



MEMORANDUM

TO: Planning Commission

FROM: Brian Pedrotti, Director of Community Development

BY: Andrew Perez, Planning Manager

SUBJECT: Consideration of Conditional Use Permit 23-004, Lot Line Adjustment 23-002 and Planned Sign Program 23-001 and Finding that this Action is Exempt From Review Under the California Environmental Quality Act pursuant to State Guidelines Section 15332; Locati

DATE: November 19, 2024

RECOMMENDATION:

- 1) Adopt a Resolution approving the conditional use permit, lot line adjustment, and planned sign program; and
- 2) Find that this action is exempt from CEQA pursuant to State Guidelines Section 15332 for infill development;

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

Transient uses, such as hotels, generate revenue for the City's General Fund in the form of transient occupancy tax (TOT). The General Fund supports all of the core city services, such as utilities, emergency services, and maintenance of city facilities.

BACKGROUND:

The 1.57-acre site is comprised of three (3) separate parcels, all zoned Highway Mixed-Use (HMU) (Attachment 2). The three (3) parcels are not yet owned by the project applicant, but are under contract to be purchased. The project site is located at the corner of N. Halcyon Road and El Camino Real and bounded by Faeh Avenue to the south. Surrounding land uses include the Operating Engineers Union building directly west of the project site and the Arroyo Grande Cemetery to the west across Halcyon Road. Highway 101 and El Camino Real border the northeast side of the triangular project site. Faeh Avenue and the single-family neighborhood beyond create the southeast boundary of the site. There are two vacant structures on the site, formerly occupied by Francisco's Restaurant and Beach Front Auto Service.

The purpose of the HMU zoning district is to provide areas with a variety of visitor-serving and auto-related uses in areas convenient to both freeway traffic and vehicles or

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pedestrians. Development standards for the district 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 hotels and drive-through services with the approval of a Conditional Use Permit (CUP).

Project Description

The project consists of a hotel and an automated drive-thru car wash facility. The hotel will consist of 22 rooms, a lobby, and swimming pool centrally located on the site. Prefabricated units are proposed for the hotel rooms in both a one-story and two-story configuration. Each unit would be approximately 230 square feet of interior space and have access to a private 115 square foot balcony. Parking for hotel guests is located in a lot south of the hotel and accessed from Faeh Ave. The car wash would be situated near the corner of the property at the intersection of N. Halcyon Rd. and El Camino Real. The car wash would be a fully automated system that a customer would drive through after paying at a kiosk just beyond the entrance to the site. Upon exiting the car wash tunnel, a self-serve vacuum area is available.

The applicant also proposes a lot line adjustment (LLA) to establish separate parcels for the hotel and car wash. The proposed LLA will extinguish one of the existing parcels, leaving two (2) parcels and will result in the modification of parcel shapes, width, depth, and parcel areas. The statistics of the new parcels are summarized in Table 1.

Table 1. Proposed Parcel Sizes

Parcel Number	Lot Area	Max Width	Max Depth	Zoning
Parcel 1	43,8663 sq. ft.	355'	413'	HMU
Parcel 2	24,667 sq. ft.	248'	125'	HMU

The proposed LLA allows each project component to be contained on its own parcel while complying with minimum dimensions and area for parcels in the HMU zone.

The project proposes two uses that will be built and operated independently of each other. While the applicant will operate the car wash, they are looking to obtain the services of a hotelier to operate the hotel component. Construction of the hotel will not commence until a hotelier has been secured, but improvements to the Faeh Avenue frontage would occur at the same time as the improvements to the other two project frontages.

Pre-Application Review

City Council reviewed a pre-application for this project on January 10, 2023. A courtesy notice was sent to property owners within 300 feet of the project site to solicit

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neighborhood input. Council was supportive of the use and appreciated the communication with the neighborhood. The project presented to Council included an egress driveway from the car wash onto Faeh Avenue. Council directed the applicant to redesign the onsite circulation so vehicles would exit onto El Camino Real rather than Faeh Avenue. The applicants revised the project accordingly and the only two driveways on Faeh Avenue are for the hotel, which is anticipated to generate far fewer trips than the car wash and therefore be less impactful on the single-family residences across the street.

Architectural Review Committee

The Architectural Review Committee reviewed the project at its meeting on [July 3, 2023](#)¹. The Committee was supportive of the project and appreciated the design aesthetic, materials and colors. Additionally, the planned sign program was reviewed at a special meeting of the ARC on [September 11, 2023](#)². The ARC was supportive of the locations, colors, and materials of the proposed signage for the uses. The ARC recommends approval of the project to the Planning Commission as submitted.

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A public hearing notice was published and a hearing was scheduled for [September 19, 2023](#)³, however the applicant requested for the hearing to be continued to a date uncertain to allow the applicant to resolve negotiations with the property owner. Those issues have been resolved and the project for consideration has not been revised since that date.

ANALYSIS OF ISSUES:

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 and service commercial, offices, residential, and other compatible uses that support multiple neighborhoods and the greater community. The proposed project is consistent with the Mixed Use General Plan Land Use designation.

Land Use Element (LUE)

Policy 5-8 of the Land Use Element encourages the development of commercial, office, and residential uses along the three (3) primary mixed-use corridors: East Grand Avenue, Traffic Way, and El Camino Real. Tourist accommodations are specifically encouraged

¹ <https://pub-arroyogrande.escribemeetings.com/Meeting.aspx?Id=cb68c3d1-0e42-40c5-9916-651b6e2ceca3&Agenda=PostMinutes&lang=English>

² <https://pub-arroyogrande.escribemeetings.com/Meeting.aspx?Id=65897d88-d077-44c5-a35e-94a24baffe32&Agenda=PostMinutes&lang=English>

³ <https://pub-arroyogrande.escribemeetings.com/Meeting.aspx?Id=9400d6e9-3b66-4f47-ab44-6b87026dba25&Agenda=PostMinutes&lang=English>

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by LUE Policy 5-8.1. Furthermore, LUE Policy 8-1 supports automobile related uses in appropriate locations, such as sites near freeways and at arterial street intersections, provided the design and operations are compatible with adjacent uses. The Municipal Code definition of Automobile/Vehicle Services includes car washes; therefore, the car wash is a use that is supported by this LUE policy. The policy also requires high quality architectural and landscape design that is consistent with the overall character of the City. Review by the Architectural Review Committee is required as part of the Conditional Use Permit process to ensure compliance with this policy. Project entitlement will require approval of a CUP, consistent with the Development Code and LUE Policy 5-4.

LUE Policies 12-12.2 and 12-12.7 encourage signage to be integrated into the overall site and architectural design of a development while minimizing sign clutter. The proposed monument sign and wall signs are well integrated into the site and are architecturally compatible in both design and color with the proposed structures. The sign plan is restrained, using fewer signs and less area than allowed by the Municipal Code.

Circulation Element

Both El Camino Real and Halcyon Road are classified as arterials roadways. Arterials serve and connect areas of major activity within the urban area and function primarily to distribute cross-town traffic from freeways/highways to collector streets. Halcyon Road serves as the primary north-south arterial and provides access to Highway 101 directly, as well as via Brisco Road. The project is consistent with Circulation Element Policy CT 3-1 because the project will not cause degradation of the existing level of service at intersections near the project site. Policy CT5-4 encourages the addition of street trees and landscaping along major streets. The project proposes significant landscaping along the El Camino Real frontage to be consistent with this policy. The adopted Halcyon Complete Streets Plan proposes minor restriping and the addition of a green bike lane and a bike box in the right, left-hand turn lane. Final engineering design for construction of the Halcyon Complete Streets Plan improvements is currently underway. The proposed conditions of approval require coordination between the applicant and the City to ensure frontage improvements associated with the project are consistent with the Halcyon Complete Streets Plan.

Economic Development Element (EDE)

The proposed project includes a hotel that will generate revenue for the City through the collection of transient occupancy tax (TOT). Additionally, the hotel will generate jobs during the construction phase and in perpetuity during its operations. EDE Policy ED6-3 encourages the City to capitalize on development opportunities to increase lodging facilities. The development of this property is supported by EDE Policy 5-2, which encourages development and utilization of the El Camino Real corridor for retail and service uses. Implementation measure ED7-1.3 supports the pre-application process as

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a tool to establish a level of predictability of City requirements, concerns, process, and anticipated timelines.

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 not directly adjacent to a residential use; therefore, no front or rear setback is required. Similarly, there is not a side setback requirement in this zone unless a site abuts a residential use. The maximum lot coverage and floor-area ratio for HMU zoned parcels is 75%. With a size of 1.57 acres, or 82,328 square feet, a maximum of 61,746 square feet of floor area can be proposed. The combined building footprints of all structures on the lot is approximately 10,000 square feet, which is much less than the limit for the HMU zone.

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, and the height of the tower element to be 36 feet. The two-story portion of the hotel will be approximately 24 feet.

Noise

A Noise and Groundborne Vibration Impact Analysis was prepared by Ambient Air Quality and Noise Consulting to identify and evaluate noise impacts associated with the implementation of the project (Attachment 3). The report also identifies the nearest sensitive land uses in the vicinity of the project site and ambient noise levels for the sake of comparison. The significant sources of operational noise include dryer motors in the car wash tunnel, hotel air conditioning units, and the pool equipment. Additional noise sources will be the self-serve vacuum area and operational noise from the hotel.

Ambient noise measurements at the site average approximately 57 to 65 decibels. The highest noise levels were taken at the project site boundary adjacent to El Camino Real and were a result of noise from Highway 101. AGMC Section 9.16 establishes standards for acceptable noise levels, which are intended to prevent noise-related impacts that may be detrimental to the public health, welfare and safety. Pursuant to this Code Section, a land use shall not operate at an average noise level of above 50 decibels (dBA L_{eq}) and may not create noise that exceeds 70 decibels during daytime hours (7am-10pm). The threshold is reduced by 5 decibels during the nighttime hours (10pm-7am). The intensity of a noise level is measured at the property line of the affected sensitive use. Sensitive uses include residential development, schools, hospitals, churches, meeting halls, hotels, parks, and offices.

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The modeling software used to produce the analysis does not anticipate the proposed project resulting in an increase in the existing ambient noise levels. Predicted exterior operational noise levels range from 33 to 48 dBA L_{eq} at the location of future hotel rooms, and between 33 and 40 dBA L_{eq} at the nearest sensitive land uses on Faeh Avenue. The higher end of the predicted noise exceeds the limits for on-site noise levels during nighttime hours, but can be mitigated with limiting the hours of operation for the car wash to daytime hours (7:00am to 10:00pm) and enclosing the pool pump and also limiting its use to daytime hours. Short term noise associated with construction will exceed the previously stated standards. However, AGMC Section 9.16.030 states that noise associated with construction is exempt from the noise standards, provided that it occurs between 7:00am and 10:00pm during the week, and 8:00am and 5:00pm on Saturdays and Sundays. The analysis suggests limiting the hours of construction noise to 7:00pm during the week and prohibiting construction on Sundays and holiday to minimize construction-related noise impacts. These recommendations are included as conditions of approval (nos. 34-38) in the prepared Resolution.

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 4). The TIA evaluates the impacts of project-generated trips on intersections in the vicinity of the project. The intersections at El Camino Real and Brisco Road, and El Camino Real and Halcyon/SB 101 Ramp were analyzed in this TIA. The intersection of El Camino Real Halcyon Rd/SB 101 Ramp operate at a level of service (LOS) B at the AM peak hours and at LOS C in the peak PM hour. The Brisco Road intersection currently operates at a LOS D in both the AM and PM peak hours. The project is anticipated to add 24 trips during the AM peak period and 54 during the PM peak. Delays at both intersections will increase by less than one second at each intersection with the addition of project traffic, except for the Brisco Road intersection, where an increase in delay of 2.3 seconds is anticipated. These increases in delay would not cause degradation of the LOS at either intersection.

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.

Access and Parking

Access to the hotel and car wash are proposed to be separated with no vehicular connectivity between them. A two-way driveway on El Camino Real, approximately 40 feet from the El Camino Real/N. Halcyon Rd intersection, will provide access to the car

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wash operation and bank of electric vehicle (EV) chargers. Users of the car wash will proceed through the car wash tunnel and back onto El Camino Real via a one-way, exit-only driveway.

When City Council reviewed the pre-application for the project, it encouraged the applicant to redesign the internal circulation to eliminate the third driveway on Faeh Ave. The applicant obliged and redesigned the project to have vehicles exit the car wash onto El Camino Real. This requires relocating the existing park and ride spaces adjacent to the project site. The project proposes additional on-street parking spaces that will be available to park and ride users. The California Department of Transportation (Caltrans) is currently in a lease agreement with the City for use and maintenance of the Park and Ride lot on El Camino Real. Caltrans is supportive of the proposal to relocate the three spaces and the additional spaces being dedicated to the lot. Amendments to the existing lease agreement that consider the new parking spaces will need to be approved by City Council. This will occur when the design of the public improvements is finalized.

Guests of the hotel will use a one-way, entrance only driveway from Faeh Ave. to enter into the hotel parking lot. The parking lot is proposed to use a one-way circulation pattern which will require guests of the hotel to exit through a separate one-way, exit only driveway onto Faeh Ave. near the western edge of the project site. Hotel guests will be directed to park in that lot. The traffic analysis prepared for the project anticipates the hotel to generate approximately 50 vehicle trips per day, which includes 8 trips in each of the AM and PM peak hours. This number of trips is not anticipated to create any adverse impacts on the Faeh Ave. residents.

The Municipal Code requires hotels to provide one (1) parking space per guest room and two (2) spaces for the associated office space, resulting in a parking requirement of 24 spaces for the proposed hotel use. 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 customer and employee restrooms), and car wash tunnel is approximately 4,600 square feet, which results in a parking requirement of 18 spaces. The car wash would be a fully automated system, requiring employees only for taking 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 42 parking spaces and the requirement is met by providing 55 parking spaces. Parking spaces for hotel guests are provided in a parking lot near the Faeh Avenue frontage adjacent to the guest rooms. Parking for the car wash facility includes 11 spaces near the entrance for EV charging as well as 20 spaces where customers can park and use vacuums. The site plan also proposes 13 new parking spaces along the El

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Camino Real frontage within the right-of-way for additional EV charging stations and public parking. These parking spaces are located within the City right-of-way, and do not count towards the parking provided by the project to satisfy its parking requirement.

Architecture

The project proposes two different architectural styles that distinguish each component of the project. A modern industrial style is used for the hotel component. The prefabricated hotel rooms emphasize the modern aesthetic by using geometric shapes and light tan vertical wood siding. These modular units would include matte black aluminum framed windows and doors. The lobby and elevator shaft would have black standing seam metal siding in contrast to the lighter color on the hotel rooms. All of the structures associated with the hotel will use a Thermoplastic Polyolefin (TPO) roofing material, which would not be visible from the public right-of-way due to the flat roof structure.

The car wash uses elements from both agrarian and modern architectural styles. A variety of materials and colors are proposed for the car wash tunnel and kiosk. The main tunnel where the car washing takes place will be clad with gray, galvanized, corrugated steel siding on the south elevation, which faces the hotel. The north elevation, facing El Camino Real, will also use the corrugated steel siding, but is partially obscured by the equipment room. Corrugated steel siding is also proposed as the roofing material for the car wash tunnel. Visible from El Camino Real, the equipment room will use Corten steel cladding. Corten steel is a material that weathers over time giving it a distressed, antique appearance. The prominent tower element uses black standing seam metal siding and roofing.

Landscaping

A significant amount of landscaping is proposed with this project. Twenty-five (25) new olive 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 rosemary, orange kangaroo paws, aloes, and agaves. The hotel walkways and courtyard area will include several silver sheen pittosporums and coral aloes. Areas adjacent to parking spaces will be planted with low growing succulents and groundcovers. 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.

Signage

The project proposes a Planned Sign Program to install two (2) new wall signs and two (2) new ground signs for the development. The total amount of signage proposed is 202 square feet. AGMC Section 16.60.020.C.1.b, requires a Planned Sign Program for any

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project with a total aggregate sign area exceeding one hundred fifty (150) square feet and is also required for projects that propose ground signs between 20 and 50 feet in height. The applicant proposes signage as follows:

Car Wash Signage

Wall Sign (Tower)

Materials: Plexiglass sign face within a metal case
Message: "Sun Day Carwash"
Size: 64 sq. ft.
Colors: White text and Yellow logo
Location: On tower element oriented towards El Camino Real
Illumination: Internally illuminated

Wall Sign (Car Wash Tunnel)

Materials: Plexiglass sign face within a metal case
Message: "Sun Day Carwash"
Size: 64 sq. ft.
Colors: Black text and Yellow logo
Location: Above entrance to car wash tunnel, oriented towards N. Halcyon Rd.
Illumination: Internally illuminated

Hotel Signage

Ground Sign (Monument Sign)

Materials: Plexiglass and metal extruded individual letters
Message: Hotel Halcyon
Size: 24 sq. ft.
Colors: Hotel Halcyon: White text on gray concrete wall
Location: Faeh Ave at hotel entrance driveway
Illumination: Internally illuminated letters

Combined Signage

Ground Sign (Pole Sign)

Materials: Plexiglass sign face within a metal case. Steel post and concrete foundation
Message: Sun Day carwash (car wash)
Hotel Halcyon (hotel)
Size: 50 sq. ft.
Colors: Black text and yellow logo on aqua background (car wash)
White text on black background (hotel)
Location: Corner of El Camino Real and Halcyon Rd – near car wash entrance

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Illumination: Internally illuminated

The signage of both businesses is summarized in Table 2:

Table 2: Combined Signage Area

Sign Type	Number	Sq. Ft.
Ground Sign #1 (Pole)	1	50
Ground Sign #2 (Monument)	1	24
Wall Sign #1 (Tower)	1	64
Wall Sign #2 (Tunnel)	1	64
Total	4	202

Municipal Code Sign Standards

AGMC Section 16.60.040 regulates the number, maximum height, area, and location of signs. Table 16.60.040-A.C.2 establishes that hotels located in mixed-use zones and within 300 feet of the Highway 101 right-of-way may have:

- 1) Either one ground sign or one projecting sign, and
- 2) Either one ground sign and two wall signs per street frontage.

Car washes fit within the automotive service stations category with regards to sign regulations, and are provided the following options for signage:

- 1) One ground sign;
- 2) One projecting sign; and
- 3) Four wall signs.

The application proposes one ground sign and one wall sign for each component of the project, in compliance with the Municipal Code regulations. Maximum sign area automotive service stations is limited to 300 square feet, whereas maximum sign area for hotels is determined by a formula based on the width of a building frontage. The building width of the hotel is 161 feet, which allows for up to 193 square feet of signage. The area of the signage for both uses is proposed at 202 square feet, which is considerably less than the 493 square feet that is allowed.

Both hotels and automotive service stations are allowed to have ground signs up to 50 feet in height, with the approval of a Planned Sign Program by the Planning Commission. A 6-foot separation between wall signs is the only requirement pertaining to the location of wall signage. No wall signs are proposed on the same wall plane, therefore the proposal is in compliance with this standard.

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AGMC 16.60.020 states that the purpose of a planned sign program is “to integrate signs with building and landscape design into a unified architectural unit, and to ensure the magnitude of the proposed signs is consistent with existing and proposed buildings and the character of the area within which the signs are proposed.” The ARC is being asked to review the proposal and make a recommendation to the Planning Commission that it is consistent with criteria contained in the Municipal Code:

- 1) Requiring that sign colors be generally compatible with building color;
- 2) Using the same type of cabinet supports or method of mounting for signs of the same type; by using the same type of construction material for components, such as sign copy, cabinets and supports; or by using dissimilar signing that is determined by the approval authority to be compatible;
- 3) Using the same form of illumination for all signs, or by using varied forms of illumination that have been determined by the approval authority to be compatible; and
- 4) Requiring that signs not overpower buildings, and be of appropriate scale and character with existing signs in the general area

The signage proposed for the car wash uses the design and colors established by the branding for the franchise. The yellow smiley face logo is present on all signage for the car wash and combined with either black or white text depending on the color of the material it is mounted on to create the most contrast. One wall sign is proposed on black standing seam metal siding, and another is proposed on gray, galvanized metal siding. The ground sign for the hotel proposes white individual letters mounted on a low block wall. All signage will be internally illuminated and complies with the standards for size, height, location, and number of signs.

Community Outreach

The applicant organized a community outreach meeting at the site in the Fall of 2022, prior to the pre-application meeting to listen to community concerns. The residents in attendance that day voiced concerns relating to water usage, circulation, specifically the number of driveways on Faeh Avenue, and noise. The refined project addresses each of these issues and the materials submitted with the application provides assurance that the traffic and noise generated by the project will not have adverse impacts on the adjacent neighborhood. Staff sent courtesy notices to property owners within 300 feet of the project site, notifying them of the ARC hearing.

Another community meeting was held on October 9, 2024 to inform the neighbors that the project was once again moving forward. The meeting was attended by the applicant

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team and staff. The neighborhood was notified that the project was revised to address neighborhood concerns by directing traffic exiting the car wash onto El Camino Real rather to Faeh Avenue to alleviate concerns about increased traffic. The applicant also communicated the timing and duration of construction activities, including an explanation that the car wash portion of the project will be built first and the hotel will be constructed when the services of a hotelier are secured.

ALTERNATIVES:

The following alternatives are provided for the Commission's consideration:

1. Adopt a Resolution approving the project;
2. Modify and adopt the Resolution to adopt the project;
3. Do not adopt the Resolution; or
4. Provide other direction to staff.

ADVANTAGES:

The project will develop a highly visible site that has fallen into disrepair. The hotel will generate tax revenue in the form of TOT and attract visitors that also contributes to the tax base. The project is designed in a way that locates the hotel near the residential uses on Faeh Avenue, which is an appropriate transition between the commercial and residential uses.

DISADVANTAGES:

The project will result in an increase of traffic on Faeh Avenue, which is classified as a local street. This impact will be mitigated by directing all car wash traffic onto Halcyon Road and limiting traffic on Faeh Avenue to hotel guests.

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

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- 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 project site is 1.57 acres in site and 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 a public hearing notice, and that notice was also published in the New Times. Interested parties were also notified of the public hearing via email on November 8, 2024. A sign was posted at the project site on November 8, 2024, in accordance with the City's project notification policy.

ATTACHMENTS:

1. Resolution
2. Project Site
3. Noise and Vibration Impact Analysis
4. Traffic Impact Analysis
5. Project Plans