City of Grover Beach

GENERAL PLAN

Adopted 2-16-10
Effective 3-18-10
**City of Grover Beach**

**General Plan**

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Twenty years from now….

Grover Beach is known throughout California as a vibrant, economically sound and culturally diverse beach community, and a preferred place to live and visit on the central coast.

Grover Beach provides diverse housing opportunities affordable to residents in all stages of their lives. Residents know their neighbors and the neighborhood in which they live, and take pride in both. Neighborhoods possess a uniquely pedestrian character in which schools, parks and shopping are all within easy walking distance. Each neighborhood is integrated with the fabric of the town.

The Grand Avenue corridor is alive with a complementary mix of shops, restaurants, offices and residences. Businesses cater to the needs of residents and visitors alike. The new civic center provides a focal point for the downtown, which serves as one of the business and financial center of the Five Cities area. The Ramona Park area remains the site of many of the community’s longstanding events and festivals.

The West Grand Avenue area attracts visitors from across the State with an eclectic mix of restaurants, shops, and hotel accommodations, anchored by a world-class beach-front lodge. The energy created by the beach, the pleasant sidewalks, shading trees, and variety of shops, restaurants, and public spaces encourage people to spend time, slow their pace, and engage one another.

Grover Beach is a model of community-based sustainability. All of the shopping needs of Grover Beach residents are provided within a five minute walk, or five minute drive. Residents and visitors prefer to walk or ride a bicycle; many visitors arrive by train. Local businesses provide stable, well paying jobs that serve the local work force.

City government remains dedicated to the preservation and enhancement of Grover Beach’s small-town character and quality of life. The City continues to provide a high level of public services and to foster a sense of community involvement.

Lastly, Grover Beach is a City that continues to look to the future while embracing the diversity and character of its past.
I. Introduction

Grover Beach is a small, beach-side community located in south-central San Luis Obispo County. The City is bounded by the Pacific Ocean to the west and the cities of Pismo Beach and Arroyo Grande to the north and east, respectively. The unincorporated community of Oceano borders to the south. The City incorporated in 1959, and by 2009 its population had grown to over 13,000 residents.

History

In the late 1800’s a 35-year old lumber man from Santa Cruz named Dwight William Grover first recognized the potential of the area that is now known as Grover Beach. In August, 1887, he filed plans with the County to found what would later become “Grover City”.

Grover had a vision of a community that included a hotel and railroad station near the beach, and promoted his town as "the place where the tide lands and the rails meet". He laid out a grid system of streets, naming them for popular beaches of the time, and set aside land for a train depot, a hotel and a city park. A land auction held on August 1, 1887 drew more than 1,000 prospective buyers.

Unfortunately, the Southern Pacific Railroad constructed the much-sought-after station in nearby Oceano. In the ensuing years, D.W. Grover made numerous unsuccessful attempts to make his vision a reality.

Many years later, the seeds of development planted by D. W. Grover began to flourish. In 1935 an enterprising gentleman named Horace V. Bagwell bought about 1,100 acres of present day Grover Beach which he advertised as the “…home of the average man…”, with land prices affordable to a working man's wages. Word began to spread and so did development. Following World War II, the first store opened followed by the first post office. By 1949 the Fairgrove Fire District and the Grover City Water District were formed, followed in the early 1950’s by the first of many building booms.

The little town continued to grow until 1959 when a majority of residents decided to make the "city" a reality. An incorporation election was held and on December 21, 1959 the town of Grover became a city. The city grew steadily in the decades to follow, and in the mid-1970’s, development took off as vacant lots were replaced with restaurants, markets and residences.

When the City incorporated in 1959, some questioned whether the "City of Grover City" sounded redundant. At the time, some favored a new, more ocean-oriented name. In 1992, the question was revisited when residents voted to rename “Grover City” as “Grover Beach”.

City of Grover Beach ~ General Plan
Figure 1 – Regional Location
Purpose And Nature Of The General Plan

A general plan is a requirement of State law, and serves as a community’s “constitution” for development and the use of land within its planning area. It must be comprehensive and long-term, detailing proposals for the “…physical development of the city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” (Government Code §65300 et seq.). Time horizons vary, but the typical general plan looks 10-20 years into the future.

State law specifically requires that the general plan address seven topics or “elements.” These are:

- Land Use
- Circulation (transportation)
- Housing
- Conservation
- Open Space
- Noise, and
- Safety.

The plan must analyze issues of importance to the community, set forth policies in text and diagrams for development and conservation, and outline specific measures for implementing these policies.

Preparing the general plan can be viewed as an activity which sharpens and focuses the many concerns of citizens within the community and provides a structure by which these often conflicting concerns can be forged into a common vision of the future. By focusing attention on the issues facing the community and placing them in an expanded time frame, the general plan helps citizens to see their community as a complex system—a living entity that grows and responds to problems and opportunities—and it helps to guide the community along an agreed-upon course.

On a more concrete level, preparing, adopting, and maintaining a general plan serves the following purposes:

- To establish within local government the capacity to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the community;
- To identify the community’s environmental, social, and economic goals;
- To record the local government’s policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development;
To provide citizens with information about their community and opportunities to participate in the local planning and decision-making process;

To improve the coordination of community development and environmental protection activities among local, regional, state, and federal agencies; and

To establish a basis for subsequent planning efforts, such as preparation of specific plans, redevelopment plans, and special studies, to deal with unique problems or areas in the community.

While the general plan sets out policies and identifies ways to put these policies into action, the actual implementation of the plan is a complex and lengthy process in its own right. As with piecing together a puzzle, local officials must take many separate, but interconnected actions according to the direction set out in the general plan.

These various actions rest on two essential powers of local government: corporate and police powers. Using their “corporate power,” local governments collect money through bonds, fees, assessments, and taxes, and spend it to provide services and facilities such as police and fire protection, streets, water systems, sewage disposal facilities, drainage facilities, and parks. Using their “police power,” local governments regulate citizens’ use of their property through zoning, subdivision, and building regulations in order “to promote the health, safety, and welfare of the public.”

The general plan provides the framework for the exercise of these powers by local officials. By virtue of state law and case law, all zoning, subdivision, and public works decisions must be consistent with the general plan.

**Organization Of The General Plan**

The General Plan provides goals, policies, standards, implementation programs, quantified objectives, a land use diagram, and circulation plan diagram that constitute the formal policy of the City of Grover Beach for land use, development, and environmental quality. The following definitions describe the nature of the statements of goals, policies, standards, implementation measures, and quantified objectives as they are used in this document:

**Goal:** The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

**Policy:** A specific statement in text or diagram guiding action and implying clear commitment.

**Standard:** A specific, often quantified guideline, incorporated in a policy or implementation program defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.
Implementation Measure or Action: An action, procedure, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Quantified Objective (Housing only): The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the Housing Element.

Preparation Of The Land Use Element

The Grover Beach General Plan Land Use Element last underwent a comprehensive revision in 1992. In 2004 the City initiated a revision of the General Plan Land Use Element and the City retained a multi-disciplinary consulting team to assist the City with this effort. The first step was a public outreach and participation program, The Grover Beach Visioning Project, which consisted of a series of public workshops at which participants were asked to share their vision for the future of the City. A wide range of issues were identified which are discussed in greater detail in Chapter II – The Vision. In summary, they include the following:

- Revitalize the Grand Avenue corridor, particularly through new mixed use development
- Create an active waterfront that includes tourist amenities
- Create defined gateways at the entrances to Grover Beach
- Preserve and enhance the “beach community” feel of Grover Beach
- Increase and broaden the City’s tax base

In 2008 and early 2009, the findings and recommendations of the Visioning Project were used to guide revisions to the Land Use Element, which was adopted in February, 2010.

Relationship of the General Plan to Other Plans and Policies

California Coastal Act and Local Coastal Program

A portion of the City’s General Plan area lies within the Coastal Zone established by the California Coastal Act of 1976 (Public Resources Code Section 30000 et seq.). The Coastal Act sets forth policies for the use, management and conservation of land and resources along California’s coastline, and includes policies to address specific issues such as shoreline access for the public, the development and preservation of visitor-serving facilities, coastal-dependent industrial and energy-related facilities, the protection of sensitive habitats, and the protection and preservation of visual and scenic resources.

Policies of the Coastal Act are implemented at the local level by the certified Local Coastal Program (LCP). The City’s Local Coastal Program is published
separately and was certified by the California Coastal Commission in January, 2000. The City's LCP provides additional policies and programs to ensure consistency with the Coastal Act, addressing a diverse range of issues that include marine resources, water supply and agricultural land, protection of visual resources, public access and recreation, and infrastructure necessary to support coastal related and costal dependent land uses. The Coastal Act requires that the Local Coastal Program contain a land use plan to guide development within the coastal zone. Section 30108.5 defines the land use plan as “… the relevant portions of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.” Thus, the land use plans for the LCP and General Plan must be consistent.

Redevelopment

The Grover Beach Improvement Project was established in February, 1997 in accordance with Health and Safety Code § 33000 to provide a tool for the elimination of blighting conditions within a portion of the city. The Improvement Project Area consists of about 185 acres located generally along the Grand Avenue corridor and the area south of Grand Avenue to Farroll Road between 6th street and 10th Street. In 2004 a second project area was established, the Industrial Enhancement Project, consisting of about 109 acres located generally adjacent to the Union Pacific Railroad right-of-way south of Grand Avenue and the industrial properties south of Farroll Road bounded by Highway One, Highland Avenue and 13 Street (Figure 2).

Redevelopment can help finance the improvement of blighted areas by allowing a portion of the increase in property tax revenue generated by new development to be spent on activities that promote physical and economic revitalization, increase the supply of affordable housing and expand employment opportunities. These activities must proceed in accordance with a Redevelopment Plan that describes how the constraints and conditions that preclude the effective utilization of public and private properties within the redevelopment area will be addressed.

The primary focus of the Agency’s activities has been to lay the groundwork for the continued revitalization of the Grand Avenue corridor and enhancement of the industrial areas of the City.

Ramona Specific Plan

In July 2005 the City adopted the Ramona Specific Plan (RSP) to provide more detailed guidance for the development and enhancement of about 14 acres bounded by Brighton Avenue, 10th Street, Ramona Avenue and 8th Street (see Figures 2 and 3). The main objective of the Plan is to establish a civic, cultural, transportation and social center to serve the community.

The City has completed Phase I of the Ramona Transit Hub improvements in 2008 and continues to pursue funding for the next phase of improvements. In
addition, a local community-based non-profit is working to develop a performing arts theater and museum in the specific plan area between 8th and 9th Streets.

**Airport Land Use Plan**

The Oceano Airport is a small, general aviation airport serving private aviators that lies south of the City in the unincorporated community of Oceano. No air traffic control, radar or instrument approach services are provided; pilot-controlled lighting is provided for night operations. Scheduled air carrier service is not currently provided, nor is such service anticipated in the foreseeable future.

Portions of the City General Plan area fall within an area governed by the Oceano County Airport Land Use Plan (OCALUP) adopted by the San Luis Obispo County Airport Land Use Commission (ALUC) in 2007. The OCALUP defines an Airport Review Area that covers 30 percent of land in the City of Grover Beach.

Cities and counties are required to either bring their general plans into compliance with the adopted Airport Land Use Plan for the territory around designated airports, or to make specified findings. The purpose of the airport land use plan and the consistency requirement is to eliminate or minimize development around airports that would be subject to significant levels of aircraft noise or would pose a safety hazard to aircraft or occupants of the development in the event of a plane crash.

Once consistency between a city general plan and the adopted airport land use plan has been achieved, subsequent development within the general plan area is not subject to review by the Airport Land Use Commission. However, any changes to Grover Beach’s General Plan land use designations within the Airport Review Area would be subject to ALUC review.
Figure 3 -- The Ramona Specific Plan
II. The Vision

In April 2004, the City of Grover Beach initiated a city-wide Visioning Project in anticipation of completing an update to the Land Use Element of the General Plan, and to support its current economic development efforts.

The Visioning Project provided a forum for Grover Beach residents to discuss how they would like their community to change over time. In particular, residents and other stakeholders discussed the type and intensity of future land uses and development that they envision for their community. The goal of the process was to define a general “Consensus Vision” for the future of Grover Beach, to help prepare the Land Use Element update and to help direct the City’s current efforts to attract new commercial development and broaden its tax base.

The Visioning Project process consisted of three public workshops. At the first workshop, participants discussed generally their vision for the future of Grover Beach, the goals they have for future growth and development, and specific areas of the town that were particularly ripe for change or revitalization. Participants also identified areas they want to see preserved over time, such as public open space. At the next workshop, participants discussed more specifically the type and intensity of development that should go in the areas of change identified at the previous workshop. At the final workshop, attendees worked towards crafting a single, Consensus Vision for the future of Grover Beach. Each workshop built on the work of participants from previous meetings, and involved small group work in which community members could speak directly to one another about their vision and goals for Grover Beach.

The Consensus Vision

Workshop participants had many different ideas and goals for the future of Grover Beach. However, there were a number of key goals that all participants supported in one form or another. These include:

- Revitalize the Grand Avenue corridor, particularly through new mixed-use development
- Create an active waterfront that includes tourist amenities
- Create defined gateways at the entrances to Grover Beach
- Preserve and enhance the “beach community” feel of Grover Beach
- Increase and broaden the City’s tax base
I. The Grand Avenue Corridor

The overarching consensus for Grand Avenue was that development along the corridor should be intensified, with an emphasis on mixed-use development. In particular, participants envision Grand Avenue as a thriving commercial corridor, serving the needs of both Grover Beach residents and visitors.

The preference for mixed-use development was twofold. First, workshop participants acknowledged that increased residential density would provide a population base to support the cafes, restaurants, shops and other uses envisioned by participants. Secondly, participants recognized that increasing mixed-use development along Grand Avenue would increase the affordable housing options in Grover Beach by providing more multi-family units.

The following is a more detailed discussion of the components of the Consensus Vision for Grand Avenue, along with the response provided in the General Plan:

- Create a Defined “Civic Center” Node Between 8th Street and 10th Street

Participants agreed that a defined Civic Center should be created at the center of Grand Avenue that includes office development, community services, resident-serving retail and public space. Many participants suggested that City Hall be moved from its current location on 8th Street to a more prominent location on Grand Avenue as an anchor for the new Civic Center. The Civic Center should also take advantage of Ramona Park as a public space and include distinct pedestrian paths from Grand Avenue to the park.

General Plan Response: The Land Use Element provides goals, policies and programs aimed at revitalizing the Grand Avenue corridor in its entirety, and the West Grand, Civic Center/Downtown, and east end in particular. Policy LU-5.1 requires the preparation of a Master Plan for the entire Grand Avenue corridor to guide these revitalization efforts. The objectives for the Master Plan, as stated in Policy LU-5.1 are:

- Strengthening the City’s connection to the beach, the beach-side lodge site, and the train station.
- Establishing a visitor-serving retail node at the 4th Street/Grand Avenue intersection.
- Creation of a civic center/downtown business district bounded by 8th Street, 11th Street, Ramona Avenue and Rockaway Avenue.

In addition, policies aimed specifically at the Civic Center/Downtown include LU-7.1 through LU7.7 which promote the development of a pedestrian-oriented district anchored by the Ramona Specific Plan, Policy LU-7.4 sets forth the City’s expectations for street character and the need for streetscape improvements (such as street furniture and
traffic calming) to aid in these efforts. And lastly, the Land Use Diagram designates the area bounded by 8th Street, 11th Street, Ramona Avenue and Rockaway Avenue with a new land use designation, Central Business Mixed-Use, to encourage the development of a mixed-use downtown.

- **Create a Distinct Tourist-Serving Retail Node at 4th Street and Grand Avenue**

The Consensus Vision includes the creation of a vibrant retail node at the intersection of 4th Street and Grand Avenue with cafes, restaurants, lodging, entertainment venues, shopping and other uses that cater to both visitors and residents. The area would provide shopping and dining opportunities for beach visitors and patrons of the new lodge and conference center envisioned on the waterfront. The area’s proximity to the Amtrak Station makes it easy for visitors who travel to Grover Beach by train to eat and shop, as well as go to the beach. Many participants suggested that this would also be an ideal area to encourage bike and roller skate rentals, and other retail outlets serving beachgoers.

*General Plan Response: As discussed above, the creation of a tourist-serving retail node at 4th Street and Grand Avenue will be one of the objectives to be addressed by a Master Plan for the entire Grand Avenue corridor. In addition, the Land Use Diagram designates the properties on the corner with a new land use designation, Visitor Serving Mixed-Use, which will accommodate the desired range of complementary visitor-serving uses. Policy LU-6.6 identifies the 4th Street/Grand Avenue intersection as an appropriate location for visitor serving mixed-use development with retail, housing and visitor accommodations, and suggests that this may be an appropriate location for taller (i.e., four-story) buildings.*

- **Limit Building Heights to Three Stories, Except in Key Areas**

There was broad consensus that buildings along Grand Avenue should be two to three stories in most places. Four story buildings were only considered appropriate in limited areas: the intersection of 4th Street and Grand Avenue (the tourist-serving retail node), between 16th Street and Oak Park Boulevard, and in some cases, in the new Civic Center node. Five story buildings should not be allowed on Grand Avenue. There was also general consensus that building heights along Grand Avenue should be varied, and setbacks on the upper stories of buildings should be encouraged.

*General Plan Response: Land Use Element policy LU-6.6 identifies areas where taller (four stories) may be appropriate. The design guidelines prepared as part of the Master Plan required by policy LU-5.1 will address the scale and character of buildings along Grand Avenue. In addition, policy LU-20.1 expresses the City’s expectations for the qualities desired in new commercial development.*
• Add Pedestrian Amenities/Employ Traffic Calming Techniques

The Consensus Vision includes the addition of pedestrian amenities along the entire Grand Avenue corridor to improve the pedestrian experience and create a more defined sense of place. Participants envisioned amenities such as street trees, pedestrian-oriented light fixtures, benches, outdoor dining areas and wider sidewalks. Many participants also suggested better promotion of the City’s existing façade improvement program, which helps business owners improve the appearance of their storefronts.

In addition, participants agreed that in order to ensure a pedestrian-friendly Grand Avenue, traffic calming tools such as defined crosswalks, landscaped medians and bulb-outs should be added, particularly near the Civic Center node and the 4th Street and Grand Avenue node. Traffic circles were also proposed for these two nodes. In addition, creating one-way couplets on either side of Grand Avenue was suggested as a strategy for reducing traffic on Grand Avenue.

General Plan Response: The Land Use Element provides policies expressing the City’s desires for street character along Grand Avenue. Policies LU-6.5 and LU-7.4 describe the desired street character for the West Grand Avenue, Civic Center/Central Business District, and east end Grand Avenue areas and encourage the placement of traffic calming (corner bulb-outs and textured street crossings), street furniture, street trees, signage and lighting to enhance the pedestrian character.

2. Beachfront Lodge Site

There was broad support for developing a lodging facility and conference center on the Beachfront Lodge site at Pismo State Beach, at the end of Grand Avenue near the Pacific Coast Highway. As the discussions unfolded over the course of the workshops, participants agreed that the development on the site should not be a high-rise hotel but a low-slung lodge and conference center with public grounds, similar in scale to the Asilomar Conference Center in Monterey or the Ahwahnee Hotel in Yosemite Valley. Workshop participants agreed that the development on this site should preserve and enhance the coastal experience, and enhance public access to the dunes, beach and ocean.

General Plan Response: Land Use Element policy LU-6.1 states the overall position of the City relative to the development of a visitor-serving district near the beach anchored by a world-class lodge/convention center. Policy LU-6.2 identifies the qualities desired in the development of the Lodge Site.
3. Mobile Home Park Site

Early in the process, some participants indicated support for intensifying commercial uses on the parcel north of the Beachfront Lodge Site, on the property of an existing mobile home park. However, after closer consideration in small groups, consensus was reached that occupied mobile home park units on the parcel bounded by Park Lane and the Pacific Coast Highway should be preserved as a source of affordable housing. Retail and other commercial uses to complement a new lodge and conference center could be added only if mobile home residents are not displaced and if the monarch butterfly preserve in the area remains protected.

General Plan Response: Land Use Element policies LU-1.4 and LU-10.2 acknowledge the importance of mobile homes in meeting the City’s housing needs, and recommends that they be preserved, while recognizing that areas directly fronting on Grand Avenue may transition over time. In addition, the Land Use Diagram designates the Le Sage mobile home park as Visitor Serving – Mixed Use, which is generally equivalent to the existing designation but provides for mixed use of the site.

4. 4th Street Corridor

Opinions about changes to the North 4th Street corridor were varied, despite more intensive discussion at the final workshop of the visioning process. Overall, many community members felt that improvements to Grand Avenue should be the City’s primary focus, and were less concerned about changes to 4th Street. However, the following consensus regarding 4th Street was established:

- Preserve and encourage residential uses north of Newport Avenue
- Allow office and limited retail uses just north of Grand Avenue, between Grand Avenue and Newport Avenue
- Maintain the existing design character of buildings along 4th Street – no more than two stories. There was also general consensus that, given the primarily residential character of 4th Street, traffic calming strategies should be applied, such as reducing street widths, adding landscape medians and increasing sidewalk widths.

General Plan Response: The Land Use Diagram designates areas for additional neighborhood-serving mixed use development on properties north of Ramona Avenue to Brighton Avenue and applies a new land use category, Neighborhood Serving Mixed Use to the properties fronting 4th Street. North of Brighton Avenue 4th Street remains designated for residential development. Policy LU-1.4 recommends applying traffic calming measures, such as landscaped medians and wider sidewalks.

5. Industrial Areas

The Consensus Vision calls for preserving Grover Beach’s primary industrial areas, including the properties south of Farroll Road, south of Grand Avenue.
between the railroad and 4th Street, and north of Grand Avenue between the railroad and North 1st Street. Participants felt that the industrial properties contribute to Grover Beach’s job base and should not be moved out of the community. However, there was general consensus that live/work units should also be allowed in Grover Beach’s industrial areas, particularly as a buffer between the industrial uses and the surrounding residential neighborhoods.

In addition, participants generally supported allowing commercial uses, such as bed and breakfasts and retail uses, in the industrial area just south of Grand Avenue between 4th Street and the railroad as a buffer between industrial uses and the commercial uses on Grand Avenue.

General Plan Response: The Land Use Element recommends preserving and enhancing the City’s industrial areas south of Farroll Road through continued implementation of the Industrial Enhancement Project (Policy LU-11.1). However, this plan recommends re-developing the Front Street/Beckett Place industrial district and the industrial properties south of Grand Avenue between 3rd Street and the railroad right-of-way with additional visitor serving mixed-use development, with the exception of the area west of Front Street to the railroad, which will remain Industrial. Policy LU-11.7 recommends investigating strategies for assisting the relocation of existing industrial businesses to the Farroll Road areas. Policy LU-11.6 provides design requirements for new industrial development that faces residences to help minimize compatibility issues associated with storage, deliveries, and noise-generating activities.

6. Strawberry Field

The Consensus Vision also includes preserving the agricultural land south of Highland Way (otherwise known as the “strawberry fields”), with the possible exception of adding a small public park or recreation facility. One suggestion was to name the new recreation area “Strawberry Fields.” Participants felt that the strawberry fields are an attractive use that contributes to Grover Beach’s small town character.

General Plan Response: Policies of the Land Use Element recommend leaving the Strawberry Field in agriculture until such time as urban development is considered timely by the property owner (Policy LU-15.1). Policy LU-15.2 requires a specific plan to be prepared at the time urban development is contemplated by the property owner to identify the appropriate range of land uses, development standards and infrastructure requirements.

7. Residential Neighborhoods

Early in the Visioning Project, participants agreed that Grover Beach’s existing residential neighborhoods should be preserved. However, there was also general consensus that appropriate infill opportunities for new affordable
housing should be identified in existing residential neighborhoods, such as second or “granny” units.

General Plan Response: Policies of the Land Use Element promote the protection and enhancement of the City’s residential neighborhoods (Policy LU-1.1). Policy LU-3.1 establishes requirements for issues to be addressed by infill development to ensure compatibility with existing development, and Policy LU-1.2 sets forth the qualities expected in the development of new residential neighborhoods.

8. Open Space

The Consensus Vision calls for preserving the open space along Grover Beach’s northern border. A system of continuous hiking trails that links this open space to beach trails should also be created. In addition, participants in the Visioning Project supported preserving Grover Beach’s existing parks and recreation areas including Ramona Park and Grover Heights Park.

General Plan Response: The Land Use Element provides policies that require the preservation of the City’s open space and natural resources, including Meadow Creek (LU-16.4), the remaining oak woodlands in the City’s northern hillsides (LU-16.1) and recommends designating areas of sensitive resources as Open Space. Policy LU-16.6 recommends establishing a trail system through the City’s open space resources.