



PLANNING COMMISSION MEETING AGENDA

Tuesday, April 2, 2024, 6:00 p.m.
Hybrid City Council Chamber/Virtual Zoom Meeting
215 East Branch Street, Arroyo Grande

Please click the link below to join the Zoom Meeting:

<https://us02web.zoom.us/j/86752345420>

Webinar ID: 867 5234 5420

Or by Telephone: 1-669-900-6833; 1-346-248-7799

This Planning Commission meeting will be conducted by hybrid in-person/virtual format. Members of the public may participate and provide public comment on agenda items during the meeting in person at the location identified above, by joining the Zoom meeting, or by submitting written public comments to Andrew Perez, Planning Manager, at aperez@arroyogrande.org.

1. **CALL TO ORDER**

2. **FLAG SALUTE**

Chair Maraviglia led the flag salute.

3. **ROLL CALL**

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. Members of the public may provide public comment remotely by joining the Zoom meeting utilizing one of the methods provided below. Please use the “raise hand” feature to indicate your desire to provide public comment.

Click the link below to join the webinar:

• <https://us02web.zoom.us/j/86752345420>;

• Webinar ID: 867 5234 5420

• Or Telephone Attendee: 1-669-900-6833; 1-346-248-7799; 1-253-215-8782; Press * 9 to “raise hand” for public comment

The Brown Act restricts the Commission from taking formal action on matters not published on the agenda. In response to your comments, the Chair or presiding official may:

• Direct City staff to assist or coordinate with you.

• A Commissioner may state a desire to meet with you.

• It may be the desire of the Commission to place your issue or matter on a future agenda.

Please adhere to the following procedures when addressing the Commission:

- Comments should be limited to 3 minutes or less.
- Your comments should be directed to the Commission as a whole and not directed to an individual Commissioner.
- Slanderous, profane or personal remarks against any Commissioner or member of the audience shall not be permitted.

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
(PEREZ)**

Recommended Action:

Approve the Minutes of the March 19, 2024 meeting.

8. PUBLIC HEARINGS

**8.a Consideration of Conditional Use Permit 23-010 and Lot Line Adjustment 24-001;
Construction of a New Car Wash; Location – 414, 418, 422 East Grand Ave; Applicant –
Ryan Talley
(GROPEN)**

Recommended Action:

- 1) Adopt a Resolution approving the conditional use permit and lot line adjustment; and
- 2) Find the project is categorically exempt pursuant to Section 15332 of the State CEQA Guidelines regarding infill development.

9. NON-PUBLIC HEARING ITEMS

**9.a Election of Chairperson and Vice Chairperson
(PEREZ)**

Recommended Action:

- 1) Elect a Chair and a Vice Chair to serve effective April 16, 2024, and continuing until March 18, 2025; and
- 2) Find that the request is not a project as defined by the California Environmental Quality Act pursuant to State CEQA Guidelines section 15378(b)(5).

10. NOTICE OF ADMINISTRATIVE ITEMS SINCE MARCH 19, 2024

None.

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 City Clerk's office, 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 805-473-5400 as soon as possible and at least 48 hours prior to the meeting date.

This agenda was prepared and posted pursuant to Government Code Section 54954.2 Agenda reports can be accessed and downloaded from the City's website at www.arroyogrande.org If you would like to subscribe to receive email or text message notifications when agendas are posted, you can sign up online through the "Notify Me" feature.

Planning Commission Meetings are streamed live on the [City's YouTube Channel](#) and recorded for replay on Arroyo Grande's Government Access Channel 20.

**ACTION MINUTES
MEETING OF THE PLANNING COMMISSION**

**March 19, 2024, 6:00 p.m.
Hybrid City Council Chamber/Virtual Zoom Meeting
215 East Branch Street, Arroyo Grande**

Commission Members Present: Chair Jamie Maraviglia, Catherine Sackrison,
Kevin Buchanan

Commission Members Absent: Vice Chair Bruce Berlin, Virginia Roof

Staff Present: Planning Manager Andrew Perez, Associate
Planner Patrick Holub, Community
Development Director Brian Pedrotti

This meeting was conducted in a hybrid in-person/virtual format.

1. CALL TO ORDER

Chair Maraviglia called the Planning Commission meeting to order at 6:00pm.

2. ROLL CALL

Vice Chair Berlin and Commissioner Roof were absent.

3. FLAG SALUTE

Commissioner Buchanan led the flag salute.

4. AGENDA REVIEW

None.

5. COMMUNITY COMMENTS AND SUGGESTIONS

Chair Maraviglia invited public comment. No public comment was received.

6. WRITTEN COMMUNICATIONS

The Commission received one item of written correspondence regarding item 8.a.

7. CONSENT AGENDA

7.a Approval of Minutes

Commissioner Sackrison moved and Commissioner Buchanan seconded a motion to approve the consent agenda as submitted. The motion passed 3-0-2 with Vice Chair Berlin and Commissioner Roof absent.

8. **PUBLIC HEARINGS**

8.a **Consideration of Tentative Parcel Map 23-001 and Finding that this Action is Exempt from Review Under the California Environmental Quality Act (CEQA) Pursuant to State Guidelines Section 15315; Location – 444 Lierly Lane; Applicant – Bruce Vanderveen**

Associate Planner Holub presented the staff report, including the project location, proposed subdivision, and public improvements required by the conditions of approval included in the proposed resolution. He suggested the Commission to include a condition related to the maintenance agreement for the emergency access roadway. He also answered questions related to future buildout of the Neighborhood Plan, SB 9 applicability, and density.

Chair Maraviglia invited public comment. Speaking from the public were:

Scott Ullman stated concerns related to easements that were not addressed, maintenance concerns with the public improvements, emergency access, and lack of notice.

Mike Stanton, clarified that the private drive off of Myrtle Drive currently exists on the map for Cherry Creek Estates.

Bethany Miner recommends continuing the item because she was not properly notified and had questions about future development.

Tony Janowicz stated concerns about access to the project site from E. Cherry Ave. via Lierly Lane.

Rosemary Janowicz stated concerns about the limited access to the project site.

Mike Janowicz expressed concerns about the narrow roadway on Lierly Lane and implications of future development in Phase 2 of the Neighborhood Plan.

Paul Filice expressed support for the project and stressed the importance of applying standards of the Neighborhood Plan consistently.

David Pomeroy stated that he was not notified and expressed concern with the use of the private drive for emergency access.

Tom Griffin stated that he was not notified with sufficient time and thinks the public improvements are insufficient.

Seeing no other public comment. The public hearing was closed.

The Commission stated support for the subdivision and suggested including a condition of approval requiring a reimbursement agreement for any damage done to private property adjacent to the project site during the construction. The Commission suggested continuing the item to address concerns with maintenance, irrigation, and fencing adjacent to the project site.

Community Development Director Pedrotti stated a preference for continuing consideration of the item to allow staff an opportunity to resolve the concerns related to public improvements and potential impacts to the existing properties that would result from this subdivision.

Moved by Kevin Buchanan
Seconded by Catherine Sackrison

Continue the item to May 7, 2024 and add a condition for a shared maintenance agreement in a future resolution.

AYES (3): Chair Maraviglia, Catherine Sackrison, and Kevin Buchanan

ABSENT (2): Vice Chair Bruce Berlin, and Virginia Roof

Passed (3 to 0)

9. NON-PUBLIC HEARING ITEMS

9.a Election of Chairperson and Vice Chairperson

Chair Maraviglia recommended continuing the elections to the next meeting due to the absences of two Commissioners.

10. NOTICE OF ADMINISTRATIVE ITEMS SINCE FEBRUARY 20, 2024

None.

11. COMMISSION COMMUNICATIONS

None.

12. STAFF COMMUNICATIONS

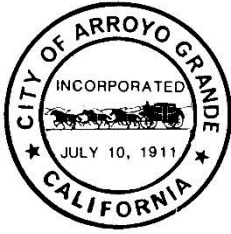
None.

13. ADJOURNMENT

The Meeting adjourned at 7:19 pm.

Jamie Maraviglia, Chair

Patrick Holub, Associate Planner



MEMORANDUM

TO: Planning Commission

FROM: Brian Pedrotti, Community Development Director

BY: Shayna Gropen, Assistant Planner

SUBJECT: Consideration of Conditional Use Permit 23-010 and Lot Line Adjustment 24-001; Construction of a New Car Wash; Location – 414, 418, 422 East Grand Ave; Applicant – Ryan Talley

DATE: April 4, 2024

SUMMARY OF ACTION:

Approval of conditional use permit will authorize the construction of a new car wash on the subject property. The lot line adjustment will create new parcel boundaries by extinguishing two (2) parcels, allowing for the construction of the car wash.

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

None.

RECOMMENDATION:

1) Adopt a Resolution approving the conditional use permit and lot line adjustment; and
2) Find the project is categorically exempt pursuant to Section 15332 of the State CEQA Guidelines regarding infill development.

BACKGROUND:

The 18,882 square foot project site is comprised of three (3) separate parcels located at 414, 418, 422 East Grand, all of which are zoned Highway Mixed Use (HMU) (Attachment 2). The project site is located just east of the US 101 Grand Avenue Northbound Freeway off-ramp, at the corner of East Grand Avenue and Oak Street. Each parcel is currently developed with a single-family home, which is considered a legally nonconforming use, as single-family residential is not an allowed use in the HMU zoning district. The property located at 422 East Grand Avenue has an accessory dwelling unit in addition to the single-family home. The project site is bordered by residential uses to the north along Oak Street and Cornwall Avenue, McDonalds to the east, and commercial auto-related businesses to the south across East Grand Avenue, including Jiffy Lube and Coast Motors.

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The purpose of the HMU zoning where the site is located is to provide areas with a variety of visitor-serving and auto-related uses in areas convenient to both freeway traffic and vehicles or pedestrians. Development standards and design guidelines are intended to enhance this specialized mix of uses. The HMU district implements and is consistent with the Mixed-Use land use category of the General Plan. The HMU zone allows both auto-related and drive-through services with the approval of a conditional use permit (CUP).

Pursuant to [Arroyo Grande Municipal Code \(AGMC\) Section 16.16.050](#), CUP applications shall be reviewed by the Planning Commission after receiving a recommendation from the Community Development Director, Staff Advisory Committee and Architectural Review Committee.

Staff Advisory Committee (SAC)

The SAC discussed the proposed project on February 15, 2024. The Committee discussed items such as site circulation, and the location of the car wash entrance and exit along Oak Street. The SAC was supportive of the project as presented and expressed support for the site design, considerations to eliminate impacts to noise-sensitive receptors, and chosen architectural style.

Architectural Review Committee

The Architectural Review Committee reviewed the project at its meeting on March 4, 2024 (Attachment 3). The Committee was supportive of the project and appreciated the design aesthetic, site design, and car wash use. The ARC recommends approval of the project to the Planning Commission as submitted.

ANALYSIS OF ISSUES:

Project Description

The proposed project consists of the construction of a new automated drive-thru car wash facility. The applicant is proposing an approximately 1,637 square foot car wash with a width dimension of twenty feet five inches (20'5") and a length of approximately eighty feet (80'). The car wash tunnel would be situated on the site parallel to E Grand Avenue and features a compact tunnel design. The primary structure on the project site will contain the tunnel as well as a 396 square foot office and 527 square foot storage area. Within the office area there will be an ADA accessible bathroom and an employee area including a kitchen and lockers. Additionally, the applicant is proposing underground water reclamation tanks to achieve 70% water recycling on the site. The project plans can be viewed as Attachment 4.

The car wash would be a fully automated system that a customer would drive through after paying at a 54 square foot kiosk along the eastern edge of the project site. There are thirteen (13) parking spaces for vacuuming and one ADA parking space identified within the project site. There will be a maximum of three (3) employees present during

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business hours. The proposed hours of operation during November through January are 8:00 am to 5:30 pm, and 8:00 am - 7:00 pm during the months of February through October. Proposed lighting on the sight is minimal, as the car wash will be closed during nighttime hours. The lighting will be down lighting on the building and around the vacuum stations, as well as black goose-neck style light posts around the site perimeter. The lighting will be soft, warm light as opposed to bright white or florescent lighting.

The applicant also proposes a lot line adjustment (LLA) to merge the three parcels into one larger lot. The proposed LLA will extinguish two of the bisecting lot lines and allow for proper circulation within the project site, as well as enable the construction of the primary building on the site which would otherwise cross lot lines.

General Plan Consistency

The General Plan Land Use designation of the project site is Mixed Use, which is intended to provide for a variety of retail, service, commercial, offices, residential, and other compatible uses that support multiple neighborhoods and the greater community. The project is consistent with the identified policies and implementation measures in the Land Use Element, Noise Element and Economic Development Element below.

Land Use Element

LU8-1: Permit the continuation of gasoline stations and supporting automotive service facilities in appropriate locations adjoining freeway access or at strategic major arterial street intersections provided that their design and operation are compatible with adjacent uses. Require that expansions or modifications of existing facilities be designed to convey a high quality architectural and landscape character, consistent with the overall character of the City.

LU11-2: Require that new development should be designed to create pleasing transitions to surrounding development.

LU11-2.5: Design development projects within City of Arroyo Grande to provide screening as necessary to shield neighboring properties from the adverse effects of that development.

LU12-13.3: Require that trash enclosures, loading areas, mechanical equipment, and outdoor storage areas be screened from public view as appropriate; design enclosures and screening with materials which are compatible with the project's architecture, and which do not detract from the rural, small town character of the community.

The project is consistent with the abovementioned General Plan Land Use Elements regarding compatibility of use and overall site design. The project site is designed with ample screening in the form of landscaping, a new six-foot (6') concrete block wall for

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buffering along the northern perimeter of the site, and pleasing architectural design elements that shield neighboring properties from adverse effects while simultaneously providing an effectual transition to surrounding development.

Noise Element

N5: To avoid or reduce noise impacts through site planning and project design, giving second preference to the use of noise barriers and/or structural modifications to buildings containing noise-sensitive land uses.

N4&5-3: Where development of a project subject to discretionary approval may result in land uses being exposed to existing or projected future noise levels exceeding the levels specified by the policies in the Noise Element, the City shall require and acoustical analysis as part of the environmental review under CEQA at the time the application is accepted for processing. For development not subject to discretionary approval and/or environmental review, the requirements for an acoustical analysis shall be implemented prior to the issuance of a building permit.

N2-1: Procedures shall be developed and employed to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the development review and building permit process.

The project is consistent with the abovementioned General Plan Noise Element regarding site design through the strategic orientation of noise-generating activities away from sensitive receptors. Additionally, a noise study was conducted in accordance with the Arroyo Grande Municipal Code (AGMC) Section 9.16 in order to demonstrate compliance, and develop noise mitigation measures to be implemented prior to construction.

Economic Development Element

ED5-2: Continue to enhance connectivity and increase retail utilization of the East Grand corridor, the Village Core, and the Traffic Way and El Camino Real mixed-use corridors.

The project satisfies the General Plan Economic Development Element by introducing a commercial and visitor-serving use along East Grand Avenue, a mixed-use corridor.

Development Standards

The project is subject to the development standards of the HMU zoning district. These standards include setbacks, floor-area ratio, lot coverage, and building height. Front and rear setbacks can be as little as zero feet, or up to 15 feet when the project site abuts a residential use. This project site is directly adjacent to a residential use to the north, therefore a rear setback of 15 feet is required. There is not a side setback requirement in

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this zone unless a site abuts a residential use or residentially zoned parcel. The adjacent use is a fast-food restaurant, therefore no side setback is required from the eastern side lot line. The maximum lot coverage and floor-area ratio for HMU zoned parcels is 75%. With a size of 18,882 square feet, a maximum of 14,161.5 square feet of floor area can be proposed. The combined building footprints of all structures on the lot, including the 54 square foot kiosk, is approximately 2,614 square feet, which is much less than the lot coverage limit for the HMU zone. The total impervious surface area proposed on the project site is 13,664 square feet, which accounts for 72% of the total project area.

Building height in the HMU zone is limited to 30 feet or three stories, whichever is less. Heights of up to 36 feet are allowed for visitor serving uses with the approval of a CUP. The height of the car wash tunnel is approximately 25 feet; therefore, the height of the proposed structure complies with the maximum allowed height of the zone. Compliance with the development standards is summarized in Table 1.

Table 1: Development Standards

Development Standard	HMU Requirement	Proposed
Setbacks:		
Front	0-15 Feet	0
Rear	0 - 15 feet*	90
Side	0 feet*	27-35 feet
Floor Area Ratio (FAR)	0.75	.14
Lot Coverage	75%	14%
Height	30 feet or three-stories	25

*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.

Access and Parking

The site is accessed from Oak Street, which is classified as a local street. A new twenty-four-foot (24') driveway will be constructed per City standards to serve as both the entrance and exit to the project site.

The Municipal Code does not include a specific parking requirement for a car wash use, so staff applied the parking rate for general retail and services of one space for every 250 square feet of gross floor area. The combined area of the car wash pay kiosk, equipment room (including the restroom), car wash tunnel, office, kitchen, and locker areas are approximately 2,590 square feet, which results in a parking requirement of 11 spaces. The car wash would be a fully automated system, requiring employees only to take a customer's payment at the kiosk. The parking spaces will be available for customers to park upon exiting the car wash tunnel to use the provided vacuums, and clean the interior of their cars, if desired. The project as proposed requires a total of 11 parking spaces and the requirement is met by providing 13 parking spaces.

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Traffic Analysis

The applicant submitted a Traffic Impact Analysis (TIA) for the project that was prepared in accordance with the City's Multimodal Transportation Study Guidelines (Attachment 5). The TIA evaluates the impacts of project-generated trips on intersections and roadways in the vicinity of the project. The intersections at East Grand Avenue and Oak Street, and East Grand Avenue and El Camino Real were analyzed in this TIA. The intersection of East Grand Avenue and El Camino Real operates at a level of service (LOS) E at the AM peak hour and at LOS F in the peak PM hour. The project is anticipated to add 35 trips during the AM peak period and 50 during the PM peak. Based on trip generation and distribution, 45 PM peak hour trips will be added to the E. Grand Avenue and Oak Street intersection spread among four turning movements, and 25 peak hour trips will be added to the East Grand Avenue and El Camino Real intersection spread among two through movements. This addition of project traffic is not expected to degrade LOS at any intersections or roadway segments analyzed in the TIA.

In addition to evaluating LOS, traffic analysis considers vehicle miles traveled (VMT) as a metric for evaluating traffic impacts under the California Environmental Quality Act. VMT refers to the amount and distance of automobile travel attributable to a project. The City's Transportation Study Guidelines include exemptions for projects that meet certain criteria. Projects with a floor-area ratio of less than 0.75 and have floor area of less than 50,000 square feet meet this exemption, therefore no VMT analysis is required.

Noise

[Arroyo Grande Municipal Code \(AGMC\) Section 9.16](#) establishes standards for acceptable exterior and interior noise levels and describes how noise is to be measured. These standards are intended to protect persons from excessive noise levels, which are detrimental to the public health, welfare and safety and contrary to the public interest because they can: interfere with sleep, communication, relaxation and the full enjoyment of one's property; contribute to hearing impairment and a wide range of adverse physiological stress conditions; and adversely affect the value of real property.

[AGMC Section 9.16.040](#) establishes a list of exterior noise level standards and lists a number of noise-sensitive uses. When adjacent to one of these noise-sensitive uses, such as an office or residences, exterior noise levels may not exceed 70 decibels during the daytime (7am-10pm) and may not exceed 65 decibels during the nighttime (10pm-7am). This section further states that when ambient, pre-project noise levels exceed the maximum allowable, that the noise standard for the proposal shall not exceed the existing ambient noise levels.

The applicant commissioned a noise impact study that was completed December 22, 2023. The noise study can be viewed as Attachment 6. The study evaluates the existing ambient noise levels at the site and analyzes future noise impacts as a result of the

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project. Pursuant to AGMC Section 9.16, there are two metrics for determining the maximum allowable noise levels; decibels, and hourly equivalent sound level (dBA L_{eq}). Maximum decibels is simply the maximum noise level at any one time, whereas L_{eq} is the average noise level over a certain period of time. During that evaluation, noise was measured at three points throughout the project site and found an average noise level of 64.1 dBA L_{eq} , with a maximum noise level of 69.6 dBA L_{eq} and a minimum of 59.5 dBA L_{eq} . The maximum noise level measured during the analysis ranged between 69.1 decibels and 84.4 decibels. The ambient noise levels, which can be attributed to traffic on E. Grand Avenue, exceed the maximums allowed by both of the aforementioned metrics contained in the AGMC. AGMC Section 9.16.040.C states that when the ambient noise level exceeds the applicable exterior noise level standards, applicable standard shall be adjusted so as to equal the ambient noise level.

The project proposal incorporates several design measures in order to minimize the noise created by the use. These measures include a 120 HP International Dryer Company Predator system or equivalent to meet the acoustical benchmarks, a reduced car wash exit size of ten feet by ten feet (10'x10'), a six-foot (6') wall at the north property line, and an acoustic liner that will line sixteen feet (16') of the south wall near the exit to dampen the noise from within the tunnel. Any modification of the dryer equipment at a later date would require a re-evaluation including a new sound study. The noise analysis concludes that the proposed project will not result in an increase in the existing ambient noise levels, and therefore the project complies with the noise standards in the Municipal Code. The conditions listed in Section 8.3 of the noise analysis are included as conditions of approval to ensure compliance with the noise standards.

Architecture

The car wash structure is presented in a simple, modern-agrarian architectural style. The main tunnel where the car washing takes place will be clad with white composite horizontal board and bat siding, rustic brown wooden decorative composite shutters and barn door, and asphalt shingle roofing, all of which will be visible along East Grand Avenue. The project site will feature a white wooden fence around the perimeter and a flagpole near the project exit. The plans show approximately three (3) black goose-neck style light posts incorporated throughout the project site's interior landscaped areas, as well as several black wall-mounted downward turned exterior light fixtures primarily featured at the tunnel entrance, exit, and along the concrete walkway. Solar paneling will be installed on the asphalt shingle roof of the tunnel structure and pay kiosk.

The pay kiosk will be constructed in a similar architectural style to the primary car wash structure and will maintain consistent features such as color scheme and selected materials in order to create a consistent aesthetic across the project site. The trash enclosure will be located in the northeastern section of the project site near the vacuum

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stations, within a landscaped area, and will be constructed per the City of Arroyo Grande’s engineering standards.

Signage

The plans show temporary banner signage near the car wash entrance and exit. Additionally, one ground sign and one projecting sign are proposed as a part of this project application. The signs are internally illuminated and oriented perpendicular to the road to capture traffic traveling along East Grand Avenue. The ground sign will be placed within a landscaped area in the southeast corner of the project area. The projecting sign will be placed on the car wash structure near the tunnel entrance, towards the southwest corner of the project area. The proposed signs meet the Development Standards regarding size, location, and number of allowed signs based on use and building frontage. Based on the building frontage of 80 feet, the business is allowed up to 132.5 square feet of signage. The two proposed signs combine to a total of 59.52 square feet which is below the maximum square footage of signage allowed.

Landscaping

A significant amount of landscaping is proposed with this project. Seven (7) new Crepe Myrtle Trees are included in the landscape plan, mostly positioned around the perimeter of the site. A variety of smaller shrubs are proposed between the trees, including fountain grass, sweet mist, Mexican sage, pride of Madeira shrubs, and Marjorie Channon shrubs. Areas adjacent to parking spaces will be planted with low growing shrubs and have artificial turf installed. The two existing street trees along Grand Avenue will be removed prior to construction in order to access underground utility connections and will be required to be replaced with a species of the City’s choosing prior to project completion. All landscaping is required to be species that have low or very-low water needs to comply with the Model Water Efficient Landscape Ordinance (MWELo). The purpose of MWELo is to reduce water consumption for landscaping by requiring plant species that are appropriate for the local climate. In accordance with AGMC 16.84, no irrigated turf is proposed within the landscaping plan.

ALTERNATIVES:

The following alternatives are provided for the Planning Commission’s consideration:

1. Adopt a Resolution approving the proposed project.
2. Modify and adopt the Resolution;
3. Make findings for denial and do not adopt the Resolution; or
4. Provide other direction to staff.

ADVANTAGES:

The project will develop a highly visible site into a more suitable commercial use. The establishment of a car wash use is compatible with the HMU zoning designation of the site and would result in a community serving use along a major transit corridor.

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DISADVANTAGES:

The construction of the project will result in a net loss of four residential units.

ENVIRONMENTAL REVIEW:

The project was reviewed in accordance with the California Environmental Quality Act (CEQA), and it was determined to be categorically exempt pursuant to Section 15332 of the State CEQA Guidelines regarding infill development. CEQA Guidelines Section 15332 states that a categorical exemption for infill development is appropriate when the following conditions exist:

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

The 18,882 square foot project site has already been substantially graded and developed, and therefore, does not possess any value as habitat for rare, endangered, or threatened species. The proposed uses are consistent with the City's General Plan Mixed-Use land use designation and the zoning standards for the Highway Mixed-Use zone. The traffic analysis and noise study submitted by the applicant indicate that the project will not result in significant effects to transportation or produce harmful noise levels. The car wash will recycle water reducing its impact on water usage and quality, and the operations are typical of an urban environment and will not be detrimental to air quality. The site is located in an urbanized area and can be served by City water and sewer utilities and other public utilities such as natural gas, electricity, and cable.

PUBLIC NOTIFICATION AND COMMENTS:

The Agenda was posted at City Hall and on the City's website in accordance with Government Code Section 54954.2. Property owners within 300 feet of the project site were mailed public hearing notices 10 days prior to the public hearing and a public hearing sign was posted at the project site. A public hearing notice was also published in the Tribune on March 22, 2024.

ATTACHMENTS:

- 1. Resolution
- 2. Project Location

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3. Architectural Review Committee Meeting Minutes
4. Project Plans
5. Traffic Impact Analysis
6. Noise Impact Study

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARROYO GRANDE APPROVING LOT LINE ADJUSTMENT 24-001 AND CONDITIONAL USE PERMIT 23-010; 414, 418, 422 EAST GRAND AVE.; APPLIED FOR BY RYAN TALLEY

WHEREAS, the project site, which includes three (3) existing lots, is approximately 0.43 acres, zoned Highway Mixed-Use (HMU), and is located near the corner of East Grand Avenue and Oak Street; and

WHEREAS, the applicant has filed Lot Line Adjustment 24-001 to adjust existing lot lines to extinguish two of the existing lots, leaving one (1) remaining lot at the project site; and

WHEREAS, Municipal Code Table 16.20.140 requires that lot line adjustments be reviewed by the Planning Commission; and

WHEREAS, the applicant has filed Conditional Use Permit 23-010 for the development of a drive-thru car wash; and

WHEREAS, the Architectural Review Committee considered the Conditional Use Permit and Lot Line Adjustment on July 3, 2023, and recommended approval of the project as submitted; and

WHEREAS, the Staff Advisory Committee considered the project on March 4, 2024, and recommended approval; 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 determined that the project is exempt pursuant Section 15332 of the CEQA Guidelines regarding in-fill development (Class 32); and

WHEREAS, the Planning Commission of the City of Arroyo Grande has reviewed the project at a duly noticed public hearing on April 2, 2024; and

WHEREAS, the Planning Commission finds that this project is consistent with the City's General Plan and Development Code; and

WHEREAS, the Planning Commission finds, after due study and deliberation, the proposed lot line adjustment does not:

1. Create any new lots;
2. Include any lots or parcels created illegally;

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3. Impair any existing access or create a need for access to any adjacent lots or parcels;
4. Impair any existing easements or create a need for any new easements serving adjacent lots or parcels;
5. Constitute poor land planning or undesirable lot configurations due to existing environmental conditions or current zoning development standards;
6. Require substantial alteration of any existing improvements or create a need for any new improvements;
7. Create a nonconforming lot in the development district in which it exists, except as allowed in Municipal Code Section 16.48.110.

Conditional Use Permit 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 project complies with all applicable development standards for the Highway Mixed-Use (HMU) zoning district, which implements the Land Use Element of the General Plan. Furthermore, the auto-related use is congruent with the HMU zone. Drive-through services and new commercial structures are allowed with the approval of a conditional use permit by the Planning Commission.

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 use of the site for a drive-through car wash will not impair the integrity of the HMU district. The intent of the district is to provide areas for a variety of visitor-serving and auto-related uses in areas convenient to both freeway traffic and vehicles. Car washes are considered auto-related uses.

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

The site is approximately 0.43 acres of land in the HMU zoning district and meets the development standards of the HMU zoning district and the Arroyo Grande Municipal Code. The car wash is suitable for the site because it provides an appropriate transition between the existing single-family neighborhood and the other auto-related uses near East Grand Avenue and Highway 101. Additionally, the project complies with the City's noise ordinance to ensure the tranquility of the neighborhood is maintained.

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

The proposed project will utilize City supplied water, sanitation, and public utilities and services that ensure public health and safety. No aspect of the proposed project is anticipated to be overly impactful to these services. Conditions of approval developed for the project will additionally ensure public services are minimally impacted.

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 use will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, as it will comply conditions of approval specifically developed for the project for that purpose.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Arroyo Grande hereby approves Conditional Use Permit 23-010 and Lot Line Adjustment 24-001, as set forth in Exhibit "B", attached hereto and incorporated herein by this reference, with the above findings and subject to the conditions as set forth in Exhibit "A", attached hereto and incorporated herein by this reference.

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

AYES:

NOES:

ABSTAIN

ABSENT:

the foregoing Resolution was adopted this 2nd day of April, 2024

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**JAMIE MARAVIGLIA
CHAIR**

ATTEST:

**PATRICK HOLUB
SECRETARY TO THE COMMISSION**

AS TO CONTENT:

**BRIAN PEDROTTI
COMMUNITY DEVELOPMENT DIRECTOR**

**EXHIBIT 'A'
CONDITIONS OF APPROVAL
CONDITIONAL USE PERMIT 23-010 AND LOT LINE ADJUSTMENT 24-001
414, 418, 422 EAST GRAND AVE**

COMMUNITY DEVELOPMENT DEPARTMENT

PLANNING DIVISION

GENERAL CONDITIONS

1. This approval authorizes the construction of a new drive-through car wash with a self-service vacuum area and a lot line adjustment.
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 for Conditional Use Permit 24-010 and Lot Line Adjustment 24-001.
4. This application shall automatically expire on April 2, 2026 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 Highway Mixed-Use development standards except as otherwise approved.
6. Development shall occur in substantial conformance with the plans presented to the Planning Commission at the meeting of April 2, 2024 and marked Exhibit B and on file in the Community Development Department.
7. To the extent permitted by law, Applicant shall defend, indemnify and hold harmless the City of Arroyo Grande, its City Council, its officers, employees and agents (the "indemnified parties") from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void any permit or approval for this project authorized by the City, including (without limitation) reimbursing the City its actual attorney's fees and costs in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice. The Applicant shall reimburse the City for any court and attorney's fees which the City may be required to pay as a result of any claim or action brought against the City related to this permit or approval. Although the Applicant is the real party in interest in an action, the City may, at its sole discretion, participate at its own expense in the defense of the action, but such participation shall not relieve the Applicant of any obligation under this condition.
8. A copy of these conditions shall be incorporated into all construction documents.

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9. Applicant shall submit a tabular matrix showing status of all conditions of approval and mitigation measures prior to first building permit submittal and again before project closeout.
10. 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.
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 these conditions.
13. The developer shall comply with Development Code Chapter 16.56, "Parking and Loading Requirements". All parking spaces adjacent to a wall, fence, or property line shall have a minimum width of 11 feet.
14. All parking areas of five or more spaces shall have an average of one-half foot-candle illumination per square foot of parking area for visibility and security during hours of darkness.
15. 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. The trash enclosure area shall accommodate recycling container(s).
16. Final design and location of the trash enclosure(s) shall be reviewed and approved by South County Sanitary in the form of a "Will Serve" letter.
17. Noise resulting from construction and operational activities shall conform to the standards set forth in Chapter 9.16 of the Municipal Code. Construction activities shall be restricted to the hours of 7 AM to 5 PM Monday through Friday, and from 9 AM to 5 PM on weekends. No construction shall occur on Sundays or City observed holidays.
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).

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19. Landscaping in accordance with the approved landscaping plan shall be installed or bonded for before final building inspection/establishment of use. The landscape and irrigation plan shall be prepared by a licensed landscape architect subject to review and approval by the Community Development and Public Works Departments. The landscape plan shall be in conformance with Development Code Chapter 16.84 (Water Efficient Landscape Requirements) 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. The selection of groundcover plant species shall include native plants.
 - v. Linear planters shall be provided in parking areas.
 - vi. Turf areas shall be limited in accordance with Section 16.84.010 of the Development Code.
20. 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.
21. All new electrical panel boxes shall be installed inside the building(s).
22. Buildings equipped with a fire sprinkler system shall also have a Fire Department Connection (FDC), which shall be located adjacent to a fire access roadway, be remote from all buildings outside the building collapse zone, and screened to the maximum extent permitted by the Building Official or Fire Chief.
23. Fire Department Connections (FDC) shall be located near a fire hydrant, which is no closer than 20 feet and no greater than 100 feet with no obstructions or barriers between the FDC and the hydrant such as roads or driveways.
24. Double detector check valve assemblies shall be located directly adjacent to or within the respective building to which they serve, and screened to the maximum extent feasible.

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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".
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".
30. An operations and maintenance agreement shall be submitted for all drainage facilities.
31. A building permit will not be issued until all drainage facilities are functional to the satisfaction of the Community Development Director.

SPECIAL CONDITIONS

32. Hours of operation for the car wash shall be limited to 8:00 am to 7:00 pm.
33. The project shall incorporate the design features identified in the noise impact study to ensure compliance with the City's noise standards contained in AGMC Section 9.16
 - a. The project shall incorporate a 120 hp HP International Dryer Company Predator System, or equivalent, to meet the acoustical benchmarks. Any modification of the dryer equipment would require a re-evaluation.
 - b. The exit from the car wash tunnel shall be 10 ft. by 10 ft, or smaller.
 - c. The project will incorporate a 6 ft. wall at the north property line.
 - d. An acoustic liner (Acoustiblok perforated metal panels, or equivalent) will line the car wash tunnel, as indicated in the noise impact study.

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BUILDING AND LIFE SAFETY DIVISION AND FIRE DEPARTMENT CONDITIONS

BUILDING CODES

34. The project shall comply with the most recent editions of the California Building Standards Code, as adopted by the City of Arroyo Grande.

FIRE LANES

35. **Prior to occupancy**, the applicant shall post designated fire lanes, per Section 22500.1 of the California Vehicle Code.
36. All fire lanes must be posted and enforced, per Police Department and Fire Department guidelines.
37. Provide Fire apparatus access per the California Fire Code Appendix D, as adopted by the City of Arroyo Grande.

FIRE FLOW/FIRE HYDRANTS

38. Project shall have a fire flow in accordance with the California Fire Code.
39. Utilize existing fire hydrant connection for Fire Department Connection (FDC) on East Grand Avenue frontage, along eastern edge of the subject site, per Fire Department and Public Works Department standards pursuant to the California Fire Code.

SECURITY KEY BOX

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

ABANDONMENT / NON-CONFORMING

41. 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

42. A demolition permit must be applied for, approved and issued. All asbestos and lead shall be verified if present and abated prior to permit issuance.

OTHER PERMITS

43. County Air Pollution Control Board approval is required prior to demolition of existing structures on site.

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44. The developer shall reimburse the City for all costs associated with outside plan checks performed at either the developer's or City's request.

ENGINEERING DIVISION CONDITIONS

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

45. The Applicant shall develop, implement and provide the City a:
- a. Prior to a building or grading permit a Stormwater Control Plan that clearly provides engineering analysis of all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls complying with Engineering Standard 1010 Section 5.2.2.
 - b. Prior to final acceptance an Operations and Maintenance Plan and Maintenance Agreements that clearly establish responsibility for all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls complying with Engineering Standard 1010 Section 5.2.3.
 - c. Annual Maintenance Notification indicating that all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls are being 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).

GENERAL CONDITIONS

46. The developer shall sweep streets in compliance with Standard Specifications Section 13-4.03F.
47. For work requiring engineering inspections, working hours shall comply with Standard Specification Section 5-1.01.
48. Provide trash enclosure in compliance with Engineering Standard 9060 with solid/rain-deflecting roof. Drain of trash enclosure to tie into the onsite water quality BMP.
49. Trash enclosure area(s) shall be screened from public view with landscaping or other appropriate screening materials, and shall be reserved exclusively for dumpster and recycling container storage. Interior vehicle travel ways shall be designed to be capable of withstanding loads imposed by trash trucks.
50. 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.
51. Record Drawings ("as-built" plans) are required to be submitted prior to issuance of occupancy.

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52. Submit as-built plans at the completion of the project or improvements as directed by the Community Development Director in compliance with Engineering Standard 1010 Section 9.3 E. Provide an electronic document on a flash drive in both AutoCAD and PDF format. AutoCAD drawings shall be in State plane coordinates.
53. Submit an electronic PDF file of approved improvement plans for inspection purposes during construction.
54. Preserve existing survey monuments and vertical control benchmarks in compliance with Standard Specifications Section 5-1.26A.
55. Provide one (1) new vertical control survey benchmark, per City Standard, as directed by City Engineer.

IMPROVEMENT PLANS

56. Public Improvement Plans, Site Civil Plans, and Maps shall be submitted to the Public Works Department Engineering Division be separate submittal from any vertical construction/structures building improvement plans.
57. Improvement plans must comply with Engineering Standard 1010 Section 1 and shall be prepared by a registered Civil Engineer or qualified specialist licensed in the State of California and approved by the Public Works Department and/or Community Development Department. The following plan sheet shall be provided:
 - a. Site Plan
 - i. The location and size of all existing and proposed water, sewer, and storm drainage facilities within the project site and abutting streets or alleys.
 - ii. The location, size and orientation of all trash enclosures.
 - iii. All existing and proposed parcel lines and easements crossing the property.
 - iv. The location and dimension of all existing and proposed paved areas.
 - v. The location of all existing and proposed public or private utilities.
 - vi. Location of 100-year flood plain and any areas of inundation within project area.
 - b. Grading Plan with Cross Sections
 - c. Retaining Wall Plan and Profiles
 - d. Roadway Improvements Plan and Profiles
 - e. Storm Drainage Plan and Profile
 - 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. Tree Protection Plan

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- l. Details
 - m. Notes
 - n. Conditions of Approval and Mitigation Measures
 - o. Other improvements as required by the Community Development Director.
(NOTE: All plan sheets must include City standard title blocks)
 - p. Engineers estimate for construction cost based on County of San Luis Obispo unit cost.
58. Submit all retaining wall calculations for review and approval by the Community Development Director including any referenced geotechnical report.
59. Prior to approval of an improvement plan the applicant shall enter into an agreement with the City for inspection of the required improvements.
60. Applicant shall fund outsourced plan and map check services, as required.
61. The applicant shall be responsible for obtaining an encroachment permit for all work within a public right-of-way (City, County and/or Caltrans).

STREET IMPROVEMENTS

62. 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 an overlay or type 2 slurry seal.
63. Remove existing roadway striping and markers prior to any overlay or slurry seal work to the satisfaction of the Public Works Director. Use only thermoplastic roadway striping.
64. 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.
65. Restripe all striping along project frontage using thermoplastic roadway striping upon completion of project.
66. Developer shall repave the roadway width adjacent to the project site five feet past the furthest abandonment for the entirety of the Oak Street and E. Grand Avenue frontages, respectively.
67. Add green striping in bike lanes across conflict zones, to the satisfaction of the City Engineer.
68. The applicant shall ensure that all driveway approaches and curb ramps meet Americans with Disabilities (ADA) and City standards.
69. Add red curb striping adjacent to the project driveway, as recommended by the traffic

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analysis prepared for this project.

CURB, GUTTER, AND SIDEWALK

70. Install new concrete curb, gutter, and sidewalk as directed by the Community Development Director and Public Works Director.
71. Color any such new facilities as directed by the Community Development Director.
72. Install tree wells with root barriers for all trees planted adjacent to curb, gutter and sidewalk to prevent damage due to root growth.
73. 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
74. Install sidewalk along Oak Street consistent with Engineering Standard 4110

DEDICATIONS AND EASEMENTS

75. 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

76. PRIOR TO ISSUANCE OF A GRADING PERMIT, the developer shall submit one (1) copies of the final project-specific Storm Water Pollution Prevention Plan (SWPPP) or a Water Pollution Control Plan (WPCP) consistent with the San Luis Obispo Regional Water Quality Control Board (RWCB) requirements.
77. All grading shall be performed in accordance with the City Grading Ordinance and Standard Specifications and Engineering Standards.
78. Drainage facilities shall be designed in compliance with Engineering Standard 1010 Section 5.1.2.
79. 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. The date of the soils report shall be less than 3 years old at the time of submittal.
80. Infiltration basins shall be designed based on soil percolation tests. Infiltration test shall include adequate borings depth and frequency to support design recommendations.

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WATER

81. Whenever possible, all water mains shall be looped to prevent dead ends. The Public Works Director must grant permission to dead end water mains.
82. A Reduced Pressure Principle (RPP) backflow device is required on all water lines to the structure and landscape irrigation.
83. Double Detector Check (DDC) backflow devices are required on the water service line to the structures. FDCs 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. 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.
86. Lots using fire sprinklers shall have individual service connections.
87. Existing water services to be abandoned shall be abandoned in compliance with Engineering Standard 6050.
88. Existing water services along Oak Street and East Grand Avenue shall be abandoned per City Standard 6050 B.
89. A new water service will be required in place of the existing service along Oak Street per City Standard 6230, to the satisfaction of the Utilities Manager, along with back flow per City Standard 6420.

SEWER

90. 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”.
91. All sewer laterals shall comply with Engineering Standard 6810.
92. All water and sewer laterals not being used for this project shall be abandoned in compliance with Engineering Standard 6050.
93. Each parcel shall be provided a separate sewer lateral. Laterals shall be sized for the appropriate use, minimum 4”.
94. All sewer mains or laterals crossing or parallel to public water facilities shall be

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constructed in accordance with Standard Specifications and Engineering Standards.

95. Obtain approval from the South San Luis Obispo County Sanitation District for the development's impact to District facilities prior to permit issuance.
96. Obtain approval from the South San Luis Obispo County Sanitation District prior to relocation of any District facilities.
97. Submit a will-serve letter from South County Sanitary stating that the property access and location of trash receptacles is adequate for trash collection service.
98. Design the drain inlets to be located near the egress driveway.
99. Existing lateral along Oak Street shall be video inspected prior to reuse for car wash. If the condition of the lateral is determined to be poor by the City's Utility Manager, the lateral shall be abandoned and replaced per City Standard 6810.
100. Existing laterals along East Grand Avenue shall be abandoned per City Standard 6050 E.

PUBLIC UTILITIES

101. The developer shall comply with Development Code Section 16.68.050: All projects that involve the addition of over 500 square feet of habitable space shall be required to place service connections underground - existing and proposed utilities.
102. All new and relocated dry utilities shall be shown on a utility plan.
103. Prior to approving any building permit within the project for occupancy, all conditions of approval for project shall be satisfied.
104. Public Improvement plans shall be submitted to the public utility companies for review and approval. Utility comments shall be forwarded to the Director of Public Works for approval.
105. Street lighting shall comply with Engineering Standard 1010 Section 3.1.2.Q.
106. Upon execution of PG&E contract, submit contract to the City. Include PG&E schematic in the project plan set."

PUBLIC SAFETY

107. **Prior to issuance of building permit**, applicant to submit exterior lighting plan for Police Department approval.
108. **Prior to issuance of a certificate of occupancy**, the applicant shall post accessible

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parking signage, per California Building Code Section 11A and other applicable standards.

109. **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.
110. **Prior to issuance of a certificate of occupancy**, for any parking lots available to the public located on private lots, the developer shall post private property “No Parking” signs in accordance with the handout available from the Police Department.

FEES AND BONDS

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

111. FEES TO BE PAID PRIOR TO PLAN SUBMITTAL

- a. **Map check fee** for Lot Line Adjustment.
- b. **Plan check** for grading plans (Based on an approved earthwork estimate).
- c. **Plan check** for improvement plans (Based on an approved construction cost estimate).
- d. **Permit Fee** for grading plans (Based on an approved earthwork estimate).
- e. **Inspection Fee** of public improvement plans (Based on an approved construction cost estimate).
- f. **Plan Review Fee** (Based on the current Building Division fee schedule.
***NOTE:** The applicant is responsible to pay all fees associated with outside plan review consultants)*

112. 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.
- c. **Water Meter charge** to be based on codes and rates in effect at the time of building permit issuance.
- d. **Water Availability charge**, to be based on codes and rates in effect at the time of building permit issuance.
- e. **Traffic Impact fee**, to be based on codes and rates in effect at the time of building permit issuance.
- f. **Traffic Signalization fee**, to be based on codes and rates in effect at the time of building permit issuance.
- g. **Fire Protection fee**, to be based on codes and rates in effect at the time of building permit issuance.
- h. **Police Facilities fee**, to be based on codes and rates in effect at the time of building permit issuance.

- i. **Sewer Connection fee**, to be based on codes and rates in effect at the time of building permit issuance.
 - j. **South San Luis Obispo County Sanitation District Connection fee**.
 - k. **Drainage fee**, as required by the area drainage plan for the area being developed.
 - l. **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.
 - m. **Construction Tax**, the applicant shall pay a construction tax.
 - n. **Alarm Fee**, to be based on codes and rates in effect at the time of development.
 - o. **Strong Motion Instrumentation Program (SMIP) Fee**, to be based on codes and rates in effect at the time of development.
 - p. **Building Permit Fee**, to be based on codes and rates in effect at the time of development.
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.
114. **Preliminary Title Report**, a current preliminary title report shall be submitted to the Director of Public Works prior to checking the map. If the property owner is a Limited Liability Company (LLC), provide names and contact information for the individual owners. A current subdivision guarantee shall be submitted to the Director of Public Works prior to recording the Map.

BONDING SURETY

115. **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.
116. 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. **Erosion Control and Landscape**, 100% of the approved estimated cost of all erosion control work during construction and the estimated cost of all final landscaping after construction is complete. This bond is refundable upon successful completion of the work, less expenses

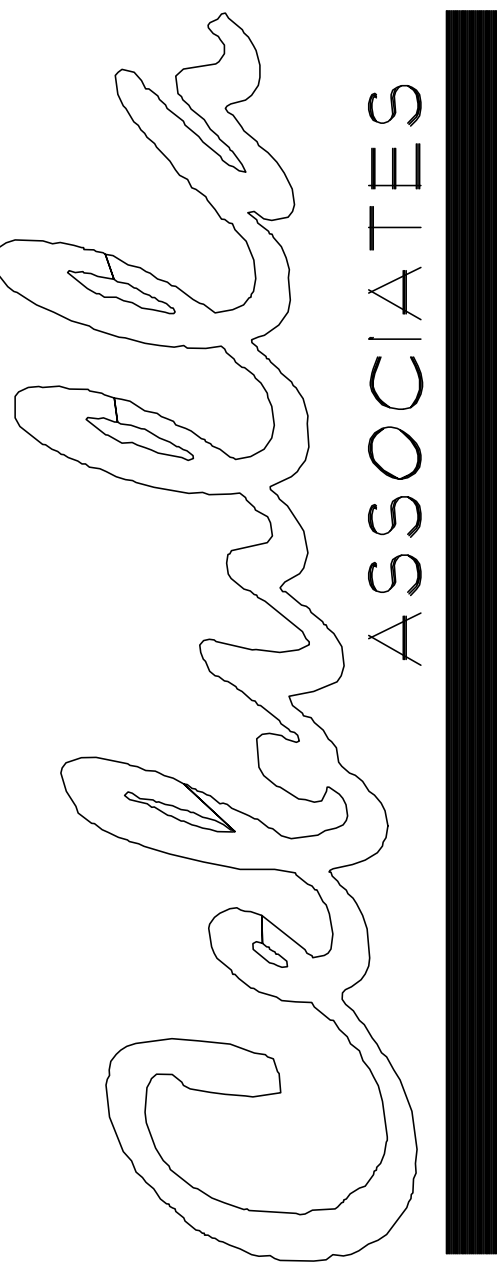
- uncured by the City in maintaining and/or restoring the site.
- c. **Labor and Materials**, 50% of the approved estimated cost of all subdivision improvements.
 - d. **One Year Guarantee**, 10% of the approved estimated cost of all subdivision improvements. This bond is required prior to acceptance of the subdivision improvements.
 - e. **Monumentation**, 100% of the estimated cost of setting survey monuments.
 - f. **Tax Certificate**, 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

EXHIBIT 'B'



PERSPECTIVE VIEW

The attached plans are in substantial conformance with all applicable state, local and other laws regulating this type of development



CEBULLA ASSOCIATES

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PROJECT DIRECTORY

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Arroyo Grande, Ca.

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Grover Beach, Ca. 93433

Contact: Matt Cebulla
Phone: (805)-440-5016
Email: mtceb@yahoo.com

Project Adress: 414, 418, 422 E. Grand Ave
APN: 006-175-020 , 006-175-005 , 006-175-006

PROJECT STATISTICS

ZONING , HIGHWAY MIXED USE

PARCEL SIZE: 3 EXISTING LOTS = 18,882 SF

BUILDING HEIGHT: 25 FT.
LANDSCAPE AREA = 2604 SF 14%
PAVED AREA = 13,664 SF 72%
BUILDING COVER = 2614 SF 14%

BUILDING SF

CAR WASH	1637 SF
OFFICE	396 SF
STORAGE	527 SF
TOTAL	2,560 SF
KIOSK FOOTPRINT	54 SF
OVERHANG	216 SF
TRASH ENCLOSER	53 SF

PARKING

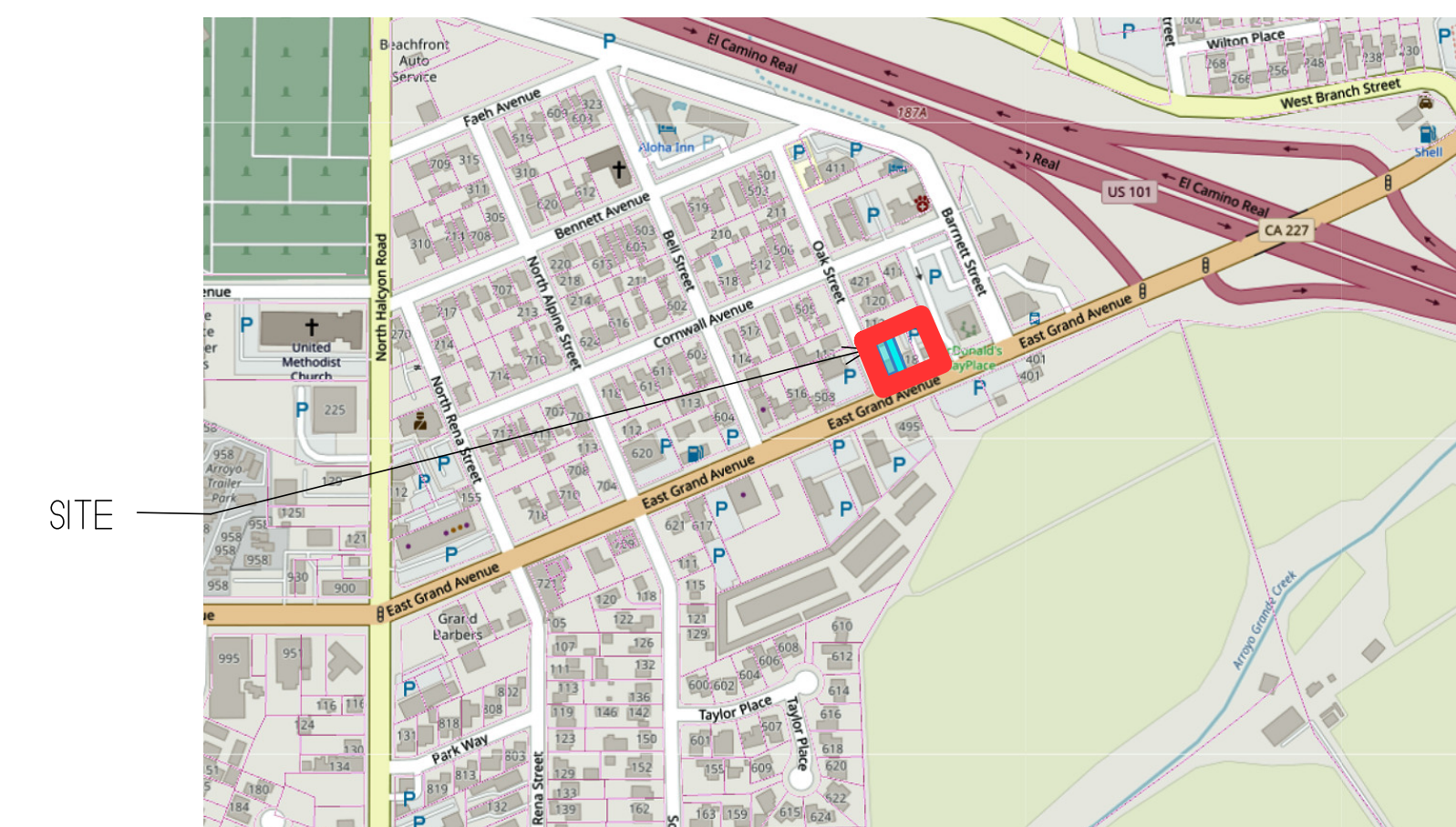
PARKING PROPOSED:
1 - ADA SPACE
13 - PARKING SPACES FOR CLEANING

SHEET INDEX

SHEET #	DESCRIPTION
C	COVER SHEET
E	EXISTING SITE
1	PROPOSED SITE
11	SITE UTILITY PLAN
2	ELEVATIONS
3	PERSPECTIVES
4	VICINITY SITE
L.1	PRELIMINARY LANDSCAPE PLAN
C-1	PRELIMINARY DRAINAGE PLAN
C-2	PRELIMINARY DRANAGE DETAILS

PROJECT DESCRIPTION

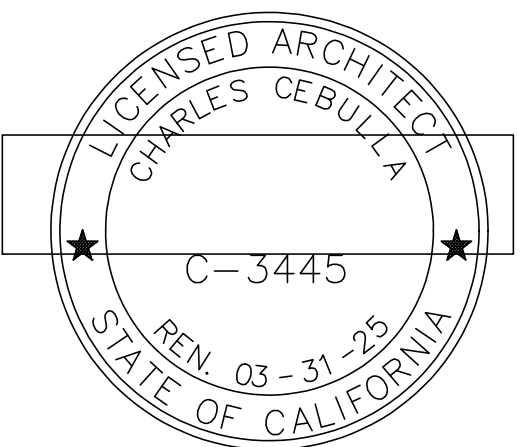
3 EXISTING RESIDENTIAL LOTS WITH EXISTING SINGLE FAMILY HOMES TO BE REMOVE.
MERGE THE EXISTING 3 LOTS INTO ONE LOT
BUILD NEW 2,560 SF CAR WASH. ONE ENTRANCE AND EXIT OFF OAK STREET.



Vicinity Map

PROJECT:
CARWASH
418 GRAND AVE
ARROYO GRANDE

OWNER
RYAN TALLEY
249 HAVEN COURT
ARROYO GRANDE, CA.

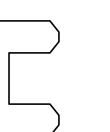


REVISIONS:

JOB # 23111

DATE: 11-10-23

SHEET

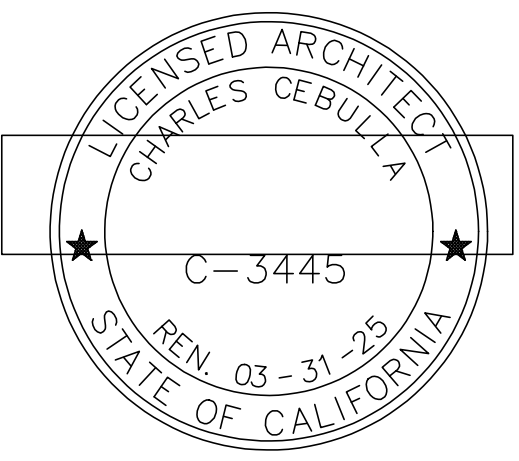


CEBULLA ASSOCIATES

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PH(805) 440-5016

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PROJECT:
CARWASH
ARROYO GRANDE
OWNER



REVISIONS:

JOB # 23111

DATE: 11-10-23

SHEET

E

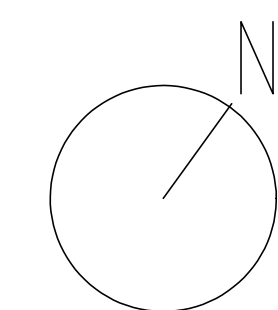


KEY SYMBOL	DESCRIPTION
	TO BE REMOVED

OAK STREET

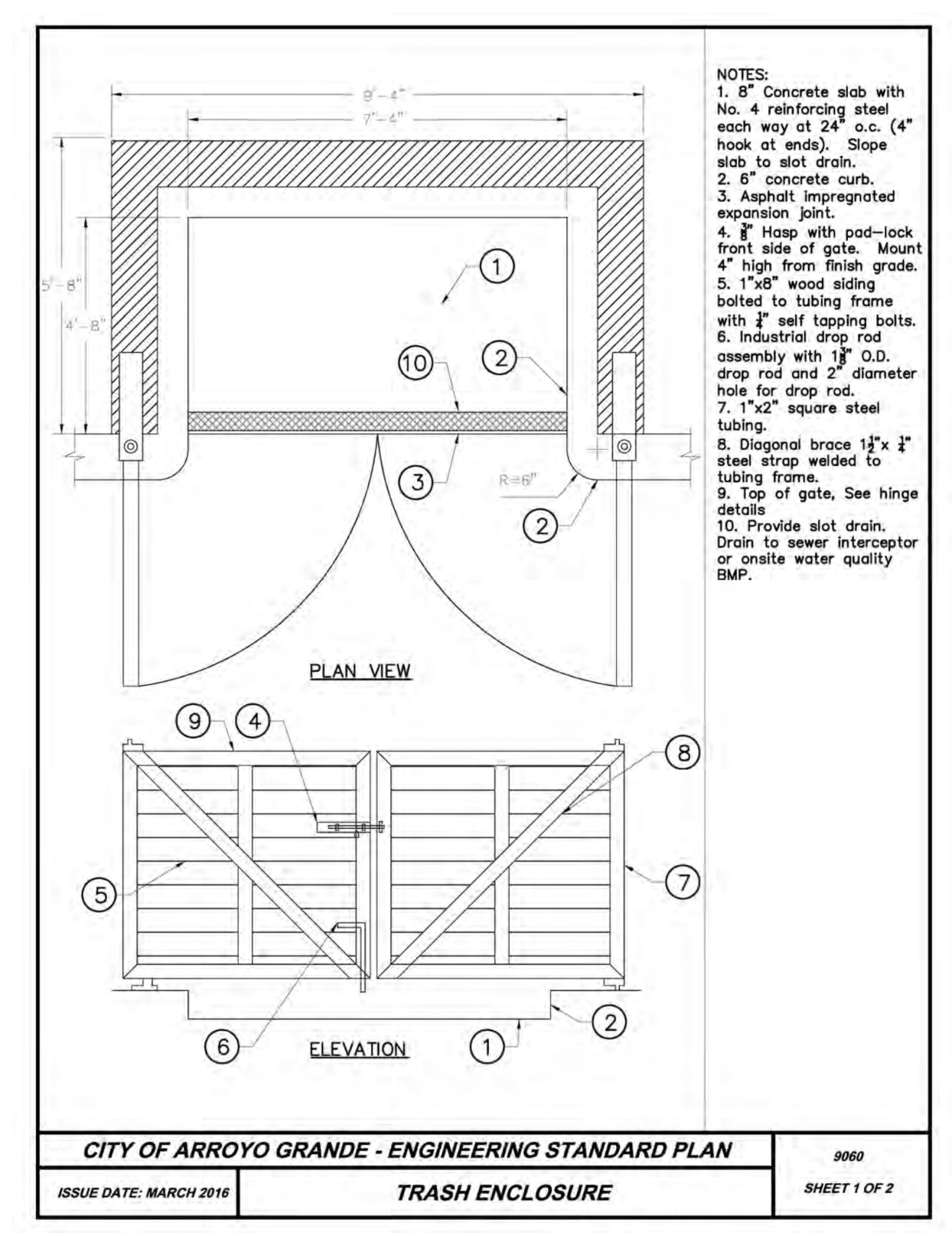
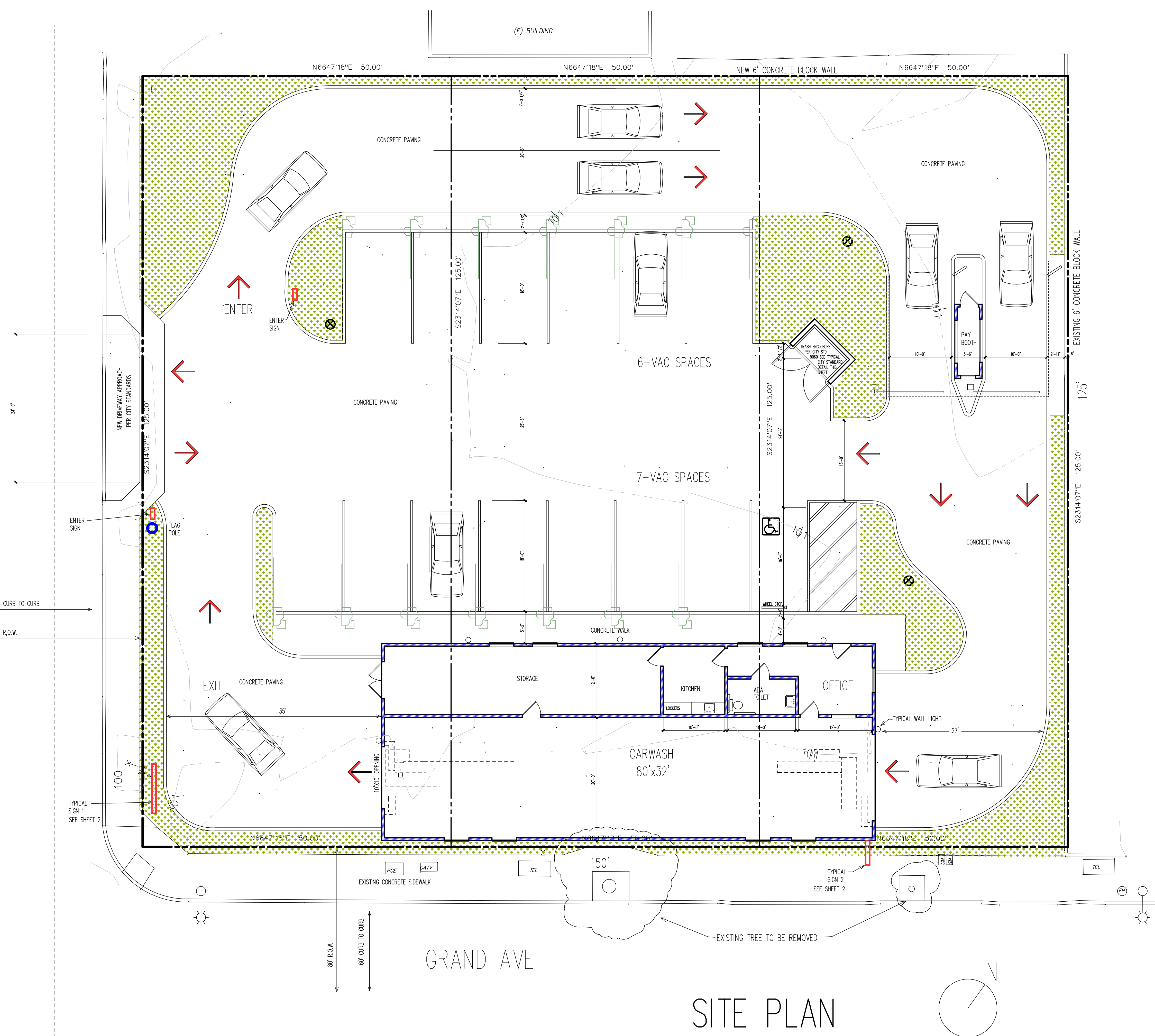
GRAND AVENUE

EXISTING SITE PLAN



SCALE 1/8"=1'-0"

OAK STREET

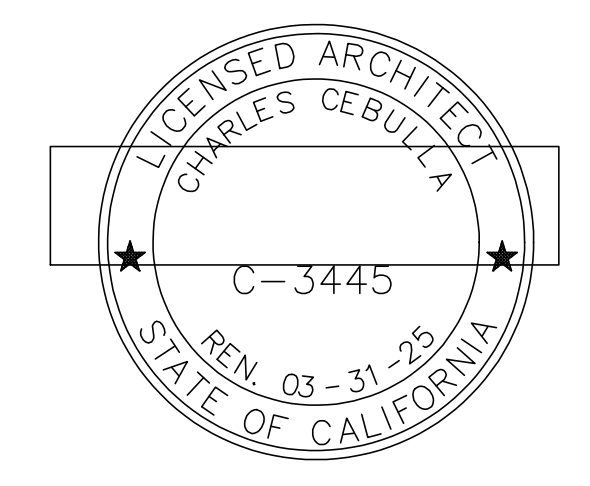


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PROJECT:
 CARWASH
 418 GRAND AVE
 ARROYO GRANDE

OWNER:
 RYAN TALLEY
 249 HAVEN COURT
 ARROYO GRANDE, CA.



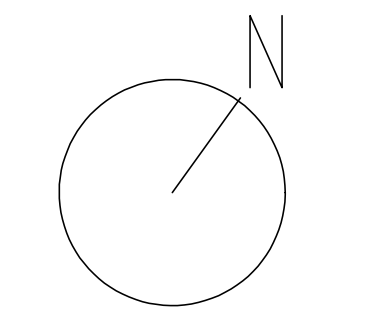
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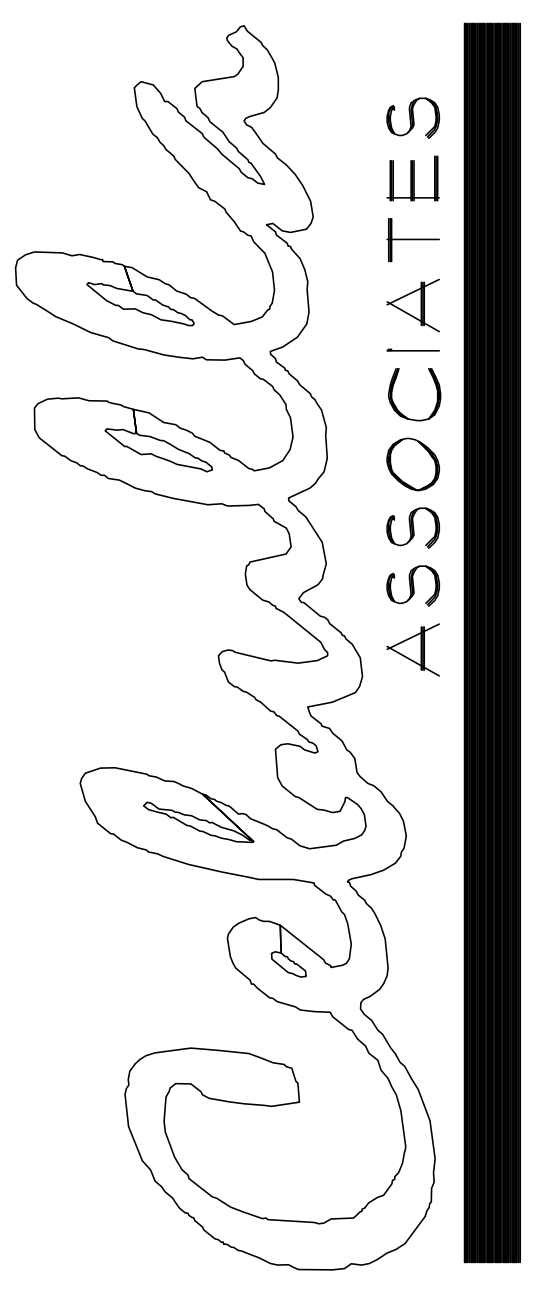
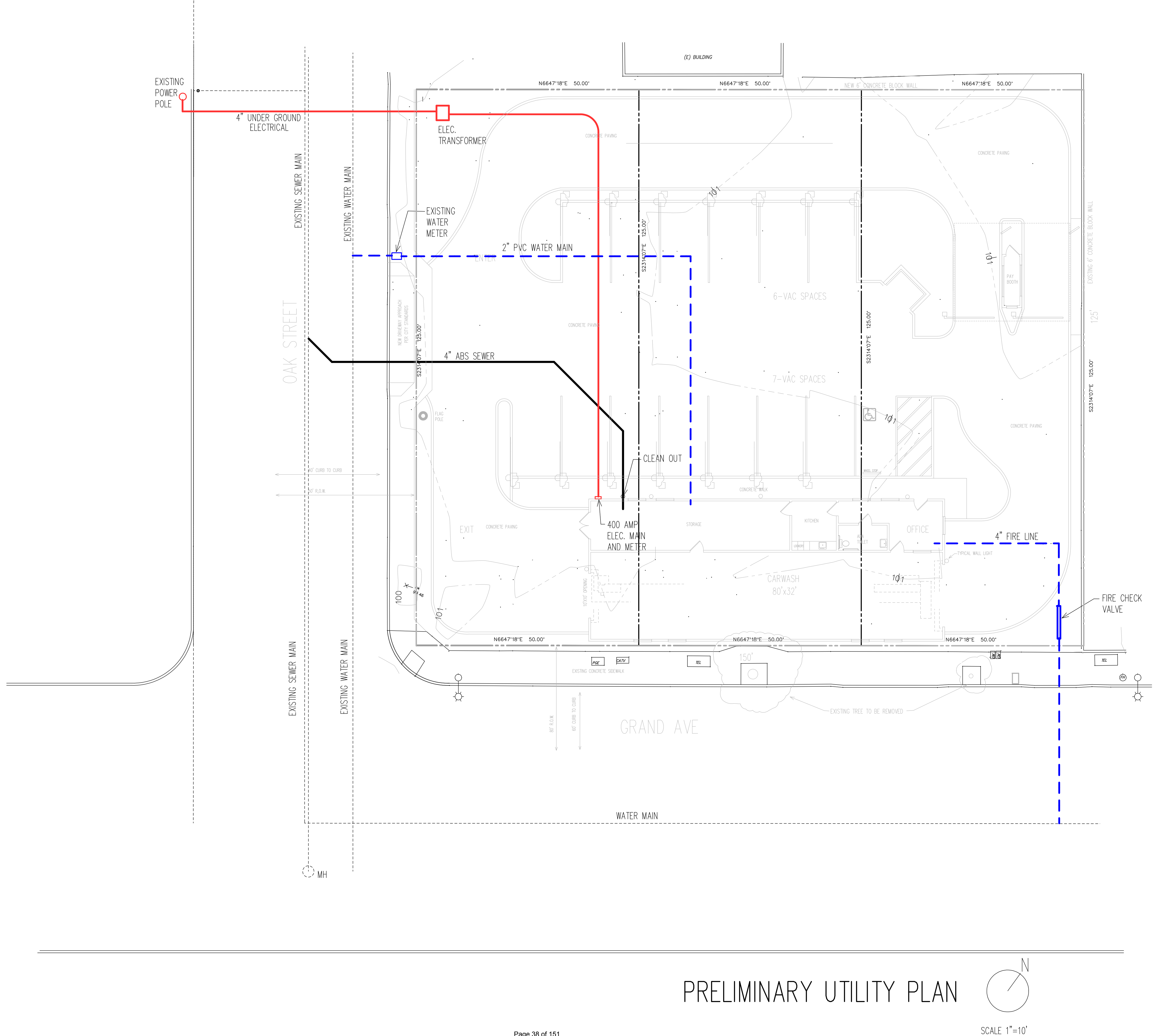
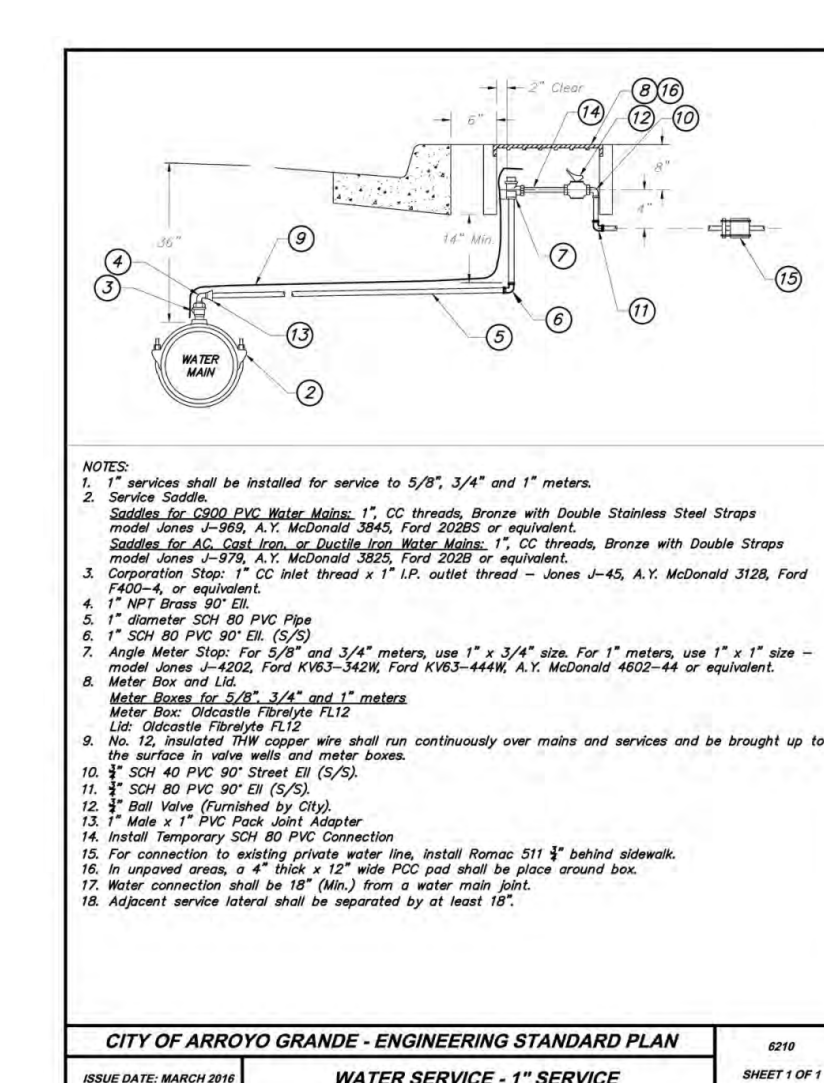
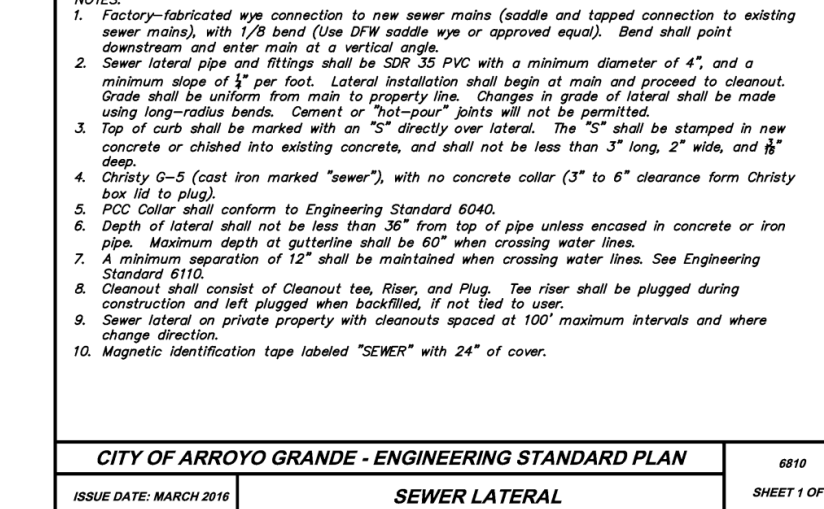
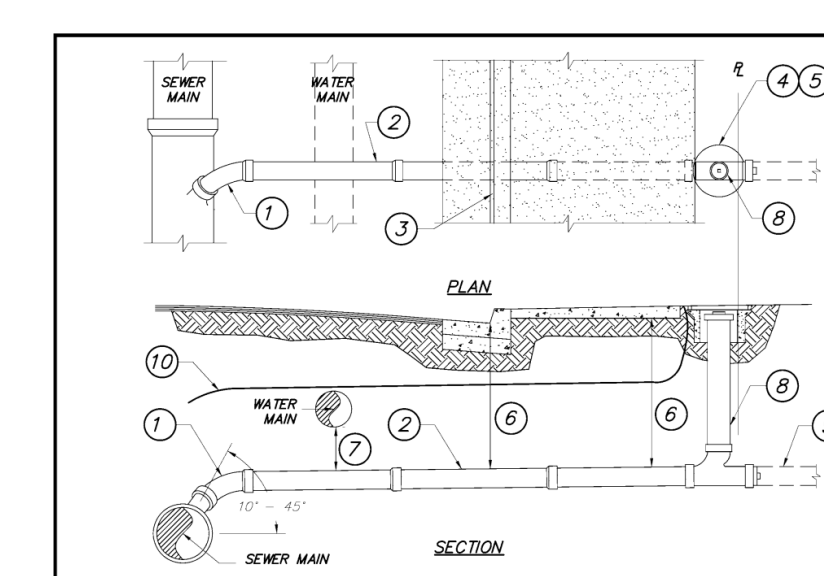
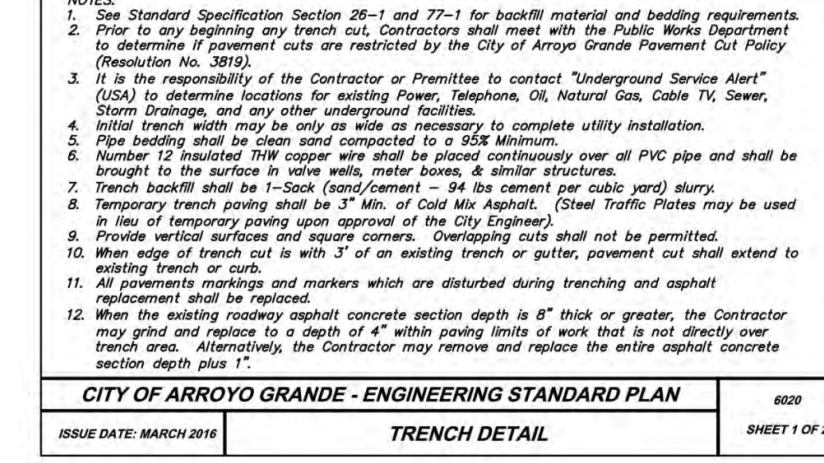
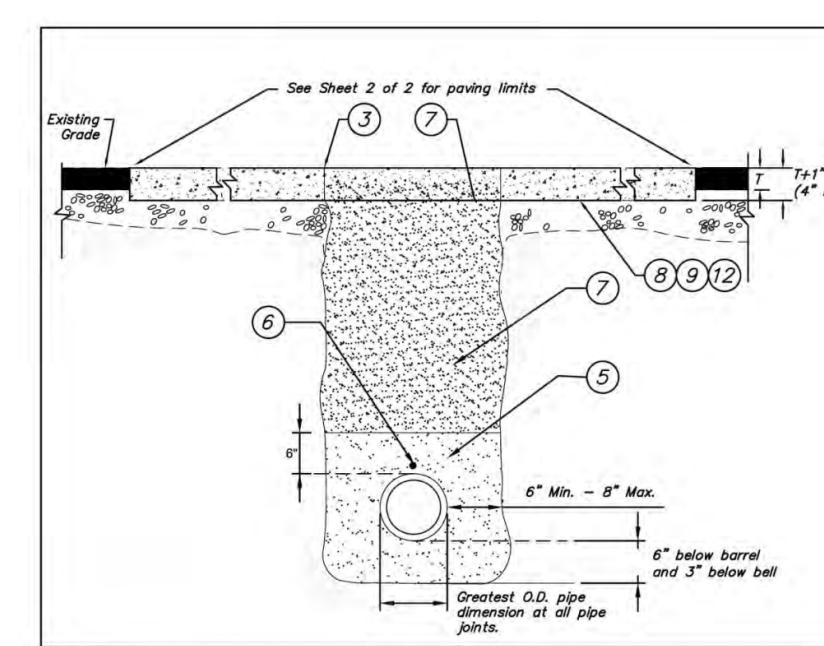
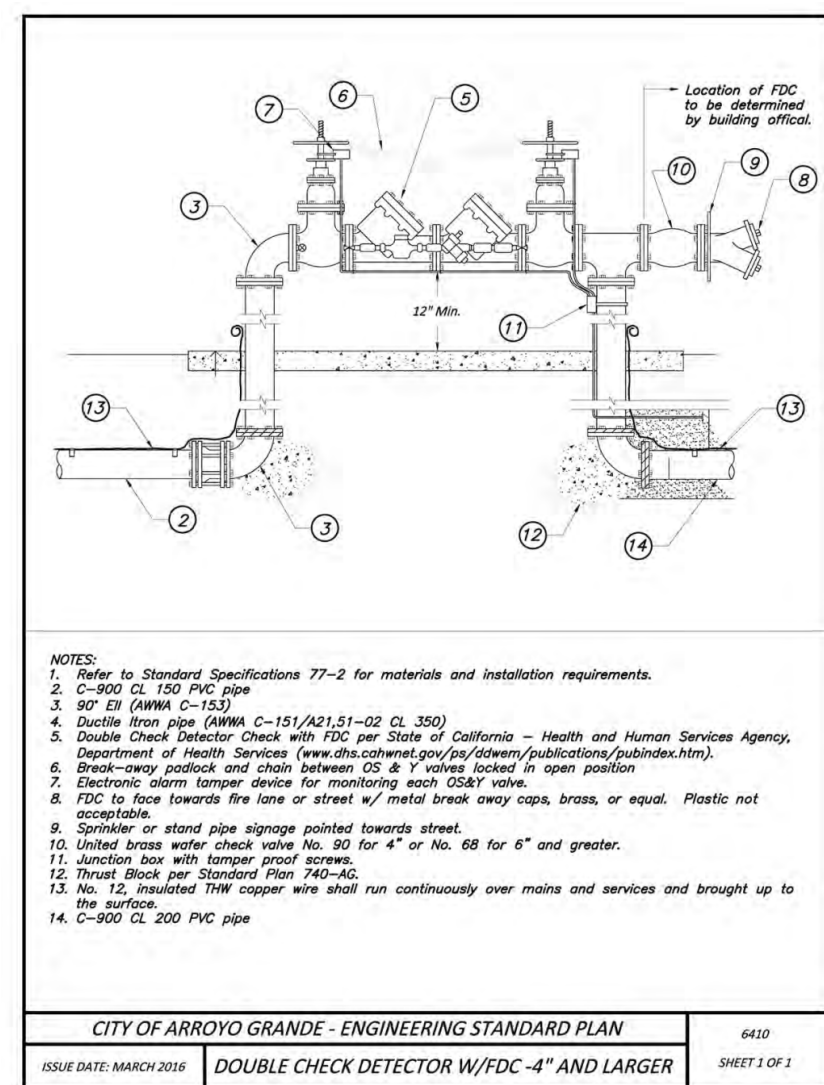
JOB # 23111
 DATE: 11-10-23

SHEET

1

SITE PLAN

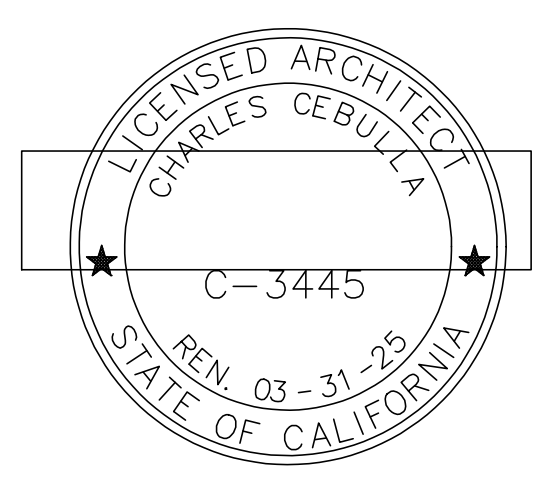




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OWNER:
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 249 HAVEN COURT
 ARROYO GRANDE, CA.

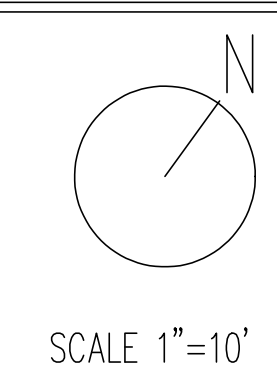


REVISIONS:

JOB # 23111

DATE: 11-10-23

SHEET
 1.1





TYPICAL EXTERIOR WALL MOUNT LIGHT FIXTURE
 Night-sky compliant" fixtures, to be designed, installed, and operated in conformance with Night Sky Preservation regulations.



Oak Street West

SIGN 1



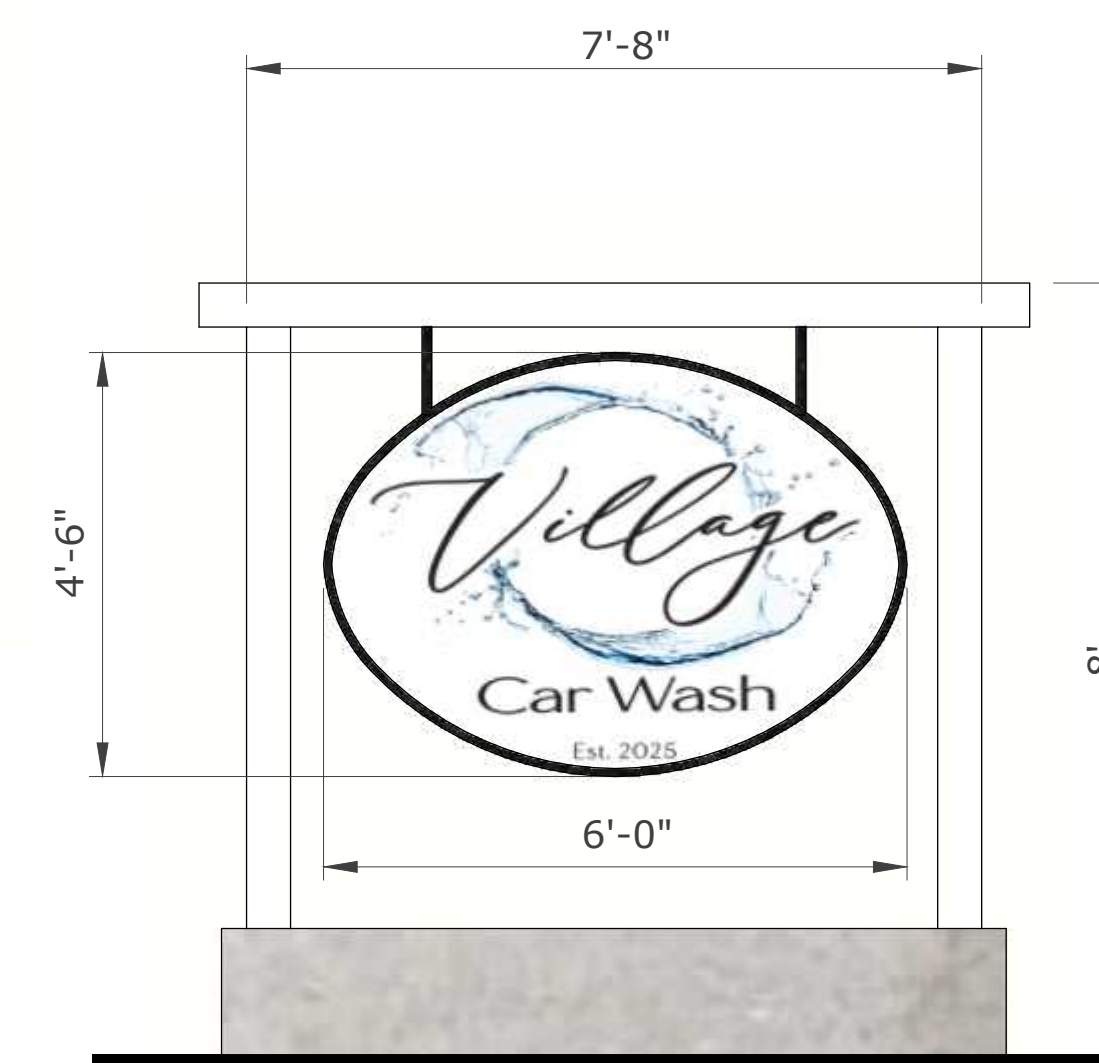
Grand Ave South



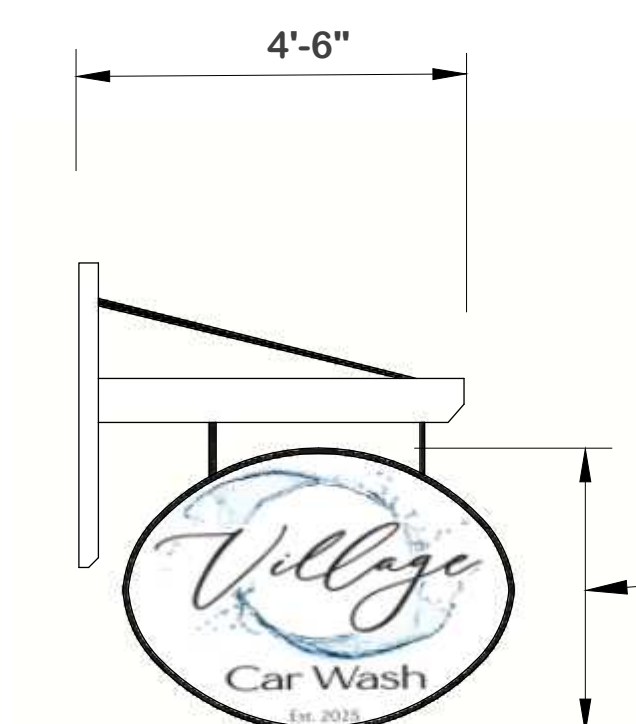
East Side



North Side



SIGN 1



SIGN 2

Cebulla ASSOCIATES

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PROJECT:

OWNER:



REVISIONS:

JOB # 23103

DATE: 07 / 10 / 23

SHEET

2



Grand Ave South



West Side



East Side



West Side

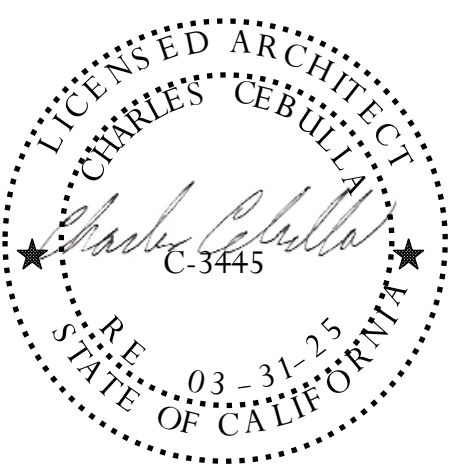
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PROJECT:

OWNER:



REVISIONS:

JOB # 23103

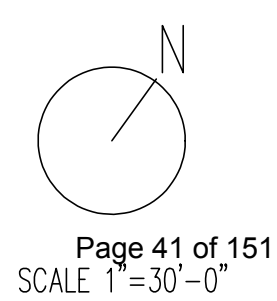
DATE: 07 / 10 / 23

SHEET

3



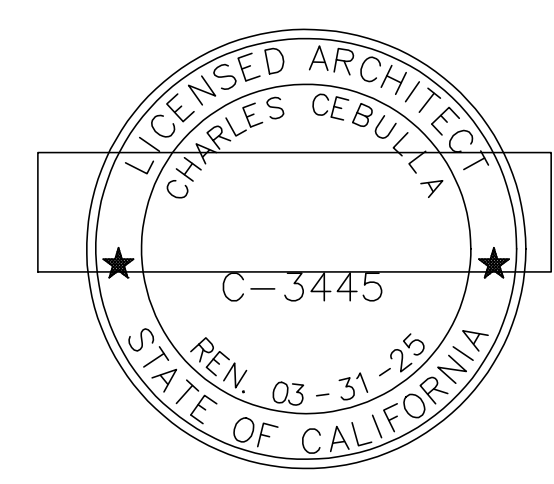
VICINITY SITE PLAN



Page 41 of 151
SCALE 1"=30'-0"

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CARWASH
418 GRAND AVE
ARROYO GRANDE
OWNER
RYAN TALLEY
249 HAVEN COURT
ARROYO GRANDE, CA.



REVISIONS:

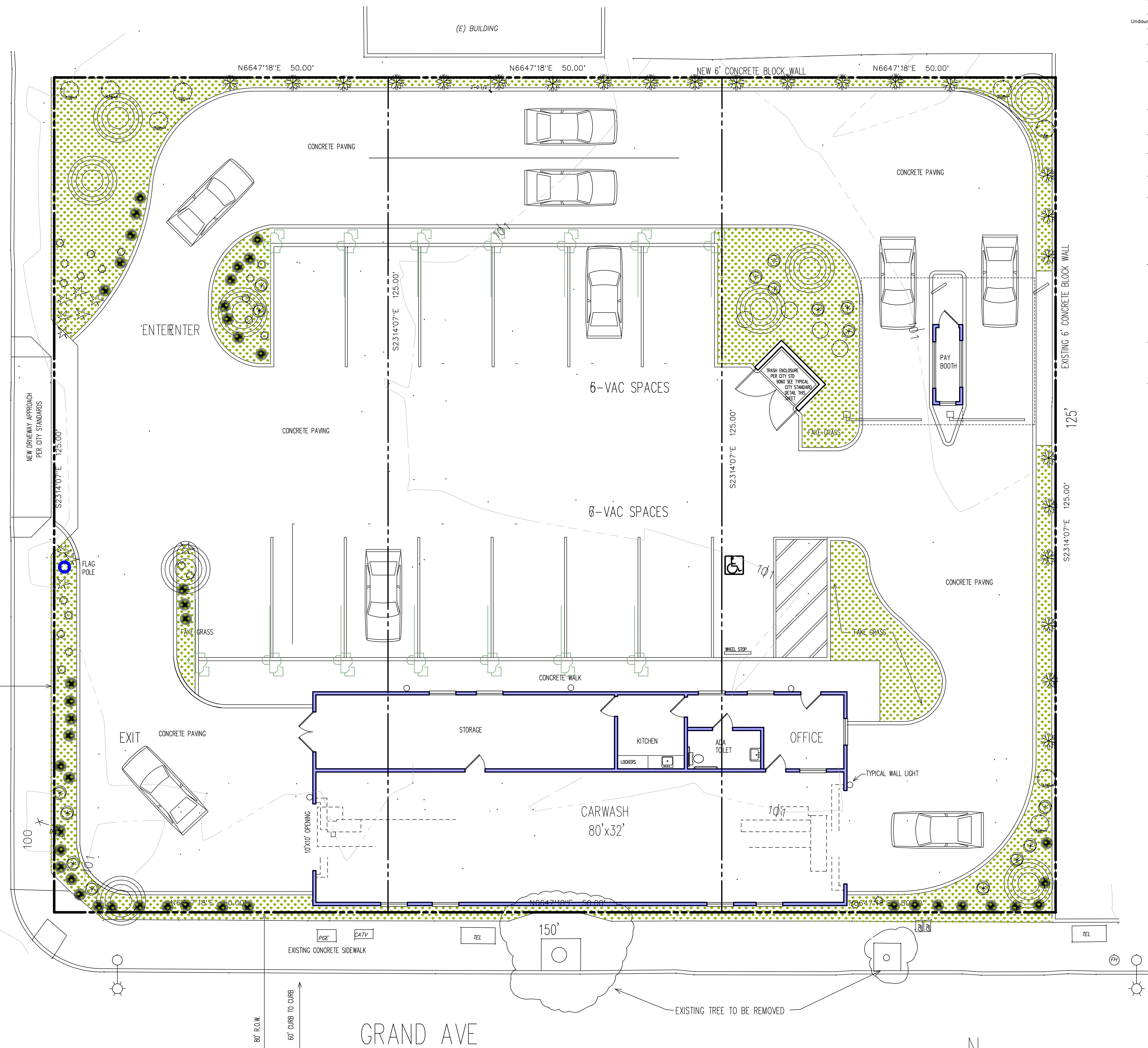
JOB # 23111

DATE: 11-10-23

SHEET

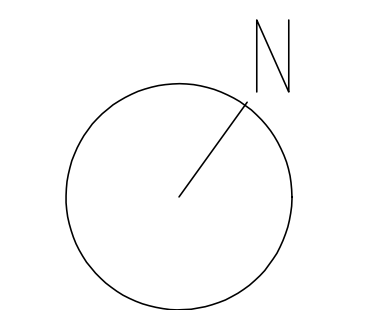
OAK STREET

40' CURB TO CURB
50' R.O.W.



GRAND AVE

PRELIMINARY LANDSCAPE PLAN



SCALE 1/8" = 1'-0"

PLANT LIST

COMMON NAME	BOTANICAL NAME	SIZE	SYMBOL
AGAVE			
FOUNTAIN GRASS		1 GAL.	
SMALL PLANT	Phormium tenax 'PHOS2' Sweet Mist	1 GAL.	
Undaunted Ruby Muhly Grass	Muhlenbergia reverchonii	1 GAL.	
MEXICAN SAGE SMALL SHRUB	SALVIA LEUCANTHA	1 GAL.	
FORMIO	Phormium tenax	1 GAL.	
Pride of Madeira SHRUB	Echium candicans	1 GAL.	
SHRUB	Pittosporum 'Marjorie Channon'	1 GAL.	
OLIVE TREE		24" BOX	

NOTE:

ALL PLANT MATERIAL SHALL BE CONSISTENT WITH NURSERY STANDARDS

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PH:805/440-5016

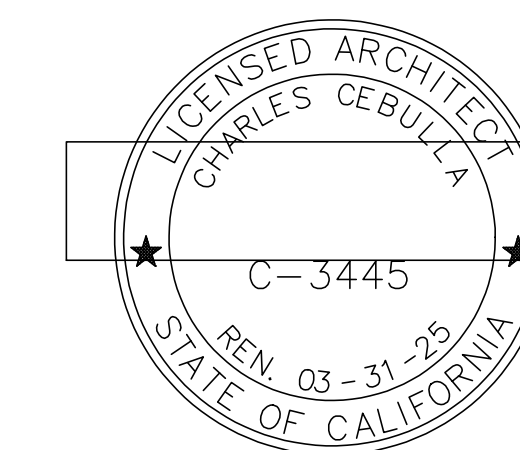
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PROJECT:

CARWASH
418 GRAND AVE
ARROYO GRANDE

OWNER:

RYAN TALLEY
249 HAVEN COURT
ARROYO GRANDE, CA.



REVISIONS:

DESIGN CRITERIA FOR DRIP IRRIGATION

- NUMBER OF EMITTERS
 - (1) 1 G.P.H. NERAFIM EMITTERS/1 GAL./4" POT
 - (2) 1 G.P.H. NERAFIM EMITTERS/5 GAL. SHRUB OR TREE
 - (3) 1 G.P.H. NERAFIM EMITTERS/15 GAL. SHRUB OR TREE
 - (5) 1 G.P.H. NERAFIM EMITTERS/24" BOXED TREE
- MAXIMUM FLOW PER LATERAL
 - MAXIMUM 225 G.P.H. PER .580" DRIP LATERAL
 - MAXIMUM 350' TUBE LENGTH PER .580" LATERAL
- .580" DRIP TUBING SHALL BE RUN TO ALL ROOTBALLS. NO 1/8" VORTEX TUBING SHALL BE USED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CALCULATING TOTAL NUMBERS OF EMITTERS NECESSARY AND TOTAL FOOTAGE OF .580" DRIP TUBING NECESSARY TO INSTALL PROJECT. NUMBERS INDICATED ON PLANS ARE PROVIDED AS A CONVENIENCE TO THE CONTRACTOR. LANDSCAPE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THESE COUNTS.

JOB # 23111

DATE: 11-10-23

SHEET

L-1

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PH(805) 440-5016

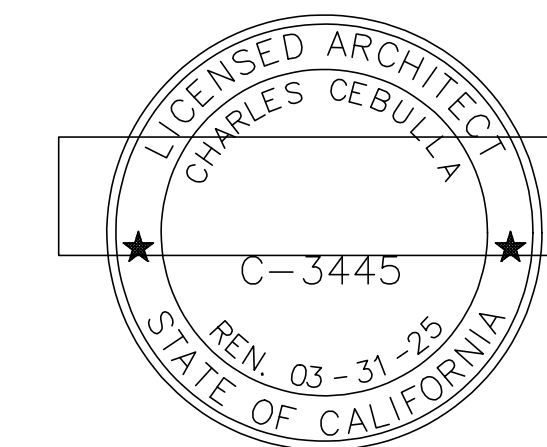
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PROJECT:

CARWASH
418 GRAND AVE
ARROYO GRANDE

OWNER:

RYAN TALLEY
249 HAVEN COURT
ARROYO GRANDE, CA.



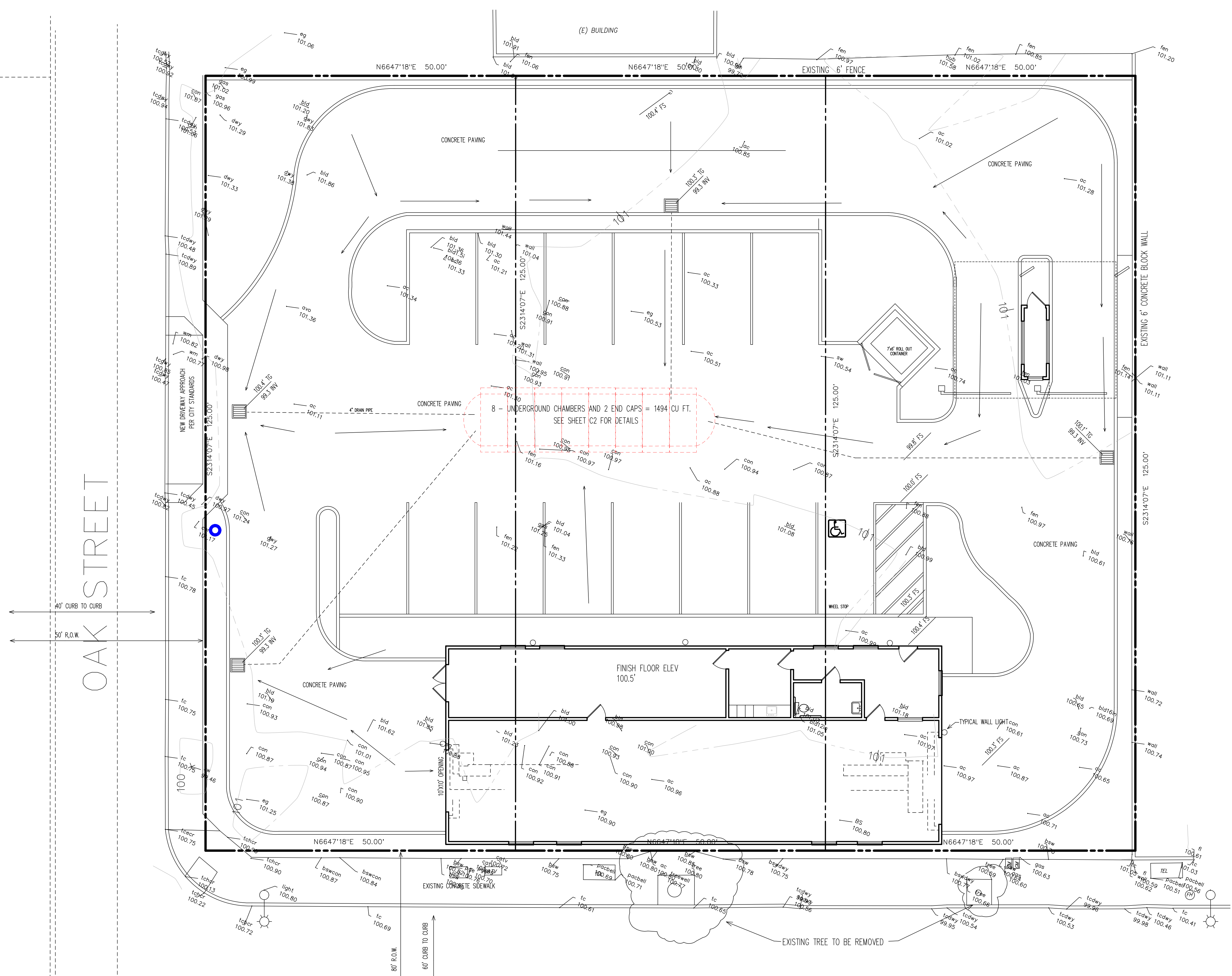
REVISIONS:

JOB # 23111

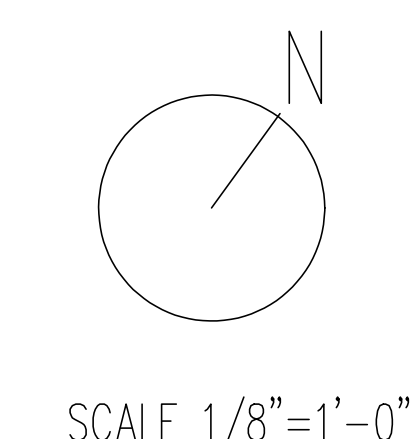
DATE 11-10-23

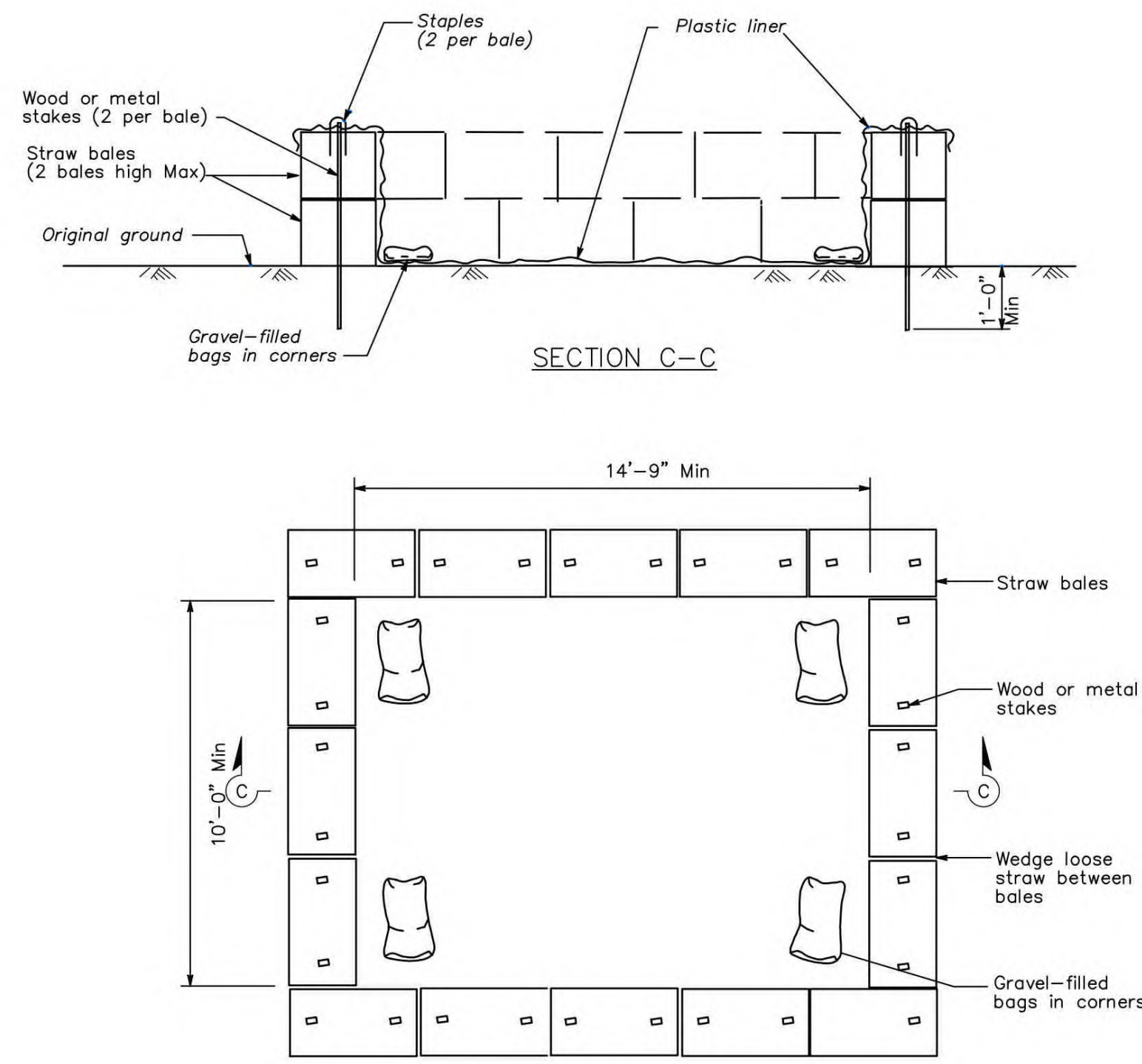
SHEET

C-1

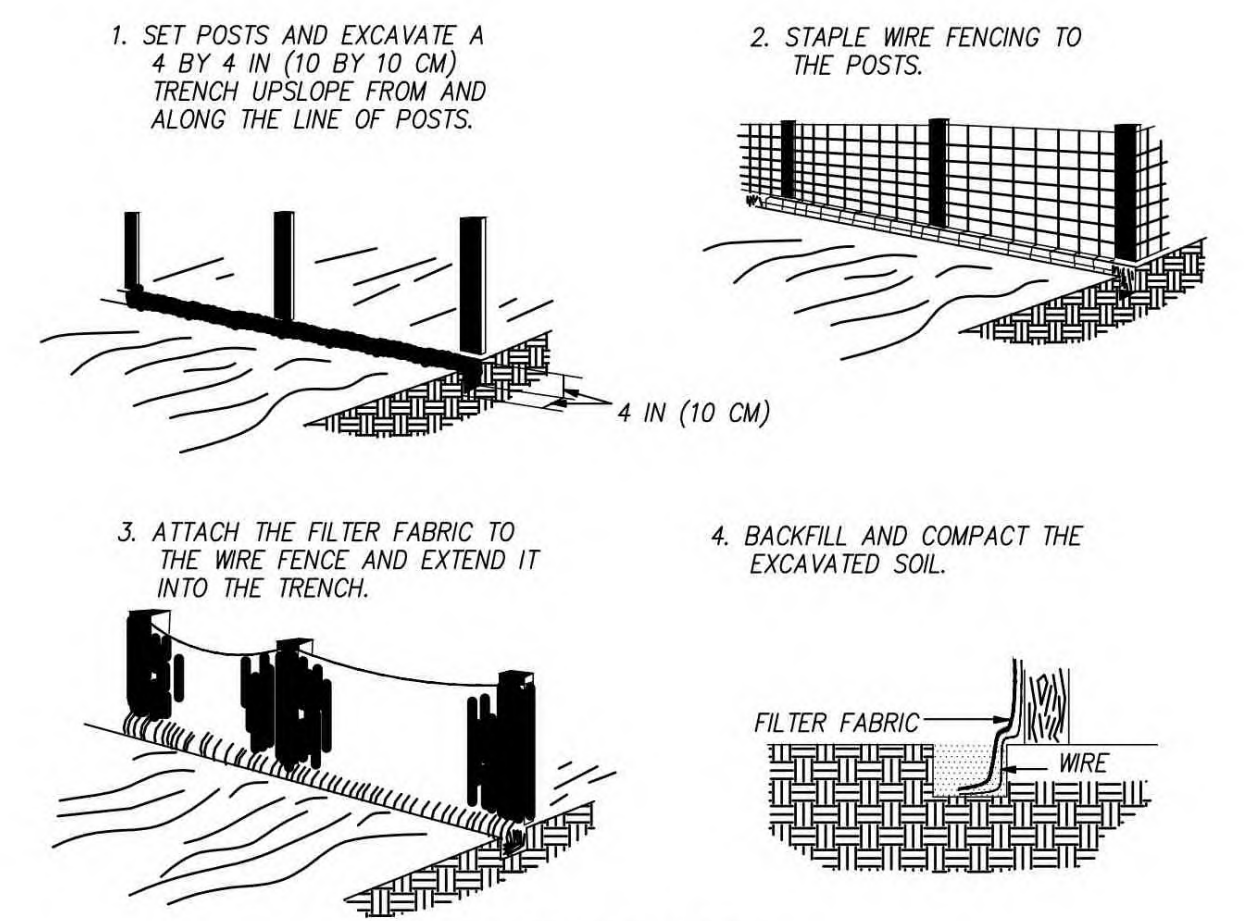


PRELIMINARY DRAINAGE PLAN
EROSION CONTROL PLAN

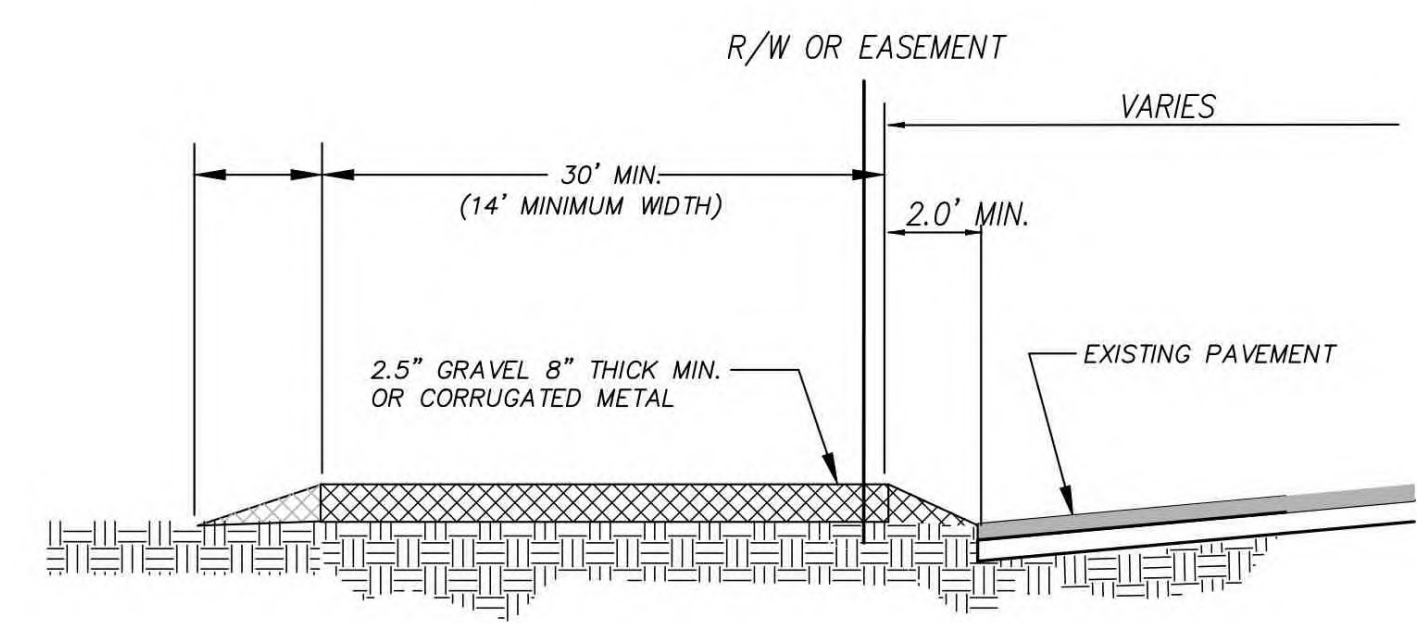




TEMPORARY CONSTRUCTION WASTE FACILITY
NO SCALE



SILT FENCE
NO SCALE



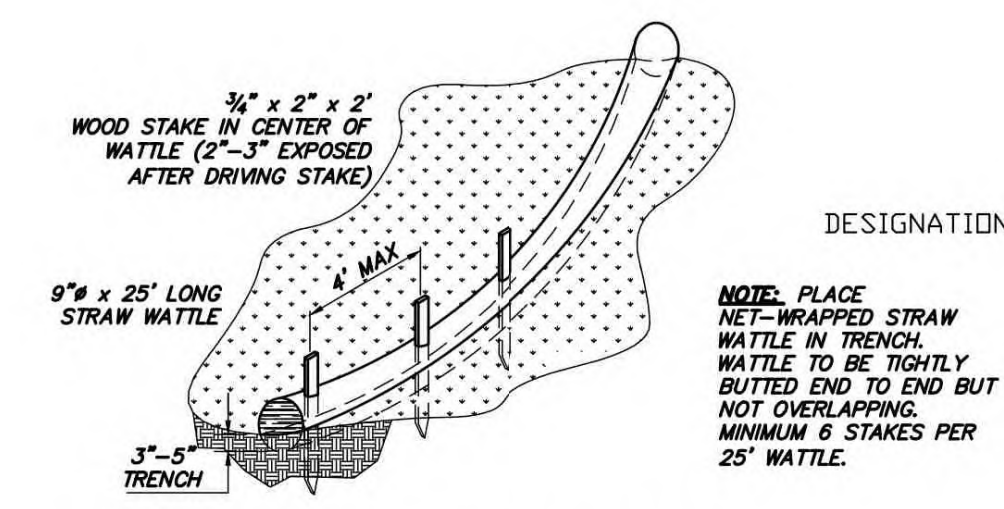
STABILIZED CONSTRUCTION ENTRANCE
TYPICAL SECTION
NO SCALE

EROSION CONTROL NOTES

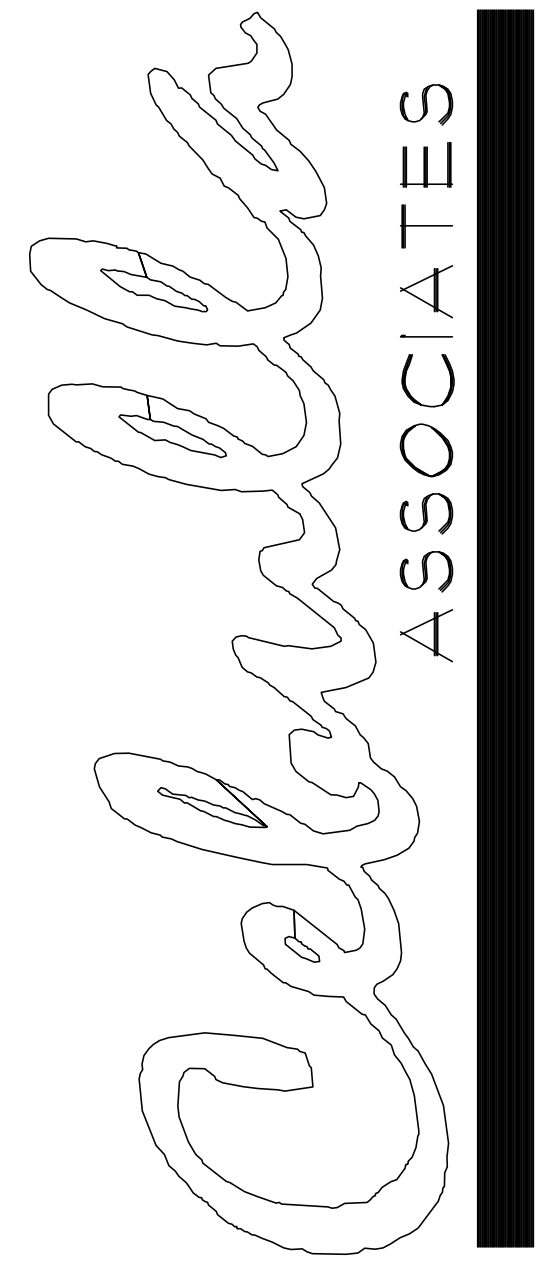
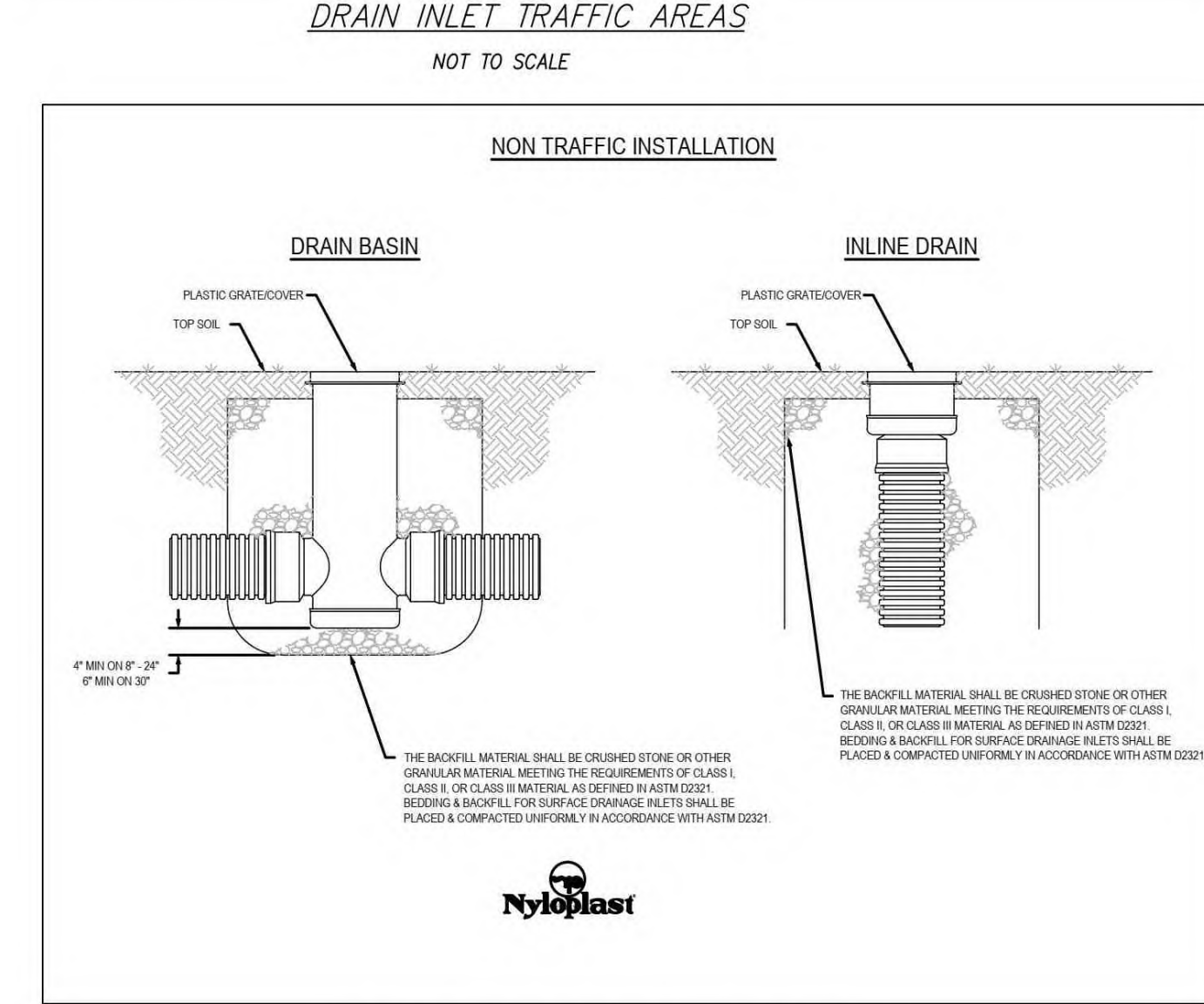
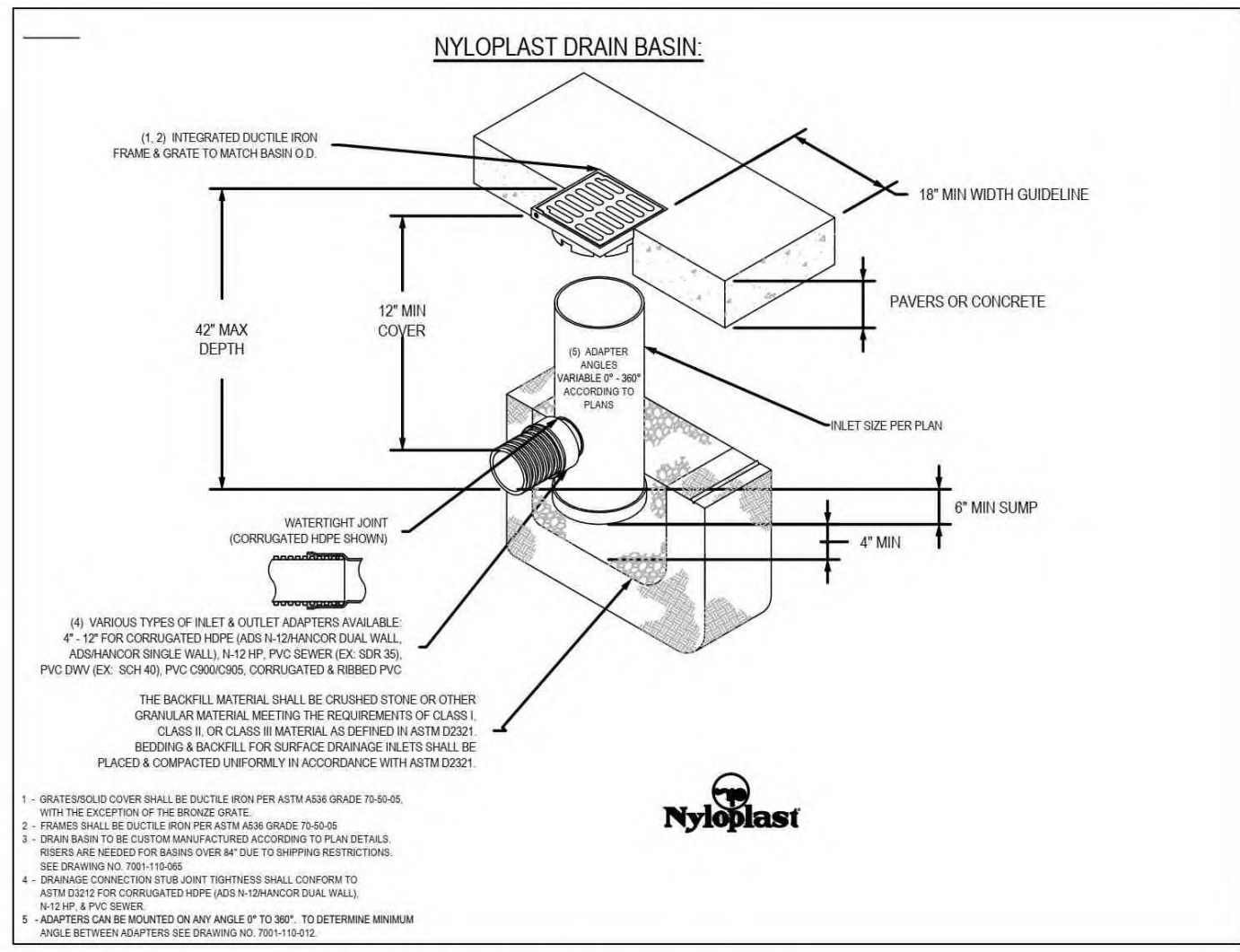
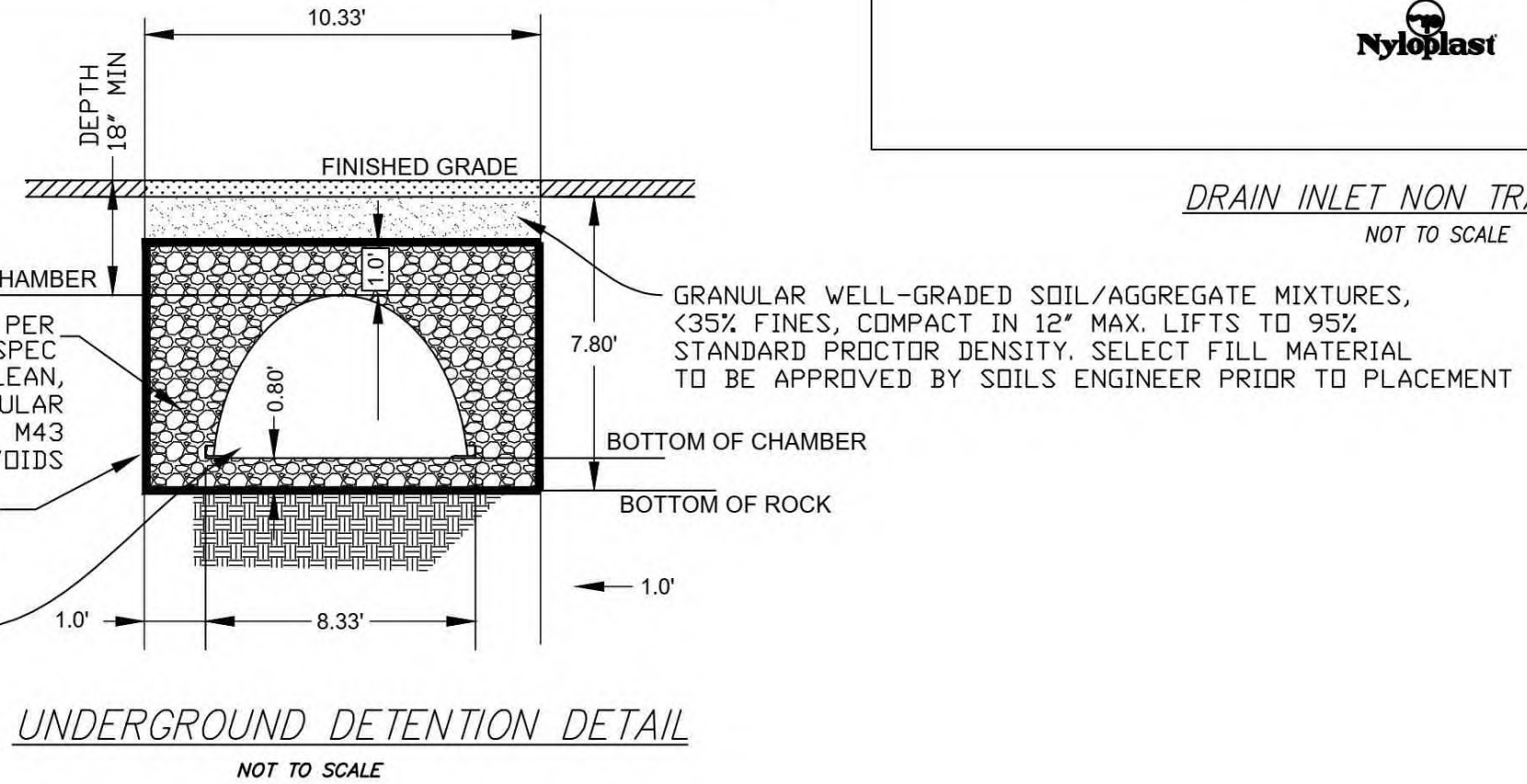
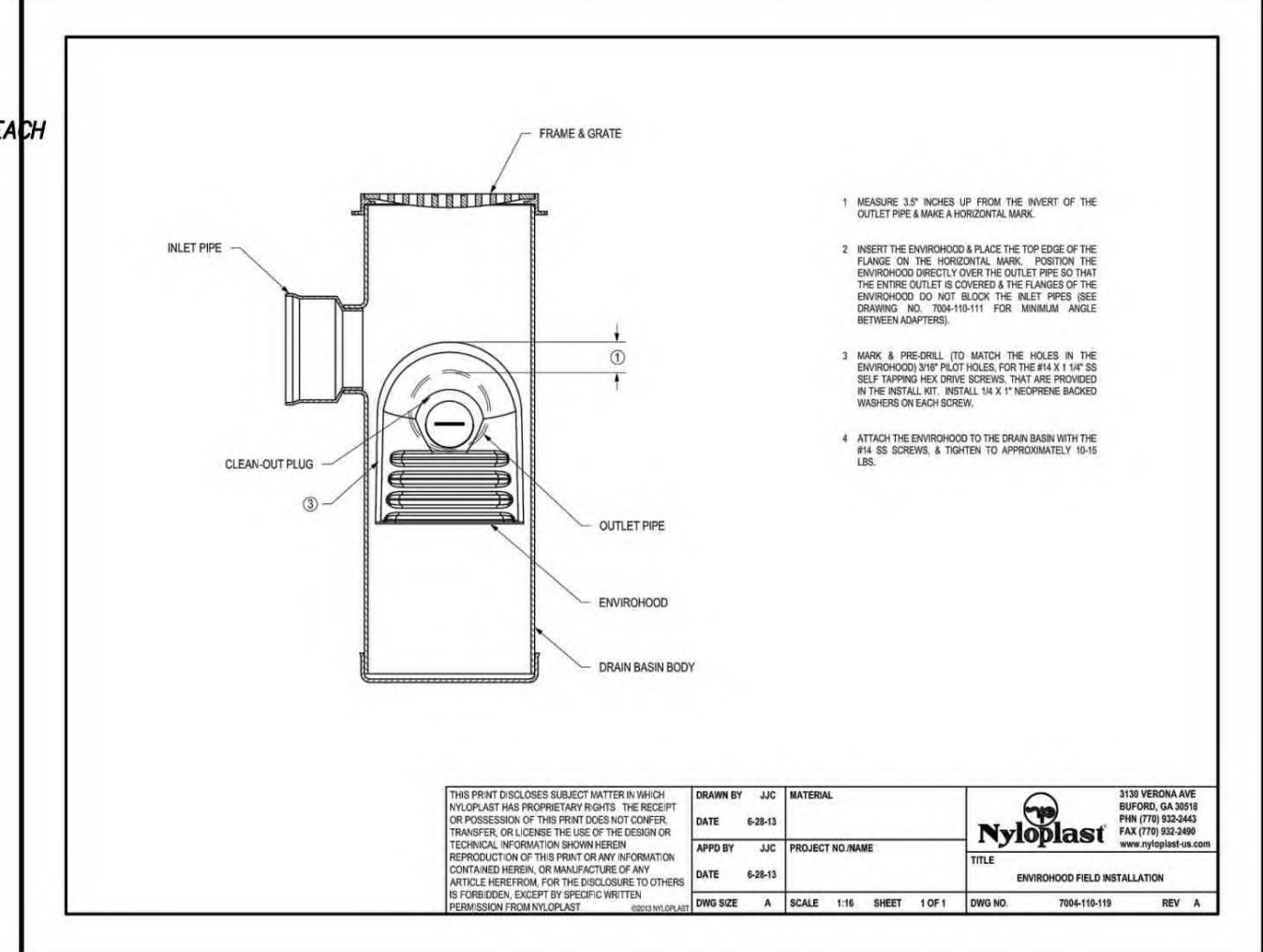
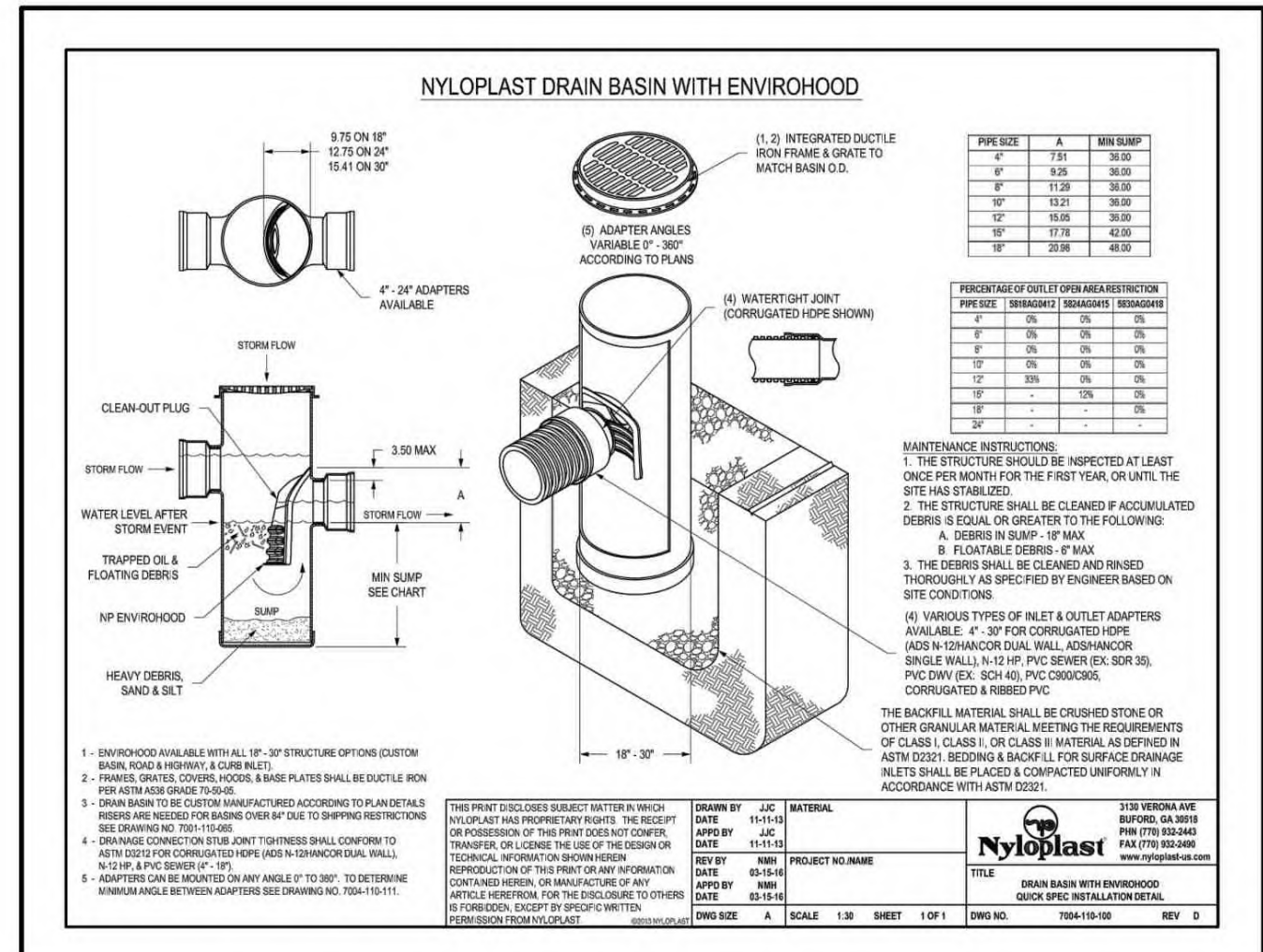
1. THE GRADING CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF SILT AND MUD ON ADJACENT STREETS DUE TO CONSTRUCTION ACTIVITY.
2. THE CONTRACTOR SHALL CHECK AND MAINTAIN LINED AND UNLINED DITCHES AFTER EACH RAINFALL.
3. EQUIPMENT AND WORKERS FOR EMERGENCY WORK SHALL BE MADE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON. ALL NECESSARY MATERIALS SHALL BE STOCKPILED ON SITE AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY DEVICES WHEN RAIN IS IMMINENT.
4. DEVICES SHOWN ON PLANS SHALL NOT BE MOVED OR MODIFIED WITHOUT THE APPROVAL OF THE RESIDENT ENGINEER.
5. THE CONTRACTOR SHALL RESTORE ALL EROSION CONTROL DEVICES TO WORKING ORDER TO THE SATISFACTION OF THE INSPECTOR AFTER EACH RUNOFF-PRODUCING RAINFALL.
6. THE CONTRACTOR SHALL INSTALL ADDITIONAL EROSION CONTROL MEASURES AS MAY BE REQUIRED BY THE CITY ENGINEER DUE TO UNCOMPLETED GRADING OPERATIONS OR UNFORESEEN CIRCUMSTANCES WHICH MAY ARISE.
7. THE CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREAS WHERE IMPOUNDED WATERS CREATE A HAZARDOUS CONDITION.
8. ALL EROSION CONTROL MEASURES PROVIDED PER THE APPROVED GRADING PLAN SHALL BE INCORPORATED HEREON.
9. GRADED AREAS AROUND THE PROJECT PERIMETER MUST DRAIN AWAY FROM THE FACE OF THE SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
10. ALL REMOVABLE PROTECTIVE DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE FIVE-DAY RAIN PROBABILITY FORECAST EXCEEDS 40%.
11. THE ENGINEER OF RECORD TO PROVIDE WRITTEN VERIFICATION THAT THE EROSION/SEDIMENT CONTROL DEVICES ARE PROPERLY INSTALLED AND ARE BEING MONITORED BEFORE AND AFTER EACH STORM. A PRE CONSTRUCTION MEETING IS REQUIRED WITH THE INSPECTOR.
12. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED TO THE SATISFACTION OF THE BUILDING INSPECTOR AND PUBLIC WORKS DIRECTOR DURING ALL DEMOLITIONS, CONSTRUCTION AND GROUND DISTURBING ACTIVITIES.
13. THE ADJOINING STREET SHALL BE CLEANED BY SWEEPING TO REMOVE DIRT, DUST MUD AND CONSTRUCTION DEBRIS AT THE END OF EACH DAY.
14. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WHEN PERMANENT IMPROVEMENTS, PLANTINGS, AND FACILITIES ARE IN PLACE. TEMPORARY MEASURES SHALL BE REMOVED PRIOR TO FINAL INSPECTION APPROVALS.

DUST CONTROL NOTES (WM-1)

- CONSISTENT WITH GRADING STANDARDS AND THE CITY ADOPTED UNIFORM BUILDING CODE, ALL GRADED SURFACES SHALL BE WETTED, PROTECTED OR CONTAINED IN SUCH A MANNER AS TO PREVENT DUST OR SPILL UPON ANY ADJOINING PROPERTY OR STREET. THE FOLLOWING MEASURES SHALL CONSTITUTE THE PROJECTS DUST MANAGEMENT PROGRAM AND SHALL REMAIN IN EFFECT DURING PROJECT CONSTRUCTION:
- A. REGULAR WETTING OF GRADED AREAS (AT LEAST ONCE DAILY WITH COMPLETE COVERAGE OF ALL ACTIVE AREAS).
 - B. INCREASING FREQUENCY OF WATERING WHENEVER WINDS EXCEED 15 MPH.
 - C. CESSATION OF GRADING ACTIVITIES DURING PERIODS OF WINDS OVER 25 MPH.
 - D. DIRECT APPLICATION OF WATER ON MATERIAL BEING EXCAVATED AND/OR TRANSPORTED ONSITE OR OFFSITE.
 - E. WATERING AND COVERING MATERIAL STOCKPILES.
 - F. WASH DOWN OR MECHANICAL SWEEPING OF THE PARKING LOT AND STREETS IN THE VICINITY OF THE CONSTRUCTION SITE UPON COMPLETION OF THE WORK.

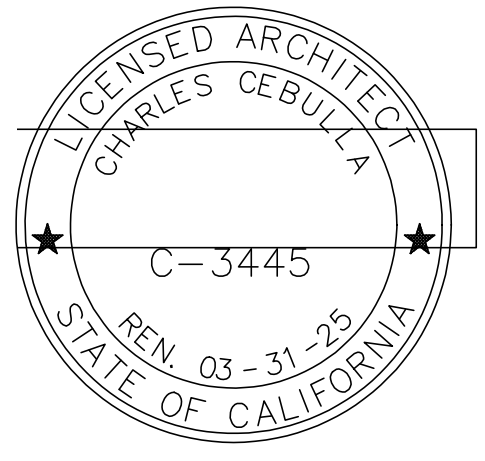


FIBER ROLL DETAIL
NO SCALE



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OWNER:
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249 HAVEN COURT
ARROYO GRANDE, CA.



REVISIONS:

JOB # 23111
DATE: 11-10-23

SHEET
C-2





Northwest of project site



Northeast of project site

ACTION MINUTES
MEETING OF THE ARCHITECTURAL REVIEW COMMITTEE

March 4, 2024, 2:30 p.m.
Hybrid City Hall Conference Room/Virtual Zoom Meeting
300 East Branch Street, Arroyo Grande

Committee Members Present: Kristin Juette, C.J. Horstman, Glenn Martin,
Janet Huston

Committee Members Absent: Lori Mainini Hall

Staff Present: Planning Manager Andrew Perez, Assistant
Planner Shayna Gropen

Given the recent increase in COVID-19 cases in San Luis Obispo County, and in compliance with Assembly Bill (AB) 361, which allows for a deviation of teleconference rules required by the Ralph M. Brown Act, this meeting was held by teleconference.

1. CALL TO ORDER

2. ROLL CALL

Committee Member Hall was absent.

3. FLAG SALUTE

Chair Martin led the flag salute.

4. AGENDA REVIEW

None.

5. COMMUNITY COMMENTS AND SUGGESTIONS

No public comment was received.

6. WRITTEN COMMUNICATIONS

None.

7. CONSENT AGENDA

7.a Approval of Minutes

(PEREZ)

Moved by Janet Huston
Seconded by C.J. Horstman

Approve the Minutes of the January 22, 2024 Special Meeting.

AYES (3): C.J. Horstman, Glenn Martin, and Janet Huston

ABSTAINED (1): Kristin Juette

ABSENT (1): Lori Mainini Hall

Passed (3 to 0)

8. **PROJECTS**

8.a **Consideration of Administrative Sign Permit ASP23-016; Signage for an Existing Business; Location – 101 West Branch Street, Suite A; Applicant – The Mayan Collective, LLC.**

(GROPEN)

Assistant Planner Gropen presented the staff report explaining the proposed signage, including the sign area, colors, and locations of the proposed signs. She also answered questions about sign location and the proposed colors.

Karla Wegner, project applicant, spoke in support of the project and answered questions from the Committee about the color changes proposed for the door and window trim and explained the purpose of repainting the trim rather than trying to match the color of the existing trim.

Chair Martin opened public comment. No public comment was provided.

The Committee expressed their preference for including a dark border around the painted sign to add contrast and add visual appeal. There was also a preference for matching the width of the wall sign with the width of the doorframe. The Committee was also supportive of the applicant placing the business address above entrance between the door and the band of bricks. The Committee also found the neon open sign appropriate and consistent with the Village.

Moved by C.J. Horstman
Seconded by Kristin Juette

Recommend that the Community Development Director approve the project with the following conditions:

- 1) Increase the width of the sign to align with the entry doorframe and the height to fill the area between the brick bands
- 2) Add contrast to a sign by darkening the background color
- 3) Paint street address above the entry
- 4) Patch the holes in the wall above the entry before painting.

AYES (4): Kristin Juetter, C.J. Horstman, Glenn Martin, and Janet Huston

ABSENT (1): Lori Mainini Hall

Passed (4 to 0)

8.b Consideration of Conditional Use Permit 23-010 and Lot Line Adjustment 24-001; Construction of a New Car Wash; Location – 414, 418, 422 East Grand Ave; Applicant – Ryan Talley

(GROPEN)

Assistant Planner Gropen presented the staff report, describing the project location, project description, general plan conformance, circulation, and noise analysis. She also described the projects architectural design, colors, and materials proposed. She also answered questions from the Committee about neighborhood notifications, and hours of operation.

Christina Talley, project applicant, and Matt Cebullla, project architect, spoke in support of the project. They answered questions about the business model, explaining that it is membership based. The applicant also explained that three of the four residences on site are currently vacant and the fourth will voluntarily be vacant in the near future. They will notify the neighbors about the proposed project.

Chair Martin opened public comment. No public comment was received.

The Committee supported the proposed project, including the design aesthetic and the site design. While there was concern about the loss of housing units, the Committee thought the car wash an appropriate use for the site considering the surrounding uses.

The Committee recommends that the Planning Commission approve the project as submitted.

AYES (4): Kristin Juetter, C.J. Horstman, Glenn Martin, and Janet Huston

ABSENT (1): Lori Mainini Hall

Passed (4 to 0)

9. DISCUSSION ITEMS

9.a Election of Chairperson and Vice Chairperson

(PEREZ)

The Committee members in attendance unanimously approved Chair Martin and Vice Chair Juetter serving another one-year period in their respective roles.

10. COMMITTEE COMMUNICATIONS

Committee Member Horstman asked which color was used for the infill material in the Village tree wells. Planning Manager Perez responded stating that he will look into the color choice and disseminate that information to the Committee.

Committee Member Huston expressed concern about patrons of businesses with parklets sitting on the k-rails adjacent to the street creating a dangerous situation. The Committee suggested adding a placard inside the k-rail advising patrons to not sit on the railing.

11. **STAFF COMMUNICATIONS**

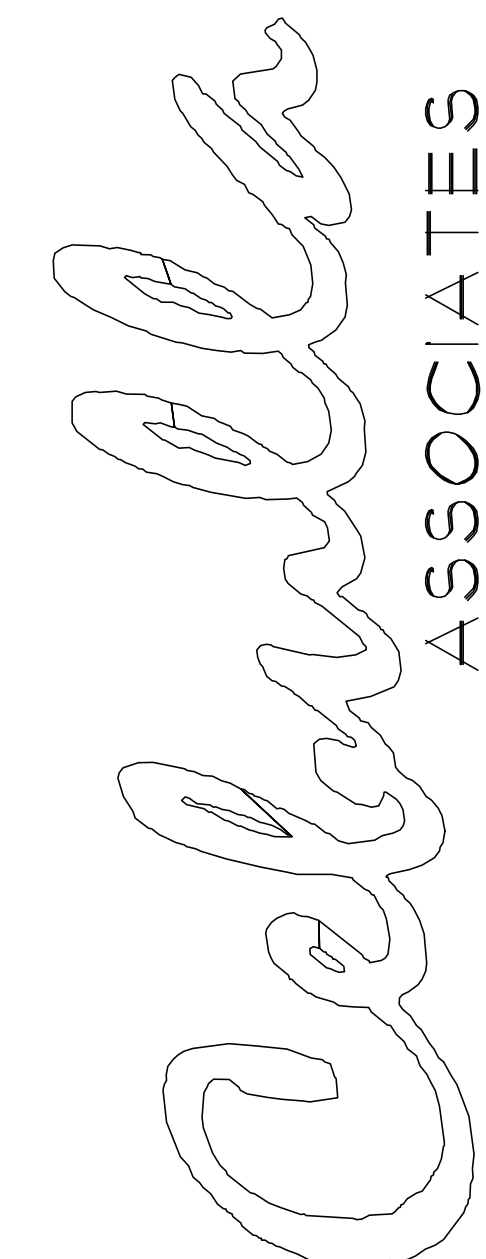
None.

12. **ADJOURNMENT**

The Meeting adjourned at 3:40pm:

/s/ Glenn Martin, Chair

/s/ Andrew Perez, Planning Manager



PERSPECTIVE VIEW

The attached plans are in substantial conformance with all applicable state, local and other laws regulating this type of development

CEBULLA ASSOCIATES

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PH: 805 440-5016

www.cebullaassociates.com

PROJECT DIRECTORY

Owner: Ryan Talley
Arroyo Grande, Ca.
Client Rep: Cebulla Associates
171 N. 13th. Street
Grover Beach, Ca. 93433
Contact: Matt Cebulla
Phone: (805)-440-5016
Email: mtceb@yahoo.com
Project Adress: 414, 418, 422 E. Grand Ave
APN: 006-175-020 , 006-175-005 , 006-175-006

PROJECT STATISTICS

ZONING , HIGHWAY MIXED USE
PARCEL SIZE: 3 EXISTING LOTS = 18,882 SF
BUILDING HEIGHT: 25 FT.
LANDSCAPE AREA = 2604 SF 14%
PAVED AREA = 13,664 SF 72%
BUILDING COVER = 2614 SF 14%
BUILDING SF
CAR WASH 1637 SF
OFFICE 396 SF
STORAGE 527 SF
TOTAL 2,560 SF
KIOSK FOOTPRINT 54 SF
OVERHANG 216 SF
TRASH ENCLOSER 53 SF

SHEET INDEX

SHEET #	DESCRIPTION
C	COVER SHEET
E	EXISTING SITE
1	PROPOSED SITE
11	SITE UTILITY PLAN
2	ELEVATIONS
3	PERSPECTIVES
4	VICINITY SITE
L.1	PRELIMINARY LANDSCAPE PLAN
C-1	PRELIMINARY DRAINAGE PLAN
C-2	PRELIMINARY DRANAGE DETAILS

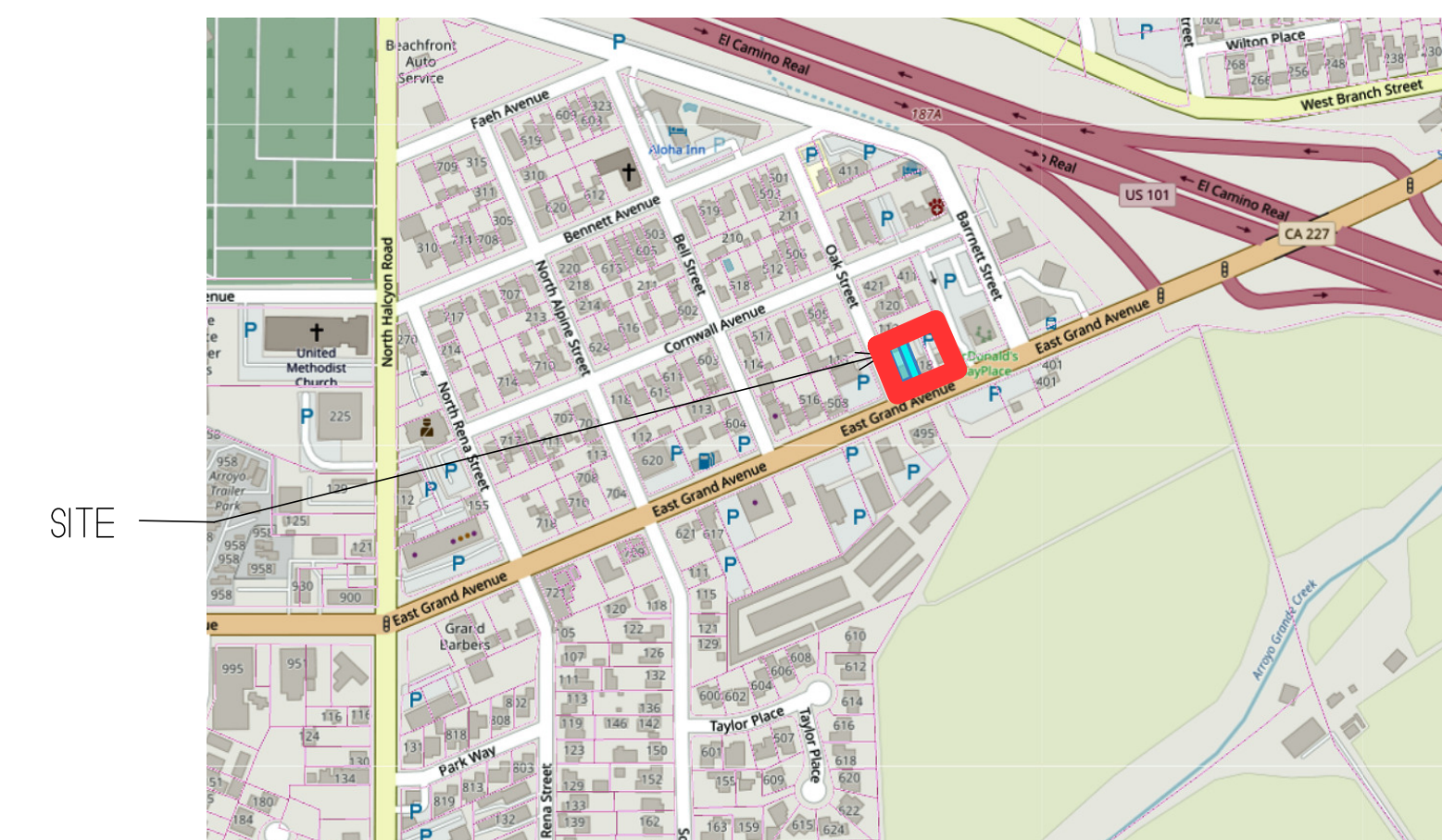
PROJECT:
CARWASH
418 GRAND AVE
ARROYO GRANDE
OWNER
RYAN TALLEY
249 HAVEN COURT
ARROYO GRANDE, CA.

PROJECT DESCRIPTION

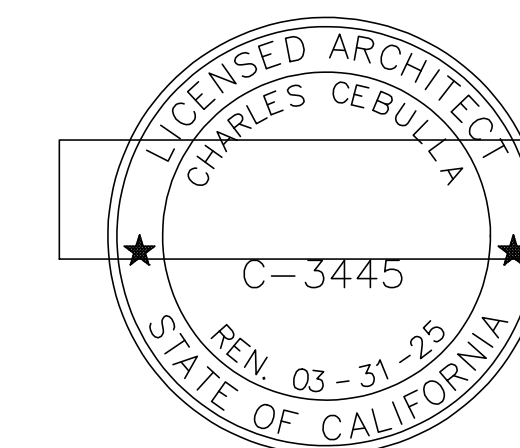
3 EXISTING RESIDENTIAL LOTS WITH EXISTING SINGLE FAMILY HOMES TO BE REMOVE.
MERGE THE EXISTING 3 LOTS INTO ONE LOT
BUILD NEW 2,560 SF CAR WASH. ONE ENTRANCE AND EXIT OFF OAK STREET.

PARKING

PARKING PROPOSED:
1 - ADA SPACE
13 - PARKING SPACES FOR CLEANING



Vicinity Map



REVISIONS:

JOB # 23111

DATE: 11-10-23

SHEET

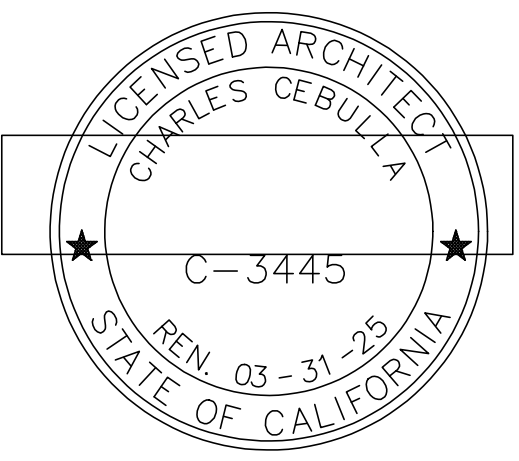


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REVISIONS:

JOB # 23111

DATE: 11-10-23

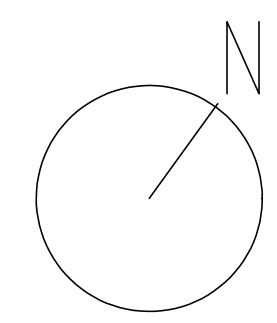
SHEET

E

OAK STREET

GRAND AVENUE

EXISTING SITE PLAN

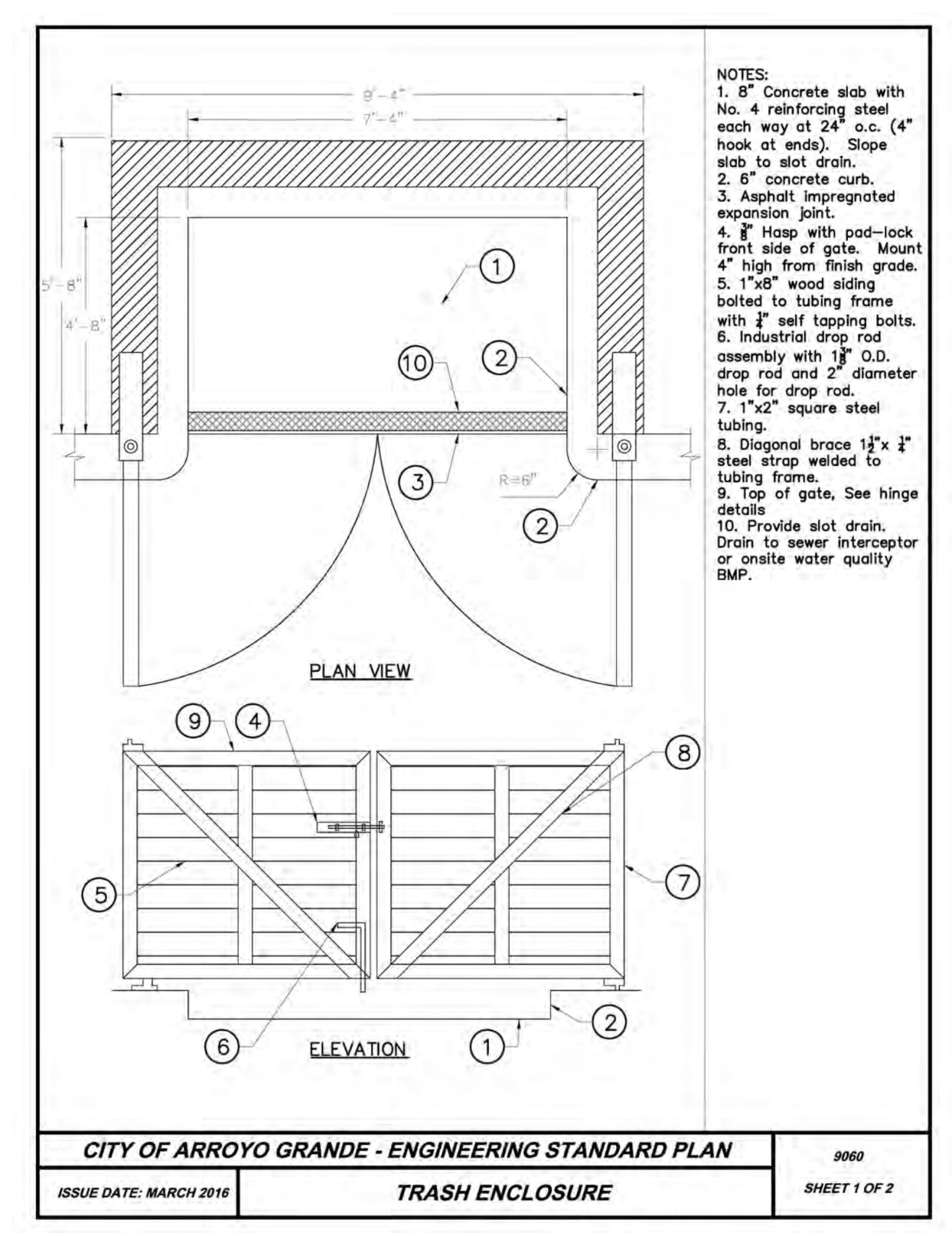
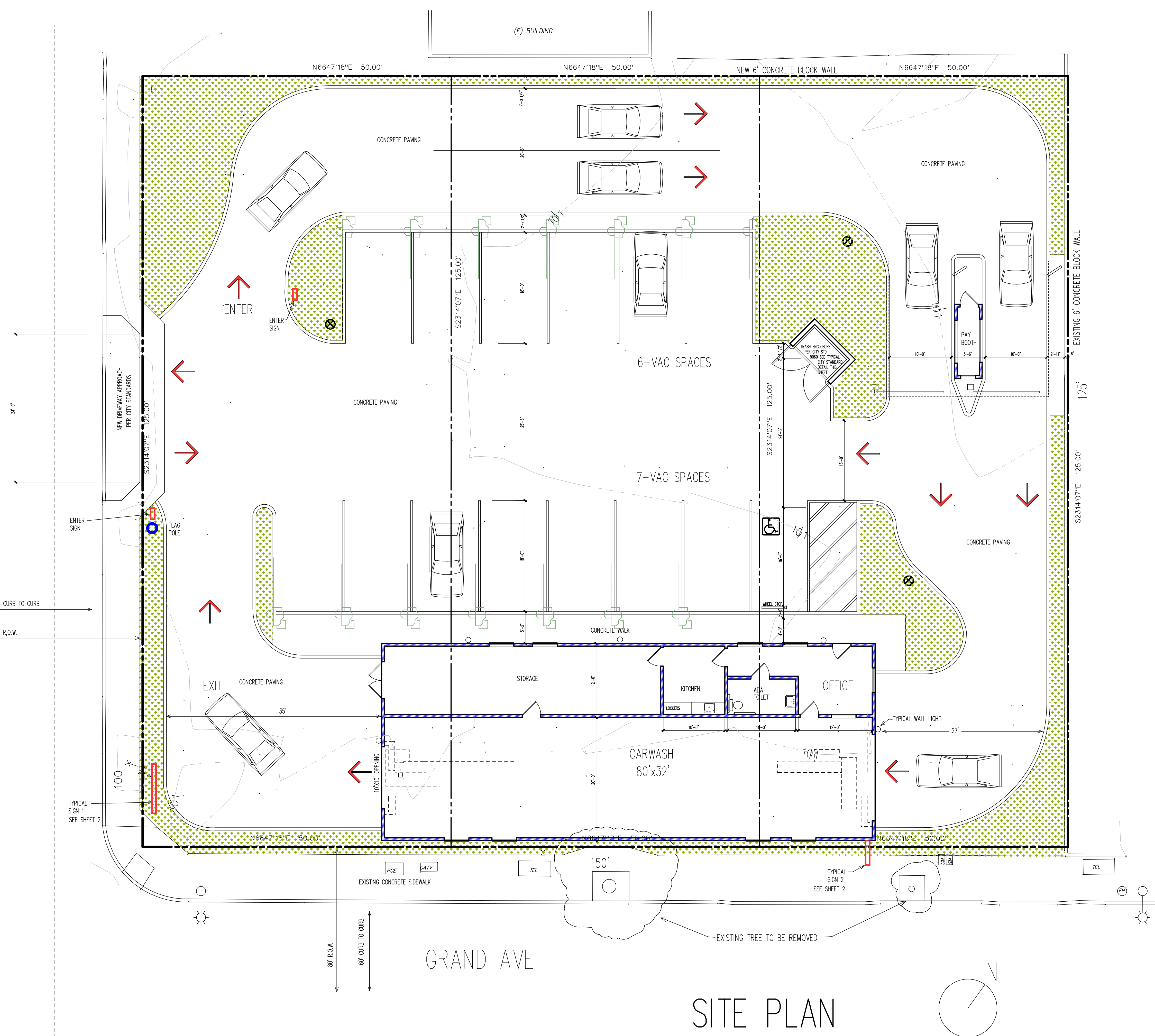


SCALE 1/8"=1'-0"



KEY SYMBOL	DESCRIPTION
—	TO BE REMOVED

OAK STREET



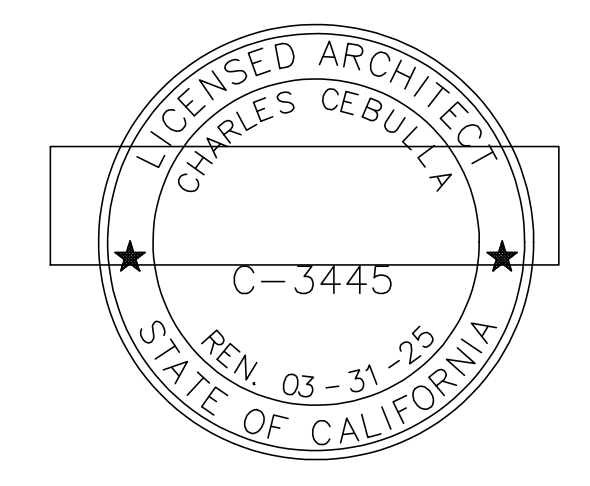
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 ARROYO GRANDE

OWNER:
 RYAN TALLEY
 249 HAVEN COURT
 ARROYO GRANDE, CA.



REVISIONS:

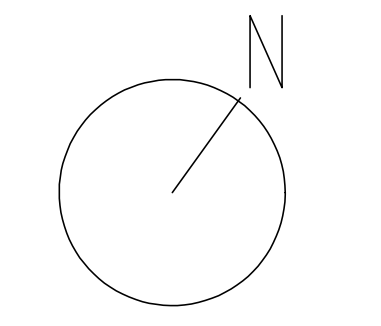
JOB # 23111

DATE: 11-10-23

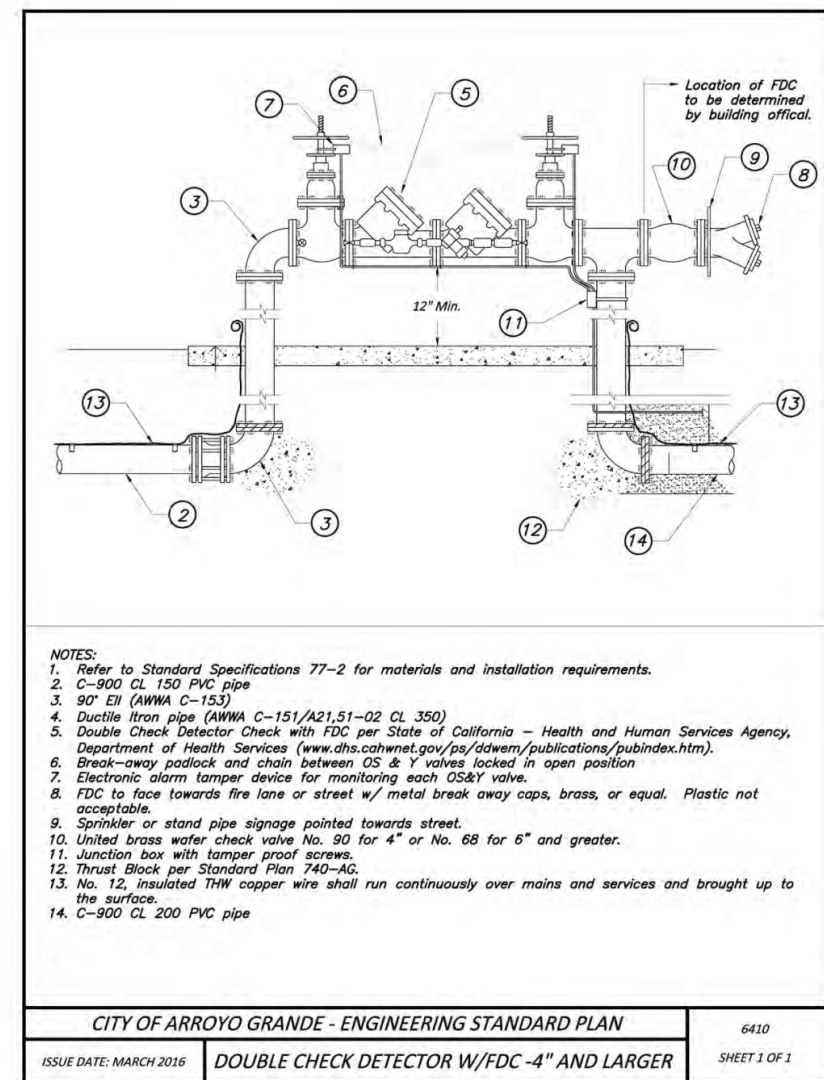
SHEET

1

SITE PLAN

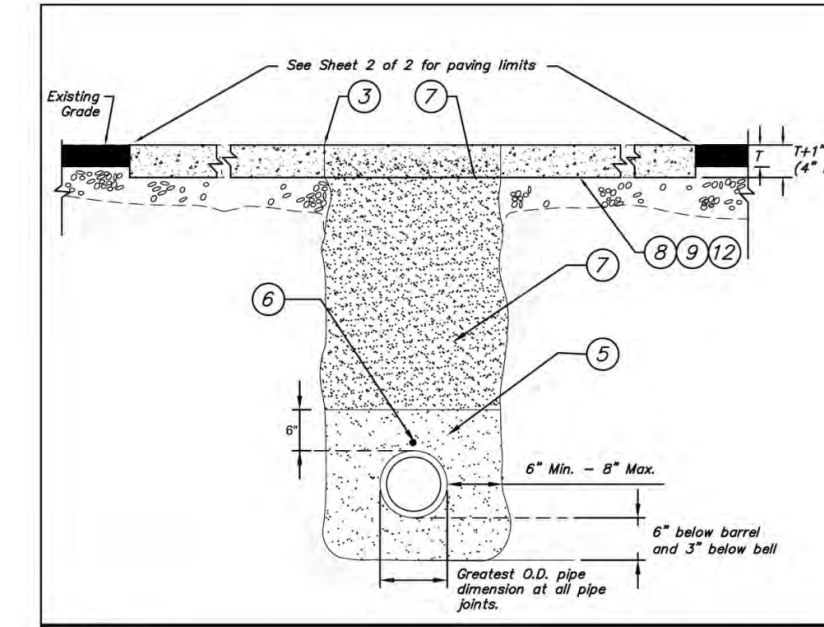


SCALE 1/8" = 1'-0"



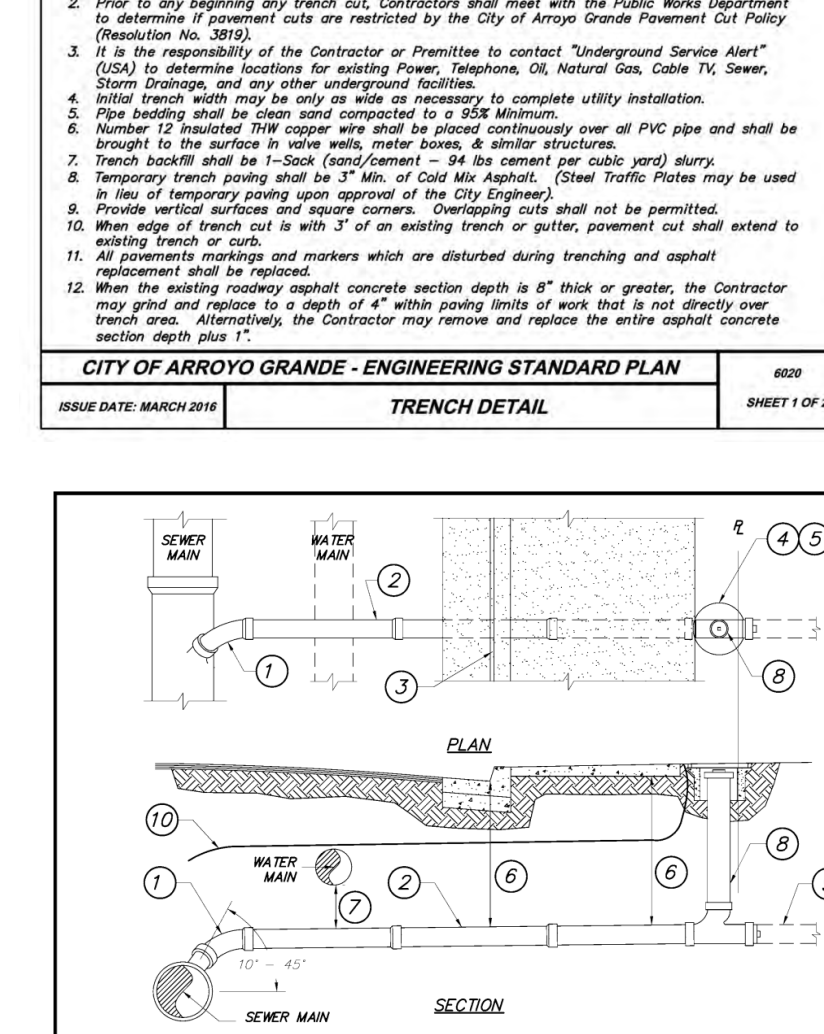
CITY OF ARROYO GRANDE - ENGINEERING STANDARD PLAN
DOUBLE CHECK DETECTOR WDC-4" AND LARGER

ISSUE DATE: MARCH 2016 SHEET 1 OF 1



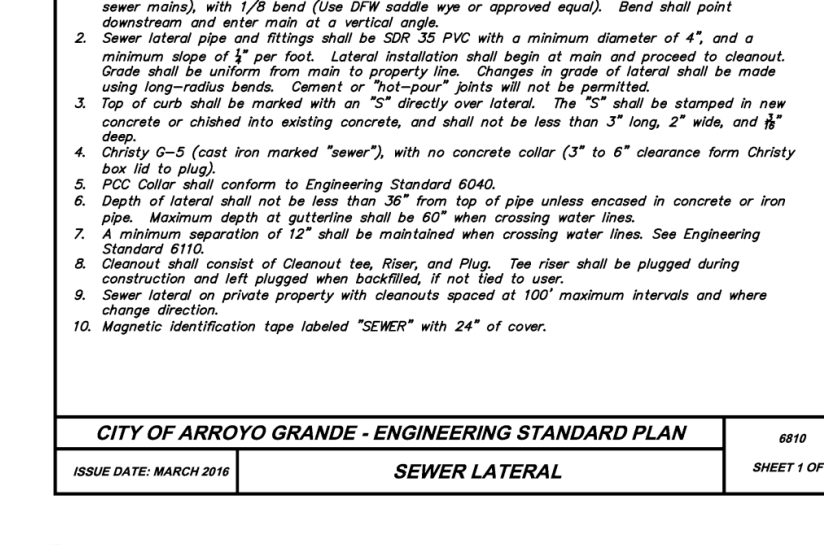
CITY OF ARROYO GRANDE - ENGINEERING STANDARD PLAN
TRENCH DETAIL

ISSUE DATE: MARCH 2016 SHEET 1 OF 1



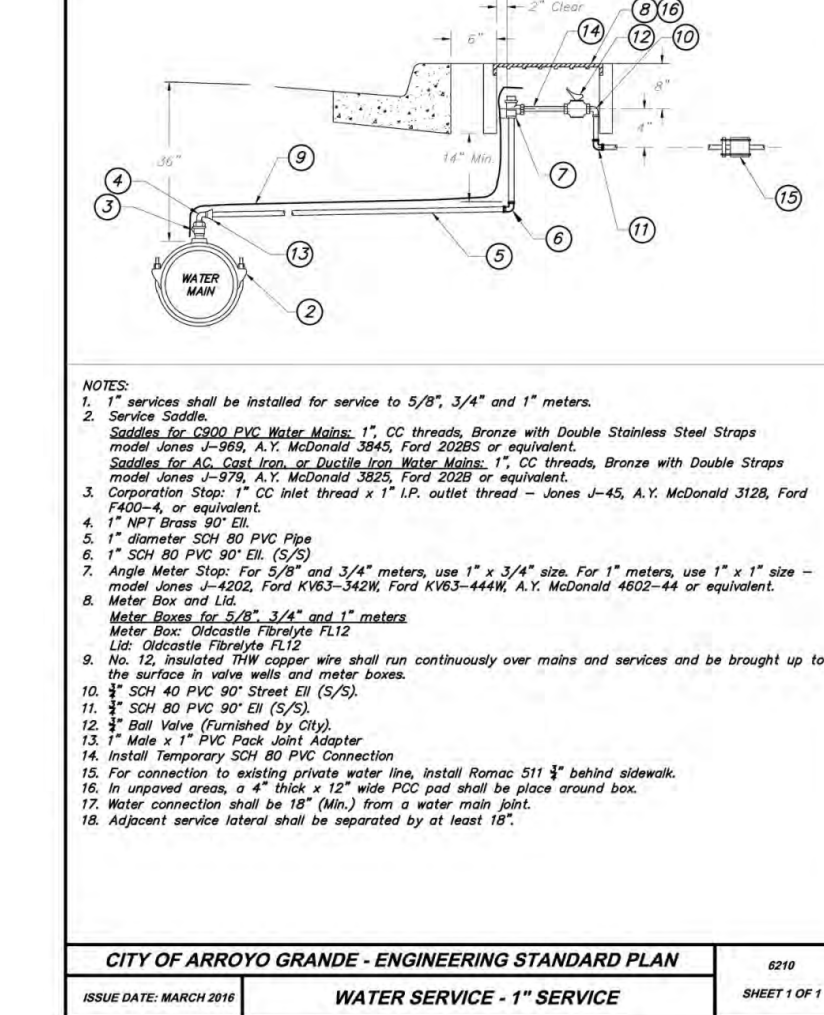
CITY OF ARROYO GRANDE - ENGINEERING STANDARD PLAN
SEWER LATERAL

ISSUE DATE: MARCH 2016 SHEET 1 OF 1



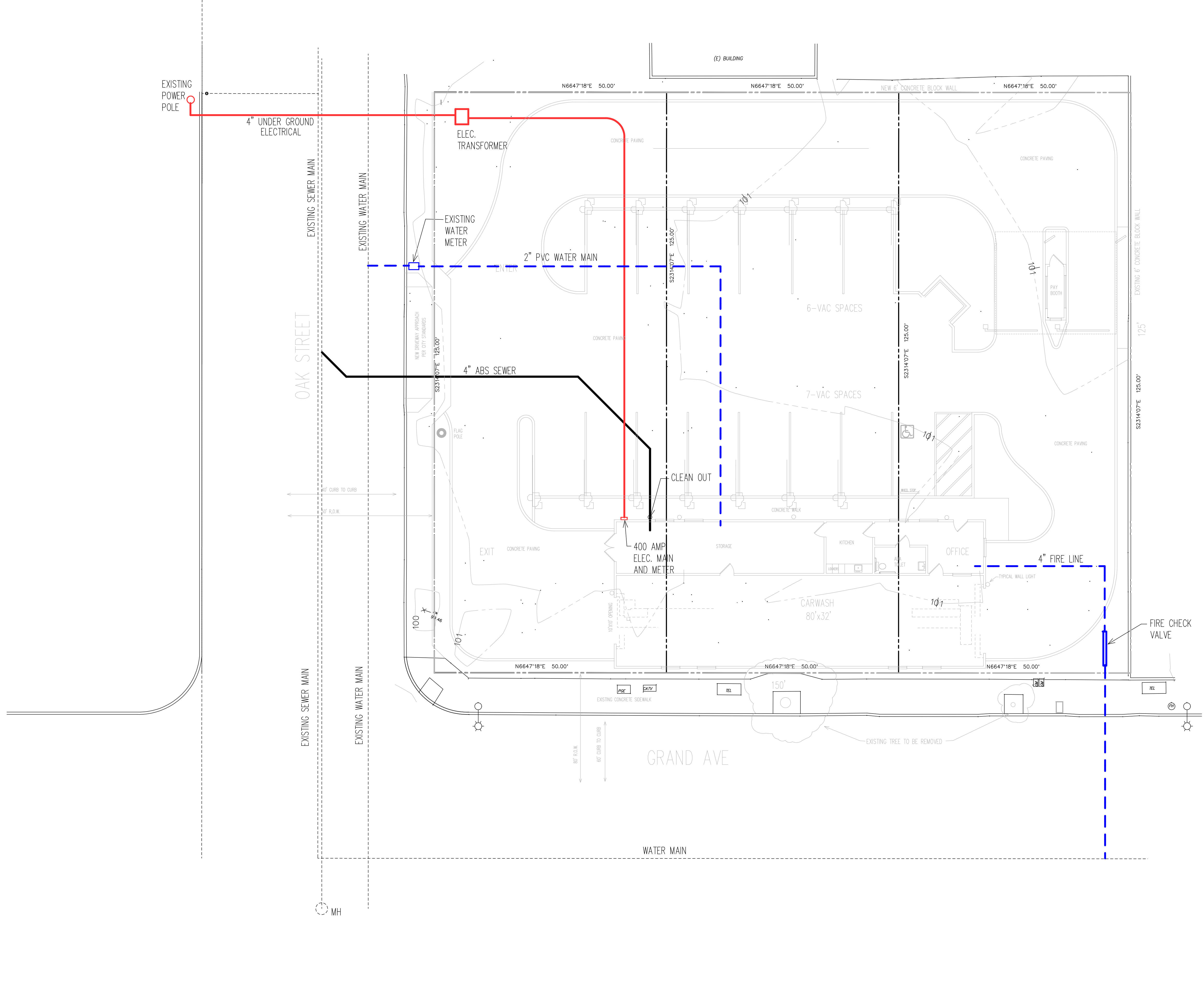
CITY OF ARROYO GRANDE - ENGINEERING STANDARD PLAN
WATER SERVICE - 1" SERVICE

ISSUE DATE: MARCH 2016 SHEET 1 OF 1

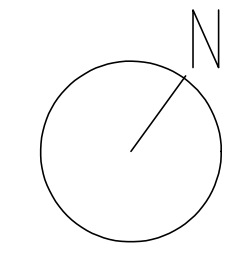


CITY OF ARROYO GRANDE - ENGINEERING STANDARD PLAN
WATER SERVICE - 1" SERVICE

ISSUE DATE: MARCH 2016 SHEET 1 OF 1



PRELIMINARY UTILITY PLAN



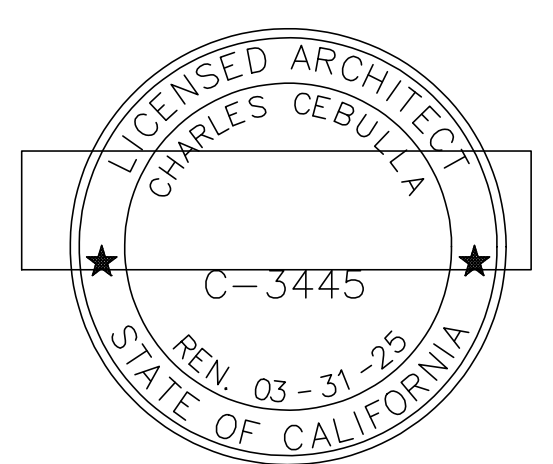
SCALE 1"=10'



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OWNER:
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ARROYO GRANDE, CA.



REVISIONS:

JOB # 23111

DATE: 11-10-23

SHEET
1.1



TYPICAL EXTERIOR WALL MOUNT LIGHT FIXTURE
Night-sky compliant" fixtures, to be designed, installed, and operated in conformance with Night Sky Preservation regulations.



Oak Street West

SIGN 1



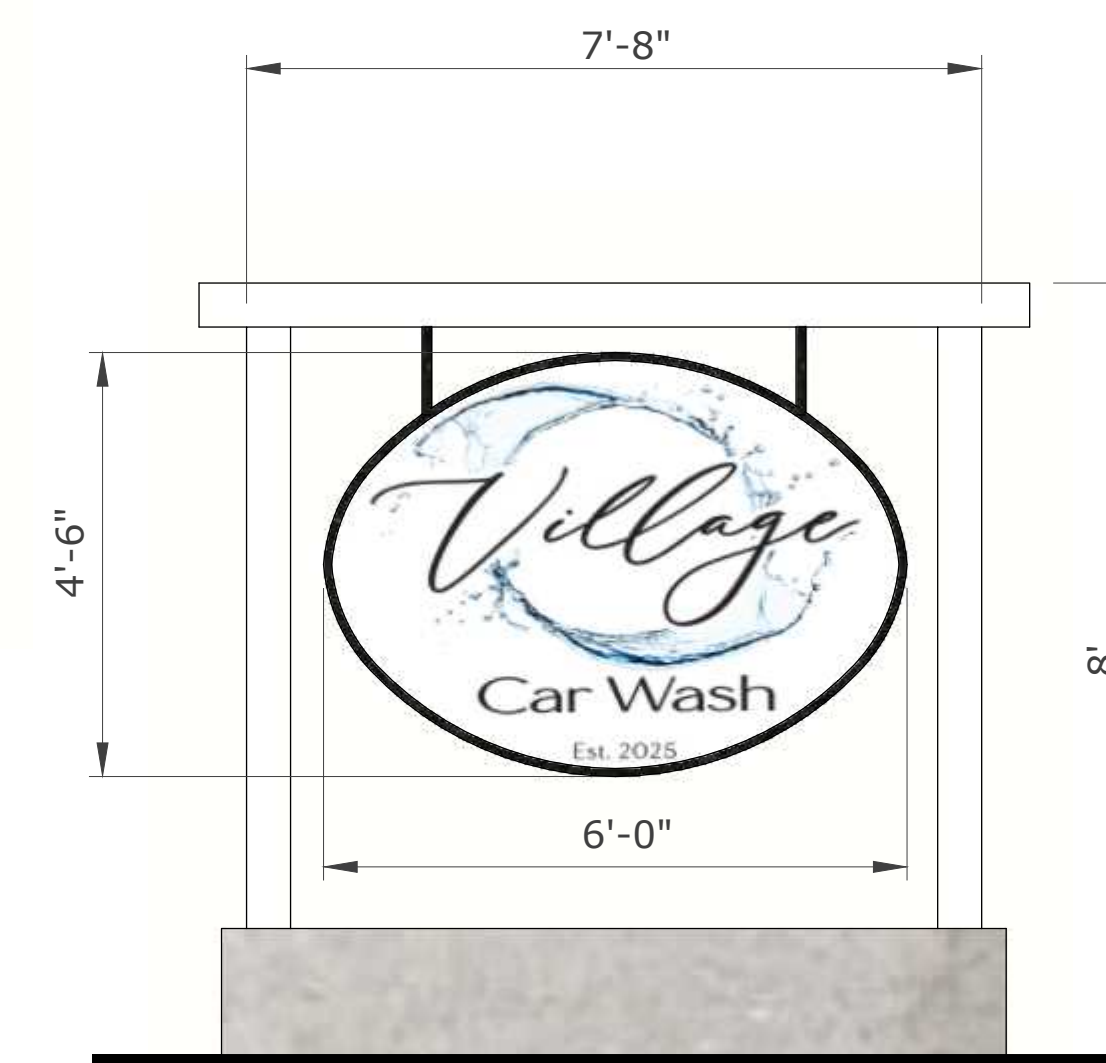
Grand Ave South



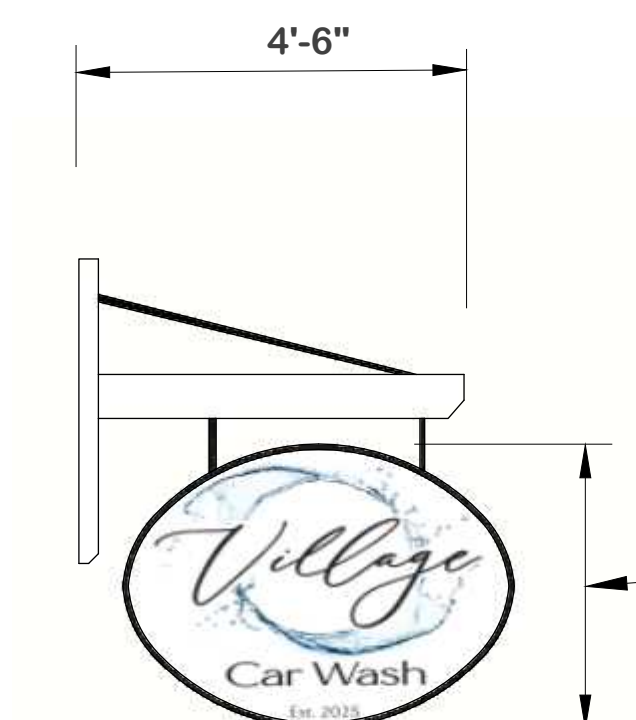
East Side



North Side



SIGN 1



SIGN 2

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OWNER:



REVISIONS:

JOB # 23103

DATE: 07 / 10 / 23

SHEET

2



Grand Ave South



West Side



East Side



West Side

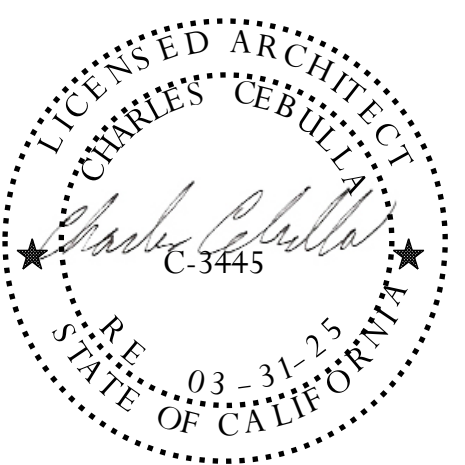
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PROJECT:

OWNER



REVISIONS:

JOB # 23103

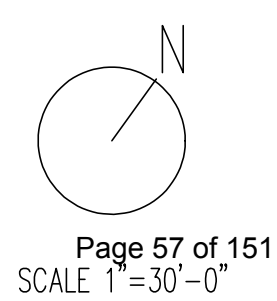
DATE: 07 / 10 / 23

SHEET

3



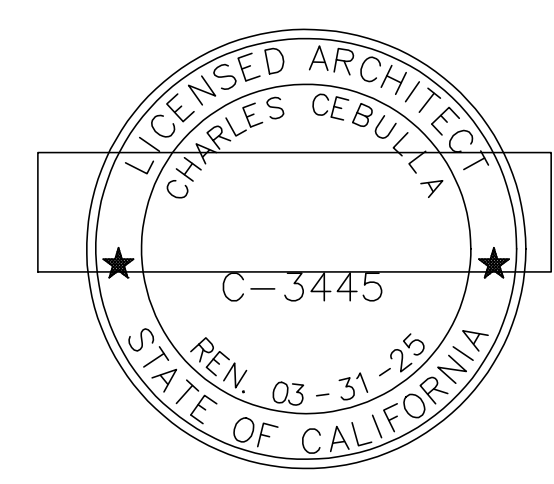
VICINITY SITE PLAN



Page 57 of 151
SCALE 1" = 30'-0"

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REVISIONS:

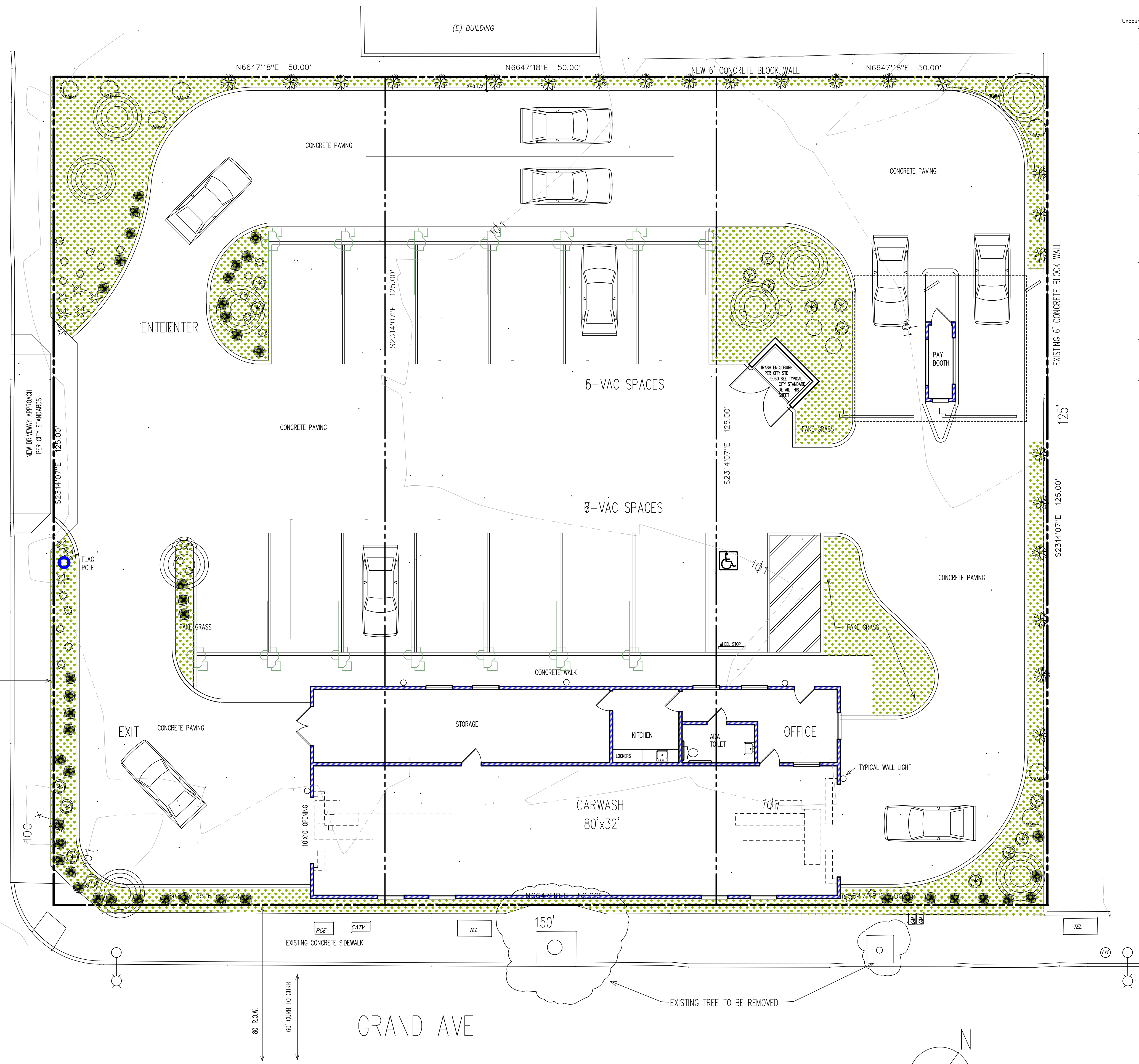
JOB # 23111

DATE: 11-10-23

SHEET

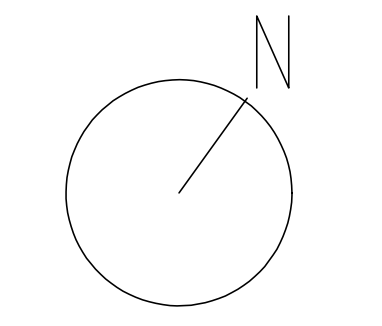
OAK STREET

40' CURB TO CURB
50' R.O.W.



GRAND AVE

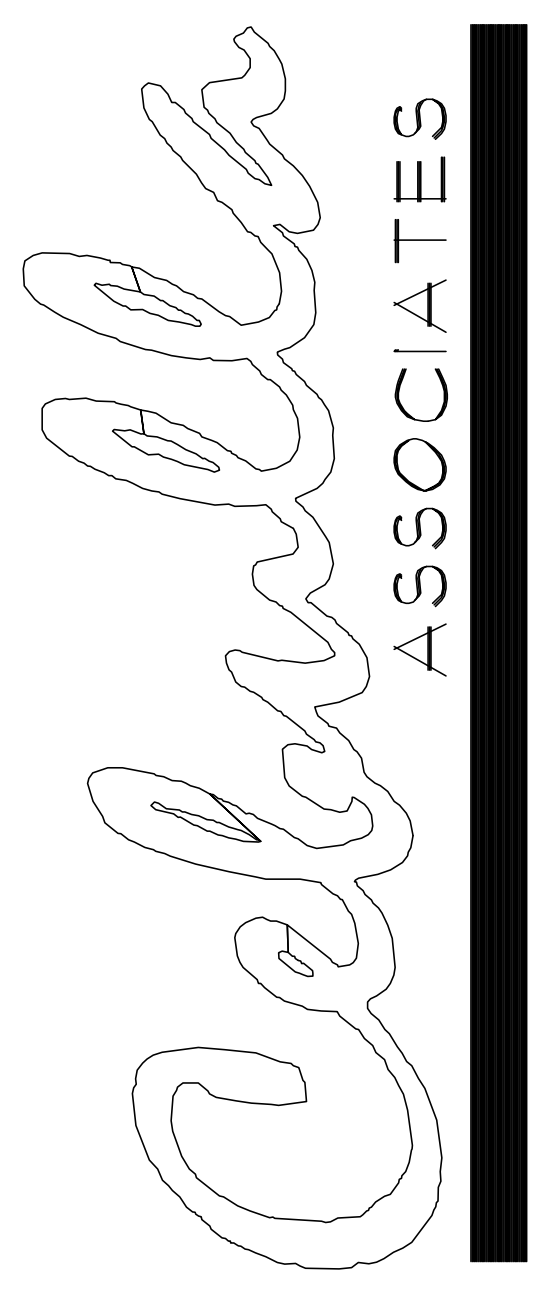
PRELIMINARY LANDSCAPE PLAN



SCALE 1/8" = 1'-0"

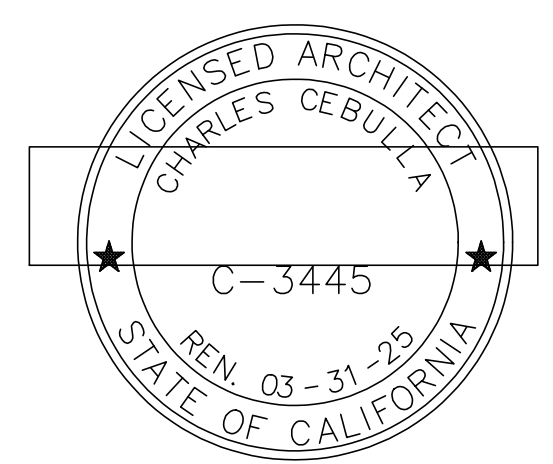
COMMON NAME	BOTANICAL NAME	SIZE	SYMBOL
AGAVE			
FOUNTAIN GRASS		1 GAL.	
SMALL PLANT	Phormium tenax 'PHOS2' Sweet Mist	1 GAL.	
Undaunted Ruby Muhly Grass	Muhlenbergia reverchonii	1 GAL.	
MEXICAN SAGE SMALL SHRUB	SALVIA LEUCANTHA	1 GAL.	
FORMIO	Phormium tenax	1 GAL.	
Pride of Madeira SHRUB	Echium candicans	1 GAL.	
SHRUB	Pittosporum 'Marjorie Channon'	1 GAL.	
OLIVE TREE		24" BOX	

NOTE:
ALL PLANT MATERIAL SHALL BE CONSISTENT WITH NURSERY STANDARDS



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- DESIGN CRITERIA FOR DRIP IRRIGATION
- NUMBER OF EMITTERS
 - (1) 1 G.P.H. NERAFIM EMITTERS/1 GAL./4" POT
 - (2) 1 G.P.H. NERAFIM EMITTERS/5 GAL. SHRUB OR TREE
 - (3) 1 G.P.H. NERAFIM EMITTERS/15 GAL. SHRUB OR TREE
 - (5) 1 G.P.H. NERAFIM EMITTERS/24" BOXED TREE
 - MAXIMUM FLOW PER LATERAL
 - MAXIMUM 225 G.P.H. PER .580" DRIP LATERAL
 - MAXIMUM 350' TUBE LENGTH PER .580" LATERAL
 - .580" DRIP TUBING SHALL BE RUN TO ALL ROOTBALLS. NO 1/8" VORTEX TUBING SHALL BE USED.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR CALCULATING TOTAL NUMBERS OF EMITTERS NECESSARY AND TOTAL FOOTAGE OF .580" DRIP TUBING NECESSARY TO INSTALL PROJECT. NUMBERS INDICATED ON PLANS ARE PROVIDED AS A CONVENIENCE TO THE CONTRACTOR. LANDSCAPE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THESE COUNTS.

REVISIONS:

JOB # 23111
DATE: 11-10-23

SHEET

L-1

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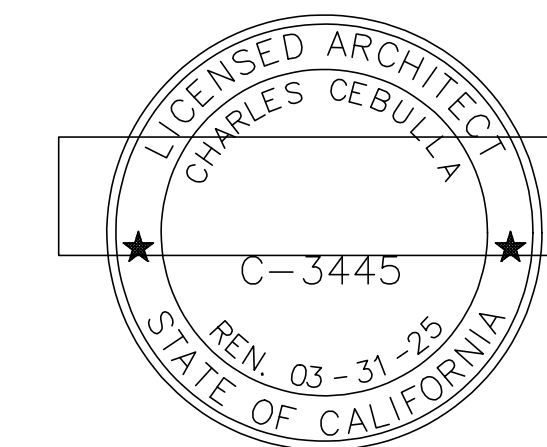
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PROJECT:

CARWASH
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ARROYO GRANDE

OWNER:

RYAN TALLEY
249 HAVEN COURT
ARROYO GRANDE, CA.



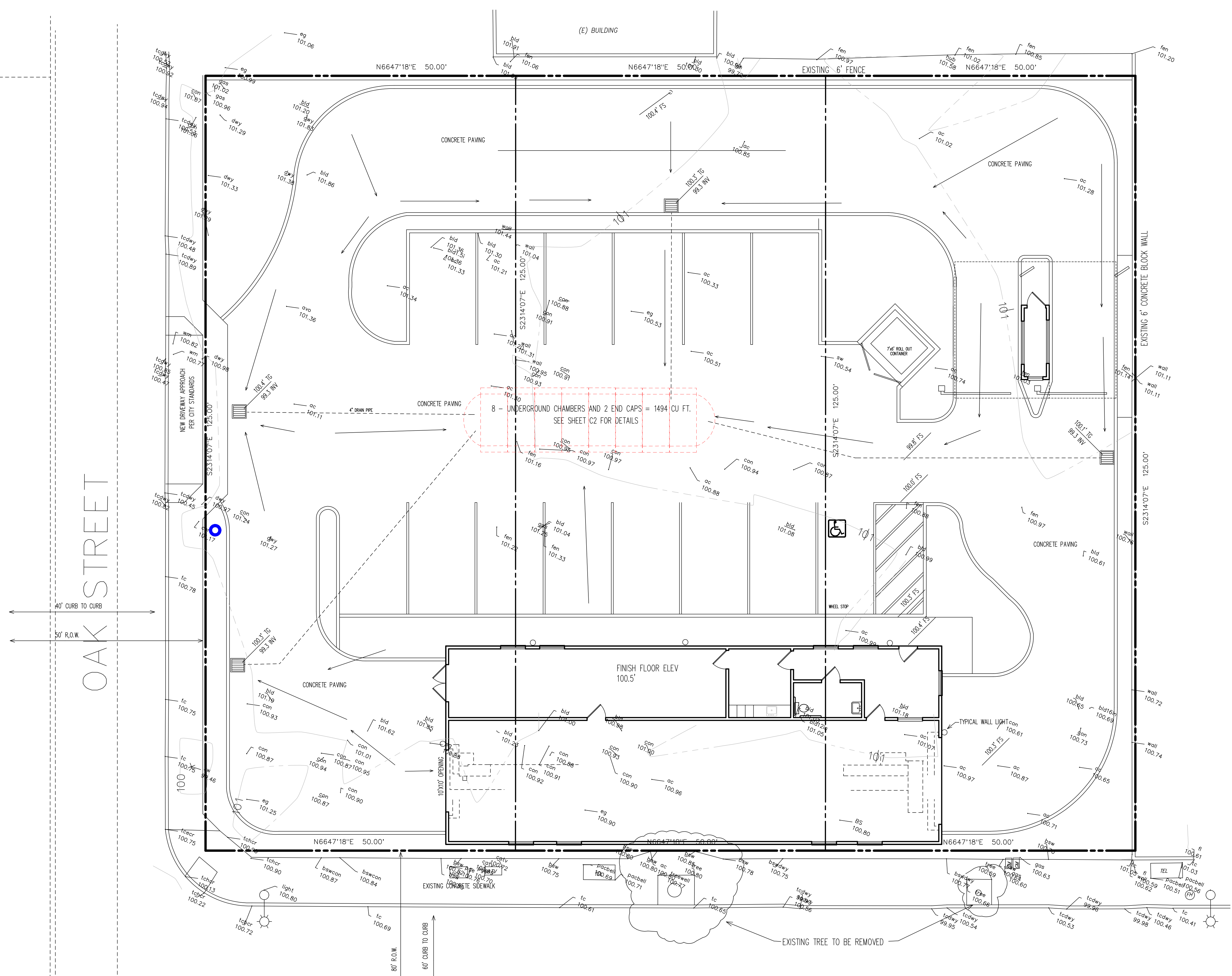
REVISIONS:

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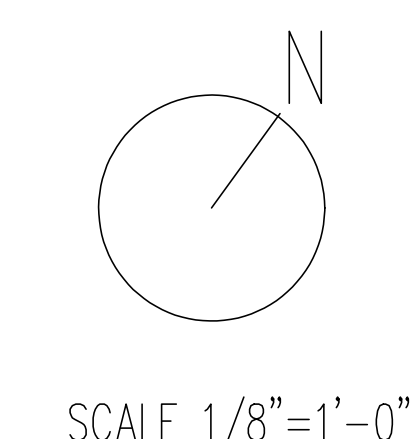
DATE 11-10-23

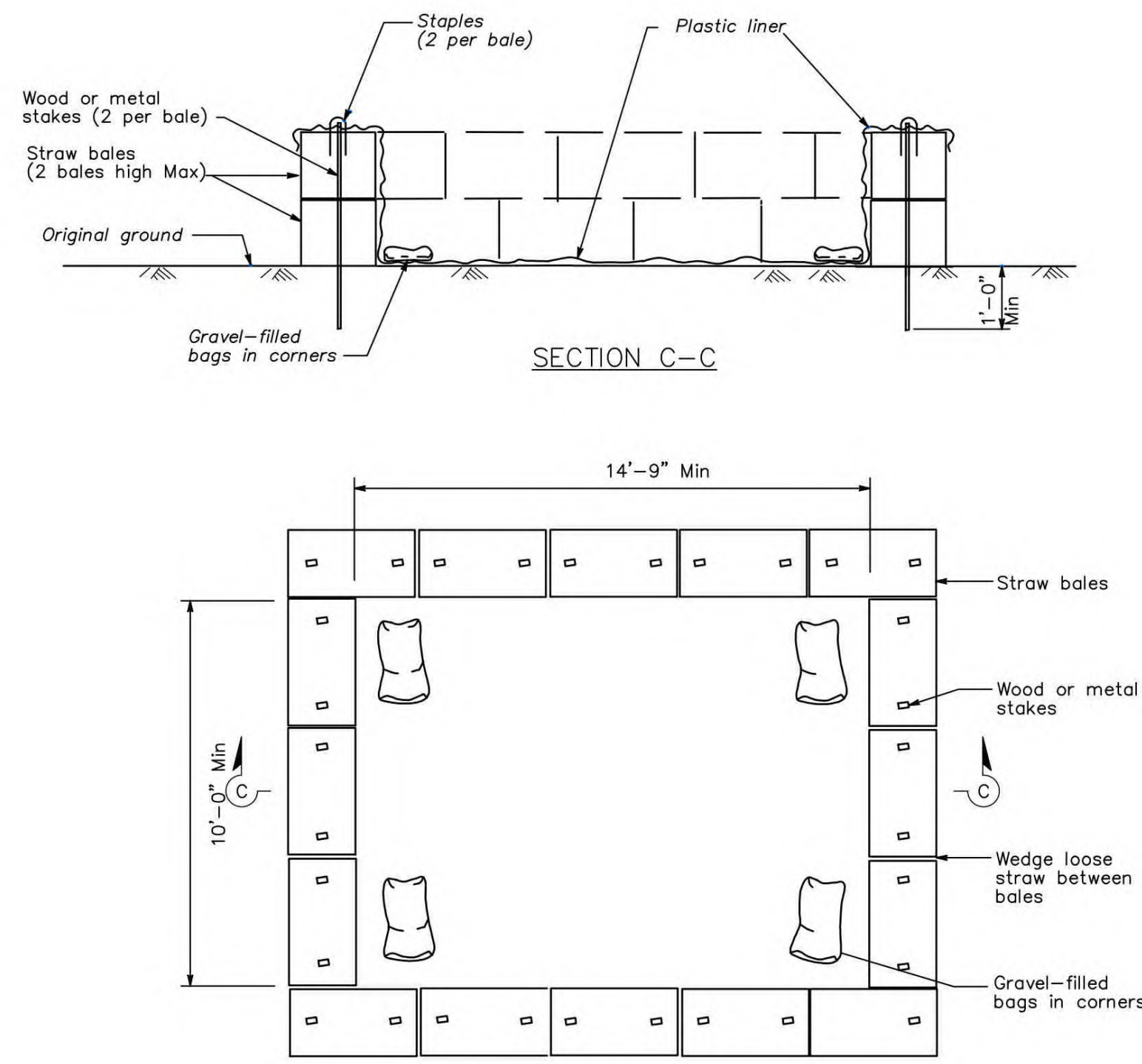
SHEET

C-1

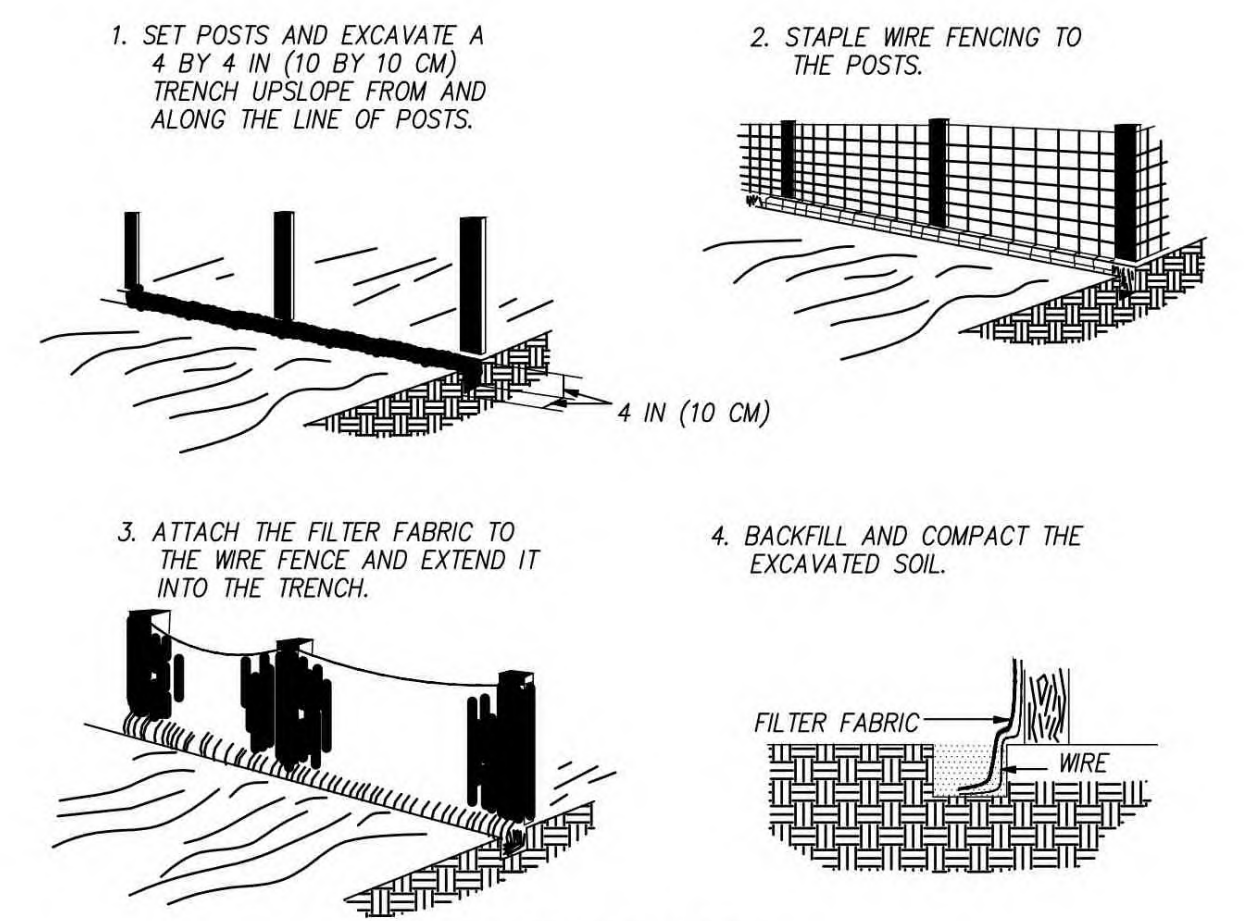


PRELIMINARY DRAINAGE PLAN
EROSION CONTROL PLAN

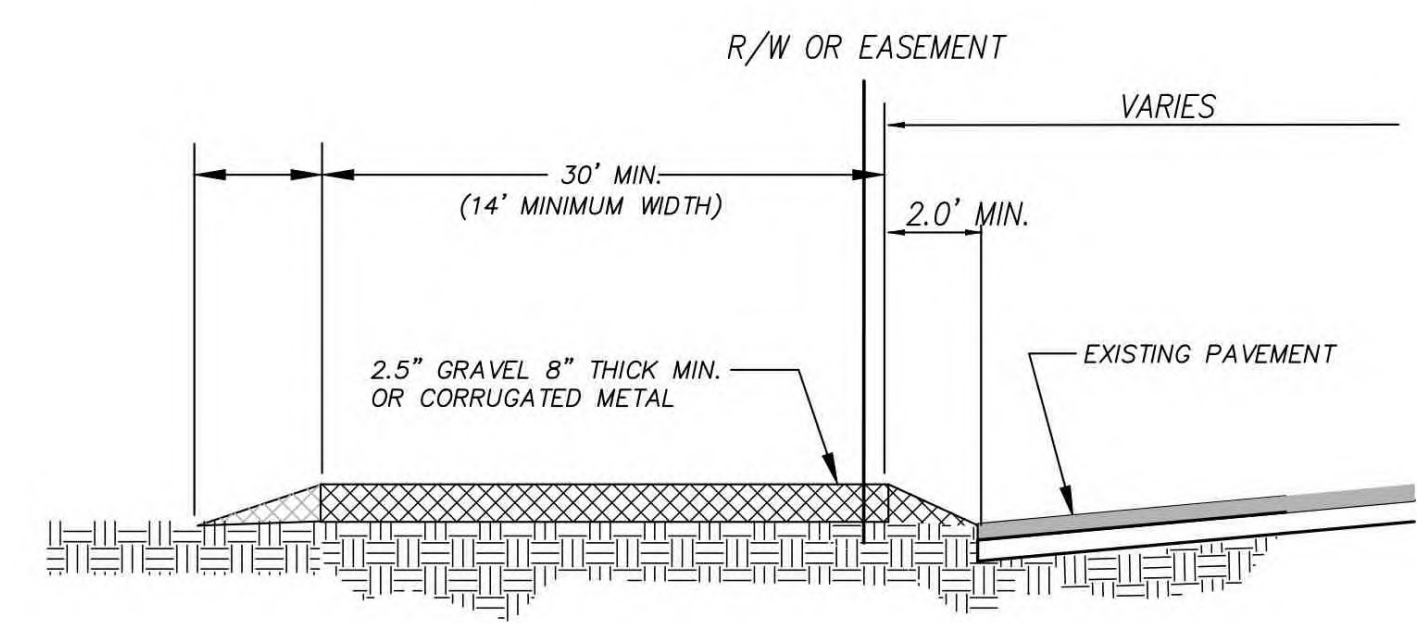




⑥ TEMPORARY CONSTRUCTION WASTE FACILITY
NO SCALE



⑦ SILT FENCE
NO SCALE



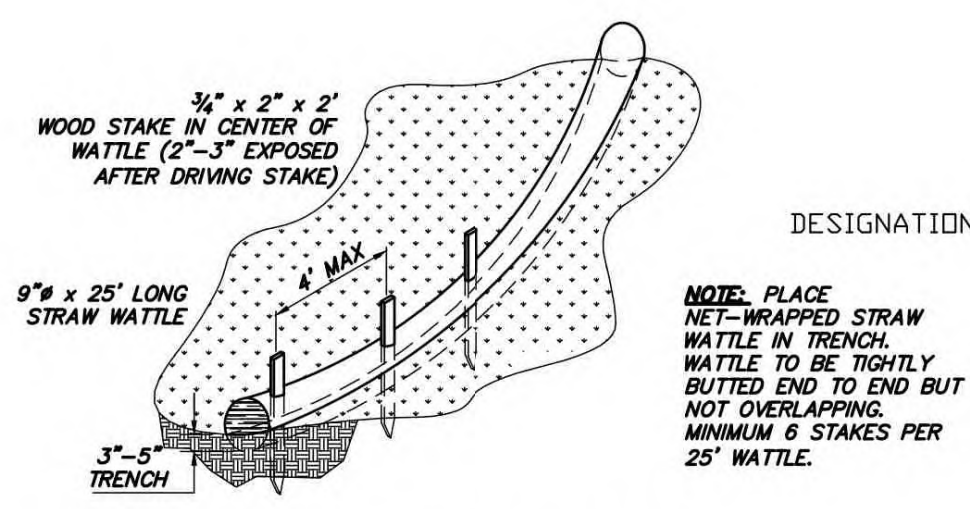
⑧ STABILIZED CONSTRUCTION ENTRANCE
TYPICAL SECTION
NO SCALE

EROSION CONTROL NOTES

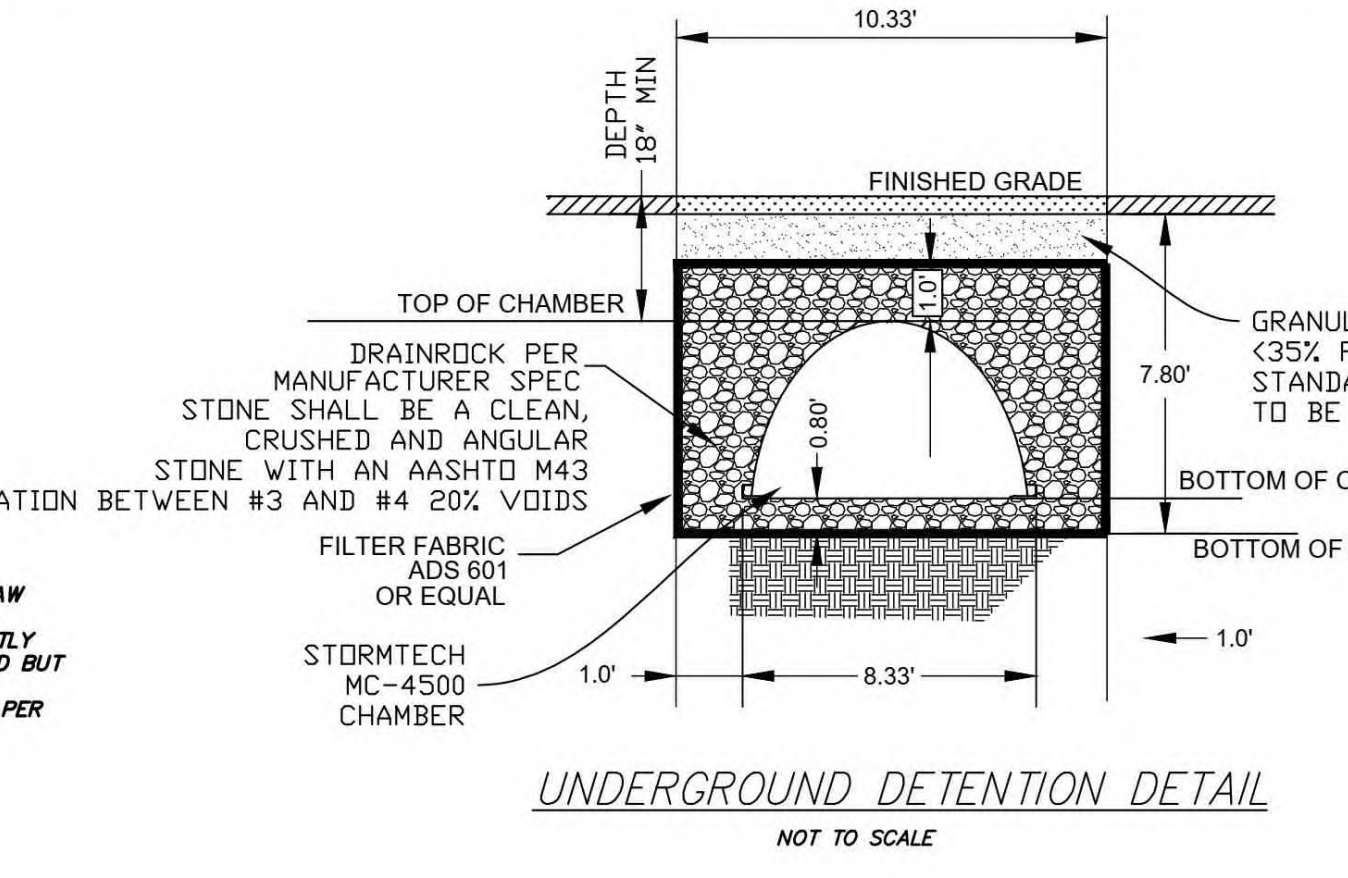
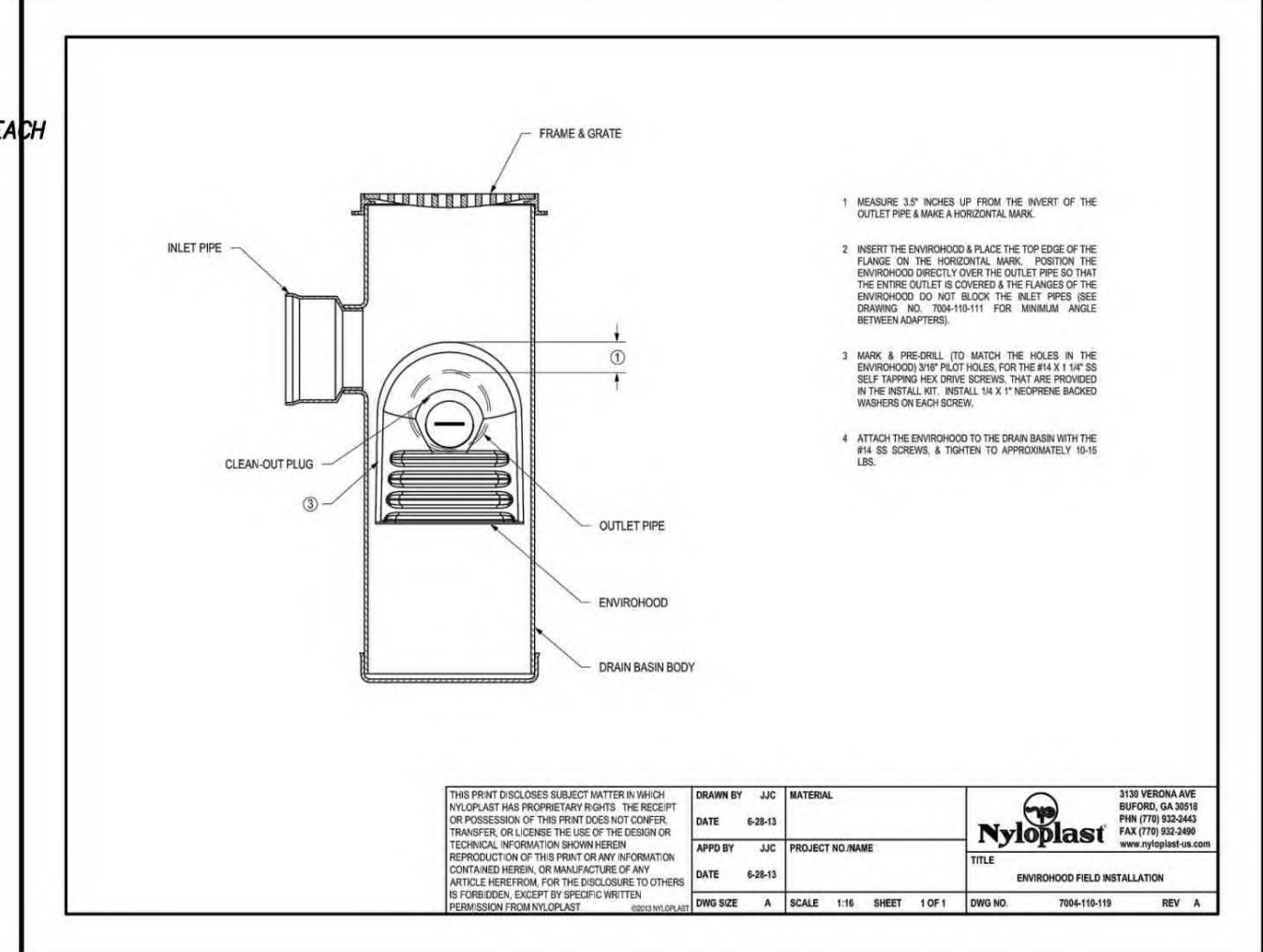
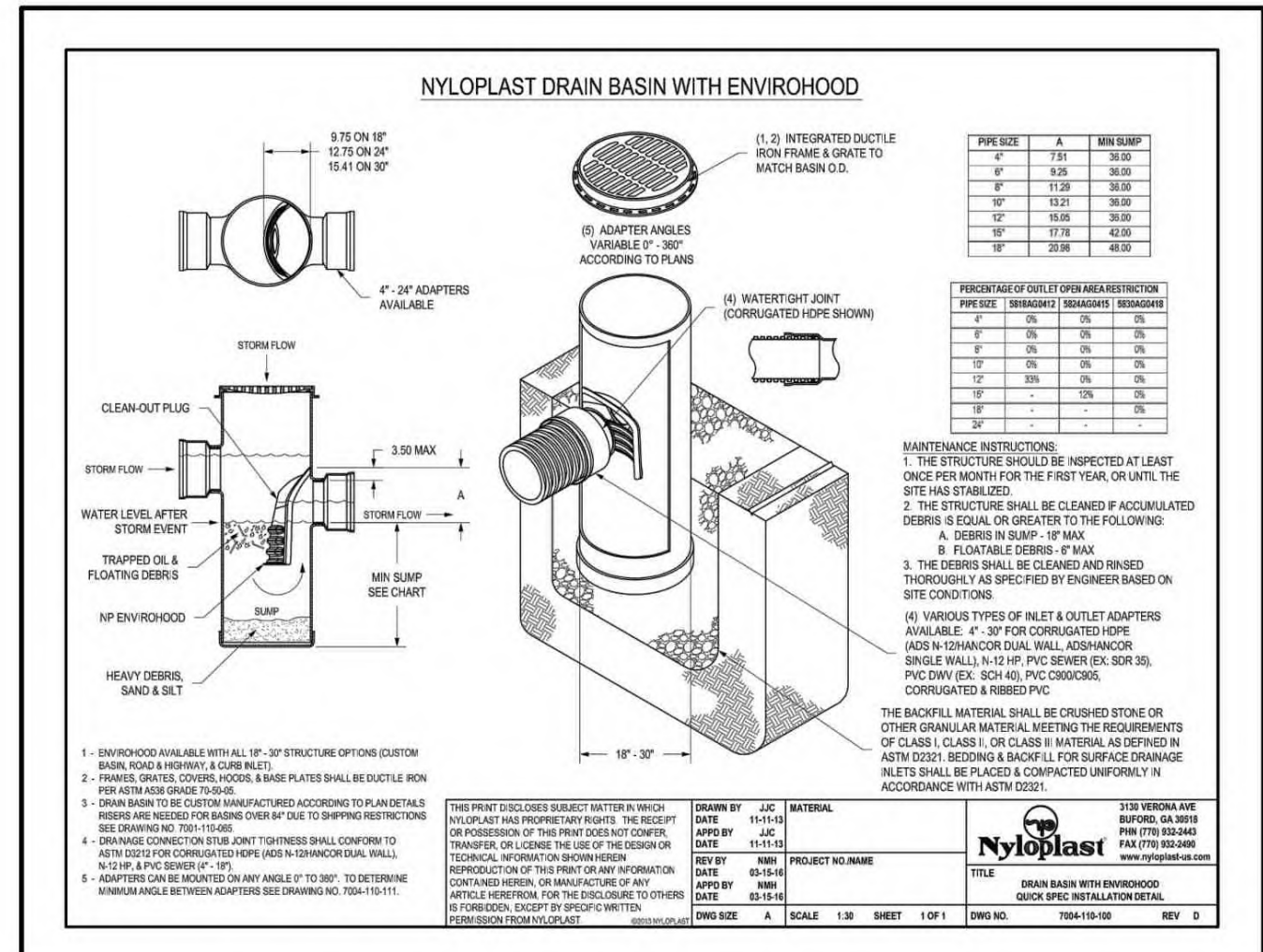
1. THE GRADING CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF SILT AND MUD ON ADJACENT STREETS DUE TO CONSTRUCTION ACTIVITY.
2. THE CONTRACTOR SHALL CHECK AND MAINTAIN LINED AND UNLINED DITCHES AFTER EACH RAINFALL.
3. EQUIPMENT AND WORKERS FOR EMERGENCY WORK SHALL BE MADE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON. ALL NECESSARY MATERIALS SHALL BE STOCKPILED ON SITE AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY DEVICES WHEN RAIN IS IMMINENT.
4. DEVICES SHOWN ON PLANS SHALL NOT BE MOVED OR MODIFIED WITHOUT THE APPROVAL OF THE RESIDENT ENGINEER.
5. THE CONTRACTOR SHALL RESTORE ALL EROSION CONTROL DEVICES TO WORKING ORDER TO THE SATISFACTION OF THE INSPECTOR AFTER EACH RUNOFF-PRODUCING RAINFALL.
6. THE CONTRACTOR SHALL INSTALL ADDITIONAL EROSION CONTROL MEASURES AS MAY BE REQUIRED BY THE CITY ENGINEER DUE TO UNCOMPLETED GRADING OPERATIONS OR UNFORESEEN CIRCUMSTANCES WHICH MAY ARISE.
7. THE CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREAS WHERE IMPOUNDED WATERS CREATE A HAZARDOUS CONDITION.
8. ALL EROSION CONTROL MEASURES PROVIDED PER THE APPROVED GRADING PLAN SHALL BE INCORPORATED HEREON.
9. GRADED AREAS AROUND THE PROJECT PERIMETER MUST DRAIN AWAY FROM THE FACE OF THE SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
10. ALL REMOVABLE PROTECTIVE DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE FIVE-DAY RAIN PROBABILITY FORECAST EXCEEDS 40%.
11. THE ENGINEER OF RECORD TO PROVIDE WRITTEN VERIFICATION THAT THE EROSION/SEDIMENT CONTROL DEVICES ARE PROPERLY INSTALLED AND ARE BEING MONITORED BEFORE AND AFTER EACH STORM. A PRE CONSTRUCTION MEETING IS REQUIRED WITH THE INSPECTOR.
12. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED TO THE SATISFACTION OF THE BUILDING INSPECTOR AND PUBLIC WORKS DIRECTOR DURING ALL DEMOLITIONS, CONSTRUCTION AND GROUND DISTURBING ACTIVITIES.
13. THE ADJOINING STREET SHALL BE CLEANED BY SWEEPING TO REMOVE DIRT, DUST MUD AND CONSTRUCTION DEBRIS AT THE END OF EACH DAY.
14. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WHEN PERMANENT IMPROVEMENTS, PLANTINGS, AND FACILITIES ARE IN PLACE. TEMPORARY MEASURES SHALL BE REMOVED PRIOR TO FINAL INSPECTION APPROVALS.

DUST CONTROL NOTES (WM-1)

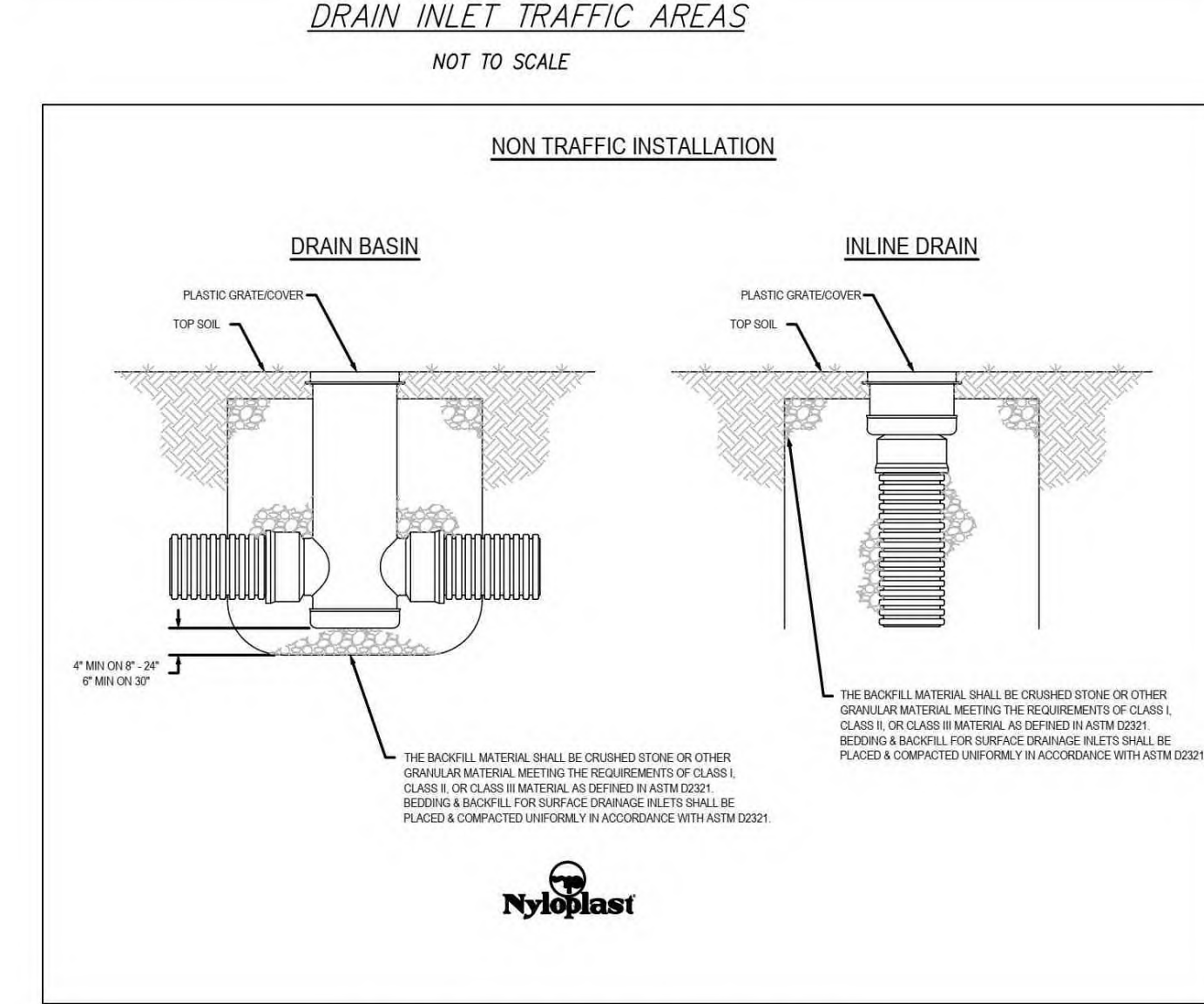
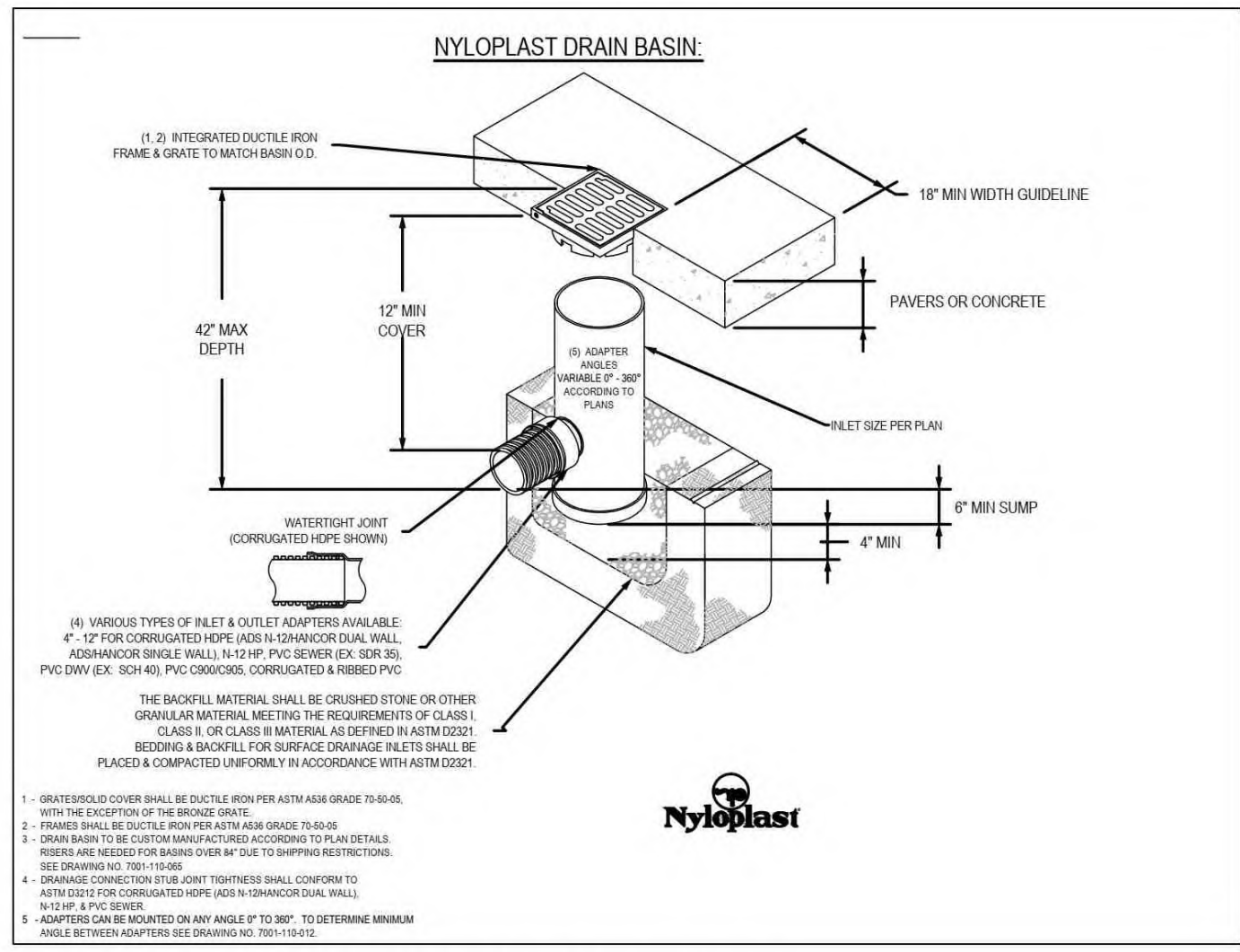
- CONSISTENT WITH GRADING STANDARDS AND THE CITY ADOPTED UNIFORM BUILDING CODE, ALL GRADED SURFACES SHALL BE WETTED, PROTECTED OR CONTAINED IN SUCH A MANNER AS TO PREVENT DUST OR SPILL UPON ANY ADJOINING PROPERTY OR STREET. THE FOLLOWING MEASURES SHALL CONSTITUTE THE PROJECTS DUST MANAGEMENT PROGRAM AND SHALL REMAIN IN EFFECT DURING PROJECT CONSTRUCTION:
- A. REGULAR WETTING OF GRADED AREAS (AT LEAST ONCE DAILY WITH COMPLETE COVERAGE OF ALL ACTIVE AREAS).
 - B. INCREASING FREQUENCY OF WATERING WHENEVER WINDS EXCEED 15 MPH.
 - C. CESSATION OF GRADING ACTIVITIES DURING PERIODS OF WINDS OVER 25 MPH.
 - D. DIRECT APPLICATION OF WATER ON MATERIAL BEING EXCAVATED AND/OR TRANSPORTED ONSITE OR OFFSITE.
 - E. WATERING AND COVERING MATERIAL STOCKPILES.
 - F. WASH DOWN OR MECHANICAL SWEEPING OF THE PARKING LOT AND STREETS IN THE VICINITY OF THE CONSTRUCTION SITE UPON COMPLETION OF THE WORK.



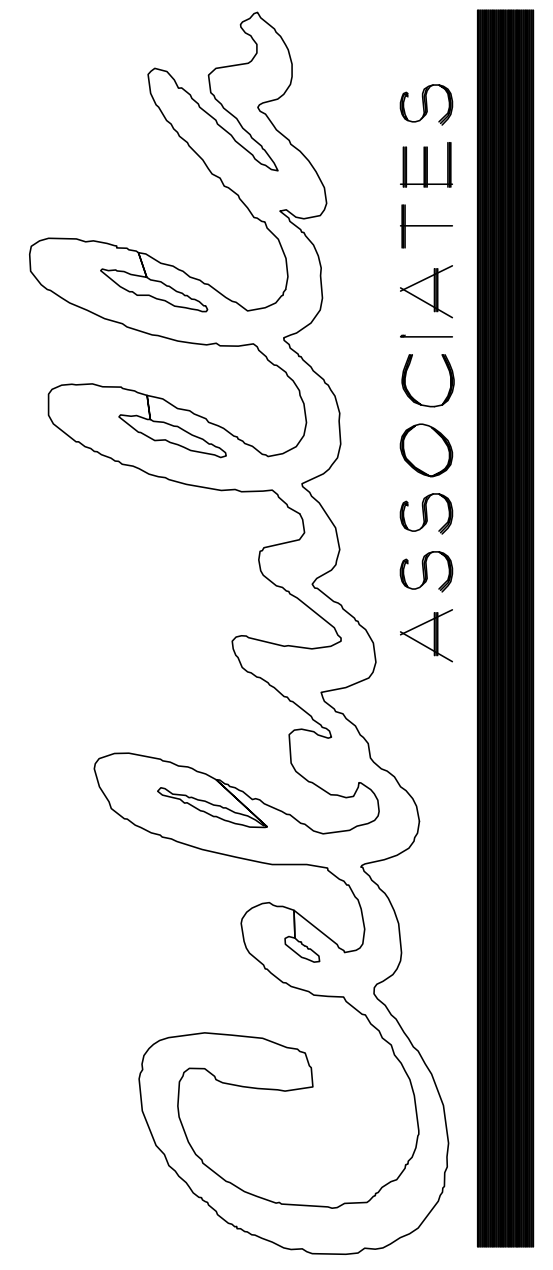
⑨ FIBER ROLL DETAIL
NO SCALE



⑩ UNDERGROUND DETENTION DETAIL
NOT TO SCALE



⑪ DRAIN INLET NON TRAFFIC AREAS
NOT TO SCALE

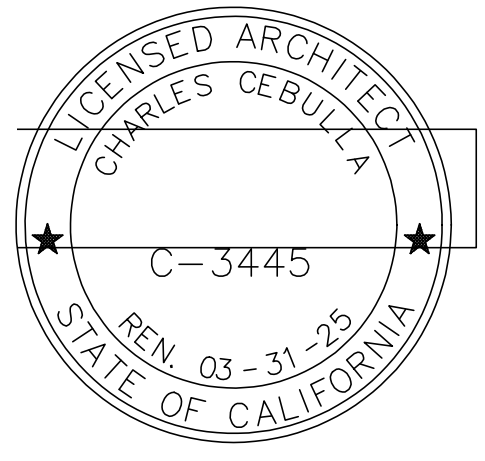


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OWNER:
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ARROYO GRANDE, CA.



REVISIONS:

JOB # 23111

DATE: 11-10-23

SHEET
C-2



MEMORANDUM

Date: March 15, 2024
 To: Community Development Department, City of Arroyo Grande
 From: Michelle Matson and Joe Fernandez, CCTC
 Subject: **418 East Grand Avenue Car Wash – Transportation Memorandum of Assumptions**

This Transportation Memorandum of Assumptions has been prepared for the car wash proposed at 418 East Grand Avenue. The project would replace four existing homes with a single-bay automated car wash and would consolidate access on the parcel from four existing driveways to a single proposed driveway on Oak Street. A site plan and vicinity map is provided as **Attachment A**.

In summary, the project would have a less-than-significant impact on Vehicle Miles Traveled (VMT). The project will eliminate two driveways on East Grand Avenue, which will reduce conflict points and improve access management. The project would not introduce geometric or operational elements that are inconsistent with design standards, and would not exacerbate any high-collision locations.

Payment of City impact fees will constitute the project's fair share contribution to future roadway improvements. We recommend red curb striping adjacent to the project driveway consistent with CAMUTCD guidance. We do not recommend further LOS analysis given the low project trip generation, existing setting, and other recent analysis.

EXISTING SETTING

Roadway Segments

East Grand Avenue is a four-lane primary arterial with a center two-way-left-turn lane, sidewalks, planned Class II bike lanes, and a speed limit of 35 miles per hour. The City's Circulation Element reported 17,400 daily vehicles on East Grand Avenue between the project site and Halcyon Road in 2018. This corresponds to level of service (LOS) A per Table 4-5 of the City's Transportation Impact Study Guidelines. Traffic volumes have declined on this segment, which carried approximately 19,500 daily vehicles in 2000. The Circulation Element includes a streetscape project on East Grand Avenue from the City limits to El Camino Real. The streetscape project will likely include raised medians and designated center turn lanes to consolidate access and reduce conflict points.

El Camino Real is a two-lane arterial with intermittent Class II bike lanes and sidewalks in the vicinity of the project. The City's Circulation Element reported 2,310 daily vehicles just north of East Grand Avenue in 2018. This corresponds to LOS A per Table 4-5 of the City's Transportation Impact Study Guidelines.

Oak Street is a two-lane local road with on street parking and discontinuous sidewalks.

The roadway widths of East Grand Avenue and Oak Street on the project frontage do not meet the City's Engineering Standards. Engineering Standard 7010 requires 12-foot travel lanes and eight-foot parking lanes on Oak Street which is currently less than 40 feet wide. On Grand Avenue, 12-foot travel lanes, a 14-foot center turn lane, and five-foot bike lanes, and 10-foot sidewalks are required. The current roadway width is 60 feet with an eight-foot sidewalk on the north side. No widening is recommended on Oak Street; however, widening,

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a design exception, or additional right-of-way may be required by the City to accommodate the desired roadway section and future Class II bike lanes on East Grand Avenue.

Intersections

The Circulation Element studied the intersection of East Grand Avenue/El Camino Real using traffic counts collected in 2019. The drivers on the side-street El Camino Real approach experience high levels of delay (LOS E/F during AM/PM) but the volumes did not warrant a traffic signal. The Circulation Element plans a traffic signal or roundabout at this intersection, a project that is also included in the City's Development Impact Fee Nexus Study.

CCTC studied the intersection of Halcyon Road/E Grand Avenue in 2019 for the East Grand Village project. That study concluded that the intersection would operate acceptably at LOS D with that project and all other planned projects in the area, and no capacity expansion was warranted.

PROJECT ANALYSIS

CEQA Analysis

The City's Multimodal Transportation Impact Study Guidelines include thresholds of significance for transportation impacts under the California Environmental Quality Act (CEQA). The Guidelines note that local-serving retail projects smaller than 50,000 square feet can be presumed to have a less-than-significant impact to transportation.

The proposed 2,560 square foot project is local-serving in nature, as it is one of many carwash sites available in the area. As a result, it can be presumed to have a less-than-significant impact on transportation.

Trip Generation

Trip generation data for car washes is available from the Institute of Transportation Engineers, the San Diego Association of Governments, and a survey of another local site. The local survey data is used in the estimate below since it is local, higher than the other sources, (presenting a conservative analysis), and it includes both peak hour and daily trip rates. Trips from the four homes that would be removed as a part of the projects were subtracted from the trip generation estimate. A substantial portion of the car wash users are expected to be pass-by or diverted link trips from drivers on US 101 and East Branch Street.

The project's trip generation is shown in **Table 1**.

Table 1: Project Trip Generation

Project Trip Generation								
Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total
Car Wash ¹	1 Stall	840	33	33	66	46	46	92
	<i>Pass-by Trips (Car Wash)</i> ³	<i>-190</i>	<i>-14</i>	<i>-14</i>	<i>-28</i>	<i>-19</i>	<i>-19</i>	<i>-38</i>
	Car Wash Trip Subtotal	650	19	19	38	27	27	54
Existing Residential ²	4 DU	-38	-1	-2	-3	-2	-2	-4
	Net New Vehicle Trips	612	18	17	35	25	25	50

DU=Dwelling Units; ITE = Institute of Transportation Engineers.

1. Trip Generation obtained from Broad Street Quiky Car Wash Counts, June 2019.

2. ITE Land Use Code #210, Single-family detached housing. Average rates used.

3. Lowest restaurant and gas station pass by rate is for a Gasoline/Service Station (Land Use Code #944) which has a PM peak hour pass by rate of 42%. Assumed rate for car wash in AM and PM. Peak hour pass-by trips multiplied by a factor of 5 to determine daily pass-by trips.

Source: ITE Trip Generation Manual, 11th Ed. and Trip Generation Handbook, 3rd Ed., 2017.

The project would conservatively generate 612 net new daily trips, 35 net new AM peak hour trips, and 50 net new PM peak hour trips.

Trip Distribution

Table 2 summarizes the project trip distribution.

Table 2: Trip Distribution

Trip Distribution	
Location	% of Trips
US 101 N	20%
US 101 S	20%
E Branch St	10%
Oak St Area	10%
Halcyon N	10%
Halcyon S	10%
E Grand (W)	20%
Total	100%

The project generates the most traffic during the PM peak hour. Based on the trip generation and distribution above, the project would add 20 or more new peak hour trips to the following intersections:

1. East Grand Avenue/Oak Street (45 PM peak hour trips spread among four turning movements)
2. East Grand Avenue/El Camino Real (25 PM peak hour trips split among two through movements)

The addition of project traffic is not expected to impact any intersections or roadway segments. The planned East Grand Avenue corridor improvements will likely include access restrictions to reduce conflict points and focus traffic at controlled locations like East Grand Avenue/El Camino Real, where a signal or roundabout is planned once warranted. The Circulation Element shows that at least 46 additional vehicles on the southbound

El Camino Real approach are needed to trigger the signal warrant. The addition of project trips would not trigger the signal warrant since it adds traffic to the East Grand Avenue approaches.

The East Grand Avenue/Oak Street intersection serves a relatively small area compared to adjacent streets to the east and west. As a result, no traffic control upgrades (e.g. signal or roundabout) would occur at this location. The grid network to the north enables drivers to use a variety of routes to and from the project.

Based on this analysis no further LOS study is recommended.

Site Access & Circulation

There are currently four detached homes on the project site served by two driveways on East Grand Avenue and two driveways on Oak Street. The project proposes access via a single driveway on Oak Street roughly 60 feet north of East Grand Avenue. This access consolidation conforms to Access Management best practices by reducing conflict points, particularly on arterial roadways.

Street features including landscaping, utility poles, street furniture, signs, and parked vehicles can inhibit sight distance in urban areas. Per CAMUTCD guidance, “At all intersections, one stall length on each side measured from the crosswalk or end of curb return should have parking prohibited. A clearance of 6 feet measured from the curb return should be provided at alleys and driveways.” (See Figure 3B-21(CA) for guidance). We recommend 6 feet of red curb striping on both sides of the new driveway consistent with CAMUTCD guidance.

Safety Analysis

The City’s Systemic Safety Analysis Report (SSAR) and Local Road Safety Plan (LRSP) were reviewed in the context of the proposed project.

A mid-block pedestrian fatality occurred near the intersection of East Grand Avenue/Bell Street in 2018. The LRSP recommends an interim two-stage pedestrian crossing with a refuge median, high-visibility crosswalk, and Rectangular Rapid Flashing Beacon (RRFB) at the East Grand Avenue/Bell Street intersection.

The roadway segment of El Camino Real from Halcyon Road to East Grand Avenue was evaluated in the SSAR due to high overall crash rates. The SSAR recommends dynamic feedback signs and improved signage and delineation (bicycle lane conflict zone green paint, chevron signs on curve) on this segment.

The LRSP recommends striping and pavement improvement markings on the roadway segment of East Grand Avenue from El Camino Real to Courtland Street.

Collision data was also obtained from the Statewide Integrated Traffic Records System (SWITRS) for Oak Street and East Grand Avenue in the vicinity of the project between 2019 and 2023 as summarized below.

- Oak Street: No reported collisions.
- West Grande Avenue (400 block): Four collisions were reported.
 - One sideswipe collision was reported was reported due to a westbound unsafe lane change.
 - One rear end collision was reported with southbound vehicles.
 - Two broadside automobile right-of-way collisions were reported, including one due to a westbound left turning driver and one due to an eastbound left turning driver.
- West Grand Avenue & Oak Street: One sideswipe collision was reported due to an eastbound unsafe lane change.

There are no collision patterns or recommendations. The project will eliminate two driveways on East Grand Avenue, which will reduce conflict points and improve access management. The project would not introduce

geometric or operational elements that are inconsistent with design standards, and would not exacerbate any high-collision locations. The project's impact fee payments will constitute its fair share contribution towards future improvements in the area.

Please let us know if you have any questions.

ATTACHMENT

Attachment A: Site Plan and Vicinity Map

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California Department of Transportation. 2014 Edition, Revision 6. California Manual on Uniform Traffic Control Devices.

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San Diego Association of Governments. 2002. (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region.

Attachment A - Site Plan and Vicinity Map



418 East Grand Avenue, Arroyo Grande



414 East Grand Avenue – Arroyo Grande Noise Impact Study City of Arroyo Grande, CA

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Noise Study Reports | Vibration Studies | Air Quality | Greenhouse Gas | Health Risk Assessments

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1.0 Executive Summary

This report has been prepared to provide the calculated noise projections from the proposed car wash project located at 414 East Grand Avenue in the City of Arroyo Grande, CA. All calculations are compared to the City of Arroyo Grande’s noise ordinance as well as the existing ambient condition. The project proposes to construct an 80-foot covered car wash tunnel with 12 vacuum stalls on approximately 0.47 acres of mixed-use zoned lot. Land uses surrounding the site include residential to the north and northwest, commercial to the east, agriculture to the south (across Grand Avenue), and commercial and residential uses to the west.

1.1 Findings and Conclusions

Three (3) short-term baseline ambient measurement was performed at the project site to determine the ambient noise condition within the project vicinity. Ambient noise data indicates that the noise level in the area is 60 to 70 dBA Leq. The predominant source of noise impacting the existing uses is traffic noise propagating from East Grand Avenue.

This study compares the project’s operational plus ambient noise levels to the ambient conditions. The project only operational noise levels range from 43 to 50 dBA at the adjacent residential locations.

The operational noise will not increase the ambient noise level and will therefore not exceed the City’s residential daytime noise limit.

The following outlines the project design features:

1. The project shall incorporate a 120 HP International Dryer Company Predator system or equivalent to meet the acoustical benchmarks. Any modification of the dryer equipment would require a re-evaluation. The reference equipment sound level data is provided in Appendix C.
2. The project’s exit will be 10’x10’ or smaller.
3. The project will incorporate a 6’ wall at the north property lines.
4. An acoustic liner (Acoustiblok perforated metal panels or equivalent) will line 16’ of the south wall near the exit (see Appendix C).

2.0 Introduction

2.1 Purpose of Analysis and Study Objectives

The purpose of this noise impact study is to evaluate the potential noise impacts for the project study area and to recommend noise mitigation measures, if necessary, to minimize the potential noise impacts. The assessment was conducted and compared to the noise standards set forth by the Federal, State, and Local agencies. Consistent with the California Environmental Quality Act (CEQA), a significant impact related to noise would occur if a proposed project is determined to result in:

- Exposure of persons to or generation of noise levels above standards established in the local General Plan or noise ordinance, or applicable agencies.
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The following is provided in this report:

- A description of the study area and the proposed project
- Information regarding the fundamentals of noise
- A description of the local noise guidelines and standards
- An evaluation of the existing ambient noise environment
- An analysis of stationary noise impacts from the project site to adjacent land uses

2.2 Site Location and Study Area

The project site is located at 414 East Grand Avenue in the City of Arroyo Grande, CA as shown in Exhibit A. Land uses directly surrounding the project include mixed-uses to the north and east, agriculture to the south, and single-family residential uses to the west.

2.3 Proposed Project Description

The project proposes to develop an 80-foot covered car wash tunnel and 12 vacuum stalls. The site plan used for this is illustrated in Exhibit B. The project is assumed to operate during daytime hours.

Exhibit A Location Map



Exhibit B Site Plan



3.0 Fundamentals of Noise

This section of the report provides basic information about noise and presents some of the terms used within the report.

3.1 Sound, Noise, and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

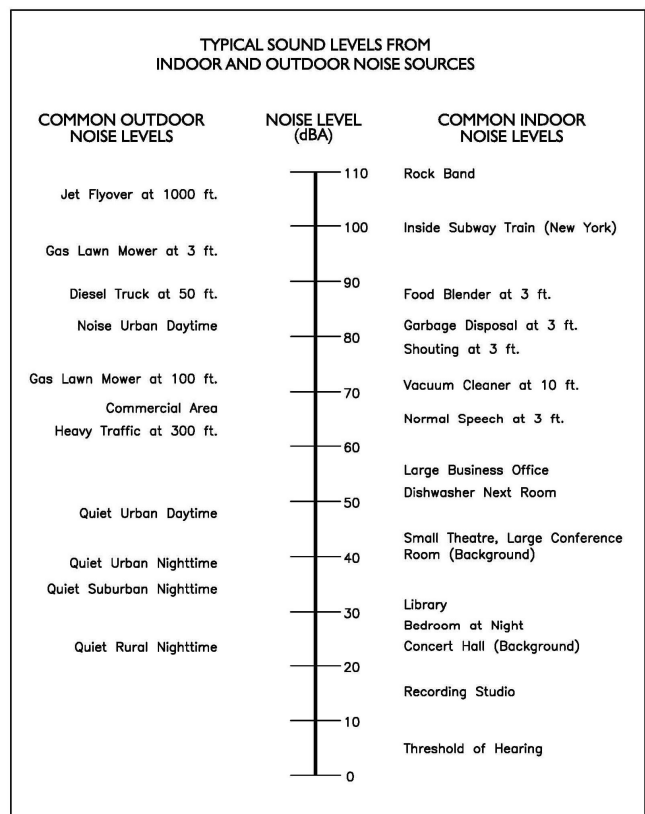
3.2 Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting at 20 Hz to the high pitch of 20,000 Hz.

3.3 Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m²), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.0000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB. Exhibit C illustrates references sound levels for different noise sources.

Exhibit C: Typical A-Weighted Noise Levels



3.4 Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds or equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

3.5 Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive a change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

3.6 Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after the addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code, or other applicable regulations, which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly L50, L90, and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

3.7 Traffic Noise Prediction

Noise levels associated with traffic depend on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2 axle), and heavy truck percentage (3 axle and greater), and (4) sound propagation. The greater the volume of traffic, the higher speeds and truck percentages equate to a louder volume in noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB; reasons for this are discussed in the sections above.

3.8 Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical

spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet or more from a noise source. Wind, temperature, air humidity, and turbulence can further impact how far sound can travel.

4.0 Ground-Borne Vibration Fundamentals

4.1 Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

PPV – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS – Known as root mean squared (RMS) can be used to denote vibration amplitude

VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

4.2 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

4.3 Vibration Propagation

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wavefront. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown

to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

5.0 Regulatory Setting

The proposed project is located in the City of Arroyo Grande, California, and noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

5.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The Federal Office of Noise Abatement and Control (ONAC) originally was tasked with implementing the Noise Control Act. However, it was eventually eliminated leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible for regulating noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible for regulating noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers. The Housing and Urban Development (HUD) is responsible for establishing noise regulations as it relates to exterior/interior noise levels for new HUD-assisted housing developments near high noise areas.

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being constructed adjacent to a highway or that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

5.2 State Regulations

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the “Land Use Compatibility for Community Noise Environments Matrix.” The matrix allows the local jurisdiction to clearly delineate the compatibility of sensitive uses with various incremental levels of noise.

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise

levels and to ensure interior noise levels do not exceed the interior threshold. The State mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in Exhibit D.

5.3 City of Arroyo Grande Noise Regulations

The City of Arroyo Grande outlines their noise regulations and standards within the Noise Element from the General Plan and Chapter 9.16.040 from the Municipal Code.

City of Arroyo Grande Noise Element

Figure N-1 (Exhibit D), Land Use Compatibility for Community Noise Exposure, reveals the noise acceptability levels for different land uses.

Exhibit D: Land Use Compatibility Guidelines

**FIGURE N-1
 LAND USE COMPATIBILITY FOR NEW DEVELOPMENT
 NEAR TRANSPORTATION NOISE SOURCES**

LAND USE	COMMUNITY NOISE EXPOSURE LDN OR CNEL, dB						
	50	55	60	65	70	75	80
RESIDENTIAL, THEATERS, AUDITORIUMS, MUSIC HALLS	AAAA	AAAA	CCCC	CCCC		UUUU	UUUU
TRANSIENT LODGING-MOTELS, HOTELS, B & B's, RV PARKS & CAMPGROUNDS	AAAA	AAAA	CCCC	CCCC	CCCC	UUUU	UUUU
SCHOOLS, LIBRARIES, MUSEUMS, HOSPITALS, NURSING HOMES, MEETING HALLS, CHURCHES, PRE- SCHOOL, CHILD CARE FACILITIES	AAAA	AAAA	CCCC	CCCC	CCCC	UUUU	UUUU
PLAYGROUNDS, PARKS	AAAA	AAAA	AAAA	AAAA	CCCC	UUUU	UUUU
OFFICES	AAAA	AAAA	CCCC	CCCC	CCCC	UUUU	UUUU

INTERPRETATION

AAAA = ACCEPTABLE
 Specified land use is satisfactory.
 No noise mitigation measures are required.

CCCC = CONDITIONALLY ACCEPTABLE
 Use should be permitted only after careful study & inclusion of protective Measures as needed to satisfy the policies of the Noise Element.

UUUU = UNACCEPTABLE
 Development is usually not feasible in accordance with the goals of the Noise Element

• **Goals, Policies, and Implementation Measures**

Policies, goals and implementation program measures from the Noise Element that would mitigate potential impacts on noise include the following.

N4. To educate the residents of Arroyo Grande concerning the methods available for minimizing exposure to excessive noise.

N5. To avoid or reduce noise impacts through site planning and project design, giving second preference to the use of noise barriers and/or structural modifications to buildings containing noise-sensitive land uses.

Policy N4&5-1 The City should require noise mitigation measures where existing noise levels produce significant noise impacts to noise-sensitive land uses or where new developments may result in cumulative increases of noise upon noise-sensitive land uses.

Policy N4&5-2 New Public and private development proposals shall be reviewed to determine conformance with the policies of this Noise Element.

When Mitigation must be applied to satisfy the policies of the Noise Element the following priorities for mitigation shall be observed, where feasible:

First: Setbacks/open space separation

Second: Site layout/orientation/shielding of noise-sensitive uses with non-noise-sensitive uses

Third: Construction of earthen berms

Fourth: Structural measures: acoustical treatment of buildings and noise barriers constructed of concrete, wood, or materials other than earth

Policy N4&5-3 Where the development of a project subject to discretionary approval may result in land uses being exposed to existing or projected future noise levels exceeding the levels specified by the policies in the Noise Element, the City shall require an acoustical analysis as part of the environmental review under CEQA at the time the application is accepted for processing. For development not subject to discretionary approval and/or environmental review, the requirements for an acoustical analysis shall be implemented prior to the issuance of a building permit.

Policy N4&5-3.1 At the Discretion of the City, the requirement for an acoustical analysis may be waived provided that all of the following conditions are met:

Outdoor Activity Areas

- a) The development is for less than five single-family dwellings or for office buildings, churches or meeting halls having a total gross floor area less than 10,000 square feet.
- b) The noise source in question consists of a single roadway or railway for which up-to-date noise exposure information is available. An acoustical analysis will be required when the noise source in question is a stationary noise source, or when the noise source consists of multiple transportation noise sources.
- c) The existing or projected future noise exposure at the exterior of buildings which will contain noise-sensitive uses or within proposed outdoor activity areas (other than playgrounds and parks) does not exceed 65 dB Ldn (or CNEL) prior to mitigation. For playgrounds and parks, the existing or projected future noise exposure may not

exceed 75 dB Ldn (or CNEL) prior to mitigation.

- d) The topography in the project area is flat and the noise source and receiving land use are at the same grade.

N4&5-3.2 Interior Spaces

- a) Required Noise Level Reduction (NLR) is equal to or less than 30 dB.
- b) The development is for less than five single-family dwellings or for offices, churches, meeting halls with less than 10,000 sq ft floor area.
- c) Noise source in question consists of a single roadway for which up-to-date noise exposure information is available. An acoustical analysis will be required when the noise source is a stationary noise source or consists of multiple transportation noise sources.

N4&5-3.3 General

Effective Noise mitigation, as determined by the City is incorporated into the project design to reduce noise exposure to the levels specified in Tables N-1 or N-2. Such measures may include the use of building setbacks, building orientation, noise barriers and the standard noise mitigation packages contained within the Acoustical Design Manual. If Closed windows are required for compliance with interior noise level standards, air conditioning or a mechanical ventilation system will be required.

N1-2 Where mitigation of existing noise levels in accordance with the policies and standards of this Noise Element is not feasible, the City Council may reduce or waive the applicable policies and standards to the degree needed to allow reasonable use of property, provided noise levels are mitigated to the maximum extent possible.

N1-3 Where the mitigation of noise levels from a proposed development project in accordance with policies and standards of this element cannot be achieved, the City Council may require a reduction in proposed uses relative to size, scale, and intensity. If excessive noise levels cannot be mitigated, the project shall be denied. In instances where mitigation measures will reasonably reduce noise levels near the required standard, the City Council may be flexible in its evaluation of Policies and Standards. This shall be done on a case-by-case basis.

N2-1 Procedures shall be developed and employed to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the development review and building permit processes.

N2-3 The City shall enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).

N2-4 The City shall request the California Highway Patrol, the County Sheriff and City police department to actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

N3-1 The City shall purchase new equipment and vehicles only if they comply with noise level performance standards based upon the best available noise reduction technology. Alternatives to the use of existing noisy equipment, such as leaf blowers, shall be pursued.

N3-2 The City shall periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing conditions within the City and with noise control regulations or policies enacted after the adoption of this element.

N4-1 The City shall make the Acoustical Design Manual available to the public so that the public can incorporate noise reduction measures into private projects consistent with the goals and policies of this Noise Element.

N5-1 The City shall consider one or more of the following mitigation measures where existing noise levels significantly impact existing noise-sensitive land uses or where cumulative increase in noise levels resulting from new development significantly impact 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) Construction of noise barriers.
- d) Lowering speed limits.
- e) Acoustical treatment of buildings
- f) Programs to pay for noise mitigation such as low cost loans to owners of noise-impacted property or establishment of developer fees.

N5-2 The City Shall consider adoption of a noise ordinance that provides guidelines under which intrusive noise sources would be regulated.

City of Arroyo Grande – Municipal Code

Section 9.16.040 of the City’s Municipal Code outlines the City’s noise ordinance.

Section 9.16.040 – Exterior Noise Level Standards

- A. The exterior noise level standards of this section are applicable when a land use affected by noise is one of the following noise-sensitive use:
1. Residential development
 2. Schools, preschools, child care facilities;
 3. Hospitals, nursing homes;
 4. Churches;
 5. Meeting halls, auditoriums, music halls, theaters, libraries, museums;
 6. Transient lodging, motels, hotels, bed and breakfast inns, recreational vehicle parks and campgrounds;
 7. Playgrounds, parks; and
 8. Offices.

No person shall create any noise or allow the creation of any noise at any location within the city on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level when measured at any of the preceding noise sensitive land uses to exceed the noise level standards in the following table. When the receiving noise-sensitive land use are playgrounds or parks, the following noise level standards shall be increased by ten (10) dB

Table 1: Exterior Noise Level Standards

	Daytime (7am to 10pm)	Nighttime (10pm to 7am) ¹
Hourly Equivalent Sound Level (Leq, dB)	50	45
Maximum Level dB	70	65
1. Applies only to uses that operate or are occupied during nighttime hours.		

- B. In the event the measured ambient noise level exceeds the applicable exterior noise level standard in subsection B of this section, applicable standard shall be adjusted so as to equal the ambient noise level.
- C. Each of the exterior noise level standards specified in Subsection B of this section shall be reduced five dB for simple tone noises, noises consisting primarily of speech or music, or four recurring impulsive noises.
- D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be compared directly to the exterior noise level standards.

Section 9.16.030 – Exceptions to noise standards

The standards of this chapter are not applicable to noise from the following sources:

- A. Activities conducted in public parks, public playgrounds and public or private school grounds, including but not limited to school athletic and school entertainment events;
- B. The use of any mechanical device, apparatus or equipment related to or connected with emergency activities or emergency work to protect life or property;
- C. Safety signals, warning devices, and emergency pressure relief valves;
- D. Noise sources associated with construction, provided such activities do not take place before seven a.m. or after ten (10) p.m. or any day except Saturday or Sunday, or before eight a.m. or after five p.m. on Saturday or Sunday;
- 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 seven a.m. and ten (10)p.m.;
- F. Noise sources associated with agricultural land uses, including but not limited to wind machines used for direct climate control, water well pumps and pest-repelling devices, provided that such past-repelling devices are used in accordance with the accepted standards and practices;
- G. Noise sources associated with work performed by the city or private or public utilities in the maintenance of modification of its facilities;
- H. Noise sources associated with the collection of waste or garbage from property devoted to other than residential uses;
- I. Any activity to the extent regulation thereof has been preempted by state or federal law.

6.0 Study Method and Procedure

The following section describes the noise modeling procedures and assumptions used for this assessment.

6.1 Noise Measurement Procedure and Criteria

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent of the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance with Federal Highway Transportation (FHWA) and Caltrans (TeNS) technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5-feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on “A” and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawnmowers, or aircraft fly-overs were noted
- Temperature and sky conditions were observed and documented

6.2 Long-Term Noise Measurement Locations

Three (3) short-term 15-minute noise measurements were conducted at or near the project site. Exhibit E illustrates the measurement locations. Appendix A includes photos, field sheet, and measured noise data.

6.3 Stationary Noise Modeling

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts to the adjacent land uses. SP can evaluate multiple stationary noise source impacts at various receiver locations. SP’s software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using reference sound level data for the various stationary on-site sources (e.g., car wash equipment). The model assumes that the car wash tunnel is approximately 80 feet long. The model assumes that the exit tunnel opening is approximately 10 feet wide by 10 feet tall with 12 vacuum stalls. SoundPLAN inputs and outputs are provided in Appendix B.

The blowers (a 120 HP International Dryer Company Predator blower system or equivalent) were modeled at 10 to 12 feet high as a point source. It is anticipated that blowers will be located inside approximately 5 feet from the exit of the tunnel. The reference equipment sound level data and acoustic liner material specs are provided in Appendix C.

In addition, MD performed reference noise level measurements on Vacutech systems operations and utilized said information as part of the noise model. The referenced data assumes the use of vacuums (claw tool and crevice tool), air nozzles to blow off the car, and typical patron usage at vacuum stalls.

Table 2: Reference Sound Level Measurements for SoundPLAN Model (dBA)

Source	Source Type	Reference Level (dBA)	Distance (ft)
120 HP IDC Predator Dryers	Point Source	87	5
Vacutech	Point Source	71	2
Vacuum Turbine (Inside Enclosure)	Point Source	43	3

All other noise-producing equipment (e.g., compressors, pumps) will be housed within mechanical equipment rooms. Vacuum turbines will be housed within CMU enclosures.

The following outlines the project design features:

1. The project shall incorporate a 120 HP International Dryer Company Predator system or equivalent to meet the acoustical benchmarks. Any modification of the dryer equipment would require a re-evaluation. The reference equipment sound level data is provided in Appendix C.
2. The project's exit will be 10'x10' or smaller.
3. The project will incorporate a 6' wall at the north property lines.
4. An acoustic liner (Acoustiblok perforated metal panels or equivalent) will line 16' of the south wall near the exit (see Appendix C).

Exhibit E

Measurement Locations

 = Short-Term
Monitoring Location



7.0 Existing Noise Environment

Three (3) 15-minute ambient noise measurements were conducted at or near the project site. Noise data indicates that traffic along Grand Avenue is the primary source of noise impacting the site and the surrounding area. The ambient data confirms that the existing noise levels exceed the presumed ambient noise levels as indicated in the City’s noise ordinance. Therefore, this assessment will utilize the ambient noise data as a basis and compare levels to said data.

7.1 Long-Term Noise Measurements Results

The results of the long-term noise data are presented in Table 3.

Table 3: Short-Term Noise Data (dBA)

Location	Start Time	Stop Time	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
NM1	9:22 AM	9:37 AM	59.5	69.1	52.8	65.4	62.4	60	58.3	55
NM2	9:38 AM	9:53 AM	69.6	84.4	52.7	76.2	73	70.3	67.6	58.2
NM3	9:57 AM	10:12 AM	63.2	78.5	55.3	70.3	68.9	61.2	60.4	59.6

Notes:
¹ Short-term noise monitoring locations are illustrated in Exhibit E.

Noise data indicates the ambient noise level ranges between 60 dBA Leq to 70 dBA Leq. These values exceed the minimum presumed ambient level of 50 dBA Leq as given in Section 9.16.040 of the Arroyo Grande Municipal Code. In accordance with the City’s municipal code, the measured ambient will be used as the exterior noise standard. Additional field notes and photographs are provided in Appendix A.

8.0 Future Noise Environment Impacts

This assessment analyzes future noise impacts as a result of the project. The analysis details the estimated exterior noise levels. Stationary noise impacts are analyzed from the on-site noise sources such as dryers/blowers and vacuums (associated with car wash equipment).

8.1 Future Exterior Noise

The following outlines the exterior noise levels associated with the proposed project.

8.1.1 Noise Impacts to Off-Site Receptors Due to Stationary Sources

Sensitive receptors that may be affected by project operational noise include existing residences to the north, northwest, and west. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. Worst-case assumes the blowers are always operational when in reality the noise will be intermittent and cycle on/off depending on customer usage. Project operations are assumed to occur within daytime hours.

Three (3) receiver location was analyzed to evaluate the proposed project’s operational impact. All receptors represent adjacent residential properties.

This study compares the Project’s operational noise levels to two (2) different noise assessment scenarios: 1) Project only operational equivalent noise level projections $Leq(h)$, 2) Project plus ambient CNEL noise level projections.

Project Only Equivalent Noise Levels Assessment

Exhibits F shows the “Project Only” equivalent noise levels and contours at the project site and nearest sensitive receptors for $Leq(h)$. The project only noise levels range from 43 to 50 dBA at the various receptors.

The “project only” noise projections to the property lines are below the exterior limit of ambient $Leq(h)$ for the receptors, and they are not increasing the ambient level.

Project Plus Ambient Noise Levels Assessment

Table 4 demonstrates the project plus the ambient noise levels. Project plus ambient noise level projections are not anticipated increase the existing ambient noise level at the adjacent residential uses.

Table 4: Worst Case Predicted Operational Leq Noise Levels (dBA)

Receptor ¹	Existing Ambient Noise Level (dBA, Leq) ²	Project Noise Level (dBA, Leq) ⁴	Total Combined Noise Level (dBA, Leq)	Maximum Acceptable ³	Change in Noise Level as Result of Project
1	60	49	60	60	0
2	60	50	60	60	0
3	70	43	70	70	0

Notes:
¹ Receptors 1-3 represent residential uses.
² See Table 3 for the short-term noise measurement data.
³ Municipal Code Section 9.16.040.
⁴ See Exhibit F for the operational noise level projections at said receptors.

As shown in Table 4, the noise level is not anticipated to change due to the project. Since the project noise level is below the ambient noise level at all locations, the project adheres to Section 9.16 of the Municipal Code. The impact is considered to be less than significant since it is below the standard limit.

8.2 Airport Noise Impact

The project site is located over two miles from the nearest major airport. Therefore, the airport noise impact is not considered for the impact study.

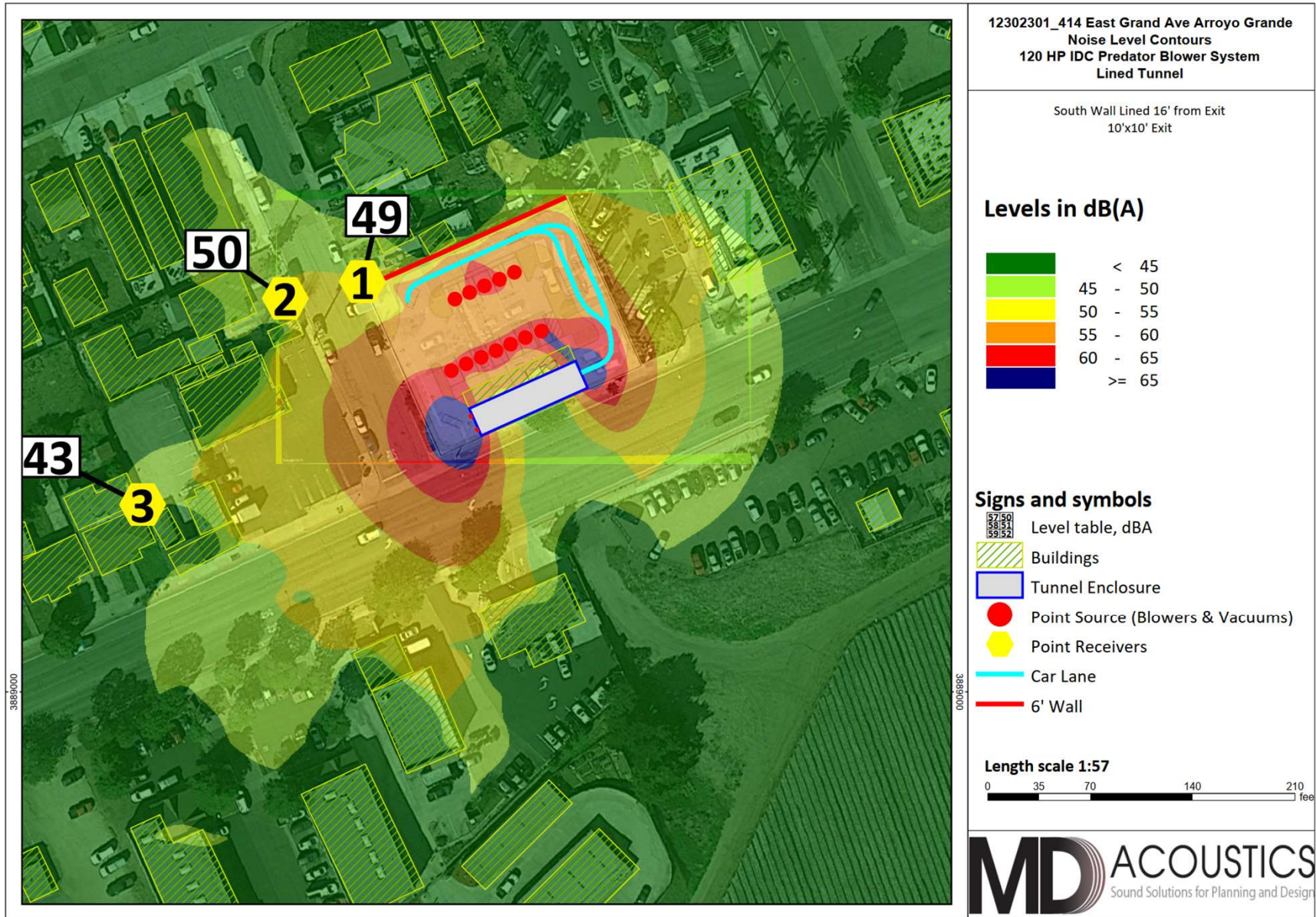
8.3 Project Design Features

The following outlines the project design features:

1. The project shall incorporate a 120 HP International Dryer Company Predator system or equivalent to meet the acoustical benchmarks. Any modification of the dryer equipment would require a re-evaluation. The reference equipment sound level data is provided in Appendix C.
2. The project’s exit will be 10’x10’ or smaller.
3. The project will incorporate a 6’ wall at the north property lines.
4. An acoustic liner (Acoustiblok perforated metal panels or equivalent) will line 16’ of the south wall near the exit (see Appendix C).

Exhibit F

Operational Noise Level Contours



9.0 References

State of California General Plan Guidelines: 1998. Governor’s Office of Planning and Research

City of Arroyo Grande: General Plan Noise Element

City of Arroyo Grande: Municipal Code Chapter 9.16

Federal Highway Administration. Noise Barrier Design Handbook. June 2017.

Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. September 2018.

Appendix A:
Photographs and Field Measurement Data

15-Minute Continuous Noise Measurement Datasheet

Project Name: 414 E Grand Ave Automatic Car Wash
Project: #/Name: 1230-2023-001
Site Address/Location: 414 East Grand Avenue
Date: 12/12/2023
Field Tech/Engineer: Jason Schuyler / Naomi Jensen

Site Observations:
Clear sunny Skys, Winds 0-3MPH NM1 was placed on the P/L of the adjacent neighbor. NM1 recorded a loud deep sound wave from a container truck dropping its load on the asphalt. NM2 was placed 12' from the curb on Oak St. and 14' From the curb of E Grande Ave. NM3 had a refrigerated trailer pull into the parking lot in the first minute and then the truck pulled forward making little more than back ground noise.

Sound Meter: XL2, NTI **SN:** A2A-08562-E0
Settings: A-weighted, slow, 1-sec, 15-minute interval
Site Id: NM1, NM2, NM3



15-Minute Continuous Noise Measurement Datasheet - Cont.

Project Name: 414 E Grand Ave Automatic Car Wash
Site Address/Location: 414 East Grand Avenue
Site Id: NM1, NM2, NM3

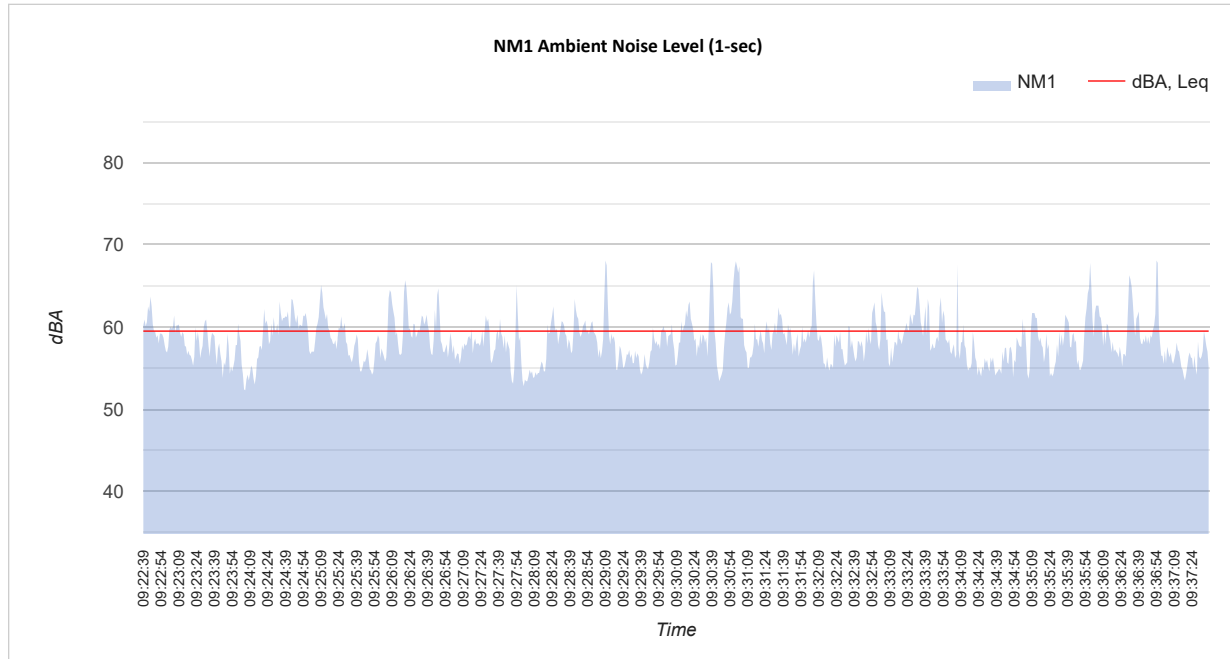
Table 1: Baseline Noise Measurement Summary

Location	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
NM1	9:22 AM	9:37 AM	59.5	69.1	52.8	65.4	62.4	60	58.3	55
NM2	9:38 AM	9:53 AM	69.6	84.4	52.7	76.2	73	70.3	67.6	58.2
NM3	9:57 AM	10:12 AM	63.2	78.5	55.3	70.3	68.9	61.2	60.4	59.6



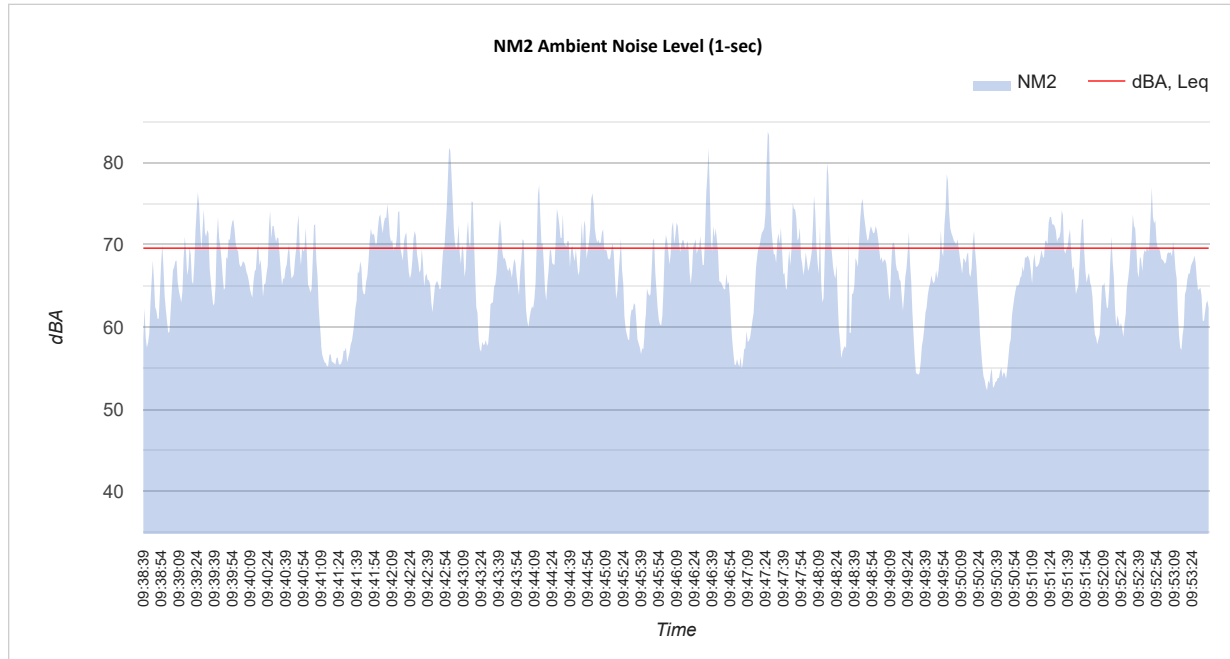
15-Minute Continuous Noise Measurement Datasheet - Cont.

Project Name:	414 E Grand Ave Automatic Car Wash	Site Topo:	Buildings 1-2 stories tall	Noise Source(s) w/ Distance:
Site Address/Location:	414 East Grand Avenue	Meteorological Cond.:	55F Winds 1-3MPH	road noise and residential noise
Site Id:	NM1	Ground Type:	buildings and asphalt	



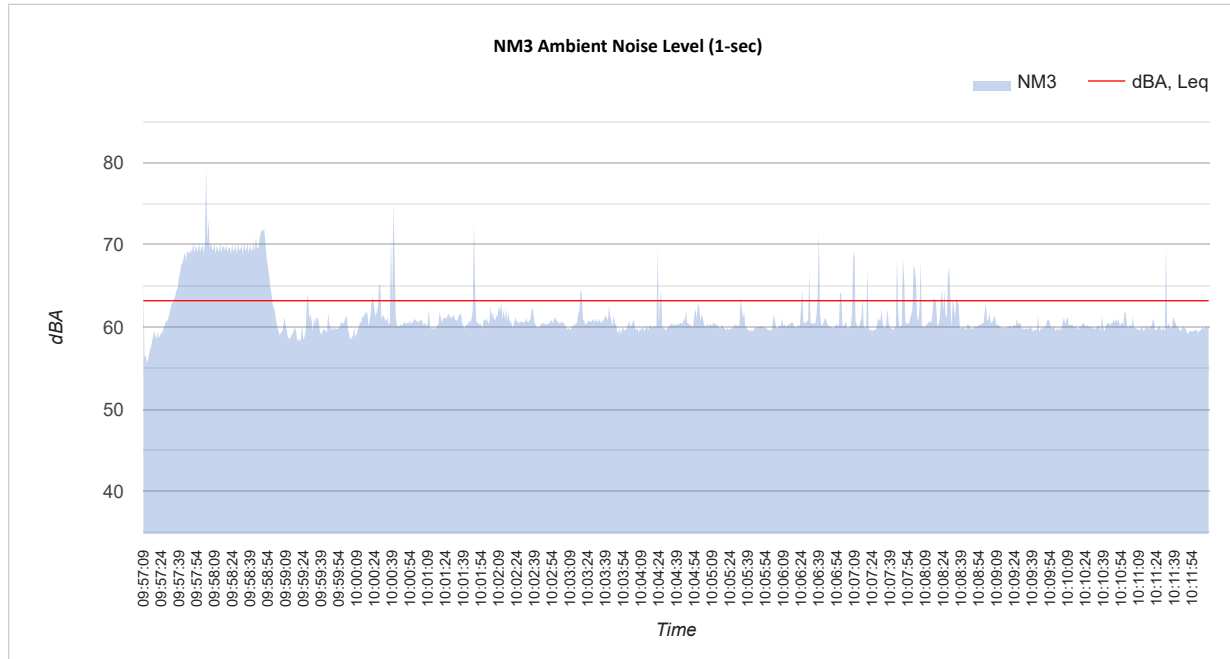
15-Minute Continuous Noise Measurement Datasheet - Cont.

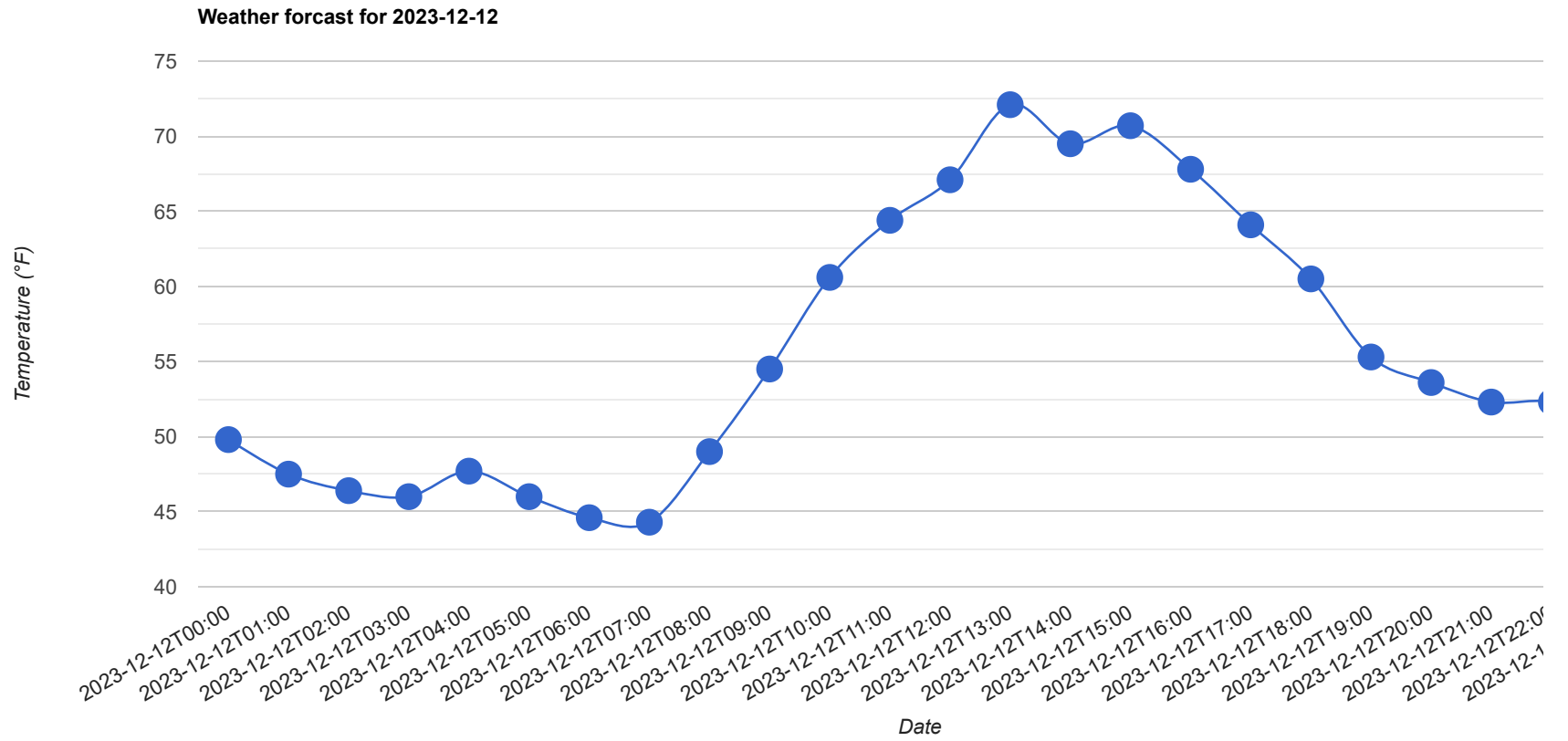
Project Name:	414 E Grand Ave Automatic Car Wash	Site Topo:	Buildings 1-2 stories tall	Noise Source(s) w/ Distance:
Site Address/Location:	414 East Grand Avenue	Meteorological Cond.:	55F Winds 1-3MPH	road noise and residential noise
Site Id:	NM2	Ground Type:	buildings and asphalt	



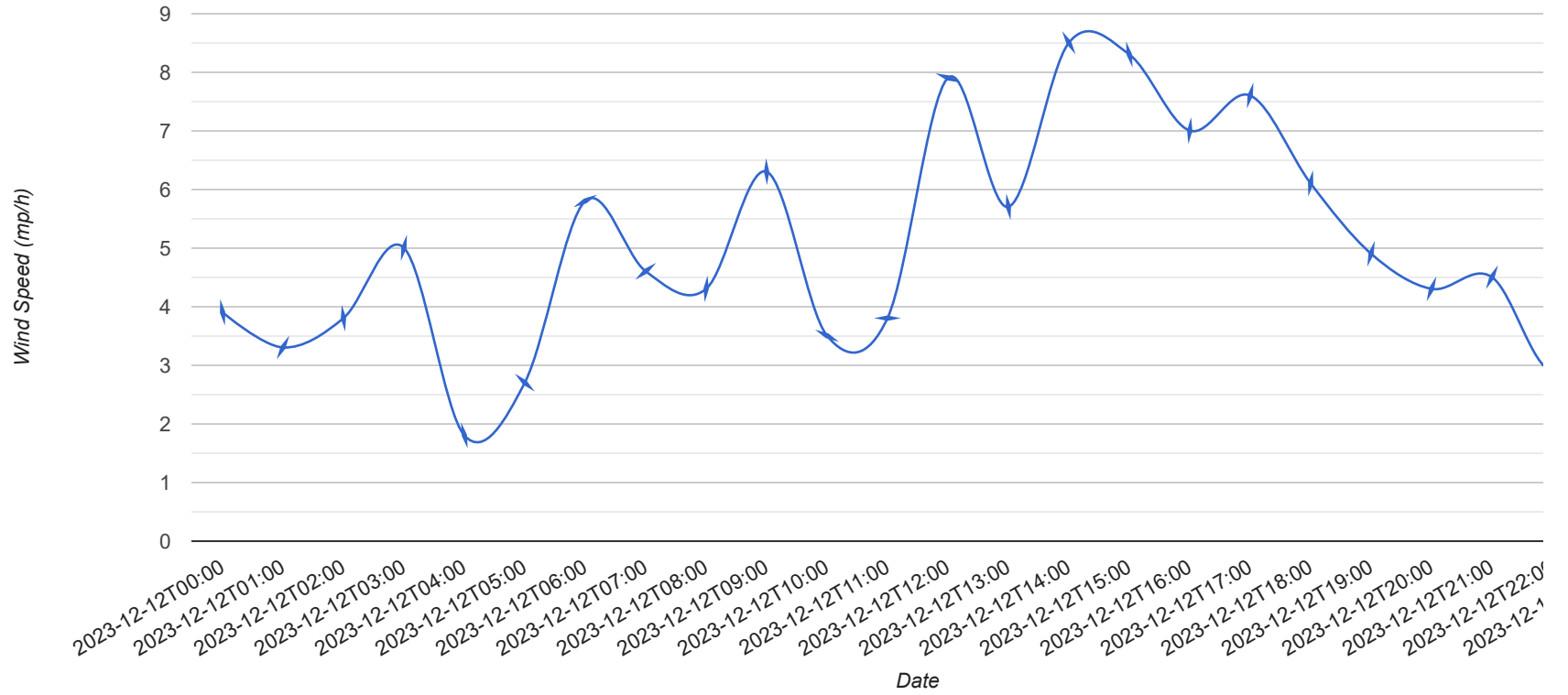
15-Minute Continuous Noise Measurement Datasheet - Cont.

Project Name:	414 E Grand Ave Automatic Car Wash	Site Topo:	Buildings 1-2 stories tall	Noise Source(s) w/ Distance:
Site Address/Location:	414 East Grand Avenue	Meteorological Cond.:	55F Winds 1-3MPH	road noise and residential noise
Site Id:	NM3	Ground Type:	buildings and asphalt	





Wind speed and directions for 2023-12-12



Appendix B:
SoundPLAN Input/Outputs

414 East Grand Ave Arroyo Grande
Contribution level - 003 - 120 HP IDC Predator - Lined: Outdoor

9

Source	Source ty	Leq,d dB(A)
Receiver R1 FIG Lr,lim dB(A) Leq,d 49.2 dB(A) Sigma(Leq,d) 0.0 dB(A)		
001 - 120 HP IDC Predator- Lined Tunnel-Transmissive area 01	Area	47.9
Car Lane	Line	37.4
	Vac Point	32.6
	Vac Point	31.7
	Vac Point	31.1
	Vac Point	31.0
	Vac Point	30.9
	Vac Point	30.9
001 - 120 HP IDC Predator- Lined Tunnel-Transmissive area 02	Area	30.9
	Vac Point	30.3
	Vac Point	29.7
	Vac Point	29.4
Car Lane	Line	28.9
	Vac Point	28.8
	Vac Point	28.3
	Vac Point	27.8
001 - 120 HP IDC Predator- Lined Tunnel-Facade 04	Area	5.1
001 - 120 HP IDC Predator- Lined Tunnel-Roof 01	Area	2.9
001 - 120 HP IDC Predator- Lined Tunnel-Facade 03	Area	-2.2
001 - 120 HP IDC Predator- Lined Tunnel-Facade 01	Area	-5.0
001 - 120 HP IDC Predator- Lined Tunnel-Facade 02	Area	-15.5
Receiver R2 FIG Lr,lim dB(A) Leq,d 50.4 dB(A) Sigma(Leq,d) 0.0 dB(A)		
001 - 120 HP IDC Predator- Lined Tunnel-Transmissive area 01	Area	49.6
Car Lane	Line	35.2
	Vac Point	32.1
	Vac Point	31.2
	Vac Point	31.2
	Vac Point	31.0
	Vac Point	30.6
	Vac Point	30.4
001 - 120 HP IDC Predator- Lined Tunnel-Transmissive area 02	Area	30.3
	Vac Point	30.1
	Vac Point	30.0
	Vac Point	29.8
	Vac Point	29.5
	Vac Point	29.4
Car Lane	Line	29.3
	Vac Point	29.2
001 - 120 HP IDC Predator- Lined Tunnel-Facade 04	Area	2.7
001 - 120 HP IDC Predator- Lined Tunnel-Roof 01	Area	2.5
001 - 120 HP IDC Predator- Lined Tunnel-Facade 03	Area	-1.2
001 - 120 HP IDC Predator- Lined Tunnel-Facade 01	Area	-4.3
001 - 120 HP IDC Predator- Lined Tunnel-Facade 02	Area	-15.8

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**414 East Grand Ave Arroyo Grande
Contribution level - 003 - 120 HP IDC Predator - Lined: Outdoor**

9

Source	Source ty	Leq,d dB(A)
Receiver R3 FIG Lr,lim dB(A) Leq,d 43.2 dB(A) Sigma(Leq,d) 0.0 dB(A)		
001 - 120 HP IDC Predator- Lined Tunnel-Transmissive area 01	Area	42.5
	Vac Point	26.3
	Car Lane Line	25.9
	Vac Point	25.6
	Vac Point	25.2
	Car Lane Line	23.5
	Vac Point	23.3
	Vac Point	23.0
	Vac Point	22.8
	Vac Point	22.6
	Vac Point	22.5
	Vac Point	22.3
	Vac Point	20.4
001 - 120 HP IDC Predator- Lined Tunnel-Transmissive area 02	Area	20.3
	Vac Point	20.3
	Vac Point	20.0
001 - 120 HP IDC Predator- Lined Tunnel-Facade 04	Area	-3.7
001 - 120 HP IDC Predator- Lined Tunnel-Roof 01	Area	-4.5
001 - 120 HP IDC Predator- Lined Tunnel-Facade 03	Area	-9.0
001 - 120 HP IDC Predator- Lined Tunnel-Facade 01	Area	-12.1
001 - 120 HP IDC Predator- Lined Tunnel-Facade 02	Area	-23.8

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2

414 East Grand Ave Arroyo Grande
Octave spectra of the sources in dB(A) - 003 - 120 HP IDC Predator - Lined: Outdoor SP

3

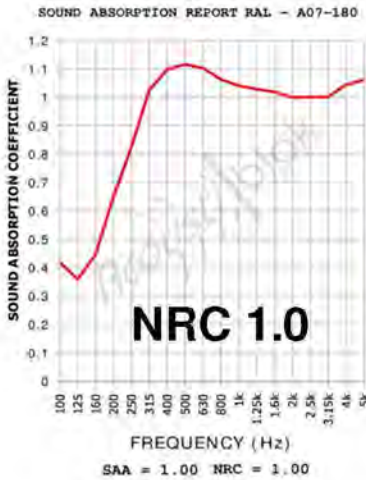
Name	Source type	I or A m,m ²	Li dB(A)	R'w dB	L'w dB(A)	Lw dB(A)	DO-Wall dB	Emission spectrum	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)
001 - 120 HP IDC Predator- Lined Tunnel-Facade 01	Area	145.28	80.7	57.0	31.3	52.9	3	399_Facade 01_		42.5	51.4	45.6	33.8	28.1	18.7
001 - 120 HP IDC Predator- Lined Tunnel-Facade 02	Area	18.55	76.8	57.0	29.1	41.8	3	400_Facade 02		28.0	40.9	33.2	15.5	0.1	
001 - 120 HP IDC Predator- Lined Tunnel-Facade 03	Area	145.28	79.7	57.0	30.5	52.1	3	402_Facade 03		42.2	50.6	44.4	32.6	26.9	17.4
001 - 120 HP IDC Predator- Lined Tunnel-Facade 04	Area	27.47	84.7	57.0	34.7	49.1	3	403_Facade 04		38.3	47.3	42.5	31.1	25.5	16.0
001 - 120 HP IDC Predator- Lined Tunnel-Roof 01	Area	148.40	81.6	57.0	32.2	53.9	0	392_Roof 01_		43.2	52.4	46.7	34.7	28.9	19.2
001 - 120 HP IDC Predator- Lined Tunnel-Transmissive area 01	Area	9.30	85.6	0.0	85.6	95.2	3	404_Transmissive area 01		78.1	89.5	90.6	88.2	86.7	80.3
001 - 120 HP IDC Predator- Lined Tunnel-Transmissive area 02	Area	18.22	76.5	0.0	76.5	89.1	3	401_Transmissive area 02		71.4	86.6	84.8	76.1	65.3	49.6
Car Lane	Line	73.97			62.8	81.5	0	Drive-Thru - Idling Car @ 6ft	65.5	67.0	70.5	74.2	75.1	76.3	72.7
Car Lane	Line	29.53			62.8	77.5	0	Drive-Thru - Idling Car @ 6ft	61.5	63.0	66.5	70.2	71.1	72.3	68.7
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1
Vac	Point				74.9	74.9	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.0	60.5	62.9	67.2	69.5	69.1	66.1

Appendix C:
Manufacturer's and Referenced Noise Data



North American Office
Acoustiblok, Inc.
 6900 Interbay Boulevard
 Tampa, FL 33618 USA
 Phone: 813-980-1400
 Fax: 813-549-2653
 www.acoustiblok.com
 sales@acoustiblok.com

Industrial Model All Weather Sound Panel™ (Pat. Pend) Technical Data



Acoustiblok All Weather Sound Panels™ achieve high STC and NRC ratings. They have been specifically designed to withstand outdoor exposure in full sunlight, extreme weather conditions, and harsh industrial environments. (NRC of 1.0 is the highest sound absorption rating possible)

All Weather Sound Panels include an internal layer of U.L. classified Acoustiblok sound isolation material plus a specifically engineered 2" thick weather proof sound absorbing material.

Specifications:		
NRC (Noise Reduction Coefficient):	1.00 *	Gross dimensions: up to 48" x 120"x 2.423", ± 0.125" custom sizes available on special order.
STC (Sound Transmission Class):	29 *	Frame construction: 0.125" welded corrosion resistant 6063-T5 aluminum, mill finish, eyelets: 0.375" (18 ea.)
Weight: (8' panel)	104 lbs	Front face: 0.040 corrosion resistant 5052-H32 aluminum alloy, 3/32" round holes staggered on 5/32" centers.
UL Std 723 fire resistance: Flame spread 0, smoke developed 0.		Back face: 0.032 corrosion resistant 5052-H32 aluminum alloy, mill finish.
UV tolerant, animal resistant, washable, does not support mold growth.		

* Independent Testing by accredited NVLAP testing facility in compliance with ASTM E90, E 413, and other applicable industry standards.

Subject to change without notice, contact Acoustiblok for details.

Product Name

QuietFiber® Hydrophobic Noise Absorption Material – QF2

For Manufacturer Info:

Contact:

Acoustiblok, Inc.

6900 Interbay Boulevard

Tampa, FL 33616

Call - (813) 980-1400

Fax - (813)849-6347

Email - sales@acoustiblok.com

www.acoustiblok.com

Product Description

Basic Use

QuietFiber hydrophobic noise absorption material is an easily installed solution to many noise problems. It is engineered specifically for maximum noise absorption and is used extensively for industrial and commercial applications and is now being successfully introduced into non-industrial environments where reverberant sound and echo is a problem.

QuietFiber® QF2

QuietFiber is rated at the highest noise reduction level – NRC 1.00. Areas of high noise levels including sound reverberation can be resolved easily and economically by introducing QuietFiber into as much of the area as possible. The amount of noise reduction in highly reflective rooms will be directly relative to how much of the QuietFiber material can be installed into the room.

Unlike other fibrous materials which do not have the same high NRC ratings, QuietFiber is hydrophobic, meaning it will not absorb nor combine with water. Marine noise reduction applications are endless.



QuietFiber® QF2

- Highest noise absorption rating of NRC 1.00
- Non Silica
- Virtually fireproof – Class A fire rating
 - 0 Smoke + 0 Flame Development
- Hydrophobic – will not combine with water
- Will not support mold or mildew growth
- Available in plain, black or white face
- Full outdoor weather and U.V. tolerant
- Significant sound benefit v. fiberglass
- Install on top of acoustical ceiling tiles
- High temperature capable
- Comprised of up to 90% recycled material
- 100% recyclable

Product Name

QuietFiber® Hydrophobic Noise Absorption Material – QF2

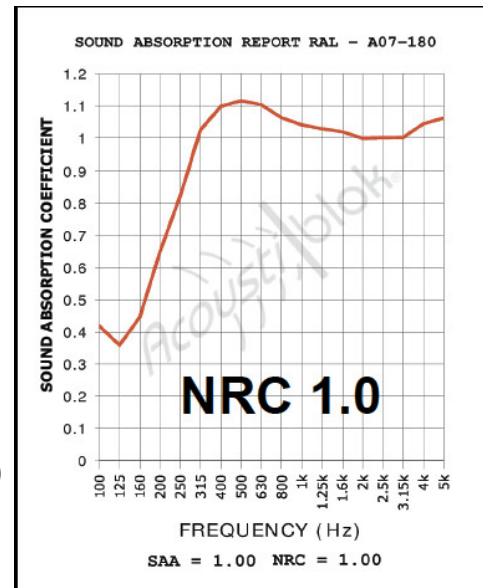
NRC 1.0 Rated	125hz	250hz	500hz	1000hz	2000hz	4000hz
	0.36	0.79	1.15	1.04	1.01	1.04

Technical Data:

- ASTM C 423 – NRC 1.00
- ASTM E 84 – Class 1, 0 Flame 0 Smoke
- ASTM C 518 – R 4.2 per inch
- ASTM C 518 – 0.24 @ 75°F (24°C)

Standards Compliance:

- ASTM C 665 Non-Corrosive Type I
- ASTM C 612 1A, 1B, II, III
- ASTM E 136 Rated Non-combustible per NFPA Standard 220
- ASTM C 1104 Absorption less than 1% by volume
- ASTM C 356 Linear shrinkage <2% @ 1200°F (650°C)



6900 Interbay Blvd
Tampa, Florida USA 33616
Telephone: (813)980-1440
www.Acoustiblok.com
sales@acoustiblok.com

Disclaimer – This text will be replaced with canned disclaimer verbiage. This text will be replaced with canned disclaimer verbiage. This text will be replaced with canned disclaimer verbiage. This text will be replaced with canned disclaimer verbiage.

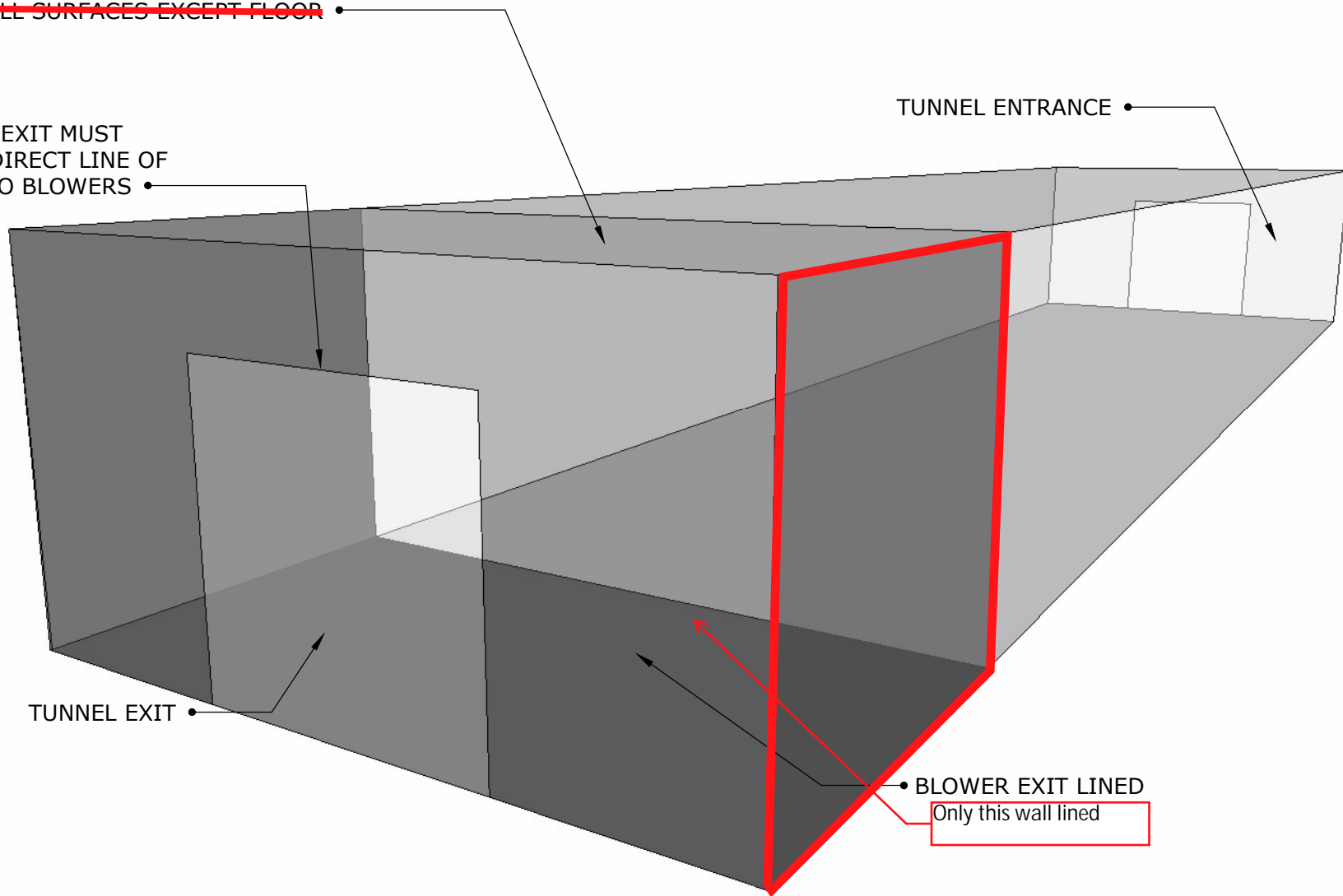
LINE EXIT INTERIOR SECTION
OF BLOWER ROOM W/ 2" THICK ACOUSTIC
MATERIAL W/ NRC 1.0 OR EQUIVALENT.
LINER NEEDS TO BE ADDED
~~TO ALL SURFACES EXCEPT FLOOR~~

TUNNEL EXIT MUST
BLOCK DIRECT LINE OF
SIGHT TO BLOWERS

TUNNEL ENTRANCE

TUNNEL EXIT

BLOWER EXIT LINED
Only this wall lined



Project: SuperStar Car Wash Chula Vista
Site Location: 1555 W Warner Rd, Gilbert, AZ 85233
Date: 4/5/2018
Field Tech/Engineer: Robert Pearson
Source/System: Vacutec System

Site Observations:
 Clear sky, measurements were performed within 1.5ft of source. Measurements were performed while the vacuum was positioned at three (3) different positions. Holstered, unholstered and inside a car. This data is utilized for acoustic modeling purposes and represents an average sound level at a vacuum station.

Location: Vac Bay 1
Sound Meter: NTi XL2 **SN:** A2A-05967-E0
Settings: A-weighted, slow, 1-sec, 10-sec duration
Meteorological Cond.: 80 degrees F, 2 mph wind

Table 1: Summary Measurement Data

Source	System	Overall dB(A)	3rd Octave Band Data (dBA)																														
			20	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K	5K	6.3K	8K	10K	12.5K	16K	20K
Vacutec (Holstered)	Vacuum	63.3	9	17	22	29	31	35	40	41	44	43	46	48	47	49	51	51	52	53	52	52	50	52	53	50	47	47	48	48	45	39	30
Vacutec (Unholstered)	Vacuum	80.7	6	19	22	28	34	37	40	43	47	46	48	48	49	54	55	58	58	62	65	68	70	74	75	73	69	67	65	63	60	55	
Vacutec (Inside Car)	Vacuum	69.6	16	28	31	38	42	45	49	51	52	55	60	61	57	55	59	53	55	56	54	57	57	57	57	55	54	51	48	46	42	36	
Average Level*	Vacuum	76.3	13	24	28	34	38	41	45	47	49	51	56	57	53	52	56	54	56	56	59	61	64	66	69	70	68	64	62	60	58	55	50

* Refers to the logarithmic average of all measurements. This measurement represents an average of the multiple vacuum positions.

Figure 1: Example Measurement Position

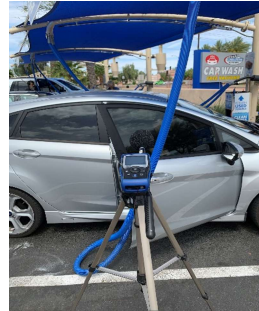
Figure 1: Holstered



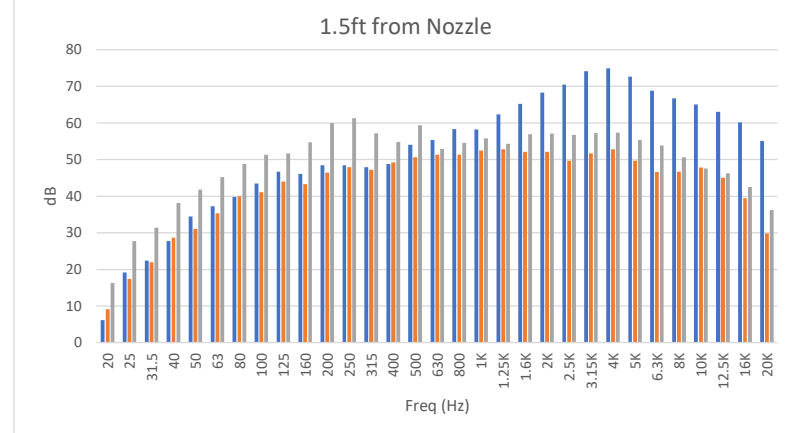
Figure 2: Unholstered



Figure 3: Inside Car



1.5ft from Nozzle





SOUND LEVEL METER READINGS

MODEL: FT-DD-T340HP4 (40hp VACSTAR TURBINE VACUUM PRODUCER)

READING ONE: 43 DB-A, 3 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING TWO: 36 DB-A, 10 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING THREE: 24 DB-A, 20 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING FOUR: 12 DB-A, 30 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

NOTE: THESE READINGS WERE TAKEN OUTSIDE OF 8'x10'x8' CINDER BLOCK ENCLOSURE WITH CONCRETE SLAB AND WOOD JOIST ROOF.

SOUND LEVEL METER USED:

SIMPSON MODEL #40003 – MSHA APPROVED.
MEETS OSHA & WALSH-HEALY REQUIREMENTS FOR NOISE CONTROL.
CONFORMS TO ANSI S1.4-1983, IEC 651 SPECS FOR METER TYPE.

Vacutech
1350 Hi-Tech Drive, Sheridan WY, 82801
PHONE: (800) 917-9444 FAX: (303) 675-1988
EMAIL: info@vacutechllc
WEB SITE: vacutechllc.com



STEALTH PREDATOR DRYING SYSTEM



THE FIRST "ULTRA QUIET" DRYING SYSTEM

- ✓ Patent pending Reverse flow technology
- ✓ Producers constructed from 304 surgical stainless steel
- ✓ Over 11,000 cubic feet per minute (CFM) per 10HP motor
- ✓ Meets or exceeds most U.S. and International sound regulations
- ✓ Sound & Performance studies done in reverberant sound room ISO 3741:2010, 3747:2010



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International Drying Corporation
160 Chicago St
Cary, IL 60013

Stealth Predator Ultra-Quiet Drying System Specifications

30HP System - Total Sound 60Hz

80HP System - Total Sound 60Hz

Q = sound source

65 dBA at Q=1, 30 feet

69.4 dBA at Q=1, 30 feet

61.8 dBA at Q=1, 45 feet

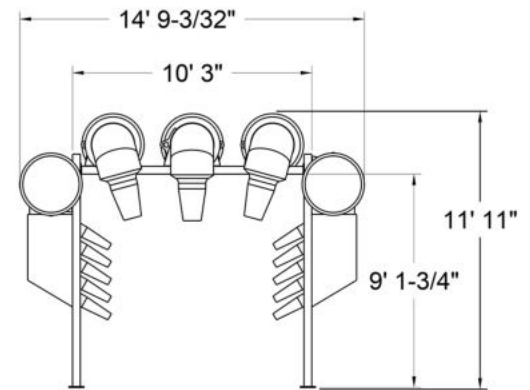
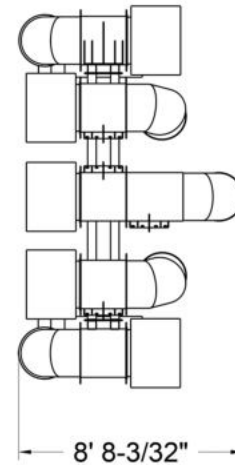
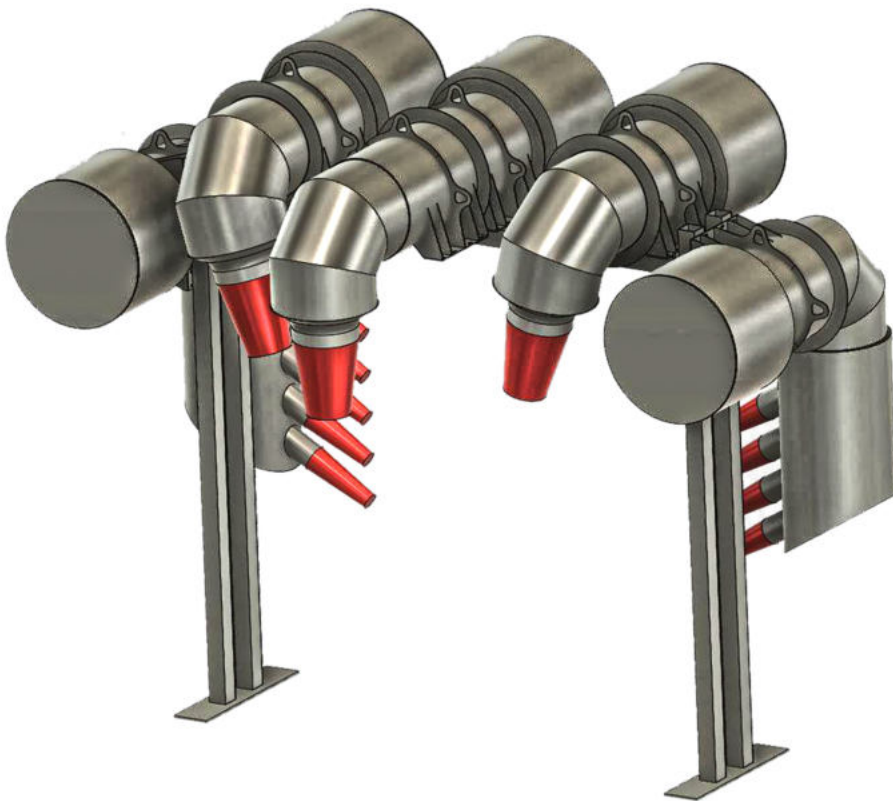
66.5 dBA at Q=1, 45 feet

60.2 dBA at Q=1, 55 feet

64.9 dBA at Q=1, 55 feet

Meets OSHA Sound Exposure Requirements

✓ The Stealth Predator features patent pending "Reverse flow air technology" which creates the first "Ultra-Quiet Dryer" and is the most powerful Ultra Quiet Dryer ever designed.



SPECIFICATIONS

15' 2" Bay Width
12' 0" Ceiling Height
96" Standard Clearance

Ducts-Stainless Steel
Molded Aluminum Impellers
Stainless Steel Motor Housings

February 14, 2024

Mr. Ryan Talley

Subject: 414 East Grand Ave Car Wash – Noise Impact Study Response to Comments – Arroyo Grande, CA

Dear Mr. Talley:

MD Acoustics, LLC (MD) has received comments from the City of Arroyo Grande. MD has provided these responses to the comments as outlined below:

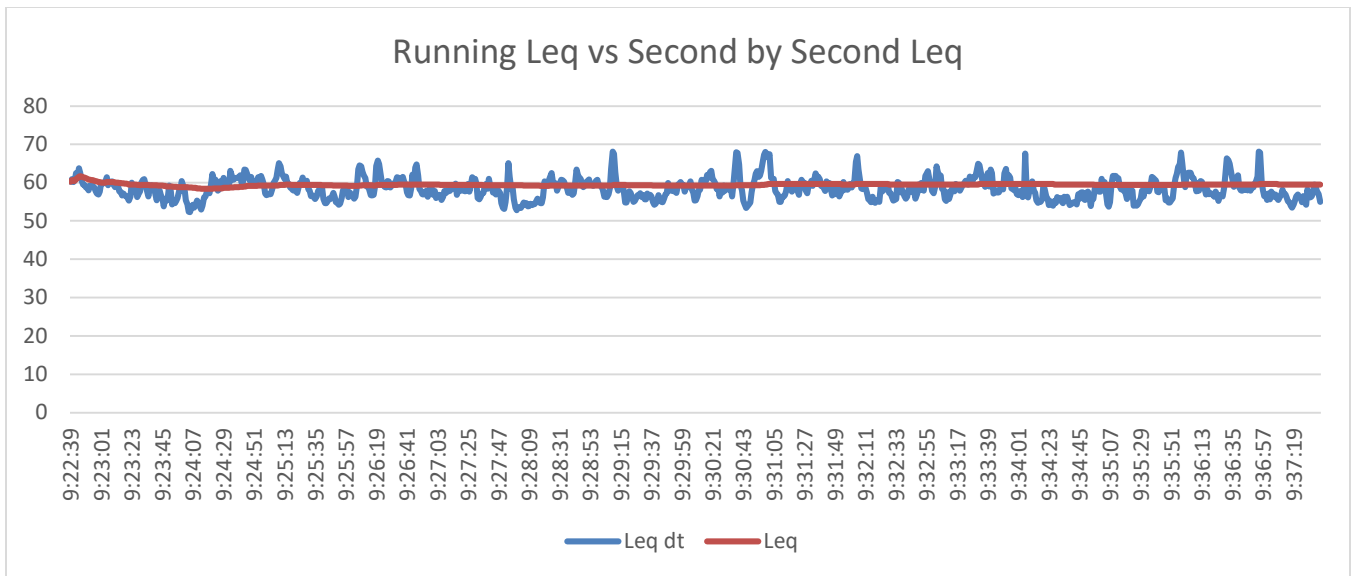
1. Why was the time period between 9:22 AM and 10:12 AM selected? Is there some narrative or justification indicating why this time period might be considered representative of noise conditions throughout the day?

MD Response: When choosing a time for measurement locations, we pick a time of day that represents a typical daytime condition. Between the hours of 9AM and 3PM, noise levels do not typically fluctuate by more than a decibel, making it a good period to take ambient noise levels. We are careful to avoid peak traffic hours so that we don't present an inflated ambient noise level to compare the operational levels to.

2. Similarly, can the consultant provide reasoning or justification as to how they determined that three consecutive 15 minute intervals would be sufficient in determining LEQ? The Arroyo Grande Municipal Code defines "Equivalent Sound Level (Leq)" as the following:
 - a. "Equivalent Sound Level (Leq)" means the sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over one, eight and twenty-four (24) hour sample periods.

Based on this, it seems that the sample period would have ideally been computed over a period of one, eight, or twenty-four (24) hours, rather than 45 minutes.

MD Response: This definition of Leq doesn't seem to be describing the City's preference in noise measurement duration but rather a definition of how Leq is often presented. 15-minutes is a very common Leq period which we base on FHWA methodology. When taking a noise level measurement, we want to capture the typical daytime level outside of peak hours. To ensure we have a good sample of a typical daytime level, we ensure that our Leq (the running average of the noise level during the sample) has leveled out. Here is an example of what I mean from NM1.



This chart shows the running Leq, the running average of the noise level in the sample, and the second-by-second Leq at NM1. Our goal is to ensure that the running Leq does not vary significantly for at least 5 minutes before the end of the measurement sample. This indicates that a larger sample would lead to a similar (and very likely nearly identical) noise level.

3. My recommendation would be for the Leq to be conducted based on the businesses intended hours of operation, in order to demonstrate compliance with the noise ordinance at the noisiest and quietest times throughout the day. If this is not the methodology that you as an applicant or your consultant on your behalf would like to utilize, it would be helpful for me to have an explanation as to why such information hasn't been provided or has been deemed unnecessary.

The noise ordinance is most strict during the quieter hours of the day, like during 9AM to 3PM. The noise ordinance is based on the ambient noise level, and so if the noise level is louder, the ordinance is less strict. Since the car wash complies during the quietest part of the day, it will comply during the loudest part of the day. The car wash operations are at least 10 dB below the ambient noise level when compared to an off-peak daytime hours, and so the car wash will very easily comply with the noise ordinance at any time of day.

Please do not hesitate to call our office at 805-426-4477 with any questions or comments.

Sincerely,
MD Acoustics, LLC

Claire Pincock, INCE-USA
Consultant



MEMORANDUM

TO: Planning Commission

FROM: Andrew Perez, Planning Manager

SUBJECT: Supplemental Information
Agenda Item 8.a – April 2, 2024, Regular Meeting

DATE: April 2, 2024

This supplemental memo includes public comment letters received for the above referenced item that were received after the publication of the agenda, and the draft Resolution with modifications to condition of approval number 2. The condition was modified to include a requirement that the applicant provide a signed affidavit that the residential units proposed for demolition was not rented to low-income households within the past five years, as provided for in Government Code Sections 66300.5 and 66300.6.

cc: Community Development Director
City Website

Subject: Conditional Use Permit 23-010 for Lot Line Adjustment 24-001; Construction of New Car Wash; Location – 414,418,422 East Grand Ave.

The following are our concerns over plans to building a new Car Wash in Arroyo Grande.

- 1) **Traffic:** Traffic studies are not always accurate. This necessitates the importance of considering a couple of important factors such as the age and quality of the data being used. The traffic study conducted for the Village Car Wash uses daily vehicle data from 2018. It is imperative for the planning commission to only accept data they feel is suitable for a project. If the planning commission were to accept this data, they could be setting a dangerous precedent for any future projects.
Car wash facilities can attract significant vehicular traffic, particularly during peak times, which may lead to congestion, safety hazards, and disruptions to surrounding neighborhoods. The proposed location does not have sufficient infrastructure to accommodate increased traffic volumes and has raised concerns among residents.
- 2) **Water Usage:** There is absolutely no mention of the amount of water that is going to be used whilst running this car wash. The community needs to be apprised of the exact amount of water being used so that an informed decision can be made regarding its impact. Arroyo Grande declared a water shortage emergency in October 2021 and this was only lifted in March 2023. We need to evaluate the long-term sustainability of the project's water usage, considering factors such as water demand projections, population growth, and ecosystem needs. We should also evaluate whether the project aligns with state and local water management goals, conservation objectives, and sustainability targets.
- 3) **Chemicals:** There is absolutely no mention of chemicals and how they will be managed at this facility. Car wash detergents and cleaning chemicals can contain a variety of ingredients, including surfactants, solvents, phosphates, and biocides. Some of these chemicals may be toxic, persistent, or harmful to aquatic life and ecosystems.
- 4) **Air Pollution:** Car wash facilities may contribute to air pollution through emissions from drying equipment or idling vehicles waiting in line. Again, there is no indication of this in the plans. It is pivotal to provide evidence in the form of a preliminary assessment before the planning commission approves any such project.
- 5) **Electricity:** Tunnel car washes typically rely on electric motors to power conveyor belts, brushes, blowers, and other equipment. It is important to know the projected electric consumption of this project during peak daily hours and on weekends when it will see more business. It is the responsibility of the commission to ensure that resources don't get strained by approving this project.
- 6) **Water Heating:** Many tunnel car washes use hot water for more effective cleaning. Heating water requires energy, whether it's electricity, natural gas, or another fuel source. Again, none of this information has been mentioned in the plans.
- 7) **Do we need another car wash?:** Currently, there are several options to have your car washed in Arroyo Grande. We have the Sinclair gas station that offers a tunnel-style car

wash, the Valero station that has a stick-style wash, Bob's offers a hand wash, and Sunset North has a full wash and detail center. Not too far, in Grover Beach, the Chevron station offers another tunnel-style car wash. Building more of the same kind of businesses leads to oversaturation and is an inefficient use of resources.

According to the US Census Bureau – there are 16,976 car wash establishments in the US, serving a population of approximately 330 million. The ratio of the US population/number of car washes works out to 1 car wash being sufficient to service the needs of approximately 19,000 people.

As of 2022, the population of Arroyo Grande was approximately 18,380 and according to the above population/car wash ratio, Arroyo Grande requires only 1 car wash to fulfill the car wash requirements of its residents. Arroyo Grande currently has 4 car washes, quadruple the number needed as per the national average to serve its population. Therefore, an additional car wash is redundant and will not provide any tangible benefit to the Arroyo Grande community.

A likely way forward:

Housing in the Central Coast of California, like many coastal regions, can be characterized by high demand and relatively high prices compared to other areas. The City should therefore focus on increasing housing supply and this lot is perfect for it. Here are some strategies that can help increase housing supply in our region:

1. **Zoning and Land Use Policies:** Revise zoning and land use policies to allow for higher-density development, mixed-use developments, and in-fill projects. This may involve rezoning underutilized or vacant parcels of land for residential development, relaxing minimum lot size requirements, and permitting accessory dwelling units or multi-family housing in residential neighborhoods.
2. **Incentives for Affordable Housing:** We should try to provide financial incentives, density bonuses, and regulatory concessions to encourage the development of affordable housing units. This may include waiving development impact fees, providing tax credits or subsidies to developers of affordable housing projects.
3. **Public-Private Partnerships:** Collaborating with private developers, nonprofit organizations, and community stakeholders can leverage resources and expertise to increase housing supply on the Central Coast. Public-private partnerships can facilitate the development of mixed-income housing developments that promote sustainable growth.

The following residents oppose the building of the car wash in Arroyo Grande

Please include your signatures below.

Paul Garen

Saman

Pradu

~~Signature~~

Johned

Rajesh

~~Signature~~

~~Signature~~

Redmond

Kashan

Duggal A

~~Signature~~

mike

Vingge

Ron West

~~Signature~~

Kashan

Alexander

Preeti

~~Signature~~

David

We don't think this project is viable for our community. These car washes typically use large amounts of water, detergents & chemicals. This is not environmentally friendly. The automated nature of the car washes mean that vehicles pass through a series of dents, damage to paintwork etc, particularly those with delicate surfaces. These businesses are known to undercut prices and our thinly staffed. This can lead to the closure of local businesses. They also can be noisy & lead to traffic jams and disturb the peace and quiet of neighborhoods.

There is also no personal touch with these businesses.

We need businesses that offer to make meaningful connections with the community and therefore build loyal and satisfied customers. Without personalized interactions, customers feel like a number in the car wash line. This can lead to a sense of disconnect and is not a harbor for success in the long run.

JACK THOMAS

Resident of AQ and Pismo Beach since 1984

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARROYO GRANDE APPROVING LOT LINE ADJUSTMENT 24-001 AND CONDITIONAL USE PERMIT 23-010; 414, 418, 422 EAST GRAND AVE.; APPLIED FOR BY RYAN TALLEY

WHEREAS, the project site, which includes three (3) existing lots, is approximately 0.43 acres, zoned Highway Mixed-Use (HMU), and is located near the corner of East Grand Avenue and Oak Street; and

WHEREAS, the applicant has filed Lot Line Adjustment 24-001 to adjust existing lot lines to extinguish two of the existing lots, leaving one (1) remaining lot at the project site; and

WHEREAS, Municipal Code Table 16.20.140 requires that lot line adjustments be reviewed by the Planning Commission; and

WHEREAS, the applicant has filed Conditional Use Permit 23-010 for the development of a drive-thru car wash; and

WHEREAS, the Architectural Review Committee considered the Conditional Use Permit and Lot Line Adjustment on July 3, 2023, and recommended approval of the project as submitted; and

WHEREAS, the Staff Advisory Committee considered the project on March 4, 2024, and recommended approval; 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 determined that the project is exempt pursuant Section 15332 of the CEQA Guidelines regarding in-fill development (Class 32); and

WHEREAS, the Planning Commission of the City of Arroyo Grande has reviewed the project at a duly noticed public hearing on April 2, 2024; and

WHEREAS, the Planning Commission finds that this project is consistent with the City's General Plan and Development Code; and

WHEREAS, the Planning Commission finds, after due study and deliberation, the proposed lot line adjustment does not:

1. Create any new lots;
2. Include any lots or parcels created illegally;

RESOLUTION NO.

PAGE 2

3. Impair any existing access or create a need for access to any adjacent lots or parcels;
4. Impair any existing easements or create a need for any new easements serving adjacent lots or parcels;
5. Constitute poor land planning or undesirable lot configurations due to existing environmental conditions or current zoning development standards;
6. Require substantial alteration of any existing improvements or create a need for any new improvements;
7. Create a nonconforming lot in the development district in which it exists, except as allowed in Municipal Code Section 16.48.110.

Conditional Use Permit 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 project complies with all applicable development standards for the Highway Mixed-Use (HMU) zoning district, which implements the Land Use Element of the General Plan. Furthermore, the auto-related use is congruent with the HMU zone. Drive-through services and new commercial structures are allowed with the approval of a conditional use permit by the Planning Commission.

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 use of the site for a drive-through car wash will not impair the integrity of the HMU district. The intent of the district is to provide areas for a variety of visitor-serving and auto-related uses in areas convenient to both freeway traffic and vehicles. Car washes are considered auto-related uses.

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

The site is approximately 0.43 acres of land in the HMU zoning district and meets the development standards of the HMU zoning district and the Arroyo Grande Municipal Code. The car wash is suitable for the site because it provides an appropriate transition between the existing single-family neighborhood and the other auto-related uses near East Grand Avenue and Highway 101. Additionally, the project complies with the City's noise ordinance to ensure the tranquility of the neighborhood is maintained.

RESOLUTION NO.

PAGE 3

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

The proposed project will utilize City supplied water, sanitation, and public utilities and services that ensure public health and safety. No aspect of the proposed project is anticipated to be overly impactful to these services. Conditions of approval developed for the project will additionally ensure public services are minimally impacted.

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 use will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity, as it will comply conditions of approval specifically developed for the project for that purpose.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Arroyo Grande hereby approves Conditional Use Permit 23-010 and Lot Line Adjustment 24-001, as set forth in Exhibit "B", attached hereto and incorporated herein by this reference, with the above findings and subject to the conditions as set forth in Exhibit "A", attached hereto and incorporated herein by this reference.

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

AYES:

NOES:

ABSTAIN

ABSENT:

the foregoing Resolution was adopted this 2nd day of April, 2024

**RESOLUTION NO.
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**JAMIE MARAVIGLIA
CHAIR**

ATTEST:

**PATRICK HOLUB
SECRETARY TO THE COMMISSION**

AS TO CONTENT:

**BRIAN PEDROTTI
COMMUNITY DEVELOPMENT DIRECTOR**

EXHIBIT 'A'
CONDITIONS OF APPROVAL
CONDITIONAL USE PERMIT 23-010 AND LOT LINE ADJUSTMENT 24-001
414, 418, 422 EAST GRAND AVE

COMMUNITY DEVELOPMENT DEPARTMENT

PLANNING DIVISION

GENERAL CONDITIONS

1. This approval authorizes the construction of a new drive-through car wash with a self-service vacuum area and a lot line adjustment.
2. The applicant shall ascertain and comply with all Federal, State, County and City requirements as are applicable to this project. Before the demolition of any residential dwelling for the development of this project, the applicant shall submit an affidavit signed under penalty of perjury attesting to the fact that any residential dwelling to be demolished as part of this project was not rented by low income households within the past five years, as provided for in Government Code sections 66300.5 and 66300.6.
3. The applicant shall comply with all conditions of approval for Conditional Use Permit 24-010 and Lot Line Adjustment 24-001.
4. This application shall automatically expire on April 2, 2026 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 Highway Mixed-Use development standards except as otherwise approved.
6. Development shall occur in substantial conformance with the plans presented to the Planning Commission at the meeting of April 2, 2024 and marked Exhibit B and on file in the Community Development Department.
7. To the extent permitted by law, Applicant shall defend, indemnify and hold harmless the City of Arroyo Grande, its City Council, its officers, employees and agents (the "indemnified parties") from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void any permit or approval for this project authorized by the City, including (without limitation) reimbursing the City its actual attorney's fees and costs in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice. The Applicant shall reimburse the City for any court and attorney's fees which the City may be required to pay as a result of any claim or action brought against the City related to this permit or approval. Although the Applicant is the real party in interest in an action, the City may, at its sole discretion, participate at

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its own expense in the defense of the action, but such participation shall not relieve the Applicant of any obligation under this condition.

8. A copy of these conditions shall be incorporated into all construction documents.
9. Applicant shall submit a tabular matrix showing status of all conditions of approval and mitigation measures prior to first building permit submittal and again before project closeout.
10. 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.
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 these conditions.
13. The developer shall comply with Development Code Chapter 16.56, "Parking and Loading Requirements". All parking spaces adjacent to a wall, fence, or property line shall have a minimum width of 11 feet.
14. All parking areas of five or more spaces shall have an average of one-half foot-candle illumination per square foot of parking area for visibility and security during hours of darkness.
15. 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. The trash enclosure area shall accommodate recycling container(s).
16. Final design and location of the trash enclosure(s) shall be reviewed and approved by South County Sanitary in the form of a "Will Serve" letter.
17. Noise resulting from construction and operational activities shall conform to the standards set forth in Chapter 9.16 of the Municipal Code. Construction activities shall be restricted to the hours of 7 AM to 5 PM Monday through Friday, and from 9 AM to 5 PM on weekends. No construction shall occur on Sundays or City observed holidays.
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

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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. Landscaping in accordance with the approved landscaping plan shall be installed or bonded for before final building inspection/establishment of use. The landscape and irrigation plan shall be prepared by a licensed landscape architect subject to review and approval by the Community Development and Public Works Departments. The landscape plan shall be in conformance with Development Code Chapter 16.84 (Water Efficient Landscape Requirements) 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. The selection of groundcover plant species shall include native plants.
 - v. Linear planters shall be provided in parking areas.
 - vi. Turf areas shall be limited in accordance with Section 16.84.010 of the Development Code.
20. 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.
21. All new electrical panel boxes shall be installed inside the building(s).
22. Buildings equipped with a fire sprinkler system shall also have a Fire Department Connection (FDC), which shall be located adjacent to a fire access roadway, be remote from all buildings outside the building collapse zone, and screened to the maximum extent permitted by the Building Official or Fire Chief.
23. Fire Department Connections (FDC) shall be located near a fire hydrant, which is no closer than 20 feet and no greater than 100 feet with no obstructions or barriers between the FDC and the hydrant such as roads or driveways.

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24. Double detector check valve assemblies shall be located directly adjacent to or within the respective building to which they serve, and screened to the maximum extent feasible.
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".
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".
30. An operations and maintenance agreement shall be submitted for all drainage facilities.
31. A building permit will not be issued until all drainage facilities are functional to the satisfaction of the Community Development Director.

SPECIAL CONDITIONS

32. Hours of operation for the car wash shall be limited to 8:00 am to 7:00 pm.
33. The project shall incorporate the design features identified in the noise impact study to ensure compliance with the City's noise standards contained in AGMC Section 9.16
 - a. The project shall incorporate a 120 hp HP International Dryer Company Predator System, or equivalent, to meet the acoustical benchmarks. Any modification of the dryer equipment would require a re-evaluation.
 - b. The exit from the car wash tunnel shall be 10 ft. by 10 ft, or smaller.
 - c. The project will incorporate a 6 ft. wall at the north property line.
 - d. An acoustic liner (Acoustiblok perforated metal panels, or equivalent) will line

the car wash tunnel, as indicated in the noise impact study.

BUILDING AND LIFE SAFETY DIVISION AND FIRE DEPARTMENT CONDITIONS

BUILDING CODES

34. The project shall comply with the most recent editions of the California Building Standards Code, as adopted by the City of Arroyo Grande.

FIRE LANES

35. **Prior to occupancy**, the applicant shall post designated fire lanes, per Section 22500.1 of the California Vehicle Code.
36. All fire lanes must be posted and enforced, per Police Department and Fire Department guidelines.
37. Provide Fire apparatus access per the California Fire Code Appendix D, as adopted by the City of Arroyo Grande.

FIRE FLOW/FIRE HYDRANTS

38. Project shall have a fire flow in accordance with the California Fire Code.
39. Utilize existing fire hydrant connection for Fire Department Connection (FDC) on East Grand Avenue frontage, along eastern edge of the subject site, per Fire Department and Public Works Department standards pursuant to the California Fire Code.

SECURITY KEY BOX

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

ABANDONMENT / NON-CONFORMING

41. 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

42. A demolition permit must be applied for, approved and issued. All asbestos and lead shall be verified if present and abated prior to permit issuance.

OTHER PERMITS

43. County Air Pollution Control Board approval is required prior to demolition of existing

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structures on site.

44. The developer shall reimburse the City for all costs associated with outside plan checks performed at either the developer's or City's request.

ENGINEERING DIVISION CONDITIONS

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

45. The Applicant shall develop, implement and provide the City a:
- a. Prior to a building or grading permit a Stormwater Control Plan that clearly provides engineering analysis of all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls complying with Engineering Standard 1010 Section 5.2.2.
 - b. Prior to final acceptance an Operations and Maintenance Plan and Maintenance Agreements that clearly establish responsibility for all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls complying with Engineering Standard 1010 Section 5.2.3.
 - c. Annual Maintenance Notification indicating that all Water Quality Treatment, Runoff Retention, and Peak Flow Management controls are being 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).

GENERAL CONDITIONS

46. The developer shall sweep streets in compliance with Standard Specifications Section 13-4.03F.
47. For work requiring engineering inspections, working hours shall comply with Standard Specification Section 5-1.01.
48. Provide trash enclosure in compliance with Engineering Standard 9060 with solid/rain-deflecting roof. Drain of trash enclosure to tie into the onsite water quality BMP.
49. Trash enclosure area(s) shall be screened from public view with landscaping or other appropriate screening materials, and shall be reserved exclusively for dumpster and recycling container storage. Interior vehicle travel ways shall be designed to be capable of withstanding loads imposed by trash trucks.
50. 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.

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51. Record Drawings (“as-built” plans) are required to be submitted prior to issuance of occupancy.
52. Submit as-built plans at the completion of the project or improvements as directed by the Community Development Director in compliance with Engineering Standard 1010 Section 9.3 E. Provide an electronic document on a flash drive in both AutoCAD and PDF format. AutoCAD drawings shall be in State plane coordinates.
53. Submit an electronic PDF file of approved improvement plans for inspection purposes during construction.
54. Preserve existing survey monuments and vertical control benchmarks in compliance with Standard Specifications Section 5-1.26A.
55. Provide one (1) new vertical control survey benchmark, per City Standard, as directed by City Engineer.

IMPROVEMENT PLANS

56. Public Improvement Plans, Site Civil Plans, and Maps shall be submitted to the Public Works Department Engineering Division be separate submittal from any vertical construction/structures building improvement plans.
57. Improvement plans must comply with Engineering Standard 1010 Section 1 and shall be prepared by a registered Civil Engineer or qualified specialist licensed in the State of California and approved by the Public Works Department and/or Community Development Department. The following plan sheet shall be provided:
 - a. Site Plan
 - i. The location and size of all existing and proposed water, sewer, and storm drainage facilities within the project site and abutting streets or alleys.
 - ii. The location, size and orientation of all trash enclosures.
 - iii. All existing and proposed parcel lines and easements crossing the property.
 - iv. The location and dimension of all existing and proposed paved areas.
 - v. The location of all existing and proposed public or private utilities.
 - vi. Location of 100-year flood plain and any areas of inundation within project area.
 - b. Grading Plan with Cross Sections
 - c. Retaining Wall Plan and Profiles
 - d. Roadway Improvements Plan and Profiles
 - e. Storm Drainage Plan and Profile
 - f. Utilities - Water and Sewer Plan and Profile
 - g. Utilities – Composite Utility
 - h. Signing and Striping
 - i. Erosion Control

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- j. Landscape and Irrigation Plans for Public Right-of-Way
 - k. Tree Protection Plan
 - l. Details
 - m. Notes
 - n. Conditions of Approval and Mitigation Measures
 - o. Other improvements as required by the Community Development Director.
(NOTE: All plan sheets must include City standard title blocks)
 - p. Engineers estimate for construction cost based on County of San Luis Obispo unit cost.
58. Submit all retaining wall calculations for review and approval by the Community Development Director including any referenced geotechnical report.
59. Prior to approval of an improvement plan the applicant shall enter into an agreement with the City for inspection of the required improvements.
60. Applicant shall fund outsourced plan and map check services, as required.
61. The applicant shall be responsible for obtaining an encroachment permit for all work within a public right-of-way (City, County and/or Caltrans).

STREET IMPROVEMENTS

62. 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 an overlay or type 2 slurry seal.
63. Remove existing roadway striping and markers prior to any overlay or slurry seal work to the satisfaction of the Public Works Director. Use only thermoplastic roadway striping.
64. 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.
65. Restripe all striping along project frontage using thermoplastic roadway striping upon completion of project.
66. Developer shall repave the roadway width adjacent to the project site five feet past the furthest abandonment for the entirety of the Oak Street and E. Grand Avenue frontages, respectively.
67. Add green striping in bike lanes across conflict zones, to the satisfaction of the City Engineer.
68. The applicant shall ensure that all driveway approaches and curb ramps meet Americans with Disabilities (ADA) and City standards.

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69. Add red curb striping adjacent to the project driveway, as recommended by the traffic analysis prepared for this project.

CURB, GUTTER, AND SIDEWALK

70. Install new concrete curb, gutter, and sidewalk as directed by the Community Development Director and Public Works Director.
71. Color any such new facilities as directed by the Community Development Director.
72. Install tree wells with root barriers for all trees planted adjacent to curb, gutter and sidewalk to prevent damage due to root growth.
73. 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
74. Install sidewalk along Oak Street consistent with Engineering Standard 4110

DEDICATIONS AND EASEMENTS

75. 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

76. PRIOR TO ISSUANCE OF A GRADING PERMIT, the developer shall submit one (1) copies of the final project-specific Storm Water Pollution Prevention Plan (SWPPP) or a Water Pollution Control Plan (WPCP) consistent with the San Luis Obispo Regional Water Quality Control Board (RWCB) requirements.
77. All grading shall be performed in accordance with the City Grading Ordinance and Standard Specifications and Engineering Standards.
78. Drainage facilities shall be designed in compliance with Engineering Standard 1010 Section 5.1.2.
79. 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. The date of the soils report shall be less than 3 years old at the time of submittal.
80. Infiltration basins shall be designed based on soil percolation tests. Infiltration test

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shall include adequate borings depth and frequency to support design recommendations.

WATER

81. Whenever possible, all water mains shall be looped to prevent dead ends. The Public Works Director must grant permission to dead end water mains.
82. A Reduced Pressure Principle (RPP) backflow device is required on all water lines to the structure and landscape irrigation.
83. Double Detector Check (DDC) backflow devices are required on the water service line to the structures. FDCs 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. 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.
86. Lots using fire sprinklers shall have individual service connections.
87. Existing water services to be abandoned shall be abandoned in compliance with Engineering Standard 6050.
88. Existing water services along Oak Street and East Grand Avenue shall be abandoned per City Standard 6050 B.
89. A new water service will be required in place of the existing service along Oak Street per City Standard 6230, to the satisfaction of the Utilities Manager, along with back flow per City Standard 6420.

SEWER

90. 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".
91. All sewer laterals shall comply with Engineering Standard 6810.
92. All water and sewer laterals not being used for this project shall be abandoned in compliance with Engineering Standard 6050.
93. Each parcel shall be provided a separate sewer lateral. Laterals shall be sized for the appropriate use, minimum 4".

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94. All sewer mains or laterals crossing or parallel to public water facilities shall be constructed in accordance with Standard Specifications and Engineering Standards.
95. Obtain approval from the South San Luis Obispo County Sanitation District for the development's impact to District facilities prior to permit issuance.
96. Obtain approval from the South San Luis Obispo County Sanitation District prior to relocation of any District facilities.
97. Submit a will-serve letter from South County Sanitary stating that the property access and location of trash receptacles is adequate for trash collection service.
98. Design the drain inlets to be located near the egress driveway.
99. Existing lateral along Oak Street shall be video inspected prior to reuse for car wash. If the condition of the lateral is determined to be poor by the City's Utility Manager, the lateral shall be abandoned and replaced per City Standard 6810.
100. Existing laterals along East Grand Avenue shall be abandoned per City Standard 6050 E.

PUBLIC UTILITIES

101. The developer shall comply with Development Code Section 16.68.050: All projects that involve the addition of over 500 square feet of habitable space shall be required to place service connections underground - existing and proposed utilities.
102. All new and relocated dry utilities shall be shown on a utility plan.
103. Prior to approving any building permit within the project for occupancy, all conditions of approval for project shall be satisfied.
104. Public Improvement plans shall be submitted to the public utility companies for review and approval. Utility comments shall be forwarded to the Director of Public Works for approval.
105. Street lighting shall comply with Engineering Standard 1010 Section 3.1.2.Q.
106. Upon execution of PG&E contract, submit contract to the City. Include PG&E schematic in the project plan set."

PUBLIC SAFETY

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

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108. **Prior to issuance of a certificate of occupancy**, the applicant shall post accessible parking signage, per California Building Code Section 11A and other applicable standards.
109. **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.
110. **Prior to issuance of a certificate of occupancy**, for any parking lots available to the public located on private lots, the developer shall post private property "No Parking" signs in accordance with the handout available from the Police Department.

FEES AND BONDS

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

111. **FEES TO BE PAID PRIOR TO PLAN SUBMITTAL**

- a. **Map check fee** for Lot Line Adjustment.
- b. **Plan check** for grading plans (Based on an approved earthwork estimate).
- c. **Plan check** for improvement plans (Based on an approved construction cost estimate).
- d. **Permit Fee** for grading plans (Based on an approved earthwork estimate).
- e. **Inspection Fee** of public improvement plans (Based on an approved construction cost estimate).
- f. **Plan Review Fee** (Based on the current Building Division fee schedule.
NOTE: The applicant is responsible to pay all fees associated with outside plan review consultants)

112. **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.
- c. **Water Meter charge** to be based on codes and rates in effect at the time of building permit issuance.
- d. **Water Availability charge**, to be based on codes and rates in effect at the time of building permit issuance.
- e. **Traffic Impact fee**, to be based on codes and rates in effect at the time of building permit issuance.
- f. **Traffic Signalization fee**, to be based on codes and rates in effect at the time of building permit issuance.
- g. **Fire Protection fee**, to be based on codes and rates in effect at the time of building permit issuance.
- h. **Police Facilities fee**, to be based on codes and rates in effect at the time

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- of building permit issuance.
 - i. **Sewer Connection fee**, to be based on codes and rates in effect at the time of building permit issuance.
 - j. **South San Luis Obispo County Sanitation District Connection fee**.
 - k. **Drainage fee**, as required by the area drainage plan for the area being developed.
 - l. **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.
 - m. **Construction Tax**, the applicant shall pay a construction tax.
 - n. **Alarm Fee**, to be based on codes and rates in effect at the time of development.
 - o. **Strong Motion Instrumentation Program (SMIP) Fee**, to be based on codes and rates in effect at the time of development.
 - p. **Building Permit Fee**, to be based on codes and rates in effect at the time of development.
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.
114. **Preliminary Title Report**, a current preliminary title report shall be submitted to the Director of Public Works prior to checking the map. If the property owner is a Limited Liability Company (LLC), provide names and contact information for the individual owners. A current subdivision guarantee shall be submitted to the Director of Public Works prior to recording the Map.

BONDING SURETY

115. **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.
116. 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. **Erosion Control and Landscape**, 100% of the approved estimated cost of all erosion control work during construction and the estimated cost of all final landscaping after construction is complete. This bond

is refundable upon successful completion of the work, less expenses uncured by the City in maintaining and/or restoring the site.

- c. **Labor and Materials**, 50% of the approved estimated cost of all subdivision improvements.
- d. **One Year Guarantee**, 10% of the approved estimated cost of all subdivision improvements. This bond is required prior to acceptance of the subdivision improvements.
- e. **Monumentation**, 100% of the estimated cost of setting survey monuments.
- f. **Tax Certificate**, 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



MEMORANDUM

TO: Planning Commission

FROM: Andrew Perez, Planning Manager

SUBJECT: Supplemental Information
Agenda Item 8.a – April 2, 2024, Regular Meeting

DATE: April 2, 2024

Attached is a public comment letter received for the above referenced item that was received after the publication of the agenda.

cc: Community Development Director
City Website

HELLO,

MY NAME IS DANNY ALVAREZ AND I LIVE IN NIPOMO AND WORK IN ARROYO GRANDE. I THINK THE CAR WASH IS NOT A GOOD IDEA BECAUSE IT IS GOING TO BE HIGHLY AUTOMATED, RELYING ON MACHINERY RATHER THAN HUMAN LABOR. THIS WILL LEAD TO JOB DISPLACEMENT AND THE LOSS OF EMPLOYMENT OPPORTUNITIES IN OUR COMMUNITY. ALSO, WE HAVE HAD A DROUGHT IN CALIFORNIA UNTIL RECENTLY AND WE NEED TO BE CAREFUL ABOUT THE PROJECTS WE APPROVE. GRAND AVENUE IS THE BUSIEST STREET IN ARROYO GRANDE, AND WE NEED TO DO OUR BEST TO NOT ADD TO THE TRAFFIC TO THE AREA. A CAR WASH WILL LEAD TO MORE TRAFFIC.

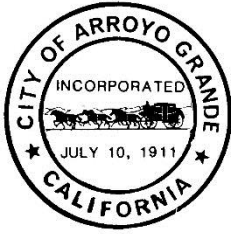
Danny
02/04/24

Conditional Use Permit

23-010

CAR WASH

Meeting Comments 4/2/24



MEMORANDUM

TO: Planning Commission

FROM: Brian Pedrotti, Community Development Director

BY: Andrew Perez, Planning Manager

SUBJECT: Election of Chairperson and Vice Chairperson

DATE: April 2, 2024

SUMMARY OF ACTION:

Appoint a Chairperson (Chair) and Vice Chairperson (Vice Chair) to serve from April 16, 2024, until March 18, 2025.

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

No financial impact is projected.

RECOMMENDATION:

- 1) Elect a Chair and a Vice Chair to serve effective April 16, 2024, and continuing until March 18, 2025; and
- 2) Find that the request is not a project as defined by the California Environmental Quality Act pursuant to State CEQA Guidelines section 15378(b)(5).

BACKGROUND:

City Council Resolution No. 09-2077 established by-laws that govern the Planning Commission's organization and the conduct of its meetings. The by-laws state that at the second regular meeting in March, the members of the Planning Commission shall elect a Chair and Vice Chair, who shall hold office for one (1) year. The Chair and Vice Chair shall carry out the duties for those positions as described in the by-laws (Attachment 1).

For the Commission's reference, an election protocol is outlined below. This is a suggested procedure, and the Commission can vary from it in whatever manner is deemed appropriate, with the goal of having an orderly process to select the Chair and Vice Chair.

1. The Presiding Officer shall conduct the election of Commission Officers.
2. Call to select all nominations for Chairperson (no second necessary). Presiding Officer to repeat each nomination as it is made.

**Planning Commission
Election of Chairperson and Vice Chairperson
April 2, 2024
Page 2**

3. Call for motion to close nominations.
4. The Commission will vote, beginning with the first nominee, until a nominee receives a majority of votes and a Chairperson is selected.
5. Call to select all nominations for Vice Chairperson (no second necessary). Presiding Officer to repeat each nomination as it is made.
6. Call for motion to close nominations

The Commission will vote, beginning with the first nominee, until a nominee receives a majority of votes and a Vice Chairperson is selected.

ADVANTAGES:

The current process provides an orderly and fair procedure for electing a Chairperson and Vice Chairperson.

DISADVANTAGES:

None identified.

ENVIRONMENTAL REVIEW:

Staff recommends the City Council find the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines section 15378(b)(5). The action is an administrative activity of the City that involves appointing a Chair and Vice Chair of the Commission and does not authorize any development or changes to land use. Thus, the project would not result in any direct or indirect changes to the environment, and consequently, this action is not a project within the meaning of CEQA.

PUBLIC NOTIFICATION AND COMMENTS:

The Agenda was posted at City Hall and on the City's website in accordance with Government Code Section 54954.2.

ATTACHMENTS:

1. Planning Commission By-Laws

RESOLUTION NO. 09-2077

A RESOLUTION OF THE CITY OF ARROYO GRANDE
PLANNING COMMISSION AMENDING THE BY-LAWSSECTION I

WHEREAS. the City Council of the City of Arroyo Grande, pursuant to Sections 65000 through 65906 of the Government Code, appointed the Planning Commission and provided the powers and duties as outlined in Title 9, Chapter 1, Section 110 of the Municipal Code; and

SECTION II

NOW, THEREFORE, the Planning Commission of the City of Arroyo Grande resolves that the following amended By-laws are hereby adopted, governing the organization of the Planning Commission and the conduct of Planning Commission meetings:

BY-LAWS**A. Attendance of Members:**

Absence from three (3) consecutive regular meetings or 25% of the regular meetings during any one-year period, without formal consent of the City Council may be deemed to constitute the resignation of such member and the position declared vacant.

B. Officers:

1. Selection

- a. At its second regular meeting in March the members of the Planning Commission (hereinafter the "Commission") shall elect a Chair and a Vice-chair, who shall hold office for one year. Their duties shall be such as are usually carried out by such officers.

2. Duties

a. Chair

The Chair shall:

- 1) Preside at all meetings;
- 2) Call special meetings except as provided in C.2.a.;
- 3) Appoint persons to all committees subject to confirmation by the Commission;
- 4) Execute documents on behalf of the Commission;

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- 5) Ensure that all Commission business is conducted in accordance with law;
 - 6) Assist staff in determining agenda items; and
 - 7) Perform such other duties as are assigned by the Commission.
- b. Vice-Chair
The Vice-Chair shall:
- 1) Preside at meetings in the absence of the Chair; and
 - 2) Perform such other duties as are assigned by the Chair or Commission.
- c. Secretary to the Commission
The Secretary to the Commission shall:
- 1) Keep permanent and complete records of the proceedings of the Commission;
 - 2) Join with the Chair in executing all instruments of writing requiring formal execution on the part of the Commission;
 - 3) Post Commission agendas in the manner required by law.
- d. Secretary to the Commission
The Secretary to the Commission may be designated by the Community Development Director to fulfill such duties as assigned by the Commission.

C. Meetings:

1. Regular Meetings

- a. The regular meetings of the Commission shall be held on the first and third Tuesday of each month at 6:00 p.m. in the City Council Chambers, Arroyo Grande, California.
- b. A motion will be required to continue discussion of agenda items after 10:00 p.m.

2. Special Meetings

- a. A special meeting may be called by the Chair or by the Secretary to the Commission at the written request of at least three members; provided that written notice of such special meeting so called shall be received by each member of the Commission at least 24 hours in advance of the time fixed for the meeting, and which notice shall

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contain the time, the place, and shall set out the business to be transacted. Notice may be dispensed with by written waiver of each member.

- b. The Secretary of the Commission shall notify the public and the press of all special meetings of the Commission, pursuant to the Brown Act.

3. Adjournment

The Commission may at any meeting adjourn over to the next regular meeting by a majority vote, or, may recess to a stated time, date and place for continuance of the meeting.

The Commission may, by Resolution, amend these By-laws and designate a different day, time or place on which to hold regular meetings; notice of such change of regular meetings must be posted on the door of the present hearing place and given to each local newspaper of general circulation, radio or television station requesting written notice at least 5 days prior to the next meeting.

D. Quorum:

1. Three members of the Commission shall constitute a quorum for the transaction of Commission business.
2. Should there not be a quorum present, the members present may adjourn to a later date, or adjourn to a Workshop/Study Session.
3. In the absence of both the Chair and Vice-Chair at any meeting, but a quorum existing, a chair shall be selected Pro Tem by the Commissioners present and the business transacted as though the regular officers were present.
4. If an item is continued for more than two consecutive Commission meetings due to a lack of a quorum, it may be referred to the City Council by the Chair.

E. Committees:

1. Special committees for particular purposes may be created by the presiding officer with consent of the Commission.

F. Voting:

1. The Chair of the Commission, or presiding officer if another Commissioner presides, shall be entitled to vote with the other Commissioners in the transaction of any business and in all matters coming before the Commission.

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2. Commission action for adoption or amendment to the General Plan, Development Code, Specific Plan, and Planned Development (PD) Ordinance projects shall require the affirmative vote of at least three members.
3. The affirmative vote of a majority of the Commission present shall be required for the approval of all other Commission business.
4. One member may demand a roll call of the ayes and noes on any question.
5. When a member of the Commission abstains from voting on any matter before it because of a potential conflict of interest, said abstention shall not constitute nor be considered as either a vote in favor of or opposition to the matter being considered.
6. The order of voting shall be that the motion maker shall vote first, the Commissioner seconding the motion shall vote second, the remaining Commissioners alphabetical with the Chair always voting last.
7. The minutes of the Commission's proceeding shall show the vote of each member for roll call votes, including if they were absent or abstained to vote on a matter considered.
8. A member shall disqualify himself/herself from voting in accordance with the Conflict of Interest Law. When a person disqualifies himself/herself, he/she shall state prior to the consideration of such matter by the Commission that he/she is disqualifying himself/herself due to a possible conflict of interest, state the general nature of the conflict of interest, and shall then leave the voting area.

G. Minutes:

All motions, orders, and resolutions, and such other matters as the Commission orders shall be entered into the minutes.

H. Conduct of Meetings:

All business of the Commission shall be conducted according to "Robert's Rules of Order."

I. Resolutions:

Resolutions shall be numbered consecutively and must be signed by the Chair and Secretary to the Commission and shall be kept in a resolution file, and may be referred to by number.

J. Order of Meetings:

1. Unless the Chair directs, the order of business shall be as follows:

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- a. The Chair shall take the chair precisely at the time appointed for the meeting and shall immediately call the Commission to order.
- b. Members present and absent shall be recorded.
- c. The minutes of any preceding meeting shall be submitted for approval.
- d. Any member of the audience may comment on any matter that is not listed on the agenda. A time limit of 3 minutes may be imposed on each individual speaker if the Chair so directs.
- e. The public shall be advised of the procedures to be followed in the meeting.
- f. The Commission shall then hear and act upon those items outlined on the agenda.
- g. Agenda Item for Approved Minor Use Permits: All approved Minor Use Permits listed on the Agenda for Commission and Public Information shall be subject to a 10-day appeal period.
- h. Planning Commission/Community Development Director Comments and Items.
- i. Adjournment

K. Presentation or Hearing of Proposals:

The following shall be the order of procedure for public hearings or other proposals concerning City matters, unless the Chair in his/her discretion shall otherwise direct.

1. The Chair shall announce the item listed on the agenda.
2. If a request is made for continuance, a motion may be made and voted upon to continue the item to a definite time and date, or continue indefinitely. If a previously advertised public hearing item is continued indefinitely, the item must be legally re-advertised.
3. The staff shall be asked to present the substance of the agenda item, staff report, recommendation, and answer technical questions of the Commission.
4. Order of Testimony:

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- a. Applicant's statement
- b. Statements from the public
- c. If determined by the Chair to be necessary, a rebuttal from the applicant
- d. Public hearing closed
- e. The Commission shall then deliberate and either take action on the matter or continue the matter to another date and time certain, or indefinitely.

L. Rules of Testimony:

1. Persons presenting testimony to the Commission are requested to give their name and address for the record. They may also be requested to voluntarily sign the attendance sheet.
2. If there are numerous people in the audience who wish to participate on an issue, and it is known that all represent the same opinion, a spokesperson should be selected to speak for the entire group. The spokesperson will have the opportunity of speaking for a reasonable length of time and of presenting a complete case.
3. To avoid unnecessary cumulative evidence, the Chair may limit the individual and/or total amount of time allocated for public testimony on a particular issue.
4. Irrelevant and off-the-subject comments will be ruled out of order.
5. The Chair will not permit personal remarks regarding the staff or individual Commissioners during a public hearing. Complaints should be submitted in writing or presented verbally as a separate item on the agenda.
6. No person shall address the Commission without first securing the permission of the Chair to do so.

M. Review and Amendments Procedure:

1. These By-laws may be reviewed at the second meeting in July of each year by a subcommittee with members appointed by the Chair with the consent of the Commission. The review subcommittee shall present their recommendation for amending or not amending these Rules to the Commission.

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2. In addition, the By-laws may be amended at any meeting of the Planning Commission by a majority (3 affirmative votes) of the Commission provided that notice of the proposed amendment is received by each Commissioner not less than five (5) days prior to said meeting.

BE IT FURTHER RESOLVED that the Community Development Director shall furnish copies of this Resolution to the Planning Commission and copies of these By-laws shall be available for public inspection at City Hall.

On motion by Commissioner Keen, seconded by Commissioner Ruth, and by the following roll call vote to wit:

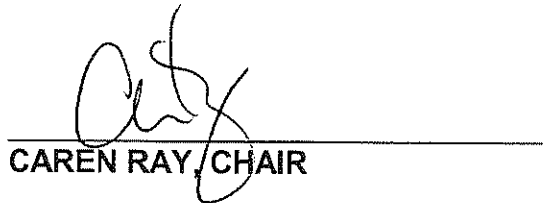
AYES: Commissioners Keen, Ruth and Chair Ray
NOES: Commissioners Barneich and Brown
ABSENT: None

the foregoing Resolution was passed and adopted this 3rd day of February 2009 and becomes effective immediately.

ATTEST:



**LYN REARDON-SMITH
SECRETARY TO THE COMMISSION**



CAREN RAY, CHAIR

AS TO CONTENT:



**ROB STRONG
COMMUNITY DEVELOPMENT DIRECTOR**

