



**CITY OF
SAN LUIS OBISPO**

**INITIAL STUDY
ENVIRONMENTAL CHECKLIST FORM
For CODE-1316-2015**

1. Project Title:

SLO Brew "The Rock"

2. Lead Agency Name and Address:

City of San Luis Obispo
919 Palm Street
San Luis Obispo, CA 93401

3. Contact Person and Phone Number:

Rachel Cohen, Associate Planner
805-781-7574

4. Project Location:

855 Aerovista (APN 053-412-022)

5. Project Sponsor's Name and Address:

Auzco Development, LLC
835 Aerovista Place
San Luis Obispo, CA 93401

Project Representative Name and Address:

Steve Pults
Steven Pults AIA & Associates
3592 Sacramento Street, Ste 140
San Luis Obispo, CA 93401

6. General Plan Designation:

Business Park

7. Zoning:

Business Park (BP)

8. Description of the Project:

The applicant is requesting a text amendment to the Zoning Regulations and the Airport Area Specific Plan (AASP) to allow a Night Club as an allowed use, with a conditional use permit, in the Business Park (BP) zone. Attachment 1 shows the proposed changes to the Zoning Regulations and the AASP.

The applicant is also requesting a use permit for a night club, to host live music around the existing rock outcropping in the outdoor patio area and inside a facility located at 855 Aerovista Place within the BP zone of the AASP. Events at the site would also include weddings (ceremonies indoors only), concerts and other large party events. The night club would operate only on Friday evenings, 5:00 pm to 11:00 pm, and Saturdays and Sundays, 10:00 am to 11:00 pm with no more than a maximum attendance of 600 people. The night club would operate at the SLO Brew Production Facility that is currently being constructed on the site. The SLO Production Facility was reviewed and approved by the Architectural Review Commission (ARC) for compliance with City’s Municipal Code, the AASP and design guidelines. The structure includes:

- 3,047 square foot entertainment venue,
- 6,496 square foot brewery production facility,
- 1,579 square foot beer tasting/restaurant area,
- 1,250 square foot kitchen,
- 600 square foot outdoor dining area,
- 15,444 square foot lease space, and
- 1,746 square feet of office and mezzanine area.

9. Setting and Surrounding Land Uses:

The AASP has approximately 177.49 acres that are designated as BP zone (see Attachment 2, Zoning Designation Map). The SLO Brew Production Facility is located on a parcel that is 3.47 acres in size and is a part of the Aerovista Business Park which is composed of four parcels with a combined total acreage of 9.94 acres. The Aerovista Business Park includes the SLO Brew Production Facility, four, two-story office buildings which house a variety of professional offices (i.e. doctor’s office, tax services, government offices, etc.), and a fitness facility with a combined total of 444 parking spaces. The majority of these businesses operate from 8 am to 5 pm, Monday through Friday.

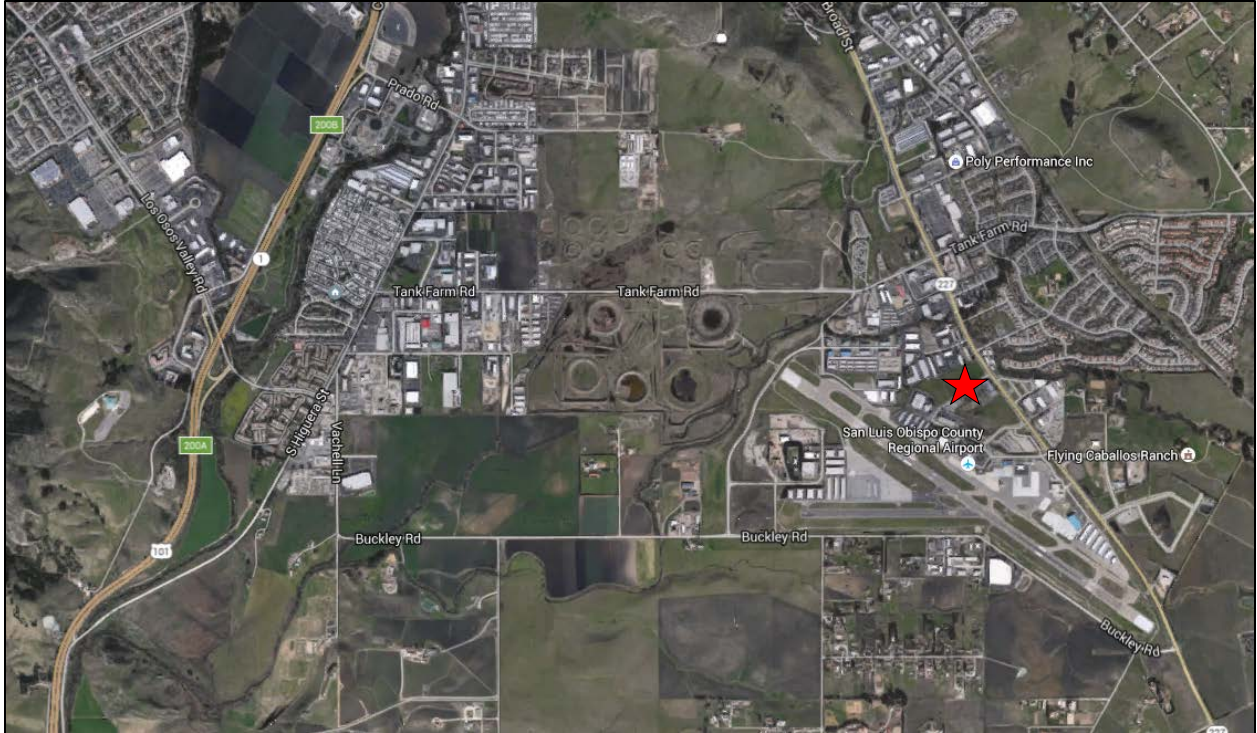


Figure 1: Vicinity Map; the red star indicates the location of 855 Aerovista

Existing uses surrounding the site area are as follows:

West: San Luis County Airport and associated buildings (outside the City’s limits).

North: Undeveloped, zoned BP.

East: (across Broad Street/Hwy 227) Currently being developed with industrial buildings, zoned C-S; just beyond the C-S zone and a creek are single-family residences, zoned R-1.

South: Undeveloped, zoned BP.

10. Project Entitlements Requested:

Use Permit: Use Permit approval is required to allow the Night club use within the Business Park zone.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

On December 16, 2015 the proposed use permit for the SLO Brew production facility at 855 Aerovista was referred to the Airport Land Use Commission (ALUC) for a determination of consistency or inconsistency with the Airport Land Use Plan (ALUP). The ALUC determined that the proposed Text Amendments and the request for a night club use permit for the SLO Brew facility were consistent with the ALUP.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

	Aesthetics		Greenhouse Gas Emissions		Population / Housing
	Agriculture Resources		Hazards & Hazardous Materials		Public Services
	Air Quality		Hydrology / Water Quality		Recreation
	Biological Resources		Land Use / Planning	X	Transportation / Traffic
	Cultural Resources		Mineral Resources		Utilities / Service Systems
	Geology / Soils		Noise		Mandatory Findings of Significance

FISH AND GAME FEES

X	The Department of Fish and Wildlife has reviewed the CEQA document and written no effect determination request and has determined that the project will not have a potential effect on fish, wildlife, or habitat (see attached determination).
	The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Wildlife fees pursuant to Section 711.4 of the California Fish and Wildlife Code. This initial study has been circulated to the California Department of Fish and Wildlife for review and comment.


STATE CLEARINGHOUSE

	This environmental document must be submitted to the State Clearinghouse for review by one or more State agencies (e.g. Cal Trans, California Department of Fish and Wildlife, Department of Housing and Community Development). The public review period shall not be less than 30 days (CEQA Guidelines 15073(a)).
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DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made, by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	X
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a “potentially significant” impact(s) or “potentially significant unless mitigated” impact(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	



 Signature

April 11, 2016

 Date

Doug Davidson, Community Development Deputy Director

 Print Name

For: Michael Codron

 Community Development Director

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 19, "Earlier Analysis," as described in (5) below, may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063 (c) (3) (D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista?	5, 10				--X--
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space, and historic buildings within a local or state scenic highway?	2, 5, 10				--X--
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	1, 10, 11				--X--
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	10,11, 12			--X--	

Evaluation

a-c) No Impact. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the Business Park (BP) zone of the Airport Area Specific Plan (AASP). The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. Adoption of the night club use permit would have no impact on scenic resources and no impact on visual quality within the BP zone; therefore, the proposed amendment and use permit will have no impact.

d) Less than significant. The proposed text amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The BP zone is located in an already urbanized area with light sources from neighboring commercial and residential uses as well as light from vehicular circulation along neighboring streets. All existing and future projects are required to conform to the City’s Night Sky Preservation Ordinance (Zoning Regulations Chapter 17.23) which sets operational standards and requirements for lighting installations, including requiring all light sources to be shielded and downward facing.

The SLO Brew site proposes to have live entertainment outside of an existing facility near the airport. The use of outdoor lights will be required to comply with the to the City’s Night Sky Preservation Ordinance (Zoning Regulations Chapter 17.23). Consistent with SLO County Airport Land Use Commission recommendations, the project will be conditioned to prohibit all aerial laser lights and any lighting that will potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport. Standard and special conditions will be included with the use permit to control light and glare. Therefore, impacts resulting from creating new sources of light will be less than significant.

Conclusion: The project will have a less than significant impact on aesthetics.

2. AGRICULTURE RESOURCES. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	1, 19, 27				--X--
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	1, 12, 27				--X--
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	1, 12, 27				--X--
d) Result in the loss of forest land or conversion of forest land to non-forest use?	1, 12, 27				--X--
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	1, 12, 27				--X--

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Evaluation

a) No Impact. The proposed text amendment would establish a new allowable use – night clubs –, with a conditional use permit, within BP zone of the AASP. The City’s 2006 Open Space Element identifies a small portion of the BP zone as being farmland of local importance. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. As stipulated by the text amendment, any proposed night club uses will require environmental review, including the identification of farmland of local importance.

The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. The site was not identified as being Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or farmland of local importance. Adoption of the night club use permit will have no impact on these Farmland resources.

b) No Impact. The BP zone of the AASP is not intended for agricultural production. The proposed text amendment would expand allowable uses within the Business Park zone of the AASP to allow night clubs. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. Therefore, implementation of the text amendment and the use permit do not conflict with any Williamson Act contracts; as such, no impact would result.

c-e) No Impact. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. No conversion of any land use that affects farmlands or forest land is proposed. No impact would occur.

Conclusion: No Impact.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	9, 13, 20				--X--
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	9, 20				--X--
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	9, 20				--X--
d) Expose sensitive receptors to substantial pollutant concentrations?	9, 20				--X--
e) Create objectionable odors affecting a substantial number of people?	18, 26				--X--

Evaluation

a-e) No Impact. The proposed text amendment would have no direct effect on air quality because it does not propose construction or development. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. This type of use is not anticipated to create additional air pollution and objectionable odors, or conflict with existing air quality plans. Therefore, the project has no

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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impact to existing or proposed air quality plans, air quality standards, criteria pollutants and will not create objectionable odors affecting a substantial number of people.

Conclusion: No Impact.

4. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	5, 9, 17				--X--
b) Have a substantial adverse effect, on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	5, 9, 17				--X--
c) Have a substantial adverse effect on federally protected wetlands as defined in Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	5, 9, 17				--X--
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	5, 9, 17				--X--
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	5, 9, 17				--X--
f) Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	5, 9				--X--

Evaluation

a-f) No Impact. The proposed text amendment would have no direct effect on biological resources. The proposed text amendment would have no direct effect on air quality because it does not propose construction or development. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. The SLO Brew site is not within a riparian corridor and there are no creeks or trees on the property. No endangered, threatened or other protected species have been reported on the project site. There are no local ordinances or habitat conservation plans that affect the property or that identify the site as potential habitat for any protected species of plant or animal. Therefore, the amendment and the use permit would have no impact on endangered, threatened, or rare species or their habitats, or on locally designated species.

Conclusion: No Impact.

5. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historic resource as defined in §15064.5.	5, 22, 23				--X--
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5)	22, 23				--X--
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	5, 22				--X--
d) Disturb any human remains, including those interred outside of formal cemeteries?	5, 22				--X--

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Evaluation

a-e) No Impact. The proposed text amendment will not cause substantial adverse change in the significance of cultural resources as defined in §15064.5 because the proposed text amendment does not authorize any particular development project, nor does it involve any changes to development standards that would change allowable development intensities, densities, or building footprints. The text amendment does not propose any changes to historic designations of any recognized historical sites or structures, and would not change or have any effect upon the City’s existing preservation objectives or policies. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. The site has not been identified as having historical significance. Based on review of the City’s Historic Site Map and Land Use Information System, the project is not located on or near a known sensitive archaeological site or historic resource. Therefore, the amendment and use permit would not authorize any adverse impacts to cultural resources; therefore, the project would have no impact.

Conclusion: No Impact.

6. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	4, 9, 27				
I. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				--X--	
II. Strong seismic ground shaking?				--X--	
III. Seismic-related ground failure, including liquefaction?				--X--	
IV. Landslides?				--X--	
b) Result in substantial soil erosion or the loss of topsoil?	4, 5, 9				--X--
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	4, 9				--X--
d) Be located on expansive soil, as defined in Table 1802.3.2 [Table 1806.2) of the California Building Code (2007) [2010], creating substantial risks to life or property?	4, 9				--X--
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	4,7, 9				--X--

Evaluation

a, d) Less than Significant Impact. Although there are no fault lines on the within the AASP, the project site or within close proximity, the City of San Luis Obispo is located in an area of “High Seismic Hazards,” specifically Seismic Zone D, which means that future buildings constructed within the AASP or at 855 Aerovista will most likely be subjected to excessive ground shaking in the event of an earthquake. The City has regulations that structures must be designed in compliance with seismic design criteria established in the California Building Code for Seismic Zone D. To minimize this potential impact, the California Building Code and City Codes require new structures be built to resist such shaking or to remain standing in an earthquake.

The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. The project does not involve any changes to these code requirements. No impact from seismic ground failure as a result of the proposed text amendment and use permit.

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b) No Impact. No new construction is anticipated as a result of the amendment or the use permit as the new use would be located within existing structures that comply with City code and design guidelines. Therefore the project will not result in loss of topsoil.

c) No Impact. The Safety Element of the General Plan indicates that the project site has a high potential for liquefaction, which is true for most of the City. City Code requires development comply with all City Codes, including Building Codes, which require proper documentation of soil characteristics for designing structurally sound buildings to ensure new structures are built to resist such shaking or to remain standing in an earthquake. The project does not involve any changes to these code requirements. No impact from on or off site landslide, lateral spreading, subsidence, liquefaction or collapse are as a result of the proposed text amendment and use permit.

e) No Impact. Any new construction will be required to connect to the City’s sewer system. Septic tanks or alternative wastewater systems are not proposed and will not be used on the site. No new construction is anticipated as a result of the amendment or the use permit as the new use would be located within existing structures that comply with the City’s Municipal Code, the AASP and design guidelines.

Conclusion: Less than a significant impact.

7. GREENHOUSE GAS EMISSIONS. Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	9, 13, 14, 21			--X--	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	1, 5, 9, 13, 14, 21			--X--	

Evaluation

As outlined in the recent City LUCE Update EIR, prominent GHG emissions contributing to the greenhouse effect are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Anthropogenic (human-caused) GHG emissions in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. Global sources of GHG emissions include fossil fuel combustion in both stationary and mobile sources, fugitive emissions from landfills, wastewater treatment, agricultural sources, deforestation, high global warming potential (GWP) gases from industrial and chemical sources, and other activities.

The major sources GHG emissions in the City are transportation-related emissions from cars and trucks, followed by energy consumption in buildings. These local sources constitute the majority of GHG emissions from community-wide activities in the city, and combine with regional, statewide, national, and global GHG emissions that result in the cumulative effect of global warming, which is causing global climate change. A minimum level of climate change is expected to occur despite local, statewide, or other global efforts to mitigate GHG emissions. The increase in average global temperatures will result in a number of locally-important adverse effects, including sea-level rise, changes to precipitation patterns, and increased frequency of extreme weather events such as heat waves, drought, and severe storms.

Statewide legislation, rules and regulations that apply to GHG emissions associated with the Project Setting include the Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32), the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill [SB] 375), Advanced Clean Cars Rule, Low Carbon Fuel Standard, Renewable Portfolio Standard, California Building Codes, and recent amendments to the California Environmental Quality Act (CEQA) pursuant to SB 97 with respect to analysis of GHG emissions and climate change impacts.

Plans, policies and guidelines have also been adopted at the regional and local level that address GHG emissions and climate change effects in the City. The San Luis Obispo County Air Pollution Control District (APCD) adopted a CEQA Review Handbook, as well as guidance on GHG emission thresholds and supporting evidence, that may be applied by lead agencies within San Luis Obispo County (APCD 2012a, 2012b). The City also adopted a Climate Action Plan (CAP) that includes a

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GHG emissions inventory, identifies GHG emission reduction targets, and includes specific measures and implementing actions to both reduce community-wide GHG emissions. The CAP also includes measures and actions to help the city build resiliency and adapt to the effects of climate change.

a, b) Less than Significant Impact. The proposed text amendment and use permit do not propose to amend any building regulations that would raise or otherwise change development levels that could contribute to an increase in greenhouse gas emissions. Adoption and implementation of the proposed text amendment and night club use permit would not affect building energy demands nor generate any additional vehicle trips (nor more miles traveled) beyond those associated with the General Plan and analyzed in the LUCE Update EIR. Review of future projects would continue to be carried out to ensure that the projects are consistent with all General Plan goals, objectives, and policies related to air quality and regional greenhouse gas reduction efforts. Adherence to such policies and guidelines would reduce potential impacts to a less-than-significant level.

Conclusion: Less than significant impact.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	4, 9				--X--
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	4, 9				--X--
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	4, 9				--X--
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	30				--X--
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	12, 27, 30				--X--
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	12				--X--
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	4, 9				--X--
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	4, 9				--X--

Evaluation

a -c) No Impact. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. This type of business provides entertainment, examples of which include live or recorded music and/or dancing, comedy, disc jockeys, etc., and may also serve alcoholic beverages for on-site consumption. The proposed text amendment would not directly result in any new construction or physical change to the environment. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. The project does not involve any construction or changes to existing development standards and standard City practices and policies regarding hazardous waste and hazardous materials; no impact from the use, transport, or disposal of

Issues, Discussion and Supporting Information Sources	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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hazardous wastes or materials is anticipated.

d) No Impact. The property located within the BP zone of the AASP is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5.

e) No Impact. The proposed text amendment would establish a new allowable use – night clubs –, with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards that would change allowable development intensities, densities, or building footprints and is generally intended to regulate uses within existing structures. The proposed text amendment would not directly result in any new construction or physical change to the environment. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. The San Luis Obispo County Airport Land Use Commission reviewed the proposed text amendment and use permit and determined they were consistent with the Airport Land Use Plan (ALUP) and would not result in a safety hazard for people residing or working in the project area.

f) No Impact. There are no private airstrips within the vicinity of the City of San Luis Obispo. No impact would result.

g) No Impact. The project has been reviewed by the Fire Marshal and will not conflict with any emergency response plan or emergency evacuation plan.

h) No Impact. The City of San Luis Obispo is considered a “community at risk” due to the threat of wildfire impacting the urban community. These potential risks are mitigated by use of ignition resistant construction methods and materials as required by the City Fire Marshal during the building plan check review process. The proposed text amendment does not propose construction or development. The proposed night club (SLO Brew) will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with the municipal code and the AASP.

Conclusion: No Impact.

9. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?	1, 16, 27				--X--
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	1, 16, 27				--X--
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	1, 15, 27				--X--
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	1, 15, 27				--X--
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	1, 15, 27				--X--
f) Otherwise substantially degrade water quality?	1, 15, 27				--X--
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	1, 15, 27				--X--
h) Place within a 100-year flood hazard area structures which	1, 15,				--X--

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would impede or redirect flood flows?	27				
i) Expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	1, 15, 27				--X--
j) Inundation by seiche, tsunami, or mudflow?	11, 12,				--X--

Evaluation

a, c-f) No Impact. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed text amendment would not directly result in any new construction or physical change to the environment. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. Since no construction is proposed, the proposed text amendment and use permit will not cause violation of any water quality standards, substantially alter the existing drainage pattern of the site or area, create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff waste discharge requirements.

b) No Impact. The project will be served by the City’s sewer and water systems and will not deplete groundwater resources.

g-j) No Impact. The proposed text amendment and use permit are not part of a development project and do not include any new construction and therefore will not place housing or other structures within flood hazard areas or expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam or inundation by seiche, tsunami, or mudflow.

Conclusion: No Impact.

10. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?	1, 10, 27				--X--
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	1, 9, 27, 31				--X--
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	5, 12				--X--

Evaluation

a) No Impact. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. Surrounding properties are zoned Conservation/Open Space, Service Commercial or Manufacturing uses. Night club use is allowed in the Service Commercial zone and is consistent with the Airport Land Use Plan (ALUP). The proposed night club at 855 Aerovista Place is surrounded by other properties that are zoned BP within an existing building within the Aerovista Business park. Therefore, the text amendment and the use permit do not divide an established community.

b) No Impact. The proposed text amendment and use permit are requesting a night club – “a facility providing entertainment, examples of which include live or recorded music and/or dancing, comedy, disc jockeys, etc., which may also serve alcoholic beverages for on-site consumption” within the BP Zone of the AASP. In this particular request, the proposed use is not for a typical night club with late hours and dancing. Instead, the reason for delineating the requested use as a night club is to allow for the ability to provide live music and entertainment. The proposed use is consistent with the Title 17 of the City’s Municipal Code, the General Plan and the AASP which states “activities that are supportive of, or accessory to, the primary activities may be allowed as well” (AASP Section 4.2.1.). On December 16, 2015 the ALUC reviewed the proposed the project and determined that the proposed Text Amendments and the request for a night club use permit for the SLO Brew

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facility were consistent with the ALUP. There are no other applicable plans to this site.

c) No Impact. There are no applicable habitat conservation plans that would affect the text amendment or the use permit.

Conclusion: No impact.

11. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	5				--X--
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	5				--X--

Evaluation

a, b) No Impact. The proposed text amendment would establish a new allowable use – night clubs –, with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed text amendment would not directly result in any new construction or physical change to the environment. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. Therefore, the project is not expected to impact mineral resources.

Conclusion: No impact

12. NOISE. Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	3, 9, 29			--X--	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	3, 9, 29			--X--	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	3, 9, 29			--X--	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	3, 9, 29			--X--	
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	3, 27, 31			--X--	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	3				--X--

Evaluation

As analyzed in the City’s LUCE Update EIR, a number of noise-sensitive land uses are present within the City, including various types of residential, schools, hospitals and care facilities, parks and recreation areas, hotels and transient lodging, and place of worship and libraries. Based on ambient noise level measurements throughout the City, major sources of noise include traffic noise on major roadways, passing trains, and aircraft overflights.

a) Less than significant impact. The proposed text amendment will allow night club use within the BP zone of the AASP. The proposed text amendment would not directly result in any new construction or physical change to the environment. As part of the text amendment, the night club use would be conditionally permitted in the BP zone.

The SLO Brew night club is anticipated to generate noise from live performances. A Noise Study was prepared for this project by David Lord (July 1015) to analyze noise levels that may be generated from the project. The noise study concludes

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that the maximum noise level established in the 1996 General Plan Noise Element of 70 dBA will not exceeded at the property line. This analysis includes sound from a “capacity” event of 600 attendees, with speakers and audience (cheering) noise. Additionally, live events will be scheduled when the adjacent office buildings are vacant for the weekend.

Residential areas are designated as noise sensitive by the Noise Element. The Noise Element indicates that noise levels of 60 dB are acceptable for outdoor activity areas. The nearest residential receptor is approximately 890 feet from the proposed performance area and the Noise Study shows that exterior noise levels will be 60 dB or less due to the distance from venue, presence of a large building which acts a noise barrier, and the continuous traffic on State Route 227. Therefore, exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies are anticipated to be less than significant.

b) Less than significant. The proposed text amendment will allow night club use within the BP zone of the AASP. The proposed text amendment would not directly result in any new construction or physical change to the environment. As part of the text amendment, the night club use would be conditionally permitted in the BP zone. The proposed night club (SLO Brew) is not anticipated to generate groundborne vibration or noise levels. Therefore, exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels is anticipated to be less than significant.

c, d) Less than significant. The proposed text amendment would establish a new allowable use – night clubs –, with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed text amendment would not directly result in any new construction or physical change to the environment. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. The proposed night club (SLO Brew) may result in short term event-related noise; however, the use would not result in substantial on-going ambient noise.

d) Less than significant. The proposed night club (SLO Brew) may result in short term periodic event related noise, however, the use would not result in substantial on-going ambient noise above existing levels since it would comply with noise limitations established in the Noise Element of the General Plan and the Noise Guidebook and restricted to the hours and noise levels allowed by City ordinance.

e) Less than significant. The San Luis Obispo County Airport Land Use Commission reviewed the proposed text amendment and use permit and determined a night club was not noise sensitive use. As noted in section XII a above, the SLO Brew night club is anticipated to generate noise from live performances. A Noise Study was prepared for this project by David Lord (July 1015) to analyze noise levels that may be generated from the project as well as noise generated by the airport. The noise study identifies that the site is within the project 65 dBA airport single event noise contour which is an acceptable outdoor noise exposure per the noise element of the General Plan.

f) No Impact. There are no private airstrips within the vicinity of the BP zone and 855 Aerovista Place. No impact would result.

Conclusion: Less than significant impact

13. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	1, 2, 6, 27, 31			--X--	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	1, 6, 27, 31				--X--
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	1, 6, 27, 31				--X--

Evaluation:

a) Less than significant. The proposed text amendment would establish a new allowable use – night clubs –, with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development

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standards, and is generally intended to regulate uses within existing structures. The proposed text amendment would not directly result in any new construction or physical change to the environment. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines.

New employment generated by the proposed use would not be considered substantial. Considering the project area is currently developed, and the proposed project would utilize existing infrastructure at the subject location, the project would not induce additional growth that would be considered significant. No upgrades to the existing infrastructure would be required to serve the project. The proposed project would not involve any other components that would induce further growth not already anticipated under the General Plan envisioned under the current site zoning designation. Impacts are considered less than significant.

b,c) No Impact. The proposed text amendment and use permit do not propose construction or development of housing and would not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing. Therefore the project would have no impact.

Conclusion: Less than significant impact.

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

a) Fire protection?	4, 9			--X--	--X--
b) Police protection?	4, 9			--X--	
c) Schools?	9				--X--
d) Parks?	5				--X--
e) Other public facilities?	9				--X--

Evaluation

a) Less than significant. The proposed text amendment would establish a new allowable use – night clubs –, with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed text amendment would not directly result in any new construction or physical change to the environment. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. As such, The City has adequate fire protection services to serve the proposed text amendment and use permit without the need for new facilities or services.

b) Less than significant. The project site is served by the City of San Luis Obispo Police Department for police protection services. The proposed text amendment would not directly result in any new construction or physical change to the environment. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with the municipal code and the AASP. The applicant has also submitted a supplemental security management plan that identifies staff security operations, training and management program to control alcohol-related issues, safety and security and other potential issues that may occur or be associated with this use. The Police Department has reviewed the proposed use permit and determined it would not result in the need for increased patrols or additional units such that new police facilities would need to be constructed. There would be no physical impacts related to the construction of new police facilities, and impacts related to police protection would be less than significant.

c, d) No Impact. The proposed text amendment and use permit will not impact schools, parks and/or park services since the project will not create new or demand for new housing.

e) No Impact. There are no other applicable public facilities that could be impacted by the text amendment or use permit.

Conclusion: Impacts are considered less than significant.

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15. RECREATION.

a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	1, 9, 27				--X--
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1, 9, 27				--X--

Evaluation:

a, b) No Impact. The proposed text amendment and use permit will not impact parks or other recreation facilities because no new construction is anticipated as part of the text amendment and use permit.

Conclusion: Less than significant impact

16. TRANSPORTATION/TRAFFIC. Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	2, 9, 27		--X--		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	2, 9			--X--	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	31				--X--
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	2, 9				--X--
e) Result in inadequate emergency access?	2, 4, 9				--X--
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	2, 27				--X--

Evaluation

Evaluation

a) Less than significant with mitigation incorporated. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed text amendment would not directly result in any new construction or physical change to the environment and would not impact the performance of the circulation system.

The proposed night club use at 855 Aerovista will operate on Friday evenings from 5:00 pm to 11:00 pm, and Saturdays and Sundays, 10:00 am to 11:00 pm with no more than a maximum attendance of 600 people. The night club use is anticipated to generate more than 100 trips during peak hour (5:00 pm to 6:00 pm), increasing congestion on State Route 227/Broad Street. To mitigate this impact the project will be conditioned such that events related to the night club use permit are prohibited during peak traffic hours (4:00 pm to 6:00 pm). In addition the project will be condition such that if congestions levels exceed local or state thresholds at any time during night club use permit hours additional permit restrictions may be applied to the

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satisfaction of the Public Works Department to ensure compliance with City General Plan policies. As such, the project could result in significant but mitigatable impacts related to the performance of the circulation system.

b) Less than significant. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures with existing infrastructure.

The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. Regional access to the project site is provided by Highway 101, located west of the project site. Local access to the project site is provided by SR 227/Broad Street and Aerovista Place. All roadways in the immediate project vicinity have curbs, gutters, sidewalks, and on-street parking. The project does not conflict with any applicable circulation system plans and does not significantly add to demand on the circulation system or conflict with any congestion management programs or any other agency’s plans for congestion management.

c) No Impact. The proposed text amendment and use permit would not result in a change in air traffic patterns and/or increase in air traffic levels that would result in substantial safety risks.

d) No Impact. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City’s Municipal Code, the AASP and design guidelines. The project does not involve the construction of any roadway and would have no effect on the City’s street and site design standards.

e) No Impact. The proposed text amendment and use permit do not involve any road construction or any development activity and thus will not obstruct or restrict emergency access to or through the City. As proposed, the project would not alter the existing travel flow of vehicles, bicyclists, or pedestrians or substantially increase traffic on local streets. Therefore, the proposed project would not have a negative effect on emergency access.

f) No Impact. The proposed text amendment and use permit would not conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The Regional Transportation Authority (RTA) bus line Route 10 Express (10X) is located within walking distance of the proposed night club at 855 Aerovista Place allows public transportation services to and from the Downtown Transit Center. City standards require provision of on-site bicycle storage. The proposed project includes a 12 short term bicycle parking spaces and 3 long term bicycle lockers that meets code requirements.

Mitigation Measure T-1: Night club use permit events shall not be permitted on Fridays between the hours of 4:00 pm and 6:00 pm.

Mitigation Measure T-2: Vehicle trips associated with the subject property shall be less than 35 per hour (the base trip generation for the brewery manufacturing and restaurant use excluding the event use) on Fridays between the hours of 4:00 p.m. to 6:00 p.m. If the number of trips exceeds the 35 trips per hour threshold during this period, then the events permitted under this use permit related to the night club use shall be further prohibited on Friday night up until 8:00 pm or prohibited on Friday nights altogether, at the discretion of the Public Works Director.

Conclusion: Less than significant impact

17. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	7,16			--X--	
b) Require or result in the construction or expansion of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	7,16			--X--	

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c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	7, 9, 16			--X--	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?	7,16			--X--	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	7,16			--X--	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	8			--X--	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				--X--	

Evaluation

a-e) Less than significant. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed text amendment would not directly result in any new construction or result in an incremental increase in demand on City infrastructure, including water, wastewater and storm water facilities.

The proposed night club at 855 Aerovista Place will be located within an existing facility that would result in an incremental increase in demand on City infrastructure, including water, wastewater and storm water facilities. Development of the site is required to be served by City sewer and water service, which both have adequate capacity to serve the use. Existing storm water facilities are present in the vicinity of the project site, and it is not anticipated the proposed project will result in the need for new facilities or expansion of existing facilities which could have significant environmental effects.

f, g) Less than significant. The proposed text amendment would establish a new allowable use – night clubs – with a conditional use permit, within the BP zone of the AASP. The amendment does not propose any changes to development standards, and is generally intended to regulate uses within existing structures. The proposed night club at 855 Aerovista Place will be located within an existing facility that was reviewed and approved by the Architectural Review Commission for compliance with City's Municipal Code, the AASP and design guidelines. San Luis Garbage has reviewed the location and size of enclosures at the SLO Brew Production Facility and determined that they are sufficient in size to handle the all the garbage and recycling for the facility.

Conclusion: Less than significant impact.

18. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				--X--	
As identified in the biological evaluation and the cultural resource evaluation, the text amendment and use permit would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or and there are no examples of the major periods of California history or prehistory on the project site.					
b) Does the project have impacts that are individually limited, but				--X--	

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cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?					
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Potential cumulative impacts of the project on air quality, biological resources and water quality have been adequately reduced, avoided and mitigated to not result in cumulatively considerable impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				--X--	
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This project could not result in substantial adverse effects on human beings, either directly or indirectly.

19. EARLIER ANALYSES.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items:

a) Earlier analysis used. Identify earlier analyses and state where they are available for review.

N/A

b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

N/A

c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.

N/A

20. SOURCE REFERENCES.

1.	City of SLO General Plan Land Use Element, December 2014
2.	City of SLO General Plan Circulation Element, December 2014
3.	City of SLO General Plan Noise Element, May 1996
4.	City of SLO General Plan Safety Element, March 2012
5.	City of SLO General Plan Conservation & Open Space Element, April 2006
6.	City of SLO General Plan Housing Element, January 2015
7.	City of SLO Water and Wastewater Element, July 2010
8.	City of SLO Source Reduction and Recycling Element, on file in the Utilities Department
9.	City of San Luis Obispo Municipal Code
10.	City of San Luis Obispo Community Design Guidelines, June 2010
11.	City of San Luis Obispo, Land Use Inventory Database
12.	City of San Luis Obispo Zoning Regulations March 2015
13.	City of SLO Climate Action Plan, August 2012
14.	2013 California Building Code
15.	City of SLO Waterways Management Plan
16.	Water Resources Status Report, July 2012, on file with in the Utilities Department
17.	Site Visit
18.	City of San Luis Obispo Staff Knowledge
19.	Website of the Farmland Mapping and Monitoring Program of the California Resources Agency: http://www.consrv.ca.gov/dlrp/FMMP/
20.	CEQA Air Quality Handbook, Air Pollution Control District, April 2012
21.	Institute of Transportation Engineers, Trip Generation Manual, 9 th Edition, on file in the Community Development Department
22.	City of San Luis Obispo, Archaeological Resource Preservation Guidelines, on file in the Community Development Department

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23.	City of San Luis Obispo, Historic Site Map
24.	Not used
25.	Site Plan
26.	Applicant project statement/description
27.	Airport Area Specific Plan
28.	Website of California Department of Transportation http://dot.ca.gov/dist05/planning/maps/scenic_highway_system.pdf
29.	Sound Level Assessment for SLO Brew Production Building by David Lorde, July 3, 2015
30.	Website of the California Environmental Protection Agency, Cortese List: http://calepa.ca.gov/sitecleanup/corteselist/default.htm
31.	Airport Land Use Plan (ALUP)

Attachments:

1. Amendments to Title 17 (Zoning Regulations) and the Airport Area Specific Plan
2. Zoning Designation Map
3. Site Plan
4. Sound Level Assessment for SLO Brew Production Building by David Lorde, July 3, 2015

REQUIRED MITIGATION AND MONITORING PROGRAMS

Transportation/Traffic

Mitigation Measure T-1: Night club use permit events shall not be permitted on Fridays between the hours of 4:00 pm and 6:00 pm.

- Monitoring Plan, T-1: The hours of operation shall be included as part of the business license application and will be incorporated as part of the conditions of approval for the use permit. City staff will periodically inspect the site for continued compliance with the above mitigation measures.

Mitigation Measure T-2: Vehicle trips associated with the subject property shall be less than 35 per hour (the base trip generation for the brewery manufacturing and restaurant use excluding the event use) on Fridays between the hours of 4:00 p.m. to 6:00 p.m. If the number of trips exceeds the 35 trips per hour threshold during this period, then the events permitted under this use permit related to the night club use shall be further prohibited on Friday night up until 8:00 pm or prohibited on Friday nights altogether, at the discretion of the Public Works Director.

- Monitoring Plan, T-2: Within one year of the effective date of this use permit and annually thereafter, City staff will periodically conduct traffic counts during Friday events to determine the number of trips associated with the Subject property on Friday night between the hours of 4:00 p.m. to 6:00 p.m.

Notes to Table 9:

1. **Ozone - All uses.** A Use Permit is required for the conversion of residential structures to non-residential uses. In order to approve a Use Permit, the Director shall first find that:
 - a. The location, orientation, height, and mass of new structures will not significantly affect privacy in nearby residential areas; and
 - b. The project location or access arrangements will not significantly direct traffic to local streets in nearby residential areas; and
 - c. The project includes landscaping and yards that adequately separate parking and pedestrian circulation areas from sites in nearby residential areas.
2. **R-1 zone - Multiple dwellings.** Except for condominiums, the construction of more than one dwelling on a parcel in the R-1 zone requires Administrative Use Permit approval. R-1 density standards apply.
3. **C-N zone - Limitations on floor area.** A general retail use in the C-N zone shall not exceed a gross floor area of 2,000 square feet for each establishment, or a combined floor area of all general retail establishments within a shopping center of 25 percent of the total floor area in a shopping center with a gross floor area of 15,000 square feet or more; and shall not exceed 50 percent of the total floor area in a shopping center with a gross floor area of less than 15,000 square feet. The Administrative Use Permit may provide for exceptions to the floor area limitations above. For general retail uses with a floor area greater than 2,000 square feet on a parcel not located within a shopping center, an Administrative Use Permit shall be required to insure consistency with policies of the General Plan Land Use Element and compatibility with surrounding uses.
4. **C-S and M zones - Required findings for offices.** The approval of an office facility in the C-S or M zone shall require that the review authority first find that:
 - a. The project will be compatible with existing and allowed land uses in the area;
 - b. The project location or access arrangements will not significantly direct traffic to use local or collector streets in residential zones;
 - c. The project will provide adequate mitigation to address potential impacts related to noise, light and glare, and loss of privacy, among others, imposed by commercial activities on nearby residential areas, by using methods such as setbacks, landscaping, berming and fencing;
 - d. The project will not preclude industrial or service commercial uses in areas especially suited for these uses when compared with offices; and
 - e. The project will not create a shortage of C-S- or M-zoned land available for service commercial or industrial development.
5. **C-R zone - Auto sound system installation.** Auto sound installation services may be approved only as an accessory use to the retail sales of auto sound systems on the same site. Use Permit review shall consider parking space displacement, noise from the operation, and the appearance and visibility of the installation area.
6. **Parking as a principal use.** Use Permit approval may include deviations to otherwise applicable setback requirements and building height limits. A multi-level parking facility shall require the approval of a Use Permit by the Planning Commission.
7. **Religious facilities.**

- a. **C-S zone requirements.** Use Permit review shall consider that the C-S zone is primarily intended to accommodate uses not generally suited to other commercial zones because of noise, truck traffic, visual impacts and similar factors. A Use Permit may be approved only when the religious facility will not likely cause unreasonable compatibility problems with existing or likely future service commercial uses in the vicinity. Use Permit conditions may include measures to mitigate incompatibility.
 - b. **C-T and M zone requirements.** A religious facility use may be allowed only inside an existing building.
8. **PF zone - Theaters.** Only non-profit theaters are permitted.
9. **Day care centers.** Allowed by right where accessory to a church or school, or where an employer provides on-site child care to 14 or fewer children for the exclusive benefit of employees, providing the primary use meets City parking standards.
10. **Groceries, Liquor, Specialty Foods in the CN Zone.** In the C-N zone, grocery, liquor and specialty food stores less than 3,000 square feet are allowed. Such uses with a gross floor area between 3,000 and 5,000 square feet are allowed with the approval of an Administrative Use Permit. Stores between 5,000 and 10,000 square feet may be approved by Planning Commission Use Permit. In order for a use permit to be approved by the Hearing Officer or by the Planning Commission, the deciding body must find that the proposed use is compatible with surrounding uses and the surrounding neighborhood, and that the use is consistent with the purpose and intent of the Neighborhood Commercial designation as discussed in the General Plan.
11. In order to approve a Medical Service use in the C-S or BP zones, the Hearing Officer must make the following findings:
 - a) The proposed medical service is compatible with surrounding land uses.
 - b) The proposed medical service is located along a street designated as an arterial or commercial collector in the Circulation Element and has convenient access to public transportation.
 - c) The proposed medical service will not significantly increase traffic or create parking impacts in residential neighborhoods.
 - d) The proposed medical service is consistent with the Airport Land Use Plan.
 - e) The project will not preclude service commercial uses in areas especially suited for these uses when compared with medical services.
 - f) The project site can accommodate the parking requirements of the proposed medical service and will not result in other lease spaces being under-utilized because of a lack of available parking.
12. **C-S zone - Required findings for Indoor Commercial Recreational Facilities.** Commercial indoor recreational uses in the C-S zone shall not include less than 10,000 square feet gross floor area per establishment. The approval of an indoor commercial recreational facility in the C-S zone shall require that the review authority first find that:
 - a) The proposed use will serve the community, in whole or in significant part, and the nature of the use requires a larger size in order to function;

- b) The project will be compatible with existing and allowed land uses in the area;
 - c) The project location or access arrangements will not significantly direct traffic to use local or collector streets in residential zones;
 - d) The project will not preclude industrial or service commercial uses in areas especially suited for these uses when compared with recreational facilities; and
 - e) The project will not create a shortage of C-S -zoned land available for service commercial development.
13. **Safe Parking.** Safe parking is only allowed in the R-1, R-2, R-3 and R-4 zones when accessory to a public assembly use, such as a club, lodge, private meeting hall or religious facility. Safe parking is prohibited as a primary use in the R-1, R-2, R-3 or R-4 zones and in all applicable zoning districts on properties that contain residential uses as the primary use.
14. **Night club use in the B-P zone.** Night clubs shall be allowed only in the B-P zone of the Airport Area Specific Plan. Refer to the Allowed uses, Table 4.3 of the Airport Area Specific Plan for more information.

Table 4.3 – Allowed Uses

Key: A = Allowed D = Allowed by Administrative Use Permit PC = Allowed by Planning Commission Use Permit Footnotes (see end of table)

Land Use	Zoning District			
	PF	C-S	M	BP

RECREATION, EDUCATION, & PUBLIC ASSEMBLY USES

Bar/tavern		D	D	D1
Club, lodge, private meeting hall		D		
Commercial recreation facility - Indoor	PC		PC	D
Commercial recreation facility – Outdoor	PC	PC		
Fitness/health facility		A	A	A1
Night club		D		PC3,9
Park, playground	D			
Public assembly facility	PC	PC		
Religious facility ⁸	D	D2		
School – Specialized education/training ⁸		A	A	D
Sports and active recreation facility	PC	PC	PC	
Sports and entertainment assembly facility	PC		PC	

RESIDENTIAL USES

Caretaker quarters	A	A	A	D
--------------------	---	---	---	---

Numbered Notes to Table 4.3:

1. These activities are considered secondary uses for business parks. Within a development project site, their combined floor area shall not exceed 25 percent of the total floor area. Some are also subject to limits on individual floor area, as shown in the body of the table. Floor area limitations shall not apply to bank headquarters.
2. Use permit review shall consider that the C-S zone is primarily intended to accommodate uses not generally suited to other commercial zones because of noise, truck traffic, visual impacts and similar factors. A use permit may be approved only when the church will not likely cause unreasonable compatibility problems with existing or likely future service commercial uses in the vicinity. Use permit conditions may include measures to mitigate incompatibility.
3. In the C-S zone, nightclubs must contain a minimum of four thousand five hundred square feet of floor area. **In the BP zone, no minimum floor area is required for nightclubs.** The required use permit process **for both the C-S and BP zones** shall address parking, neighborhood compatibility and security issues.
4. In order to approve a Medical Service use in the C-S or BP zones, the Hearing Officer must make the following findings:
 - a) The proposed medical service is compatible with surrounding land uses.
 - b) The proposed medical service is located along a street designated as an arterial or commercial collector in the Circulation Element and has convenient access to public transportation.
 - c) The proposed medical service will not significantly increase traffic or create parking impacts in residential neighborhoods.
 - d) The proposed medical service is consistent with the Airport Land Use Plan.
 - e) The project will not preclude service commercial uses in areas especially suited for these uses when compared with medical services.
 - f) The project site can accommodate the parking requirements of the proposed medical service and will not result in other lease spaces being under-utilized because of a lack of available parking.
5. Allowed by right only in the S-1c and S-2 aviation safety areas (as defined in the ALUP), where an employer provides on-site child care to 14 or fewer children for the exclusive benefit of employees. Larger facilities for employees may be approved by the Planning Commission, if allowed by the Airport Land Use Commission.
6. Broadcast studios are allowed by right except that an administrative use permit is required to permit any on-site antennas, dishes, or transmission towers; or any radio, microwave or other type of airbound transmission from the project site or any other site within the Airport Area.
7. Caretakers quarters shall have a maximum floor area of 1,000 square feet and shall not be allowed in aviation safety area S-1a or the runway protection zone, as defined in the ALUP.
8. These uses are identified in the San Luis Obispo County Regional Airport Land Use Plan as noise-sensitive, specific sound-attenuation requirements may apply. Refer to the ALUP for more information.
9. **Nightclub uses proposed within the BP zone shall meet the standards and requirements of the Airport Land Use Plan, and shall be referred to the Airport Land Use Commission for a determination of consistency with the Airport Land Use Plan.**

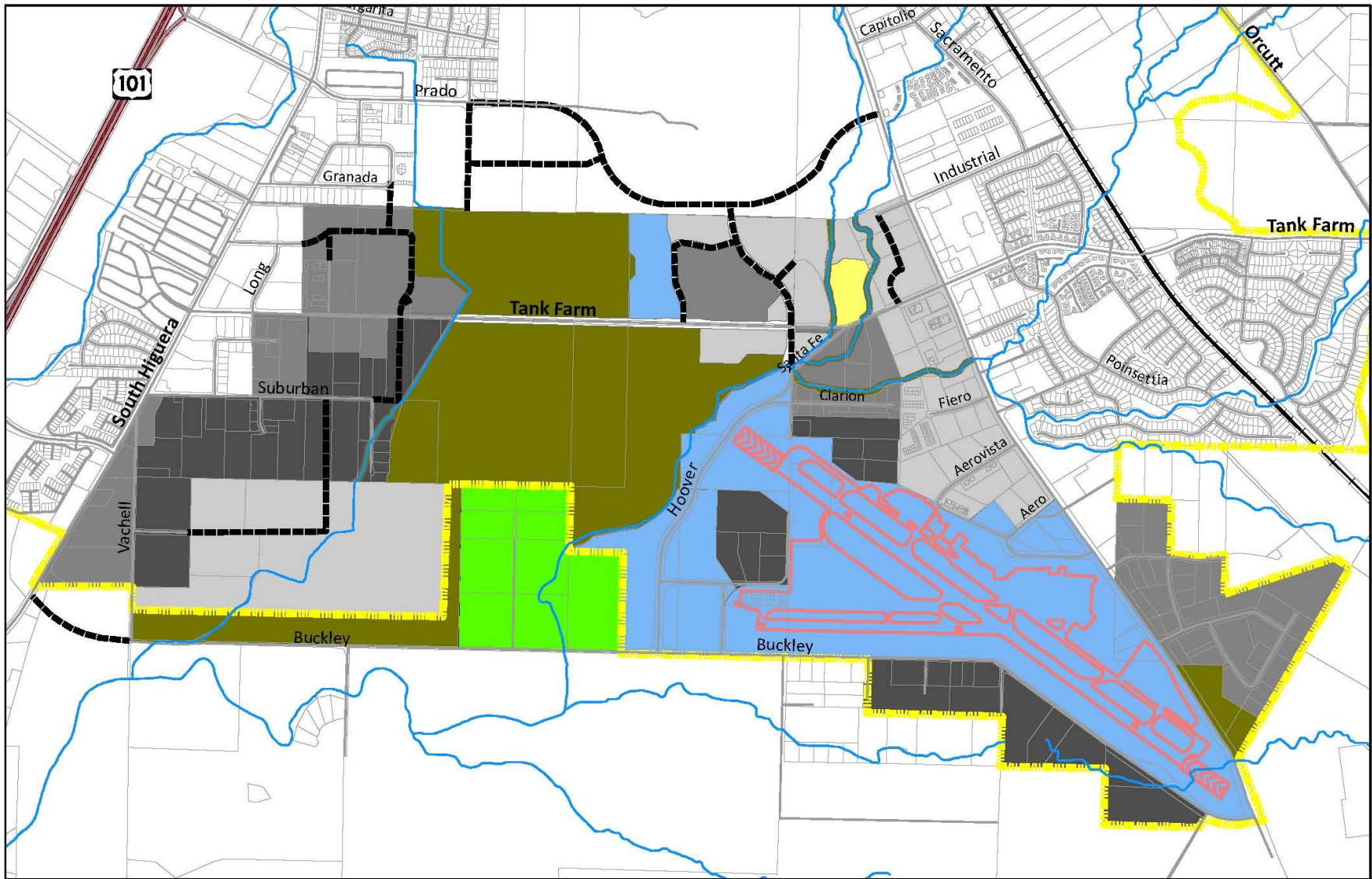
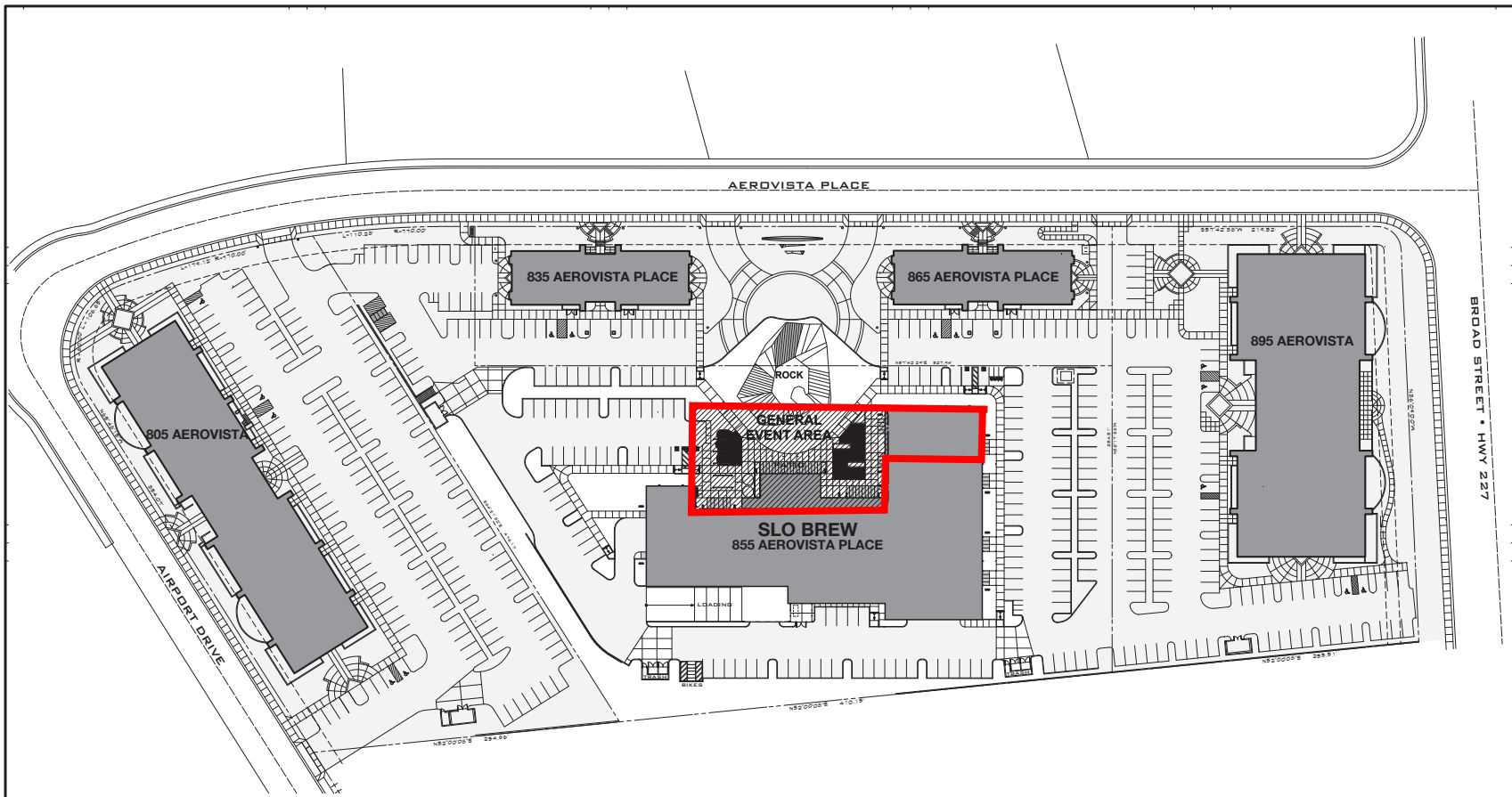


Figure 4-4 Zoning Designations



0 0.25 0.5 Miles

Zoning		
	Creeks	
	Existing Roads	
	Urban Reserve Line	
	Proposed Roadway	
	Agriculture	
	Business Park	
	Service Commercial	
	Conservation/Open Space	
	Manufacturing	
	Public Facility	
	Residential	



AEROVISTA BUSINESS PARK

MASTER SITE PLAN



SCALE: 1" = 40'-0"



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Project:

PRODUCTION BUILDING



855 AEROVISTA PLACE
 SAN LUIS OBISPO

Client:

AUZZO DEVELOPMENTS

835 AEROVISTA PLACE
 SUITE 230
 SAN LUIS OBISPO
 CA 93401
 (805) 706-2915

Sheet Contents:



Date:

Revised:

Job No:

1346

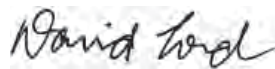
Sheet:

Sound Level Assessment for
SLO Brew Production Building
855 Aerovista Place
San Luis Obispo, CA

requested by
Auzco Developments
San Luis Obispo, CA. 93401

July 3, 2015

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Sound Level Assessment for
SLO Brew Production Building
855 Aerovista Place
San Luis Obispo, CA

1.0 Description and Criteria

This sound level assessment is for the proposed development of the SLO Brew Production Building with regard to surrounding noise levels from airport operations and potential on-site sound generation from all sources. The possible noise sources examined in this study are vehicular traffic in the parking lot and surrounding streets, including nearby State Highway 227, air traffic from San Luis Obispo County Regional Airport, and potential future night club entertainment activity. The proposed SLO Brew Production Building site is bordered by Aerovista Place to the north and cleared land to the south. Professional and commercial offices are located adjacent to the proposed building with office hours from 8 am to 5 pm each business day, Monday through Friday. The northeast of the site is closest to the San Luis Obispo County Regional Airport operations. The general layout and configuration of the site, along with sound level measurement locations are shown in “Figure 3. Site Plan, specific” on page 8.

This report provides a description of the environmental noise survey, a discussion of applicable noise standards, results of the noise survey, future noise level projections, and noise mitigation recommendations for the proposed residential development.

Existing sound levels were measured continuously on the proposed site at 10-second intervals over a 24-hour period on Thursday, Friday and Saturday, June 19, 20, 21, 2015. An acoustic model with sound level contours was generated for the site based on topography, noise sources and measured sound level values.

Future sound levels associated with night club use are assumed to occur on designated Thursdays, Fridays and Saturdays in the evenings from 6 pm to 2 am, not during the daytime hours when there are nearby office building operations.

2.0 Regulatory Setting

Noise is regulated at the federal, state and local levels through regulations, policies and/or local ordinances. Local policies are generally adaptations of federal and state guidelines, adjusted to prevailing local condition. Refer to “7.0 APPENDIX A: Glossary of Acoustical Terms” on page 20 for further definition of metrics and terminology.

2.1 State Regulation

The State of California's Guidelines for the Preparation and Content of Noise Element of the General Plan (1987). These guidelines reference land use compatibility standards for community noise environments as developed by the California Department of Health Services, Office of Noise Control. Sound levels up to 65 Ldn or CNEL are determined to be normally acceptable for multi-family residential land uses. Sound levels up to 70 CNEL are normally acceptable for buildings containing professional offices or defined as business commercial. However, a detailed analysis of noise reduction requirements is recommended when new office or commercial development is proposed in areas where existing sound levels approach 70 CNEL.

2.2 Local Regulation

Transportation Noise: Guidelines for transportation noise exposure are contained in *City of San Luis Obispo, General Plan Noise Element and Noise Guidebook (1996)*. The maximum noise exposure standards for noise-sensitive land uses are shown in "Figure 7. Acceptable Noise Exposure" on page 12.

2.3 Airport Land Use Plan

The location of the proposed site in relation to the airport is shown in "Figure 9. Airport Land Use Plan" on page 14. The Airport Land Use Plan (ALUP), adopted December 1973 and amended May, 2005, establishes Maximum Allowable Interior Noise Exposure from Aviation Related Noise Sources for residential use. The metric used by the ALUP map is the "single-event noise contour." The reference event for determination of required single event noise mitigation is assumed to be the straight-in departure of a regional airline jet from Runway 29.

3.0 Existing Sound Levels

Existing sound levels on the site were measured at 10-second intervals over a typical weekend 24-hour period, Thursday, Friday and Saturday, June 19 - 21. These three days of the week would be typical for scheduled events at the proposed venue. Recorded sound level data consist of:

Average instantaneous sound level, dBA,

Leq 1 hour sound levels, dBA

Ldn or CNEL 24 hour average sound level, dBA

Audio recording of each event over 60 dBA.

From the measured data, existing hourly LEQ values were calculated and an overall Community Noise Equivalent Level (CNEL) and Day Night Level (LDN) was calculated. For an explanation of technical definitions, see "7.0 APPENDIX A: Glossary of Acoustical Terms" on page 20.

Figure 1. Site Plan, vicinity

The vicinity site plan shows the proposed location of SLO Brew Production facility, with adjacent building structures and the airport runway.



Figure 2. Site Plan, nearest receptor

The proposed performance area is 891 feet from the nearest residential receptor. The propagation of sound is mitigated by a large building, which acts as a noise barrier, and also by the significant traffic noise on Highway 227, which will serve to mask noise and suppress audibility of sound coming from the performance area.



Figure 3. Site Plan, specific

The site plan shows the proposed location of SLO Brew Production facility, with adjacent building structures. Existing sound level measurements were made in the area indicated, which will be the future proposed general event area.

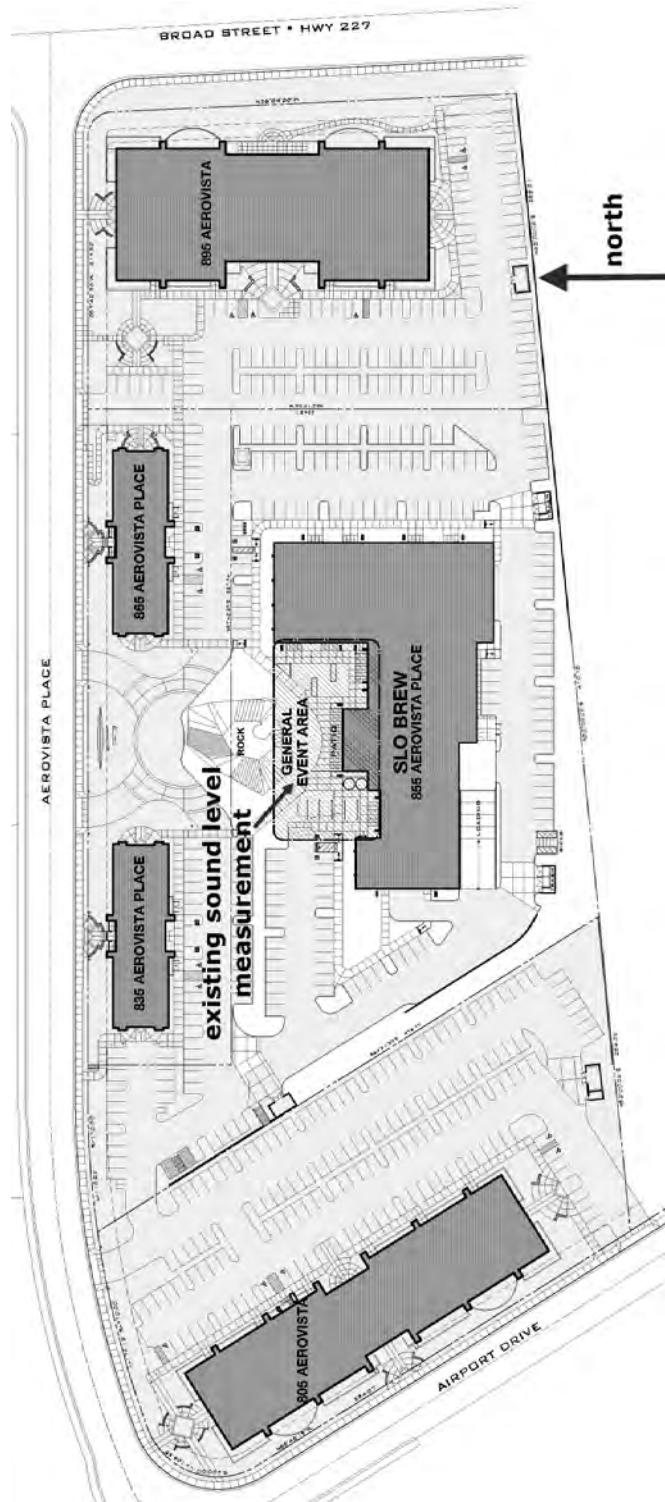


Figure 4. Measured Existing Sound Level

Existing Sound Level, measured every 10 seconds over a 24-hour period. The sound level meter is located in the middle of the proposed event area. Peak sound levels are generally identified as aircraft arrivals and departures. Sound levels are dBA, slow meter setting

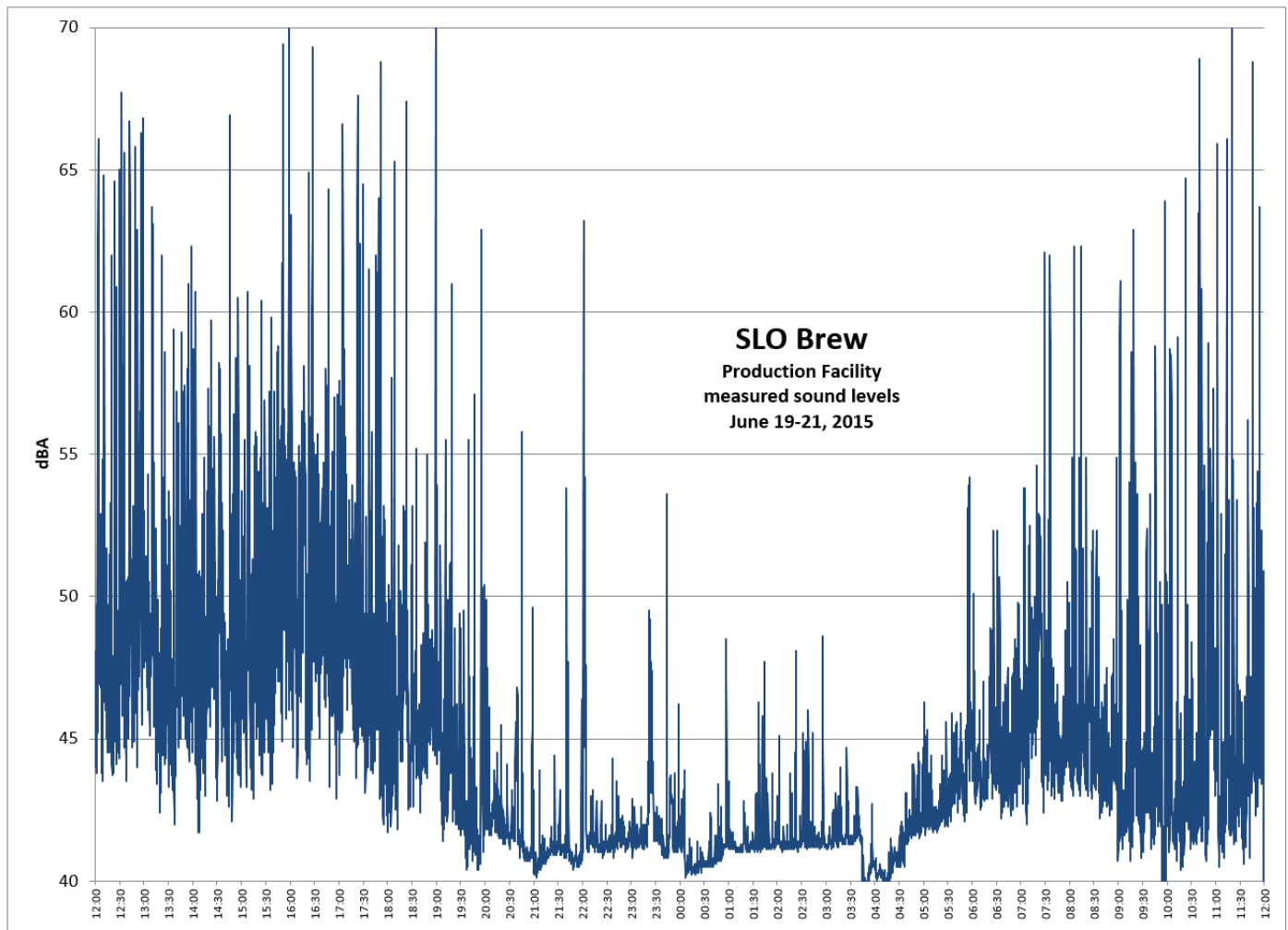


Figure 5. Measured One hour Leq

Measured Sound Levels, expressed as hourly Leq over a 24-hour period. The calculated LDN/CNEL for the 24-hour period is 52 dBA, including calculated penalties for evening and nighttime noise.

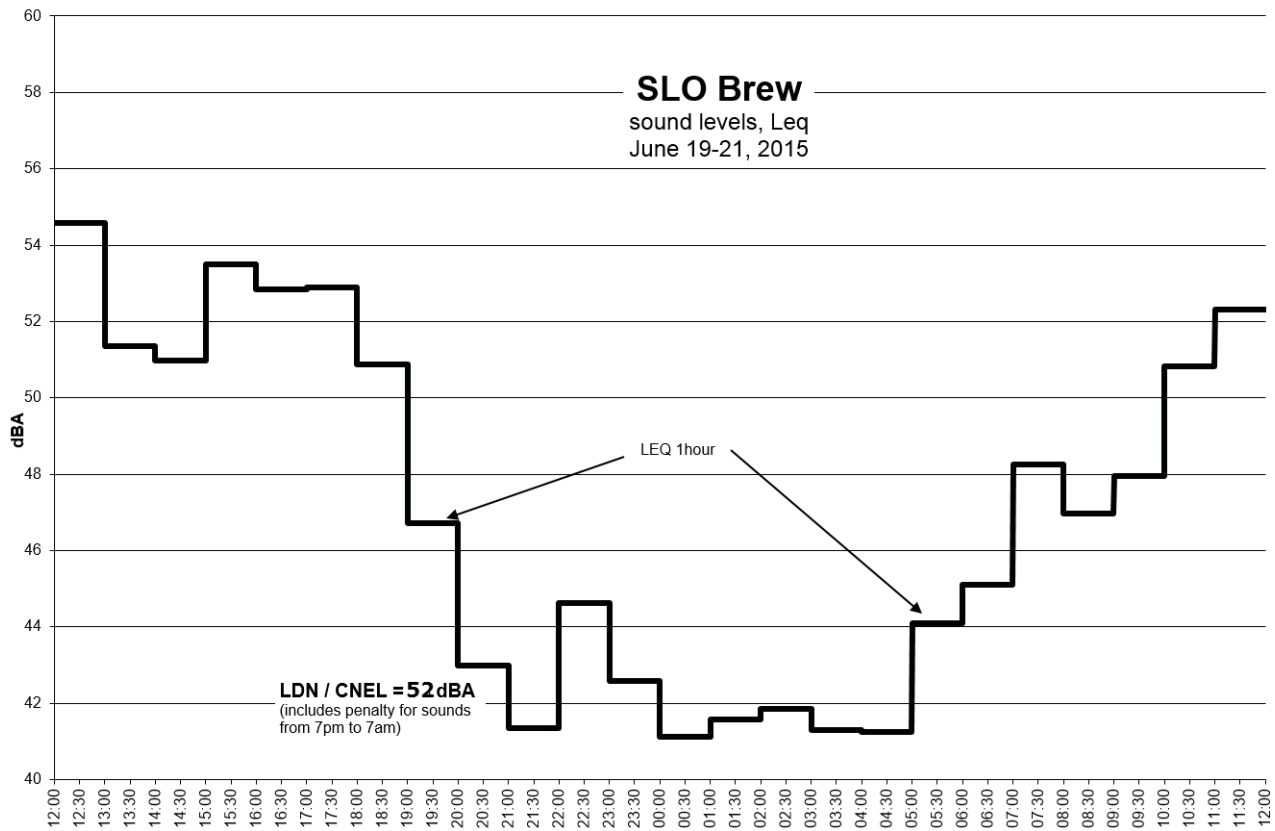


Figure 6. Ldn / CNEL

This table shows the calculated results of hourly Leq sound levels on the overall LDN and CNEL for existing sound level at the proposed performance area. All calculations are based on continuous measured values shown in “Figure 4. Measured Existing Sound Level” on page 9.

SLO Brew Production
San Luis Obispo, CA

June 19-21, 2015

LEQ (hour) calculated from 10-second continuous measurements

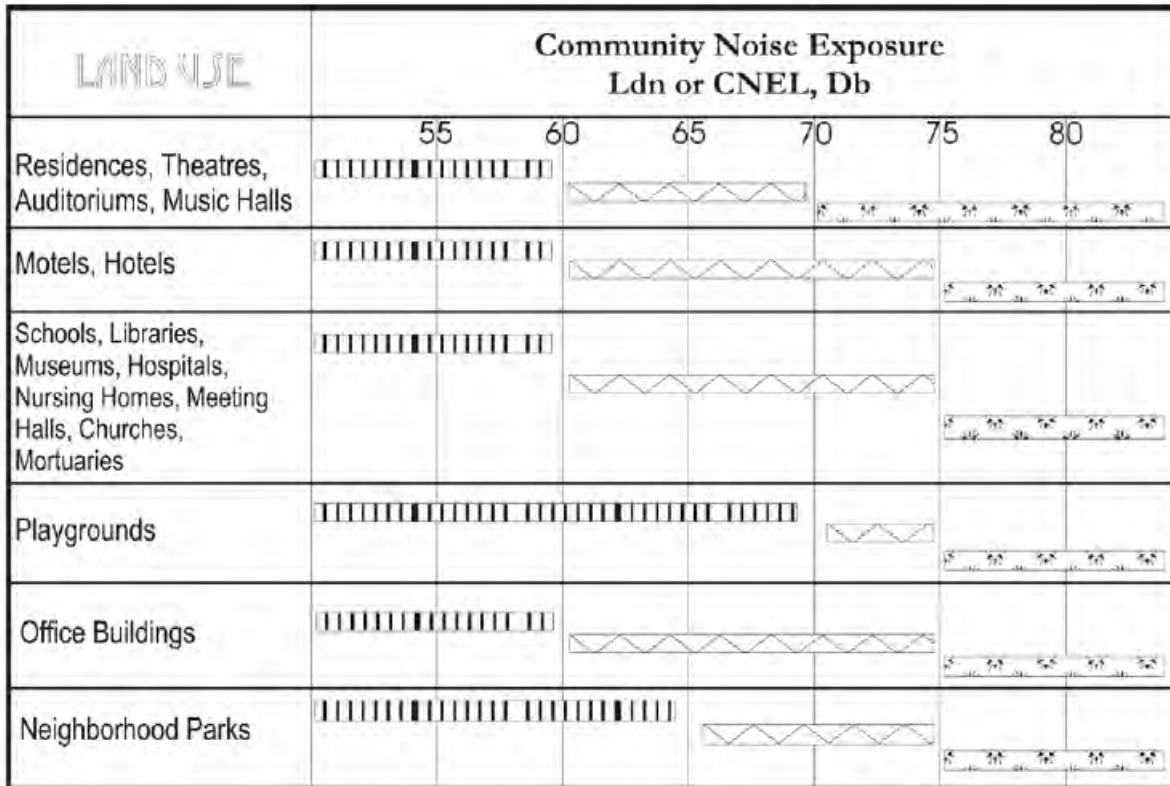
	dBa	hour	
Calculated DAY LEQ:	48.3	0700	
Calculated DAY LEQ:	47.0	0800	
Calculated DAY LEQ:	48.0	0900	
Calculated DAY LEQ:	50.8	1000	
Calculated DAY LEQ:	52.3	1100	
Calculated DAY LEQ:	54.6	1200	
Calculated DAY LEQ:	51.4	1300	
Calculated DAY LEQ:	51.0	1400	
Calculated DAY LEQ:	53.5	1500	
Calculated DAY LEQ:	52.8	1600	
Calculated DAY LEQ:	52.9	1700	
Calculated DAY LEQ:	50.9	1800	
Calculated DAY/EVE. LEQ:	46.7	1900	49.2 LEQ 24 hrs:
Calculated DAY/EVE. LEQ:	43.0	2000	50.9 LEQ Day 15hr:
Calculated DAY/EVE. LEQ:	41.4	2100	51.6 LEQ Day 12hr:
Calculated NIGHT LEQ:	44.6	2200	42.9 LEQ Night 9hr:
Calculated NIGHT LEQ:	42.6	2300	44.3 LEQ Eve 3hr:
Calculated NIGHT LEQ:	41.1	0000	
Calculated NIGHT LEQ:	41.6	0100	
Calculated NIGHT LEQ:	41.9	0200	
Calculated NIGHT LEQ:	41.3	0300	
Calculated NIGHT LEQ:	41.2	0400	
Calculated NIGHT LEQ:	44.1	0500	
Calculated NIGHT LEQ:	45.1	0600	

(penalty added for evening or night hours)

LDN: 52 dBA Day / Night Level Calculation
CNEL 52 dBA Community Noise Equivalent Level Calculation

Figure 7. Acceptable Noise Exposure

City of San Luis Obispo: Acceptability of new noise-sensitive uses exposed to transportation noise sources. Noise Element of the General Plan.



K | ■■■■■■■■ Acceptable, Development may be permitted without specific noise studies or mitigation.
e | ▨▨▨▨▨▨▨▨ Conditionally Acceptable, Development may be permitted if designed to meet noise exposure standards; a specific noise study is usually required.
y | Unacceptable, Development with acceptable noise exposure generally is not possible.

Figure 8. City Noise Ordinance

City of San Luis Obispo Municipal Ordinance 9.12.060 Exterior Noise Limits. Referring to Table No. 1 shown below, there is also a Correction for Character of Sound: In the event the alleged offensive noise, as determined by the noise control officer, contains a steady, audible tone such as whine, screech or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech, the standard limits set forth in Table 1 of this section shall be reduced by 5 dB.

The noise standard represented in Table 1 may be not be allowed to exceed:

- (a) The noise standard for a cumulative period of more than thirty minutes in any hour; or
- (b) The noise standard plus 5 dB for a cumulative period of more than fifteen minutes in any hour; or
- (c) The noise standard plus 10 dB for a cumulative period of more than five minutes in any hour; or
- (d) The noise standard plus 15 dB for a cumulative period of more than one minute in any hour; or
- (e) e. The noise standard plus 20 dB for any period of time.

Table No. 1

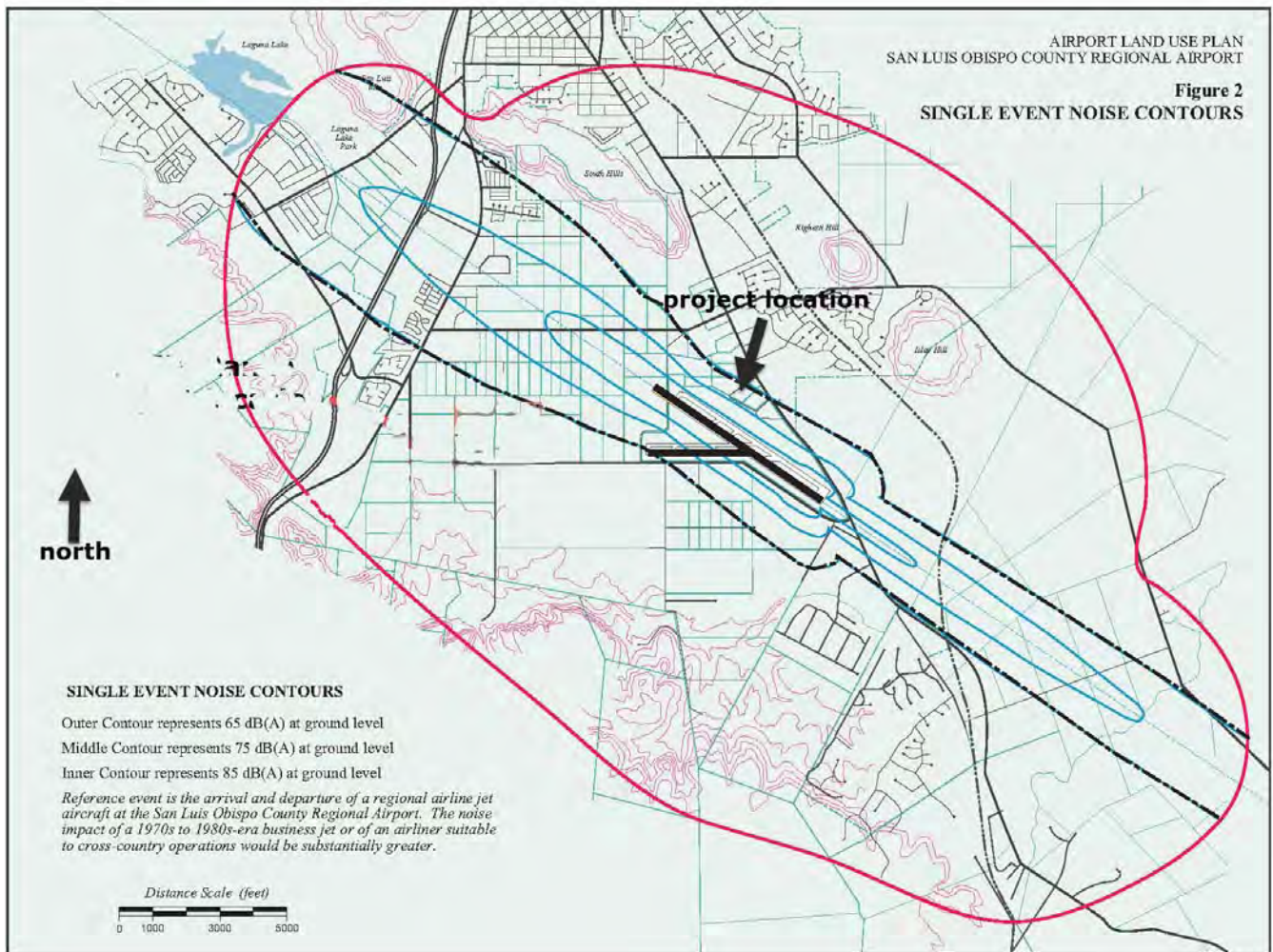
EXTERIOR NOISE LIMITS

(Levels Not To Be Exceeded More Than Thirty Minutes In Any Hour)

Zoning Category	Time Period	Noise Level (dBA)
R-1 and R-2 C/OS Low Density Residential	10:00 p.m. - 7:00 a.m.	50
	7:00 a.m. - 10:00 p.m.	55

Figure 9. Airport Land Use Plan

Location of proposed SLO Brew Production site in relation to the Airport Land Use Plan Airport Noise Contours. The site is within and near to the projected 65 dBA airport Single Event Noise Contour. Single Event noise is distinguished from “maximum sound level,” “Leq 1 hour sound level” and “Ldn 24-hour sound level” used elsewhere in this report.



4.0 Future Sound Levels

Existing measured sound levels provide a baseline from which future sound levels can be predicted. Future sound levels are related to increased activity at the proposed performance area and SLO Brew production facility operations. In addition there are expected to be increases in number of flights at the San Luis Obispo County Regional Airport, and an increase in Average Daily Traffic (ADT) on State Route 227 to the northeast of the site. The general relationship of traffic growth and sound level is that with a doubling of traffic ADT, there will be a concomitant increase of 3 dB sound level.

The use of the proposed production facility and proposed performance area will result in a maximum attendance of 600 audience members and the use of sound amplification for music and for voice.

In order that future sound levels shall not exceed the values represented in “Figure 8. City Noise Ordinance” on page 13 at the residential boundary located 891 feet to the northeast, the sound level at 20 feet distance from the speakers shall not exceed $Leq\ 1\ hr = 90\ dBA$.

5.0 Discussion and Conclusions

The 24-hour existing sound levels on the undeveloped site and future sound levels for the developed project are clearly shown in relation to the ambient airport operations, distant traffic on Highway 227, and distant potential residential sensitive receptors.

Future sound levels from the proposed night club use of the production building are compatible with surrounding business uses because of the alternating hours of use. Mitigation of noise propagation toward distant potential residential receptors occurs due to the distance involved, the presence of a large building which acts as a noise barrier, and the significant continuous traffic on State Highway 227 between the noise source and the residential receptors.

Therefore, in our opinion this project is compatible with the Airport Land Use Plan and the proposed project is in compliance with municipal regulations governing noise.

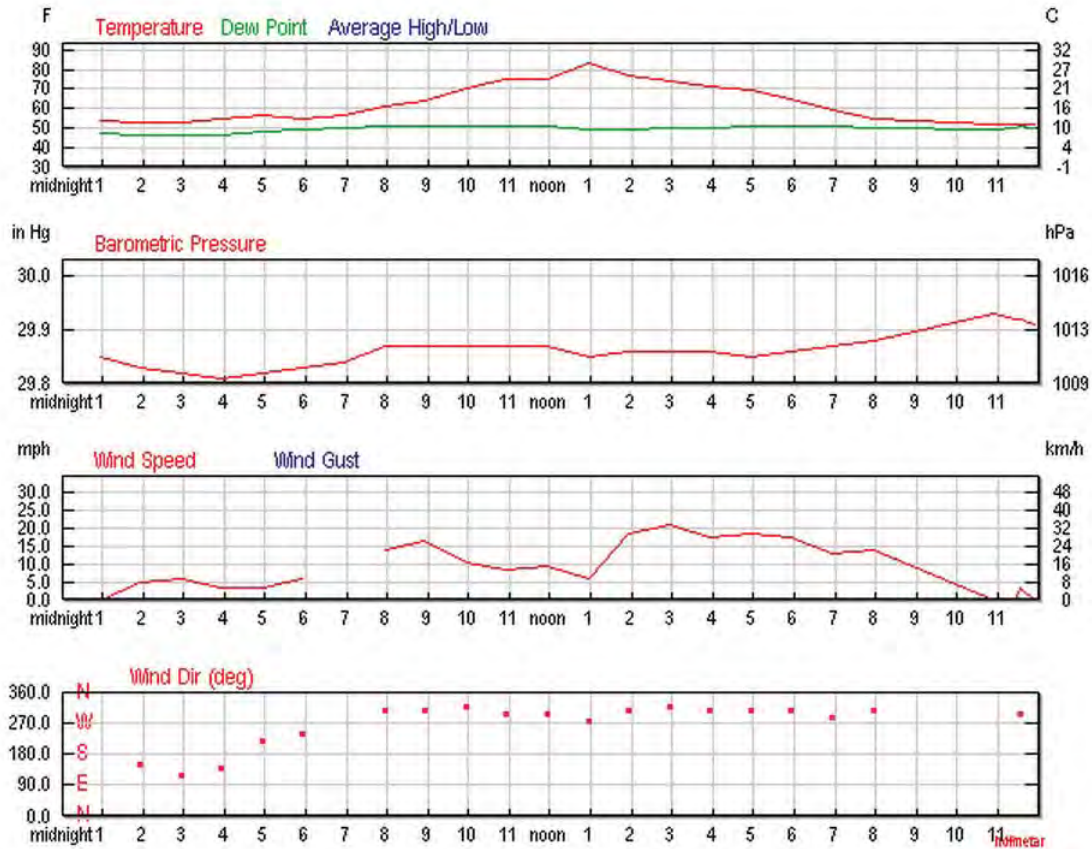
Figure 10. Future Sound Level

Future Sound Level Contours, Leq 1 hr. = dBA, based on the projected use of the production facility and performance area. A maximum of 600 persons, with amplified music and voice, which shall not measure greater than 90 dBA at 20 feet from speakers. Sound level from amplified music shall not exceed Leq 1 hr = 50 dBA at residential receptor boundary to the northwest. As shown in this acoustical model, the significant traffic noise contribution from Highway 227.



Figure 12. Average Wind Conditions

Sound measurement and sound propagation can be influenced by the wind speed and wind direction. The data graphed below represent average conditions for the days June 19 through June 21, 2015. On this site, typical wind direction is from the north during the potential hours of amplified music and voice events (6 pm to 2 am), which may increase sound levels toward the south of the proposed music venue. South of the venue is an area that has no nearby sensitive residential receptors. The nearest residential receptors are located to the northeast of the music source and should not experience an increase in predicted noise levels due to wind.



6.0 REFERENCES

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2. American Society for Testing and Materials. 2004. *ASTM E 1014 - 84 (Reapproved 2000) Standard Guide for Measurement of Outdoor A-Weighted Sound Levels*.
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11. Harris, Cyril.M., editor. 1979 *Handbook of Noise Control*.

7.0 APPENDIX A: Glossary of Acoustical Terms

A-Weighted Sound Level (dBA)

The sound pressure level in decibels as measured on a sound level meter using the internationally standardized A-weighting filter or as computed from sound spectral data to which A-weighting adjustments have been made. A-weighting de-emphasizes the low and very high frequency components of the sound in a manner similar to the response of the average human ear. A-weighted sound levels correlate well with subjective reactions of people to noise and are universally used for community noise evaluations.

Airborne Sound

Sound that travels through the air, differentiated from structure-borne sound.

Ambient Sound Level

The prevailing general sound level existing at a location or in a space, which usually consists of a composite of sounds from many sources near and far. The ambient level is typically defined by the Leq level.

Background Sound Level

The underlying, ever-present lower level noise that remains in the absence of intrusive or intermittent sounds. Distant sources, such as traffic, typically make up the background. The background level is generally defined by the L90 percentile noise level.

Community Noise Equivalent Level (CNEL):

The Leq of the A-weighted noise level over a 24-hour period with a 5 dB penalty applied to noise levels between 7 p.m. and 10 p.m. and a 10 dB penalty applied to noise levels between 10 p.m. and 7 a.m.

Day-Night Sound Level (Ldn):

The Leq of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10 p.m. and 7 a.m.

Decibel (dB):

The decibel is a measure on a logarithmic scale of the magnitude of a particular quantity (such as sound pressure, sound power, sound intensity) with respect to a reference quantity.

DBA or dB(A)

A-weighted sound level. The ear does not respond equally to all frequencies, but is less sensitive at low and high frequencies than it is at medium or speech range frequencies. Thus, to obtain a single number representing the sound level of a noise containing a wide range of frequencies in a manner representative of the ear's response, it is necessary to reduce the effects of the low and high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are dBA. The A-weighted sound level is also called the noise level.

Energy Equivalent Level (LEQ):

Because sound levels can vary markedly in intensity over a short period of time, some method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, one describes ambient sounds in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called LEQ. In this report, an hourly period is used.

Field Sound Transmission Class (FSTC):

A single number rating similar to STC, except that the transmission loss values used to derive the FSTC are measured in the field. All sound transmitted from the source room to the receiving room is assumed to be through the separating wall or floor-ceiling assembly.

Outdoor-Indoor Transmission Class (OITC):

A single number classification, specified by the American Society for Testing and Materials (ASTM E 1332 issued 1994), that establishes the A-weighted sound level reduction provided by building facade components (walls, doors, windows, and combinations thereof), based upon a reference sound spectra that is an average of typical air, road, and rail transportation sources. The OITC is the preferred rating when exterior facade components are exposed to a noise environment dominated by transportation sources.

Percentile Sound Level, L_n :

The noise level exceeded during n percent of the measurement period, where n is a number between 0 and 100 (e.g., L_{10} or L_{90})

Sound Transmission Class (STC):

STC is a single number rating, specified by the American Society for Testing and Materials, which can be used to measure the sound insulation properties for comparing the sound transmission capability, in decibels, of interior building partitions for noise sources such as speech, radio, and television. It is used extensively for rating sound insulation characteristics of building materials and products.

Structure-Borne Sound:

Sound propagating through building structure. Rapidly fluctuating elastic waves in gypsum board, joists, studs, etc.

Sound Exposure Level (SEL)

SEL is the sound exposure level, defined as a single number rating indicating the total energy of a discrete noise-generating event (e.g., an aircraft flyover) compressed into a 1-second time duration. This level is handy as a consistent rating method that may be combined with other SEL and Leq readings to provide a complete noise scenario for measurements and predictions. However, care must be taken in the use of these values since they may be misleading because their numeric value is higher than any sound level which existed during the measurement period.

Subjective Loudness Level

In addition to precision measurement of sound level changes, there is a subjective characteristic which describes how most people respond to sound:

- A change in sound level of 3 dBA is *barely perceptible* by most listeners.
- A change in level of 6 dBA is *clearly perceptible*.
- A change of 10 dBA is perceived by most people as being *twice* (or *half*) as loud.

8.0 Measurements, Calculations and Modeling

8.1 Wind Measurement

Sound level measurements become less reliable when average wind speed is greater than 11 m.p.h. at the measurement site. Therefore, wind speed and direction are measured periodically at the measurement site and the results are correlated with wind data from a nearby established weather station. A Larson Davis WS 001 windscreen is used as wind protection for all microphones and is left in place at all times.

Wind speed and direction were noted throughout the measurement period and compared with data from the nearby National Weather Service weather station at San Luis Obispo County Regional Airport. A Davis Turbo Wind meter was used to measure wind speed at the measurement site to cross-check wind speeds at the airport. The Turbo Wind meter is a high performance wind speed indicator with exceptional accuracy.

8.2 Precision of Sound Level Meters.

The American National Standards Institute (ANSI) specifies several types of sound level meters according to their precision. Types 1, 2, and 3 are referred to as “precision,” “general purpose,” and “survey” meters, respectively. Most measurements carefully taken with a type 1 sound level meter will have an error not exceeding 1 dB. The corresponding error for a type 2 sound level meter is about 2 dB.

The sound level meters used for measurements shown in this report are Larson-Davis Laboratories Model 820. These sound level meters meet all requirements of ANSI S1.4, IEC 651 for Type 1 accuracy and include the following features: 110 dB dynamic range for error free measurements. Measures FAST, SLOW, Unweighted PEAK, Weighted PEAK, Impulse, Leq, LDOD, LOSHA, Dose, Time Weighted Average, SEL, Lmax, Lmin, LDN. Time history sampling periods from 32 samples per second up to one sample every 255 seconds.

Field calibration of each sound level meter with an external calibrator is accomplished before and after all field measurements. Laboratory calibration of the all instruments is performed at least biannually and accuracy can be traced to the U.S. National Institute of Science and Technology standard.

8.3 Sound Level Measurement Method

The protocol for conducting sound level measurements is prescribed in detail by the American Society for Testing and Materials (ASTM) in their E 1014 publication and the CalTrans Traffic Noise Analysis Protocol. The procedures and standards in those documents are met or exceeded for sound level measurements shown in this report. The standards of ASTM E 1014 are exceeded by using Type 1 sound level meters for all measurements in this report instead of the less accurate Type 2 meters. Therefore, the precision of the measurements in this report is likely to be better than +/- 2 dB as stated in ASTM E1014. Particular and specific sound sources are identified by listening to synchronous audio recordings of peak sound level events.

Caltrans Noise Measurement Guidelines: Caltrans makes available general guidelines for taking into account environmental elements in noise measurements. The following is an excerpt from their guidelines. The Traffic Noise Analysis Protocol contains Caltrans noise policies, which fulfill the highway noise analysis and abatement/mitigation requirements stemming from the following State and Federal environmental statutes:

- California Environmental Quality Act (CEQA)
- National Environmental Policy Act (NEPA)
- Title 23 United States Code of Federal Regulations, Part 772 “Procedures for Abatement of Highway Traffic Noise and Construction Noise” (23 CFR 772)
- Section 216 et seq. of the California Streets and Highways Code

Noise Contour Modeling

Noise contours incorporating the measured sound level values were generated using CADNA/A, an acoustical modeling program that incorporates the TNM 2.5 algorithms, and which was developed to predict hourly Leq values for free-flowing traffic conditions. This computer modeling tool, made by Datakustik GmbH, is an internationally accepted acoustical modeling software program, used by many acoustics and noise control professional offices in the U.S. and abroad. The software has been validated by comparison with actual values in many different settings. The program has a high level of reliability and follows methods specified by the International Standards Organization in their ISO 9613-2 standard, “Acoustics – Attenuation of sound during propagation outdoors, Part 2: General Method of Calculation.” The standard states that, “this part of ISO 9613 specifies an engineering method for calculating the attenuation of sound during propagation outdoors in order to predict the levels of environmental noise at a distance from a variety of sources. The method predicts the equivalent continuous A-weighted sound pressure level under meteorological conditions favorable to propagation from sources of known sound emissions. These conditions are for downwind propagation under a well-developed moderate ground-based temperature inversion, such as commonly occurs at night.”

The computer modeling software takes into account source sound power levels, surface reflection and absorption, atmospheric absorption, geometric divergence, meteorological conditions, walls, barriers, berms, and terrain variations. The CADNA/A software uses a grid of receivers covering the project site.