. Additionally, the project would include solar panels on the roofs of the proposed buildings, and the use of a renewable energy source for electricity would reduce the amount of air pollutants during project occupation. Therefore, construction and operation of the project would not trigger a significant impact to air quality. Regarding water quality, the project would include drainage improvements for the project site, including new catch basins and an underground detention/retention system to improve the quality of stormwater runoff. Additionally, because the project site is more than 1.0 acre, the project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) that would include project-specific water quality Best Management Practices (BMPs). BMPs would also be incorporated into construction activities to ensure minimal effects to water quality during construction. Therefore, impacts to water quality would not be significant. Regarding noise, the project would comply with the construction hours within the City’s Municipal Code. Once the project is occupied (post-construction), the project would produce typical noise levels associated with multi-family residential complexes. Project noise would be generated from the heating, ventilation, and air conditioning (HVAC) system; vehicle trips; and use of outdoor areas, including play areas. The project site is within the Commercial Business area of the city, which is typically a noisier area than a totally residential area. Additionally, the project site would be screened by a solid vinyl fence and landscaping from the existing adjacent mobile homes to the west of the project site. Therefore, occupation of the project would likely not result in a substantial increase above existing noise levels in the project area. Noise impacts would not be significant. Regarding traffic, as discussed above, because the project is a 100 percent “affordable housing” project, traffic impacts would not be significant. Accordingly, the project would meet the requirements of condition (d).

Occupation of the proposed project would result in an incremental increase in water use, wastewater, solid waste, and telecommunications use. Additionally, demolition and construction activities would generate solid waste. The project would not induce substantial unplanned population growth within the city as the construction of 53 new housing units would help accommodate projected population growth. Furthermore, the project site is within an urbanized, built-out environment with existing infrastructure that would service and accommodate population growth. The project would minimize water usage as proposed landscaping would be drought tolerant. Regarding solid waste, state mandates and regulations require the reduction of solid waste in landfill during both construction and occupation through recycling. Compliance with these requirements would minimize the project’s solid waste. Stormwater runoff would be accommodated by proposed drainage improvements, including new catch basins and an underground detention/retention system. Because the project site is currently developed with a commercial business, the project would not introduce a need for additional fire or police protection. Additionally, prior to issuance of a building permit for the project, the project applicant would be required to pay development impact fees, which would address potential impacts to public services, including fire and police protection, schools, parks, recreational facilities, and other public facilities. Payment of the impact fees is required regardless of whether the project is subject to CEQA. The project would include the removal of Cleaver Memorial Pocket Park; however, removal of this small pocket park with no amenities other than two benches would nominally affect the city’s residents from accessing a park or recreational facility within the area. The project would also include recreational amenities for

⁶ California Governor’s Office of Research and Planning. 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December 2018. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf (accessed October 2021).



future residences, including a courtyard, picnic tables, barbeques, sport court, and playground/tot lot. Therefore, although the proposed project would cause an incremental increase in population (including student population) in the area, the project can be adequately served by all required utilities and public services. Accordingly, the project would meet the requirements of condition (e).

In summary, the Class 32 exemption is applicable to the proposed project.

Discussion of CEQA Guidelines 15300.2 Exceptions

Projects consistent with the categorical exemptions identified in the *CEQA Guidelines* sections 15301 through 15333 are not automatically exempt from CEQA review. Section 15300.2 (Exceptions) of the *CEQA Guidelines* outlines the cases in which projects normally exempt from CEQA review would not be exempt. These exceptions are as follows:

- a. **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project which is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b. **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c. **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility the activity will have a significant effect on the environment due to unusual circumstances.
- d. **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- e. **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f. **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The following sections address each one of the potential exceptions and demonstrate none apply to the proposed project.

15300.2(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project which is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

Although the project would not rely on Classes 3, 4, 5, 6, or 11, this exception is included herein for informational purpose only. The project site currently contains a commercial building and a small pocket



park with no amenities other than two benches and is devoid of vegetation communities that could support special-status species or sensitive habitat. As previously discussed, the project site includes two coast live oak trees, one of which is approximately 100 years old and is decaying. Construction of the proposed project would require removal of on-site oak trees. The applicant is proposing to plant 52 trees on site and pay an in-lieu fee of \$20,000 to the City for planting street trees on West Grand Avenue. Additionally, no federal or state wetlands or waters are located on or adjacent to the project site. Therefore, the project would not significantly impact sensitive biological resources. In addition, as stated below in the discussion of *Exception 15300.2(e), Hazardous Waste Sites*, the project site is not listed as a hazardous materials site. Therefore, the proposed project would not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. This exception to a CE does not apply to the proposed project.

15300.2(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The project would not result in significant environmental impacts, and there are no other successive projects of the same type or scale planned within the project area. There are no major reasonably foreseeable future projects in the city which would result in significant cumulative impacts in combination with the proposed project. Therefore, no significant cumulative impacts would result from successive projects in the same place over time. This exception to a CE does not apply to the proposed project.

15300.2(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility the activity will have a significant effect on the environment due to unusual circumstances.

The proposed project would not result in a significant effect on the environment due to unusual circumstances. The project site is currently developed with a commercial building and surface parking lot, as well as a small pocket park with no amenities other than two benches. The pocket park contains an approximately 100-year-old, decaying oak tree. The City does not currently have a codified heritage tree designation. Therefore, neither the tree nor the pocket park are considered a historic resource.⁷ Accordingly, the presence of a 100-year-old tree on the project site would not cause the proposed project to result in a significant effect to historic or natural resources due to unusual circumstances. Construction of the proposed project would require removal of the 100-year-old oak tree, as well as another smaller oak tree on site. The City Council has not designated the oak tree as a heritage tree. Accordingly, the presence of two oak trees on the project site would not cause the proposed project to result in a significant effect to biological resources due to unusual circumstances.

In addition, although the project site is not listed as a hazardous waste site, the project site is immediately west of one closed hazardous waste site: the Chevron Station Leaking Underground Storage Tank (LUST) Cleanup Site located at 1284 West Grand Avenue.^{8,9} The cleanup of this site was completed, and the case was closed on October 30, 2003. Based on the case closed status, this facility is

⁷ Rincon Consultants, Inc. 2021. Cleaver & Clark Commons Historical Resource Assessment, Grover Beach, San Luis Obispo County, California. November 18, 2021.

⁸ California Department of Toxic Substances Control. 2021. EnviroStor Database. <https://www.envirostor.dtsc.ca.gov/public/> (accessed October 2021).

⁹ State Water Resources Control Board. 2021. GeoTracker Database. <https://geotracker.waterboards.ca.gov/> (accessed October 2021).



considered a Historical Recognized Environmental Condition. Because no soil vapor data was obtained during review of the regulatory files, and because of the Chevron Station LUST Cleanup Site's upgradient position relative to the project site, there is a potential for a release of gasoline constituents onto the project site.¹⁰ During construction of the project, remediation activities would be necessary and would be included in the conditions of approval for the project so as to comply with federal and state regulations and requirements related to hazardous materials. Because the LUST Cleanup Site is closed and the project would remediate on-site soils as part of standard conditions of approval, the project would not result in a significant impact to hazardous materials due to unusual circumstances. Therefore, this exception to a CE does not apply to the proposed project.

15300.2(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

There are no designated State Scenic Highways in the vicinity of the project site. The nearest eligible State Scenic Highways are U.S. Highway 101, located approximately 0.7 mile north of the project site, and State Route (SR) 1, located approximately 0.8 mile west of the project site.¹¹ Due to the intervening development between the project site and the eligible scenic highways, the proposed housing complex is not within the U.S. Highway 101 or SR 1 viewsheds, and therefore, would not result in significant impacts to scenic resources such as trees, historic buildings, rock outcroppings, or similar resources within an officially designated or eligible state scenic highway.

15300.2(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

According to a search of the California Department of Toxic Substances Control's EnviroStor database and the State Water Resources Control Board's GeoTracker database conducted in October 2021, the project site is not listed as a hazardous materials site. Additionally, according to a search of the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List), there are no Cortese List sites on or near the project sites.¹² Therefore, this exception to a CE does not apply to the proposed project.

15300.2(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

On October 7, 2021, a cultural survey was conducted on the project site. As a result of the field survey and background research conducted for the project, one historic-age built environment resource was identified on the project site: one approximately 2,940-square foot commercial building constructed in 1975 and an associated paved parking lot at 1206 West Grand Avenue. Based on the current cultural

¹⁰ Haro Environmental, Inc. 2020. Phase I Environmental Site Assessment – Final Revised – 1206 West Grand Avenue & 164 South 13th Street Grover Beach, California. August 25, 2020.

¹¹ California Department of Transportation. 2021. Scenic Highways. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> (accessed October 2021).

¹² California Department of Toxic Substances Control. 2021. Hazardous Waste and Substances Site List (Cortese). https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29 (accessed October 2021).



evaluation, it was determined that the “1206 West Grand Avenue” property is recommended ineligible for listing in the National Register of Historic Places and California Register of Historic Resources.

Additionally, as discussed above, the pocket park on the project site contains an approximately 100-year-old, decaying oak tree. Based on a review of the Grover Beach Municipal Code and confirmed by the City’s Community Development Director, the City Council has not designated it as a heritage tree. Therefore, the 100-year-old tree at 164 South 13th Street is not considered a historic resource.

As no historic resources exist on the project site, construction and occupation of the project would not cause a substantial adverse change in the significance of a historical resource. Therefore, this exception to a CE does not apply to the proposed project.

Determination

Based on this analysis, the proposed project meets the qualifications of the Class 32 (Section 15332, In-Fill Development Projects) categorical exemption and as provided in Article 19 and is exempt from CEQA pursuant to the *CEQA Guidelines* Section 15332.

Sincerely,

Rincon Consultants, Inc.

A blue ink signature of Melissa J. Whittemore, consisting of stylized, overlapping loops.

Melissa J. Whittemore
Supervising Environmental Planner

A blue ink signature of Rich Daulton, featuring a large, prominent 'R' and 'D'.

Rich Daulton
Vice President/Principal

Attachments

Attachment 1 Figures

Attachment 1

Figures

Figure 1 Regional Location Map



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★ Project Location N
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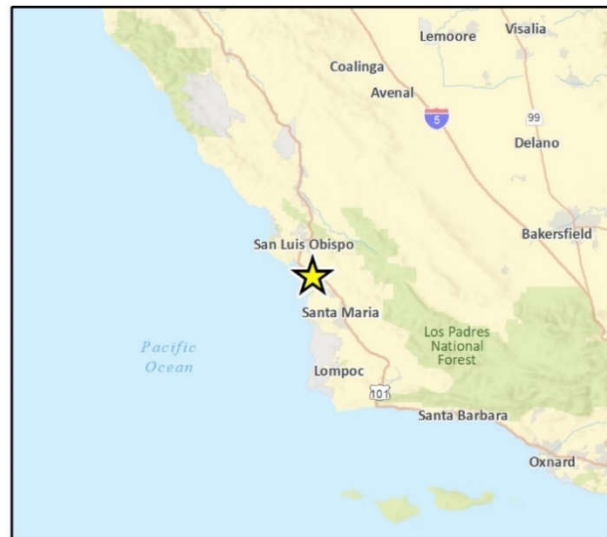
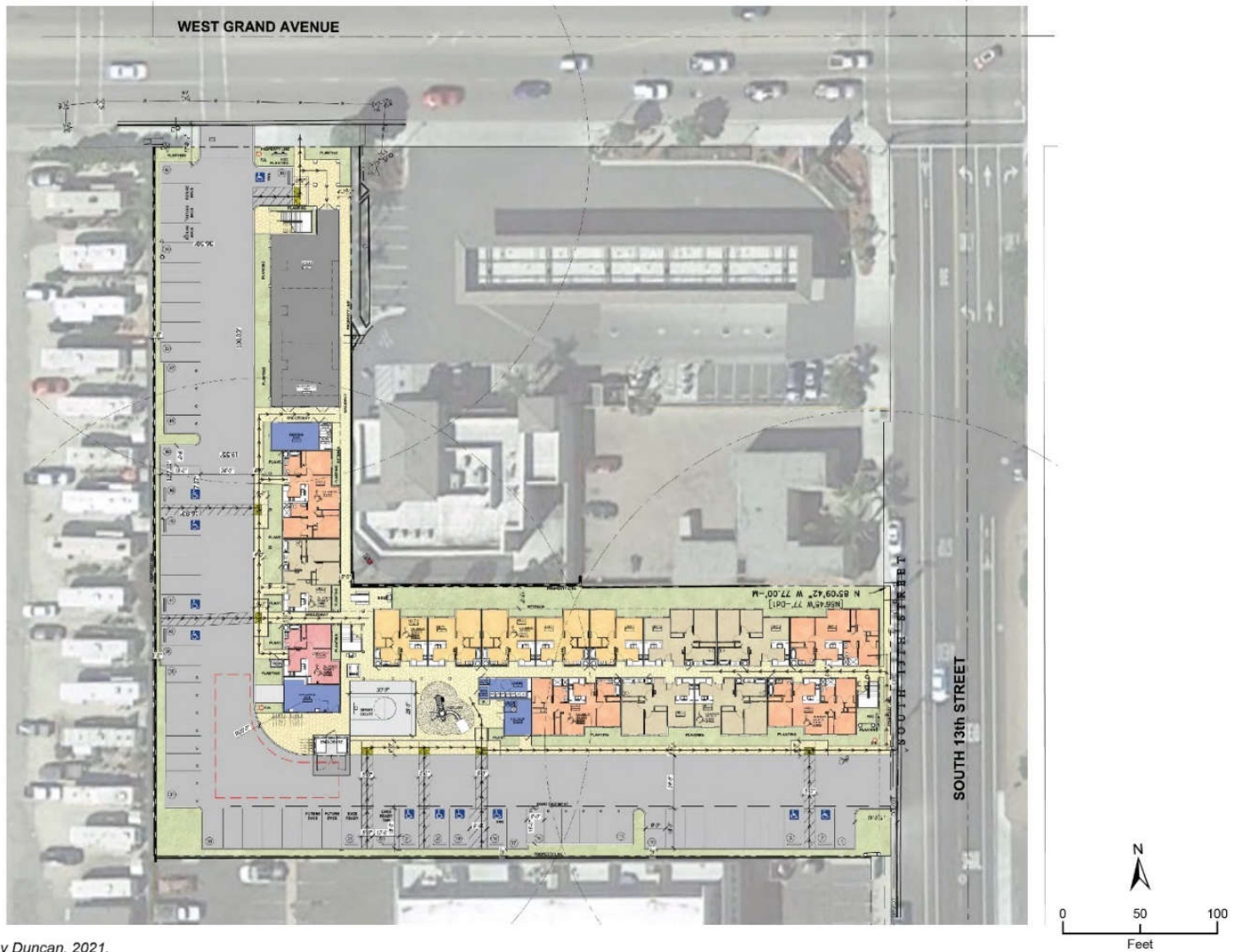


Fig. 1 Regional Location

Figure 2 Project Location



Figure 3 Project Site Plan



Source: Murray Duncan, 2021.



State of California - Department of Fish and Wildlife
2021 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (REV. 01/01/21) Previously DFG 753.5a

RECEIPT NUMBER: 40-12142021-181
STATE CLEARINGHOUSE NUMBER (If applicable) NA

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY CITY OF GROVER BEACH	LEAD AGENCY EMAIL pw@groverbeach.org	DATE 12/14/2021
COUNTY/STATE AGENCY OF FILING COUNTY OF SAN LUIS OBISPO		DOCUMENT NUMBER

PROJECT TITLE
 DEVELOPMENT APPLICATION 21-20 CLEAVER AND CLARK COMMONS FOR A USE PERMIT, DEVELOPMENT

PROJECT APPLICANT NAME PEOPLE'S SELF HELP HOUSING / HOUSING	PROJECT APPLICANT EMAIL daliaf@pshhc.org	PHONE NUMBER (805) 548-2343
PROJECT APPLICANT ADDRESS 1060 KENDALL ROAD /487 LEFF STREET	CITY SAN LUIS OBISPO	STATE CA
		ZIP CODE 93401

PROJECT APPLICANT (Check appropriate box)

Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$3,445.25 \$ _____
 - Mitigated/Negative Declaration (MND)(ND) \$2,480.25 \$ _____
 - Certified Regulatory Program (CRP) document - payment due directly to CDFW \$1,171.25 \$ _____
 - Exempt from fee
 - Notice of Exemption (attach)
 - CDFW No Effect Determination (attach)
 - Fee previously paid (attach previously issued cash receipt copy)
-
- Water Right Application or Petition Fee (State Water Resources Control Board only) \$850.00 \$ _____
 - County documentary handling fee \$ _____ \$50.00
 - Other \$ _____

PAYMENT METHOD:

Cash
 Credit
 Check
 Other

TOTAL RECEIVED \$ 50.00

SIGNATURE <i>X Sandy Currens</i>	AGENCY OF FILING PRINTED NAME AND TITLE Sandy Currens, Deputy County Clerk-Recorder
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Filed in County Clerk's Office
 Elaina Cano
 San Luis Obispo - County Clerk-Recorder
40-12142021-181
 12/14/2021
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 Pages: 31
 Fee: \$ 50.00
 By scurrens, Deputy

