



CITY OF ATASCADERO PLANNING COMMISSION AGENDA

**REGULAR MEETING
Tuesday, May 7, 2019
6:00 P.M.**

**City Hall Council Chambers
6500 Palma Avenue, 4th Floor
Atascadero, California 93422**

CALL TO ORDER

Pledge of Allegiance

Roll Call: Chairperson Tom Zirk
Vice Chairperson Mark Dariz
Commissioner Duane Anderson
Commissioner Ellen Béraud
Commissioner Michael Shaw
Commissioner Jeff van den Eikhof
Commissioner Jan Wolff

APPROVAL OF AGENDA

PUBLIC COMMENT (This portion of the meeting is reserved for persons wishing to address the Commission on any matter not on this agenda and over which the Commission has jurisdiction. Speakers are limited to three minutes. Please state your name for the record before making your presentation. The Commission may take action to direct the staff to place a matter of business on a future agenda.)

CONSENT CALENDAR (All items on the consent calendar are considered to be routine and non-controversial by City staff and will be approved by one motion if no member of the Commission or public wishes to comment or ask questions.)

- 1. DRAFT MINUTES OF MARCH 19, 2019**
 - Recommendation: Commission approve the March 19, 2019 Minutes.

COMMUNITY DEVELOPMENT STAFF REPORTS

None.

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PUBLIC HEARINGS (For each of the following items, the public will be given an opportunity to speak. After a staff report, the Chair will open the public hearing and invite the applicant or applicant's representative to make any comments. Members of the public will be invited to provide testimony to the Commission following the applicant. Speakers should state their name for the record and can address the Commission for three minutes. After all public comments have been received, the public hearing will be closed, and the Commission will discuss the item and take appropriate action(s).)

DISCLOSURE OF EX PARTE COMMUNICATIONS:

Prior to a project hearing Planning Commission Members must disclose any communications they have had on any quasi-judicial agenda items. This includes, but is not limited to, Tentative Subdivision Maps, Parcel Maps, Variances, Conditional Use Permits, and Planned Development Permits. This does not disqualify the Planning Commission Member from participating and voting on the matter, but gives the public and applicant an opportunity to comment on the ex parte communication.

2. USE PERMIT FOR LARGE FAMILY DAY CARE AT 5850 CASCABEL ROAD

The proposed project is a large family daycare use in an existing residence that would accommodate up to 14 children.

- Ex-Parte Communications:
- Recommendation: Approve the project with conditions. (USE19-0006)

3. ADDITION TO EXISTING CELL TOWER AT 6500 (6490) EL CAMINO REAL

The proposed project would add 15-feet to an existing faux-pine cell tower. This extension is requested to facilitate the La Plaza Development and maintain cellular signal reach in anticipation of the 3-story La Plaza Development. The project also includes a new equipment perimeter wall and gate.

- Ex-Parte Communications:
- Recommendation: Approve the project with conditions. (AMND19-0012)

4. NEW BUILDING AND DENSITY BONUS FOR 5730 EL CAMINO REAL

The proposed project is a new mixed-use building on a vacant infill lot in the downtown. The building includes 2,500 sq. ft. of commercial space on the ground floor facing El Camino Real, and five (5) residential units. The use permit includes a request for a 15% density bonus for providing exceptionally high design quality.

- Ex-Parte Communications:
- Recommendation: Design Review Committee recommends the Planning Commission approve the project with conditions. (USE19-0041)

5. TENTATIVE PARCEL MAP FOR 8559 / 8565 SANTA ROSA ROAD

The proposed project is the subdivision of two (2) existing residential parcels. A total of 4 lots would be created.

- Ex-Parte Communications:
- Recommendation: Approve the project with conditions. (SBDV18-0150)

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6. PLANNED DEVELOPMENT AMENDMENT TO 9105, 9107, 9109 PRINCIPAL AVE AND 9300 PINO SOLO

The proposed project is an amendment to a previously approved Planned Development residential project on a 5.4-acre site near the corner of El Camino Real and Principal. The project includes 52 residential units, which includes a 10% density bonus for providing some affordable housing. The project includes 1,830 sf of office area as a part of the live-work units on Principal Avenue, and a drive-through carwash, which was previously approved in 2015 and is currently under construction. An 8,111 sf area directly adjacent to El Camino Real is proposed to be changed from RMF-10 zoning to Commercial Retail (CR) to allow for future commercial development. A Mitigated Negative Declaration has been circulated in accordance with CEQA.

- Ex-Parte Communications:
- Recommendation: Design Review Committee recommends the Planning Commission approve the project with conditions. (PLN14-1519)

COMMISSIONER COMMENTS AND REPORTS**DIRECTOR'S REPORT****ADJOURNMENT**

The next regular meeting will be on May 21, 2019, at 6:00 p.m.

Please note: Should anyone challenge in court any proposed development entitlement listed on this Agenda, that person may be limited to raising those issues addressed at the public hearing described in this notice or in written correspondence delivered to the Planning Commission at, or prior to, this public hearing.

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*City of Atascadero***WELCOME TO THE ATASCADERO PLANNING COMMISSION MEETING**

The Planning Commission meets in regular session on the first and third Tuesday of each month at 6:00 p.m. at City Hall, Council Chambers, 6500 Palma Avenue, Atascadero. Matters are considered by the Commission in the order of the printed Agenda.

Copies of the staff reports or other documentation relating to each item of business referred to on the Agenda are on file in the office of the Community Development Department and are available for public inspection during City Hall business hours at the Front Counter of City Hall, 6500 Palma Avenue, Atascadero, and on our website, www.atascadero.org. All documents submitted by the public during Commission meetings that are either read into the record or referred to in their statement will be noted in the minutes and available for review in the Community Development Department. Commission meetings are audio recorded, and may be reviewed by the public. Copies of meeting recordings are available for a fee. Contact the City Clerk for more information (470-3400).

In compliance with the Americans with Disabilities Act, **if you need special assistance to participate in a City meeting or other services offered by this City**, please contact the City Manager's Office or the City Clerk's Office, both at (805) 470-3400. Notification at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

TO SPEAK ON SUBJECTS NOT LISTED ON THE AGENDA

Under Agenda item, "PUBLIC COMMENT", the Chairperson will call for anyone from the audience having business with the Commission to approach the lectern and be recognized.

1. Give your name for the record (not required)
2. State the nature of your business.
3. All comments are limited to 3 minutes.
4. All comments should be made to the Chairperson and Commission.
5. No person shall be permitted to make slanderous, profane or negative personal remarks concerning any other individual, absent or present.

This is when items not on the Agenda may be brought to the Commission's attention. A maximum of 30 minutes will be allowed for Public Comment Portion (unless changed by the Commission).

TO SPEAK ON AGENDA ITEMS (from Title 2, Chapter 1 of the Atascadero Municipal Code)

Members of the audience may speak on any item on the agenda. The Chairperson will identify the subject, staff will give their report, and the Commission will ask questions of staff. The Chairperson will announce when the public comment period is open and will request anyone interested to address the Commission regarding the matter being considered to step up to the lectern. If you wish to speak for, against or comment in any way:

1. You must approach the lectern and be recognized by the Chairperson.
2. Give your name (not required).
3. Make your statement.
4. All comments should be made to the Chairperson and Commission.
5. No person shall be permitted to make slanderous, profane or negative personal remarks concerning any other individual, absent or present.
6. All comments limited to 3 minutes.

If you wish to use a computer presentation to support your comments, you must notify the Community Development Department at 470-3402 at least 24 hours prior to the meeting. Digital presentations brought to the meeting should be on a USB drive or CD. You are required to submit to the Recording Secretary a printed copy of your presentation for the record. Please check in with the Recording Secretary before the meeting begins to announce your presence and turn in the printed copy.

The Chairperson will announce when the public comment period is closed, and thereafter, no further public comments will be heard by the Commission.

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ITEM NUMBER: 1

DATE: 5-7-19

CITY OF ATASCADERO PLANNING COMMISSION

DRAFT MINUTES

**Regular Meeting – Tuesday, March 19, 2019 – 6:00 P.M.
City Hall Council Chambers
6500 Palma Avenue, Atascadero, California**

CALL TO ORDER - 6:03 p.m.

Chairperson Zirk called the meeting to order at 6:03 p.m. and Commissioner Shaw led the Pledge of Allegiance.

ROLL CALL

Present: Commissioners Anderson, Béraud, Shaw, van den Eikhof, Wolff, and Chairperson Zirk

Absent: Vice Chairperson Dariz (excused absence)

Others Present: Recording Secretary, Annette Manier

Staff Present: Community Development Director, Phil Dunsmore
Senior Planner, Kelly Gleason

APPROVAL OF AGENDA

MOTION: By Commissioner Béraud and seconded by Commissioner Anderson to approve the Agenda.

Motion passed 6:0 by a roll-call vote.

PUBLIC COMMENT

None

Chairperson Zirk closed the Public Comment period.

CONSENT CALENDAR

- 1. APPROVAL OF DRAFT MINUTES OF PLANNING COMMISSION MEETING ON FEBRUARY 19, 2019**

MOTION: By Commissioner Anderson and seconded by Commissioner Shaw to approve the Consent Calendar.

Motion passed 6:0 by a roll-call vote.

COMMUNITY DEVELOPMENT STAFF REPORTS

None.

PUBLIC HEARINGS

DISCLOSURE OF EX PARTE COMMUNICATIONS:

Prior to a project hearing Planning Commission Members must disclose any communications they have had on any quasi-judicial agenda items. This includes, but is not limited to, Tentative Subdivision Maps, Parcel Maps, Variances, Conditional Use Permits, and Planned Development Permits. This does not disqualify the Planning Commission Member from participating and voting on the matter, but gives the public and applicant an opportunity to comment on the ex parte communication.

2. TENTATIVE PARCEL MAP FOR 8559 / 8565 SANTA ROSA ROAD

(THIS ITEM WILL BE CONTINUED TO A FUTURE DATE)

The proposed project is the subdivision of a 3-acre lot in the Residential Single-Family (RSF-Z) zoning district.

- Ex-Parte Communications:
- Recommendation: Approve the project with conditions. (SBDV18-0150)

3. CITYWIDE ZONING ORDINANCE AMENDMENTS

The proposed project is for annual zoning text updates to the Atascadero Municipal Code to align the Zoning Code with the General Plan, fix inconsistencies, and provide for permit streamlining.

- Ex-Parte Communications:
- Recommendation: Approve the project with conditions. (ZCH19-0023)

EX PARTE COMMUNICATIONS

None.

Director Dunsmore introduced the topic, and Senior Planner Gleason gave the staff report and answered questions from the Commission. Staff noted that there is a typo on Page 32 of the draft resolution and would like to add “with modification to the commercial use table to eliminate Medical Extended Care Services from the CN zone” to the proposed motion for adoption.

It was noted that on Page 7, Paragraph 4, the staff report should read “The entirety of the zoning designation is located to the north and south of Del Rio.”

PUBLIC COMMENT

None.

Chairperson Zirk closed the Public Comment period.

MOTION: By Commissioner Anderson and seconded by Commissioner Wolff to adopt PC Resolution 2019-A recommending the City Council introduce an ordinance for first reading, by title only, to approve amendments to Title 9 of the Atascadero Municipal Code, based on findings, with the staff recommendation added.

Commissioner Béraud introduced an amendment to the original motion, to add the following verbiage: “For consistency with the General Plan and in an effort to preserve that plan, remove the mini-storage land use from the Public zoning district, because it is allowed in other zones in the City, and may not be consistent with the General Plan as a land use in the Public district.”

The maker of the motion (Anderson) agreed to the amendment, however, the 2nd of the motion (Wolff) did not agree, because staff had not analyzed the amendment in detail; therefore, motion failed.

MOTION: By Commissioner Anderson and seconded by Commissioner Wolff to adopt PC Resolution 2019-A recommending the City Council introduce an ordinance for first reading, by title only, to approve amendments to Title 9 of the Atascadero Municipal Code, based on findings, and with staff recommendation to add the following: “with modification to the commercial use table to eliminate Medical Extended Care Services from the CN zone.”

Motion passed 6:0 by a roll-call vote.

Staff will take Commissioner Béraud’s amendment into consideration for future zoning ordinance amendments.

COMMISSIONER COMMENTS AND REPORTS

None

DIRECTOR’S REPORT

Director Dunsmore announced that the next meeting scheduled for April 2, 2019, will be cancelled. Director Dunsmore gave an update on projects within the City.

ADJOURNMENT – 6:52 p.m.

The next meeting of the Planning Commission scheduled for **April 2, 2019**, at **6:00 p.m.** will be cancelled. The next Regular meeting of the Planning Commission is scheduled for **April 16, 2019**, at City Hall, Council Chambers, 6500 Palma Avenue, Atascadero.

MINUTES PREPARED BY:

Annette Manier, Recording Secretary
Administrative Assistant

Adopted



Atascadero Planning Commission

Staff Report – Community Development Department

USE 19-0006
5850 Cascabel Child Care Center

RECOMMENDATION(S):

Planning Commission adopt PC Resolution 2019 approving USE 19-0006 allowing a large family day care facility for up to 14 children in an existing residence in the Residential Suburban (RS) zone, based on findings and subject to Conditions of Approval.

Project Info In-Brief:

PROJECT ADDRESS:	5850 Cascabel Road	Atascadero, CA	APN	054-102-012
PROJECT PLANNER	Mariah Gasch Assistant Planner	(805)470-3436	mgasch@atascadero.org	
APPLICANT	Kimberly Coles			
PROPERTY OWNER	Kimberly Coles			
GENERAL PLAN DESIGNATION:	ZONING DISTRICT:	SITE AREA	EXISTING USE	PROPOSED USE
Rural Estate	Residential Suburban	2.1 Acres	Residence/ Small-Family Day Care	Large Family Day Care
ENVIRONMENTAL DETERMINATION				
<input type="checkbox"/> Environmental Impact Report SCH: _____ <input type="checkbox"/> Negative / Mitigated Negative Declaration No. _____ <input checked="" type="checkbox"/> Categorical Exemption CEQA – Guidelines Section 15301 <input type="checkbox"/> Statutory Exemption §§ 21000, et seq & _____ <input type="checkbox"/> No Project – Ministerial Project				

ADDITIONAL INFORMATION MAY BE OBTAINED BY CONTACTING THE ATASCADERO
 COMMUNITY DEVELOPMENT DEPARTMENT AT

<http://www.atascadero.org>
 6500 PALMA AVENUE | ATASCADERO, CA 93422 | (805) 461-5000

DISCUSSION:

Existing Surrounding Uses / Parcel Configurations:

Existing Zoning		Existing Aerial / Surrounding	
North:	South:	East:	West:
Residential Suburban	Residential Suburban	Residential Suburban	Residential Suburban

Summary:

The proposed day care will be located on an approximately 2.1-acre parcel, located within the Residential Suburban zoning district. The site has an existing 3225-square foot single-family residence as well as multiple detached accessory structures. The barn and one shed in the back yard are unpermitted structures. There is a fence that runs across that property dividing the east and west sides of the lot. All development is on the east side of the fence facing Cascabel Road. The site is surrounded by existing single-family residences.

The applicant is applying for a conditional use permit to allow the operation of a large family day care that could accommodate up to 14 children. The project would maintain the single-family residential use within a portion of the existing residence, and convert a portion of the residence to a day care facility.



The project involves several modifications to the site. The applicant is proposing to plant new shrubbery and 13 new redwood trees at or near the western property line and parking lot.

The property will be brought into conformance with accessibility standards. This requires the addition of two walking paths and the installation of a handrail to an existing walking path in the backyard. The applicant will also be adding an accessible parking space. The plans also show the placement of an approximately 3-square foot sign on the wall of the house facing Cascabel Road. The residence has two existing exterior lights that would make the sign visible at night.

The applicant is requesting an exception to the fencing requirement for child day cares. This would necessitate the installation of two six-foot tall fences between the subject property and two neighboring residential properties.

Analysis:

The Atascadero Municipal Code (AMC) lists Large Family Day Care as a conditionally allowed use in the Residential Suburban zoning district. Properties in this zone may only host a large family day care if they obtain approval of a conditional use permit by the Planning Commission and meet the following site and design standards (AMC 9.6.125(c)):

- Minimum Site Area: 6000-square feet.
- Fencing: Outdoor play areas must be contained by a 4-foot high fence and 6-foot high fence on any property line abutting a residential use.
- Parking and Loading: the amount of parking and loading spaces must be established by the conditional use permit for day cares with more than 10 children.

The site meets the minimum site area requirements; however, exceptions to the fencing requirements are being sought.

Fencing:

The applicant is requesting an exception to the fencing requirement for the operation of a large family day care. Staff recommends the approval of this exception due to the large size of the subject property as well as neighboring properties, and the distance from nearby residences. The neighborhood is rural in character and most of the surrounding properties have low, transparent fences. The nearby residences are approximately 150 feet from the nearest open area where children would be present. Furthermore, existing trees and structures on the site provide additional visual buffers and provide privacy to neighbors from a day care facility.

Parking:



The residence has an existing parking area adjacent to the house. The parking area has eight parking spots, including one accessible parking spot. Staff recommends that the parking lot be approved with the eight spots shown on the plans. The recommendation is based on the AMC parking standards for facilities with 7 to 12 children (AMC 9.6.125(c)(ii)):

...for facilities with seven (7) to twelve (12) children, an off-street drop-off area is to be provided with the capability to accommodate at least two (2) cars, in addition to the parking normally required for the residence...

Under this standard, the applicant would only need to provide four parking spots. By providing eight spots, the applicant will be providing double the spots required by this standard, although the day care is only two children above the limit.

ENVIRONMENTAL DETERMINATION:

The proposed project is Categorically Exempt (Class 1) from the provisions of the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and CEQA Guidelines (Title 14 California Code of Regulations §§ 15000, et seq.) CEQA pursuant to CEQA Guidelines Section 15301, because it involves negligible expansion of an existing use.

FINDINGS:

To approve USE 19-0006, the Planning Commission must make the following findings. These findings and the facts to support these findings are included in the attached resolution.

Conditional Use Permit (AMC Section 9-2.110(b).(3).(iv)

1. The proposed project or use is consistent with the General Plan:
2. The proposed project or use satisfies all applicable provisions of this title:
3. The establishment, and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use:
4. That the proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development:
5. That the proposed use or project will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be



improved in conjunction with the project, or beyond the normal traffic volume of the surrounding neighborhood that would result from full development in accordance with the land use element:

ALTERNATIVES:

1. The Planning Commission may include modifications to the project and/or conditions of approval for the project. Any proposed modifications, including conditions of approval, should be clearly re-stated in any vote on any of the attached resolutions.

2. The Planning Commission may determine that more information is needed on some aspect of the project and may refer the item back to the applicant and staff to develop the additional information. The Commission should clearly state the type of information that is required. A motion, and approval of that motion, is required to continue the item to a future date.

3. The Planning Commission may deny the project. The Commission must specify what findings cannot be made, and provide a brief oral statement, based on the Staff Report, oral testimony, site visit, correspondence, or any other rationale introduced and deliberated by the Planning Commission.

ATTACHMENTS:

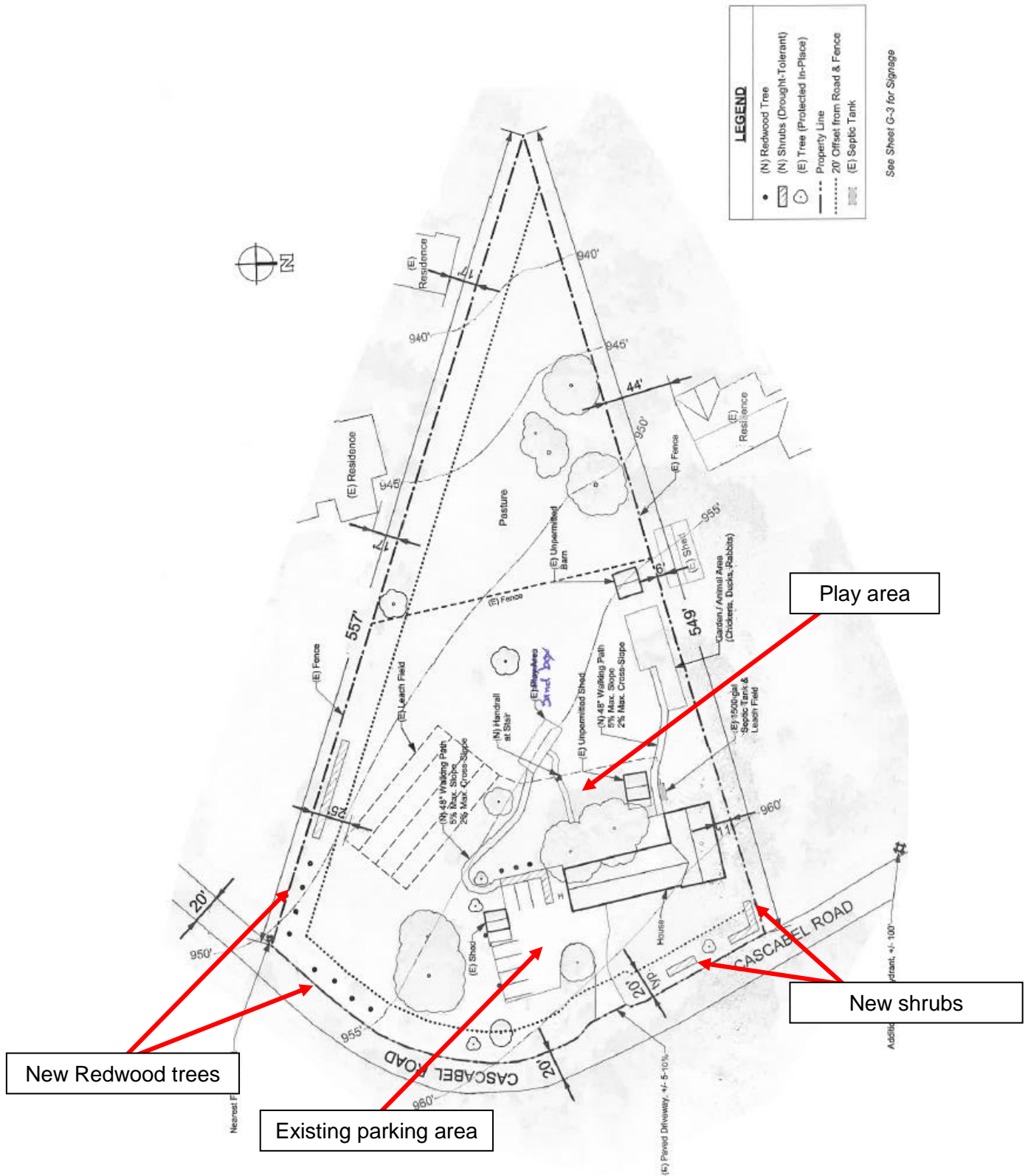
1. Aerial Photo
2. Site Plan
3. Floor Plan
4. Proposed Sign
5. Site Photos
6. Statement of Justification
7. Draft Resolution



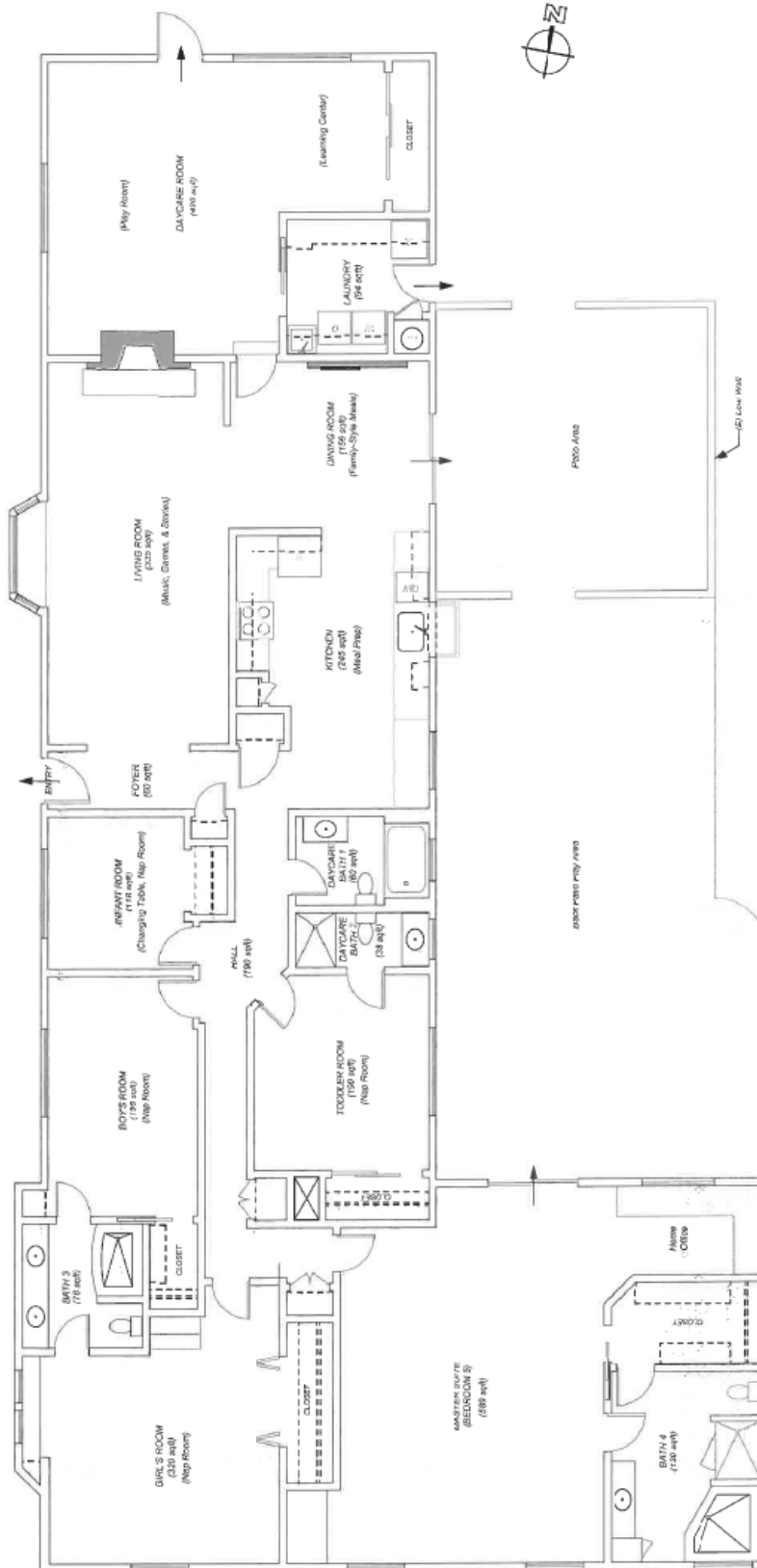
ATTACHMENT 1: Aerial Photo
USE 19-0006



ATTACHMENT 2: Site Plan
USE 19-0006



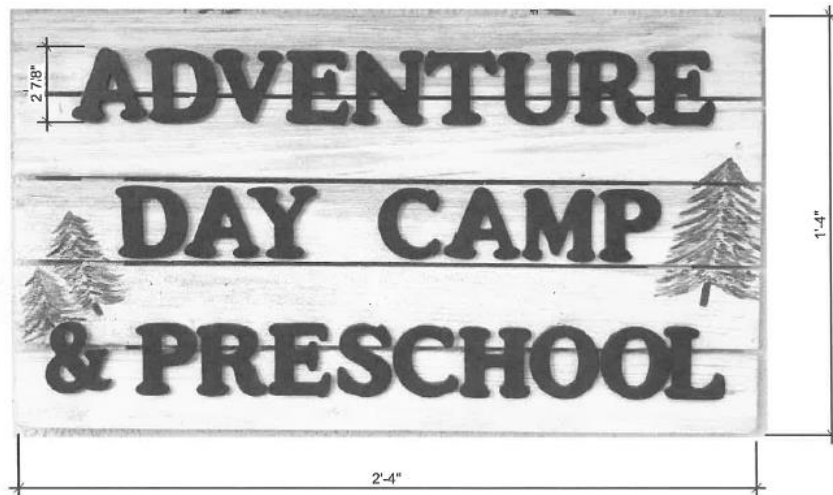
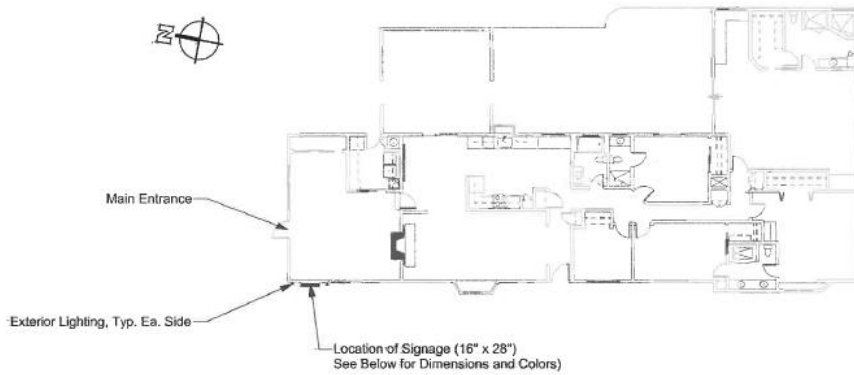
ATTACHMENT 3: Floor Plan
USE 19-0006



Total Area = 3225 sq. ft.



ATTACHMENT 4: Proposed Sign
USE 19-0006



ATTACHMENT 5: Site Photos
USE 19-0006

View looking north on Cascabel Road



View looking south on Cascabel Road



Play area



View from Cascabel Road



ATTACHMENT 6: Applicant Statement
USE 19-0006

Teaching Philosophy

At Adventure Day Camp & Preschool we believe that children must have early opportunities to build social and emotional skills to work and interact with people of all ages both in learning from and in mentoring others. Our flow of daily activities allows children to experience genuine community among their own age group and learn to build relationships with all ages from peers through adults in our center. These skills will be extremely valuable as they learn how to work with others in school, families, their communities and life.

While we have a general daily schedule and routine, our philosophy of caring for infants, toddlers and preschoolers is child-driven and based solely on each child's unique and individual needs. Each child will feel loved and nurtured by a consistent, loving caregiver so that a trusting, long-term relationship is established. When a child feels secure they are able to trust the world around them. From this place of security - confidence, curiosity and creativity will blossom. We base our daily activities on where children are in their social, emotional, physical, cognitive, creative, and language development and in conjunction with the knowledge and insight from the child's parents. Together we will make a plan for your child's best success.

Our preschool, toddler & infant program offers many wonderful areas for growth and imagination. The ranch is designed so that children ages birth through 5 years will have opportunities to spend large blocks of time outside. Our "Outdoor Classrooms" are being designed to offer all the children the opportunity to connect with nature and enjoy the beautiful ranch. The children will have the opportunity to explore, discover, investigate with supervision. This will peak their curiosity and develop creativity. Our "Outdoor Classrooms" allow the children the freedom to experience the world around them and **learn through play**. Some children will choose activities around our playhouse, reenacting what they see families do; being mommies, daddies, restaurant owners, driving to work, etc.. Other children will gravitate to the playcenter; climbing, swinging, building. Yet others will ride bikes and play ball.

Indoor and outdoor areas are setup so that from babies through preschool ages the children will play, explore and grow together. We are more of a family environment. We have found that when kids are able to observe each other they learn through mentoring and being mentored. Younger children will benefit from observing older children and will experience a smoother transition into the older areas because they are familiar with the environments, children, and staff. Toddlers will experience social development opportunities and gain self-confident and self-worth as they realize they are being observed by younger children, a wonderful transition for them as they prepare to enter our preschool program.

Our program focuses on meeting your child where they are at and helping them to grow. At our ranch your child will learn about cooperative play, sharing, kindness and character development. By featuring "Outdoor Classrooms" your child will learn about caring for others and responsibility. When we care for a garden, pride is developed through the fruits and vegetables we grow. By featuring a petting area with a variety of animals, your child will learn about responsibility, proper nutrition and care of animals, this will bring forth a natural, nurturing instinct and great joy. ☺ They will also learn that there's beauty in everything! By teaching that all living things have beauty, we help children understand that all things have value and life is precious. We also learn the value of nature by recycling, planting, picking up litter, watering plants, watching flowers bloom, caring for the farm animals and daily seeing the beauty of God's creation.



ATTACHMENT 7: Draft Resolution
USE 19-0006

DRAFT RESOLUTION

**RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF ATASCADERO, CALIFORNIA, APPROVING A
CONDITIONAL USE PERMIT (USE19-0006) ALLOWING
A LARGE FAMILY DAY CARE FACILITY FOR UP TO 14 CHILDREN
APN 054-102-012
(Coles)**

WHEREAS, an application has been received from Property Owner, Kimberly Coles, (5850 Cascabel Rd., Atascadero, CA 93422) to consider a Conditional Use Permit (USE 19-0006) to allow a large family day care facility for up to 14 children; and

WHEREAS, the site's General Plan Designation is Rural Estate (RE); and

WHEREAS, the site's Zoning is Residential Suburban (RS); and

WHEREAS, the proposed project qualifies for an Categorical Exemption consistent with CEQA section 15301: Existing Facilities; and

WHEREAS, the laws and regulations relating to the preparation and public notice of environmental documents, as set forth in the State and local guidelines for implementation of the California Environmental Quality Act (CEQA) have been adhered to; and

WHEREAS, a timely and properly noticed Public Hearing upon the subject Minor Conditional Use Permit application was held by the Planning Commission of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said Conditional Use Permit; and

WHEREAS, the Planning Commission of the City of Atascadero, at a duly noticed Public Hearing held on May 7, 2019, studied and considered the Conditional Use Permit USE 19-0006.

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Atascadero, California, makes the following findings, determinations and recommendations with respect to the proposed Conditional Use Permit:

SECTION 1. Findings of Environmental Exemption. The Planning Commission finds as follows:

1. The proposed project has been found Categorically Exempt under Class 1, Section 15301, existing facilities, of the California Environmental Quality Act.



SECTION 2. Findings for approval of Conditional Use Permit Amendment. The Planning Commission finds as follows:

1. The proposed use is consistent with the General Plan; and

Fact: The General Plan Land Use, Open Space and Conservation Element allows for residential uses Rural Estate designation. A large family day care use is consistent with the residential character of this land use designation.

2. The proposed project satisfies all applicable provisions of the Title (Zoning Ordinance), and

Fact: The project includes an exception to the fencing standard required for a day care operation. Staff recommends approval of this section based on the character of the neighborhood. The project meets all other applicable code standards specified by the Atascadero Municipal Code.

3. The establishment, and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety, or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use; and

Fact: The proposed used is not detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use.

4. That the proposed project will not be inconsistent with the character or the immediate neighborhood or contrary to its orderly development; and

Fact: The lot is large enough to accommodate a day care use in a manner that will not conflict with the existing residential neighborhood.

5. That the proposed project will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved in conjunction with the project, or beyond the normal traffic volume of the surrounding neighborhood that would result from full development in accordance with the Land Use Element.

Fact: A large family day care will not have an excessive impact on traffic volume. The proposed project and use are both consistent with the traffic projections and road improvements anticipated in the General Plan. Additional vehicles can be expected during drop off and pick up hours. The project will also provide sufficient parking spots for client use.



SECTION 3. Approval. The Planning Commission of the City of Atascadero, in a regular session assembled on May 7, 2019, resolved to approve Conditional Use Permit Use 19-0006 subject to the following:

- EXHIBIT A: CEQA Exemption
- EXHIBIT B: Conditions of Approval
- EXHIBIT C: Site Plan

On motion by Commissioner _____, and seconded by Commissioner _____, the foregoing resolution is hereby adopted in its entirety by the following roll call vote:

AYES: ()
NOES: ()
ABSENT: ()
ABSTAINED: ()

ADOPTED:

CITY OF ATASCADERO, CA

Tom Zirk
Planning Commission Chairperson

ATTEST:

Phil Dunsmore
Planning Commission Secretary



Exhibit B: CEQA Exemption
USE 19-0006



CITY OF ATASCADERO
NOTICE OF EXEMPTION

6500 Palma Avenue Atascadero, CA 93422 805.461.5000

TO: File

FROM: Mariah Gasch
Assistant Planner
City of Atascadero
6500 Palma Avenue
Atascadero, CA 93422

SUBJECT: Filing of Notice of Determination in Compliance with Section 21152 of the Public Resources Code.

Project Title: USE 19-0006

Project Applicant: Kimberly Coles, 5850 Cascabel Road, Atascadero, CA 93422

Project Location: 5850 Cascabel Road, Atascadero, CA 93422, San Luis Obispo County (APN 054-102-012)

Project Description: The applicant is applying for a conditional use permit to allow the operations of a large family daycare that could accommodate up to 14 children on property. The project would maintain the single-family residential use within a portion of the existing residence, and convert a portion of the residence to a daycare facility.

Name of Public Agency Approving Project: City of Atascadero

Name of Person or Agency Carrying Out Project: Kimberly Coles, 5850 Cascabel Road, Atascadero, CA 93422

Exempt Status:

- | | | | |
|-------------------------------------|-------------------------------------|--------------------------|---|
| <input type="checkbox"/> | Ministerial (Sec. 15073) | <input type="checkbox"/> | Emergency Project (Sec. 1507 (b) and (c)) |
| <input type="checkbox"/> | Declared Emergency (Sec. 15061 (a)) | <input type="checkbox"/> | General Rule Exemption (Sec. 15061.c) |
| <input checked="" type="checkbox"/> | Categorically Exempt (Sec. 15301) | | |

Reasons why project is exempt: Class 1 of the California Environmental Quality Act (CEQA) (Section 15301, existing facilities) exempts the projects involving negligible or no expansion of an existing use.

Contact Person: Mariah Gasch (805) 470- 3436

Date: April 18, 2019

Mariah Gasch
Assistant Planner

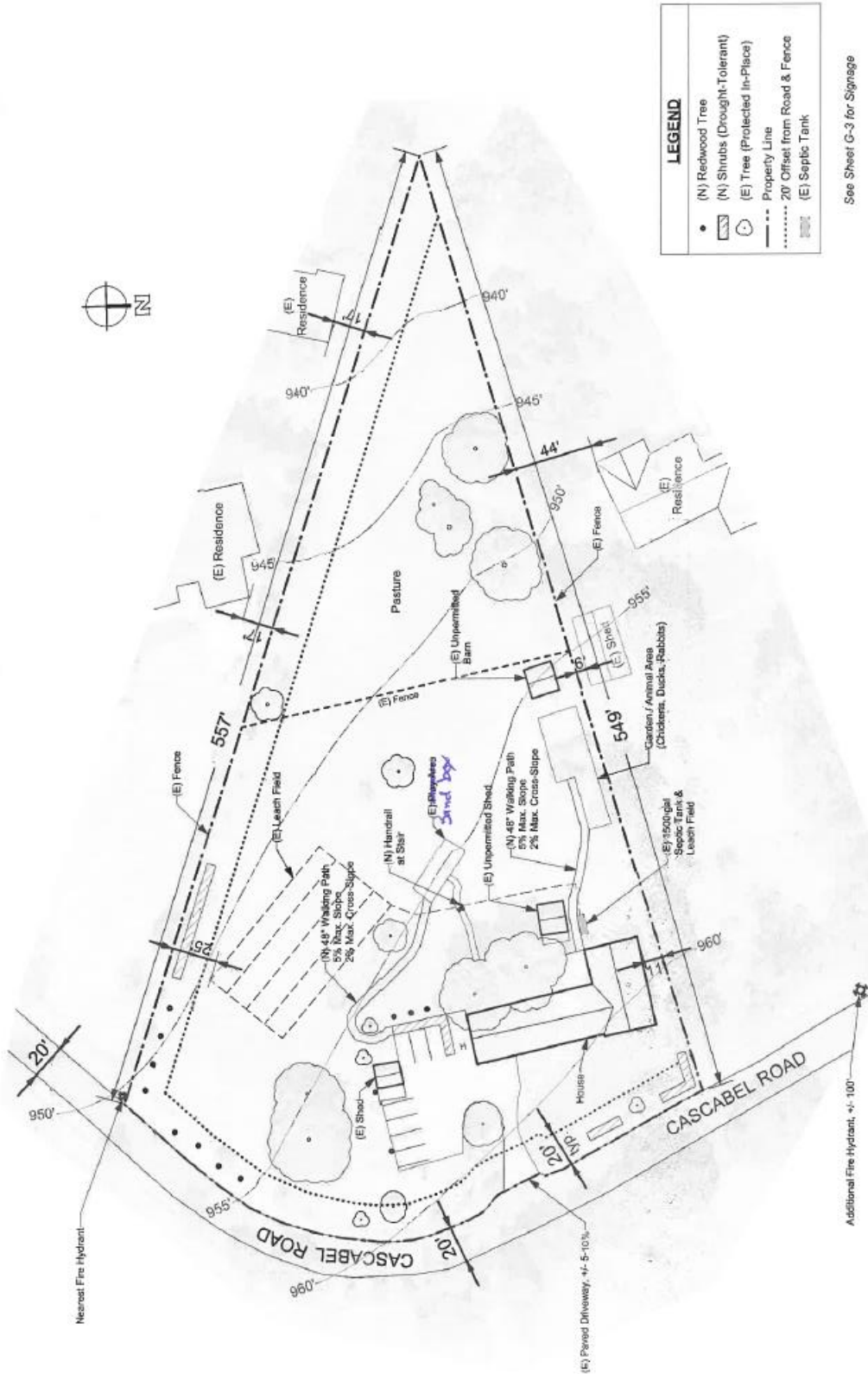


Exhibit B: Conditions of Approval USE 19-0006
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Conditions of Approval / Mitigation Monitoring Program	Timing	Responsibility /Monitoring
5850 Cascabel Rd.	BL: Business License GP: Grading Permit BP: Building Permit FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy	PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney
Planning Services Conditions		
1. This Conditional Use Permit shall allow for the establishment of a large day care facility at 5850 Cascabel Road described on the attached exhibits and located on APN 054-102-012, regardless of owner.	Ongoing	PS
2. The approval of this use permit shall become final and effective for the purposes of issuing building permits fourteen (14) days following the Planning Commission approval, unless an appeal to the decision is filed as set forth in Section 9-1.111(b) of the Zoning Ordinance.	Ongoing	PS
3. The Community Development Department shall have the authority to approve the following minor changes to the project that (1) modify the site plan project by less than 10%, and/or (2) result in a superior site design or appearance.	BL	PS, CE
4. Approval of this Conditional Use Permit shall be valid for twenty-four (24) months after its effective date. At the end of the period, the approval shall expire and become null and void unless the project has received a building permit.	BL	PS
5. The applicant shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the City, or any of its entities, concerning this conditional use permit.	Ongoing	CA
6. All vehicle ingress and egress related to the childcare facility will occur from the existing paved driveway.	Ongoing	PS/PD
7. A minimum of two (2) off-street parking spaces must be maintained as parking for the single-family dwelling.	Ongoing	PS
8. A minimum of five (5) parking spaces will be dedicated on the paved driveway as an off-street drop-off area. Dedicated parking spaces will be a minimum of nine (9) feet wide and eighteen (18) feet deep and marked with paint striping, a minimum of two (2) inches in width.	BL	PS
9. Signage on site shall be compliant with the standards of the Atascadero Municipal Code for a residential site. Sign materials and design shall be compatible with the residential nature of the surrounding neighborhood and must be approved by the City. Signs shall not be placed in the right of way. No sign shall impair sight distances for vehicular traffic.	BP	PS



Exhibit C: Site Plan
USE 19-0006





Atascadero Planning Commission

Staff Report – Community Development Department Downtown Cell Tower Height Extension

RECOMMENDATION(S):

The Design Review Committee (DRC) has recommended approval of the cell tower facility amendment and height exception as conditioned.

Staff recommends the Planning Commission approve the Draft Resolution allowing modifications to the cell facility and additional 15-feet of height for the tower structure.

Project Info In-Brief:

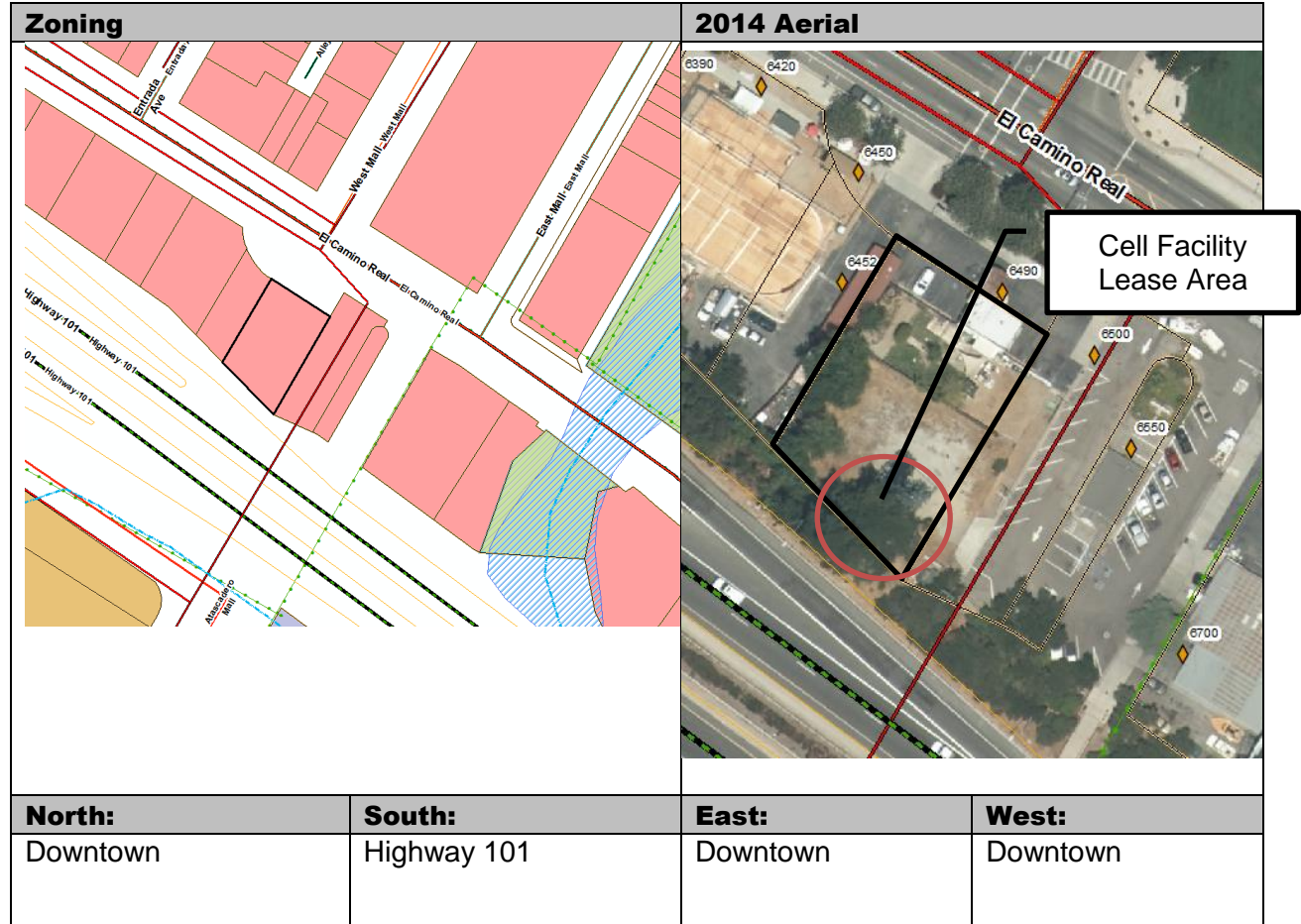
PROJECT ADDRESS	6500 (6490) El Camino Real	Atascadero, CA	APN	030-191-017
PROJECT PLANNER	Kelly Gleason Senior Planner	805-470-3446	kgleason@atascadero.org	
APPLICANT	American Tower Corporation			
PROPERTY OWNER	Z 3 LLC			
GENERAL PLAN DESIGNATION	ZONING DISTRICT	SITE AREA	EXISTING USE	PROPOSED USE
Downtown (D)	Downtown Commercial (DC)	Approximately 1,250sf lease area	Cell facility, Approved La Plaza development	No change
ENVIRONMENTAL DETERMINATION				
<input type="checkbox"/> Environmental Impact Report SCH: _____ <input type="checkbox"/> Negative / Mitigated Negative Declaration No. _____ <input checked="" type="checkbox"/> Categorical Exemption CEQA – Guidelines Section 15301 <input type="checkbox"/> Statutory Exemption §§ 21000, et seq & _____				

ADDITIONAL INFORMATION MAY BE OBTAINED BY CONTACTING THE ATASCADERO COMMUNITY DEVELOPMENT DEPARTMENT AT

<http://www.atascadero.org>
6500 PALMA AVENUE | ATASCADERO, CA 93422 | (805) 461-5000

DISCUSSION:

Existing Surrounding Uses / Parcel Configurations:



Background:

A 63-foot high cell tower was established at the subject location in 1997 with a conditional use permit. (CUP 97-009). In 2002, an amendment to the use permit was approved to allow for co-location and to convert the pole into a stealth pole to resemble a pine tree (the term “monopine” is used by wireless companies to describe a faux pine tree cell tower). The request was approved and the monopine was installed shortly after.

In 2017, the La Plaza project was approved by the City Council. The project encompasses this site and multiple properties to the North. Following approval of the project the applicant team was made aware that American Tower retained an easement for Radio Frequency (RF) transmission through the property and that the easement

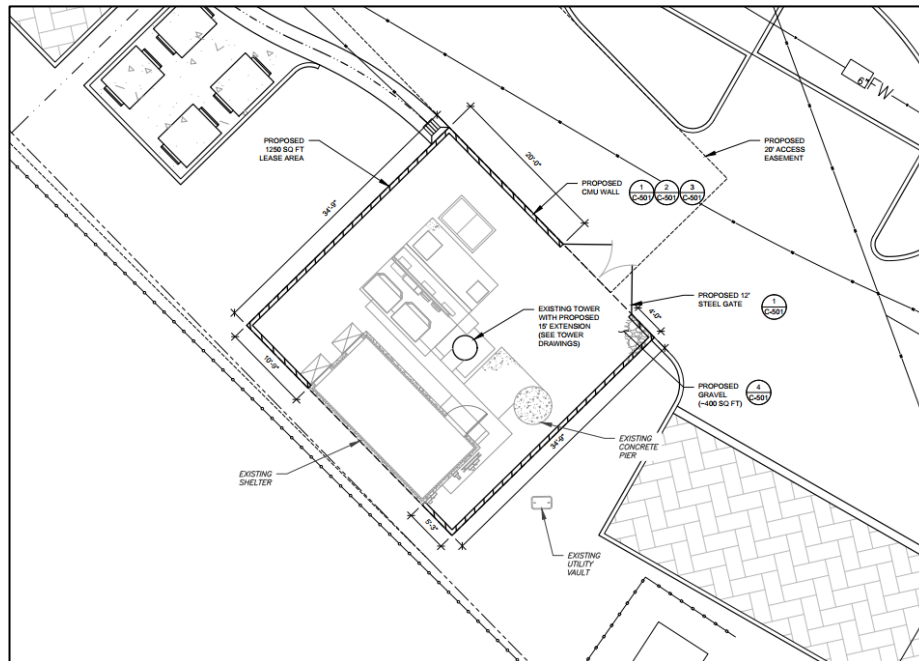


prevented construction from impeding the easement rights. Following many months of discussion and negotiation, American Tower concluded that the development may proceed if the tower is raised to allow the wireless facility to clear the height of the building. The La Plaza project features a three story mixed use building with a tower feature that extends above the third floor. In order to maintain cellular signal range, the applicant is requesting to extend the monopine height by 15-feet.

Summary:

The cell facility extension would include the placement of additional faux trunk and branches to extend the carrier antennas to a height of 70-feet. The tower would extend to a total height of 80-feet with faux branching extending to a maximum total height of 86-feet. The proposal also includes replacement of the existing equipment enclosure material.

Site Plan



Analysis:

The DRC reviewed the project in April and added conditions related to construction coordination with the La Plaza development. The DRC recommends approval of the modifications to the equipment enclosure and tower height extension.

Tower Height

The applicant is proposing to increase the height of the monopine by 15-feet to provide a total height of 80-feet for the tower and 86-feet for the additional faux pine screening material (faux tree branches). The maximum height in the Downtown Commercial Zoning District for this type of facility is 55-feet. The original CUP approval in 1997 approved a height exception to allow the tower to be up to 65-feet. The 2002 CUP amendment maintained tower height but allowed additional height for the faux pine material.



ITEM 3
Stealth Cell Tower Height Extension
AMND 19-0012 / American Tower

The increased height is needed to accommodate the taller La Plaza mixed-use development. The previous commercial building on the site was a single-story building, however; the La Plaza development is approved as a three story structure with a tower feature that extends to a fourth floor. The height of the La Plaza building is 45-feet with the tower extending to just above 60-feet. The additional cell facility height will allow the co-located carriers to maintain their existing cell signal range. A condition is proposed to require the replacement of any existing faux branches that are faded or in a state of disrepair to ensure that there will be no visible color difference between the new and existing pine structure.



Equipment Enclosure

The existing equipment enclosure is a combination of wood and chain-link fencing. The proposal includes the construction of a new enclosure utilizing concrete block and steel gates. A condition is included that dark colored, split-faced block be used and that brick pilasters be added to the corners facing the La Plaza building to provide architectural consistency. Landscaping of the enclosure will be completed with the La Plaza development.

Conclusion:

The proposed cell tower expansion and upgrades to the equipment enclosure are designed to be compatible with the approved La Plaza development which is currently under construction. Conditions have been added to ensure that the enclosure contains design features that complement the La Plaza architecture and to ensure that any existing branching material that is faded or damaged be replaced.

ENVIRONMENTAL DETERMINATION:

The proposed project is Categorically Exempt (Class 1) from the provisions of the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and CEQA Guidelines (Title 14 California Code of Regulations §§ 15000, et seq.) CEQA pursuant to CEQA Guidelines Section 15301, which exempts minor modifications to existing facilities. This exemption is included in the draft resolution (Attachment 3).

FINDINGS:

To approve AMND 19-0012, the Planning Commission must make the following findings. These findings, and the facts to support these findings, are included in the attached resolution (Attachment 3)

Conditional Use Permit (AMC Section 9-2.110)

1. The proposed project or use is consistent with the General Plan.
2. The proposed project or use satisfies all applicable provisions of the Zoning Ordinance.
3. The establishment, and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use.
4. That the proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development.



5. That the proposed use or project will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved in conjunction with the project, or beyond the normal traffic volume of the surrounding neighborhood that would result from full development in accordance with the land use element.

Height Waiver (AMC Section 9-4.113)

1. The project will not result in substantial detrimental effects on the enjoyment and use of adjoining properties and that the modified height will not exceed the lifesaving equipment capabilities of the Fire Department.

ALTERNATIVES:

1. The Planning Commission may include modifications to the project and/or conditions of approval for the project. Any proposed modifications including conditions of approval, should be clearly re-stated in any vote on any of the attached resolutions.
2. The Planning Commission may determine that more information is needed on some aspect of the project and may refer the item back to the applicant and staff to develop the additional information. The Commission should clearly state the type of information that is required. A motion, and approval of that motion, is required to continue the item to a future date.
3. The Planning Commission may deny the project. The Commission must specify what findings cannot be made, and provide a brief oral statement, based on the Staff Report, oral testimony, site visit, correspondence, or any other rationale introduced and deliberated by the Planning Commission.

ATTACHMENTS:

1. Draft Resolution



DRAFT RESOLUTION PC 2019

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
ATASCADERO, CALIFORNIA, APPROVING AN HEIGHT EXCEPTION
AMENDMENT TO AN EXISTING CELL TOWER FACILITY**

**AMERICAN TOWER CORPORATION
6500 (6490) El Camino Real
(AMND19-0012)**

WHEREAS, an application has been received from American Tower Corporation (applicant) and Z 3 LLC (owner) to consider AMND19-0012 for an amendment to Conditional Use Permit 97-0009 to allow for an increase in cell tower height at 6500 (6490) El Camino Real, Atascadero, CA 93422 (APN 030-191-017); and

WHEREAS, the site's current General Plan Land Use Designation is Downtown (D); and

WHEREAS, the site's current Zoning District is Downtown Commercial (DC); and

WHEREAS, Telecommunication Facilities require approval in the form of a Conditional Use Permit; and

WHEREAS, Communication facilities in excess of 10-feet above the 45-foot maximum height allowed in the Downtown Commercial zoning district require a Planning Commission waiver; and

WHEREAS, the Planning Commission approved Conditional Use Permit 97-0009; and

WHEREAS, the Planning Commission approved an amendment to Conditional Use Permit 97-0009 in 2002 changing the tower from a standard pole to a stealth monopine; and

WHEREAS, the Design Review Committee reviewed the physical design of the project at timely and properly noticed meeting on April 9, 2019; and

WHEREAS, the proposed project qualifies for a Categorical Exemption consistent with CEQA Guidelines Section 15301: existing facilities; and

WHEREAS, the laws and regulations relating to the preparation and public notice of environmental documents, as set forth in the State and local guidelines for implementation of the California Environmental Quality Act (CEQA) have been adhered to; and

WHEREAS, a timely and properly noticed public hearing was held by the Planning Commission of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said amendment; and

WHEREAS, the Planning Commission of the City of Atascadero, at a duly noticed public hearing held on May 7, 2019, studied and considered AMND19-0012.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Atascadero:

SECTION 1. CEQA. The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., “CEQA”) and CEQA Guidelines (Title 14 California Code of Regulations §§ 15000, et seq.) pursuant to CEQA Guidelines Section 15301, as it relates to a minor modification to an existing facility not resulting in additional environmental impacts.

SECTION 2. Facts and Findings. The Planning Commission makes the following findings, determinations and approvals with respect to the Zone Text Amendment:

A. Findings for Approval of a Conditional Use Permit Amendment

FINDING: The proposed project or use is consistent with the General Plan.

FACT: A wireless telecommunication facility is consistent with the General Plan. The tower is part of an existing facility located at the rear of the property adjacent to the Highway 101 corridor.

FINDING: The proposed project or use satisfies all applicable provisions of the Zoning Regulations of the Atascadero Municipal Code.

FACT: The proposed tower facility meets all applicable provisions of the Zoning Ordinance with findings as included in this section related to modification to the height standards.

FINDING: The establishment, and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use.

FACT: The proposed modifications to the existing cell tower facility include additional wireless carrier device height to allow continued signal strength and range after completion of the future La Plaza project. The height increase will not be detrimental to the health, safety, or welfare of the general public or nearby residences.

FINDING: The proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development.

FACT: The existing cell tower is designed as a stealth tower resembling a pine tree. The tower is located at the rear of the property adjacent to Highway 101 in an area of existing dense vegetation. The proposed height increase will not be inconsistent with the character of the surrounding area.

FINDING: The proposed use or project will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved in conjunction with the project, or beyond the normal traffic volume of the surrounding neighborhood that would result from full development in accordance with the land use element.

FACT: The Cell facility does not generate any traffic beyond occasional maintenance.

B. Findings for Approval of a waiver of the maximum height

FINDING: The project will not result in substantial detrimental effects on the enjoyment and use of adjoining properties and that the modified height will not exceed the lifesaving equipment capabilities of the Fire Department.

FACT: The existing facility is located in the rear of the site between the future 3 story La Plaza project and Highway 101. The facility is adjacent to existing dense landscaping that buffers Highway 101 from the El Camino real corridor. The increase in height will not affect the use and enjoyment of surrounding properties. Since the facility is unmanned, the additional height will not endanger lives beyond the capabilities of the Fire Department.

SECTION 3. Approval of Use Permit Amendment. The Planning Commission of the City of Atascadero, in a regular session assembled on May 7, 2019 resolved to amend Conditional Use Permit 97-0009, subject to the following:

1. EXHIBIT A: Conditions of Approval
2. EXHIBIT B: Project Plan Exhibits

On motion by Commissioner _____ and seconded by Commissioner _____
the foregoing resolution is hereby adopted in its entirety by the following roll call vote:

AYES: ()

NOES: ()

ABSTAIN: ()

ABSENT: ()

ADOPTED:

CITY OF ATASCADERO, CA

Tom Zirk
Planning Commission Chairperson

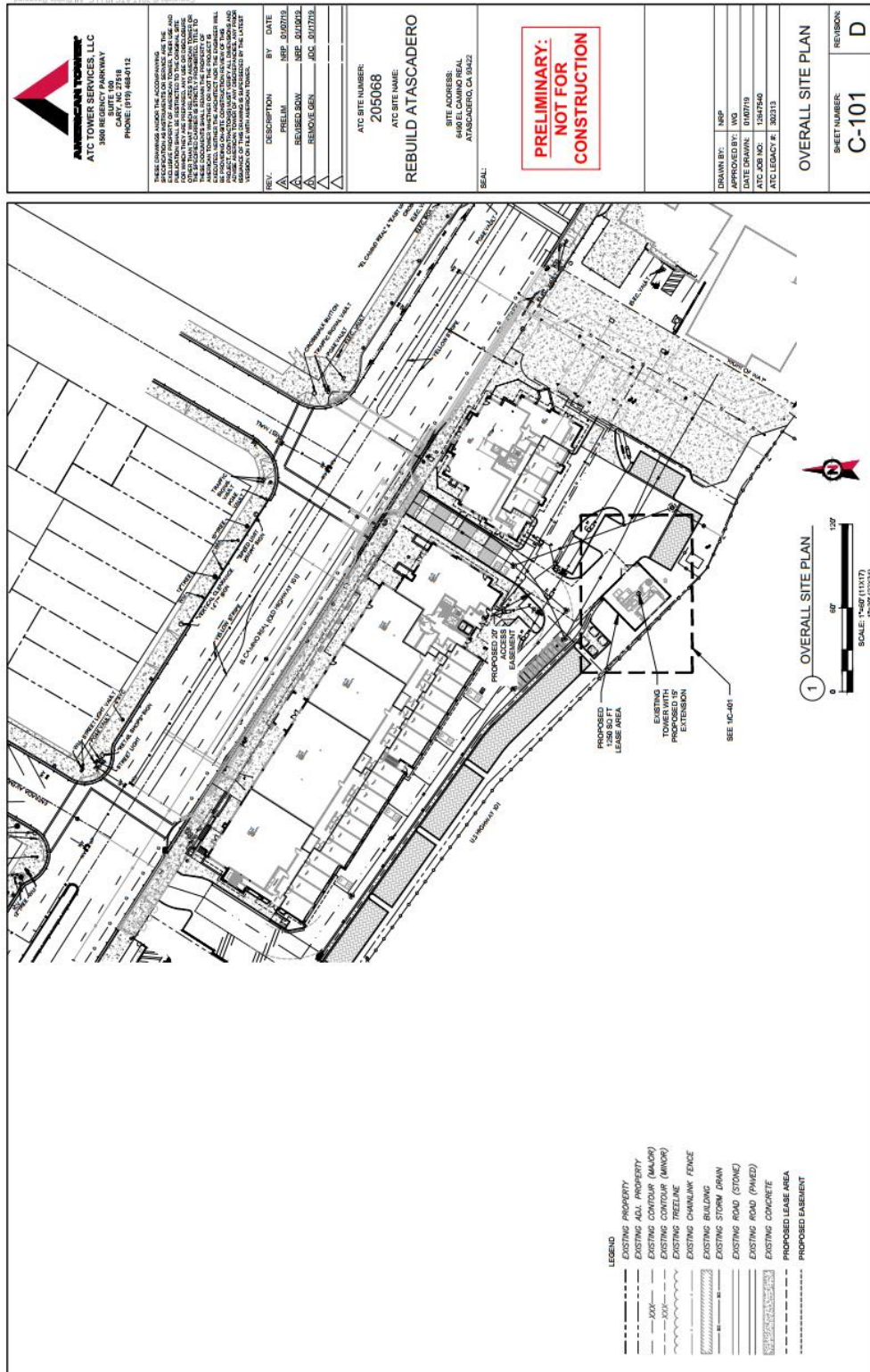
Attest:

Phil Dunsmore
Planning Commission Secretary

**EXHIBIT A: Conditions of Approval
AMND 19-0012**

<p>Conditions of Approval</p> <p><i>Conditional Use Permit</i> <i>Wireless Telecommunication Facility</i> 6500 (6490) El Camino Real CUP 97-0009 / AMND 19-0012</p>
<p>1. Conditional Use Permit 97-0009 shall be amended to allow for a stealth tower at a maximum height of 80 feet with additional height as necessary for faux branch material as described in attached Exhibit C located at 6490 El Camino Real (assessor's parcel number 030-191-017), regardless of owner.</p>
<p>2. The approval of this use permit shall become final and effective for the purposes of issuing building permits fourteen (14) days following the Planning Commission approval unless an appeal of the decision is filed as set forth in Section 9-1.111(b) of the Zoning Ordinance.</p>
<p>3. All conditions of approval of for CUP 97-009 shall remain in effect unless specifically amended by this resolution.</p>
<p>4. The Community Development Department shall have the authority to approve minor changes to the project that (1) modify the site plan of the project by less than 10%, (2) result in a superior site design or appearance, and/or (3) address a construction design issue that is not substantive to the Conditional Use Permit.</p>
<p>5. The owner and applicant shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the City, or any of its entities, concerning this conditional use permit.</p>
<p>Planning Services</p>
<p>6. All existing faux pine material shall be replaced as needed to ensure color and quality compatibility with the newly added pine material.</p>
<p>7. Equipment enclosure shall be constructed of dark color split face block with brick clad pilasters at the corners facing the La Plaza buildings and parking area.</p>
<p>8. The facility shall be maintained in perpetuity in a manner consistent with the CUP approval, including continued upkeep and maintenance of the pine material and replacement of such should it become faded or in a state of disrepair.</p>
<p>9. Faux branches shall be constructed of a solid material. No PVC or fiberglass style branches shall be permitted.</p>
<p>10. Faux bark shall be continued up the entire length of the pole consistent with the attached exhibits.</p>
<p>11. Foliage shall be painted/ and or treated to increase color degradation over time.</p>
<p>12. Should the upgrades to the tower and enclosure be completed significantly before construction activity is scheduled to begin on the La Plaza project, landscape screening and irrigation shall be installed directly adjacent to the equipment enclosure. Landscape material shall consist of drought tolerant species that provide visual screening year round.</p>

EXHIBIT B: Project Plan Exhibits
AMND 19-0012





AMERICAN TOWER
ATC TOWER SERVICES, LLC
 1380 REGENCY PARKWAY
 CARY, NC 27518
 PHONE: (919) 468-9112

THIS DRAWING AND/OR THE ACCOMPANYING SPECIFICATIONS ARE PRELIMINARY. THE CLIENT HAS REVIEWED AND APPROVED THIS DRAWING AND/OR SPECIFICATIONS FOR THE PROJECT AND HAS AGREED TO HOLD THE CLIENT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE CLIENT HAS REVIEWED AND APPROVED THIS DRAWING AND/OR SPECIFICATIONS FOR THE PROJECT AND HAS AGREED TO HOLD THE CLIENT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE CLIENT HAS REVIEWED AND APPROVED THIS DRAWING AND/OR SPECIFICATIONS FOR THE PROJECT AND HAS AGREED TO HOLD THE CLIENT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.

REV.	DESCRIPTION	BY	DATE
1	PRELIM	NRP	01/07/19
2	REVISED FENCE DESIGN	NRP	01/07/19
3	REVISED SIGN	NRP	01/07/19
4	REMOVE SIGN	JDC	01/07/19

ATC SITE NUMBER:
205068

ATC SITE NAME:
REBUILD ATASCADERO

SITE ADDRESS:
8400 EL CAMINO REAL
ATASCADERO, CA 95025

SEAL:

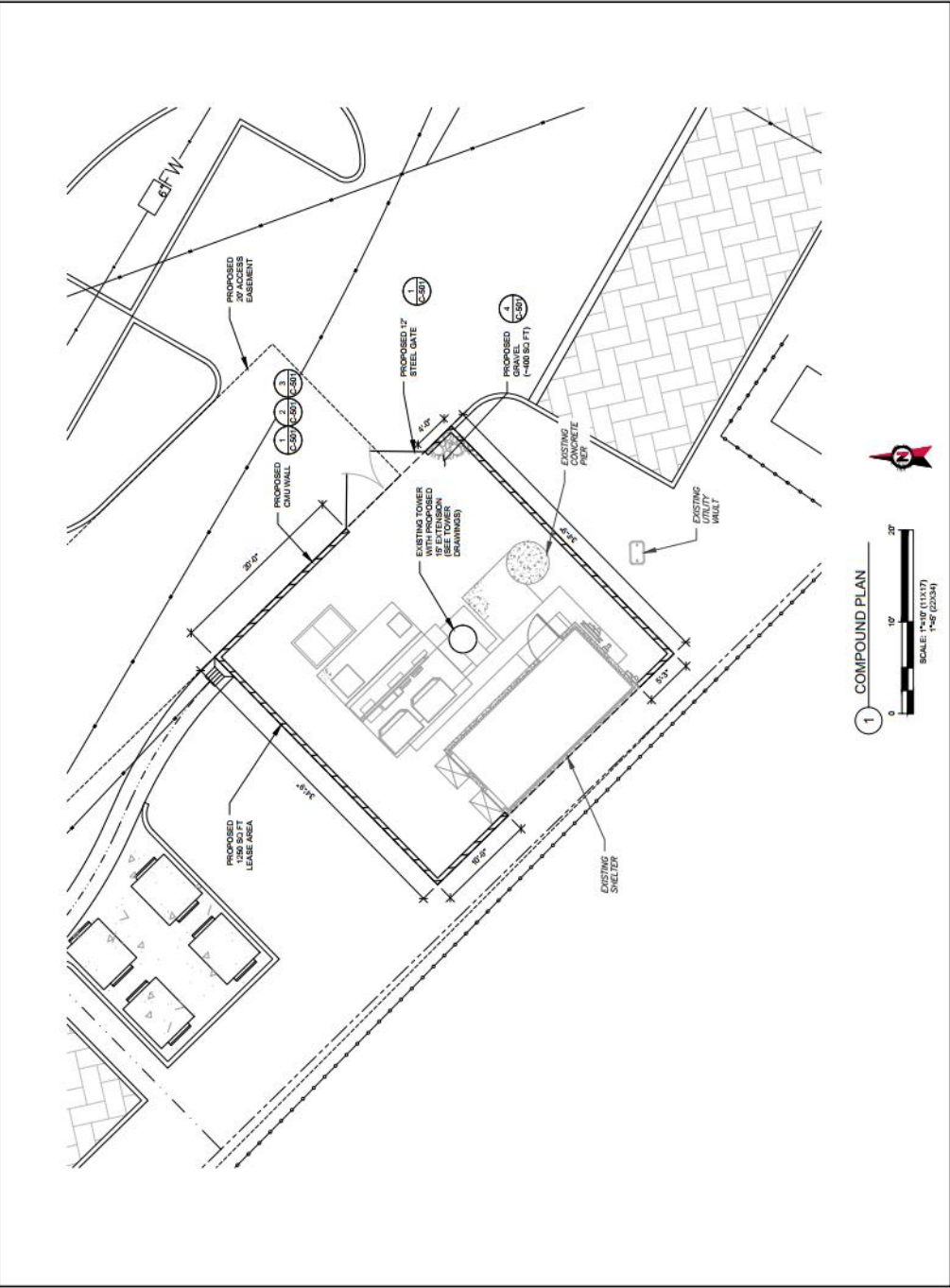
PRELIMINARY:
 NOT FOR
 CONSTRUCTION

DRAWN BY:	NRP
APPROVED BY:	WG
DATE DRAWN:	01/07/19
ATC JOB NO.:	1267560
ATC LEGACY #:	30213

COMPOUND PLAN

SHEET NUMBER:
C-401

REVISION:
D





AMERICAN TOWER SERVICES, LLC
 AT&T TOWER SERVICES, LLC
 3500 REGENCY PARKWAY
 SUITE 100
 CARLSBAD, CA 92008
 PHONE: (760) 488-0112

THESE CHANGES AND THE ACCOMPANYING SPECIFICATIONS, INSTRUMENTS OF SERVICE AND PERMITS ARE HEREBY INCORPORATED INTO THE ORIGINAL SET OF DRAWINGS. THE ORIGINAL SET OF DRAWINGS IS HEREBY REVOKED. THIS SET OF DRAWINGS IS THE ONLY SET OF DRAWINGS TO BE USED FOR CONSTRUCTION OF THE PROJECT. AMERICAN TOWER SERVICES, LLC AND ITS AFFILIATES SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE ORIGINAL SET OF DRAWINGS OR ANY CHANGES MADE TO THE ORIGINAL SET OF DRAWINGS. THE USER OF THESE DRAWINGS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND AUTHORITIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND AUTHORITIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND AUTHORITIES.

REV.	DESCRIPTION	BY	DATE
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4			
5			

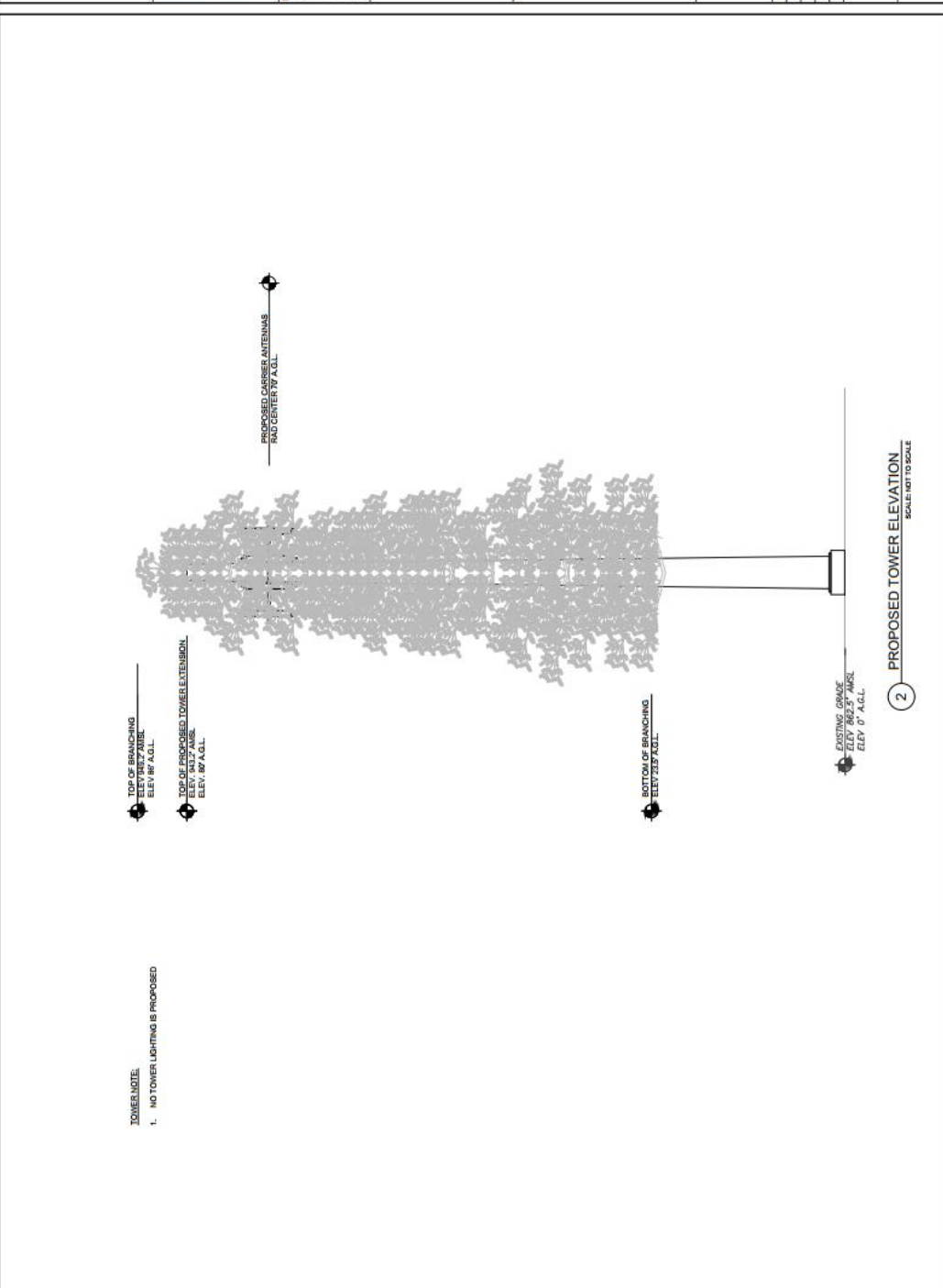
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205068
 AT&T SITE NAME:
REBUILD ATASCADERO
 SITE ADDRESS:
 6400 EL CAMINO REAL
 ATASCADERO, CA 95022

SEAL:

**PRELIMINARY:
 NOT FOR
 CONSTRUCTION**

DRAWN BY:	NSP
APPROVED BY:	ING
DATE DRAWN:	01/07/19
AT&T JOB NO.:	15847540
AT&T LEGACY #:	302313

TOWER ELEVATION
 SHEET NUMBER: **C-402**
 REVISION: **C**





AMERICAN TOWER
ATC TOWER SERVICES, LLC
3900 REGENCY PARKWAY
CARY, NC 27518
PHONE: (919) 488-0112

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REV. DESCRIPTION BY DATE
 PRELIM. NRP 2/20/2012
 REVISED DESIGN NRP 2/20/2012
 REVISED 30X NRP 2/20/2012

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 ATC SITE NAME: REBUILD ATASCADERO
 SITE ADDRESS: 6400 EL CAMINO REAL ATASCADERO, CA 95022

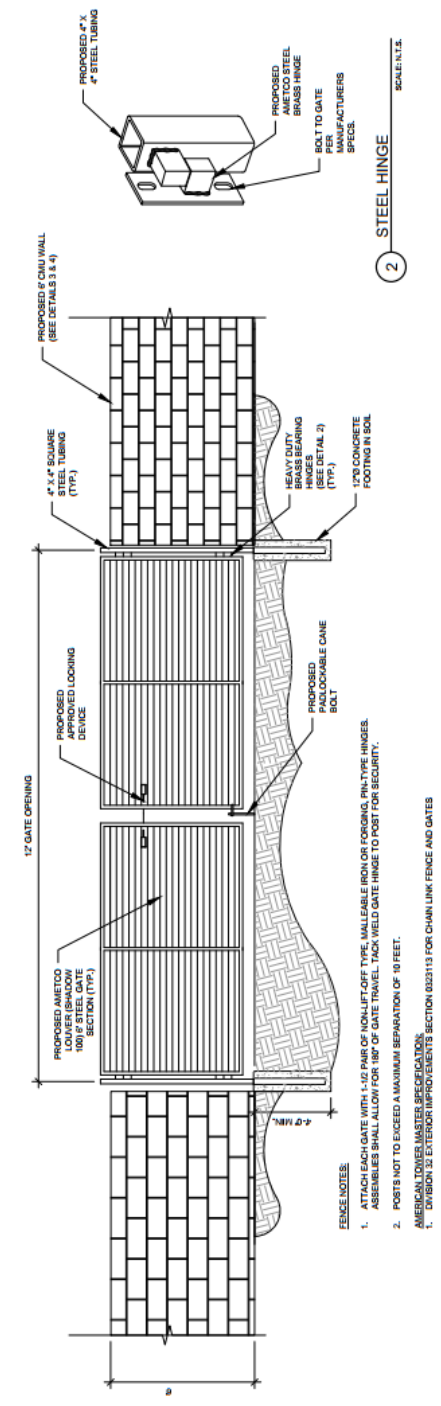
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 NOT FOR
 CONSTRUCTION

SEAL:

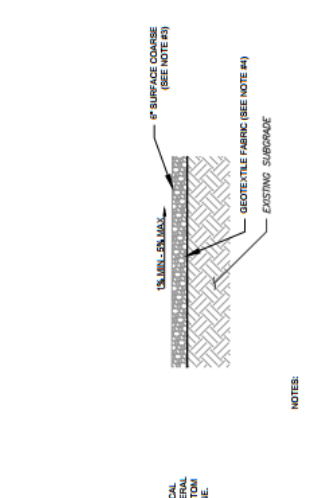
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DATE DRAWN: 01/07/19	DATE APPROVED: 01/07/19
ATC JOB NO: 1367550	ATC PROJECT NO: 1367550
ATC LEGACY # 302313	ATC LEGACY # 302313

CONSTRUCTION DETAILS

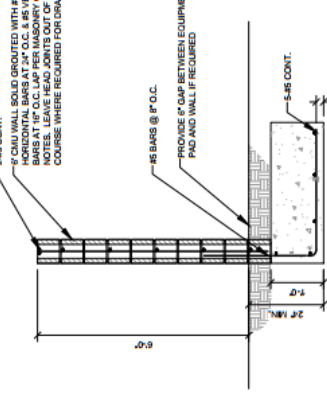
SHEET NUMBER: **C-501** REVISION: **C**



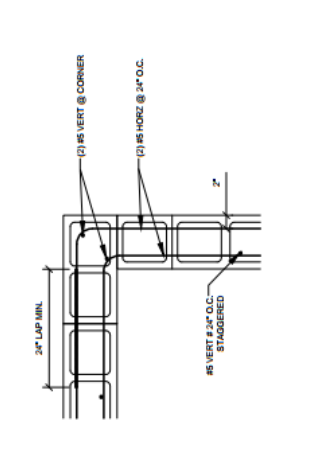
1 GATE AND WALL DETAIL
SCALE: N.T.S.




2 STEEL HINGE
SCALE: N.T.S.



3 CMU BLOCK CORNER DETAIL
SCALE: NOT TO SCALE



4 CMU WALL DETAIL
SCALE: NOT TO SCALE



5 COMPOUND CROSS SECTION
SCALE: NOT TO SCALE

NOTES:

- CONTRACTOR TO CONTACT ALL UTILITIES FOR LOCATION OF UNDERGROUND SERVICES. SERVICE LOCATIONS TO BE CONFIRMED PRIOR TO CONSTRUCTION.
- REMOVE ALL UNSUITABLE OR DELETERIOUS MATERIAL AS REQUIRED. EXISTING SOIL TO BE REMOVED TO A MINIMUM OF 18\" data-bbox="660 215 820 450"/>
- SURFACE COURSE OF GRANULAR \"X\" MATERIAL SHALL CONSIST OF EVENLY GRADED MIXTURE OF CRUSHED STONE OR GRAVEL WITH 100% PASSING #108 SIEVE AND 5% PASSING #200 SIEVE. SURFACE COURSE TO BE 6\" data-bbox="660 460 820 650"/>
- PROVIDE GEOTEXTILE FABRIC UNDER WASHED CURBED STONE COMPOUND UNLESS NOTED OTHERWISE. WOVEN GEOTEXTILE: APPROVED PRODUCTS ARE US FABRICS: US 200 AND TENCADE: 160A. CONTRACTOR TO PROVIDE MANUFACTURER'S DATA SHEET AND INQUIRY AS OUTLINED IN THE AMERICAN TOWER MASTER SPECIFICATIONS.



Atascadero Planning Commission

Staff Report – Community Development Department

Downtown Mixed-Use, Colony Lofts
5730 El Camino Real
(USE 19-0041)

RECOMMENDATION:

DRC recommends the Planning Commission adopt PC Resolution 2019-A approving Conditional Use Permit 19-0041 to allow a 15% residential density bonus for providing exceptionally high architectural design quality, based on findings and subject to conditions of approval.

Project Info In-Brief:

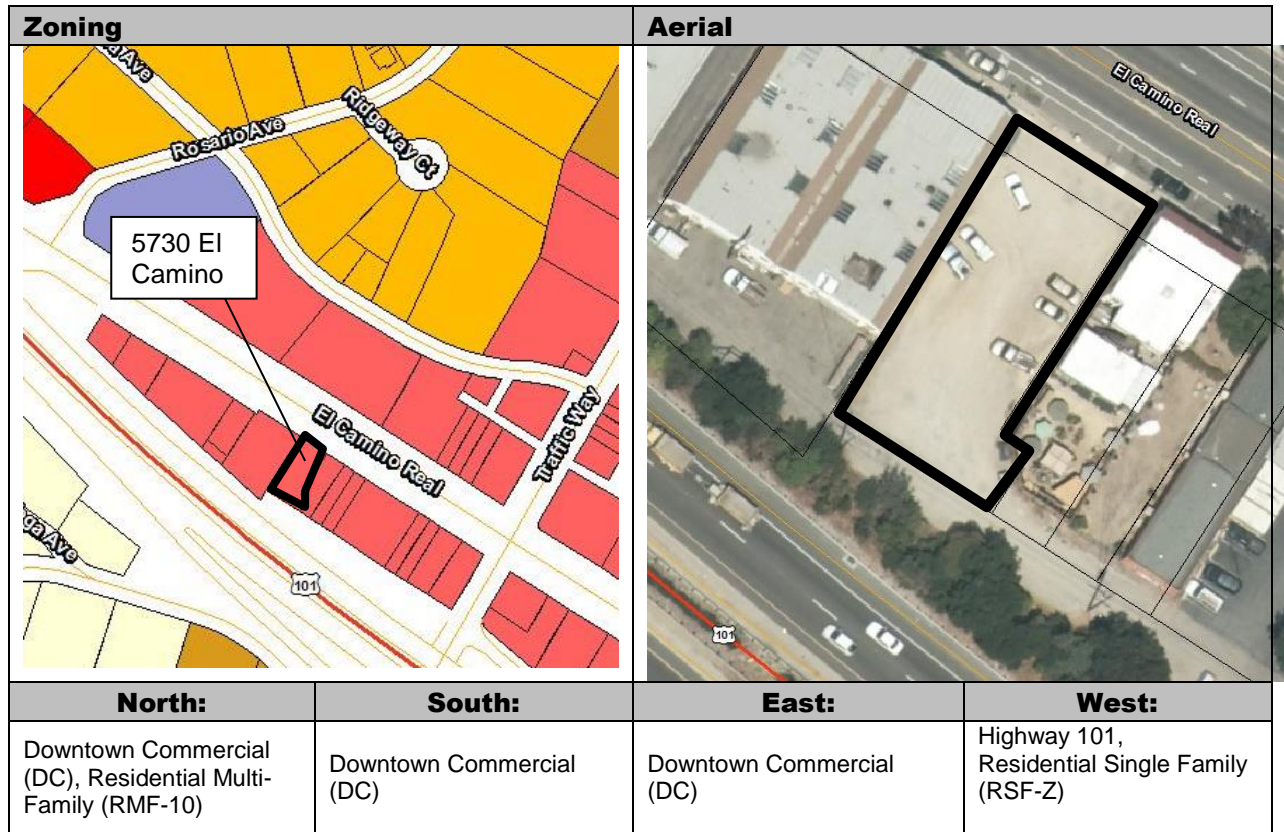
PROJECT ADDRESS:	5730 El Camino Real	Atascadero, CA	APN	030-181-055
PROJECT PLANNER	Callie Taylor, Senior Planner	(805)470-3448	ctaylor@atascadero.org	
PROPERTY OWNER	Max Zappas, Downtown Colony Lofts LLC, 5730 El Camino Real, Atascadero, CA 93422			
GENERAL PLAN DESIGNATION:	ZONING DISTRICT:	SITE AREA	EXISTING USE	PROPOSED USE
Downtown (D)	Downtown Commercial (DC)	0.202 acres	Vacant	Mixed use (commercial & residential)
ENVIRONMENTAL DETERMINATION				
<input type="checkbox"/> Environmental Impact Report SCH: _____ <input type="checkbox"/> Negative / Mitigated Negative Declaration No. _____ <input checked="" type="checkbox"/> Categorical Exemption CEQA – Guidelines Section 15332 <input type="checkbox"/> Statutory Exemption §§ 21000, et seq & _____ <input type="checkbox"/> No Project – Ministerial Project				

ADDITIONAL INFORMATION MAY BE OBTAINED BY CONTACTING THE ATASCADERO
 COMMUNITY DEVELOPMENT DEPARTMENT AT

<http://www.atascadero.org>
 6500 PALMA AVENUE | ATASCADERO, CA 93422 | (805) 461-5000

DISCUSSION:

Surrounding Uses / Parcel Configurations:



Summary:

The applicant requests a Conditional Use Permit (CUP) to achieve a density bonus of 15% for providing exceptionally high architectural, site, and landscape design quality on a mixed-use building in the downtown.

Analysis:

The applicant is proposing a new two-story, mixed-use building to be developed on a vacant infill lot at 5730 El Camino Real in the downtown. The property is located on El Camino Real, north of the intersection with Traffic Way and South of the intersection with Rosario Ave. The building includes 2,500 sq. ft. of commercial space on the ground floor facing El Camino Real, and five (5) residential units. Four (4) units are proposed on second floor, and one (1) accessible unit is proposed on the ground floor behind the commercial uses.

The Atascadero Zoning Ordinance permits residential units in the Downtown Commercial zone only when located on the second or third floors; however, there is a provision in AMC Section 9-3.330 which allows an exception for accessible units. The code section states that if a project is required to provide a unit in compliance with the Americans with Disabilities Act, the accessible unit may be located on a first floor. A first



floor unit shall be located in a non-storefront location. The proposed building complies with these standards and requirements.

Based on the size of the subject site, and the 20 unit per acre maximum density allowed in the Downtown Commercial zone, the site is permitted up to four (4) units. General Plan Policy 2.1, Program 2 allows a 15% density bonus for exceptionally high design quality, which can be approved through the Conditional Use Permit process. A 15% density bonus would provide 4.65 units, which is rounded up to five (5) units.

The proposed project is exceptionally well designed and would be an asset to the downtown. City staff recommends approval of the density bonus based on the high quality design, and as provided by General Plan Policy 2.1. The proposed site plan is well thought out to efficiently provide all code required amenities for the residential units. Each residential unit is provided a private outdoor patio or balcony, and there is laundry in each unit. Five (5) single car garage spaces are located at the back of the building on the ground floor and are accessed from the alley adjacent to Highway 101. Tandem parking is provided in front of the garages so that each unit has two parking spaces, and one guest space is provided on site. A screened trash enclosure is located next to alley at the back of the site. The proposed facades are balanced with careful consideration to window and door placement. The large aluminum storefront windows facing El Camino Real are scaled appropriately to the building and provide a traditional downtown commercial façade. The high quality materials proposed on the front façade and the color scheme compliment nearby historic buildings, as well as the Carlton Hotel and the future La Plaza project. The plans specify hand troweled plaster to achieve a flat exterior finish consistent with historic structures. Side and rear elevations are not very visible; however, still incorporate basic architectural detailing such as the roof cornice, arched brick above the windows and garages, and rear balconies.

The Atascadero Design Review Committee reviewed the proposed project on April 10, 2019, and recommends approval of the density bonus based on findings. The DRC found that the proposed building at 5730 El Camino Real is designed in accordance with the Downtown Design Guidelines and the City's Appearance Review Manual. The building is well articulated with architectural design details to complement the surrounding historic downtown buildings.

Conditions of approval have been included in the draft PC resolution to ensure that the high quality materials and design details identified on the preliminary plans are implemented during construction. Use of metal or wood storefronts, windows and doors, rather than a modern vinyl, is imperative to ensure historic compatibility for the new structure. The hand troweled plaster, brick veneer, and other details will be verified at time of building permits and during construction. These high quality materials add to the construction costs, and are often eliminated or modified at the construction phase to cut costs. However, when a density bonus is awarded for providing high quality design, it is critical to maintain a high level of quality throughout the project.



ENVIRONMENTAL DETERMINATION:

The project qualifies for a Class 32 Categorical Exemption from the California Environmental Quality Act (CEQA Guidelines Section 15332, Infill Development Projects).

FINDINGS:

To approve the Conditional Use Permit, the Planning Commission must make the following findings. These findings and the facts to support these findings are included in the attached draft resolution.

Conditional Use Permit (AMC Section 9-2.110(b).(3).(iv)

1. The proposed project or use is consistent with the General Plan.
2. The proposed project or use satisfies all applicable provisions of the Zoning Ordinance.
3. The establishment, and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use.
4. The proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development.
5. The proposed use or project will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved in conjunction with the project, or beyond the normal traffic volume of the surrounding neighborhood that would result from full development in accordance with the land use element.

General Plan Policy 2.1, Program 2

6. The proposed architectural, site, and landscape design constitutes exceptionally high quality design, and a 15% residential density bonus is warranted based on General Plan Policy 2.1, Program 2.



ALTERNATIVES:

1. The Planning Commission may include modifications to the project and/or conditions of approval for the project. Any proposed modifications including conditions of approval, should be clearly re-stated in any vote on any of the attached resolutions.
2. The Planning Commission may determine that more information is needed on some aspect of the project and may refer the item back to the applicant and staff to develop the additional information. The Commission should clearly state the type of information that is required. A motion, and approval of that motion, is required to continue the item to a future date.
3. The Planning Commission may deny the project. The Commission must specify what findings cannot be made, and provide a brief oral statement, based on the Staff Report, oral testimony, site visit, correspondence, or any other rationale introduced and deliberated by the Planning Commission.

ATTACHMENTS:

1. Draft Resolution PC 2019-A



ATTACHMENT 1:	Draft Resolution 2019-A USE 19-0041
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DRAFT RESOLUTION

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ATASCADERO, CALIFORNIA, APPROVING USE 19-0041, TO ALLOW A 15 PERCENT DENSITY BONUS FOR A MIXED-USE PROJECT IN A DOWNTOWN COMMERCIAL ZONE

5730 EL CAMINO REAL (APN: 030-181-055)

WHEREAS, an application was received from Max Zappas / Downtown Colony Lofts LLC, 5730 El Camino Real, Atascadero, CA 93422 (owner and applicant), for a Conditional Use Permit for a 15 percent density bonus request consistent with General Plan Policy 2.1, Program 2 for providing exceptionally high design quality at 5730 El Camino Real (APN 030-181-055); and

WHEREAS, the property is in the Downtown (D) General Plan Land Use Designation; and

WHEREAS, the property is in the Downtown Commercial (DC) zoning district; and

WHEREAS, twenty (20) units per acre maximum density is allowed in Downtown Commercial zone and the 0.202 acre site has a base density of up to four (4) units; and

WHEREAS, General Plan Policy 2.1, Program 2 allows a 15% density bonus for “exceptionally high design quality” through the Conditional Use Permit process; and

WHEREAS, the Design Review Committee reviewed the proposed project on April 10, 2019, and recommends the density bonus be approved for providing exceptionally high design quality; and

WHEREAS, the proposed project qualifies for an Categorical Exemption consistent with CEQA Guidelines Section 15332: In-fill Development Projects; and

WHEREAS, the laws and regulations relating to the preparation and public notice of environmental documents, as set forth in the State and local guidelines for implementation of the California Environmental Quality Act (CEQA) have been adhered to; and

WHEREAS, a timely and properly noticed Public Hearing was held by the Planning Commission of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said Conditional Use Permit; and

WHEREAS, the Planning Commission reviewed the proposed Conditional Use Permit at a duly noticed Public Hearing held on May 7, 2019, and considered testimony and reports from staff, the applicants, and the public.



NOW THEREFORE, the Planning Commission of the City of Atascadero, California, takes the following actions:

SECTION 1. Findings of Environmental Exemption. The Planning Commission finds as follows:

1. The proposed project is Categorically Exempt (Class 32) from the provisions of the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., “CEQA”) and CEQA Guidelines (Title 14 California Code of Regulations §§ 15000, et seq.) CEQA pursuant to CEQA Guidelines Section 15332, for in-fill development projects. A notice of determination is included as Exhibit A.

SECTION 2. Findings for Conditional Use Permit and Architectural Density Bonus. The Planning Commission finds as follows:

1. The proposed project or use is consistent with the General Plan.

Fact: Land Use, Open Space and Conservation Element Policy 2.1.2 gives authority to the Planning Commission to grant applicants, “up to a 15% density bonus for attached multi-family project of exceptionally high design quality through the Conditional Use Permit process.” The addition of an infill mixed-use building at this location enhances the downtown and fulfils several goals and policies of the General Plan and the Downtown Revitalization Plan. Economic development is strengthened by a new high quality commercial space in the heart of the downtown. The project provides streetscape appeal, improved retail and restaurant opportunities, and additional multifamily housing within the downtown.

2. The proposed project or use satisfies all applicable provisions of the Zoning Ordinance.

Fact: As proposed, the project will develop a vacant parcel to create a mixed-use, commercial and multi-family residence. The project, with Planning Commission approval of this conditional use permit, satisfies all applicable provisions of the Zoning Ordinance related to mixed-use and multifamily development in the Downtown Commercial Zoning District.

3. The establishment, and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use.

Fact: The proposed infill project is appropriate for the subject parcel and complies with the related zoning regulations. It is the intention of the City of Atascadero and the Downtown Revitalization Plan to encourage the development of vacant parcels in the downtown. The proposed development will be constructed to meet the standards of the applicable building code.

4. The proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development.



Fact: The surrounding area is zoned Downton Commercial. The proposed development is similar in nature to the neighboring operations and will not be contrary to the orderly development of the neighborhood.

5. The proposed use or project will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved in conjunction with the project, or beyond the normal traffic volume of the surrounding neighborhood that would result from full development in accordance with the land use element.

Fact: The ITE Trip Generation Handbook expects one apartment to generate 7 additional daily trips to the site. The project will not contribute significantly to the traffic volume in the area. The road improvements and circulation plan for the area is designed to accommodate the volume of traffic associated with the proposed project.

6. The proposed architectural, site, and landscape design constitutes exceptionally high quality design, and a 15% residential density bonus is warranted based on General Plan Policy 2.1, Program 2.

Fact: The Atascadero Design Review Committee reviewed the proposed project on April 10, 2019, and recommends approval of the architectural density bonus. The DRC found that the proposed building at 5730 El Camino Real is designed in accordance with the Downtown Design Guidelines and the City's Appearance Review Manual. The building is well articulated with architectural design details to complement the surrounding historic downtown buildings. Conditions of approval have been included in the draft PC resolution to ensure that the high quality materials and design details identified on the preliminary plans are implemented during construction.



SECTION 3. Approval. The Planning Commission of the City of Atascadero, in a regular session assembled on May 7, 2019, resolved to approve Conditional Use Permit 2019-0041 subject to the following:

- EXHIBIT A: Notice of Exemption
- EXHIBIT B: Conditions of Approval
- EXHIBIT C: Site Plan, Floor Plans, and Elevations

On motion by Commissioner _____, and seconded by Commissioner _____, the foregoing resolution is hereby adopted in its entirety by the following roll call vote:

AYES: ()

NOES: ()

ABSENT: ()

ABSTAINED: ()

ADOPTED:

CITY OF ATASCADERO, CA

Tom Zirk
Planning Commission Chairperson

ATTEST:

Phil Dunsmore
Planning Commission Secretary



EXHIBIT A: Notice of Exemption
USE 19-0041 Colony Lofts



CITY OF ATASCADERO NOTICE OF EXEMPTION

6500 Palma Avenue Atascadero, CA 93422 805.461.5000

TO: File Date Adopted: May 7, 2019

FROM: Callie Taylor, Senior Planner
City of Atascadero

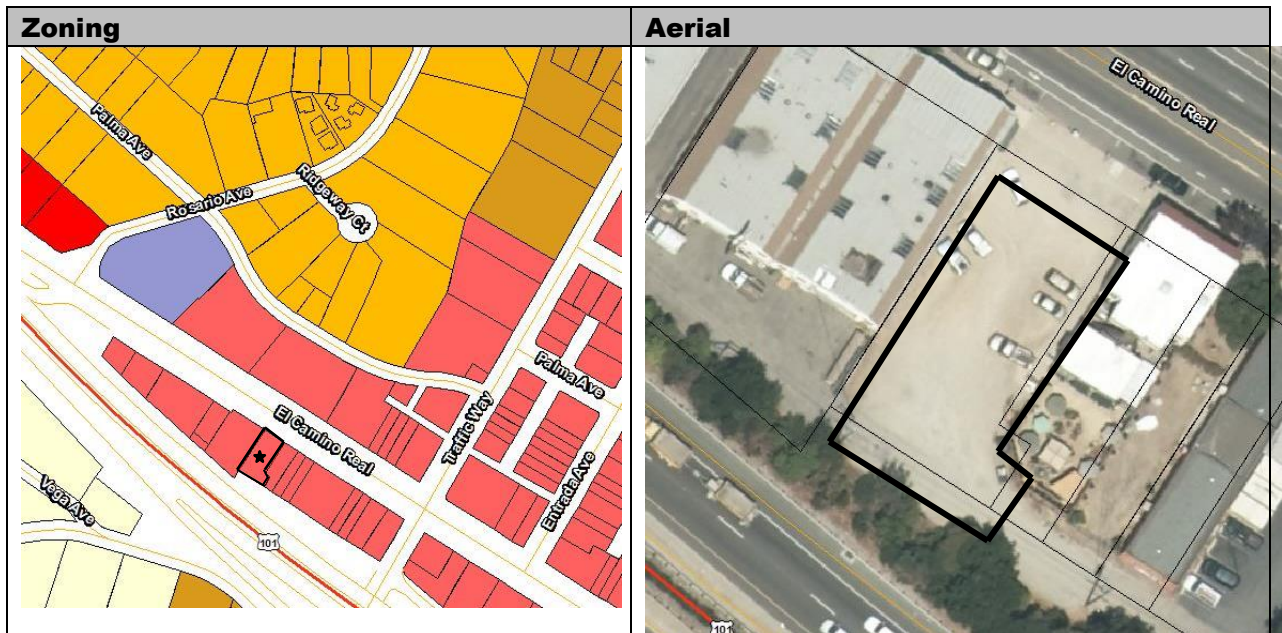
SUBJECT: **Filing of Notice of Determination in Compliance with Section 21152.1 of the Public Resources Code**

Project Title: PRE19-0027 / CUP19-0041

**Project Applicant/Owner: Max Zappas/ Downtown Colony Lofts LLC, 5730 El Camino Real,
Atascadero, CA 93423**

Project Location (Include County) 5730 El Camino Real, Atascadero, CA (San Luis Obispo County, APN 030-181-055)

Surrounding Uses / Parcel Configurations:



North:	South:	East:	West:
Downtown Commercial (DC), Residential Multi-Family (RMF-10)	Downtown Commercial (DC), Residential Multi-Family (RMF-20)	Downtown Commercial (DC)	Highway 101, Residential Single Family (RSF-Z)

Project Description:

The applicant is proposing a new two-story, mixed-use building to be developed on a vacant infill lot at 5730 El Camino Real in the downtown. The property is located on El Camino Real, north of the intersection with Traffic Way and South of the intersection with Rosario Ave. The building includes 2,500 sq. ft. of commercial space on the ground floor facing El Camino Real, and five (5) residential units. Four (4) units are proposed on second floor, and one (1) accessible unit is proposed on the ground floor behind the commercial uses.

Name of Public Agency Approving Project: City of Atascadero

Name of Person or Agency Carrying Out Project: Max Zappas/ Downtown Colony Lofts LLC, 5730 El Camino Real, Atascadero, CA 93423

Exempt Status:

- | | |
|---|--|
| <input type="checkbox"/> Ministerial (Sec. 15073)
<input type="checkbox"/> Declared Emergency (Sec. 15061 (a))
<input checked="" type="checkbox"/> Categorically Exempt (Sec. 15301-15333): 15332 | <input type="checkbox"/> Emergency Project (Sec. 1507 (b) and (c))
<input type="checkbox"/> General Rule Exemption (Sec. 15061.c) |
|---|--|

Reasons why project is exempt: Class 32 of the California Environmental Quality Act (CEQA) (Section 15332, In-Fill Development projects) consists of projects characterized as in-fill development meeting the conditions described in this section:

- a) The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.

The proposed project is consistent with its General Plan designation (Downtown) and all applicable general plan policies, zoning designation (Downtown Commercial) and regulations, with approval of a Conditional Use Permit. As a part of a proposed resolution, the Planning Commission can make the findings that are required consistent with AMC section 9-2.110(3)(iv). No additional findings are deemed necessary for approval with the proposed project consistent with AMC section 9-2.110(3).(iv).g.

- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The proposed project is within the City limits of the City of Atascadero. The proposed project is on an approximately 0.202 acre lot and is substantially surrounded by urban uses. Uses to the north include Downtown Commercial (DC) across El Camino Real and Residential Multi-Family (RMF-10) beyond Palma Ave. Uses to the south include the US Highway 101 and Downtown Commercial (DC). The uses to the east are Downtown Commercial (DC). The use to the west is the US Highway 101.

- c) The project site has no value as habitat for endangered, rare or threatened species.



The subject site is a vacant dirt lot, surrounded by fully developed downtown commercial uses, developed roads, and adjacent to Highway 101. The site contains no existing vegetation, no creeks or drainage swales, and no potential habitat for endangered, rare or threatened species.

- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The proposed project does not result in significant effects related to traffic noise, air quality or water quality. The adjacent streets and public improvements are designed to accommodate the type and density of development proposed. A mixed use building with 2500 sq. ft. of commercial and five (5) residential units will not exceed APCD air quality thresholds. Drainage on site shall comply with the City's stormwater regulations. The proposed use is not expected to generate a level noise beyond the threshold established by the City's General Plan and Municipal Code Chapter 9, Section 14. Noise impacts are considered less than significant impacts.

- e) The site can be adequately served by all required utilities and public services.

The proposed project will be served by all required utilities such as electric (Pacific Gas and Electric Company), natural gas (Southern California Gas Company) and telecommunication (Charter Cable / AT&T). Public services at the site shall include sewer service as provided by the City of Atascadero and water service by the Atascadero Mutual Water Company (AMWC). These service providers will continue to provide all utilities to the site after completion of the project.

Date: May 7, 2019

Callie Taylor

Callie Taylor
Senior Planner



EXHIBIT B: Conditions of Approval USE 19-0041 Colony Lofts
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Conditions of Approval USE 19-0041
Planning Services Conditions
1. This Conditional Use Permit shall allow the construction of a mixed-use building in the downtown with up to five (5) residential units at 5730 El Camino Real, APN 030-181-055, regardless of owner.
2. The approval of this use permit shall become final and effective for the purposes of issuing building permits fourteen (14) days following the Planning Commission approval, unless an appeal to the decision is filed as set forth in Section 9-1.111(b) of the Zoning Ordinance.
3. The Community Development Department shall have the authority to approve minor changes to the project that (1) modify the site plan by less than 10%, (2) result in a superior site design or appearance, and/or (3) address a construction design issue that is not substantive to the conditional use permit. The Planning Commission shall have the final authority to approve any other changes to the conditional use permit unless appealed to the City Council.
4. Approval of this Conditional Use Permit shall be valid for twenty-four (24) months after its effective date. At the end of the period, the approval shall expire and become null and void unless the project has received a building permit.
5. The applicant shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the City, or any of its entities, concerning the construction or use of the detached accessory structure.
6. All new utilities servicing the project shall be installed underground.
7. At the time of building permit, the applicant shall provide, at minimum, 100 cubic feet of enclosed storage space for each unit, exclusive of closets. The design and location shall be to the satisfaction of the Director of the Community Development Department.
8. Ongoing, the applicant shall provide, at minimum, 11 on-site parking spaces that comply with Atascadero Municipal Code Parking and Loading standards (section 9-4.114 or successor code section). Uncovered parking spaces in front of the garage spaces shall be designed to accommodate the depth of parked cars without overhanging into the adjacent alley.
9. At the time of building permit, the applicant shall provide a screened garbage collection area consistent with Solid Waste Collection and Disposal standards of the Zoning Ordinance (AMC 9-4.129 or successor code section). The area shall be designed and located to the satisfaction of the Director of the Community Development Department.
10. At the time of building permit, the design of the backflow preventer pipes shall be fully screened within the building envelope. The design and placement shall be completed to the satisfaction of the Director of the Community Development Department to ensure proper screening of utilities. The FDC connection shall be installed at the front of the building in a location which can be accessed by the Fire Department.
11. Occupancy of the commercial spaces shall take precedent over the residential spaces. A disclosure shall be required for all residential tenants to declare that the residential unit is within a commercial zoning district and that the setting will be subject to noise levels, activities, lighting, and other features that are different from a residential neighborhood. Restaurants and other tenants within the space below the units may serve alcoholic beverages, and may be open late in the evening.
12. At the time of building permit, building construction plans shall provide a vertical hood shaft for ventilation for



<p>Conditions of Approval USE 19-0041</p>
<p>potential future restaurant operations in the commercial space. The design and placement of the ventilation shaft shall be constructed to the satisfaction of the Director of the Community Development Department to ensure future restaurant use is an option in the commercial space.</p>
<p>13. At the time of building permit, the construction plans shall identify appropriate lighting to be installed in the rear of the property and along the side residential access walkways to provide enough light to illuminate the parking and trash areas and accessways. The design and placement of lighting fixtures shall be completed to the satisfaction of the Director of the Community Development Department.</p>
<p>14. At the time of building permit submittal and at time of building permit final, design and construction of the facades and site improvements shall be in substantial conformance with the project plans dated March 5, 2019, by Studio Design Group.</p>
<p>15. The high quality materials and design details identified on the preliminary plans (Exhibit C) shall be identified on construction plans and implemented during construction. Windows, doors, and the commercial storefront shall be metal/aluminum or wood, not vinyl. Stucco shall be hand troweled plaster. Lower floor wainscot moldings shall be concrete or similar high quality material. Foam trim may be used on upper floors. Brick veneer selection shall be high quality, and subject to approval of the Community Development Director.</p>
<p>16. At time of building permit, the project shall comply with all standards and code requirements of the Municipal Code and the California Building Code, including but not limited to the sign ordinance, landscape and fencing standards, lighting standards, multifamily development standards, and the Downtown Commercial zoning district standards. Approval of the preliminary design and density bonus shall not constitute any waiver of code requirements.</p>
<p>17. Building permits and construction shall include landscape provided within large planter boxes and large pots as identified on the site plan, Exhibit C. Drip irrigation with automatic timer controllers shall be identified on construction plans and installed prior to permit final to ensure vegetation survives.</p>
<p>Building Services Conditions</p>
<p>18. The applicant shall apply for and receive a building permit before construction may begin.</p>
<p>19. The building shall be constructed in compliance with all applicable requirements of the California Building Code.</p>
<p>Fire Department Conditions</p>
<p>20. The project shall comply with all Fire Department standards and requirements including, but not limited to fire-rated building separations, fire hose access, fire sprinklers; driveway length, width, surface and slope; and fire truck turnaround.</p>
<p>21. Due to the length of the accessways, a single 2 ½ inch standpipe connection shall be added to the second floor stairwell landing for fire hose access in a fire emergency.</p>



**EXHIBIT C: Site Plan, Floor Plans, and Elevations
USE 19-0041 Colony Lofts**

SHEET INDEX

T0	TITLE SHEET
A0	SITE PLAN
A1	FIRST FLOOR PLAN
A2	SECOND FLOOR PLAN
A3	EAST & WEST ELEVATIONS
A4	NORTH & SOUTH ELEVATIONS
A5	BUILDING SECTIONS
A6	FACADE ORIENTATION DETAILS

PROJECT SUMMARY

PROJECT ADDRESS:
5730 EL CAMINO REAL
ATASCADERO, CA

OWNER:
MIKE ZAPPAS
6100 EL CAMINO REAL, SUITE C
ATASCADERO, CA 95422

BUILDING INFORMATION:
APN: 030-181-025

LEGAL DESCRIPTION:
PORTION OF LOT 3 AND 34 IN BLOCK 6B OF ATASCADERO,
COUNTY OF SAN LUIS OBISPO

LAND USE ZONE:
DOWNTOWN COMMERCIAL - D

LOT AREA:
8,825 SQ. FT.

OCCUPANCY:
R-2 — RESIDENTIAL
4 UNITS 2nd FLOOR 4,712 SF
1 ACCESSIBLE UNIT 1st FLOOR 1,944 SF
COMMON SPACE 447 SF
TOTAL LIVING SPACE 6,703 SF
2nd FLOOR DECKS 534 SF
GARAGES 1,161 SF
2,471 SF

CONSTRUCTION TYPE:
V 2 (ALLOWABLE 2)
STORIES: 34'-2" (ALLOWABLE 48')

HEIGHT:
YES

FIRE SPRINKLERS:
PARKING: NONE REQ'D IN DOWNTOWN COMMERCIAL ZONE
2 REQUIRED PER RES. UNIT: 2 x 5 = 10 (1 ACCESSIBLE)
1 GUEST PARKING SPACE

VICINITY MAP

**PROJECT LOCATION
5730 EL CAMINO REAL**

PROJECT SUMMARY

PROJECT ADDRESS:
5730 EL CAMINO REAL
ATASCADERO, CA

OWNER:
MIKE ZAPPAS
6100 EL CAMINO REAL, SUITE C
ATASCADERO, CA 95422

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APN: 030-181-025

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ATASCADERO, CA

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6100 EL CAMINO REAL, SUITE C
ATASCADERO, CA 95422

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APN: 030-181-025

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2,471 SF

CONSTRUCTION TYPE:
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HEIGHT:
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FIRE SPRINKLERS:
PARKING: NONE REQ'D IN DOWNTOWN COMMERCIAL ZONE
2 REQUIRED PER RES. UNIT: 2 x 5 = 10 (1 ACCESSIBLE)
1 GUEST PARKING SPACE

VICINITY MAP

**PROJECT LOCATION
5730 EL CAMINO REAL**

PROJECT SUMMARY

PROJECT ADDRESS:
5730 EL CAMINO REAL
ATASCADERO, CA

OWNER:
MIKE ZAPPAS
6100 EL CAMINO REAL, SUITE C
ATASCADERO, CA 95422

BUILDING INFORMATION:
APN: 030-181-025

LEGAL DESCRIPTION:
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COUNTY OF SAN LUIS OBISPO

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**STUDIO
DESIGN
GROUP**
ARCHITECTS, INC.

El Camino Real Mixed Use
5730 El Camino, Atascadero, CA

These drawings are instruments of service and are the property of STUDIO DESIGN GROUP ARCHITECTS, INC. All designs and other information on the drawings are for use on the specified project and shall not be used without the express written consent of STUDIO DESIGN GROUP ARCHITECTS, INC.

T0





A1

1ST FLOOR PLAN

El Camino Real Mixed Use
 5730 El Camino, Atascadero, CA

STUDIO
 DESIGN
 GROUP





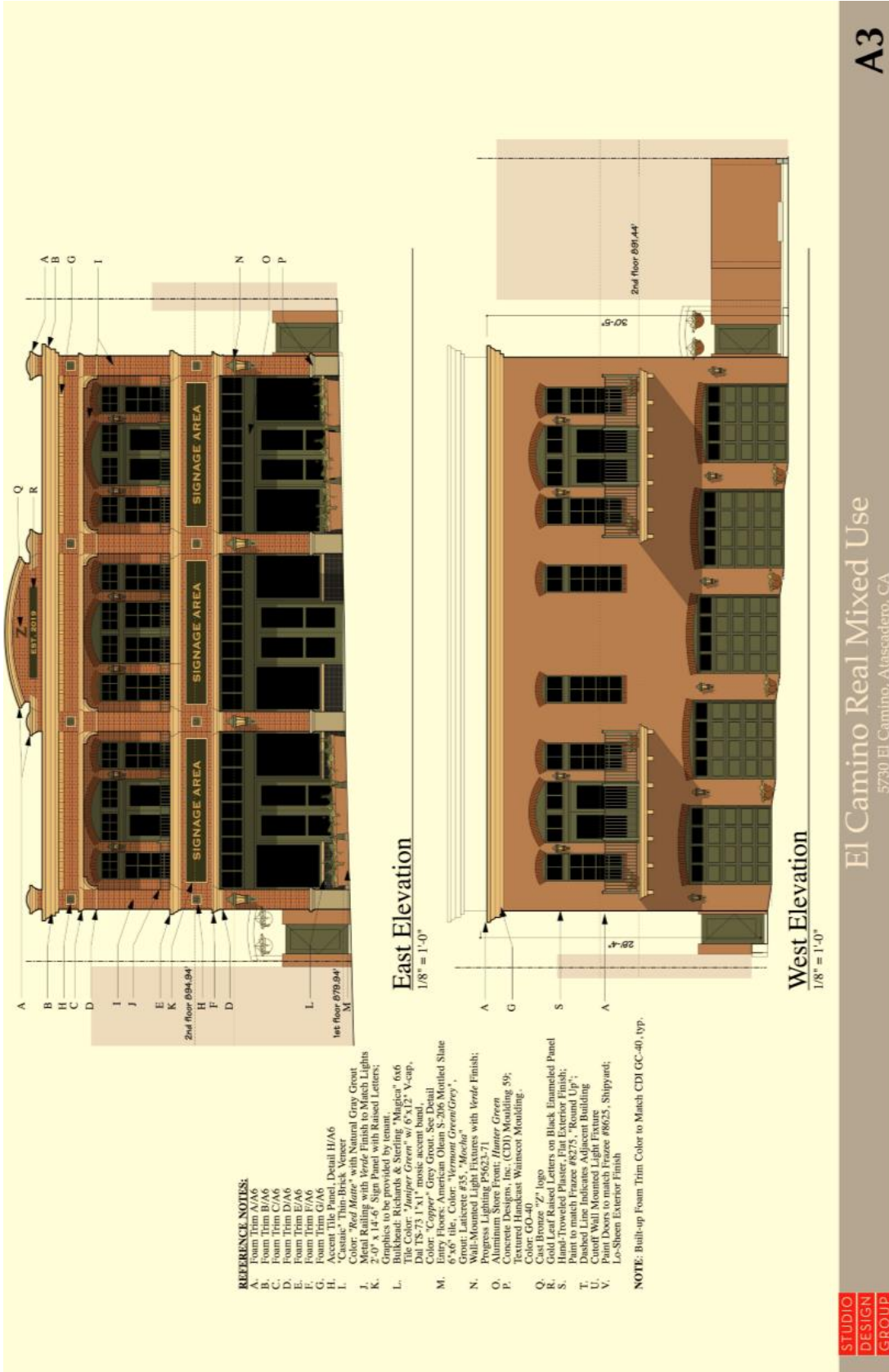
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2ND FLOOR PLAN

El Camino Real Mixed Use
 5730 El Camino, Atascadero, CA

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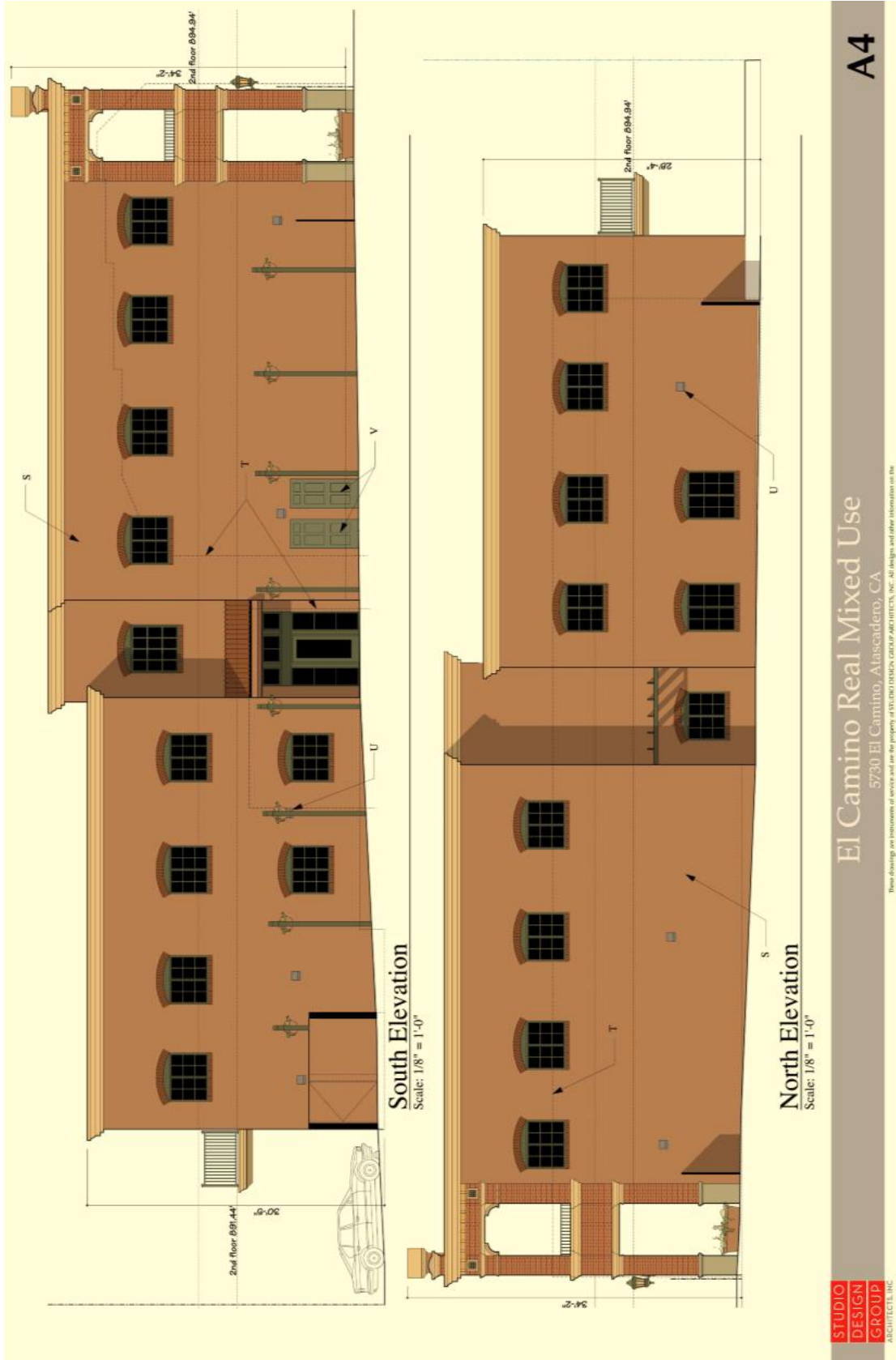


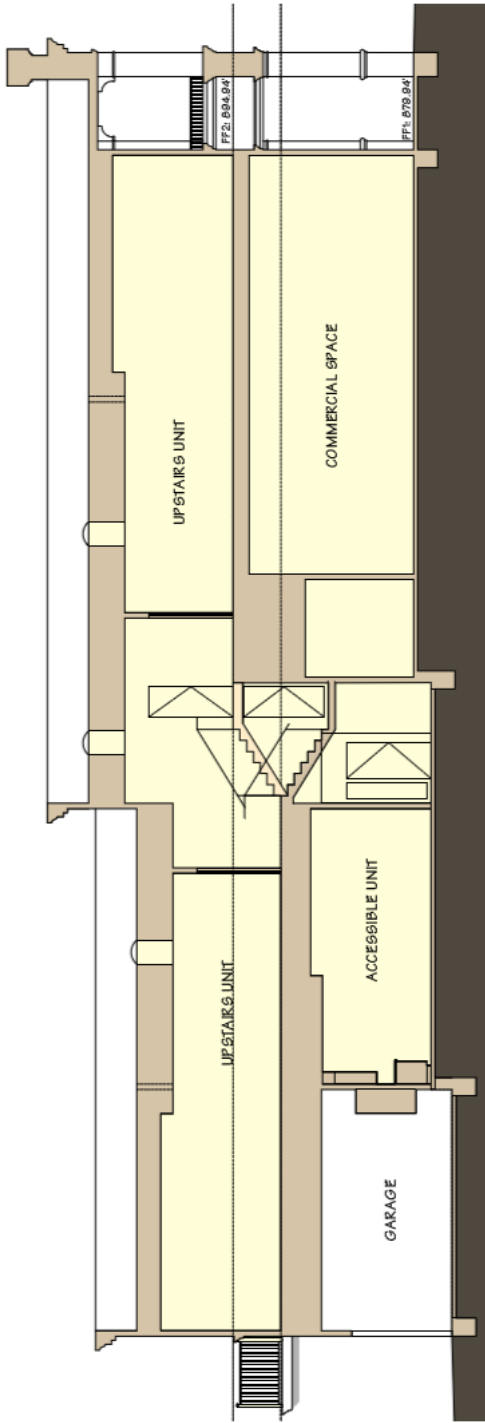
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El Camino Real Mixed Use
 5730 El Camino, Atascadero, CA

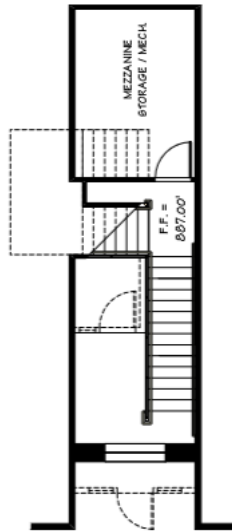
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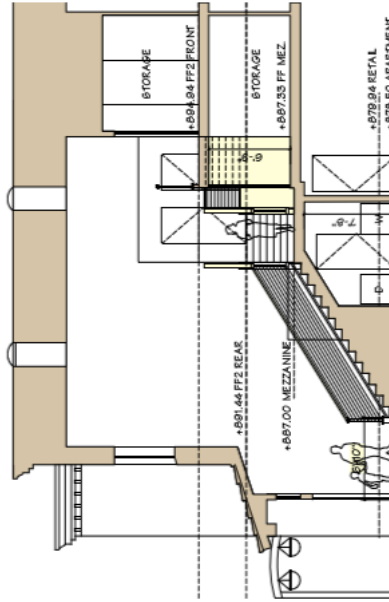




LONGITUDINAL SECTION



MEZZANINE STORAGE / MECHANICAL



VERTICAL CIRCULATION SECTION

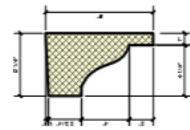
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El Camino Real Mixed Use
 5730 El Camino, Atascadero, CA

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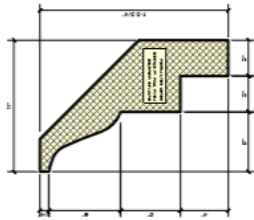
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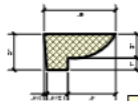
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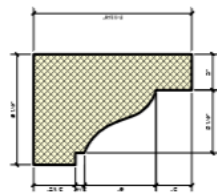


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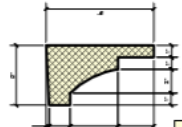


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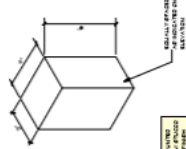
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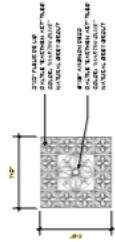
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FOAM TRIM - DENTIL



ACCENT TILE DETAIL

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Atascadero Planning Commission

Staff Report – Community Development Department

SBDV18-0150

Tentative Parcel Map AT 18-0116

RECOMMENDATION(S):

Staff recommends the Planning Commission adopt PC Resolution 2019 approving Tentative Parcel Map AT 18-0116 to subdivide two residential parcels into four residential parcels.

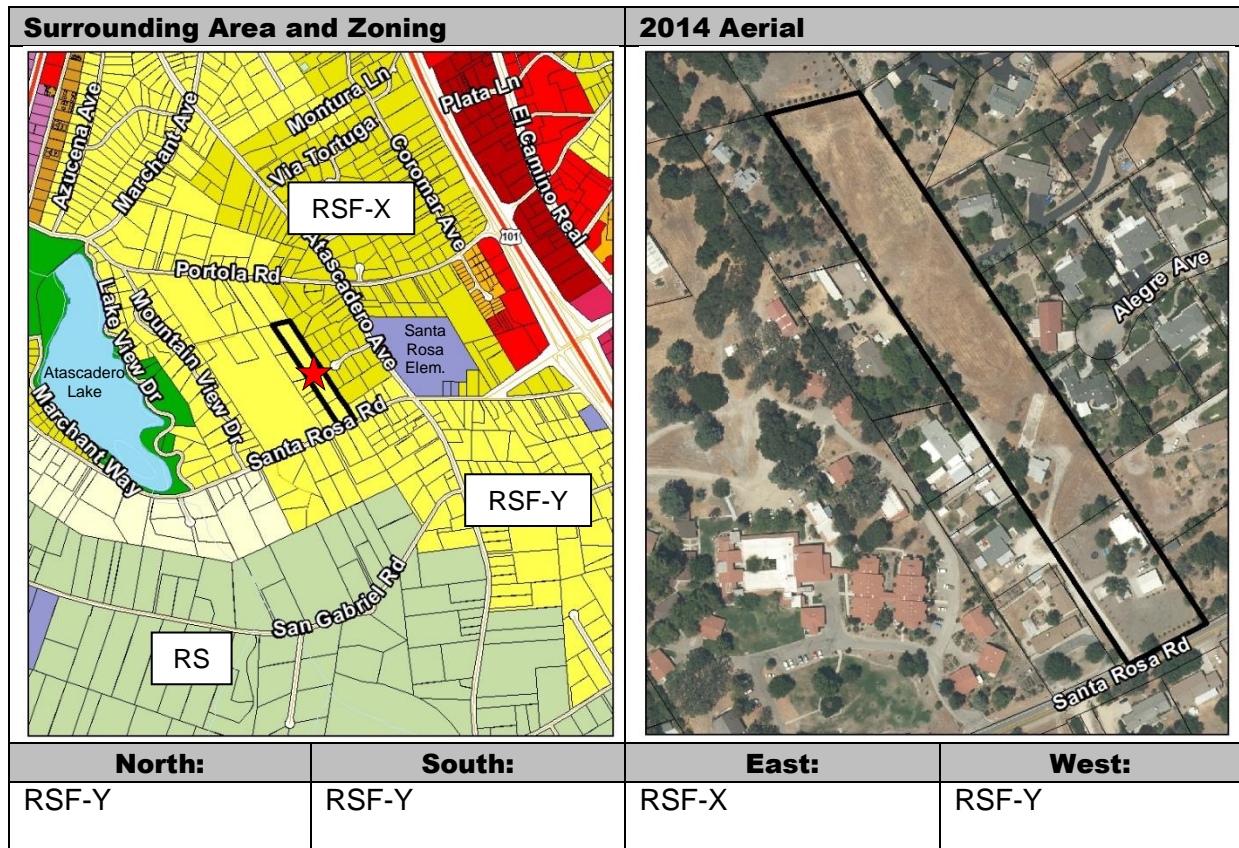
Project Info In-Brief:

PROJECT ADDRESS:	8559 Santa Rosa 8565 Santa Rosa	Atascadero, CA	APN	056-301-008 056-301-009
PROJECT PLANNER	Katie Banister Associate Planner	805-470-3480	kbanister@atascadero.org	
APPLICANT	Greg Aiello			
PROPERTY OWNER	Greg Aiello Brett Spencer			
GENERAL PLAN DESIGNATION:	ZONING DISTRICT:	SITE AREA	EXISTING USE	PROPOSED USE
SFR-Y	RSF-Y	3.24 acres	Two single-family residences on two parcels.	Two single-family residences on four parcels. Residences would be built on the new parcels in the future.
ENVIRONMENTAL DETERMINATION				
<input type="checkbox"/> Environmental Impact Report SCH: _____ <input type="checkbox"/> Negative / Mitigated Negative Declaration No. _____ <input checked="" type="checkbox"/> Categorical Exemption – CEQA Guidelines Section 15315 <input type="checkbox"/> Statutory Exemption §§ 21000, et seq & _____ <input type="checkbox"/> No Project – Ministerial Project				

DISCUSSION:



Existing Surrounding Uses / Parcel Configurations:



Summary:

The project is the subdivision of two parcel into four residential parcels.

Existing Parcels

8565 Santa Rosa Road (front property)

Size: approximately 0.9 acre

Slope: 1%

Existing structures: single-family residence, and detached garage

8559 Santa Rosa Road (rear property)

Size: approximately 3.3 acres

Slope: 1-2%

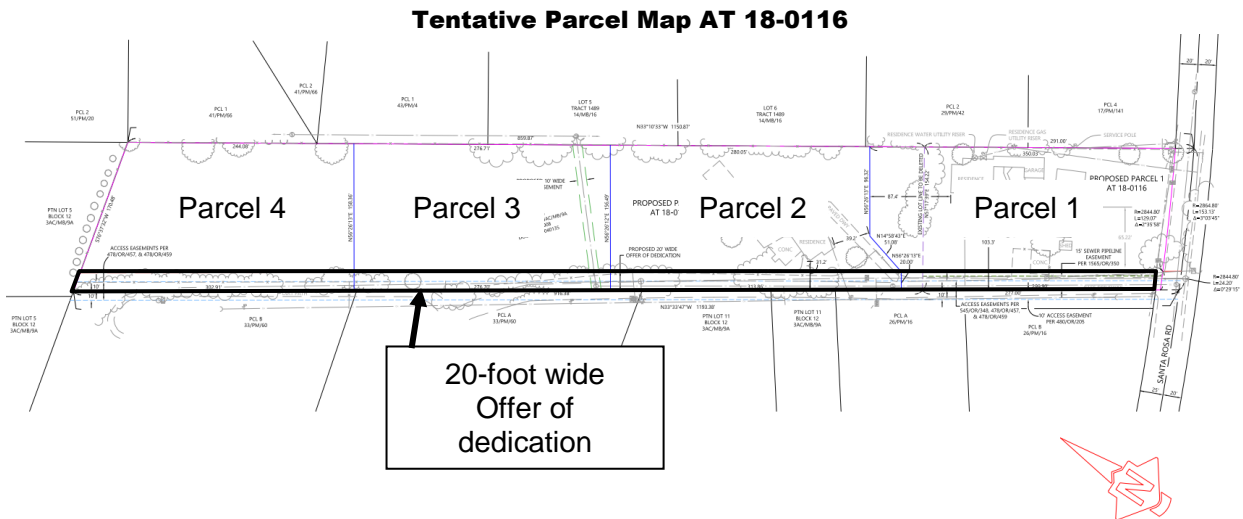
Existing structures: single-family residence

The properties are accessed by a shared driveway that currently serves a total of 8 properties. The driveway is surfaced with gravel road base and is located within access easements over the affected properties. The subdivision would create two additional properties served by the same driveway.

Analysis:



The map proposed by the applicant includes four 1-acre lots and an offer to dedicate a 20-foot wide road right-of-way.



Proposed Parcels

Parcel 1

Gross Area: 51,240 square feet (1.18 acres)
 Net Area: 42,555 square feet (0.98 acre)
 Average slope: 1%
 Current development: Single family residence, detached garage

Parcel 2

Gross Area: 44,884 square feet (1.03 acres)
 Net Area: 38,607 square feet (0.89 acre)
 Average slope: 1%
 Current development: Single-family residence

Parcel 3

Gross Area: 43,560 square feet (1.0 acre)
 Net Area: 38,026 square feet (0.87 acre)
 Average slope: 2%
 Current development: none

Parcel 4

Gross Area: 43,560 square feet (1.0 acre)
 Net Area: 37,575 square feet (0.86 acre)
 Average slope: 2%
 Current development: none



Minimum lot size (AMC 9-3.243)

Properties in the RSF-Y zoning district have a 1-acre (gross) minimum lot size requirement. The gross area of a parcel includes the land needed for street rights-of-way. All proposed lots meet the required minimum lot size.

Driveway (AMC 9-9.102)

The definition of a driveway is a “road providing access to a site or land use from a street. A driveway serves no more than four (4) separately owned parcels.” In contrast, a road, meeting City Engineering standards, is required when more than 4 parcels are served by a single access way. Currently, the shared driveway serves 8 properties, and is non-conforming with City standards. AMC 9-7.103 allows non-conforming uses to be continued, but not expanded. In this case, adding a 9th and 10th lot to the driveway would be an expansion of the non-conforming use. A road is required to serve the proposed subdivision.

Private Road

The proposed parcel map includes an offer to dedicate a 20-foot-wide street right-of-way, which is one-half of the typical road right-of-way of 40 feet. Dedication or condemnation of the other half of the road would come at a time when further subdivision requires it. The dedication proposed currently satisfies code requirements and allows for more flexibility for future planning and development of the area.

A full circulation plan for the larger neighborhood has not been designed, but there are opportunities to provide better connectivity to the area. Those improvements would be completed with further subdivision of nearby properties when they might be proposed. Some possible alignments, and their inherent challenges include:

1. Extending the road straight through to Portola Road, which is only one property removed from the proposed right-of-way. This alignment is problematic as it might create a “shunt,” diverting excessive school-related traffic from Atascadero Avenue and Santa Rosa Elementary. Further, such a road would intersect with Portola Road at about a 60 degree angle, which is undesirable for traffic safety where 90 degrees is preferable. Finally, structures on the properties at 8490 and 8480 Portola Road, including one residence, are in the path of a potential road.
2. Extending the road westward toward a driveway with the name Pine Dorado that connects with Mountain View Drive. This alignment would need to involve more properties, but would add connectivity without providing a quick throughway for drivers who do not live in the neighborhood. It could also provide a safer route for children walking to school; keeping them off the more heavily traveled Portola and Santa Rosa Roads.

Proposed conditions of approval would allow the physical construction of the road to be located over the footprint of the existing driveway, which spans access easements on both the subject properties and adjacent properties to the west (8555, 8557, 8525, 8535 and 8537 Santa Rosa). About half the paved roadway will be within the dedicated right-of-way.



AMC 11-7.03 requires a waiver of direct street access with any offer of dedication of a street. The waiver is effective if the dedication is accepted by the City. The proposed conditions of approval include the recordation of such a waiver on Parcel 1 (8565 Santa Rosa), which would lose the right to put a separate driveway directly onto Santa Rosa Road. The property is currently accessed from the shared driveway. If the City accepts the road, all access to Parcel 1 would be limited to the new road.

Front Setback (AMC 9-4.125)

The existing residence on proposed Parcel 2 is 31.2 feet from what is today a side property line. It will be 11.2 feet from the proposed right-of-way, where a 25-foot front setback is required. Proposed conditions of approval require the recordation of a deed restriction notifying future owners of the non-conforming setback of the residence. Any additions to the residence would be required to conform to the 25-foot setback. If the residence were to ever be destroyed as described in AMC 9-7.110 (or successor code section), the residence would have to be rebuilt outside the full front setback.

Lot Lines (AMC 11-6.22)

The Subdivision Ordinance requires side lot lines to be perpendicular to streets, unless another angle would better suit the planned design of the development. All proposed lot lines are perpendicular to the proposed road with the exception of a jog in the line between Parcel 1 and Parcel 2, which locates the existing driveway for Parcel 2 on the proper lot. Staff recommends the planning commission find the proposed configuration better suits the planned design of the development to allow the angled property line.

Drainage

The site is fairly flat and drains slowly from Santa Rosa Rd to the northerly site boundary. Drainage conditions northerly of the two (2) existing homes is very slow with standing water due to undulations in the surface. These surface undulations trap stormwater and cause shallow ponding over portions of the site northerly of the two existing homes. Staff recommends that upon development of Parcel 3 and Parcel 4 each parcel be graded to create positive conveyance of stormwater in a non-erosive manner. The draft resolution includes a condition to address this recommendation.

ENVIRONMENTAL DETERMINATION:

The project is Categorically Exempt from CEQA as a Class 15 exemption (CEQA Guidelines Section 15315) for Minor Subdivisions. The exemption is applicable because the project is a parcel map in a residential zoning district in an urbanized area. No exceptions from the Atascadero Municipal Code are required. Services and access are available to the generally flat lot. The parcels have not been involved in another subdivision in the last 2 years.



FINDINGS:

To approve Tentative Parcel Map AT 18-0116, the Planning Commission must make the following findings. These findings and the facts to support these findings are included in the attached resolution [Attachment 2].

1. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan (Government Code §§ 66473.5 and 66474(a) and (b)).
2. The site is physically suitable for the type of development (Government Code § 66474(c)).
3. The site is physically suitable for the proposed density of development (Government Code § 66474(d)).
4. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. (Government Code § 66474(e)).
5. The design of the subdivision or the type of improvements will not cause serious health problems. (Government Code § 66474(f)).
6. The design of the subdivision will not conflict with easements for access through or use of property within the proposed subdivision. (Government Code § 66474(g)).

ALTERNATIVES:

1. The Planning Commission may include modifications to the project and/or conditions of approval for the project. Any proposed modifications including conditions of approval, should be clearly re-stated in any vote on the attached resolution.
2. The Planning Commission may determine that more information is needed on some aspect of the project and may refer the item back to the applicant and staff to develop the additional information. The Commission should clearly state the type of information that is required. A motion, and approval of that motion, is required to continue the item to a future date.
3. The Planning Commission may deny the project. The Commission must specify what findings cannot be made, and provide a brief oral statement, based on the Staff Report, oral testimony, site visit, correspondence, or any other rationale introduced and deliberated by the Planning Commission.



ATTACHMENTS:

1. Site Photos
2. Draft Resolution PC 2019



ATTACHMENT 1: Site Photos
SBDV18-0150

Shared Driveway viewed from Santa Rosa Road
Existing structures at 8565 Santa Rosa (Proposed Parcel 1)



Approach to 8559 Santa Rosa (Proposed Parcel 2)



Proposed Parcels 3 and 4



Existing fire hydrant



**ATTACHMENT 2: Draft PC Resolution PC 2019
SBDV18-0150**

DRAFT PC RESOLUTION

**RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF ATASCADERO, CALIFORNIA, APPROVING
SBDV18-0150 / TENTATIVE PARCEL MAP AT 18-0116
TO ALLOW A SUBDIVISION AT 8559 AND 8565 SANTA ROSA ROAD
(APN 056-301-008 AND 056-301-009)
(AIELLO and SPENCER)**

WHEREAS, an application has been received from Greg Aiello, 8559 Santa Rosa Road, Atascadero, CA 93422 (Applicant and Owner) and Brett Spencer, 8565 Santa Rosa Road, Atascadero, CA 93422 (Owner) to consider Tentative Parcel Map AT 18-0116 to allow the subdivision of two parcels into four parcels at 8559 and 8565 Santa Rosa (APN 056-301-008 and 056-301-009); and

WHEREAS, the site has a General Plan Designation of Single-Family Residential (SFR-Y); and

WHEREAS, the site is in the Residential Single-Family (RSF-Y) zoning district; and

WHEREAS, the minimum lot size within the RSF-Y zoning district is 1 acre (gross) for new subdivisions, consistent with the Atascadero Municipal Code; and

WHEREAS, the total gross area of the original lots is 180,180 square feet (4.2 acres); and

WHEREAS, where 4 or more lots are served by a single access way, a road is required consistent with the Atascadero Municipal Code; and

WHEREAS, the laws and regulations relating to the preparation and public notice of environmental documents, as set forth in the state and local guidelines for implementation of the California Environmental Quality Act (CEQA) have been adhered to; and

WHEREAS, the subdivision is exempt from the California Environmental Quality Act (CEQA) as a Class 15 exemption for minor land divisions; and

WHEREAS, a timely and properly noticed Public Hearing upon the subject Tentative Parcel Map application was held by the Planning Commission of the City of Atascadero, at which hearing evidence, oral and documentary, was admitted on behalf of said Tentative Parcel Map; and

WHEREAS, the Planning Commission of the City of Atascadero, at a duly noticed Public Hearing held on May 7, 2019, studied and considered Tentative Parcel Map AT 18-0116.



NOW, THEREFORE, the Planning Commission of the City of Atascadero takes the following actions:

SECTION 1. Recitals. The Planning Commission finds the above recitals are true and correct.

SECTION 2. CEQA. The Planning Commission finds the project is exempt from the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et.seq. as a Class 15 exemption, because it is a parcel map in a residential zoning district in an urbanized area that needs no exceptions from the Atascadero Municipal Code. Services and access are available to the flat lots. The parcels have not been involved in another subdivision in the previous 2 years.

SECTION 3. Findings for approval of Tentative Parcel Map AT 2018-0116. The Planning Commission finds as follows:

1. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan (Government Code §§ 66474(a) and (b)).

Fact: The General Plan designation for the site is Single-Family Residential with a 1-acre minimum lot size. The lots created will be at least 1-gross acre in size.

2. The site is physically suitable for the type of development (Government Code § 66474(c)).

Fact: The site is flat and has little vegetation except non-native annual grasslands and planted landscapes associated with existing residences.

3. The site is physically suitable for the proposed density of development (Government Code § 66474(d)).

Fact: The proposed lots are flat and large enough to accommodate single family residences and associated accessory structures and uses. The native soil in the subdivision has a slow percolation rate, which currently results in occasional standing water on the site. The parcels are of sufficient size to provide adequate space for onsite stormwater management required for the addition of impervious surfaces on the lots.

4. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. (Government Code § 66474(e)).

Fact: The property is surrounded by residential uses and does not have defined natural drainage channels or significant habitat value.

5. The design of the subdivision or the type of improvements will not cause serious health problems. (Government Code § 66474(f)).



Fact: Future construction will be limited to uses allowed in the single-family zoning districts, which do not include heavy commercial or industrial uses. New dwelling units near the core of the City will not cause serious health problems.

6. The design of the subdivision will not conflict with easements for access through or use of property within the proposed subdivision. (Government Code § 66474(g)).

Fact: The existing shared driveway will be improved and will benefit all adjoining property owners. The road dedication will replace access easements, but will benefit all adjacent property owners.

SECTION 4. Approval. The Planning Commission of the City of Atascadero, in a regular session assembled on May 7, 2019, resolves to approve Tentative Parcel Map AT 18-0116 (SBDV18-0150), subject to the following:

- EXHIBIT A: CEQA Notice of Exemption
- EXHIBIT B: Conditions of Approval
- EXHIBIT C: Tentative Parcel Map AT 18-0116



On motion by Commissioner _____, and seconded by Commissioner _____, the foregoing resolution is hereby adopted in its entirety by the following roll call vote:

AYES: ()

NOES: ()

ABSENT: ()

ABSTAINED: ()

ADOPTED:

CITY OF ATASCADERO, CA

Tom Zirk
Planning Commission Chairperson

Attest:

Phil Dunsmore
Planning Commission Secretary



EXHIBIT B: Conditions of Approval
SBDV18-0150

Conditions of Approval

Tentative Parcel Map AT 18-0116
8559 and 8565 Santa Rosa Road
SBDV18-0150

Planning Services

1. SBDV18-0150 (Tentative Parcel Map AT 18-0116) shall be for the subdivision of 8559 and 8565 Santa Rosa Road; Portions of Lot 11, Block 12, Atascadero Colony, recorded in Map Book 3AC, Page 9A in the County of San Luis Obispo, State of California (Assessor's Parcel Numbers 056-301-008 and 056-301-009), as generally shown in attached Exhibit B, regardless of owner.
2. The approval of this application shall become final, subject to the completion of the conditions of approval, fourteen (14) days following the Planning Commission approval unless prior to the time, an appeal to the decision is filed as set forth in Section 9-1.111(b) of the Zoning Ordinance.
3. Approval of this Tentative Parcel Map shall be valid for a period of twenty-four (24) months and shall expire on **May 7, 2021**, consistent with California Government Code Section 66452.6(a)(1) (Subdivision Map Act).
4. The approved Tentative Parcel Map may be extended consistent with Section 66452.6(e) of the California Subdivision Map Act. A one (1) year extension may be granted consistent with Section 9-2.117(a) of the Atascadero Municipal Code. Any subsequent tentative map extensions shall be consistent with Section 11-4.23 of the Atascadero Municipal Code.
5. The Community Development Department shall have the authority to approve minor changes to the project that (1) result in a superior site design or appearance, and/or (2) address a construction design issue that is not substantive to the Tentative Parcel Map.
6. The Subdivider shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the City, or any of its entities, concerning the subdivision.
7. Prior to recordation of the Parcel Map, the Subdivider shall pay all applicable Quimby Act fees to the City.
8. On the final parcel map, or a separate document recorded concurrently with the final parcel map, the owner of Parcel 1 shall record a waiver of direct access to Santa Rosa Road effective should the City accept the offer of road dedication. The waiver shall be in a format to the satisfaction of the City Engineer and Community Development Director.
9. Prior to or concurrently with recordation of the final map, the subdivider shall record a deed restriction on Parcel 2 notifying future owners of the non-conforming front setback of the residence. The recorded document shall notify owners that any future building construction must



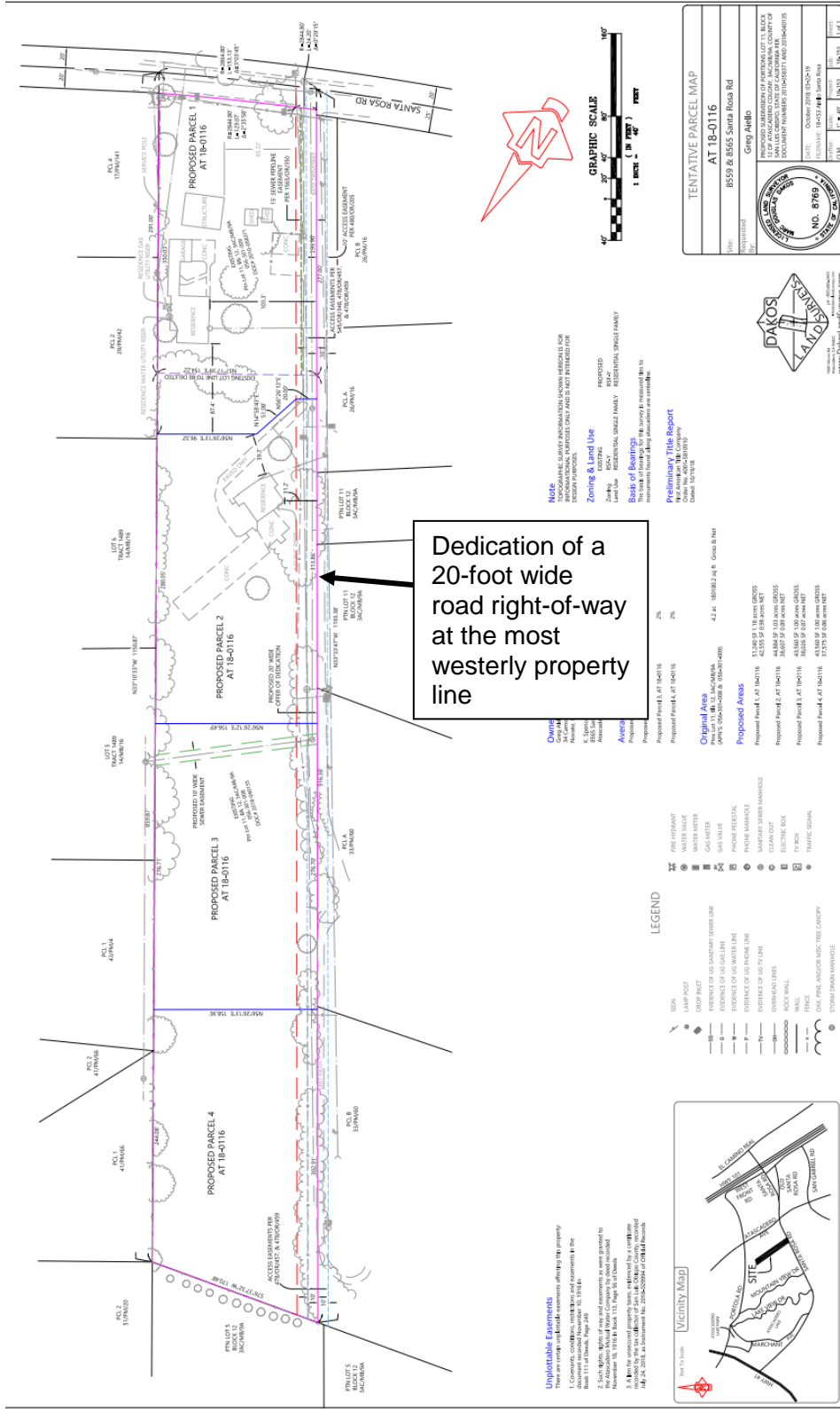
<p>Conditions of Approval</p> <p><i>Tentative Parcel Map AT 18-0116</i> 8559 and 8565 Santa Rosa Road SBDV18-0150</p>
<p>be located outside the full front setback required by the Zoning Ordinance current at the time of building permit application, including, but not limited to:</p> <ul style="list-style-type: none"> • new structures, • additions to, or expansions of the residence, and • the replacement of destroyed structures, as defined by the Nonconforming Uses chapter of the Zoning Ordinance or successor code section.
<p>10. Ongoing, any new utilities installed within the subdivision shall be placed underground.</p>
<p>Engineering</p>
<p>11. Documents to be recorded concurrently with the Parcel Map (e.g.: off-site rights-of-way dedications, easements not shown on the map, agreements, etc.) shall be listed on the certificate sheet of the map.</p>
<p>12. The City of Atascadero may require an additional map sheet for information purposes in accordance with the Subdivision Map Act.</p>
<p>Right-Of-Way And Easements</p>
<p>3. The Subdivider shall dedicate a 20-foot wide right-of-way for public road purposes contiguous to the southwesterly boundary, to the satisfaction of the City Engineer.</p>
<p>4. The Subdivider shall dedicate a 6-foot wide Public Utility Easement (PUE) contiguous to the new 20-foot wide road right-of-way.</p>
<p>5. The Subdivider shall dedicate an easement over the existing public sewer main, to the satisfaction of the City Engineer. The easement shall be not less than 20-foot wide nor more than 30-foot wide depending upon location and depth of the sewer main. The easement shall be off-set and centered over the sewer main, as determined by the City Engineer.</p>
<p>6. The Subdivider shall dedicate a 10-foot wide public sewer easement contiguous to the northeasterly boundaries of Parcels 2, 3, and 4, to the satisfaction of the City Engineer.</p>
<p>7. Easements that are not intended to continue in perpetuity shall not be shown on the Parcel Map and shall be recorded by separate instrument.</p>
<p>Private Common Drive, Future Road</p>
<p>8. Prior to recordation of the Parcel Map, the Subdivider shall construct a 20-foot wide roadway for a distance of approximately 620 feet, extending from Santa Rosa Rd across Parcels 1 and 2, and terminating in Parcel 3 approximately 10-feet northerly of the existing public sewer manhole, to the satisfaction of the City Engineer. The roadway shall include one 4-foot wide shoulder constructed of Class II base. The new road section may incorporate the existing</p>



<p>Conditions of Approval</p> <p><i>Tentative Parcel Map AT 18-0116</i> 8559 and 8565 Santa Rosa Road SBDV18-0150</p>
<p>common driveway that exists partially on- and off-site in an existing easement. The new road section shall be a center crowned roadway with a structural pavement and base section based on a Traffic Index of 5.5. All roadway design and construction shall be in accordance with City Standard Specifications and Standard Drawings, and to the satisfaction of the City Engineer.</p>
<p>9. The subdivider shall provide a fire department turnaround in conformance with City Engineering Standard F-2, or successor standard adjacent to the roadway. The design and location shall be to the satisfaction of the City Fire Marshal.</p>
<p>9. Upon development of Parcel 3, the 20-foot roadway shall be extended to the southerly boundary of Parcel 4. Upon development of Parcel 4, the 20-foot roadway shall be extended to the northerly boundary of Parcel 4 or at a location determined by the City Engineer. Should Parcel 4 develop prior to Parcel 3, the developer of Parcel 4 shall extend said roadway across both Parcels 3 and 4, terminating the roadway within Parcel 4 at a location determined by the City Engineer. All roadway design and construction shall be in accordance with City Standard Specifications and Standard Drawings, and to the satisfaction of the City Engineer.</p>
<p>Stormwater</p>
<p>10. Development of Parcel 3 and Parcel 4 may require each parcel to be graded to create positive conveyance of stormwater in a non-erosive manner, to the satisfaction of the City Engineer.</p>
<p>Utilities</p>
<p>11. Each lot shall be served with separate services for water, power, telephone and cable TV. Utility laterals shall be located and constructed to each lot in accordance with City Standard Specifications and Drawings.</p>
<p>Fire Department</p>
<p>Prior to recordation of the Final Parcel Map, the subdivider shall replace the existing wharf head hydrant located near the shared driveway with a new hydrant with a single 4-inch connection and two 2.5-inch connections to the satisfaction of the City Fire Marshal and consistent with Atascadero Mutual Water Company standards.</p>
<p>Concurrent with recordation of the Parcel Map, the subdivider shall record an access easement for the benefit of all lots using the shared driveway for the fire department turnaround. The easement shall be located under the actual turnaround with dimensions and at a location to be approved by the City Fire Marshal.</p>
<p>Prior to recordation of the Parcel Map, the subdivider shall erect a reflectorized house-number master sign at the intersection of Santa Rosa Road and the Parcel 3 access way. The master sign shall be designed and located to the satisfaction of the City Building Official, City Fire Marshal, and Director of Community Development.</p>
<p>Prior to recordation of the Parcel Map, the subdivider shall place individual reflectorized address signs on the right-hand side of the driveway to each individual lot (Parcels 1-4) to the satisfaction of the City Fire Marshal.</p>



EXHIBIT C: Tentative Parcel Map AT 18-0116
SBDV18-0150



Dedication of a 20-foot wide road right-of-way at the most westerly property line

TENTATIVE PARCEL MAP
AT 18-0116
 Greg Aiello
 8559 & 8565 Santa Rosa Rd
 PREPARED FOR: SUBMITTER
 PREPARED FOR: PARTITION OF LOT 11, BLOCK 1, SUBDIVISION OF THE CITY OF ATASCADERO, COUNTY OF SAN JUAN, STATE OF CALIFORNIA
 DOCUMENT NUMBER: SBDV18-0150 AND 201800010
 DATE: October 2018
 PREPARED BY: Greg Aiello
 LICENSE NUMBER: ND 8769
 EXPIRES: 10/31/2021
 www.DakosLandSurvey.com



Note
 THIS TENTATIVE PARCEL MAP IS PREPARED IN ACCORDANCE WITH THE PROVISIONS OF THE SUBDIVISION MAP ACT AND THE SUBDIVISION MAP ACT REGULATIONS. IT IS NOT A GUARANTEE OF ACCURACY OR COMPLETENESS. THE SUBMITTER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE SUBMITTER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE SUBMITTER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

Zoning & Land Use
 Zoning: RESIDENTIAL SINGLE FAMILY
 Land Use: RESIDENTIAL SINGLE FAMILY

Base of Bearings
 True North
 Magnetic North
 Grid North

Preliminary This Report
 This report is preliminary and is subject to change without notice. It is not to be used for any purpose other than that for which it was prepared.

Original Area	Proposed Area
Proposed Parcel 1, AT 18-0116	4.2 ac. 1000000 sq. ft. 1000000 sq. ft.
Proposed Parcel 2, AT 18-0116	4.2 ac. 1000000 sq. ft. 1000000 sq. ft.
Proposed Parcel 3, AT 18-0116	4.2 ac. 1000000 sq. ft. 1000000 sq. ft.
Proposed Parcel 4, AT 18-0116	4.2 ac. 1000000 sq. ft. 1000000 sq. ft.

Original Area	Proposed Area
Proposed Parcel 1, AT 18-0116	4.2 ac. 1000000 sq. ft. 1000000 sq. ft.
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Proposed Parcel 3, AT 18-0116	4.2 ac. 1000000 sq. ft. 1000000 sq. ft.
Proposed Parcel 4, AT 18-0116	4.2 ac. 1000000 sq. ft. 1000000 sq. ft.

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Atascadero Planning Commission

Staff Report – Community Development Department

Principal Mixed-use 2019 Planned Development Amendment (PLN 2014-1519)

RECOMMENDATIONS:

Design Review Committee recommends Planning Commission adopt:

1. PC Resolution 2019-A, recommending the City Council certify Mitigated Negative Declaration No. 2019-0002 based on findings.
2. PC Resolution 2019-B, recommending the City Council approve a General Plan land use map amendment to change the designation of Lot 62 adjacent to El Camino Real from Medium Density Residential to General Commercial based on findings.
3. PC Resolution 2019-C, recommending the City Council approve Title 9 Zone Text Amendments to the Planned Development Overlay Zone #24 (PD-24) and change the zoning of Lot 62 from RMF-10 to CR based on findings.
4. PC Resolution 2019-D, recommending the City Council approve a Conditional Use Permit (Master Plan of Development) and Vesting Tentative Subdivision Map (Tract 3070) based on findings and subject to Conditions of Approval and Mitigation Monitoring.

REPORT-IN-BRIEF:

The project consists of an amendment to a previously approved Planned Development #24 at the corner of El Camino Real and Principal Ave. The applicant is proposing a new Tentative Tract Map to increase the number of residential units to 52 units, which includes a 10% density bonus for providing affordable housing. Six (6) deed restricted moderate income affordable units are proposed. Proposed project components include 6 live-work units, 3 detached single-family units, 39 attached row house style units, 4 stacked flat units, and the carwash which was previously approved in 2015. Modifications to the affordable housing plan, the site design and building designs are proposed with the new Master Plan of Development.

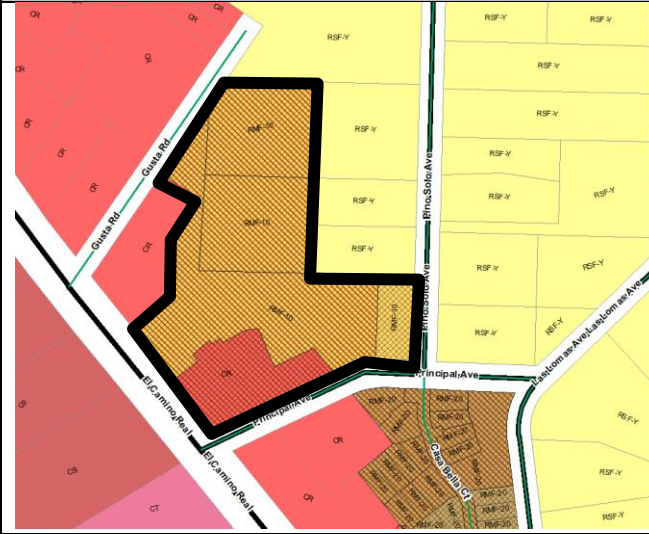

ITEM 6
Principal Mixed-Use Planned Development Amendment
PLN 2014-1519 / ECR Principal, LLC

Project Info In-Brief:

PROJECT ADDRESS:	9105, 9107, 9109 Principal Ave, 9300 Pino Solo	Atascadero, CA	APN	030-491-001; 013; 019; 020
PROJECT PLANNER	Callie Taylor, Senior Planner	(805)470-3448	ctaylor@atascadero.org	
APPLICANT	Barry Ephraim, ECR Principal, LLC			
PROPERTY OWNER	ECR Principal, LLC and Principal Partners, LLC			
GENERAL PLAN DESIGNATION:	ZONING DISTRICT:	SITE AREA	EXISTING USE	PROPOSED USE
Medium Density Residential (MDR), General Commercial (GC)	Residential Multi-Family (RMF-10), Commercial Retail (CR), PD-24 (Planned Development #24)	5.25 acres	Carwash currently under construction	Mixed-use Planned Development (52 units)
ENVIRONMENTAL DETERMINATION				
<input type="checkbox"/> Environmental Impact Report SCH: _____ <input checked="" type="checkbox"/> Negative / Draft Mitigated Negative Declaration No. 2019-0002 <input type="checkbox"/> Categorical Exemption CEQA – Guidelines Section _____ <input type="checkbox"/> Statutory Exemption §§ 21000, et seq & _____ <input type="checkbox"/> No Project – Ministerial Project				

DISCUSSION:

Existing Surrounding Uses / Parcel Configurations:

Existing Zoning		Existing Aerial / Surrounding	
			
North:	South:	East:	West:
RSF-Y / CR / Gusta Rd.	RMF-20 / Commercial Retail / Principal Ave.	Residential Single-Family (RSF-Y)	Commercial Retail / El Camino Real

Project History

The “Principal Mixed-use” project was originally approved by the City Council in October 2004. A Planned Development Overlay zone #24 was created to allow for residential uses and some commercial at the corner of the 5-acre site. That approval resulted in amending the General Plan for a large portion of the site to change the designation from Commercial Retail to Medium Density Residential. When the site at the corner of Pino Solo was added to the master plan in 2005, the project entitlement totaled 45 residential units, live-work office space, and 16,550 sq. ft. of commercial.

The project was not constructed, and in 2015 a second project amendment was approved by the City Council to modify the site plan, unit count and type, and the commercial portion of the project. The project approval currently includes the following components:

Current approved project (Adopted 2015)

- 20 single-family residences
- 12 duplex units
- 5 residential mixed-use units (live-work units)
- 37 Residential Units total**
- 3,215 sf first floor commercial (within live work units)
- Carwash (1,945 sf) on a 12,495 sf lot

In 2017 an amendment was submitted by the applicant to increase the unit count to 42 residential units and provide a higher percentage of detached units. The DRC reviewed and commented on the proposal, and the Planning Commission took action to recommend the City Council approve the proposed amendment. However, the applicant had concerns regarding the cost of providing the affordable housing that is required for compliance with the City’s Inclusionary Housing policy. The applicant has since made updates to the proposed plans, including an increased unit count and a revised affordable housing proposal which utilizes the State Density Bonus law rather than the City’s Inclusionary policy.

The Design Review Committee discussed the current project amendment on November 28, 2018. The DRC made recommendations for minor modifications to the proposed project, and voted to move the proposal on for Planning Commission consideration. DRC direction on each project component is included in the analysis below.

Analysis:

Project Description / Summary

The applicant is proposing to amend a previously approved site-specific Planned Development (PD-24.) The Planned Development Overlay allows for deviation in the City’s standards for setbacks, heights, parking, etc. in exchange for project benefits that have been established by the City Council. General Plan and zoning amendments, a new tentative subdivision map, a new master plan of development (CUP), a density

bonus, and recirculated environmental analysis are required to increase the unit count within the project from the approved 37 units to the proposed 52 units.

The applicant is proposing a total of 52 residential units, which is consistent with the RMF-10 and CR zoning density allowances with a 10% density bonus for providing affordable housing. The currently proposed site plan includes mostly attached units on the interior streets, and three (3) detached traditional neighborhood facing homes on the corner of Principal and Pino Solo. Six (6) affordable units are proposed, with three (3) units as stacked flats (split /upper lower floor units) in one building, and three (3) units mixed in with market rate units in the attached unit product. The 6 live-work units and car wash are proposed consistent with the previously reviewed version of the plan. A new 8111 sq. ft. commercial lot is proposed on El Camino Real for future development by others.

Summary of current 2019 amendment proposal:

- 3 detached residential units (2053 sq. ft. each, 4 bedrooms)
- 39 attached units (1419-1644 sq. ft., 3 bedrooms), including 3 affordable units
- 4 stacked flat units (983-1056 sq. ft. each.), including 3 affordable units
- 6 live work units (735-1633 sq. ft. residential, plus 300 sq. ft. commercial each)
- Total: 52 Residential Units**
- Carwash (1,945 sf) on a 16,646 sq. ft. commercial lot (under construction)
- 8,111 sq. ft. commercial lot on El Camino Real frontage for future development

Site Plan & Parking

The site layout and internal street design are consistent with the previously approved 2015 project design. Access to the project is proposed from two locations on Principal Avenue. The primary commercial (carwash) access is located off of a new driveway nearest to the Principal Avenue / El Camino Real intersection. The second access point, "Street A", is the primary street for residential access.

The applicant has redesigned the width of internal streets within the project to narrow the pavement from 24 feet to 20 feet in width. A 20-foot road width meets the Fire Department's minimum standards for emergency access. Narrowing the streets allows the private driveways on each lot to be lengthened from 18 feet to 20 feet to provide ample guest parking in most driveways, however no on-street parking will be available.

During their November review, DRC recommended the applicant modify the site plan to ensure all driveways are deep enough to park a car, or prevent parking in the driveway altogether so that cars do not overhang the sidewalk. One lot (Lot 17) still includes a driveway that is less than 20 feet, with average length of 16 feet. A condition is included in the CUP draft resolution that this driveway be redesigned to provide a minimum 18-foot parking area across the entire driveway width, or the driveway be eliminated, modified or reduced to less than 5 feet to prevent parking altogether, with final construction document designs subject to approval of the Community Development Director.

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Principal Mixed-Use Planned Development Amendment
PLN 2014-1519 / ECR Principal, LLC

Parking is provided at turnouts and parking rows along the internal street frontages. All units except the four (4) stacked flats are designed with one or two car garages. Most units have parking available in the driveway. Based on the unit count, commercial square footage, and number of bedrooms provided in the project, a total of 153 parking spaces are required to meet multifamily parking standards. 70 spaces are provided within private garages, 68 in private driveways, 8 for private use by the affordable stacked flats, 33 guest spaces on the internal streets and adjacent to the live-work, and 8 within the carwash lot. The proposed parking exceeds Municipal Code parking requirements for multi-family and commercial developments with a total of 187 spaces provided.

Principal Mixed-Use 2019 Amendment – Current Site Plan Proposal



Commercial Parcels on El Camino Real

The commercial carwash at the corner of Principal and El Camino Real is currently being constructed as it was approved by City Council in 2015. A carport structure will be added behind the carwash to provide shade for cars at the vacuum area, and solar will be provided on top of the carport structure. No other changes to this parcel or the carwash site improvements are proposed with this project amendment. The carwash is currently under construction and is expected to open soon.

The project boundary includes an unimproved area 8,111 sq. ft. in size along the El Camino Real frontage, just north of the car wash. It is identified as Lot 62 on the tract map and is separated from the residential project area by an existing drainage swale. In previous versions of the site plan, this area was proposed to be used as a drainage basin for the residential project. Upon redesign, this area is no longer needed for water storage. There is an existing driveway and easement for the flooring store next door, as well as the drainage swale and vegetation, which heavily constrain the parcel for future development.

The DRC discussed Lot 62 and recommended that the General Plan and zoning designation be changed from residential to commercial in order to allow for future commercial development at this location on the El Camino Real frontage. The applicant does not have plans to develop the site. A logical use of this lot would be either as an expansion of the existing flooring store site development, or for other commercial use with shared access at the existing flooring store driveway. DRC requested that interim landscape improvements be provided by the applicant to improve the appearance of this vacant lot on the El Camino frontage. DRC recommends that the parcel be maintained under separate ownership, and not be tied to the residential HOA for ongoing maintenance. Conditions of approval have been added to ensure that the site is cleaned up and minor landscape improvements are added after Phase 1 of the residential unit construction. The proposed General Plan designation and zoning map change will allow for future development by others for commercial purposes.

Landscape, Drainage, & Open Space

Common open space areas and drainage basins are provided at several locations within the project site. The drainage basins have been redesigned to be shallow enough to eliminate the need for perimeter safety fencing. This has significantly improved the visual impact of the project's storm basins. Conditions of Approval have been included to ensure the basins are adequately landscaped. The basins will now visually connect with adjacent open space areas and the existing ephemeral swale, and will provide an opportunity for potential passive recreation areas.

Three open space lots are included with the proposed site plan, consistent with the previous project approval. A tot lot with play equipment and seating is located at the center of the development, and passive open space areas are located at outer ends of the development.

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The Zoning Ordinance allows up to 40% building coverage in RMF-10 zones, and requires a minimum of 25% landscape area. The proposed project provides an overall building coverage of 23% and an overall landscape coverage of 32% of the 5.25 acres. However, due to the increased density, many lots have very small front and rear yards, and therefore do not meet the landscape and building coverage standards on a lot by lot basis. At the November 2018 DRC meeting, the Committee was in support of calculating the lot coverage and landscape requirements for the overall project, rather than on a lot by lot basis, for determining compliance with zoning standards.

The applicant worked extensively with City staff to redesign the fencing, landscape, and front porches on Lots 1, 2, and 3 in order to enhance the public street frontages on Pino Solo and Principal Ave. The previous 2015 project design turned its back on the public street, with solid 6-foot fences and minimal landscape setbacks along these public street frontages. The applicant has redesigned Lots 1 and 2 to include a new detached housing product with a front porch and main entry facing Principal Avenue. Landscape and wrap around porches now face the street frontages at the corner of Pino Solo and Principal Avenue, as well as the project's residential vehicular entry to Street "A." The proposed changes to fencing and landscape on these lots are a significant improvement to the overall project and will greatly improve the interaction between the project and the surrounding neighborhood.

Corner of Pino Solo & Principal Avenue



Architectural Design

The three lots on Principal Avenue and Pino Solo have been redesigned to face the public street frontage and include large front porches with a traditional single-family home design. These positive changes will improve neighborhood compatibility, by improving how the neighborhood views the proposed project from Principal and Avenue and Pino Solo.

The attached units on the internal streets have been improved with varied setbacks on the front and back. Pop outs and architectural depth have been added to the elevations. Balconies have been added to the back of several units. In order to add visual enhancements to the flat two-story side and rear walls, the applicant has proposed material enhancements on select visible elevations throughout the development. Enhancements include lap siding, stone veneer, and trellis features at the unit entryways.

At the November DRC meeting, the Committee recommended additional architectural variety and color variety throughout the project, and adding emphasis to the front porches of the units. A variety of styles, architectural form or variation on the exterior detailing on some of the buildings would help to break up the facades and create residences with their own unique identify. The applicant has added trellis features to the front porches on the attached units, and made some modifications to the color and materials of some units. The DRC also discussed incorporating more traditional commercial storefront designs on the live work units facing Principal Avenue, and the applicant has made some revisions to the live-work façade to work towards addressing these items. The proposed color scheme still maintains a monochromatic palate with most buildings proposed with a white base and blue and green accent colors. Conditions of approval have been incorporated into the draft resolutions to continue to refine the designs by providing more color and architectural variety, and further refine the live-work commercial facades. Elevation designs can be finalized with construction details at time of building permits.

Attached Townhome Style Units



Stacked Flat Units

The proposed project identifies one building near the commercial portion of the site which will be developed as “stacked flats.” The units are split between the upper and

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lower floors, and will utilize condominium air space to create separate stacked units on a single lot. The exterior of the stacked flat building is similar to the townhome design; however, rather than providing a garage on the ground floor, the stacked flats would provide approximately 1000 sq. ft. of living space on each floor with two units on the ground floor, and two units on the second floor. Each unit is proposed with three bedrooms. Separate entrances would be provided to each unit on the front and sides of the building. Eight (8) uncovered parking spaces are proposed adjacent to the building for private use by the stacked flats.

The DRC discussed the stacked flat design at their November 2018 meeting. The applicant's project design at that time incorporated 8 "stacked flat" low and moderate income affordable units throughout the project, mixed in with the market rate buildings. The Committee preferred the townhouse design with the garage, rather than the stacked flat proposal, and recommended that the applicant consider eliminating the stacked flats if possible. However, the Committee acknowledged that providing low income units can be difficult, and that the stacked flat could provide cost savings for the development of the low income units. The current proposal incorporates 4 stacked flats, 3 of which are proposed as moderate income units. No low income units are currently proposed by the applicant.

To respond to DRC comments regarding the design of the stacked flats, the applicant has added enhancements to the unit front entryways and identified dedicated parking adjacent to the units. DRC recommends that the covered parking requirements of the code be waived for these units, as carports could appear inconsistent with the rest of the development.

If the Planning Commission or City Council has objection to the design of the stacked flat condo units, or the concentration of 3 affordable units within this 4 unit building, conditions of approval could be added to modify the site plan and unit product for compatibility with the rest of the housing product type. The project may need to be reduced by one or two units to accomplish this.

Stacked Flat Elevations



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STREET 'A' SIDE ELEVATION

Height Exception Request

The applicant is requesting a height exception to increase the building height of the live-work units on Principal Avenue to 39 feet to allow for a three-story building. The live-work building would include 6 commercial/office units on the first floor and 6 one and two-bedroom residential units on the upper two floors. The live-work units are located on an area of the site zoned as Commercial Retail, which has a height limit of 35 feet. The height limitations in the code can be modified through Conditional Use Permit approval provided that the Planning Commission finds the waiver will not result in detrimental effects to adjoining properties.

The DRC reviewed the design, height, and setbacks of the proposed 6-plex building at the August 2017 DRC meeting and did not have any objections to the height or setbacks proposed by the applicant. The building steps back at the second floor on the end units, providing a transition on the sides from two to three stories.

Proposed 3-Story Live-Work Building



Native Tree Removals

Six (6) native trees totaling 149 inches of native coast live oak and blue trees were previously approved for removal at this site with previous project proposals. An updated arborist report has been completed for the new site design. The arborist has determined that no additional tree removals will be required. The 6 native oak trees will be removed and mitigated as previously approved by City Council. 14 onsite trees will remain onsite and be protected during construction.

Undergrounding of Utilities

When the previous project amendment went before DRC and Planning Commission last year, the applicant was requesting relief from the requirement to underground utilities along the El Camino Real frontage due to the cost of undergrounding the AT&T fiber optic line. It was originally thought that the fiber optic line could not be spliced and would have to be undergrounded over 1000 feet, which would add undue cost of over \$300,000 to the subdivision improvements for the Principal project. The Planning Commission reviewed and approved a separate minor project amendment in June 2018

to allow conduit to be installed in lieu of undergrounding at this location. The conduit is currently being installed by the contractor building the carwash on Principal.

A recent preliminary utility plan from AT&T now identifies that undergrounding would be possible along this frontage by splicing the fiber optic line at the corner of Principal Avenue. A new engineer has since been brought in by the communication utility, who has determined that splicing the line at this location is the preferred option. With this new information available, Public Works recommends that the utilities on El Camino Real, including the AT&T line, be installed underground with the subdivision improvements of the map, consistent with City standards. Now that AT&T has given the City direction that the line can be spliced, and installed underground only along the project frontage, there is no compelling reason to waive the standard undergrounding requirement. As identified in the City's General Plan and Zoning Ordinance, undergrounding of utilities is required for all tract map subdivision improvements, new development, Planned Developments, and is included as a Condition of Approval for the proposed Amendment. With the conduit already installed underground with the commercial carwash construction, the residential developer will need to relocate the lines underground at the time of subdivision improvements for the tract map and residential site development.

Traffic & Frontage Improvements

Frontage improvements for the amended project shall be consistent with previous project approvals for this development. A traffic impact report was completed for the project in 2015 in conjunction with the Mitigated Negative Declaration. The traffic study indicated that the following would need to be implemented to reduce traffic impacts created by the proposed development:

- Dedicated Left turn lane onto El Camino Real from Principal Avenue;
- Dedicated Right Turn Lane onto El Camino Real from Principal Avenue;
- On-street parking restrictions at corner of Principal Avenue near El Camino Real intersection to improve sight distance lines for vehicles.

The Principal Avenue Right-of-Way is 60-feet wide. Currently, 32-feet of Principal Avenue has been constructed, which includes a sidewalk and two 12-foot travel lanes, and an 8-foot parking lane adjacent to existing development. The proposed development would widen Principal Avenue to full right-of-way build out from Pino Solo Avenue to El Camino Real, which is reflected in the tentative subdivision map. Proposed improvements include additional paved shoulders and a sidewalk. On-street parking will be made available on portions of Principal Avenue in front of the live-work units and the residential units, but will not be allowed near the El Camino Real intersection.

A supplemental traffic analysis has been completed for the current project amendment. The project engineer determined that a proposed 55 residential units and the commercial portions of the project create a total of 676 daily trips, which would be

adequately mitigated with the previous street improvements identified for Principal and at the corner of El Camino Real. The traffic report states that the increase in traffic would not degrade the level of service at the study intersections and no additional traffic recommendations are warranted.

Planned Development Benefit Policy

The applicant is proposing to amend a previously approved Planned Development No. 24. A density bonus is being proposed consistent with State law and would include a total of 52 units.

The Planned Development Benefit Policy was established by the City Council in 2004. It allows for deviation in the City’s standards for setbacks, heights, parking, minimum lot size, etc. in exchange for community benefits that have been established by the City Council. The Planned Development Policy requires certain benefits be provided in order to warrant the granting of special or modified development standards. The benefit chart is shown below.

PD Location	Tier 1 Benefits	Tier 2 Benefits
Inside of Urban Core PD-7 PD-17 Custom PD's	a) Affordable / Workforce Housing b) High Quality Architectural Design c) High Quality Landscape Design d) Buffering between Urban and Suburban zones (large lot sizes, increased setbacks, landscape buffers, etc.) e) Higher density to meet Housing Element goals	a) Pocket Parks in larger projects b) Trails / Walkways for Pedestrian Connectivity c) Historic Preservation
Outside of Urban Core Rural / Suburban Areas PD-16 Custom PD's	a) Natural Open Space Preservation	a) Multi-Purpose Trails – Equestrian / Bicycle / Pedestrian b) Recreational Areas / Facilities c) Historic Preservation

Findings related to the required project benefits must be made for approval of a Planned Development. The Planning Commission and the City Council must find that the amended project provides all Tier 1 benefits, including high quality landscape and architecture, and affordable housing, in order to approve the Planned Development amendment currently proposed.

Inclusionary Housing & Affordable Housing Density Bonus

The City Council has an interim inclusionary affordable housing policy that requires a percentage of units within residential developments that require a legislative approval to be reserved as deed restricted affordable units. Providing affordable housing is also one of the mandatory Tier 1 benefits of the City Council’s Planned Development Policy.

The City Council inclusionary policy requires that planned development projects of 10 units or more are to provide 20% of the units as deed restricted affordable housing within the project site. Units must be mixed throughout the development, and a phasing plan must be approved to show that the affordable units will be constructed at the same time as the market rate units. Projects of 11 or more units must build units or receive a Council approval to pay in-lieu fees. The complete Council inclusionary policy is included as Attachment 3 of this staff report.

The previous 2015 Principal mixed-use project was approved for 37 residential units; therefore, Conditions of Approval required construction of 7 affordable units within the project development, including 1 very-low, 3 low, and 3 moderate income level units. Based on the City Council policy that requires 20%, the current project proposal for 52 units would be required to provide 10 affordable units on site, including 2 very low, 4 low, and 4 moderate income level units.

However, the City Council Inclusionary Policy also includes a provision that if a project provides affordable housing consistent with the State Density Bonus, then the project is exempt from additional inclusionary housing requirements. The State Density Bonus was updated a few years ago and now requires a lower percentage of affordable units than the City's Inclusionary policy. According to the State Density Bonus law, the proposed project can qualify for the 10% State density bonus if it provides either:

- 6 Moderate units (10% of 52 units); **or**,
- 6 Low units (10% of 52 units); **or**,
- 3 Very low units (5% of 52 units)

The project applicant is currently proposing to construct six (6) **moderate income affordable units** on site. This number of units will qualify the project for a 10% density bonus per State law, and therefore, the City's Inclusionary policy would not be applied. At this time, the City has exceeded its share of affordable housing within the moderate income category. Units within this category often sell or rent at rates that are close to market rates. However, the City has not been able to meet its quota for the anticipated supply of **low** and **very low** income housing. Additionally, moderate units are often removed from the affordable housing program after several years as they are sold. In this case, staff recommends that the project incorporate 3 units that will be available to households in the low income category in addition to 3 in the moderate income category.

With development of affordable housing, the City Council has emphasized the desire to have deed restricted units blend with the surrounding neighborhood. Per the Inclusionary policy, the exterior design and quality standards for affordable units shall be comparable to those of market rate units. Affordable units may be of a smaller size and utilize less expensive interior finishes. Affordable units shall be distributed throughout a project site and not concentrated in one location. These standards are

intended to remove any stigma around affordable housing, and to make the units blend seamlessly with the rest of the development, creating a unified neighborhood.

With the current proposal for Principal, the affordable units are somewhat scattered throughout the development, with 3 units proposed in the stacked flat building, and three units within other attached buildings throughout the development.

When considering alternative plans for consistency with the requirements of the Council's Inclusionary policy, it is important to note that most of the affordable housing built within the City of Atascadero has been made available through the inclusionary housing policy requirements with planned developments. Approximately 310 deed restricted affordable housing units have been constructed in Atascadero since 2000. About 124 of those units were created through Planned Developments which were required to provide on-site affordable housing. The production and availability of low and very-low income units provided through this policy are vital in meeting the State Regional Housing Needs Allocation requirements for affordable housing.

Staff recommends that the affordable housing proposal provide at least 3 low and 3 moderate units in order to achieve the findings of the Planned Development overlay zone.

City Council Mixed-use Policy:

In June 2004, the City Council established the following policy requirements for mixed-use projects:

1. Implement the Taussig Study on the residential portion;
2. Require commercial to be constructed before or simultaneously with the residential portion. Commercial permit(s) must be obtained first and the first permit to be finalized in the project shall be the commercial permit(s); and
3. Require at least 50% of the project to be commercial. The commercial component cannot include mini-storage or other non-sales tax producing uses, including office.

These policies applied to new mixed-use project applications requiring General Plan Amendments. The originally approved Principal mixed-use project did not meet the City Council's 3rd condition, but a finding was made and the project was approved in 2004. The original project devoted approximately 16% of the site to commercial development with the remaining 84% comprised of residential and recreational land uses. The 2015 amendment further reduced the amount of commercial uses from 16% to 5% of the total site uses. The commercial component included non-sales tax producing uses including office and a carwash.

The current 2019 amendment proposal adds one new 8111 sq. ft. commercial parcel to the project, thereby potentially increasing the percentage of the project devoted to commercial uses. Minor reductions to the commercial office spaces within the live-work units are proposed to reduce the first-floor office square footage from 3200 sq. ft. to

2400 sq. ft. The DRC discussed this proposed change to the live-work offices, but determined that this area is not a prime street frontage for commercial space, and felt that reducing commercial square footage at this location would not be detrimental to the City.

Tentative Tract Map

A new 62-lot Vesting Tentative Subdivision Map (Tract 3070, dated 2019) is proposed. The Vesting Tentative Map has been conditioned by Staff to meet City standards. The applicant will be required to record CC&R's with the final map that will include maintenance provisions for drainage areas, open spaces, etc. throughout the proposed development as needed. Annexation to the CFD will also be required prior to recordation of final map.

Planned Development Overlay #24 Amendment

The proposed project amendment application requires amending the Planned Development #24 code text in the Municipal Code order to modify the unit count and project requirements of the PD-24. The proposed amendments to the Planned Development overlay text will allow for the development and uses, as conditioned, on the subject site. These proposed amendments are included as a part of Attachment 7 (Draft Zone Change PC Resolution.)

General Plan Land Use and Zoning Map Amendments

Amendments to the City Zoning Map and General Plan land use designation map are proposed to change the 8111 sq. ft. area adjacent to El Camino Real from Medium Density Residential / RMF-10, to General Commercial / Commercial Retail. The site is located directly on the main arterial frontage between the new carwash and the existing flooring store. The site was rezoned from CR to RMF-10 in 2004 with the original project approval, and was identified as a drainage basin for the residential development. The drainage plan has been redesigned and no longer necessitates the use of this area for water storage. By changing the zoning back to Commercial Retail at this location, there is opportunity for future infill commercial development. The DRC recommended the General Plan and zoning map amendments. These proposed zoning and land use map amendments are included as Attachments 6 and 7.

Conclusion

The Principal mixed-use Planned Development Project will provide 52 housing units and commercial opportunities on a currently vacant and underutilized site. The applicant is proposing modifications to the previously approved project to meet current housing markets demands and include enhanced site, landscape and street frontage designs.

City staff and the DRC recommend the Planning Commission approve Draft PC Resolutions A-D, recommending the Planning Commission move this project to the City Council for approval as conditioned.

ENVIRONMENTAL DETERMINATION:

As lead agency, the City of Atascadero has prepared a Draft Mitigated Negative Declaration for the revised project in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code, section 21000 et seq.) and the State CEQA Guidelines. The Draft MND was circulated to public agencies, State Clearing House, and interested members of the public on February 8, 2019. The environmental analysis identified potential impacts to aesthetics, noise, biological resources, air quality, water quality, and traffic. Mitigation measures pertaining to these resources were included.

Comments were submitted during the public review period by neighbors of the project, Caltrans, APCD, the Healthy Communities Work Group, and the Salinan Tribe. One mitigation measure has been added to the draft Mitigated Negative Declaration to address cultural resources. Rather than conducting an archeological study on the entire site, the Salinan tribe requested tribal monitoring onsite during all tree removals, as cultural items have a higher likelihood of occurring near large native trees. A mitigation measure has been incorporated to address this request.

A finding is proposed that the project would not have a significant effect on the environment based upon the implementation of the identified mitigation measures. Staff is recommending the Commission recommend that the City Council certify Proposed Mitigated Negative Declaration 2019-0002.

FINDINGS:

To recommend approval of the proposed project amendments, findings are required to be made by the Planning Commission. The City's General Plan and Zoning Ordinance identify the specific findings that must be made to approve the General Plan Amendment, Planned Development Overlay Text Amendments and zoning map amendment, the conditional use permit, and the tentative tract map. Findings and the facts to support these findings are included in the attached draft resolutions (Attachments 5, 6, 7, and 8).

ALTERNATIVES:

1. The Planning Commission may recommend to the City Council modifications to the project and/or Conditions of Approval for the project. Any proposed modifications, including Conditions of Approval, should be clearly re-stated in any vote on any of the attached resolutions.
2. The Planning Commission may determine that more information is needed on some aspect of the project and may refer the item back to the applicant and Staff

to develop the additional information. The Commission should clearly state the type of information that is required. A motion, and approval of that motion, is required to continue the item to a future date.

3. The Planning Commission may recommend the City Council deny the project. The Commission must specify what findings cannot be made, and provide a brief oral statement, based on the Staff Report, oral testimony, site visit, correspondence, or any other rationale introduced and deliberated by the Planning Commission. If the proposed project amendment is denied, the previously approved 2015 Planned Development #24 would remain in place for the site.

ATTACHMENTS:

1. Project Review / Environmental Review Checklist
2. Applicant's Proposal
3. City Council Inclusionary Housing Policy & State Density Bonus Law
4. Previously Approved Project Exhibits (2015)
5. Draft PC Resolution 2019-A (Certification of 2019 Mitigated Negative Declaration)
6. Draft PC Resolution 2019-B (General Plan Map amendment)
7. Draft PC Resolution 2019-C (PD-24 Zoning Text Change, Zoning Map Change)
8. Draft PC Resolution 2019-D (Tentative Tract Map & Master Plan of Development)

ITEM 6
Principal Mixed-Use Planned Development Amendment
PLN 2014-1519 / ECR Principal, LLC

ATTACHMENT 1: Project Review Checklist
PLN 2014-1519 Amendment

Basic Project Information	
Project Number:	PLN 2014-1519 (CUP, TTM, ZCH, GPA)
Planner:	Callie Taylor, Senior Planner
Project Address:	9105, 9107, 9109 Principal Ave, 9300 Pino Solo
APN:	030-491-001; 013; 019; 020
City: Atascadero	County: San Luis Obispo
Site Area:	5.25 acres
General Plan Designation:	Medium Density Residential (MDR), General Commercial (GC)
Zoning District:	Residential Multi-Family (RMF-10), Commercial Retail (CR), PD-24 (Planned Development #24)
Project Description:	The project consists of an amendment to a previously approved Planned Development #24 at the corner of El Camino Real and Principal Ave. The applicant is proposing a new Tentative Tract Map to increase the number of residential units to 52 units, which includes a 10% density bonus for providing affordable housing. Six (6) deed restricted moderate income affordable units are proposed. Proposed project components include 6 live-work units, 3 detached single-family units, 39 attached row house style units, 4 stacked flat units, and the carwash which was previously approved in 2014. Modifications to the site design and building designs are proposed with the new Master Plan of Development.

Existing & Surrounding Information			
Existing Uses:	Carwash currently under construction		
Use Classification:	Multi-Family Housing / Car wash / Offices / Retail	Allowed <input type="checkbox"/>	Conditional <input checked="" type="checkbox"/>
Surrounding Uses / Zoning District:	North:	RSF-Y / CR / Gusta Rd	
	South:	RMF-20 / CR / Principal Avenue	
	East:	Residential Single-Family (RSF-Y)	
	West:	Commercial Retail (CR) / El Camino Real	
Colony house(s) on property?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Notes:
Any existing structures 50 years or older?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Notes: Demolition of structures analyzed in 2015 CEQA document, structures demolished in 2017

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Does the site contain any jurisdictional waters? (blue line creeks, wetlands, etc.)	<input type="checkbox"/> Atascadero Creek <input type="checkbox"/> Graves Creek <input type="checkbox"/> Paloma Creek <input type="checkbox"/> Boulder Creek <input checked="" type="checkbox"/> Other: ephemeral drainage / swale <input type="checkbox"/> N/A			
Zoning Ordinance / Municipal Code Standards:				
Does the proposed project exceed the maximum density allowed in the existing/proposed zoning district?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Calculate density: <u>RMF-10</u> : 4.4 acres @ 10 du/acre= 44 units <u>CR</u> : 0.98 acres @ 20 units/acre = 20 units on live-work commercial site 52 residential units proposed (46 units on RMF sites, 6 live-work units on CR site), includes 10% density bonus per State Density Bonus Law	
What is the total non-residential square footage (sf)? <input type="checkbox"/> N/A	Total Square Foot: 3,745 sf. (non-residential buildings), plus future development on second commercial lot			
Does the proposed project meet setback standards? (AMC 9-4) <input type="checkbox"/> N/A	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If no, explain: Standard setbacks (AMC 9-4) for multifamily zone and commercial adjacent to a residential zone require between 15' to 25' front setbacks, 5' side setbacks, and 10' rear and corner side setbacks. Reduced setbacks can be approved through the Planned Development process.	
Does the proposed project meet maximum height standards? (AMC 9-4) <input type="checkbox"/> N/A	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If no, explain: A height waiver exception is requested to exceed the 35' height maximum in the CR zone (39' requested.)	
If the proposed project requires fencing, does it meet standards? (AMC 9-4) <input type="checkbox"/> N/A	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If no, explain: Conditions of Approval require 6' solid fences meet setback requirements of the PD.	
If the proposed project requires landscaping, does it meet standards? (AMC 9-4 / AMC 8-10) <input type="checkbox"/> N/A	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If no, explain:	
If the proposed project includes a parking requirement, does it meet standards? (AMC 9-4) <input type="checkbox"/> N/A	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Parking Required: 153 spaces Parking Provided: 187 spaces (includes driveways)	If no, explain:

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If the proposed project includes lighting, does it meet standards? (AMC 9-4) □N/A	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If no, explain:
Does the proposed project meet established standards for uses listed in AMC 9-6, if applicable? □N/A	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If no, explain:
Does the proposed project need any other exceptions to the City Zoning Ordinance?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If yes, explain: Custom Planned Development 24 Overlay proposed to allow site specific zoning standards. Covered parking for 4 stacked flat units not provided. Findings to allow relief from standards included in draft resolution

Environmental Information

Is the proposed project under the screening criteria for Project Air Quality Analysis by SLOAPCD?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Notes: Proposed project does not exceed air quality and emissions thresholds set by the Operational Screening Criteria for Project Air Quality Analysis
Based on aerial photography of the site, will the project have an effect on any riparian or sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Notes: Mitigation measures require permits or clearance from these agencies
Is the proposed project located on or near a known historical or cultural resource (Use GIS internal mapping)?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Notes:
Does the site contain any evidence of past landslides, unstable soils or serpentine rock?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Notes:
Does the proposed project include more than 50 cubic yards of grading?	Yes <input checked="" type="checkbox"/> (requires grading plan)	No <input type="checkbox"/>	Notes: Grading and drainage plan has been submitted

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Does the proposed project including grading on slopes greater than 10 percent?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Notes:
Does the new project include more than 2,500 square feet of new or replacement impervious surface? (required for RWQCB Post Storm water Construction Regulations)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Storm water permits required
Does the proposed project remove any native trees? (AMC 9-11)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Number of Trees proposed to be removed: 6 (live oaks & blue oaks) Total DBH proposed to be removed: 149 inches
Is the project located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List)?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If Yes, explain:

Environmental Information

Does the proposed project alter the existing drainage pattern of the site or alter a designated waters of the US?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If Yes, explain: Drainage plan proposed
Does the proposed project increase noise levels in excess of City Standards when the use is complete?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If Yes, explain: An acoustical noise study was included with the 2015 car wash MND
Does the proposed project increase temporary noise levels that cannot be mitigated by the City's existing Noise Ordinance?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If Yes, explain:
Does the proposed project require construction of new water and/wastewater treatment facilities?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If Yes, explain:
Does the proposed project require the construction of new recreational facilities?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If Yes, explain: Development Impact fees are to be paid.

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Does the proposed project decrease the established traffic Level of Service below Level "C" as contained in the General Plan? (Use ITE Trip Generation for review)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Number of daily trips generated: 676 ADT PM Peak: 67 PM	If Yes, explain:
City Council Policy				
Is the project applicable to any of the following City Council policies?	Inclusionary Housing <input checked="" type="checkbox"/> Mixed-Use Processing <input checked="" type="checkbox"/> Park / Creek Reservation <input type="checkbox"/> Planned Development <input checked="" type="checkbox"/> Prime Commercial Sites <input type="checkbox"/>			

ATTACHMENT 2: Applicant's Proposal
PLN 2014-1519 Amendment / ECR Principal LLC

To: Callie Taylor, Senior Planner, City of Atascadero 805-470-3448 ctaylor@atascadero.org
Phil Dunsmore, Director, City of Atascadero (805) 461-5035 pdunsmore@atascadero.org

From: Royce Eddings, Agent, ECR Principal, LLC 805-423-5850 royce.eddings@gmail.com
Barry Ephraim, Manager, ECR Principal, LLC 310-927-3675 barry.ephraim@sbcglobal.net
John Young, Agent, ECR Principal, LLC 909-297-6439 young4sd@gmail.com

Date: April 18, 2019

Re: Description of Principal Mixed Use Project
Tract 3070 at 9105, 9107, and 9109 Principal and 9300 Pino Solo

We are pleased to provide this description for the Principal Mixed Use project.

1. Project Summary

- a. The project has 52 houses consisting of 3 detached houses, 4 stacked flats, and 45 townhouses. The site's zoning allows 52 houses without an affordable housing density bonus. In 2005, the site was approved for 49 units, in 2015 37 units, and in 2017 42 units.
- b. The 6 townhouses along Principal Avenue will be live work units with office use on the ground floor and residential use on the upper floors. Residential use will be prohibited on the ground floor. The site's zoning allows these live work units.
- c. The project's approvals include the tract map for the Quiky Car Wash which is under construction and nearing completion.

2. Site Plan Summary

- a. The site plan is substantially the same as the site plan for prior versions of the project.
- b. The site plan is designed around 4 large oak trees with the main road circling a large oak tree. There are multiple small open space areas including one with a tot lot.
- c. All of the houses in the interior of the development are attached. The versions of the project approved in 2005 and 2015 had mostly attached houses.
- d. In accordance with the best management practices recommended by the Central Coast Water Board, pervious pavers will be used for all driveways and parking spaces and bioswales will be installed in the front yards of most of the houses.
- e. The storm water retention basins have been designed with shallow grades so that they do not have to be surrounded with perimeter fencing.
- f. The lot on El Camino Real adjacent to the Williams Carpet Store will be landscaped with an attractive rock garden to prevent unauthorized use.

ATTACHMENT 2: Applicant's Proposal
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- g. The overhead AT&T fiber optic line along El Camino Real in front of the project line will be undergrounded and above grade poles removed.

3. House Product Summary

- a. The houses on Lots 1-3 will have a similar appearance to the existing houses on Pino Solo. Each of these three houses will have 2,000+ square feet of living area, a wraparound covered porch which faces Pino Solo, and a front elevation which faces Principal.
- b. The live work building on Principal Avenue will serve as a transition from the commercial uses on El Camino Real, including the car wash, to the residential uses in the development and along Pino Solo. The live work townhouses will have a commercial appearance, including awnings and floor to ceiling windows at their entries, and their Autumn Red and Tin Foil Grey siding colors will be similar to colors used for the car wash's walls and roof. The live work building will have many features used in the residential portion of the development such as Tin Foil Grey and Summer Green siding and Old San Luis Brick stone veneer wainscoting. In addition, like the rest of the residential product, the townhouses on the end of the live work building will only have two levels.
- c. The townhouses in the interior of the development will have high quality and distinctive architecture including:
 - i. Prominent use of siding in multiple styles including horizontal siding, vertical board and batten, and faux shingle;
 - ii. Generous use of stone veneer wainscoting which in some locations will extend to cover the house's entire 1st level and side elevation;
 - iii. A trellis feature in front of the entry to the end townhouses;
 - iv. Offsetting adjacent houses to improve the front elevation and street scene;
 - v. Outrigger beams and window shutters; and,
 - vi. Balconies.
- d. The townhouses in the interior of the development will have considerable individual variation.
 - i. Multiple building types are used; i.e., duplex, triplex, fourplex, and fiveplex;
 - ii. Colors include Gallery White, Summer Green, and Tin Foil Grey;
 - iii. The stone veneer styles include Old San Luis Brick, Grey Ledge stone, and Chicago Used Brick;
 - iv. Roof shingles will be in Pewter and Charcoal colors; and,
 - v. Front entry doors with dynamic colors such as Carbon, Fire Cracker, Crown Jewel, Juniper Berries, Stained Wood, and Thai Teal.
- e. The development's color emphasis is Gallery White which for 5+ years has been the most common color in high end house construction throughout coastal California. A prominent example of this approach is Caruso's new Miramar Hotel in Montecito.
<https://caruso.com/our-portfolio/rosewood-miramar-beach-montecito/>

ATTACHMENT 2: Applicant's Proposal
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4. Live Work Summary

The 6 live work townhouses along Principal Avenue have been designed for commercial/office use on the ground floor. Each townhouse has a separate entry for its commercial space, front awnings and floor to ceiling windows, a front sidewalk adjacent to the offices, and dedicated driveway parking space(s) for customer parking. A covenant which will prohibit residential use on the ground floor will be recorded against the title for each townhouse. We expect that the live work townhouses will be well received because we only are building 6 of the townhouses, many people now work from home, 4 of the 6 townhouses will eligible for FHA financing, and the small size of 4 of these townhouses will allow us to offer two of the townhouses at prices from the low to mid \$300,000 range and two townhouses from the high \$300,000s. We expect that these prices will be sufficiently affordable to attract significant interest.

5. Affordable Housing Discussion

The City's Interim Inclusionary Housing Policy ("Interim Policy") and Density Bonus Ordinance ("Bonus Ordinance") require that we provide 6 Moderate units.

Projects that qualify for the Bonus Ordinance are exempt from the Interim Policy. The Bonus Ordinance provides that a for sale condominium project may satisfy its City affordable housing obligation by selling 10% of its units to Moderate Income homebuyers. Principal is a for sale condominium project with 52 units and as such 6 Moderate unit satisfies the City's affordable housing requirement.

The affordable housing will be integrated throughout the development as follows:

Phase 1:	Lots 38 and 44-46
Phase 2:	Lots 11 and 14

6 Moderate units is a reasonable affordable housing contribution from the project, because:

- First, 6 Moderate units fulfills the requirements of the City's Code.
- Second, in addition to the 6 Moderate units the development also will include 4 live work units which will be affordably priced in the mid \$300,000 range. Imposing an affordable housing restriction on these live work units would exacerbate the qualification challenges.
- Third, we expect to sell the project's 46 market rate units at an average price of approximately \$430,000 which is only \$58,000 more than the Moderate income sales price limit of \$382,000 (3 BR) and is almost \$100,000 less than the Workforce sales price limit of \$529,000 (3 BR). As such, the project's market rate units will make a significant affordable housing contribution.
- Fourth, it will cost us approximately \$257,000 to provide the 6 Moderate units.
- Fifth, our cost to deliver a deeply affordable unit is disproportionate to the benefit. It would cost us approximately \$200,000 to provide 1 Low income unit and \$250,000 for 1 Very Low income unit. This is cost prohibitive for an entry level infill workforce housing

development. And, developers such as Peoples Self-Help Housing (PSHHC) deliver these affordable units at no cost to the developer or City.

- Sixth, our commitment to provide 6 Moderate units compares favorably with the requirements of the County of San Luis Obispo's inclusionary ordinance. In 2018, the County's Ordinance would have allowed us to buy out of the affordable housing obligation for a fee of \$118,404 (\$1.50 per square foot of living area times 78,520 square feet of living area). In March, 2019 the County revised the Ordinance to exempt projects with an average unit size of less than 2,200 square feet of living area. The Housing Authority of the County of San Luis Obispo and Peoples Self-Help Housing lobbied for the exemption to apply only to those developments which had units with an average living area of less than 1,600 square feet. Our development's units have an average size of 1,510 square feet.
- Seventh, our commitment to provide 6 Moderate units compares favorably with the requirements of the City of San Luis Obispo's inclusionary ordinance. The City's Ordinance would only require that our project (with minor modifications) provide 1 Low unit and 1 Moderate unit.
- Eighth, already, the City is close to meeting its Regional Housing Needs Assessment production targets of 160 Low and Very Low Income units. The Knolls at the Avenida, the project recently built by the Corporation for Better Housing, has 74 units. PSHHC is working on a 45+/- unit project near the failed Walmart site. These two projects constitute more progress towards meeting the RHNA target than any other City in the County, with the exception of Paso Robles which is getting credit for its reconstruction of 200+/- units of World War II era public housing at the north end of Paso Robles between Spring Street and US 101.

6. Conclusion

Please let us know if you have any questions or concerns regarding our Principal development. We would be happy to provide a tour of the site or of our prior completed projects for which additional information is easily available at the following websites:

<https://www.oaktrail805.com/>
<https://www.bellacasa805.com/>
<https://www.cuveecourt.com/>

Last year, we completed sales at Oak Trail and Bella Casa, our two developments in Atascadero. Of the nineteen buyers, the majority were retired, only three were younger than 55 years old, and only one lived outside of San Luis Obispo County. Most buyers lived in Atascadero or Paso Robles. More than one third of the buyers were public employees including two school teachers, one police officer, one firefighter, one City of Atascadero employee, and one water agency employee. The houses sold for between \$500,000 and \$650,000.

We were surprised that most younger buyers could not afford the houses at Oak Trail and Bella Casa. We expect that Principal's lower price point will allow us to reach these younger buyers. Like we experienced at Oak Trail and Bella Casa, we believe that most of the buyers at Principal will have

**ATTACHMENT 2: Applicant's Proposal
PLN 2014-1519 Amendment / ECR Principal LLC**

a long-term connection to Atascadero. As a result, we expect that most of the households at Principal will be young families headed by parents who were born and raised in Atascadero.

Thank you for the privilege to continue to build houses in your community.

ATTACHMENT 3: City Council Inclusionary Housing Policy

Interim Inclusionary Housing Policy (Adopted)

Adopted by City Council June 24, 2003
 Amended by City Council November 25, 2003

Inclusionary Section	Interim Policy
A. Project Requirements	a) All residential projects that require legislative approval are subject to the inclusionary requirement as follows: <ol style="list-style-type: none"> a. Projects of 1-10 units: pay in-lieu fee or build units. b. Projects of 11 or more units must build units or receive a Council approval to pay in-lieu fees.
B. Percent Affordable	<ol style="list-style-type: none"> 1. The percentage of units within a project that must be affordable shall be 20%. 2. The distribution of affordable units in single-family land use areas shall be as follows: <ol style="list-style-type: none"> a. 100% Moderate 3. The distribution of affordable units in multi-family and mixed-use commercial land use areas shall be as follows: <ol style="list-style-type: none"> a. 20% Very Low Income b. 37% Low Income c. 43% Moderate 4. In-lieu fees shall be collected for all fractional units up to 0.499 units, fractional units of 0.50 and greater shall be counted as 1.0 units. 5. All inclusionary units shall be deed restricted for a period of 30 years.
C. Exceptions	<ol style="list-style-type: none"> 1. Projects that do not require a legislative approval from the City shall not be subject in the interim policy. 2. Projects that qualify for the State density bonus are exempt from additional inclusionary housing requirements. 3. Second units are exempt from the inclusionary requirement.
D. Affordable Housing Standards	<ol style="list-style-type: none"> 1. The exterior design and quality standards for affordable units shall be comparable to those of market rate units. Affordable units may be of a smaller size and utilize less expensive interior finishes. 2. Affordable units shall be distributed throughout a project site and not concentrated in one location. 3. Inclusionary units shall be built concurrently with market rate units. A construction timeline shall be approved by the City Council prior to construction.
E. In-Lieu Fees	<ol style="list-style-type: none"> 1. In-lieu fees for units and fractions of units shall be based on 5.00% of the construction valuation of the market rate unit.
F. Alternatives	<ol style="list-style-type: none"> 1. The developer may request and the City Council may approve any of the following alternatives to on-site construction or payment of in-lieu fees for inclusionary units: <ol style="list-style-type: none"> a. Off-site construction b. Land dedication c. Combinations of construction, fees and land dedications.
G. Incentives	<ol style="list-style-type: none"> 1. As an incentive to provide affordable units, all inclusionary units shall be treated as density bonus units that are not counted as part of the maximum density entitlement of a site.

ATTACHMENT 3: State Density Bonus Law, Codified in Atascadero Zoning Ordinance in 2013

Atascadero Municipal Code

[Title 9 PLANNING AND ZONING](#)
[Chapter 3 ZONING DISTRICTS](#)

Article 30. Density Bonus

9-3.801 Purpose.

The purpose of this section is to comply with State Density Bonus Law (California Government Code (GC) Sections 65915 through 65918), by providing increased residential densities for projects that guarantee that a portion of the housing units will be affordable to very low-, low-, or moderate-income households, senior citizens, or include child care facilities.

(a) Projects that utilize the density bonus are not required to implement the City's Inclusionary Housing Policy or other inclusionary housing ordinance in effect at the time of issuance of building permit. (Ord. 570 § 1, 2013)

9-3.802 Applicability.

The provisions of this section apply to the construction of five (5) or more housing units as a part of any tentative subdivision map, master plan of development (conditional use permit) or other development application that satisfy one (1) or more of the following criteria:

(a) At least ten (10) percent of the units are designated for low-income households.

(b) At least five (5) percent of the units are designated for very low-income households.

(c) One hundred (100) percent of the units are designated for senior citizens as defined in Sections 51.3 and 51.12 of the Civil Code or mobile home park that limits residency based on age requirements for housing for older persons pursuant to Section 798.76 or 799.5 of the Civil Code.

(d) At least ten (10) percent of the units in a common interest development are designated for moderate-income households, provided that all units in the development are offered to the public for purchase. (Ord. 570 § 1, 2013)

9-3.803 Calculating the density bonus.

The density bonus shall be calculated as shown in the table below for very low-, low-, and moderate-income households. For housing developments meeting the criteria of Section 9-3.802(c), the density bonus shall be twenty (20) percent of the total number of senior housing units. All density calculations resulting in fractional units shall be rounded consistent with the City's Municipal Code Section 9-1.109.

Percentage of Affordable Units and Corresponding Density Bonus

Very Low-Income Households Earning < 50% AMI		Low-Income Households Earning < 80% AMI		Moderate-Income 120% AMI Persons/Families in Common Interest Development ¹	
Very Low- Income Units	Percentage of Density Bonus ¹	Low-Income Units	Percentage of Density Bonus ¹	Moderate-Income Units	Percentage of Density Bonus ¹
5%	20.0%	10%	20.0%	10%	5.0%
6%	22.5%	11%	21.5%	11%	6.0%
7%	25.0%	12%	23.0%	12%	7.0%
8%	27.5%	13%	24.5%	13%	8.0%
9%	30.0%	14%	26.0%	14%	9.0%
10%	32.5%	15%	27.5%	15%	10.0%
11%	35.0%	16%	29.0%	16%	11.0%
		17%	30.5%	17%	12.0%
		18%	32.0%	18%	13.0%
		19%	33.5%	19%	14.0%
		20%	35.0%	20%	15.0%
				21%	16.0%
				22%	17.0%
				23%	18.0%
				24%	19.0%
				25%	20.0%
				26%	21.0%
				27%	22.0%
				28%	23.0%
				29%	24.0%
				30%	25.0%
				31%	26.0%
				32%	27.0%
				33%	28.0%
				34%	29.0%
				35%	30.0%
				36%	31.0%
				37%	32.0%
				38%	33.0%
				39%	34.0%
				40%	35.0%

¹ Density bonus is above the highest range of base density.

(Ord. 570 § 1, 2013)

9-3.804 Developer incentives.

(a) Restrictions. When an applicant seeks a density bonus as prescribed by GC Section 65915, the City will grant developer incentives as required, unless it makes any of the following findings:

(1) The developer incentives are not required in order to provide affordable housing, as defined in Section 50052.3 of the Health and Safety Code, or for rents for the targeted units to be set as specified in GC Section 65915(c).

(i) The developer incentives would have a specific adverse impact, as defined in paragraph (2) of Subdivision (d) of Section 65589.5, upon public

health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

(ii) The developer incentives would be contrary to State or Federal law.

(b) Number of Developer Incentives. The number of developer incentives shall be in compliance with the table as shown below:

Number of Developer Incentives

Number of Developer Incentives	Set Aside Units		
	Very Low-Income Units	Low-Income Units	Moderate-Income Units in Common Interest Developments¹
1	5%	10%	10%
2	10%	20%	20%
3	15%	30%	30%

¹ Common interest development includes common interest developments of, or in a planned development as defined in Subdivision (k) of Section 1351 of the Civil Code that are offered to the public for purchase.

(c) Developer Incentives Defined. For the purposes of this section, concession or incentive means any of the following that results in identifiable, financially sufficient, and actual cost reductions:

(1) Reduced site development standards;

(2) Modified zoning code;

(3) Architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code;

(4) A reduction in setback requirements;

(5) Reduction of vehicular parking standards;

(6) Approval of mixed-use zoning if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area;

(7) Other regulatory developer incentives proposed by the developer;

(8) Other regulatory developer incentives proposed by the City. (Ord. 570 § 1, 2013)

9-3.805 Waivers and modifications of development standards.

(a) Proposal. In accordance with Government Code Section 65915(e), an applicant may propose a waiver or modification of development standards if it would physically preclude the construction of a development project under the criteria Section 9-3.802 at the densities or with the developer incentives permitted by this section. A waiver or modification of standards shall be reviewed by the City's Design Review Committee and approved by the Planning Commission and/or City Council.

(b) A proposal for the waiver or reduction of development standards pursuant to this subsection shall neither reduce nor increase the number of developer incentives to which the applicant is entitled pursuant to Section 9-3.804(b).

(c) Grounds for Denial. In accordance with Government Code Section 65915(e), the City may deny an applicant's request to waive or modify the City's development standards in any of the following circumstances:

(1) The application does not conform with the requirements of this section or Government Code Sections 65915 through 65918.

(2) The applicant fails to demonstrate that the City's development standards physically preclude the utilization of a density bonus on a specific site. The City's Design Review Committee or Planning Commission shall make the appropriate finding.

(3) The waiver or reduction would have a specific, adverse impact, as defined in Government Code Section 65589.5(d)(2), upon health, safety, or the physical environment, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.

(4) The waiver or reduction would have an adverse impact on any real property that is listed in the California Register of Historical Resources.

(5) The waiver or reduction would be contrary to State or Federal law. (Ord. 570 § 1, 2013)

9-3.806 Application procedure.

An application for a density bonus, developer incentive, or waiver or modification of development standards shall include the following information:

(a) Site plan;

(b) Preliminary architectural elevations;

(c) Preliminary floor plans;

(d) Preliminary landscaping plan;

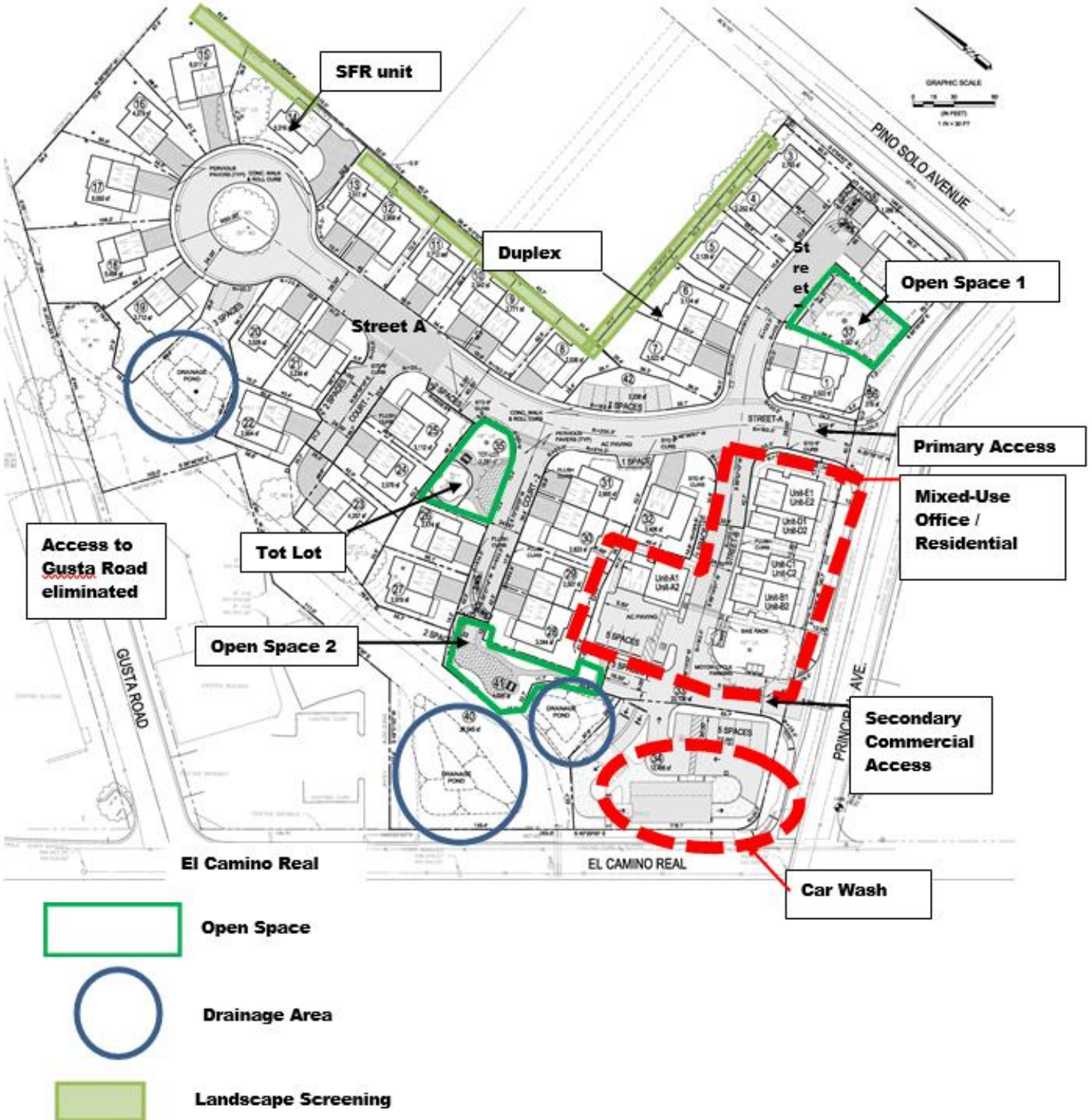
ITEM 6
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- (e) The total number of base units;
- (f) The number and location of proposed affordable housing units;
- (g) The specific developer incentive(s) sought, if any;
- (h) The specific waiver or modification to development standards sought, if any;
- (i) If seeking a developer incentive, documentation regarding the necessity of the developer incentive in order to provide affordable housing costs or rents;
- (j) If seeking a waiver or modification of development standards, documentation regarding the necessity of the waiver or modification, including documentation demonstrating that the City's development standards physically preclude the utilization of a density bonus;
- (k) If requesting a density bonus based on land donation in accordance with Government Code Section 65915(g), information sufficient to permit the City to determine that the proposed donation conforms with the requirements of Section 65915 and this code; and
 - (1) If requesting a density bonus based on the provision of a child day care facility in accordance with Government Code Section 65915(h), the application must:
 - (1) Provide the location of the proposed child day care facility and the proposed operator,
 - (2) Agree to operate the child day care facility for a period of time that is as long as or longer than the period of time during which the density bonus units are required to remain affordable,
 - (3) Agree to have contracted with a child day care facility operator for operation of the child day care facility before the first building permit is issued, and
 - (4) Agree that the child day care facility will be in operation when the first certificate of occupancy is issued. (Ord. 570 § 1, 2013)

ATTACHMENT 4: Previously Approved Project Exhibits (2015 – Current Approval)
2015 Site Plan

DATE: 03/20/13

Approved 2015 Site Plan



ATTACHMENT 4: Previously Approved Project Exhibits (2015- Current Approval)
2015 Landscape Plan



**ATTACHMENT 4: Previously Approved Project Exhibits (2015- Current Approval)
2015 Mixed-Use Elevations (LIVE-WORK UNITS)**



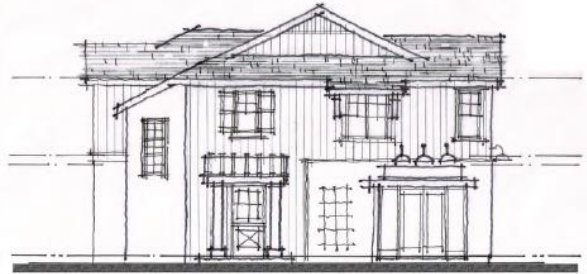
ITEM 6
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REAR ELEVATION



RIGHT ELEVATION

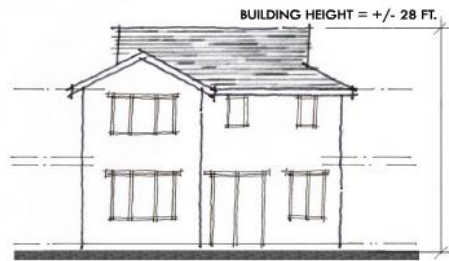


LEFT ELEVATION

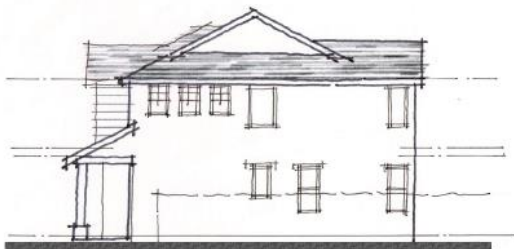
ATTACHMENT 4: Previously Approved Project Exhibits (2015 – Current Approval)
2015 Detached SFR Elevations and Floor Plans



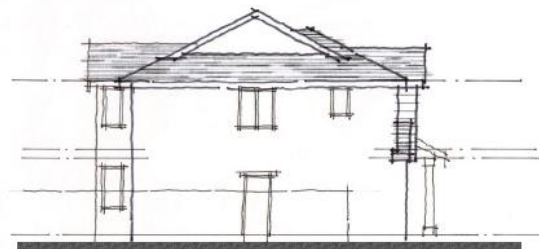
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REAR ELEVATION



RIGHT ELEVATION

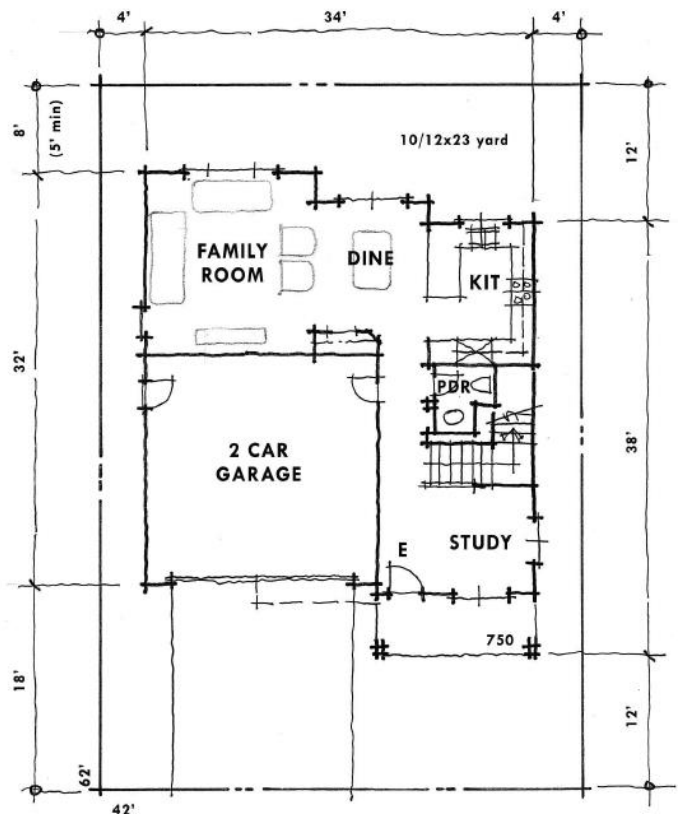


LEFT ELEVATION

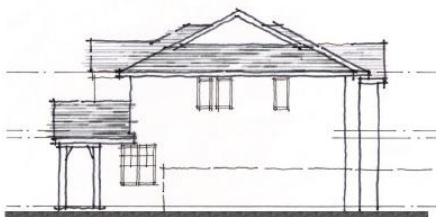
ATTACHMENT 5: Previously Approved Project Exhibits (2015 – Current Approval)
2015 Detached SFR Elevations and Floor Plans



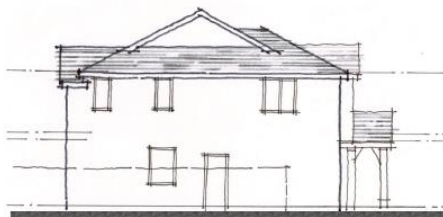
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REAR ELEVATION



RIGHT ELEVATION



LEFT ELEVATION

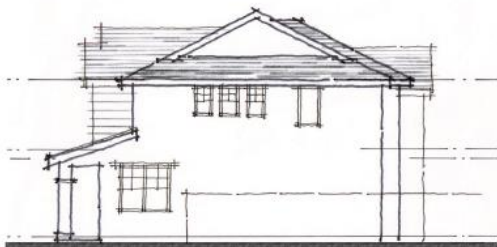
ATTACHMENT 5: Previously Approved Project Exhibits (2015 – Current Approval)
2015 Duplex Units



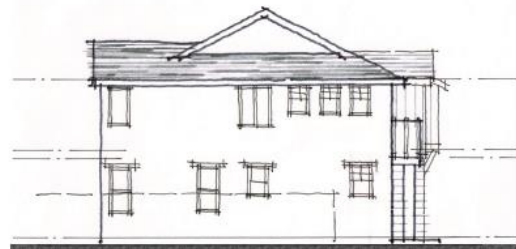
FRONT



REAR ELEVATION



RIGHT ELEVATION



LEFT ELEVATION

Attachment 5: DRAFT PC RESOLUTION 2019-A – Certification of 2019 Mitigated Negative Declaration
PLN 2014-1519 / Principal Mixed-use

DRAFT PC RESOLUTION 2019-A

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ATASCADERO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL CERTIFY MITIGATED NEGATIVE DECLARATION NO. 2019-0002 FOR THE PRINCIPAL MIXED-USE DEVELOPMENT APN 030-491-001, 013, 019, 020 9105 Principal Avenue / ECR Principal, LLC

WHEREAS, an application has been received from Barry Ephraim of ECR Principal, LLC (125 South Bowling Green Way, Los Angeles, CA 90049), Applicant and Owner, and Principal Partners LLC, (555 Ramona Drive, San Luis Obispo, CA 93405), Owner, to consider a zoning amendment to a previously approved Planned Development 24 Overlay zone, a General Plan map amendment, Master Plan of Development (Conditional Use Permit), a new Vesting Tentative Tract Map, and certification of a Mitigated Negative Declaration on a 5.25-acre site located at 9105, 9107, 9109 Principal Ave and 9300 Pino Solo (APN 030-491-001, 013, 019, 020); and

WHEREAS, an Initial Study and Proposed Mitigated Negative Declaration 2019-0002 were prepared for the project and made available for public review in accordance with the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, Section 21000, et. seq., of the Public Resources Code and Section 15000, et. seq., of Title 14 of the California Code of Regulations (the “CEQA Guidelines”), which govern the preparation, content, and processing of Negative Declarations, have been fully implemented in the preparation of the MND.

WHEREAS, pursuant to California State Law and the Atascadero Municipal Code, public hearing notices were mailed to all property owners within an area exceeding a three hundred foot radius of the subject property and a public hearing was published for a minimum of 10 days prior to the first public hearing; and

WHEREAS, the Planning Commission of the City of Atascadero has reviewed and considered the information contained in the MND for the Principal Mixed-use Planned Development amendment and associated applications; and

WHEREAS, the Atascadero Planning Commission held a duly noticed public hearing on May 7, 2019, at which all interested persons were given the opportunity to be heard and where

they considered testimony from staff, the applicant and the public prior to recommending approval of the proposed Addendum to the Principal Mixed-use Planned Development Amendment Mitigated Negative Declaration.

NOW, THEREFORE, BE IT RESOLVED, the Planning Commission of the City of Atascadero, hereby resolves to recommend that the City Council certify Proposed Mitigated Negative Declaration 2019-0002 based on the following Findings, and as shown in Exhibit A:

SECTION 1. Findings for Recommendation to Certify Mitigated Negative Declaration. The Planning Commission finds as follows:

1. The Proposed Mitigated Negative Declaration has been completed in compliance with CEQA; and

Fact. City Staff has prepared a proposed Mitigated Negative Declaration consistent with the CEQA Guidelines.

2. The Proposed Mitigated Negative Declaration was presented to the Planning Commission, and the information contained therein was considered by the Planning Commission, prior to recommending action on the project for which it was prepared; and

Fact. Draft Mitigated Negative Declaration 2019-0002 is included in full as Exhibit A of this resolution, and has been provided to the Planning Commission for consideration in advance of the public hearing for consideration of recommendation of adoption.

3. The project does not have the potential to degrade the environment when mitigation measures are incorporated into the project; and

Fact. Mitigation measures have been incorporated where needed to bring project impacts to a less than significant level. The supplemental traffic analysis identifies that no new mitigation is warranted based on changes to the project as proposed. The project does not have the potential to degrade the environment when mitigation measures are incorporated into the project.

4. The project will not achieve short-term to the disadvantage of long-term environmental goals; and

Fact. There is no evidence suggesting that the project will create disadvantage of long-term environmental goals. Environmental resources, such as the drainage swale and most of the native trees on site, have been protected in place with the proposed project. Mitigation measures have been incorporated to address impacts were applicable.

5. The project does not have impacts which are individually limited, but cumulatively considerable; and

Fact. Cumulative impacts were considered and analyzed during the preparation of the MND. The project does not have impacts which are individually limited, but cumulatively considerable.

ITEM 6
Principal Mixed-Use Planned Development Amendment
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6. The project will not cause substantial adverse effects on human beings either directly or indirectly.

Fact. The draft Mitigated Negative Declaration has evaluated environmental impacts which have the potential to result from the project, and shows that the project will not cause substantial adverse effects on human beings either directly or indirectly.

EXHIBIT A: Proposed Mitigated Negative Declaration No. 2019-0002

BE IT FURTHER RESOLVED, that a copy of this Resolution be delivered forthwith by the Planning Commission Secretary to the City Council of the City of Atascadero.

On motion by Commissioner _____, and seconded by Commissioner _____, the foregoing resolution is hereby adopted in its entirety by the following roll call vote:

AYES:	()
NOES:	()
ABSENT:	()
ABSTAINED:	()
ADOPTED:	

CITY OF ATASCADERO, CA

Tom Zirk
Planning Commission Chairperson

ATTEST:

Phil Dunsmore
Planning Commission Secretary

Exhibit A: Proposed Mitigated Negative Declaration 2019-0002
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See Attached



CITY OF ATASCADERO

COMMUNITY DEVELOPMENT DEPARTMENT

Notice of Intent to Adopt Mitigated Negative Declaration

APPLICATION	PLN 2014-1519 Amendment	Environmental Document No.	2019-0002
PROJECT TITLE	Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change		
APPLICANT NAME & PHONE NUMBER	Barry Ephraim, ECR Principal, LLC	Contact Email	ctaylor@atascadero.org
MAILING ADDRESS:	125 South Bowling Green Way	Los Angeles, CA	90049
STAFF CONTACT:	Callie Taylor, Senior Planner	(805) 470-3448	ctaylor@atascadero.org
PROJECT ADDRESS:	9105, 9107, 9109 Principal Ave, 9300 Pino Solo	Atascadero, CA 93422	APN: 030-491-001; 013; 019; 020

PROJECT DESCRIPTION:

The project consists of an amendment to a previously approved Planned Development #24 mixed-use project. The applicant is proposing revisions to the approved master plan of development and a new Tentative Tract Map to increase the unit count to 55 residential units, which includes a 10% density bonus for providing affordable housing. The master plan of development includes 1,830 square feet of office area as a part of the live-work units on Principal Avenue, and one drive-through carwash which is currently under construction as it was previously approved and analyzed through CEQA under the previous project approved in 2015. A 6,500 sq. ft. area directly adjacent to El Camino Real is proposed to be changed from RMF-10 zoning to Commercial Retail (CR) to allow for future commercial development along the El Camino corridor at a later date. The project site is approximately 5.4 acres with an average slope of less than 10 percent. There are six (6) native oak trees proposed for removal as a part of the revised project. Project access will be provided at two driveways on Principal Avenue.

General Plan Designation: Medium Density Residential (MDR) / General Commercial (GC)

Zoning District: Residential Multi-Family (RMF-10) / Planned Development (PD-24) / Commercial Retail (CR)

LEAD AGENCY: City of Atascadero
Community Development Department
6500 Palma Avenue, Atascadero, CA 93422

DOCUMENT AVAILABLE ONLINE: <http://www.atascadero.org/environmentaldocs>

STATE CLEARING HOUSE REVIEW: Yes NO

REVIEW PERIOD BEGINS: 2/8/2019 **REVIEW PERIOD ENDS:** 3/10/2019

PUBLIC HEARING REQUIRED: No Yes Date to be determined

PUBLIC NOTICE: The City of Atascadero is releasing a draft Initial Study and Mitigated Negative declaration for 9105, 9107, 9109 Principal Ave, 9300 Pino Solo for review and comment to all effected agencies, organizations, and interested parties. Reviewers should focus on the content and accuracy of the report and the potential impacts upon the environment. The notice for this project is in compliance with the California Environmental Quality Act (CEQA). Persons responding to this notice are urged to submit their comments in writing. Written comments should be delivered the City (lead agency) no later than 5pm on the date listed as "review period ends". Submittal of written comments via email is also accepted and should be directed to the Staff contact at the above email address. This document may be viewed by visiting the Community Development Department, listed under the lead agency address, or accessed via the City's website.



CITY OF ATASCADERO

COMMUNITY DEVELOPMENT DEPARTMENT

Initial Study Summary – Environmental Checklist

APPLICATION PLN 2014-1519 Amendment **Environmental Document No.** 2019-0002

PROJECT TITLE: Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change

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.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards / Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population / Housing | |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Community Development Director finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 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.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact 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.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) 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.

Callie Taylor

Prepared by (Print)

Signature

Date

Phil Dunsmore

Reviewed by (Print)

Signature

Date



PROJECT ENVIRONMENTAL ANALYSIS

The City of Atascadero's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes Staff's on-site inspection of the project site and surrounding and a detailed review of the information on file for the proposed project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geological information, significant vegetation and/or wildlife resources, water availability, wastewater disposal service, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of this initial study. The City of Atascadero uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies, or organizations interested in obtaining more information regarding the environmental review process for a project should contact the Community Development Department, 6500 Palma Avenue, Atascadero, CA 93422 or call (805) 461-5000.

A. PROPOSED PROJECT

Description: The project consists of an amendment to a previously approved Planned Development #24 mixed-use project. The applicant is proposing revisions to the approved master plan of development and a new Tentative Tract Map to increase the unit count to 55 residential units, which includes a 10% density bonus for providing affordable housing. The master plan of development includes 1,830 square feet of office area as a part of the live-work units on Principal Avenue, and one drive-through carwash which is currently under construction as it was previously approved and analyzed through CEQA under the previous project approved in 2015. A 6,500 sq. ft. area directly adjacent to El Camino Real is proposed to be changed from RMF-10 zoning to Commercial Retail (CR) to allow for future commercial development along the El Camino corridor at a later date. The project site is approximately 5.4 acres with an average slope of less than 10 percent. There are six (6) native oak trees proposed for removal as a part of the revised project. Project access will be provided at two driveways on Principal Avenue.
General Plan Designation: Medium Density Residential (MDR) / General Commercial (GC)
Zoning District: Residential Multi-Family (RMF-10) / Planned Development (PD-24) / Commercial Retail (CR)

Assessor parcel number(s): 030-491-001; 013; 019; 020

Latitude: 35° 28' 9.83" N

Longitude: 120° 38' 59.67" W

Other public agencies whose approval is required: Department of Fish and Wildlife (if construction is required in designated waters of the US)
Army Corps of Engineers (if construction is required in designated waters of the US)

B. EXISTING SETTING

Land use designation: Medium Density Residential (MDR) / General Commercial (GC)

Zoning district: Residential Multi-Family (RMF-10) / Planned Development (PD-24) / Commercial Retail (CR)

Parcel size: 5.25 acres

Topography: Mostly flat **Average Slope:** 10%



Vegetation: Oaks, annual grasses, development located adjacent to drainage swale with riparian vegetation
Existing use: Carwash currently under construction, remaining parcel is vacant
Surrounding land use: Residential Single-Family (RSF-Y), Multi-family (RMF-20) & Commercial Retail (CR)
Surrounding zoning: Residential Single-Family, Multi-family, & Commercial Retail

North:	South:	East:	West:
Residential Single-Family (RSF-Y) / Commercial Retail (CR) / Gusta Rd	Residential Multi-Family (RMF-20) / Commercial Retail / Principal Avenue	Residential Single-Family (RSF-Y)	Commercial Retail (CR) / El Camino Real

C. ENVIRONMENTAL ANALYSIS

During the initial study process, at least one issue was identified as having a potentially significant environmental effect (see following Initial Study). The potentially significant items associated with the proposed project can be minimized to less than significant levels.



**CITY OF ATASCADERO
INITIAL STUDY CHECKLIST**

1. AESTHETICS – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Have a substantial adverse effect on an adopted scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING: The project site is not located within a state scenic highway. The proposed project is located on a section of El Camino Real that is primarily commercial development and is not designated a scenic vista. The surrounding existing residences consists of single-family development ranging from lots less than ½ acre to lots that are greater than one (1) acre in size directly adjacent (north of the proposed project) and to the east of the proposed project along Pino Solo Avenue. Development to the south of the proposed project includes high



density residential units and non-residential development. There are 20 native oak trees on the subject site, ranging in size from 10” to 49” in diameter.

PROPOSED PROJECT: The proposed project does not impact or obscure an adopted scenic vista. The project site is not located within a state scenic highway. The proposed project's residential development / mixed-use is consistent with development to the south of the project. Proposed residences include two-story buildings that are designed with four-sided architecture to be visually appealing and compatible with surrounding uses. A landscape plan and section drawings have been submitted to demonstrate how additional landscaping will buffer the new residential units from existing residential development on Pino Solo. With adoption of mitigation measure 1.c.1, the impact is deemed less than significant. Six (6) native trees are proposed for removal for construction of the project. The native tree removals shall be mitigated for compliance with the native tree ordinance by either payment of tree mitigation fees, or by replanting of native trees on site. New street trees shall be planted in the front yards of the new homes as shown on the proposed landscape plan.

The proposed architecture of the non-residential use (car wash) is consistent with the surrounding neighborhood character of the commercial properties along El Camino Real. Proposed architecture consists of a mix of vertical siding and galvanized steel to evoke an agrarian motif. The location of the car wash is at the corner of El Camino Real and Principal Avenue and acts as the project entry. The proposed residential architecture is consistent with the neighboring large lot residential development and the overall surroundings.

All proposed lighting within the residential portion of the proposed project will be residential in nature. The Atascadero Municipal Code (AMC) contains language under section 9-4.137, exterior lighting, stating that “no light glare shall be transmitted or reflected in such concentration or intensity as to be detrimental or harmful to persons or to interfere with the use of surrounding properties or streets.” To ensure that the residential portion does not create a substantial light source that adversely affect nighttime views, implementation of mitigation measure 1.d.1 would reduce this impact to less than significant thresholds.

The architectural materials of the proposed car wash are reflective and have the potential to create off site glare once construction is completed. Those reflective materials include galvanized metal, or aluminum. This could affect traffic on El Camino Real and daytime views in the area. Daytime off-site glare can be mitigated with additional landscaping around the proposed use, as well as, non-reflective coating or similar reflectivity reducing agent applied on all reflective surfaces. With incorporation of mitigation measure 1.d.2, and 1.d.3, the impact will be reduced to a less than significant threshold.

Additional lighting from the proposed car-wash will be included. This lighting has a potential to spill off-site and change the character of the existing neighborhood. To ensure no off-sight glare, consistent with the Atascadero Municipal Code, mitigation measure 1.d.4 has been provided to ensure review of a photometric plan as a part of the building permit submittal and an on-site inspection prior to final occupancy of the proposed car-wash to ensure no off-site glare is produced. Implementation of this measure will reduce this impact to a less than significant threshold.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 1.c.1: A landscaping plan shall be submitted for all lots adjacent to existing residential development and must identify locations of proposed evergreen trees or similar



screening trees with a minimum box size of 24-inches. These trees shall be spaced throughout an individual lot to ensure screening of existing residences and proposed new development.

Mitigation Measure 1.d.1: All lighting shall be designed to eliminate any off site glare. All exterior site lights shall utilize full cut-off, “hooded” lighting fixtures to prevent offsite light spillage and glare. Any luminaire pole height shall not exceed 20-feet in height, limit intensity to 2.0 foot candles at ingress /egress, and otherwise 0.6 foot candle minimum to 1.0 maximum in parking areas. No light shall be permitted to spill off-site. Fixtures shall be shield cut-off type so that no light sources are visible from offsite.

Mitigation Measure 1.d.2: Applicant must submit a landscaping plan, concurrent with building permit submittal, for the proposed carwash use. Landscaping plan shall include tree plantings 30-feet on center along El Camino Real and additional plantings along property boundary perimeter in designated landscaping planters.

Mitigation Measure 1.d.3: At the time of building permit submittal for car-wash portion of the proposed project, building plans shall indicate the use of a non-reflective coating, or other glare reducing applications on all galvanized or corrugated metal surfaces utilized as a part of the proposed car-wash structure. Materials must be noted on construction detail sheets and lead project designer of record must submit a letter certifying application of materials prior to building permit final.

Mitigation Measure 1.d.4: At the time of building permit submittal for car wash portion of the proposed project, applicant must submit a photometric plan showing locations of proposed on-site lighting. All exterior site lights shall utilize full cut-off, “hooded” lighting fixtures to prevent offsite light spillage and glare. Fixtures shall be shield cut-off type. Prior to final occupancy, City Staff and the applicant shall meet on-site and review lights at nighttime condition to ensure that there is no off-site light spillage or glare.

2. AGRICULTURE AND FORESTRY RESOURCES – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: The property is not shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency as prime farmland. The property is not in an agricultural zone and is not under a Williamson Act contract based on review of Atascadero GIS / San Luis Obispo Agriculture mapping information.

PROPOSED PROJECT: The project is an amendment to a previously approved mixed use planned development, and is located in an area identified for this type of use and density. The subdivision is a mixed-use residential and commercial retail property on a vacant site along the El Camino Real corridor in an area with no significance for agricultural production. The project does not involve rezoning of forest land or timberland, is not under a Williamson Act contract, and will not result in a loss of forest land and will not result in a conversion of forest land to non-forest use or farmland to non-agricultural uses. Therefore, there is no impact.

MITIGATION / CONCLUSION: No impacts are expected. No mitigation is required.

3. AIR QUALITY – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING: San Luis Obispo County is a nonattainment area for ozone and fine particulate matter (PM₁₀) (SLO County Clean Air Plan, 2001). The site is located adjacent to single family, multifamily, and commercial properties. The site is currently vacant (with the exception of the carwash currently under construction) as the abandoned buildings which were previously located on site were removed in 2017.

PROPOSED PROJECT: The project proposes revisions to the previously approved master plan of development which was approved in 2015 for 37 residential units, 3,215 square feet of live work office space, and a 1,645 sf drive-through carwash. The proposed amendment would increase the residential unit count to a total of 55 residential units.

The quantity of ozone and PM₁₀ that might be created by 55 residential units is not expected to exceed thresholds of significance established by the SLO County Air Pollution Control District. According to the Operational and Construction Screening Criteria for Project Air Quality Analysis (Table 1-1, SLOAPCD, 2017), Single Family Housing would have to be at or over 76 dwelling units in order to be expected to exceed the APCD GHG Numerical Threshold (operational and construction), and would have to be at or above 128 units to exceed the APCD Ozone Precursor Significance Threshold. Based on the overseeing agency's screening criteria for the residential portion of the proposed project, the impact is determined to be less than significant.

In order to exceed SLOAPCD significance thresholds, an Auto Care Center would need to meet or exceed 73,000 square feet and a General Office Building would have to meet or exceed 75,000 square feet. Both the proposed 1,645 square foot carwash, which is determined to be an Auto Care Center, as well as the proposed 1st floor office uses in the live work building, are well below the threshold screening criteria established by the overseeing agency, therefore the impact is determined to be less than significant.

The overall proposed project does not exceed air quality and emissions thresholds set by the Operational Screening Criteria for Project Air Quality Analysis (Table 1-1, SLOAPCD, 2017), therefore not creating a significant impact.

Construction activities, including site grading, have the potential to produce small quantities of air pollution that include dust and equipment exhaust. Air quality impacts from construction will be temporary and short term. The project must be conditioned to comply with all applicable APCD regulations pertaining to the control of fugitive dust (PM-10) as showed in Section 2 "Assessing and Mitigating Construction Impacts" of the April 2012 CEQA Air Quality Handbook to reduce air quality impacts. With the implementation of these mitigation measures, the impact is considered less than significant.

No further demolition is proposed on site as the site was cleared and previously abandoned buildings on the site were removed in 2017. Undergrounding of utilities is included as part of the proposed project, and therefore, mitigation measures related to demolition and asbestos have been included to reduce potential impacts to less than significant.



The construction of the project will not concentrate pollutants or create objectionable odors based on the proposed uses and screening criteria established by the San Luis Obispo Air Pollution Control District. Therefore, the impact is considered less than significant.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 3.b.1: The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in Section 2 of the CEQA Air Quality Handbook "Assessing and Mitigating Construction Impacts." The applicant and contractors shall manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402).

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible; **Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook;
- c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- l. All PM10 mitigation measures required should be shown on grading and building plans; and,
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Their duties shall include holidays and



weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

Mitigation Measure 3.b.2: The project shall be conditioned to comply with all applicable APCD regulations pertaining to Naturally Occurring Asbestos (NOA). Prior to any grading activities a geologic evaluation should be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemptions request must be filed with the District. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety program for approval by the APCD. Technical Appendix 4.4 of the SLO County APCD CEQA Air Quality Handbook includes a map of zones throughout San Luis Obispo County where NOA has been found and geological evaluation is required prior to any grading.

Mitigation Measure 3.b.3: Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). This project includes these activities and therefore it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Applicant shall contact the APCD Enforcement Division at (805) 781-5912 for further information prior to any demolition onsite or relocation of above or below ground utility pipes/pipelines.

Mitigation Measure 3.b.4: Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. There shall be no developmental burning of vegetative material as part of the proposed project.

Mitigation Measure 3.b.5: Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing; and
- Tub grinders.



Prior to the start of the project, the applicant shall contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Mitigation Measure 3.b.6: Under APCD Rule 504, only APCD approved wood burning devices can be installed in new dwelling units. These devices include:

- All EPA-Certified Phase II wood burning devices;
- Catalytic wood burning devices which emit less than or equal to 4.1 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;
- Non-catalytic wood burning devices which emit less than or equal to 7.5 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;
- Pellet-fueled woodheaters; and
- Dedicated gas-fired fireplaces.

The applicant shall contact the APCD Enforcement Division at 781-5912 with any questions regarding wood burning devices.

4. BIOLOGICAL RESOURCES – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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 (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or CDFW and USFWS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
e) Conflict with policies or ordinances protecting biological resources, such as the tree native tree ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: A Biological and Wetland Resources Assessment was completed by Sage Institutes for the original project on February 10, 2015. The areas currently proposed for development are consistent with the analysis provided in the 2015 biological report. A supplemental Biological and Wetland Resources Assessment Addendum was completed on June 28, 2016, which included Floristic Inventory and Rare Plant Survey report for the project area. The supplemental report was completed to fulfill Mitigation Measure 4.a.2, which was included with the original project MND certified in 2015.

SII botanist Melinda Elster conducted walking field surveys of the entire project area on April 18 and May 3, 2016. SII Principal Ecologist David Wolff conducted a walking field survey of the entire project site on June 6, 2016. All plant species observed were identified and recorded during each field survey. To ensure adequacy of the floristic inventory and rare plant survey, it was conducted in accordance with the guidelines recommended by the California Native Plant Society (CNPS), the California Department of Fish and Wildlife (CDFW), and U.S. Fish and Wildlife Service (USFWS)

The 2015 BA query of the California Natural Diversity Data Base (CNDDDB) revealed the recorded occurrences of 12 special-status plant species within a five-mile radius of the project site. The special-status plant species occurrences recorded in the CNDDDB are commonly associated with a specific soil type, moisture regime, habitat, and/or elevation range that dictates the range or microhabitat of the species. As documented in the 2015 BA, grassland plant species associated with sandy soils had the potential to occur on the site. None of the CNDDDB rare plant occurrences are on or in close proximity to the project area, and most are in varied undisturbed habitat areas outside the city.

The springtime floristic inventory and rare plant survey conducted on the project area confirmed the findings in the 2015 BA that the dominate habitat type of the project area was disturbed non-native annual grassland habitat. The site supports native and non-native grasses and broadleaf herbaceous species amidst the scattered oaks onsite, and willow riparian corridor along the drainage. All plant species observed were identifiable during the three field surveys conducted over the project area so there were no limitations in completing the rare plant survey for 2016 in accordance with accepted agency and industry standards. The winter rains along with the warm and mostly dry February and March 2016 manifested substantial grassland species growth to further support the adequacy of the survey.

PROPOSED PROJECT: The project would subdivide the existing 5.25 acre lot, and 55 new residential units would be constructed, along with the drive-through carwash which is currently under construction on the project site. The project will not impact any adopted conservation plan. No rare, threatened, or endangered plant species were observed within the project area



during the SII field surveys. The biological report provides a list of all plant species observed during the SII 2016 floristic inventory and rare plant survey documenting the negative findings.

Based on the biological and wetland resource assessment, the proposed project site may provide habitat for common resident and migratory wildlife species typical to the regional. However, given that the site is surrounded by urban development, wildlife use is likely limited. No special status species were visible or recorded on-site. Based on the site conditions, the project biologist has determined that a potential exists to disturb the silvery legless lizard habitat that may be present on-site. To ensure that the proposed project does not disturb or adversely affect the silvery legless lizard, mitigation measure 4.a.1 has been included to reduce this potential impact to less than significant threshold.

The Biological and Wetland Resources Assessment identifies an ephemeral drainage that runs along the western site boundary as illustrated by the National Wetlands Inventory map. The ephemeral drainage supports a willow and cottonwood riparian habitat and appears to essentially flow to the start of a mapped blue line creek approximately 790 feet downstream of the project site. Given the defined channel characteristics that continue as tributary to a mapped blue line creek, the Assessment identifies the drainage as a waters of the U.S. and waters of the State subject to U.S. Army Corps of Engineers and California Department of Fish and Wildlife (CDFW) jurisdiction. Per the City's requirements, the project will comply with the twenty (20) foot setback from designated waters of the US. No development is proposed within the ephemeral drainage / riparian area, however drainage improvements appear to be located within the identified riparian area. To reduce any potential significant impacts to waters of the US, waters of the State, and riparian habitat, mitigation measure 4.b.c.1 and 4.b.c.2 are incorporated.

The Biological and Wetland Resources Assessment concludes that vegetation and tree removal during the nesting season for birds could result in the destruction of active bird's nests. Destruction of active nests is prohibited by the Fish and Game Code of California Sections 3503 and 3503.1. To reduce this potential impact to nesting birds, implementation of mitigation measure 4.d.1 and 4.d.2 will reduce this impact to a less than significant threshold.

An updated arborist report has been provided for the currently proposed project. The report identifies twenty (20) mature oak trees within the project boundary. Six (6) trees are proposed for removal. The City's Native Tree ordinance contains standards that dedicate when a tree may be removed. In this instance, proposed development cannot be modified to accommodate the preservation of the identified native trees. The applicant has demonstrated, to the extent feasible, the preservation of native trees through site design and location of project amenities. Any future construction will be subject to the Atascadero Native Tree Ordinance, which requires a tree protection plan when construction occurs near native trees and mitigation when native trees must be removed. Mitigation measures are included to ensure compliance with the tree ordinance for tree protection and replanting mitigation. With the proposed mitigation measures incorporated, conflict with the City's Native Tree Ordinance is determined to be less than significant.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 4.a.1: A qualified biologist shall conduct a pre-construction survey within 30 days of initial site disturbance to identify whether silvery legless lizards are present. If silvery legless lizards are detected, a biological monitor shall be present during initial ground disturbing and vegetation removal activities to allow for a salvage and relocation effort for the lizard and other ground dwelling common wildlife that may be present.



Mitigation Measure 4.a.2: Conduct a springtime rare plant survey to determine the presence/absence of any special-status plants. Should any be discovered, implement a seed and/or plant salvage program and incorporate the salvaged material into the drainage setback and detention basin landscaped areas.

Mitigation Measure 4.b.c.1: The applicant shall obtain Clean Water Act (CWA) regulatory compliance in the form of a permit from the Corps or written documentation from the Corps that no permit would be required for work in the ephemeral drainage. Should a permit be required, the applicant shall implement all the terms and conditions of the permit to the satisfaction of the Corps. Corps permits and authorizations require applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts on aquatic resources. Compliance with Corps permitting would also include obtaining and CWA 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). In addition, the Corps and RWQCB may require compensatory mitigation for unavoidable permanent impacts on riparian/wetland habitat to achieve the goal of a no net loss of wetland values and functions. As such, regulatory compliance would reduce potential impacts on waters of the U.S. to a less than- significant level.

Mitigation Measure 4.b.c.2: The applicant shall obtain compliance with Section 1600 et.seq. of the California Fish and Game Code (Streambed Alteration Agreements) in the form of a completed Streambed Alteration Agreement or written documentation from the CDFW that no agreement would be required for work within the ephemeral drainage and riparian habitat (stream zone). Should an agreement be required, the applicant shall implement all the terms and conditions of the agreement to the satisfaction of the CDFW. The CDFW Streambed Alteration Agreement process encourages applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts in the stream zone. In addition, CDFW may require compensatory mitigation for unavoidable impacts on riparian habitat in the form of onsite riparian habitat restoration to the extent feasible. As such, regulatory compliance would reduce potential impacts on waters of the state to a less-than-significant level.

Mitigation Measure 4.d.1: Vegetation removal and initial site disturbance shall be conducted between September 1 and January 31 outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1 to August 31), then preconstruction nesting bird surveys shall be required to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required.

Mitigation Measure 4.d.2: If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by a qualified biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist. As such, avoiding disturbance or take of an active nest would reduce potential impacts on nesting birds to a less-than-significant level.



Mitigation Measure 4.e.1: Grading and excavation work shall be consistent with the City of Atascadero Tree Ordinance. Special precautions when working around native trees include:

1. All existing trees outside of the limits of work shall remain.
2. Earthwork shall not exceed the limits of the project area.
3. Low branches in danger of being torn from trees shall be pruned prior to any heavy equipment work being done.
4. Vehicles and stockpiled material shall be stored outside the drip line of all trees.
5. All trees within twenty feet of construction work shall be fenced for protection with 4-foot chain link, snow or safety fencing placed per the approved tree protection plan. Tree protection fencing shall be in place prior to any site excavation or grading. Fencing shall remain in place until completion of all construction activities.
6. Any roots that are encountered during excavation shall be clean cut by hand and sealed with an approved tree seal.
7. Utilities such as water, gas, power, cable, storm drainage, and sewer should be redirected from under the canopy of any trees that are to remain.
8. Where a building is placed within the canopy of a tree the foundation should be redesigned so that it bridges across any root systems.
9. Any foundation or other structure that encroaches within the drip line of trees to be saved shall be dug by hand.
10. At no time shall tree roots be ripped with construction equipment.

Mitigation Measure 4.e.2: Tree protection fencing shall be installed at the locations called out by the project arborist in a Tree Protection Plan, which shall be submitted with building permits. An inspection of the tree fencing shall be done by City staff prior to issuance of building permits.

Mitigation Measure 4.e.3: The following measure shall be incorporated on-site during the construction process of the proposed project:

1. A minimum height construction protective barrier shall be erected around the drip line of the tree plus 4'. The fence shall be supported with "T" posts at no more than 6' o.c. and tied at least 3 places per post. This fence shall be installed by the General Contractor before any rough grading is allowed on the site. Approval for this stage must be obtained in writing from either the Arborist or the Counties/Cities representative.
2. Earthwork shall not exceed the limits of the project area.
3. Low branches in danger of being torn during construction process shall be pruned prior to any heavy equipment work being undertaken.
4. Once the rough grading is accomplished the fence may be moved closer to the trunk of the tree for finish grading. At no time shall the fence be placed within the Critical Root Zone (CRZ). This location is determined by the diameter of the trunk at Diameter Breast Height (DBH). (4.5' above grade) and is 1' per 1" diameter in the direction of the drip line. At no time shall the fence be moved closer to the trunk than the drip line.
5. Any roots that are encountered over 2" diameter, during the excavation process shall be clean cut perpendicular to the direction of root growth with a handsaw. At no time shall tree seal be applied to any cut. Any roots over 2" diameter the county/city representative shall be notified to determine the preferred course of action.



6. All trenching with CRZ area shall require hand trenching to preserve and protect roots over 2" in diameter.
7. No grading of trenching is allowed within the CRZ fenced area without written permission from the County/City representative or a certified arborist.
8. Any roots over 4" in diameter are not to be cut or ripped until inspected and approved in writing by the arborist.
9. If, for whatever reason, work must be accomplished inside the drip line 4"-6" of mulch must be applied first to decrease the possibilities of compaction upon written approval from the arborist.
10. There shall be a pre-construction meeting between the Engineering/Planning staff of the County/City, Grading equipment operators, Project Superintendent and the Arborist to review the project conditions and requirements prior to any grubbing or earth work for any portions of the project site. All tree protection fencing shall be installed for inspection prior to this meeting.
11. All trees shall be pruned before any construction takes place that are in the development areas to be saved if they might be damaged by the construction equipment. This must be accomplished by a bonded, licensed, and certified Tree Service Contractor.
12. All debris shall be cleared from the area or chipped and spread on the site or stacked in orderly piles for future use by the Owner, at the Owners request.
13. In locations where paving is to occur within the drip line grub only and do not compact unless authorized in writing. Permeable pavers or other preamble surface must be approved by the Arborist.

Mitigation Measure 4.e.4: Upon project completion and prior to final occupancy a final status report shall be prepared by the project arborist certifying that the tree protection plan was implemented, the trees designated for protection were protected during construction, and the construction-related tree protection measures are no longer required for tree protection.

Mitigation Measure 4.e.5: All utilities shall remain outside the driplines of native trees to the extent feasible. Any utilities that encroach on the critical root zone of protected trees shall be monitored during excavation by an arborist to ensure damage to native tree roots is minimized.

5. CULTURAL RESOURCES – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Cause a substantial adverse change in the significance of a historical resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING: The project site was previously developed with two single-family residences which were demolished in 2017. A drainage swale is located on site, which conveys drainage water from an outlet near the edge of El Camino Real right-of-way, across the property. There are no known significant historical, archeological, paleontological or geological resources located on site.

PROPOSED PROJECT: Geographical Information systems (GIS) of the City of Atascadero show that there are no known historic or archaeological resources located on or adjacent to the site. No known human remains have been found or documented in the vicinity of the project. It is possible unknown resources could be unearthed during any future construction. The Atascadero Municipal Code requires construction work to stop if archeological resources are discovered. Interested parties must be contacted for proper disposition of any significant archeological resource or human remains. With implementation of mitigation measure 5.d.1, the potential for a significant impact is rendered to less than significant thresholds.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation 5.d.1: In the event that human remains are discovered on the property, all work on the project shall stop and the Atascadero Police Department and the County Coroner shall be contacted. The Atascadero Community Development Department shall be notified. If the human remains are identified as being Native American, the California Native American Heritage Commission (NAHC) shall be contacted at (916) 653-4082 within 24 hours. A representative from both the Chumash Tribe and the Salinan Tribe shall be notified and present during the excavation of any remains.

6. GEOLOGY AND SOILS – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Result in the exposure to or production of unstable earth conditions including the following: <ul style="list-style-type: none"> • Landslides; • Earthquakes; • Liquefaction; • Land subsidence or other similar hazards? 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
b) Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone, or other known fault zone? (consultant Division of Mines and Geology Special Publication #42)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from proposed improvements such as grading, vegetation removal, excavation or use of fill soil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Include any structures located on known expansive soils?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be inconsistent with the goals and policies of the City's Safety element relating to geologic and seismic hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: As illustrated by the Fault map included in the attachments, the project site is not located on any known earthquake faults. The property contains no unusual geological formations. Although there are no known faults within the project area, there are faults located near the City that have been known to create seismic events. The 2003 San Simeon earthquake was the last known large seismic event that affected the proposed project area. The City adopts the California Building Code as its building code and updates this code during each required adoption cycle. This code is continually updated with requirements to make building safer during a seismic event. Incorporation of the latest California Building Code requirements at the time of building permit submittal will reduce the exposure of people and structures to strong ground shaking to a less than significant level.

PROPOSED PROJECT: Geographical information systems show the project site to be in an area of low risk for both landslides and liquefaction. The Geotechnical Engineering Report submitted for the project indicates that the upper soils on the site are considered to be highly erodible; therefore, stabilization of the soils during and following construction will be essential to reduce erosion damage. Construction activities on the site will be required to comply with sedimentation and erosion control measures prescribed by the City Engineer as well as mitigation proposed by the geotechnical report. Mitigation measure 6.b.1 through 6.b.4 shall be implemented and potential significant impacts to a less than significant threshold.

Geographical Information System's expansion determination indicates that the bearing soils lie in the "Low to Moderate" and "Moderate" expansion potential ranges. Due to the site area's non-expansive soils and crushed rock, draft Preliminary Stormwater Control Plan and Basin Analysis Reports prepared for the project concluded that no special measures with respect to expansive soils are considered necessary. Therefore, impacts are considered less than significant.



The site will be served by local utility systems and will not require the use of septic tanks or alternative wastewater disposal systems.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 6.c.1: The on-site subdivision / grading permit plans shall include erosion control measures to prevent soil, dirt, and debris from entering the storm drain system during and after construction, consistent with mitigation or construction methods outlined in the geotechnical report. Plans shall be approved by the City Engineer prior to issuance.

Mitigation Measure 6.c.2: All cut and fill slopes mitigated with an appropriate erosion control method (erosion control blanket, hydro-mulch, or straw mulch appropriately anchored) immediately after completion of earthwork, as approved by the City Engineer. All disturbed slopes shall have appropriate erosion control methods in place.

Mitigation Measure 6.c.3: The contractor will be responsible for the clean up of any mud or debris that is tracked onto public streets by construction vehicles. An approved device must be in place prior to commencement of grading activities. This device shall be approved by the City Engineer.

Mitigation Measure 6.c.4: A re-vegetation plan shall be submitted with building permits. All disturbed cut and fill slopes shall be vegetated as specified in a landscaping plan. The landscaping plan must be approved by both the Community Development Department and the Public Works Department.

7. GREENHOUSE GAS EMISSIONS – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING: The site is located on the El Camino real corridor, in close proximity to shopping, services, and bus routes. Transportation is responsible for 43% of the carbon emissions in the Atascadero community while residential electricity natural gas use is responsible for 29% of emissions (Atascadero Climate Action Plan, 2014).

PROPOSED PROJECT: The project will create 55 new residential units, in addition to the mixed-use live work space and the drive-through carwash. Each new residence creates an incremental increase in greenhouse gas production. However, the residences are infill development on a vacant site surrounded by residential and commercial uses. The project site



is located along major transit routes, and in close proximity to shopping and services. Sidewalks are included within the project, and connect to surrounding public streets to allow for neighborhood access. Any new construction will be subject to California Green Building Code energy-efficiency standards.

According to the Operational Screening Criteria for Project Air Quality Analysis (Table 1-1, SLOAPCD, 2017), Single Family Housing would have to be at or over 76 dwelling units in order to be expected to exceed the APCD GHG Numerical Threshold (operational and construction), and would have to be at or above 128 units to exceed the APCD Daily Ozone Precursor Significance Threshold. In order to exceed SLOAPCD significance thresholds, an Auto Care Center would need to meet or exceed 73,000 square feet and a General Office Building would have to meet or exceed 75,000 square feet.

The proposed project includes 55 residential units, a 1,645 square foot car wash, and less than 2,000 square feet of office space, and is therefore do not exceed air quality and emissions thresholds set by the Operational Screening Criteria for Project Air Quality Analysis (Table 1-1, SLOAPCD, 2017.) Therefore the proposed project's impacts are determined to be less than significant.

The proposed project is a mixed-use project with residential, commercial, and office uses on an infill site within the urban services line. The project is designed to provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users Buildings are designed to be oriented to face public streets with parking and vehicular access from within interior project roads and driveways. The proposed project is not in conflict with the City's adopted Climate Action Plan, and therefore the impact is determined to be less than significant.

MITIGATION / CONCLUSION: No significant impacts are expected. No mitigation is required.

8. HAZARDS AND HAZARDOUS MATERIALS – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING: There are no known hazardous materials on the site or nearby. The property is not a listed hazardous material site on the EnviroStor database. The property is not within 2 miles of an airport. The proposed project is within the urban core of the City along the El Camino Real corridor and is not located near wildlands.

PROPOSED PROJECT: The proposed project does not generate or involve the use of significant amounts of hazardous materials. Proposed project does not impair implementation with an adopted emergency response plan or evacuation plan.

Geographical information systems show the project site to be in a high fire hazard zone. The project will not interfere with local roads used for emergency evacuation. Implementation of the Mitigation Measure 8.h.1 will render this impact to a less than significant threshold.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 8.h.1: Construction will comply with section the California Building and Fire Codes. New residences in the City are required to install fire sprinklers. Fire protection



measures shall include the use of non-combustible exterior construction and roofs and fire-resistant building materials.

9. HYDROLOGY / WATER QUALITY – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: The site is currently predominantly vacant, with construction underway on the carwash that was previously approved for construction in 2015. The remainder of the site is unimproved. A drainage swale runs through the north side of the subject property from a drainage culvert at the edge of El Camino Real. The drainage is not identified as “blue-line creek,” however, it there is riparian vegetation including willows in this area. The property is outside the federal Flood Hazard Boundary and Flood Insurance Rate Map areas. The property is outside the Salinas Dam inundation area. The property is too far from the ocean to be affected by a tsunami or seiche.

PROPOSED PROJECT: The proposed project will add additional wastewater discharge and reduce stormwater infiltration on a primarily vacant site. Overall, the proposed project will have a less than significant impact on water quality standards. Erosion, sediment and environmental control measures specified in the project description shall be implemented as necessary to ensure reduced pollutant releases and minimize potential environmental impacts of the project.

The current vacant site does provide some level of groundwater recharge due it its vacant and unimproved state. The project has been designed to incorporate the Regional Water Quality Control Board’s Post-Stormwater Construction standards. This includes incorporation of low impact development swales, and basins that allow for natural infiltration of stormwater that would typically be conveyed into the City’s stormwater drainage system. Implementation of the RWQCB’s Post Stormwater Construction standards render the depletion or interference with groundwater recharge as a less than significant impact.

The proposed project will not alter the course of a stream, river or identified waters of the United States (US). The existing drainage pattern of the site will be altered to accommodate development of the proposed project. The Central Coast Regional Water Quality Control Board adopted Post-Stormwater Construction standards to address this type of issue. The applicant has submitted a 2017 draft preliminary drainage plan that incorporates standards outlined by this agency to reduce on-site drainage impacts. Therefore, this impact is deemed less than significant.

The proposed project has the potential to contribute runoff water or provide additional sources of polluted run-off. The Regional Water Quality Control Board’s Post-Stormwater Construction standards address these potentially significant impacts by requiring runoff be treated on-site rather than conveyed off-site by typical curb/gutter/ system. The use of infiltration basins and low-impact development bio-swales treat stormwater runoff and allow it to naturally percolate



back into the soil, removing harmful sediments in a natural state. The project will implement Low Impact Design principals and install Stormwater Control Measures, and will be designed to satisfy the requirements of the City’s Post Construction Storm Water Quality Ordinance. Construction activities are subject to review for compliance with City drainage and grading regulations. Drainage will not be permitted to create or intensify any hazards for persons or property in the vicinity. Implementation of proposed drainage improvements, consistent with Mitigation Measure 9.d.e.f.1-2 will reduce this impact to a threshold of less than significant.

Future housing will be outside of the 100-year flood hazard area. The project area is not subject to inundation by a tsunami.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 9.d.e.f.1: The project shall be designed to comply with the Regional Water Quality Control Board’s Post Construction Stormwater Management requirements for development projects in the Central Coast region. This shall be done through a combination of pervious pavement, landscaped areas, and shallow, unfenced retention ponds and detention basins, or other methods consistent with the Post Construction Stormwater Management requirements.

Mitigation Measure 9.d.e.f.2: The developer is responsible for ensuring that all contractors are aware of all storm water quality measures and that such measures are implemented. Failure to comply with the approved construction Best Management Practices will result in the issuance of correction notices, citations, or stop orders.

10. LAND USE & PLANNING – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: The project is within a multi-family and commercial mixed-use Planned Development zoning district. The RMF-10 zoning has a density of 10 units per acre, and the CR zoning has a residential density of up to 24 units per acre, where residential can be constructed on upper floors only (not ground level.)



PROPOSED PROJECT: The proposed project includes 55 residential units within attached and detached homes. The applicant is proposing to utilize the California State Density bonus law to include affordable units on site with a density bonus of 10% to increase the unit count above the standard base density. The proposal for increased density is consistent with City ordinances and State Density Bonus law.

The proposed lots meet all other applicable land use regulations for the proposed Planned Development #24 amendment and General Plan policies. The project will not physically divide an established community, but will act as a mixed-use transition between the commercial zone and the adjacent single-family neighborhood. The proposed project is in compliance with the General Plan Policy 3.1, allowing mixed-use infill development in the mid-block portion of a General Commercial area along El Camino Real. A mixed-use development is consistent and compatible with the surrounding neighborhood.

The proposed project and uses comply with the Planned Development Overlay Zone No. 24 that is established on all parcels within the project boundary. The Atascadero Zoning Ordinance indicates that the proposed car wash is allowable in the Commercial Retail (CR) zone. Residential uses are an appropriate use in the Medium Density Residential (MDR) General Plan designation as well as Residential Multiple Family (RMF-10) zone. Surrounding properties are zoned Limited Single Family Residential (RSF-Y), Commercial Retail (CR), Commercial Service (CS), and Commercial Tourist (CT). The site's zoning and use is consistent with the General Plan.

The project is consistent with the open space and conservation policies identified in the General Plan. No habitat conservation plan will be affected.

MITIGATION / CONCLUSION: No impacts are expected. No mitigation is required.

11. MINERAL RESOURCES – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: The project is within an established commercial and multi-family mixed-use zoning district without known mineral resources.

PROPOSED PROJECT: No mining is proposed as a part of the proposed project. No known mineral resources have been identified in the area. Therefore, there is no impact.

MITIGATION / CONCLUSION: No significant impacts are expected. No mitigation is required.



12. NOISE – Will the project result in:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: The project is located on a vacant site along the El Camino Real corridor, adjacent to commercial to the north and west, and adjacent to single-family residential to the east.

PROPOSED PROJECT: The proposed project contains several new sources of noise to the existing neighborhood. The use that may generate noise levels in excess of established standards is the car wash use located at the intersection of El Camino Real and Principal Avenue. The car wash facility's operation will include several noise sources. A 2014 Acoustic Study found the drying blower at the exit of the wash tunnel to be the most significant noise source, and the vacuum units, which will be running during normal optional hours are identified as a secondary noise source that may generate noise in excess of the City's Noise Ordinance. Based on estimations, the blowers would be in operation for thirty one (31) minutes during a busy hour.

The Acoustic Study determined that with the implementation of recommended mitigations, the project will not result in significant exposure of persons to the generation of noise levels in



excess of standards established in the local general plan or noise ordinance. These mitigation measures were included with the Mitigated Negative Declaration which was certified in 2015, and the measures have been incorporated into the design of the carwash which is currently under construction. With the mitigation measures incorporated, the sound levels are reduced to less than significant levels by relocation of the blower or by increasing the level of acoustical isolation for the several residential units that are impacted. Based on this analysis, mitigation measures have been included to require both relocation of the dryer blower, and additional construction materials to reduce noise impacts for both existing and potential new residents within the proposed project boundaries. Implementation of Mitigation Measures 12.a.1 through 12.a.4 will reduce noise impacts to a threshold of less than significance.

The Acoustic Study concludes that people will not be exposed to excessive ground borne vibration or ground borne noise levels. The car wash will not produce vibrations at levels that would be detectable at the closest sensitive uses. Therefore the impact is deemed less than significant.

Existing ambient noise levels measured at the boundary of the residential area during a peak traffic hour are at the 52 dB level. The project would produce a 58 dB level, without special mitigation, thereby exceeding existing ambient noise levels. A noise level mitigation of 6 decibels is needed to bring the project into conformance with City standards, as evaluated in in the August 2014 Acoustic Study. The Acoustic Study concludes that the project will not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project provided that mitigation measures are incorporated.

The area presently is exposed to noise from traffic on El Camino Real that is in excess of the limits permitted by City code. While the project will add to the noise levels the increment will not substantially change the present environment. Therefore, incorporation of mitigation measures 12.a.1 through 12.a.4 will render these impacts less than significant.

Construction is expected to involve some heavy machinery and use of impact tools that will temporarily increase the ambient noise levels in the project vicinity above levels existing without the project. Construction activities shall comply with the City of Atascadero Noise Ordinance for hours of operation (between 7am and 9pm). Therefore the impact is considered less than significant.

The project is not located within an airport land use plan or private airstrip.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 12.a.1: In order to reduce the impact of the air blower noise associated with the carwash, blowers shall be placed deeper in the carwash tunnel, as recommended in the August 2014 Acoustic Study.

Mitigation Measure 12.a.2: Acoustical protection shall be added to the facades of the residences within the project that face the car wash site, as recommended in the August 2014 Acoustic Study.

Mitigation Measure 12.a.3: Following completion of the car wash phase of construction, noise levels shall be reassessed to determine the need for a noise barrier wall. If determined to be necessary to comply with City noise ordinance standards, the wall shall be constructed at the



side of the exit drive, and shall be designed to be several feet higher than the height of the blower closest to the exit. A wall extending eight feet from the end of the tunnel would reduce sideline noise levels by six decibels.

Mitigation Measure 12.a.4: The Acoustic Study recommends the following design and structural specifications for achieving a 25 decibel noise reduction.

- Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
- Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
- Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.
- Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.
- Glass in both windows and doors should not exceed twenty percent (20%) of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 decibel NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities by the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.
- Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
- Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.

13. POPULATION & HOUSING – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



EXISTING SETTING: The project site is currently vacant, with the carwash currently under construction on the front portion of the project site. Two (2) single family residential structures were previously demolished in 2017, as they were vacant and in extremely poor condition as they had been abandoned for many years.

PROPOSED PROJECT: The project proposes 55 residential units through a subdivision of currently vacant parcels. Based on the 2010 US Census, the City’s average household size is 2.51 persons per unit. The total amount of units proposed by the amended project is 55 units. The total projected population of the project at build out is approximately 138 persons. This represents less than 1% of the City’s total population of 28,310, based on the 2010 US Census. Therefore, the proposed residences as a part of the proposed project will not have substantial growth inducing effects. The proposed project will have a less than significant impact on growth.

No housing or persons will be displaced. The units which were previously demolished had been abandoned for many years and were not inhabitable. Therefore, there is no significant impact to population or housing as a result of the project.

MITIGATION / CONCLUSION: No significant impacts are expected. No mitigation is required.

14. PUBLIC SERVICE:

Will the proposed project have an effect upon, or result in the need for new or altered public services in any of the following areas:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Emergency Services (Atascadero Fire)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Services (Atascadero Police)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Public Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: The project is within an established mixed-use multi-family residential and commercial zoning district.

PROPOSED PROJECT: Each new residence in Atascadero creates an incremental increase in the demand on public services. New residential units are subject to development impact fees and school fees that account for the increased demand.

Development Impact Fees: Development Impact Fees are required to be paid for any new development within the City of Atascadero when a building permit is issued. The City’s adopted Development Impact Fees fall into the following categories: Drainage Fees (including the Amapoa Tecorida Drainage Area Fee); Streets, Road, Bridge Fees; Sewer Fees; Public Safety Fees; and Park Fees, Miscellaneous Fees. In addition, school fees are collected by the



Atascadero Unified School District. The amount of impact fees is determined by the date that the building permit is issued, or when a vesting tentative map has been deemed complete. The proposed project was deemed complete on March 17, 2015.

Fire and Police: Impact fees are charged for new development, to help pay the cost of providing new facilities, equipment, and personnel to serve the expanding city. The Fire Department of the City of Atascadero it will be able to adequately service the proposed project. The applicant shall comply with all requirements of the Fire Department. The City of Atascadero Police Department has also indicated that the proposed project poses no problems to the police to adequately service it. In addition to typical fire and police development impact fee payments, the proposed project will need to annex into the City’s Community Facilities District (CFD). Since 2005, the City requires new development to annex into the City’s CFD to off-set on-going costs to provide police, fire, and parks services. The proposed project will not result in substantial adverse impacts to these public services, therefore the impact is less than significant.

Schools: At buildout, the city’s population will overburden the existing school system unless additional classroom space is added. The Atascadero Unified School District charges impact fees to fund additional schools as needed. State law restricts mitigation of school impacts to the levying of these fees and other measures adopted by the

school district. Provision of adequate facilities for the population is the responsibility of the school district. Fees will be required through construction permits for the residence. With payment of impact fees, the proposed project’s impact to school facilities is less than significant.

Parks: The proposed project will not increase demand on existing City parks and recreation facilities. As a part of the proposed project, Common recreational facilities are proposed within the development include a garden, TOT lot, and other passive recreation features. The proposed project applicant will be required to pay development impact fees as a part of building permit issuance for additional park facilities within the City. In addition, the project will be required to annex into the City’s CFD for on-going maintenance costs of existing parks. With the payment of these fees and annexation into the City’s CFD, the impact is less than significant.

Other public facilities: The construction of the project will have no impact on construction of other public facilities. Therefore, no impact.

MITIGATION / CONCLUSION: No significant impacts are expected. No mitigation is required.

15. RECREATION:

Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING: The project is within an established mixed-use multi-family residential and commercial zoning district.

PROPOSED PROJECT: Each new residence in Atascadero creates an incremental increase in the demand on recreation facilities. Future residents are expected to use existing parks and recreational facilities, in addition to facilities that are provided on-site as a part of the proposed project. The numbers of proposed residents is not expected to result in substantial physical deterioration of any facilities. The proposed project requires discretionary approval and is required to annex into the City’s Community Facilities District (CFD) to off-set additional maintenance costs created by new residences. With implementation of mitigation measure 15.a.1, the impact is less than significant.

No new public recreation facilities are proposed with the project. A small private park, as well as private walking paths and open green spaces, will be developed by the owner as part of the residential project. The on-site private park, greenspaces, and pathways shall be maintained by the residential Homeowners Association (HOA). The project proposes three passive open space areas located throughout the development. Proposed open spaces are strategically placed to preserve the existing environment and will not have an adverse effect, therefore the impact is less than significant.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 15.a.1: The applicant, prior to final map recordation, shall annex into the City’s Community Facilities District (CFD) that will be levied to residents on an annual basis within the proposed project boundary to off-set additional maintenance costs by new residents on existing recreation facilities maintained by the City.

16. TRANSPORTATION / TRAFFIC – Will the project:

Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXISTING SETTING: The project site is located between El Camino Real, Principal Avenue, and Pino Solo. The site is surrounded by existing development, including commercial, single-family, and multi-family.

PROPOSED PROJECT: A Transportation Impact Study was completed for the previously approved project in November 2014. The original report analyzed a project with 37 residential units, in addition to the office space and the carwash, and concluded that the previously proposed project was estimated to generate 633 new daily trips, 60 new AM peak hour trips, and 66 new PM peak hour trips. An addendum to the traffic report was completed by the project's transportation engineer in May 2018 to address the increased unit count being proposed. The traffic report addendum identified that the revised project, with 55 units, office space, and the carwash, would create a total of 676 daily trips, and increase of 43 daily trips compared to the previously approved project.



As identified in the traffic report, under existing plus the project scenario all study intersections would operate acceptably at Level of Service (LOS) B or better with the addition of project trips, with the exception of the Principal Avenue / El Camino Real Intersection. This intersection would operate at a LOS C at its project worst delay, which is the PM peak. Currently this intersection, without the project, operates at a LOS A. The Traffic Impact Study (TIS) indicates that at the existing plus project scenario, the intersection of Principal Avenue / El Camino Real has an existing average delay of less than a second delay at the PM peak, with the worst delay at 13 seconds during the PM Peak and 11.7 seconds during the AM peak. These delays will increase with the proposed project. The average delay will increase to almost 2 seconds during the AM peak and almost 1.2 seconds during the PM Peak. Worst wait time scenario will be approximately 12.4 seconds during the AM Peak, and 15 seconds during the PM Peak. Principal Avenue was studied with just a shared right turn/left turn lane on El Camino Real. The study recommends that dedicated turn lanes be added for right turn only / left turn only onto El Camino Real and additional striping "red curb / no parking" be added to accommodate site distance issues with the proposed new development. The TIS also studied signal warrants for the Principal Avenue / El Camino Real intersection. The proposed project does not meet warrants established by the California Manual on Uniform Traffic Control Devices 2014 edition (CAMUTCD). This manual provides guidance to ensure that traffic control devices are installed only if a traffic control signal will improve the overall safety and operation of the intersection and will not seriously disrupt progressive traffic flow. Mitigation Measures have been included to ensure construction of these improvements per the traffic impact study.

Cumulative plus project scenario the LOS delays increase at all identified intersections that were studied. The Traffic Report shows additional queuing delays at the US 101 / Santa Rosa Road northbound on-ramps as well as additional delays at the Santa Rosa Road / El Camino Real. The LOS at the Santa Rosa Road / El Camino Real intersection and the Principal Avenue / El Camino Real intersections remaining at acceptable levels with worst approach delays running at LOS C. Any LOS below of a LOS D is considered deficient under the City's General Plan. Proposed project traffic impact is considered less than significant.

Improvements to the Santa Rosa US HWY 101 interchange were completed in 2005, and a reimbursement area was established to recoup the costs for projects that would receive future benefit from these improvements. The project site is within the Santa Rosa reimbursement area adopted by City Council on February 16, 2016, and will be required to pay into the Santa Rosa / Highway 101 traffic signal reimbursement fund with issuance of the building permits within the project site.

US 101 Mainline Operations and Interchange – Santa Rosa Road

The TIS identified existing delays and LOS at the Santa Rosa Road / US 101 as LOS A during the AM peak and LOS B during the PM peak. Delays at the AM peak for the southbound ramp were estimated at 9.8 seconds and 7.2 seconds for the PM Peak. The Northbound ramps were estimated at 7.1 AM peak delays and 9.3 peak delays. Existing Plus Project delays at both on-ramps increased as a result of the proposed project. Existing plus project delays would increase from 9.8 seconds to 17 seconds at the US 101 southbound ramps (LOS B) and 13 seconds (LOS B) during the PM peak. Existing plus project delays at the US 101 northbound ramps



would increase at the PM peak only from 9.3 seconds to 15.2 seconds. The additional traffic will also cause the northbound ramps to exceed queuing storage (area that allows cars to enter the freeway), as indicated in the TIS. The queuing is expected increase, thus causing an interchange deficiency under Caltrans standards.

The Santa Rosa Road / US 101 interchange is an identified as a project (ST-37) under the City's Master Facilities Plan for improvements. The Study identified that the interchange required an estimated \$8.1 million to construct interchange improvements that includes, but not limited to right-of-way acquisition, signal construction, lane configuration, interchange approach improvements up to 200 yards away from ingress / egress ramps. The City Council adopted this nexus fee study in 2006. The study assumed that the entire \$8.1 million dollar cost to improve the intersection would be generated by the City's Traffic Impact Fee (TIF). The City's TIF fee assumes that all new development from 2006 on-forward would pay their "fair-share" to interchange improvements for the Santa Rosa Road interchange. The proposed project is creating additional deficiencies in the queuing at the northbound ramp of US 101. To mitigate those deficiencies, the City is required to collect TIF funds to put towards an ultimate improvement that would create a LOS of C or better at the interchange. The City collects \$5,597 per unit (medium density) in TIF and additional non-residential fees for projects to fund all projects identified in the City's 2006 Master Facilities study. A mitigation measure has been included to collect the Circulation System TIF, which is included as a part of the overall development impact fee, on each unit within the proposed project to pay for its "fair-share" of improvements to the Santa Rosa Road interchange. Implementation of this mitigation measure creates an impact that is less than significant with mitigation incorporated.

No changes will occur to the air traffic patterns, and the project will not increase hazards due to sharp curves or incompatible uses. The proposed project provides adequate emergency vehicle access. The Fire department will review plans to determine suitable fire protection measures, therefore impact is less than significant. The project is consistent with the area circulation, the Atascadero Bike Plan, and per the General Plan. Adequate parking will be provided on-site for the proposed project.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 16.a.b.1: Principal Avenue shall be improved by the project applicant to include striping of a designated left and right turn lane on westbound Principal Avenue between El Camino Real and the westerly project driveway to reduce queuing times and traffic impacts.

Mitigation Measure 16.a.b.2: On-street parking on Principal Avenue shall be restricted to improve sight lines for vehicles exiting the commercial driveway on the south side of Principal Ave. The area of designated no parking shall be approved by the Public Works department. Restricted parking areas may include red curb striping / signage or any other additional devices required to enforce no parking along this segment, and shall be installed by the project applicant.



Mitigation Measure 16.a.b.3: Payment of Circulation System Fee (TIF) shall be made prior to the issuance of building permits for all residential and non-residential uses within the project. Fees shall be based on the Development Impact Fee schedule adopted by City Council.

Mitigation Measure 16.a.b.4: The project is located within the Santa Rosa interchange reimbursement boundary which was adopted by the Atascadero City Council on February 9, 2016. Both the residential and commercial portions of the project shall be required to pay the Santa Rosa / Highway 101 traffic signal reimbursement mitigation fee in accordance with City Council resolution 2016-005.

17. TRIBAL CULTURAL RESOURCES – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe?:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Impact a listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as define in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Impact a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. the lead agency shall consider the significance of the resource to a California native American Tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: The project is a vacant infill site located along the El Camino Real corridor. The site was previously developed with two residential structures which were demolished last year after it was determined that the structures were not of historical importance.

PROPOSED PROJECT: In accordance with Assembly Bill 52, Tribal Consultation has been initiated by the City of Atascadero. Certified letters were sent on December 12, 2018 to all contacts listed by Native American Heritage Commission for the Atascadero area.

There are no known archeological or tribal cultural resources in the area. The project site does not include any Colony Houses or other known historical resources. The Atascadero Municipal



Code requires developers to stop work and notify interested parties if archeological resources are discovered during construction.

During Public Review of the Draft Mitigated Negative Declaration, comments were submitted by the Salinan Tribe of Monterey and San Luis Obispo Counties requesting that a cultural resource specialist from the tribe be on site during all tree removal activities. Oak trees were a food source of the Salinan People, and often cultural items such as stone grinding bowls, pestles and cutting tools were used during the acorn harvests and left on site for the next harvest. A Mitigation Measure has been added to the MND to require a cultural resource specialist to be on site during tree removal.

MITIGATION / CONCLUSION: Mitigation measures have been included in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 17.a: Prior to the removal of native trees on the subject site, the developer shall contract with a cultural resource specialist from a local tribe to be onsite during all native oak tree removals. If any tribal cultural resources are discovered on-site, the City and the developer shall work with the tribe’s cultural resource specialist to protect the resources.

18. UTILITIES AND SERVICE SYSTEMS – Will the project:

	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: The subject site is a 5.25 acre vacant infill site located along the El Camino Real corridor. City sewer is available near the project site.

Atascadero Mutual Water Company (AMWC) will provide water. All property within the City limits is entitled to water from AMWC, who pumps water from several portions of Atascadero sub-basin of the largest underground basin in the county, the Paso Robles Formation, using a series of shallow and deep wells. The water company anticipates that it will be able to meet the City's needs through build out and beyond. Water demand at build out is estimated to be at 16,000-20,000 acre-feet per year (AFY). The City is projected to have enough water to meet the demand with the approval of the Nacimiento Water Project, which has allocated the City an additional 3,000 AFY with a flow rate of 3.48 million gallons per day (mgd).

Solid waste from the City is taken to the Chicago Grade Landfill, a 188-acre privately-owned facility. Allos, the new owner of the landfill estimates the landfill has 70 years of projected disposal capacity.

PROPOSED PROJECT: The incremental increase in water demand for the new project will be accounted for by the collection of water meter fees when new service is established. The project is not expected to make a significant quantity of solid waste. There is capacity at the City's wastewater treatment plant to accommodate the new development.

MITIGATION / CONCLUSION: No significant impacts are expected. No mitigation is required.

19. MANDATORY FINDINGS OF SIGNIFICANCE:

Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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	Potentially Significant	Impact Requires Mitigation	Insignificant Impact	Not Applicable
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING: The subject site is a 5.25 acre vacant infill site located along the El Camino Real corridor, with mixed use zoning of commercial retail and residential multi-family.

PROPOSED PROJECT: The project site consists of undeveloped residential and commercial sites which are currently being proposed for a mixed use development, consistent with the General Plan and Zoning Ordinance. The proposed project has been analyzed as required by CEQA and the Atascadero Municipal Code. Project-related impacts have been identified and mitigation measures have been included within the proposal to reduce the effect of the proposed project as described herein.

MITIGATION / CONCLUSION: No significant impacts are expected. No mitigation is required.

For further information on California Environmental Quality Act (CEQA) or the City's environmental review process, please visit the City's website at www.atascadero.org under the Community Development Department or the California Environmental Resources Evaluation System at: <http://resources.ca.gov/ceqa/> for additional information on CEQA.



Exhibit A – Initial Study References & Outside Agency Contacts

The Community Development Department of the City of Atascadero has contacted various agencies for their comments on the proposed project. With respect to the proposed project, the following outside agencies have been contacted (marked with a ☒) with a notice of intent to adopt a proposed negative / mitigated negative declaration.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Atascadero Mutual Water Company | <input checked="" type="checkbox"/> Native American Heritage Commission |
| <input checked="" type="checkbox"/> Atascadero Unified School District | <input checked="" type="checkbox"/> San Luis Obispo Council of Governments |
| <input checked="" type="checkbox"/> Atascadero Waste Alternatives | <input checked="" type="checkbox"/> San Luis Obispo Air Pollution Control District |
| <input checked="" type="checkbox"/> AB 52 – Salinan Tribe | <input type="checkbox"/> San Luis Obispo Integrated Waste Management Board |
| <input checked="" type="checkbox"/> AB 52 – Northern Chumash Tribe | <input checked="" type="checkbox"/> Regional Water Quality Control Board District 3 |
| <input checked="" type="checkbox"/> AB 52 – Xolon Salinan Tribe | <input type="checkbox"/> HEAL SLO – Healthy Communities Workgroup |
| <input checked="" type="checkbox"/> AB 52 – Other | <input checked="" type="checkbox"/> US Postal Service |
| <input type="checkbox"/> California Highway Patrol | <input checked="" type="checkbox"/> Pacific Gas & Electric (PG&E) |
| <input checked="" type="checkbox"/> California Department of Fish and Wildlife (Region 4) | <input checked="" type="checkbox"/> Southern California Gas Co. (SoCal Gas) |
| <input checked="" type="checkbox"/> California Department of Transportation (District 5) | <input checked="" type="checkbox"/> San Luis Obispo County Assessor |
| <input checked="" type="checkbox"/> Pacific Gas & Electric | <input type="checkbox"/> LAFCO |
| <input type="checkbox"/> San Luis Obispo County Planning & Building | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> San Luis Obispo County Environmental Health Department | <input checked="" type="checkbox"/> Charter Communications |
| <input type="checkbox"/> Upper Salinas – Las Tablas RCD | <input type="checkbox"/> CA Housing & Community Development |
| <input type="checkbox"/> Central Coast Information Center (CA. Historical Resources Information System) | <input type="checkbox"/> CA Department of Toxic Substances Control |
| <input type="checkbox"/> CA Department of Food & Agriculture | <input type="checkbox"/> US Army Corp of Engineers |
| <input type="checkbox"/> CA Department of Conservation | <input type="checkbox"/> Other: AT&T |
| <input type="checkbox"/> CA Air Resources Board | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Address Management Service | <input type="checkbox"/> Other: |



The following checked (“☒”) reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the Community Development Department and requested copies of information may be viewed by requesting an appointment with the project planner at (805) 461-5000.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Project File / Application / Exhibits / Studies | <input checked="" type="checkbox"/> Adopted Atascadero Capital Facilities Fee Ordinance |
| <input checked="" type="checkbox"/> Atascadero General Plan 2025 / Final EIR | <input checked="" type="checkbox"/> Atascadero Inclusionary Housing Policy |
| <input checked="" type="checkbox"/> Atascadero Municipal Code | <input checked="" type="checkbox"/> SLO APCD Handbook |
| <input checked="" type="checkbox"/> Atascadero Appearance Review Manual | <input checked="" type="checkbox"/> Regional Transportation Plan |
| <input type="checkbox"/> Atascadero Urban Stormwater Management Plan | <input checked="" type="checkbox"/> Flood Hazard Maps |
| <input type="checkbox"/> Atascadero Hillside Grading Guidelines | <input checked="" type="checkbox"/> CDFW / USFW Mapping |
| <input checked="" type="checkbox"/> Atascadero Native Tree Ordinance & Guidelines | <input type="checkbox"/> CA Natural Species Diversity Data Base |
| <input checked="" type="checkbox"/> Atascadero Climate Action Plan (CAP) | <input checked="" type="checkbox"/> Archeological Resources Map |
| <input type="checkbox"/> Atascadero Downtown Revitalization Plan | <input checked="" type="checkbox"/> Atascadero Mutual Water Company Urban Water Management Plan |
| <input checked="" type="checkbox"/> Atascadero Bicycle Transportation Plan | <input type="checkbox"/> CalEnvironScreen |
| <input checked="" type="checkbox"/> Atascadero GIS mapping layers | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Other _____ | <input type="checkbox"/> Other _____ |



EXHIBIT B – MITIGATION SUMMARY TABLE

PLN 2014-1519 Amendment Principal Mixed-Use Amendment, CUP, Tentative Tract Map, Zone Change Environmental Document No. 2019-0002

Per Public Resources Code § 21081.6, the following measures also constitutes the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. The measures will become conditions of approval (COAs) should the project be approved. The City of Atascadero, as the Lead Agency, or other responsible agencies, as specified, is responsible to verify compliance with these COAs.

MITIGATION MEASURES

Mitigation Measure 1.c.1: A landscaping plan shall be submitted for all lots adjacent to existing residential development and must identify locations of proposed evergreen trees or similar screening trees with a minimum box size of 24-inches. These trees shall be spaced throughout an individual lot to ensure screening of existing residences and proposed new development.

Mitigation Measure 1.d.1: All lighting shall be designed to eliminate any off site glare. All exterior site lights shall utilize full cut-off, “hooded” lighting fixtures to prevent offsite light spillage and glare. Any luminaire pole height shall not exceed 20-feet in height, limit intensity to 2.0 foot candles at ingress /egress, and otherwise 0.6 foot candle minimum to 1.0 maximum in parking areas. No light shall be permitted to spill off-site. Fixtures shall be shield cut-off type so that no light sources are visible from offsite.

Mitigation Measure 1.d.2: Applicant must submit a landscaping plan, concurrent with building permit submittal, for the proposed carwash use. Landscaping plan shall include tree plantings 30-feet on center along El Camino Real and additional plantings along property boundary perimeter in designated landscaping planters.

Mitigation Measure 1.d.3: At the time of building permit submittal for car-wash portion of the proposed project, building plans shall indicate the use of a non-reflective coating, or other glare reducing applications on all galvanized or corrugated metal surfaces utilized as a part of the proposed car-wash structure. Materials must be noted on construction detail sheets and lead project designer of record must submit a letter certifying application of materials prior to building permit final.

Mitigation Measure 1.d.4: At the time of building permit submittal for car wash portion of the proposed project, applicant must submit a photometric plan showing locations of proposed on-site lighting. All exterior site lights shall utilize full cut-off, “hooded” lighting fixtures to prevent offsite light spillage and glare. Fixtures shall be shield cut-off type. Prior to final occupancy, City Staff and the applicant shall meet on-site and review lights at nighttime condition to ensure that there is no off-site light spillage or glare.

Mitigation Measure 3.b.1: The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in Section 2 of the CEQA Air Quality Handbook “Assessing and Mitigating Construction Impacts.” The applicant and contractors shall manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule

402).

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible; Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook;
- c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- l. All PM10 mitigation measures required should be shown on grading and building plans; and,
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

Mitigation Measure 3.b.2: The project shall be conditioned to comply with all applicable APCD regulations pertaining to Naturally Occurring Asbestos (NOA). Prior to any grading activities a geologic evaluation should be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, and exemptions request must be filed with the District. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety program for approval by the APCD.



Technical Appendix 4.4 of the SLO County APCD CEQA Air Quality Handbook includes a map of zones throughout San Luis Obispo County where NOA has been found and geological evaluation is required prior to any grading.

Mitigation Measure 3.b.3: Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). This project includes these activities and therefore it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Applicant shall contact the APCD Enforcement Division at (805) 781-5912 for further information prior to any demolition onsite or relocation of above or below ground utility pipes/pipelines.

Mitigation Measure 3.b.4: Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. There shall be no developmental burning of vegetative material as part of the proposed project.

Mitigation Measure 3.b.5: Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing; and
- Tub grinders.

Prior to the start of the project, the applicant shall contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Mitigation Measure 3.b.6: Under APCD Rule 504, only APCD approved wood burning devices can be installed in new dwelling units. These devices include:

- All EPA-Certified Phase II wood burning devices;
- Catalytic wood burning devices which emit less than or equal to 4.1 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;
- Non-catalytic wood burning devices which emit less than or equal to 7.5 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;
- Pellet-fueled woodheaters; and
- Dedicated gas-fired fireplaces.

The applicant shall contact the APCD Enforcement Division at 781-5912 with any questions regarding wood burning devices.



Mitigation Measure 4.a.1: A qualified biologist shall conduct a pre-construction survey within 30 days of initial site disturbance to identify whether silvery legless lizards are present. If silvery legless lizards are detected, a biological monitor shall be present during initial ground disturbing and vegetation removal activities to allow for a salvage and relocation effort for the lizard and other ground dwelling common wildlife that may be present.

Mitigation Measure 4.a.2: Conduct a springtime rare plant survey to determine the presence/absence of any special-status plants. Should any be discovered, implement a seed and/or plant salvage program and incorporate the salvaged material into the drainage setback and detention basin landscaped areas.

Mitigation Measure 4.b.c.1: The applicant shall obtain Clean Water Act (CWA) regulatory compliance in the form of a permit from the Corps or written documentation from the Corps that no permit would be required for work in the ephemeral drainage. Should a permit be required, the applicant shall implement all the terms and conditions of the permit to the satisfaction of the Corps. Corps permits and authorizations require applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts on aquatic resources. Compliance with Corps permitting would also include obtaining and CWA 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). In addition, the Corps and RWQCB may require compensatory mitigation for unavoidable permanent impacts on riparian/wetland habitat to achieve the goal of a no net loss of wetland values and functions. As such, regulatory compliance would reduce potential impacts on waters of the U.S. to a less than-significant level.

Mitigation Measure 4.b.c.2: The applicant shall obtain compliance with Section 1600 et.seq. of the California Fish and Game Code (Streambed Alteration Agreements) in the form of a completed Streambed Alteration Agreement or written documentation from the CDFW that no agreement would be required for work within the ephemeral drainage and riparian habitat (stream zone). Should an agreement be required, the applicant shall implement all the terms and conditions of the agreement to the satisfaction of the CDFW. The CDFW Streambed Alteration Agreement process encourages applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts in the stream zone. In addition, CDFW may require compensatory mitigation for unavoidable impacts on riparian habitat in the form of onsite riparian habitat restoration to the extent feasible. As such, regulatory compliance would reduce potential impacts on waters of the state to a less-than-significant level.

Mitigation Measure 4.d.1: Vegetation removal and initial site disturbance shall be conducted between September 1 and January 31 outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1 to August 31), then preconstruction nesting bird surveys shall be required to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required.

Mitigation Measure 4.d.2: If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by a qualified biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist. As such, avoiding disturbance or take of an active nest would reduce potential impacts on nesting birds to a less-than-significant level.



Mitigation Measure 4.e.1: Grading and excavation work shall be consistent with the City of Atascadero Tree Ordinance. Special precautions when working around native trees include:

1. All existing trees outside of the limits of work shall remain.
2. Earthwork shall not exceed the limits of the project area.
3. Low branches in danger of being torn from trees shall be pruned prior to any heavy equipment work being done.
4. Vehicles and stockpiled material shall be stored outside the drip line of all trees.
5. All trees within twenty feet of construction work shall be fenced for protection with 4-foot chain link, snow or safety fencing placed per the approved tree protection plan. Tree protection fencing shall be in place prior to any site excavation or grading. Fencing shall remain in place until completion of all construction activities.
6. Any roots that are encountered during excavation shall be clean cut by hand and sealed with an approved tree seal.
7. Utilities such as water, gas, power, cable, storm drainage, and sewer should be redirected from under the canopy of any trees that are to remain.
8. Where a building is placed within the canopy of a tree the foundation should be redesigned so that it bridges across any root systems.
9. Any foundation or other structure that encroaches within the drip line of trees to be saved shall be dug by hand.
10. At no time shall tree roots be ripped with construction equipment.

Mitigation Measure 4.e.2: Tree protection fencing shall be installed at the locations called out by the project arborist in a Tree Protection Plan, which shall be submitted with building permits. An inspection of the tree fencing shall be done by City staff prior to issuance of building permits.

Mitigation Measure 4.e.3: The following measure shall be incorporated on-site during the construction process of the proposed project:

1. A minimum height construction protective barrier shall be erected around the drip line of the tree plus 4'. The fence shall be supported with "T" posts at no more than 6' o.c. and tied at least 3 places per post. This fence shall be installed by the General Contractor before any rough grading is allowed on the site. Approval for this stage must be obtained in writing from either the Arborist or the Counties/Cities representative.
2. Earthwork shall not exceed the limits of the project area.
3. Low branches in danger of being torn during construction process shall be pruned prior to any heavy equipment work being undertaken.
4. Once the rough grading is accomplished the fence may be moved closer to the trunk of the tree for finish grading. At no time shall the fence be placed within the Critical Root Zone (CRZ). This location is determined by the diameter of the trunk at Diameter Breast Height (DBH). (4.5' above grade) and is 1' per 1" diameter in the direction of the drip line. At no time shall the fence be moved closer to the trunk than the drip line.
5. Any roots that are encountered over 2" diameter, during the excavation process shall be clean cut perpendicular to the direction of root growth with a handsaw. At no time shall tree seal be applied to any cut. Any roots over 2" diameter the county/city representative shall be notified to determine the preferred course of action.
6. All trenching with CRZ area shall require hand trenching to preserve and



- protect roots over 2" in diameter.
7. No grading or trenching is allowed within the CRZ fenced area without written permission from the County/City representative or a certified arborist.
 8. Any roots over 4" in diameter are not to be cut or ripped until inspected and approved in writing by the arborist.
 9. If, for whatever reason, work must be accomplished inside the drip line 4"-6" of mulch must be applied first to decrease the possibilities of compaction upon written approval from the arborist.
 10. There shall be a pre-construction meeting between the Engineering/Planning staff of the County/City, Grading equipment operators, Project Superintendent and the Arborist to review the project conditions and requirements prior to any grubbing or earth work for any portions of the project site. All tree protection fencing shall be installed for inspection prior to this meeting.
 11. All trees shall be pruned before any construction takes place that are in the development areas to be saved if they might be damaged by the construction equipment. This must be accomplished by a bonded, licensed, and certified Tree Service Contractor.
 12. All debris shall be cleared from the area or chipped and spread on the site or stacked in orderly piles for future use by the Owner, at the Owners request.
 13. In locations where paving is to occur within the drip line grub only and do not compact unless authorized in writing. Permeable pavers or other preamable surface must be approved by the Arborist.

Mitigation Measure 4.e.4: Upon project completion and prior to final occupancy a final status report shall be prepared by the project arborist certifying that the tree protection plan was implemented, the trees designated for protection were protected during construction, and the construction-related tree protection measures are no longer required for tree protection.

Mitigation Measure 4.e.5: All utilities shall remain outside the driplines of native trees to the extent feasible. Any utilities that encroach on the critical root zone of protected trees shall be monitored during excavation by an arborist to ensure damage to native tree roots is minimized.

Mitigation 5.d.1: In the event that human remains are discovered on the property, all work on the project shall stop and the Atascadero Police Department and the County Coroner shall be contacted. The Atascadero Community Development Department shall be notified. If the human remains are identified as being Native American, the California Native American Heritage Commission (NAHC) shall be contacted at (916) 653-4082 within 24 hours. A representative from both the Chumash Tribe and the Salinan Tribe shall be notified and present during the excavation of any remains.

Mitigation Measure 6.c.1: The on-site subdivision / grading permit plans shall include erosion control measures to prevent soil, dirt, and debris from entering the storm drain system during and after construction, consistent with mitigation or construction methods outlined in the geotechnical report. Plans shall be approved by the City Engineer prior to issuance.

Mitigation Measure 6.c.2: All cut and fill slopes mitigated with an appropriate erosion control method (erosion control blanket, hydro-mulch, or straw mulch appropriately anchored) immediately after completion of earthwork, as approved by the City Engineer. All disturbed slopes shall have appropriate erosion control methods in place.

Mitigation Measure 6.c.3: The contractor will be responsible for the clean up of any mud or



debris that is tracked onto public streets by construction vehicles. An approved device must be in place prior to commencement of grading activities. This device shall be approved by the City Engineer.

Mitigation Measure 6.c.4: A re-vegetation plan shall be submitted with building permits. All disturbed cut and fill slopes shall be vegetated as specified in a landscaping plan. The landscaping plan must be approved by both the Community Development Department and the Public Works Department.

Mitigation Measure 8.h.1: Construction will comply with section the California Building and Fire Codes. New residences in the City are required to install fire sprinklers. Fire protection measures shall include the use of non-combustible exterior construction and roofs and fire-resistant building materials.

Mitigation Measure 9.d.e.f.1: The project shall be designed to comply with the Regional Water Quality Control Board's Post Construction Stormwater Management requirements for development projects in the Central Coast region. This shall be done through a combination of pervious pavement, landscaped areas, and shallow, unfenced retention ponds and detention basins, or other methods consistent with the Post Construction Stormwater Management requirements.

Mitigation Measure 9.d.e.f.2: The developer is responsible for ensuring that all contractors are aware of all storm water quality measures and that such measures are implemented. Failure to comply with the approved construction Best Management Practices will result in the issuance of correction notices, citations, or stop orders.

Mitigation Measure 12.a.1: In order to reduce the impact of the air blower noise associated with the carwash, blowers shall be placed deeper in the carwash tunnel, as recommended in the August 2014 Acoustic Study.

Mitigation Measure 12.a.2: Acoustical protection shall be added to the facades of the residences within the project that face the car wash site, as recommended in the August 2014 Acoustic Study.

Mitigation Measure 12.a.3: Following completion of the car wash phase of construction, noise levels shall be reassessed to determine the need for a noise barrier wall. If determined to be necessary to comply with City noise ordinance standards, the wall shall be constructed at the side of the exit drive, and shall be designed to be several feet higher than the height of the blower closest to the exit. A wall extending eight feet from the end of the tunnel would reduce sideline noise levels by six decibels.

Mitigation Measure 12.a.4: The Acoustic Study recommends the following design and structural specifications for achieving a 25 decibel noise reduction.

- Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
- Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
- Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.
- Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.



- Glass in both windows and doors should not exceed twenty percent (20%) of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 decibel NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities by the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.
- Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
- Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.

Mitigation Measure 15.a.1: The applicant, prior to final map recordation, shall annex into the City's Community Facilities District (CFD) that will be levied to residents on an annual basis within the proposed project boundary to off-set additional maintenance costs by new residents on existing recreation facilities maintained by the City.

Mitigation Measure 16.a.b.1: Principal Avenue shall be improved by the project applicant to include striping of a designated left and right turn lane on westbound Principal Avenue between El Camino Real and the westerly project driveway to reduce queuing times and traffic impacts.

Mitigation Measure 16.a.b.2: On-street parking on Principal Avenue shall be restricted to improve sight lines for vehicles exiting the commercial driveway on the south side of Principal Ave. The area of designated no parking shall be approved by the Public Works department. Restricted parking areas may include red curb striping / signage or any other additional devices required to enforce no parking along this segment, and shall be installed by the project applicant.

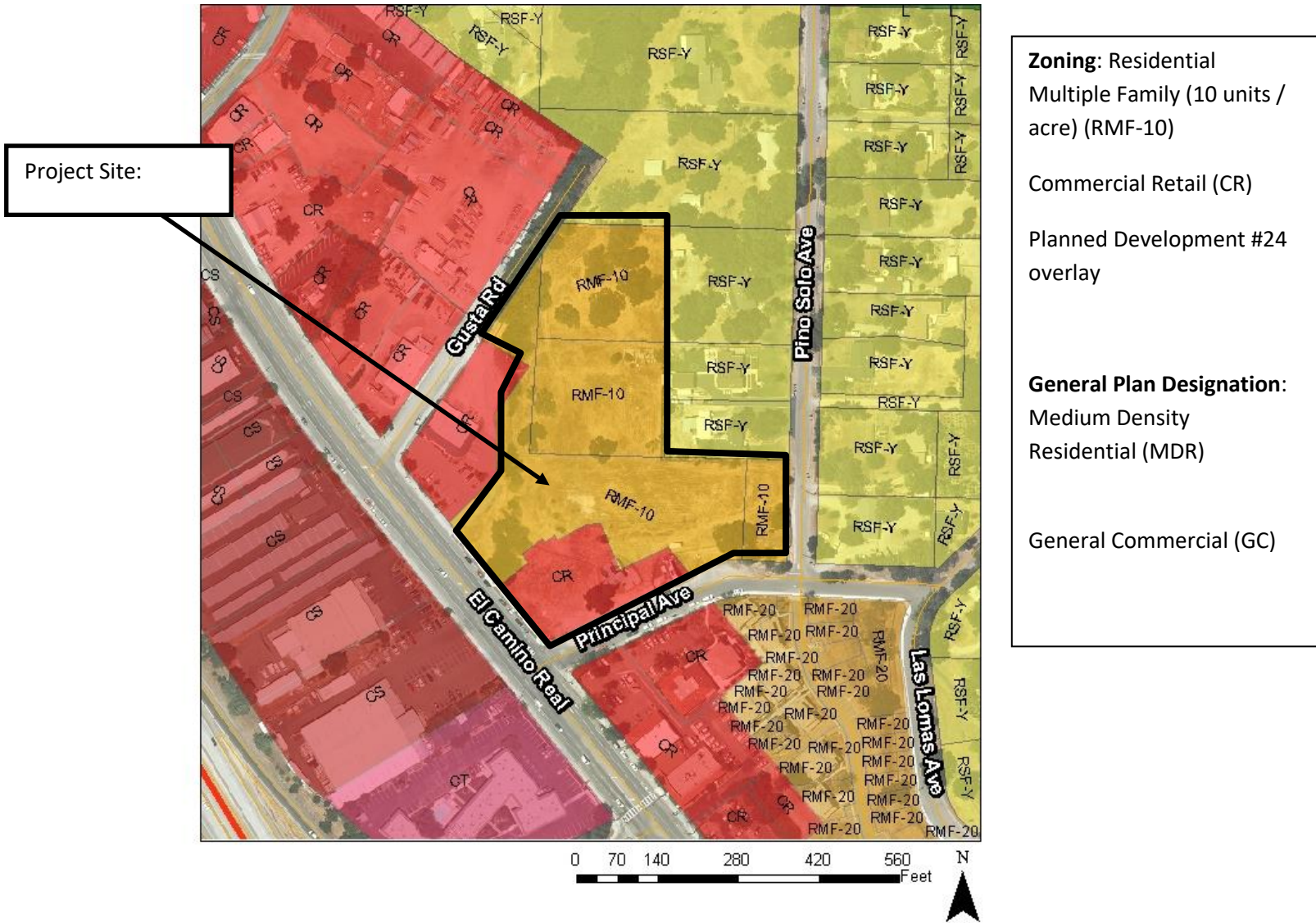
Mitigation Measure 16.a.b.3: Payment of Circulation System Fee (TIF) shall be made prior to the issuance of building permits for all residential and non-residential uses within the project. Fees shall be based on the Development Impact Fee schedule adopted by City Council.

Mitigation Measure 16.a.b.4: The project is located within the Santa Rosa interchange reimbursement boundary which was adopted by the Atascadero City Council on February 9, 2016. Both the residential and commercial portions of the project shall be required to pay the Santa Rosa / Highway 101 traffic signal reimbursement mitigation fee in accordance with City Council resolution 2016-005.

Mitigation Measure 17.a: Prior to the removal of native trees on the subject site, the developer shall contract with a cultural resource specialist from a local tribe to be onsite during all native oak tree removals. If any tribal cultural resources are discovered on-site, the City and the developer shall work with the tribe's cultural resource specialist to protect the resources.



Attachment 1 – Location Map / General Plan & Zoning



Attachment 3 – Site Photos





Attachment 4 – Proposed Landscape and Site Plan



PRINCIPAL MIXED USE
VESTING TENTATIVE TRACT 3070, PRINCIPAL AVE., ATASCADERO, CA

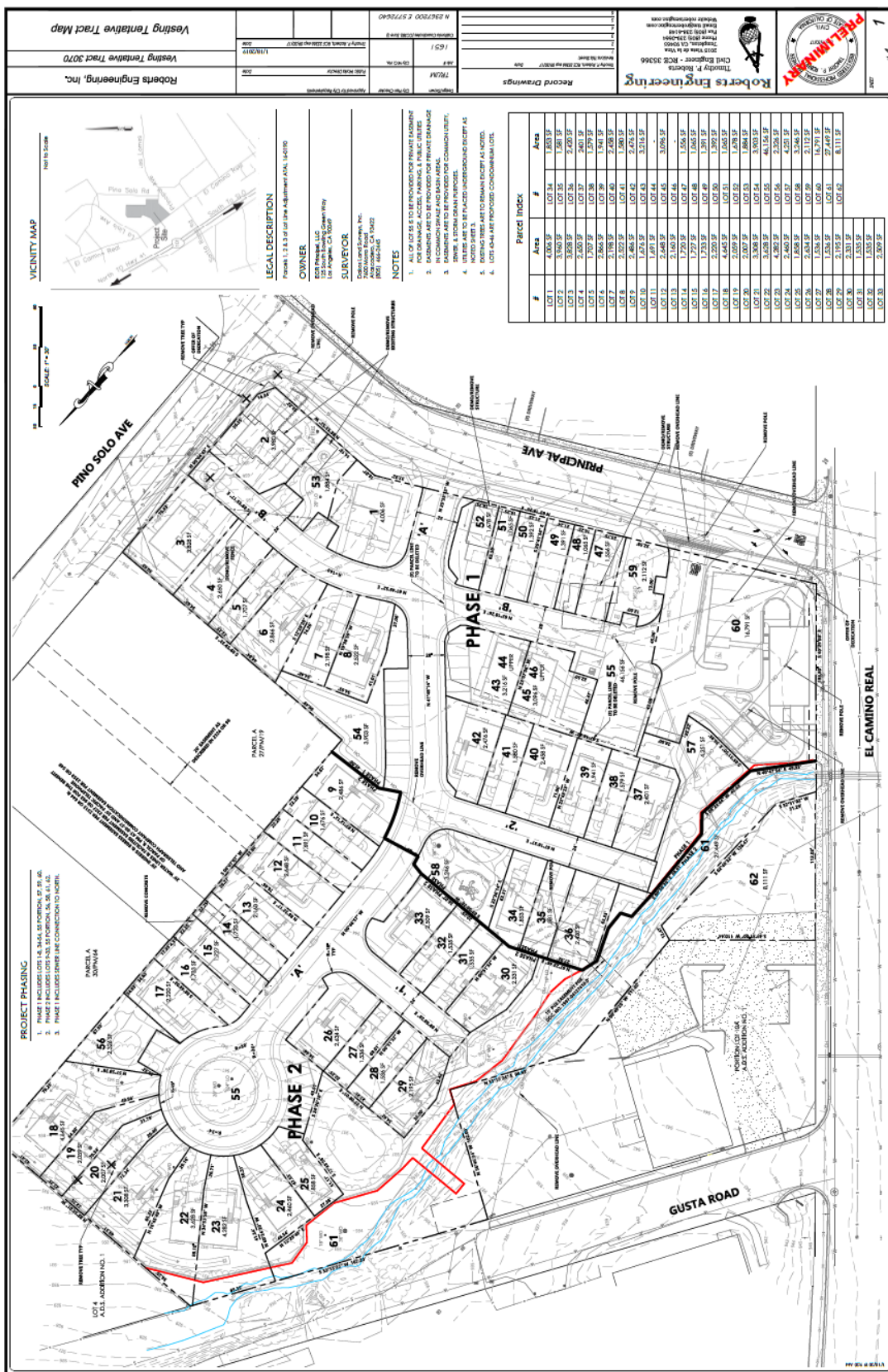
CONCEPTUAL LANDSCAPE PLAN

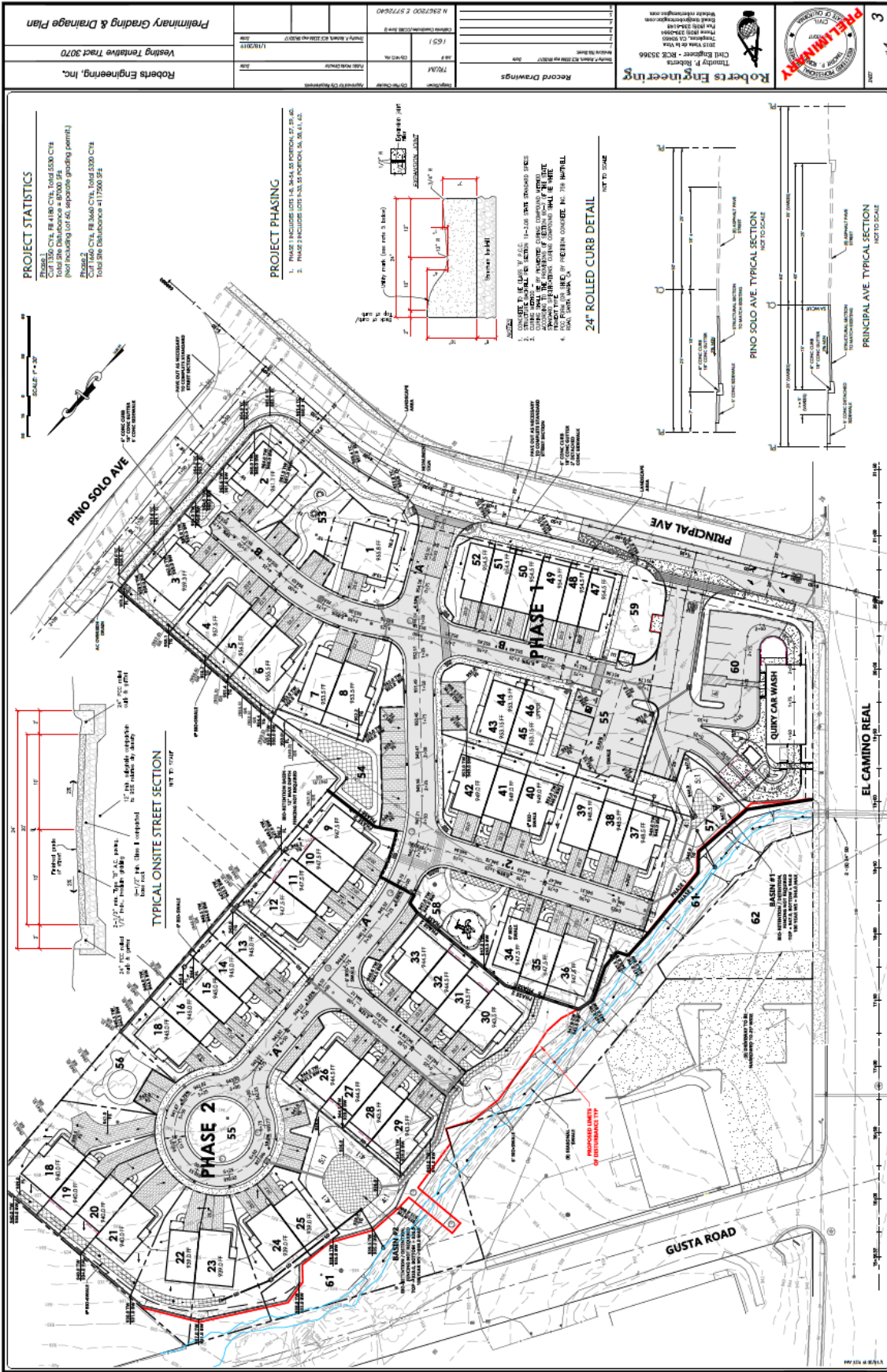
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1/9/19
OASIS ASSOCIATES
LANDSCAPE ARCHITECTURE • PLANNING





Attachment 6 – Tentative Tract Map





PROJECT STATISTICS CUT 1535 CUB YD, FILL 4180 CUB YD, TOTAL 2645 CUB YD TOTAL SITE DISTURBANCE = 80000 SF (NOT INCLUDING LOT 61, SEPARATE GRADING PERMITTED) PHASE 1: 1535 CUB YD, FILL 4180 CUB YD, TOTAL 5715 CUB YD TOTAL SITE DISTURBANCE AT 117000 SF	
PROJECT PHASING 1. PHASE 1 INCLUDES LOTS 1-4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62. 2. PHASE 2 INCLUDES LOTS 1-4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62.	
24" ROLLED CURB DETAIL NOT TO SCALE	
PINO SOLO AVE. TYPICAL SECTION NOT TO SCALE	
PRINCIPAL AVE. TYPICAL SECTION NOT TO SCALE	
TYPICAL ON-SITE STREET SECTION NOT TO SCALE	

Record Drawings
 Title Block: PROJECT NO. 1519, SHEET NO. 3 OF 4, DATE 11/20/19, DRAWN BY: [Name], CHECKED BY: [Name], APPROVED BY: [Name], SCALE: AS SHOWN.

Robertson Engineering
 2025 Main St. Suite 200, Atascadero, CA 93422
 Tel: 805.461.1111, Fax: 805.461.1112
 www.robertsoneng.com

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Preliminary
 This drawing is preliminary and subject to change without notice.



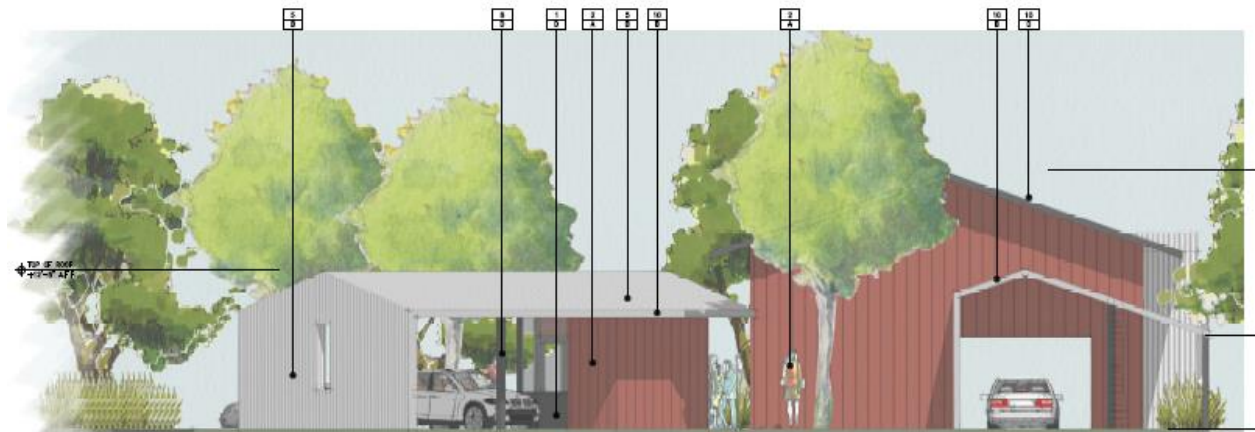
Attachment 7 – Residential Elevations



Attachment 8 – Mixed-use, Live-work Elevations



Attachment 9 – Elevations / Sections –Car Wash



Attachment 10 – Fault Map

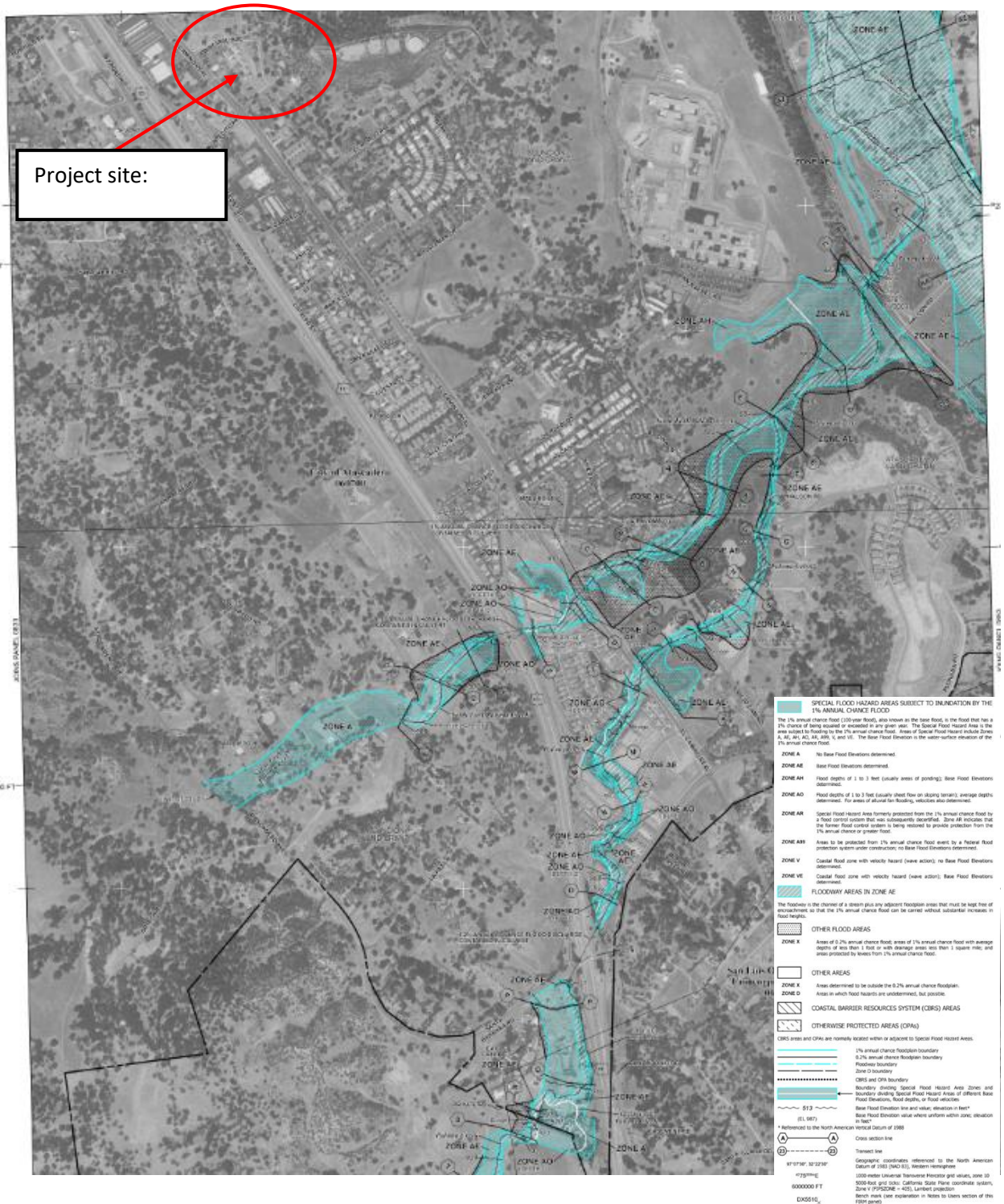


Legend

-  Creeks
-  Blue Line Creeks
-  Atascadero Lake
-  Highways
-  City Limits
-  Fault Lines



Attachment 11 – FIRM Map



Attachment 12 – National Wetlands Inventory Map



Attachment 13 – Acoustic Study

Acoustic Study

For the
Quiky Car Wash, Atascadero

Prepared by:



David Dubbink Associates
864 Osos Street, Ste D
San Luis Obispo, CA 93401

August 20, 2014



Acoustic Study – Quiky Carwash, Atascadero

Project Description

This report examines noise issues related to the construction of a car wash facility at the intersection of El Camino Real and Principal Avenue in Atascadero. Figure 1 shows the project site plan superimposed on an aerial photo. The blue area at the corner of El Camino Real and Principal Avenue is the location of the car wash. The yellow area shows individual residences. The tan color indicates an area of mixed uses with office space below residences.



Figure 1: Aerial View of the Project Site

The Acoustic Setting

The car wash fronts onto El Camino Real which is the major commercial thorough of the City of Atascadero. Street traffic is the most significant source of noise. Traffic on Highway 101 is audible, but the freeway lanes are screened by topography and by the commercial buildings on the other side of El Camino Real. Measurements of the present sound level at location indicated by the red dot showed a Leq of 47 decibels at 11:10 AM, August 21, 2014¹².

The Regulatory Setting

The city sets standards for single event and hourly levels³. The standards are more stringent for nighttime noise (9 PM to 7 AM) than for daytime noise. The standards are:

Hourly Average (Leq)	50/45	Day/Night
Maximum	70/65	Day/Night

The ordinance specifies that 5 decibels are to be subtracted from the standard in the case of noise with voice or music content. The tightening of the standard for such sounds is typical for community noise regulations. The Noise Ordinance specifies that noise readings are to be taken at the property line, ideally, at 3-5 feet above the ground level.

¹ The Leq metric represents the average noise energy of a source measured over an interval of time.

² Noise readings were made using a Brüel & Kjaer Integrating Sound Level Meter, Model 2230. The meter was calibrated before and after the survey using a B&K Acoustic Calibrator Model 4231 and the meter readings were determined to be accurate.

³ City of Atascadero, Noise Ordinance, 1992.



The noise ordinance applies to “residential development and other specified noise-sensitive land uses”⁴. The other specified uses include schools, hospitals, churches, or libraries⁵.

Presently there are no noise sensitive uses in the immediate vicinity of the project. The developments facing the project across El Camino Real and at either side are commercial uses that are not considered to be noise sensitive. The closest noise sensitive land uses will be the residences that are to be constructed within the Principal Avenue Mixed Use Development as shown on Figure 2. The blue rectangle shows the car wash tunnel. The yellow area shows the residential and mixed use areas. Cars enter the car wash from Principal Avenue and drive past the structure to the pay kiosk. They then loop back through the wash tunnel, in the direction of Principal Avenue. On leaving, cars turn into a vacuum and polishing area at the side of the building adjacent to the entry drive.



Figure 2: The Car Wash and the Closest Residences

Analysis

The car wash operation includes several noise sources. Of these, the most significant is the drying blower at the exit of the wash tunnel. The vacuum units provided for customers are a secondary noise source.

Figure 3 illustrates the directionality of sound from the drying units at the end of a carwash tunnel. The darker gray rectangle at the center of the diagram represents the tunnel exit. The concentric circles represent sound levels at 20 decibel intervals. The lighter gray circle shows the 70 decibel level. The irregular outlines show the measured pattern of sound radiation at times the blowers were in operation⁶. All sound levels are measured 50 feet from the source. Two different brands of blowers have been tested in San Luis Obispo. The red line shows the pattern from a Proto-Vest blower and the blue line shows operation of Air-One blowers which are slightly louder.

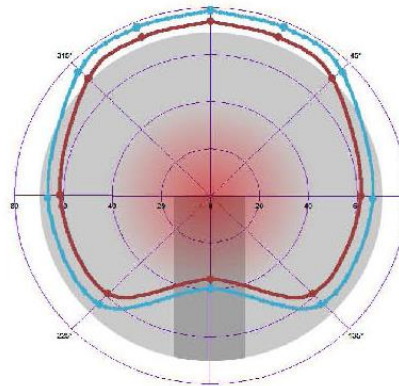


Figure 3: Sound Directionality

The sound from the louder Air-One blowers was measured at 77 decibels directly in alignment with the outlet, this reduced to 69 decibels at a 90 degree angle from center

⁴ Atascadero, Noise Ordinance, Exhibit A, page 1.

⁵ Ibid, page 4

⁶ The data for this diagram is based on measurements made at the Quiky Broad Street facility. Measurements were made at 45 degree steps fifty feet from the end of the tunnel.

David Dubbink Associates



line of the wash tunnel. The 90 degree angle represents the direction of the closest residence. The difference, due to directionality is an 8 decibel reduction.

In estimating the sound level that would be experienced at the closest residence, two further adjustments are required; one for distance and the other for the hourly averaging.

Sound, traveling over a paved surface, attenuates at around six decibels with each doubling of distance. The residential property line is about 140 feet from the tunnel exit. At this distance and at this angle, sound from the dryer blowers would be attenuated to 61 decibels for the operation of the noisier blowers.

The Leq metric, the basis for the City's noise standard, is based on the acoustical average of sound energy over time. The blowers operate only when a vehicle is present. Based on operations in San Luis Obispo, it is estimated that, during a busy hour, the blowers would be in operation only half the clock time⁷. The resulting "averaged" hourly Leq values are two to three decibels less than the measurement when the blowers are in operation. The hourly averaging would reduce the sound of the blowers to 58 decibels, as measured by the Leq metric.

The facility will make use of a central vacuum producing unit located adjacent to the car wash tunnel with the individual car-servicing units activated by the customers. The central unit produces sound levels of 45 dB heard 50 feet away⁸. The speed of the 40 hp unit varies depending on the number of users. It will only run at peak speed when multiple cars are being serviced.

The vacuum system intake nozzles are an additional source of noise and potentially significant because they will be closest to neighboring homes. The intakes produce sound at a 36 decibel level measured 100 feet from the inlet nozzle. (This approximates the distance from the vacuum units to the closest residences). However, this is just the inlet sound and does not include the occasional sounds made by objects being pulled into the vacuum nozzles. These random clicks and intake sounds will exceed this background level but, by the sound averaging Leq metric used in the City's standard, these momentary events will add marginally to the overall level.

Applying the City's Noise Standard and Other Standards

The City applies two different metric standards in determining acceptable noise exposure. As noted, the Leq is based on the acoustical average of sound energy over time. The city's daytime limit for Leq exposure is 50 decibels and the maximum level permitted is 70 decibels.

⁷ During an average day, 300 vehicles go through the carwash. With eleven hours of operation, the hourly average is 28 vehicles. The dryer is activated at the end of the wash cycle and the blowers run for about 1.15 minutes which equates to 31 minutes of operation during an hour.

⁸ Communication from Vacutech
David Dubbink Associates



The City's ordinance further provides that, in cases where existing ambient noise levels exceed standards, the standard is to be adjusted to equal the ambient level⁹. This is the case in this situation. The distance from the centerline of El Camino Real to the point where the ambient levels of 47 decibels was is 340 feet. The distance to the closest residential structure is 190 feet. At this distance the noise from roadway traffic increases to 50 decibels.¹⁰ An additional adjustment is required. Peak hour traffic activity is conventionally used to characterize roadway noise sources, The monitoring was done at 11 AM while the peak typically occurs in the late afternoon, around 4 to 5 PM. Traffic flow data indicated that sound levels during that period would be two decibels greater. This suggests that ambient noise levels, measured at the boundary of the residential area during a peak traffic hour are at the 52 dB level.

The project which would produce a Leq level of 58 decibels, without special mitigation, generates noise at levels that are in excess of the City's adjusted noise standard of 52 Leq, at the property line of noise sensitive uses. The most impacted residences are the units in the mixed use area of the Principal Mixed Use Project. The single family units further back from Principal Avenue as close to the car wash facility but quite out of alignment with the exit tunnel. The directionality of the sound and the bulk of the carwash equipment room paralleling the wash tunnel will further block some of the noise exposure. Noise levels in this portion of the Mixed Use Project will not exceed City standards.

A noise level mitigation of 6 decibels is needed to bring the project into conformance with City standards. Appendix A, lists actions that can be taken to reduce exterior to interior noise transmission.

The City's Noise Ordinance also includes specification of noise levels within interior spaces. Levels are not to exceed a Leq of 40 decibels. Conventional construction reduces exterior to interior noise transmission by around 20 decibels. If the exterior standard of 50 decibels is met, the interior standard would also be met. Or in this case, even without mitigating an exterior noise level of 58 decibels, a 20 decibel reduction would lower the interior level to 38 decibels, meeting the City's interior noise standard.

It might be noted that mitigations will not make the sounds from carwash operations undetectable. When sounds are of a dissimilar nature, people can perceive the added sound even if the overall level is not changed. People will be able to hear the carwash equipment turn on and off and such things as the car doors closing or radios playing. There is no easy way to minimize these sources since they are, for the most part, random events that are outside of the control of the project management.

Noise will also be generated during the time the facility is under construction. Noise from construction activities is exempted by the Noise Ordinance as long as it occurs between the hours of 7 Am and 9 PM.¹¹

⁹ Ibid, page 5.

¹⁰ This is based on computation using a "line source".

¹¹ Ibid. page 3.



Recommendations

Some level of acoustical mitigation is required. The most effective mitigations take place at the source. One means of reducing the impact of blower noise is to place them deeper in the tunnel. Alternately, a noise barrier wall could be constructed at the side of the exit drive. It would be most effective if it were several feet higher than the height of the blower closest to the exit. A wall extending eight feet from the end of the tunnel would reduce sideline noise levels by the required six decibels.

Since the project is integrated into a larger mixed use development, it would also be workable to add additional levels of acoustical protection to the facades of the residences that face the car wash site. This has the additional benefit of reducing exposure to traffic noise from El Camino Real.

Appendix A, lists some actions that can be taken to reduce exterior to interior noise transmission from the typical 20 decibel Noise Level Reduction (NLR) to a 25 decibel reduction. There are alternate building techniques that can achieve this objective and alternative strategies can be applied that achieve the same objective.

CEQA Determinations

The following four paragraphs address the relevant noise related questions on the Environmental Checklist in Appendix G of the CEQA Guidelines. In all cases, it is concluded that if the project includes the recommended design features and conditions, it will not have significant negative environmental effects with regard to noise or vibration issues.

- 1) With the recommended mitigations, the project will not result in significant 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. The sound levels are reduced to less than significant levels by either the addition of a wing wall to the exit from the blower area or by increasing the level of acoustical isolation for the several residential units that are impacted.
- 2) People will not be exposed to excessive ground borne vibration or ground borne noise levels. The car wash will not produce vibrations at levels that would be detectable at the closest sensitive uses.
- 3) The project will not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. The area presently is exposed to noise from traffic on El Camino Real that is in excess of the limits permitted by City code. While the project will add to the noise levels the increment will not substantially change the present environment.

David Dubbink Associates

6



4) During the construction phase of the project, there will be a temporary increase in ambient noise levels in the project vicinity above levels existing without the project. However the city allows construction activities that temporarily exceed standards if the work conforms to guidelines for construction activities. Project conditions should reflect the city's policies regarding the timing and nature of construction work.

There are several additional questions on the checklist related to noise produced by airports. Atascadero is not proximate to an airport or in a major flight path. There are no significant impacts.

David Dubbink Associates

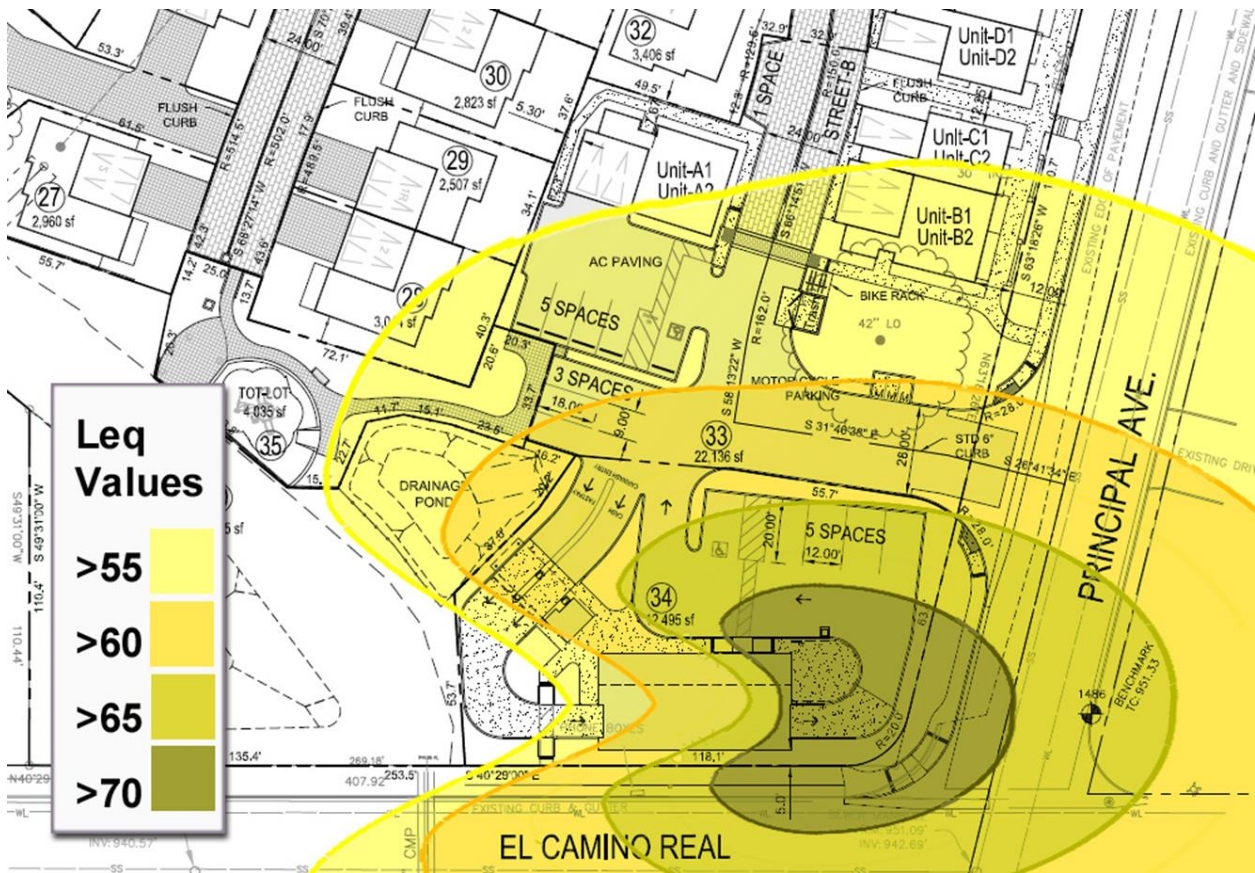
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**Appendix A: Design and Structural specifications
for achieving a 25 decibel Noise Reduction**

- Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
- Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
- Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.
- Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.
- Glass in both windows and doors should not exceed 20% of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 decibel NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities but the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.
- Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
- Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.





Attachment 14 – Arborist Report

Native Tree Protection Plan

Tract 3070 at El Camino Real and Principle Ave

Prepared By

Chip Tamagni
Certified Arborist #WE 6436-A
Certified Hazard Risk Assessor #1209

Steven Alvarez
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A & T ARBORISTS

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As consulting arborists, we have been hired to inform and educate how to protect trees both during the design phase and construction. Different species can adapt to more impacts than others just as young trees can sustain more root disturbance than older trees. All individuals and firms involved in the planning stages should be made completely aware of the limitations regarding setbacks from drip lines that are recommended to protect the trees. When we are given a plan, it should show all possible disturbances within the drip line areas. This includes all cuts, fills, over-excavation limits, building clearances, and all utilities. We will suggest changes if we feel the impacts are too great and it is up to the owner to follow our recommendations. If the plan we receive is not complete with potential impacts, we will fairly assume any additions will fall completely out of the drip line areas. It is the burden of the property owner to inform us of any changes, omissions, or deletions that may impact the drip line area of the trees in any way.

It is the responsibility of the owner to provide a copy of this tree protection plan to any and all contractors and subs that work within the drip line of any native tree. We recommend making it mandatory that the grading/trenching operator have all of his/her employees sign that they have read these plans. It is highly recommended that all other contractors sign and acknowledge this tree protection plan. In addition, each their respective employees shall be made aware of this tree plan.

This tree evaluation and protection plan is in regard to the development of the property located at the confluence of El Camino Real and Principle Avenue in Atascadero into housing units. There are 20 native trees on site consisting of blue oaks (*Quercus douglasii*), coast live oaks (*Quercus agrifolia*), and valley oaks (*Quercus lobata*). Six trees are being proposed for removal. They consist of four live oaks 32, 24, 38, and 10 inches in diameter along with two blue oaks with diameters of 19 and 26 inches respectively. The 24" coast live oak is dead already. Most all the saved trees will require trimming for not only clearance from roads and driveways but also from buildings in a couple of instances. The trimming shall be done before any grading occurs. Post trimming, tree fencing shall be installed. At times during the course of the project, fencing may need to be adjusted to accommodate walkways and driveways at the direction of the project arborist. At no time shall any areas under the drip lines be for parking construction vehicles or for storage of any kind including porta potties. All trenching within any drip line shall be monitored during the digging phase. The owner shall be prepared to add supplemental irrigation both during and post construction for a period of one year to trees #6, 8, and 9 at a minimum. Trees #8 and 9 are in the middle of the roundabout. Irrigation shall be made available to these two trees before the road is paved. Required irrigation shall be placed at the inner edge of the roundabout with two gallon per hour emitters spaced three feet on center. They will need to be operated once per week for an hour throughout the summer months for the entire summer following project completion. Tree #7 is about 1.5 feet higher in elevation than the street and the building pad. In order to effectively place the driveway, a maximum of 8 inches of soil



can be removed under the drip line of this tree. The project arborist shall be present for any grading within the drip line. The utilities for this lot shall be routed outside the drip line and into the open space of lot #59 then travel along the property line north west to the home. The utilities for lot #20 shall be routed right at the edge of the drip line of tree 37. Tree #14 on lot #31 shall have the utilities travel along the north side of the driveway. All other utilities shall be routed outside any drip line unless approved by the project arborist.

Projects usually require an on-site pre-construction meeting with the city, owner, grading contractor and the arborist. Topics will include fencing, monitoring and requirements for a positive final occupancy letter. It is the owner's responsibility to adequately inform us prior to any meetings where we need to be present.

All trees potentially impacted by this project are numbered and identified on both the grading plan and the spreadsheet. Trees whose drip line edges are greater than 50 feet from site disturbance will generally not be tagged and inventoried. Trees that are inherently protected by other saved trees will also not be tagged. Trees are numbered on the grading plans and in the field with an aluminum tag. Tree protection fencing is shown on the grading plan. In the field, trees to be removed have red tape attached to the tag.

Tree Rating System

A rating system of 1-10 was used for visually establishing the overall condition of each tree on the spreadsheet.

Determining factors include:

- Previous impacts to tree root zone
- Observation of cavities, conks or other structurally limiting factors
- Pest, fungal, or bacterial disorders
- Past failures
- Current growth habit

The rating system is defined as follows:

<u>Rating</u>	<u>Condition</u>
0	Deceased
1	Evidence of massive past failures, extreme disease and is in severe decline.
2	May be saved with attention to class 4 pruning, insect/pest eradication and future monitoring.
3	Some past failures, some pests or structural defects that may be mitigated by class IV pruning.
4	May have had minor past failures, excessive deadwood or minor structural defects that can be mitigated with pruning.



- 5 Relatively healthy tree with little visual structural and or pest defects.
- 6 Healthy tree that probably can be left in its natural state. Future pruning may be required.
- 7-9 The tree has had proper arboricultural pruning and attention or have no apparent structural defects.
- 10 Specimen tree with perfect shape, structure and foliage in a protected setting (i.e. park, arboretum).

The following mitigation measures/methods must be fully understood and followed by anyone working within the drip line of any native tree. Any necessary clarification will be provided by us (the arborists) upon request.

Fencing: The proposed fencing shall be shown in orange ink on the grading plan. It must be a minimum of 4' high chain link, snow or safety fence staked at the edge of the drip line or line of encroachment for each tree or group of trees. The fence shall be up before any construction or earth moving begins. The owner or their designee shall be responsible for maintaining an erect fence throughout the construction period. The arborist(s), upon notification, will inspect the fence placement once it is erected. After this time, fencing shall not be moved without arborist inspection/approval. If the orange plastic fencing is used, a minimum of four zip ties shall be used on each stake to secure the fence. All efforts shall be made to maximize the distance from each saved tree. The fencing must be constructed prior to the city pre-construction meeting for inspection by the city and the arborists. Fence maintenance is an issue with many job sites. Windy conditions and other issues can cause the fence to sag and fall. Keeping it erect should be a part of any general contractor's bid for a project. Down fencing is one of the causes for a stop work notice to be placed on a project.

Soil Aeration Methods: Soils within the drip line that have been compacted by heavy equipment and/or construction activities must be returned to their original state before all work is completed. Methods include adding specialized soil conditioners, water jetting, adding organic matter, and boring small holes with an auger (18" deep, 2-3' apart with a 2-4" auger) and the application of moderate amounts of nitrogen fertilizer. The arborist(s) shall advise.

Chip Mulch: All areas within the drip line of the trees that cannot be fenced shall receive a 4-6" layer of chip mulch to retain moisture, soil structure and reduce the effects of soil compaction.

Trenching Within Drip Line: All trenching/excavation for foundations within the drip line of native trees shall be **hand dug**. All major roots shall be avoided whenever possible. All exposed roots larger than 1" in diameter shall be clean cut with sharp pruning tools and not left ragged. A **Mandatory** meeting between the arborists and grading/trenching contractor(s) shall take place prior to work start. This activity shall be monitored by the arborist(s) to insure proper root pruning is taking place. Any landscape architects and contractors involved shall not design any irrigation or other features within any drip line unless previously approved by the project arborist.

Grading Within The Drip Line: Grading shall not encroach within the drip line unless approved by the project arborist. Grading should not disrupt the normal



drainage pattern around the trees. Fills should not create a ponding condition and excavations should not leave the tree on a rapidly draining mound.

Exposed Roots: Any exposed roots shall be re-covered the same day they were exposed. If they cannot, they must be covered with burlap or another suitable material and wetted down 2x per day until re-buried.

Paving Within The Drip Line: The preferred method on paving within the drip line consists of placing base material on existing grade. Any grade lowering removes important surface roots. Pavers can be used with limitations. The base material must be above natural grade and the curbing to retain the pavers shall not be trenched any deeper than six inches into the natural grade.

Equipment Operation: Vehicles and all heavy equipment shall not be driven under the trees, as this will contribute to soil compaction. Also there is to be no parking of equipment or personal vehicles in these areas. All areas behind fencing are off limits unless pre-approved by the arborist. All soil compaction within drip line areas shall be mitigated as described previously.

Existing Surfaces: The existing ground surface within the drip line of all native trees shall not be cut, filled, compacted or pared, unless shown on the grading plans and approved by the arborist.

Construction Materials And Waste: No liquid or solid construction waste shall be dumped on the ground within the drip line of any native tree. The drip line areas are not for storage of materials either. Any violations shall be remedied through proper cleanup approved by the project arborist at the expense of the owner.

Arborist Monitoring: An arborist shall be present for selected activities (trees identified on spreadsheet and items bulleted below). The monitoring does not necessarily have to be continuous but observational at times during these activities. It is the responsibility of the owner(s) or their designee to inform us prior to these events so we can make arrangements to be present. It is the responsibility of the owner to contract (prior to construction) a locally licensed and insured arborist that will document all monitoring activities.

- pre-construction fence placement
- any utility or drainage trenching within any drip line
- All grading and trenching near trees requiring monitoring on the spreadsheet

Pre-Construction Meeting: An on-site pre-construction meeting with the Arborist(s), Owner(s), Planning Staff, and all contractors and subs is highly recommended prior to the start of any work. At a minimum, the grading contractor shall be present. It is the sole responsibility of the owner that all topics covered during the preconstruction meeting are appropriately passed on to non-present contractors. Prior to final occupancy, a letter from the arborist(s) shall be required verifying the health and condition of all impacted trees and providing any recommendations for any additional mitigation. The letter shall verify that the arborist(s) were on site for all grading and/or



trenching activity that encroached into the drip line of the selected native trees, and that all work done in these areas was completed to the standards set forth above.

Pruning: All native tree pruning shall be completed by a licensed and insured D49 tree trimming contractor that has a valid city business license. Class 4 pruning includes: Crown reduction pruning consisting of reduction of tops, sides or individual limbs. A trained arborist shall perform all pruning. No pruning shall take more than 25% of the live crown of any native tree. Any trees that may need pruning for road/home clearance shall be pruned prior to any grading activities to avoid any branch tearing.

Landscape: All landscape under the drip-line shall be drought tolerant or native varieties. Lawns shall be avoided. All irrigation trenching shall be routed around drip lines; otherwise above ground drip-irrigation shall be used. It is the owner's responsibility to notify the landscape architect and contractor regarding this mitigation.

Utility Placement: All utilities and sewer/storm drains shall be placed down the roads/driveways and when possible outside of the drip lines. If roads exist between two trees, the utilities shall be routed down the middle of the road or completely hand dug. The arborist shall supervise trenching within the drip line. All trenches in these areas shall be exposed by air spade or hand dug with utilities routed under/over the roots. Roots greater than 2 inches in diameter shall not be cut.

Fertilization and Cultural Practices: As the project moves toward completion, the arborist(s) may suggest fertilization, insecticide, fungicide, soil amendments, and/or mycorrhiza applications that will benefit tree health.

The included spreadsheet includes trees listed by number, species and multiple stems if applicable, diameter and breast height (4.5'), condition (scale from poor to excellent), status (avoided, impacted, removed, exempt), percent of drip line impacted, mitigation required (fencing, root pruning, monitoring), construction impact (trenching, grading), recommended pruning and individual tree notes.

If all the above mitigation measures are followed, we feel there will be no additional long-term significant impacts to the remaining native trees.

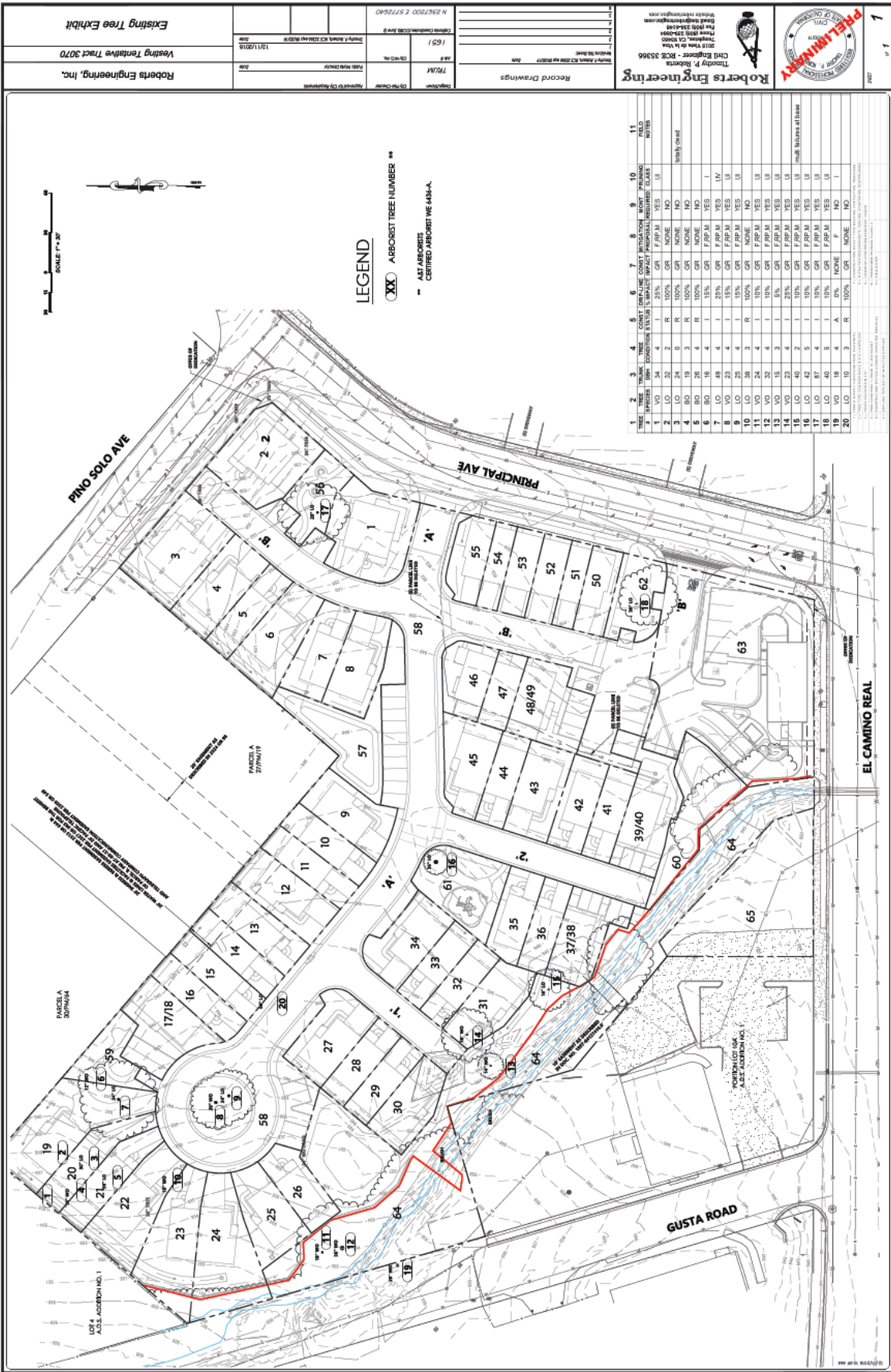
A & T Arborists strongly suggests that the responsible party (owner of their designee) make copies of this report. Any reproduction by A & T Arborists or changes to this original report will require an additional charge.

Please let us know if we can be of any future assistance to you for this project.

Steven G. Alvarez
Certified Arborist #WC 0511

Chip Tamagni
Certified Arborist #WE 6436-A





TREE NUMBER	TREE SPECIES	TRUNK DBH (IN)	HEIGHT (FT)	CONDITION	CONSERVATION VALUE	REMOVAL	REPLACEMENT	FIELD NOTES	
1	VO	34	4	R	100%	GR	F/RP/M	YES	US
2	LO	32	2	R	100%	GR	NONE	NO	US
3	LO	24	3	R	100%	GR	NONE	NO	US
4	LO	24	3	R	100%	GR	NONE	NO	US
5	LO	24	3	R	100%	GR	NONE	NO	US
6	BO	26	4	R	100%	GR	NONE	NO	US
7	BO	16	4	R	100%	GR	F/RP/M	YES	US
8	LO	48	4	R	20%	GR	F/RP/M	YES	UM
9	VO	23	4	R	100%	GR	F/RP/M	YES	US
10	LO	38	3	R	100%	GR	NONE	NO	US
11	VO	24	4	R	100%	GR	F/RP/M	YES	US
12	VO	32	4	R	100%	GR	F/RP/M	YES	US
13	VO	32	4	R	100%	GR	F/RP/M	YES	US
14	VO	33	4	R	100%	GR	F/RP/M	YES	US
15	LO	40	2	R	100%	GR	F/RP/M	YES	US
16	LO	42	5	R	100%	GR	F/RP/M	YES	US
17	LO	87	4	R	100%	GR	F/RP/M	YES	US
18	VO	18	4	A	0%	NONE	NONE	NO	US
19	VO	18	4	A	0%	NONE	NONE	NO	US
20	LO	10	3	R	100%	GR	NONE	NO	US

Roberts Engineering
17000 Highway 99, Suite 200, Redwood City, CA 94061
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www.roberts-engineering.com

Record Drawings
Project Name: [Blank]
Drawing No: [Blank]
Scale: [Blank]
Date: [Blank]

Existing Tree Exhibit
Vegetation Tract 3070
Roberts Engineering, Inc.



TREE PROTECTION SPREAD SHEET

1	2	3	4	5	6	7	8	9	10	11
TREE #	TREE SPECIES	TRUNK DBH	TREE CONDITION	CONST STATUS	DRIP-LINE % IMPACT	CONST IMPACT	MITIGATION PROPOSAL	MONT REQUIRED	PRUNING CLASS	FIELD NOTES
1	VO	34	4	I	25%	GR	F,RP,M	YES	I,II	
2	LO	32	2	R	100%	GR	NONE	NO		
3	LO	24	0	R	100%	GR	NONE	NO		totally dead
4	BO	19	3	R	100%	GR	NONE	NO		
5	BO	26	4	R	100%	GR	NONE	NO		
6	BO	16	4	I	15%	GR	F,RP,M	YES	I	
7	LO	49	4	I	25%	GR	F,RP,M	YES	I,IV	
8	VO	23	4	I	15%	GR	F,RP,M	YES	I,II	
9	LO	25	4	I	15%	GR	F,RP,M	YES	I,II	
10	LO	38	3	R	100%	GR	NONE	NO		
11	VO	24	4	I	10%	GR	F,RP,M	YES	I,II	
12	VO	32	4	I	10%	GR	F,RP,M	YES	I,II	
13	VO	15	3	I	5%	GR	F,RP,M	YES	I,II	
14	VO	23	4	I	35%	GR	F,RP,M	YES	I,II	
15	LO	40	2	I	10%	GR	F,RP,M	YES	I,II	multi failures at base
16	LO	42	5	I	10%	GR	F,RP,M	YES	I,II	
17	LO	87	4	I	10%	GR	F,RP,M	YES	I,II	
18	LO	40	5	I	10%	GR	F,RP,M	YES	I,II	
19	VO	18	4	A	0%	NONE	F	NO	I	
20	LO	10	3	R	100%	GR	NONE	NO		

1 = TREE #, MOSTLY CLOCKWISE FROM DUE NORTH
 2 = TREE TYPE: COMMON NAME (E.W.O.= WHITE OAK)
 3 = TRUNK DIAMETER @ 4"
 4 = TREE CONDITION: 1 = POOR, 10 = EXCELLENT
 5 = CONSTRUCTION STATUS: AVOIDED, IMPACTED, REMOVAL
 6 = DRIP-LINE: PERCENT OF IMPACTED DRIP-LINE
 7 = CONSTRUCTION IMPACT TYPE: GRADING, COMPACTION, TRENCHING
 8 = MITIGATION REQUIREMENTS: FENCING, MONITORING, ROOTPRUNING
 9 = ARBORIST MONITORING REQUIRED: YES/NO
 10 = PERSCRIBED PRUNING: CLASS 1-4
 11 = FIELD NOTES

12/12/2018



Attachment 15 – Biological Report

See Attached



Attachment 16 – Biological Report Addendum



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June 28, 2016

Carol Florence, AICP
Principal Planner, Oasis Associates
3427 Miguelito Court
San Luis Obispo, CA 93401

SUBJECT: Biological and Wetland Resources Assessment Addendum, Floristic Inventory and Rare Plant Survey Report for the Tract 3070 Master Plan of Development Project, City of Atascadero, CA

Dear Carol:

Sage Institute, Inc. (SII) is pleased to submit this Biological and Wetland Resources Assessment Addendum (BA Addendum) to the SII revised final February 10, 2015 *Biological & Wetland Resources Assessment* (2015 BA), prepared for the Tract 3070 Master Plan of Development Project in the City of Atascadero. This BA Addendum has been prepared to detail the methods and results of the 2016 floristic inventory and rare plant survey conducted over the project site.

METHODS

SII botanist Melinda Elster conducted walking field surveys of the entire project area on April 18 and May 3, 2016. SII Principal Ecologist David Wolff conducted a walking field survey of the entire project site on June 6, 2016. All plant species observed were identified and recorded during each field survey. To ensure adequacy of the floristic inventory and rare plant survey, it was conducted in accordance with the guidelines recommended by the California Native Plant Society (CNPS), the California Department of Fish and Wildlife (CDFW), and U.S. Fish and Wildlife Service (USFWS) that includes:

- Conducting the survey at the proper time of year when rare plants are both evident and identifiable. The survey was conducted throughout the peak 2016 springtime flowering and growing season including the late season survey in June.
- Surveys that are floristic in nature. All plant species noted in the field were identified to the level necessary to determine if it is rare, threatened, or endangered.
- Field surveys were conducting using systematic field techniques in all habitats of the project site that ensured a thorough visual coverage. The entire site was surveyed using meandering transects affording complete survey coverage for all plant species present.
- Multiple site visits were conducted to ensure that seasonal variations in the flowering period of the target species documented at a reference site are adequately covered. Surveys were conducted from April to June 2016.



RESULTS

The 2015 BA query of the California Natural Diversity Data Base (CNDDDB) revealed the recorded occurrences of 12 special-status plant species within a five-mile radius of the project site. The special-status plant species occurrences recorded in the CNDDDB are commonly associated with a specific soil type, moisture regime, habitat, and/or elevation range that dictates the range or microhabitat of the species. As documented in the 2015 BA, grassland plant species associated with sandy soils had the potential to occur on the site. None of the CNDDDB rare plant occurrences are on or in close proximity to the project area, and most are in varied undisturbed habitat areas outside the city.

The springtime floristic inventory and rare plant survey conducted on the Tract 3070 project area confirmed the findings in the 2015 BA that the dominate habitat type of the project area was disturbed non-native annual grassland habitat. The site supports native and non-native grasses and broadleaf herbaceous species amidst the scattered oaks onsite, and willow riparian corridor along the drainage. All plant species observed were identifiable during the three field surveys conducted over the project area so there were no limitation in completing the rare plant survey for 2016 in accordance with accepted agency and industry standards. The winter rains along with the warm and mostly dry February and March 2016 manifested substantial grassland species growth to further support the adequacy of the survey.

No rare, threatened, or endangered plant species were observed within the project area during the SII field surveys. Table A-1 below provides a list of all plant species observed during the SII 2016 floristic inventory and rare plant survey documenting the negative findings. The attached Figure A-1 provides a set of representative photographs taken during the rare plant survey.

TABLE A-1 TRACT 3070 FLORISTIC INVENTORY AND RARE PLANT SURVEY PLANT SPECIES OBSERVED APRIL 18, MAY 3, AND JUNE 6, 2016 (* = NATIVE SPECIES)	
SCIENTIFIC NAME	COMMON NAME
<i>Achyrachaena mollis</i>	Blow wives *
<i>Acmispon americanus (Lotus purshianus)</i>	Spanish lotus *
<i>Amsinckia menziesii</i>	Fiddleneck *
<i>Anagallis arvensis</i>	Scarlet pimpernel
<i>Andostoma fasciculatum</i>	Chamise *
<i>Asclepius fasciculatus</i>	Slender milkweed *
<i>Avena barbata</i>	Slender wild oats
<i>Baccharis pilularis</i>	Coyote brush *
<i>Brassica nigra</i>	Black mstard
<i>Bromus diandrus</i>	Ripgut grass
<i>Bromus hordeaceus</i>	Soft chess brome
<i>Bromus madritensis ssp. rubens</i>	Red brome
<i>Calandrinia ciliata</i>	Redmaids *
<i>Capsella bursa-pastoris</i>	Shepard's purse
<i>Carduus pycnocephalus</i>	Italian thistle
<i>Carex sp.</i>	Sedge*
<i>Centaurea melitensis</i>	Star thistle
<i>Centaurea solstitialis</i>	Yellow star thistle



TABLE A-1 TRACT 3070 FLORISTIC INVENTORY AND RARE PLANT SURVEY PLANT SPECIES OBSERVED APRIL 18, MAY 3, AND JUNE 6, 2016 (* = NATIVE SPECIES)	
SCIENTIFIC NAME	COMMON NAME
<i>Centromadia pungens ssp. pungens</i>	Common spikeweed*
<i>Chenopodium album</i>	Lamb's quarters
<i>Chlorogalum sp NIF</i>	Soap plant *
<i>Cirsium vulgare</i>	Bull thistle
<i>Clarkia sp.</i>	Clarkia sp. *
<i>Claytonia perfoliata</i>	Miner's lettuce *
<i>Convolvulus arvensis</i>	Field bindweed
<i>Cotoneaster sp.</i>	Cotoneaster
<i>Crassula tillaea</i>	Pygmy weed
<i>Cupressus sempervirens</i>	Mediterranean cypress
<i>Cynodon dactylon</i>	Bermuda grass
<i>Erodium botrys</i>	Storksbill
<i>Erodium cicutarium</i>	Redstem filaree
<i>Festuca arundinacea</i>	Tall fescue
<i>Festuca myuros</i>	Rattail fescue
<i>Festuca perennis (Lolium multiflorum)</i>	Italian rye grass
<i>Galium aparine</i>	Common bedstraw*
<i>Geranium dissectum</i>	Cut-leaved geranium
<i>Hirshfeldia incana</i>	Short podded mustard
<i>Hordeum murinum ssp. leporinum</i>	Foxtail barley
<i>Hordeum vulgare</i>	Barley
<i>Hypochaeris glabra</i>	Smooth cat's ear
<i>Juncus bufonius</i>	Common toad rush *
<i>Juncus xiphioides</i>	Iris leaved juncus *
<i>Lactuca serriola</i>	Prickly lettuce
<i>Lamium amplexicaule</i>	Henbit
<i>Lathyrus odoratus</i>	Garden sweet pea
<i>Lepidium nitidum</i>	Shiny pepper-grass *
<i>Logfia gallica (Filago gallica)</i>	Narrowleaf cottonrose
<i>Lupinus bicolor</i>	Miniature lupine *
<i>Lupinus nanus</i>	Sky lupine *
<i>Malva parviflora</i>	Cheeseweed
<i>Matricaria discoidea</i>	Pineapple weed
<i>Medicago polymorpha</i>	Bur clover
<i>Melilotus indicus</i>	Sweetclover
<i>Muhlenbergia rigens</i>	Deer grass *
<i>Opuntia ficus-indica</i>	Prickly pear
<i>Pinus sp.</i>	Pine tree





TABLE A-1 TRACT 3070 FLORISTIC INVENTORY AND RARE PLANT SURVEY PLANT SPECIES OBSERVED APRIL 18, MAY 3, AND JUNE 6, 2016 (* = NATIVE SPECIES)	
SCIENTIFIC NAME	COMMON NAME
<i>Plantago coronopus</i>	Plantain
<i>Plantago lanceolata</i>	English plantain
<i>Poa annua</i>	Annual bluegrass *
<i>Polygonum sp.</i>	Knotweed
<i>Polypogon monspeliensis</i>	Rabbitsfoot grass
<i>Populus fremontii</i>	Fremont's cottonwood *
<i>Quercus agrifolia</i>	Coast live oak *
<i>Quercus douglasii</i>	Blue oak *
<i>Quercus lobata</i>	Valley oak *
<i>Raphanus sativus</i>	Wild radish
<i>Rubus armeniacus</i>	Himalayan blackberry
<i>Rumex crispus</i>	Curly dock
<i>Salix laevigata</i>	Red willow *
<i>Salix lasiolepis</i>	Arroyo willow *
<i>Senecio vulgaris</i>	Common groundsel
<i>Sidalcea malviflora</i>	Checker mallow *
<i>Silybum marianum</i>	Milk thistle
<i>Sisymbrium irio</i>	London rocket
<i>Sonchus asper</i>	Prickly sowthistle
<i>Sonchus oleraceus</i>	Common sowthistle
<i>Spergularia rubra</i>	Rosey sand spurry
<i>Stellaria media</i>	Common chickweed
<i>Stipa pulchra</i>	Purple needlegrass *
<i>Tricostema lanceolatum</i>	Vinegar weed *
<i>Ulmus parvifolia</i>	Chinese elm
<i>Vicia villosa</i>	Winter vetch
<i>Yucca sp.</i>	Yucca (cultivar)

Thank you very much for continuing with SII for environmental consulting services. Please contact me directly if you have any questions or need any additional information.

Very truly yours,

David K. Wolff, Principal Ecologist

Attachment: Figure A-1 Representative Floristic Inventory and Rare Plant Survey Photographs



TRACT 3070 MASTER PLAN OF DEVELOPMENT PROJECT
BIOLOGICAL AND WETLAND RESOURCES ASSESSMENT ADDENDUM – FLORISTIC INVENTORY AND RARE PLANT SURVEY



Photo 2 – View north from center of site showing dense growth of the annual grassland habitat and scattered oak trees. 4/18/2016



Photo 4 – View of northern area of the site showing dense growth of the annual grassland habitat and scattered oak trees. 4/18/2016



Photo 1 – View north from Principal Avenue showing dense growth of the annual grassland habitat and willow riparian habitat. 4/18/2016



Photo 3 – View south from center of site showing dense growth of the annual grassland habitat and scattered non-native trees around buildings. 4/18/2016

FIGURE A-1 – REPRESENTATIVE FLORISTIC INVENTORY AND RARE PLANT SURVEY PHOTOGRAPHS



Attachment 17 – Traffic Impact Report

See Attached



Attachment 18 – Traffic Impact Report Addendum



May 23, 2018

Barry Ephraim
ECR Principal, LLC
125 South Bowling Green Way
Los Angeles, CA 90049

Re: Atascadero Principal Project Description Update

Mr. Ephraim:

Central Coast Transportation Consulting (CCTC) prepared a Transportation Impact Study (TIS) in 2014 for the Principal Mixed Use project in the City of Atascadero. At the time, the project included 37 residential units, 3,215 square feet of office uses, and an automated car wash. The project description has changed to reduce the number of single family homes to three, increase the townhomes to 52, and provide 1,193 s.f. of office space in live/work units. The current proposal includes a total of 55 residential units.

Table 1 shows the effects of the project description change on the trips generated by the project.

Land Use	Size	Number of Trips						
		Daily	AM			PM		
			In	Out	Total	In	Out	Total
Single Family Residential ¹	3 units	29	1	1	2	2	1	3
Residential Condo/Townhouse ²	52 units	364	5	26	31	23	12	35
General Office ³	1,193 ft ²	13	2	0	2	0	2	2
Automated Car Wash ⁴	1,945 ft ²	270	14	13	27	14	13	27
Total Trips		676	22	40	62	39	28	67
Previous Project Description		633	24	36	60	37	29	66
Change		43	(2)	4	2	2	(1)	1

1. ITE Land Use Code 210, Single-Family Detached Housing. Average rates used.
 2. ITE Land Use Code 230, Residential Condominium/Townhouse. Fitted curve equation used.
 3. ITE Land Use Code 710, General Office Building. Average rates used.
 4. ITE Land Use Code 948, Automated Car Wash. Average rate used, with daily taken as ten times the PM peak hour, due to limited data. AM data taken to be equal to PM data.
 Source: Trip Generation, 9th Edition, ITE (2012) and CCTC, 2018

The revised project description would add 43 daily trips, two AM peak hour trips, and one PM peak hour trip when compared to the project evaluated in the 2014 TIS. This insubstantial increase in traffic would not degrade the level of service (LOS) of any of the 2014 TIS study intersections.

The findings and recommendations in the 2014 TIS are adequate for the current project description. No additional recommendations are warranted.

Sincerely,

Central Coast Transportation Consulting

Joe Fernandez, PE, AICP
Principal

(805) 316-0101
895 Napa Ave, Suite A-6, Morro Bay, CA 93442



Attachment 19 – Response to Comments for MND 2019-0002

Author of Comments		Organization Represented	Date of Comments
A	Elizabeth Ann Gomez	Resident of Pino Ave	February 20, 2019
B	Patti Dunton	Salinan Tribe of San Luis Obispo and Monterey	March 08, 2019
C	Stephanie Teaford	Heal SLO Healthy Communities, Work Group	March 08, 2019
D	Jackie Mansoor	Air Pollution Control District of San Luis Obispo County	March 08, 2019
E	Jenna Schudson	California Department of Transportation, District 5	March 14, 2019



A - Comments and Response to Elizabeth Ann Gomez

Comments on Draft CEQA Document

From: Elizabeth Ann Gomez <[redacted]> Sent: Wed 2/20/2019 10:06 AM
To: Callie Taylor
Cc:
Subject: Principle mixed-use amendment

Whoever is in charge of this disaster plan please NOTE: Not ONE resident, that owns property on Pino Solo Ave 'approves' of this revision, or of the FIRST 'approved' plan. To no avail. Making ourselves heard at any public hearing was A TOTAL farce. You will bulldoze ahead with this stupid plan and none of us can stop this developer and the city OBVIOUSLY does not want to help the home owners. Removal of 6 precious old oak trees just shows how despicable your plan is. The car wash already destroyed enough. We have put up with all this construction and dirt mess for what? Now you want to increase more construction, noise, dirt and mess. So WRONG. This town has MANY empty business, just sitting there empty. Why in gods name would you think building more 'business' buildings would increase business. Being 'bought' is definitely what happened here. Enjoy your \$\$\$. All you are doing is covering your asses with this notice. CYA ! It proves that MONEY talks in the city planning department. May you all be REPLACED in the next election.

Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change
(PLN 2014-1519)

Elizabeth Ann Gomez
Local Resident
Dated February 20, 2019

Comments:

See attached letter.

Response:

The City of Atascadero appreciates the comments provided and encourages participation in the CEQA document review process. The comments above are noted.



B - Comments and Response to Salinan Tribe

Comments on Draft CEQA Document

Salinan Tribe
Of San Luis Obispo and Monterey Counties

Contemporary Lead
Gary Pierce



Traditional CO-Leads
Susan Latta
Mary Rodgers

March 8, 2019

City of Atascadero
Community Development Department
Callie Tylor, Senior Planner
6500 Palma Ave.
Atascadero, Ca 93422

Subject: Principal Mixed Use-Amendment. APN: 030-491-001-013-019-020. DLN2014-1519.

Greetings Callie,

I have reviewed the proposed amendment to the Housing portion of the project allowing more units to be added.

We are requesting that a cultural resource specialist from our tribe be on site during all tree removal activities. Oak Trees where, and still are a food source of the Salinan People. Cultural item like stone grinding bowls, pestles and cutting tools were used during the acorn harvests and left on site, for the next harvest.

Hope you can help us with this, by adding our request to the mitigation measures.

Xayatspanikan,
Patti Dunton
Patti Dunton, Tribal Administrator



Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change
(PLN 2014-1519)

Patti Dunton, Tribal Administrator
Salinan Tribe of San Luis Obispo and Monterey Counties
Dated March 08, 2019

Comment #1:

Cultural Resources

Request that a cultural resource specialist from Salinan Tribe be on site during all tree removals.

Response:

As identified in the letter from the Salinan Tribe, oak trees were a food source of the Salinan People, and often cultural items such as stone grinding bowls, pestles and cutting tools were used during the acorn harvests and left on site for the next harvest. A Mitigation Measure has been added to the MND to require a cultural resource specialist to be on site during tree removal in order to reduce the potential impacts to less than significant impact.

Mitigation Measure 17.a: Prior to the removal of native trees on the subject site, the developer shall contract with a cultural resource specialist from a local tribe to be onsite during all native oak tree removals. If any tribal cultural resources are discovered on-site, the City and the developer shall work with the tribe's cultural resource specialist to protect the resources.



C - Comments and Response to Heal SLO

Comments on Draft CEQA Document



BRINGING PEOPLE TOGETHER FOR A HEALTHY FUTURE March 8, 2019

COALITION PARTNERS:

- Bike SLO County
- Boys and Girls Club – South County
- Cal Poly State University
Center for Sustainability
Food Science & Nutrition Department
Kinesiology Department
- CentCal Health
- City of San Luis Obispo Parks and Recreation
- Community Action Partnership of SLO
- Community Foundation of SLO County
- Dairy Council of California
- Diringer & Associates
- First 5 San Luis Obispo County
- Food Bank Coalition of SLO County
- French Hospital Medical Center
- HomeShare SLO
- Lucia Mar Unified School District
- One Cool Earth
- Rideshare – Safe Routes to School
- San Luis Sports Therapy
- SLO Council of Governments
- SLO County Departments:
 - Board of Supervisors
 - Health Commission
 - Planning and Building
 - Public Health
- SLO County Office of Education
- UC Cooperative Extension
- YMCA of SLO County

Callie Taylor, Senior Planner
City of Atascadero: Community Development Department

RE: PLN 2014- 1519 Amendment

Dear Callie,

HEAL SLO is a coalition working to solve San Luis Obispo County's complex and overlapping health inequities by addressing the social determinants of health and developing integrated solutions. In carrying out that mission, since 2012, a subcommittee called the Healthy Communities Work Group has provided responses to County Planning staff from a healthy community's perspective on proposed land development projects, ordinance and general plan amendments. In recent years, the Work Group has also begun collaborating with local jurisdictions, providing comments on proposed projects and general plan updates.

The project at 9105, 9107, 9109 Principal Ave 9300 Pino Solo has come to the attention of the Healthy Communities Work Group. We are in favor of the amendment of this project to increase density of units. Increased density has the potential to improve public health outcomes through more walkable and connected neighborhoods, greater access to daily needs, and quality affordable housing¹. While we commend this increase in density, we recognize a sacrifice of outdoor space. Because there is not a public park within a short walking distance of the project site (Heilmann Park is outside of ½ mile radius), we recommend that outdoor space be incorporated into the project design, if at all possible.

The Healthy Communities Work Group is also concerned about the impact that the carwash blower noise will have on nearby residents. Mitigating noise levels as much as possible so residents can be outdoors and interact with neighbors will help to build a sense of community in this housing.

Sincerely,

A handwritten signature in black ink that reads "Stephanie Teaford".

Stephanie Teaford
Chair

Healthy Communities Work Group

http://www.changelabsolutions.org/sites/default/files/Building_In_Healthy_Infill-FINAL-20140731.pdf

¹Building In Healthy Infill. ChangeLab Solutions,

HEAL-SLO is a community coalition addressing complex and overlapping health challenges through integrated solutions. In carrying out that mission, a subcommittee called the Healthy Communities Work Group provides responses to Planning staff from a healthy community's perspective on proposed land development projects, ordinance and general plan amendments, and special projects.



Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change
(PLN 2014-1519)

Stephanie Teaford, Chair
Heal SLO Healthy Communities, Work Group
Dated March 08, 2019

Comments:

See attached letter.

Response:

The City of Atascadero appreciates the comments provided and encourages participation in the CEQA document review process.

In addition to the small private yards on each lot, the proposed development includes three (3) main outdoor open space and recreation areas. Open space is combined with landscaped drainage basins and located near the ephemeral drainage swale to further increase the green space areas of shared use at certain times of the year. A playground area with play equipment will be installed by the developer and owned and maintained by the HOA.

An acoustical analysis have been provided to assess the carwash use and includes recommendations to minimize the noise from the blowers. The acoustical engineer's recommendations have been incorporated into the MND as mitigation measures 12.a.1-3.

The comments in the above Heal SLO Healthy Communities, Work Group are noted. No additional mitigation measures are required.



D - Comments and Response to Air Pollutant Control District

Comments on Draft CEQA Document



Air Pollution Control District
San Luis Obispo County

Via Email

March 8, 2019

Callie Taylor
City of Atascadero, Community Development Department
6500 Palma Avenue
Atascadero, CA 93422
ctaylor@atascadero.org

SUBJECT: APCD Comments Regarding the Principal Mixed-Use Amendment, CUP,
Tentative Tract Map, Zone Change (2019-0002)

Dear Ms. Taylor:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project located at 9105 Principal Ave in Atascadero.

The project consists of an amendment to a previously approved Planned Development #24 mixed-use project. The applicant is proposing revisions to the approved master plan of the development and a new Tentative Tract Map to increase the unit count to 55 residential units, which includes a 10% density bonus for providing affordable housing. The master plan of Planned Development #24 includes 1,830 ft² of office area as a part of the live-work units on Principal Avenue, and a 1,645 ft² drive-thru carwash which is currently under construction as it was previously approved and analyzed through CEQA under the previous project approved in 2015. A 6,500 ft² area directly adjacent to El Camino Real is proposed to be changed from RMF-10 zoning to Commercial Retail to allow for future commercial development along the El Camino corridor. The project site is approximately 5.4-acres and six (6) native oak trees are proposed for removal as a part of the revised project. Project access will be provided at two driveways on Principal Avenue.

Mixed Use Support

APCD staff would like to commend the project proponents for this project's promotion of mixed used, urban infill development. When people can walk to nearby stores, parks and work, traffic is reduced and the potential for mass transit use increases. This is consistent with several of the APCD land use goals and policies in the Clean Air Plan.

The following are APCD comments that are pertinent to this project.



APCD Comments for the Principle Partners Project
March 8, 2019
Page 2 of 3

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each.

CONSTRUCTION PHASE

Construction Phase Impacts - Below Threshold

The APCD evaluated the construction impacts of this project to assess potential air quality impacts from the proposed project. The construction phase impacts will likely be less than the APCD's significance threshold values identified in Table 2-1 of the [CEQA Air Quality Handbook](#) (April 2012).

The mitigated negative declaration stated five construction mitigation measures in Section 3 – Air Quality. These measures include the APCD's language for fugitive dust (3.b.1), naturally occurring asbestos (3.b.2), demolition and asbestos activities (3.b.3), developmental burning (3.b.4), and construction permit requirements (3.b.5). **These measures are consistent with the APCD's analysis of the proposed project and the APCD supports the inclusion of these measures in the conditions of approval for the construction phase.**

OPERATIONAL PHASE

Operational Phase Impacts - Below Threshold

The mitigated negative declaration evaluated the operational phase emission estimates using Table 1-1 in the [CEQA Air Quality Handbook](#) (April 2012) for estimating operational emissions related to the development of land uses. The screening results indicate that the operational phase would likely be less than the APCD's significance threshold values identified in Table 3-2 of the CEQA Air Quality Handbook.

The mitigated negative declaration stated one operational mitigation measure in Section 3 – Air Quality. The measure includes the APCD's language for wood burning devices in new dwelling units (3.b.6). **These measures are consistent with the APCD's analysis of the proposed project and the APCD supports the inclusion of these measures in the conditions of approval for the operational phase.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at (805) 781-5912.



APCD Comments for the Principle Partners Project
March 8, 2019
Page 3 of 3

Sincerely,



JACKIE MANSOOR
Air Quality Specialist

JNM/jjh

cc: Barry Ephraim, Applicant

http://pln1ceqa/project_review/30001380013877-213877-2.docx

Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change
(PLN 2014-1519)

Jackie Mansoor, Air Quality Specialist
Air Pollution Control District of San Luis Obispo County
Dated March 08, 2019

Comments:

See attached letter.

Response:

The City recognizes the support which the Air Pollution Control District provides in regard to the project's mixed-use, urban infill development. Comments have been noted.

The City recognizes APCD's analysis shows that both "Construction Phase Impacts" and "Operational Phase Impacts" are below impact thresholds with selected mitigations. All mitigation measures shall be implemented and followed during the course of the project.



E - Comments and Response to California Department of Transportation

Comments on Draft CEQA Document

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/



Making Conservation
a California Way of Life.

March 14, 2019

SLO 101 PM 44.00
SCH# 2015041037

Callie Taylor, Senior Planner
City of Atascadero
6500 Palma Avenue
Atascadero, CA 93422

**COMMENTS TO THE MITIGATED NEGATIVE DECLARATION (MND) FOR THE
AMENDMENT TO THE PRINCIPAL MIXED-USE PROJECT**

Dear Ms. Taylor:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the MND for the Amendment to the Principal Mixed-Use Project. Caltrans has reviewed the project and offers the following comments:

Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We support infill projects that help to reduce the state-wide housing shortage and have the potential to reduce Green House Gas (GHG) emissions and Vehicle Miles Traveled (VMT).

We appreciate that the project will mitigate its impact to the Santa Rose Road / US 101 interchange through the City's Traffic Impact Fee (TIF) program. Please provide us with information on the City's TIF program, the document that the interchange project is listed in, and whether it is identified on the SLOCOG RTP project list.

Additionally, please provide us with the updated May 2018 traffic study mentioned in the MND, that analyzes the project with the increased number of residential units.

If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3432 or Jenna.Schudson@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jenna Schudson'.

Jenna Schudson
Development Review Coordinator
District 5, LD-IGR South Branch



Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change
(PLN 2014-1519)

Jenna Schudson, Development Review Coordinator
California Department of Transportation, District 5
Dated March 14, 2019

Comment #1:

Traffic Impact

Please provide information regarding the City's Traffic Impact Fee program, the document that the interchange project is listed in, and whether it is identified on the SLOCOG RTP project list.

Comment #2:

Please provide the updated May 2018 Traffic Study referenced in the Mitigated Negative Declaration document.

Response:

Comments have been noted, and informational documents provided to Caltrans. The May 2018 Traffic Study has been added as an attachment to the MND. No additional mitigation measures are required.



ATTACHMENT 6: Draft PC Resolution 2019-B Recommendation to Approve General Plan Amendment
--

DRAFT PC RESOLUTION 2019-B
GENERAL PLAN LAND USE DIAGRAM AMENDMENT

RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF ATASCADERO, CALIFORNIA, RECOMMENDING
THE CITY COUNCIL APPROVE A GENERAL PLAN LAND
USE DIAGRAM AMENDMENT

APN 030-491-001, 013, 019, 020
9105 Principal Avenue / ECR Principal, LLC

WHEREAS, an application has been received from Barry Ephraim of ECR Principal, LLC (125 South Bowling Green Way, Los Angeles, CA 90049), Applicant and Owner, and Principal Partners LLC, (555 Ramona Drive, San Luis Obispo, CA 93405), Owner, to consider a zoning amendment to a previously approved Planned Development 24 Overlay zone, a General Plan map amendment, a Master Plan of Development (Conditional Use Permit), a new Vesting Tentative Tract Map, and certification of a Mitigated Negative Declaration on a 5.25-acre site located at 9105, 9107, 9109 Principal Ave and 9300 Pino Solo (APN 030-491-001, 013, 019, 020); and

WHEREAS, the site's current General Plan Land Use Designation is Medium Density Residential (MDR) and General Commercial (GC); and

WHEREAS, the site's current Zoning Designation is Residential Multi-Family (RMF-10) and Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay; and

WHEREAS, a General Plan Land Use Diagram Amendment is proposed to change the Land Use Designation of one (1) lot within the project site on the El Camino Real frontage from Medium Density Residential (MDR) to General Commercial (GC) as identified in the amended General Plan Land Use Diagram attached to this Resolution as Exhibit B; and

WHEREAS, the laws and regulations relating to the preparation and public notice of environmental documents, as set forth in the State and local guidelines for implementation of the California Environmental Quality Act (CEQA) have been adhered to; and

WHEREAS, an Initial Study and Draft Mitigated Negative Declaration 2019-0002 was prepared for the project and made available for public review in accordance with the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, the Planning Commission has determined that it is in the best interest of the City to enact this amendment to the General Plan to protect the health, safety and welfare of its citizens by applying orderly development and expanding commercial opportunities along the El Camino Real frontage; and

WHEREAS, a timely and properly noticed Public Hearing upon the subject general Plan Land Use Diagram Amendment application was held by the Planning Commission of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said General Plan amendments; and

WHEREAS, the Planning Commission of the City of Atascadero, at a Public Hearing held on May 7, 2019, studied and considered the proposed General Plan Amendment (PLN 2014-1519) for the Principal Mixed-use Planned Development, after first studying and considering the Draft Mitigated Negative Declaration prepared for the project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Atascadero makes the following findings, determinations and recommendations with respect to the proposed General Plan Land Use Diagram Amendment:

SECTION 1. Findings for Approval of the 2019 Principal Mixed-use Planned Development General Plan Land Use Diagram Amendment, the Atascadero Planning Commission finds as follows:

1. The proposed General Plan Amendment has been prepared consistent with the applicable laws and guidelines of the State of California; and

Fact. All applicable State Laws have been adhered to in the preparation of this General Plan Amendment application.

2. A duly noticed public hearing has been held to receive and consider public testimony regarding the proposed amendments to the General Plan Land Use Diagram; and

Fact. Hearing notices were prepared in accordance with State Law and applicable Atascadero Municipal Code requirements. A public hearing was held by the Planning Commission at which public testimony was received and considered prior to taking action on the proposed application.

3. The proposed amendment is in the public interest and protects the health, safety and welfare of public by ensuring the orderly development of the City.

Fact. The proposed amendment is consistent with General Plan Land Use Policies 1.1, 1.3, 2.1, 2.3, 5.3, 6.1, 7.1, 7.2, 8.5, 15.1, and 15.6; Circulation Policies 1.1, 1.4, 1.5, 2.1, and 3.2; and Housing Element Policies 1.1, 4.3 and 10.1. The proposed amendment provides for new commercial retail opportunities along the El Camino corridor within the City's urban services line. The land use map amendment will create consistency in commercial zoning along this portion of El Camino Real frontage where residential

development is not appropriate. The proposed Planned Development Overlay District and requirements for a Master Planned neighborhood ensure that the overall neighborhood design and layout supports existing and future traffic patterns and provides pedestrian connectivity both internal and external to the development area.

SECTION 2. Recommendation of Approval. The Atascadero Planning Commission, in a regular session assembled on May 7, 2019 resolved to recommend that City Council approve the General Plan Land Use Diagram Amendment consistent with the following exhibits:

EXHIBIT A: General Plan Land Use Amendment Diagram

BE IT FURTHER RESOLVED that a copy of this Resolution be delivered forthwith by the Planning Commission Secretary to the City Council of the City of Atascadero.

On motion by _____, and seconded by _____ the foregoing resolution is hereby adopted in its entirety by the following roll call vote:

AYES: ()
NOES: ()
ABSTAIN: ()
ABSENT: ()
ADOPTED:

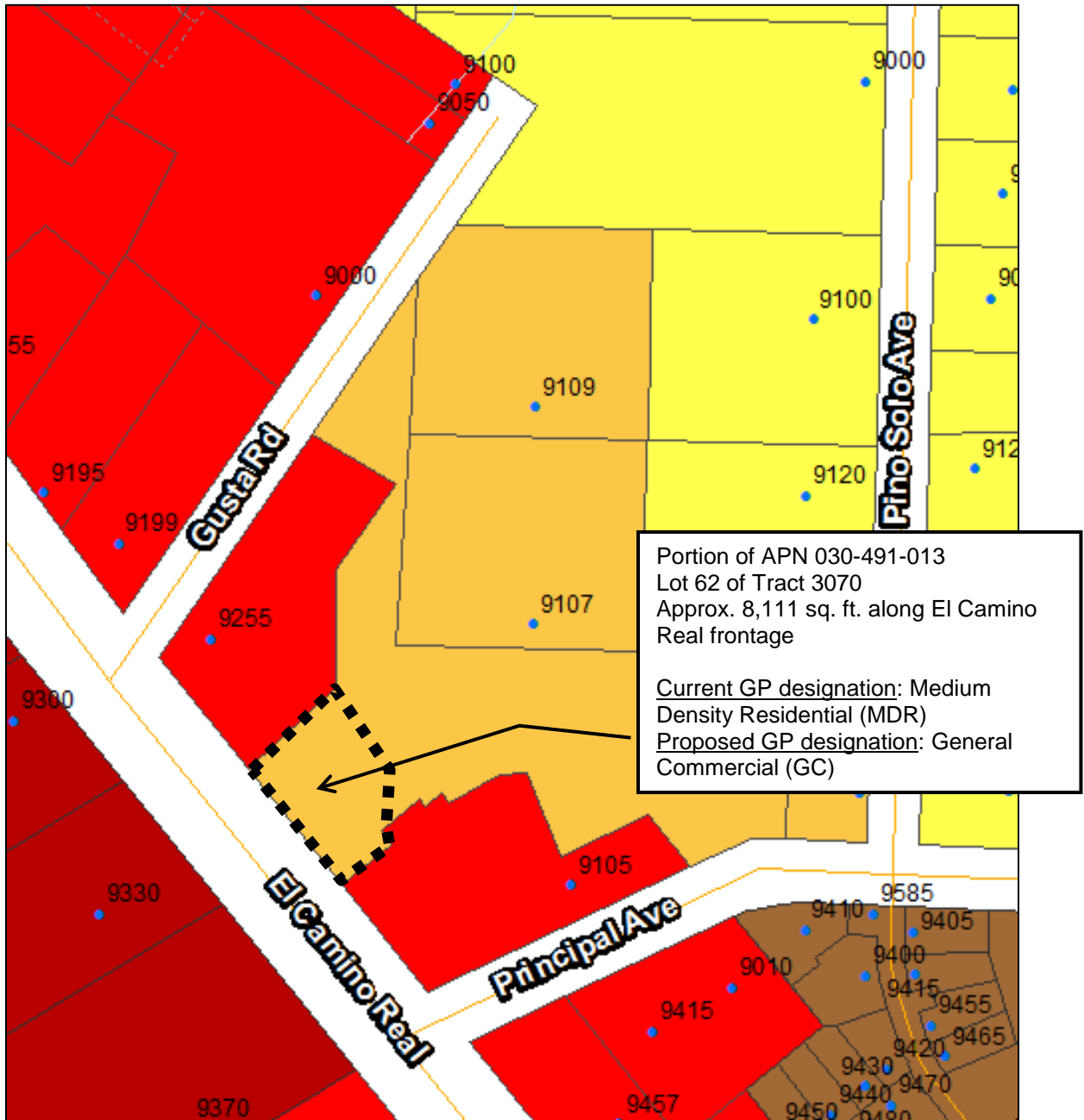
CITY OF ATASCADERO, CA

Tom Zirk
Planning Commission Chairperson

Attest:

Phil Dunsmore
Planning Commission Secretary

**Exhibit A: General Plan Land Use Diagram Amendment
Principal Mixed-Use Planned Development Amendment PLN 2014-1519**



ATTACHMENT 7: Draft PC Resolution 2019-C Amending Title 9, Planned Development No. 24 Overlay Zone and Zoning Map
--

DRAFT PC RESOLUTION 2019-C

**RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF ATASCADERO, CALIFORNIA,
RECOMMENDING THE CITY COUNCIL AMEND TITLE 9, ARTICLE
28, PLANNED DEVELOPMENT OVERLAY DISTRICT #24 AND THE
OFFICAL ZONING MAP**

**APN 030-491-001, 013, 019, 020
9105 Principal Avenue / ECR Principal, LLC**

WHEREAS, an application has been received from Barry Ephraim of ECR Principal, LLC (125 South Bowling Green Way, Los Angeles, CA 90049), Applicant and Owner, and Principal Partners LLC, (555 Ramona Drive, San Luis Obispo, CA 93405), Owner, to consider a zoning amendment to a previously approved Planned Development 24 Overlay zone, a General Plan map amendment, a Master Plan of Development (Conditional Use Permit), a new Vesting Tentative Tract Map, and certification of a Mitigated Negative Declaration on a 5.25-acre site located at 9105, 9107, 9109 Principal Ave and 9300 Pino Solo (APN 030-491-001, 013, 019, 020); and,

WHEREAS, the site's current General Plan Land Use Designation is Medium Density Residential (MDR) and General Commercial (GC); and

WHEREAS, the site's current Zoning Designation is Residential Multi-Family (RMF-10) and Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay; and

WHEREAS, the Planning Commission has recommended that the City Council approve a General Plan Land Use Diagram Amendment to change the Land Use Designation of one (1) lot within the project site from Medium Density Residential (MDR) to General Commercial (GC); and

WHEREAS, a Zoning Ordinance text change and official Zoning Map change are proposed to amend zoning code text for Planned Development Overlay Zone #24 (PD-24) and amend the zoning designation of one (1) lot on El Camino Real frontage from Residential Multi-Family (RMF-10) to Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay in order to correspond with the recommended General Plan Land Use Diagram Amendment; and

WHEREAS, Article 28 of the Atascadero Municipal Code allows for the creation of Planned Development Overlay Zones to promote orderly and harmonious development and to enhance the opportunity to best utilize special site characteristics; and

WHEREAS, the laws and regulations relating to the preparation and public notice of environmental documents, as set forth in the State and local guidelines for implementation of the California Environmental Quality Act (CEQA) have been adhered to; and

WHEREAS, an Initial Study and Draft Mitigated Negative Declaration 2019-0002 were prepared for the project and made available for public review in accordance with the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, the Planning Commission has determined that it is in the best interest of the City to enact an amendment to the Zoning Code Text and official Zoning Map to protect the health, safety and welfare of its citizens by applying orderly development and expanding housing opportunities on Principal and Pino Solo and by expanding commercial opportunities along the El Camino Real frontage at this location; and

WHEREAS, the City Council of the City of Atascadero, at a Public Hearing held on October 12, 2004, studied and considered Zone Change 2003-0070 and Zone Change 2004-0083, after first studying and considering the Draft Mitigated Negative Declaration prepared for the project, and adopted the original Planned Development Overlay Zone #24 in conjunction with CUP 2003-0117, and

WHEREAS, a timely and properly noticed Public Hearing upon the subject Zone Text Change and official Zoning Map change application was held by the Planning Commission of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said zoning text and map amendments; and

WHEREAS, the Planning Commission of the City of Atascadero, at a Public Hearing held on May 7, 2019, studied and considered an amendment to Planned Development Overlay Zone #24 (Zone Change 2017-0187) and the official Zoning Map, after first studying and considering the proposed Mitigated Negative Declaration prepared for the project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Atascadero makes the following findings, determinations and recommendations with respect to the proposed Zoning Code Text Amendment and Official Zoning Map Amendment:

SECTION 1. Official Zoning Text and Map Amendments. Pursuant to the Atascadero Municipal Code section 9-1.115, the Planning Commission finds that:

PLN 2014-1519 / ZCH 2017-0187 constitutes an amendment to the City of Atascadero Zoning Ordinance Section 9-3.669 of the Atascadero Municipal Code, shown in Exhibit A. Pursuant to Atascadero Municipal Code Section 9-1.115(a)(2), the Planning Commission recommends the City Council approve amendments to the Atascadero

Municipal Code, Planned Development #24 section, and the official Zoning designation map to amend the zoning designation of one (1) lot on El Camino Real frontage from Residential Multi-Family (RMF-10) to Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay.

SECTION 2. Findings for Approval of an Amendment to the Section 9-3.669, Planned Development Overlay Zone No. 24 and an Amendment to the Official Zoning Map of Atascadero changing the zoning of one (1) lot within the project area The Planning Commission finds as follows:

1. The proposed project or use is consistent with the General Plan Goals, Policies, and Programs and the overall intent of the General Plan; and

Fact. The proposed amendments are consistent with General Plan Land Use Policies 1.1, 1.3, 2.3, 5.3, 6.1, 7.1, 7.2, 8.5, 15.1, and 15.6; Circulation Policies 1.1, 1.3, 1.4, and 1.5; and Housing Element Policies 1.1, 4.1, and 4.3.

2. The proposed zone change will be compatible with existing or desired conditions in surrounding neighborhoods and surrounding General Plan land uses and General Plan policies; and

Fact. The proposed zone map amendments will create consistency in zoning along the El Camino Real frontage at this location. The parcel north of the carwash which is proposed for amendment was previously designed as a drainage basin for the residential portion of the development, and therefore was zoned residential. The updated plans no longer require this area to be used for water storage, and therefore future commercial development potential now is possible at this location. The proposed zoning map change will provide future commercial development opportunities at this location.

3. The proposed project or use satisfies all applicable provisions of the Title (Zoning Ordinance) including the PD-24 Ordinance as amended; and

Fact. The proposed amendments will update the PD 24 zoning text to be consistent with the revised project proposal. A zoning map change will create consistency in zoning along the El Camino Real corridor.

4. The proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development; and

Fact. The proposed residential use is consistent with other attached and detached multifamily residential and residential serving uses in the area. Commercial opportunities along the El Camino Real frontage will be consistent with adjacent uses.

5. The establishment, and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the

health, safety, or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use; and

Fact. The proposed residential use will not be detrimental to the health, safety, or welfare of the general public or persons residing in the neighborhood. A residential use is consistent with the surrounding neighborhood to the west and south, and the commercial development is consistent with the adjacent commercial uses on El Camino Real and the corner of Principal Avenue. The Planned Development Overlay language, mitigation measures, and City development standards will ensure that pedestrian and vehicular access conditions are designed in a manner which does not create ongoing safety concerns.

6. The proposed zone change will not create any new significant and unavoidable impacts to traffic, infrastructure, or public service impacts; and

Fact. The proposed residential use will not generate significant and unavoidable impacts to traffic, infrastructure, or public services. The project will contribute City TIF fees toward the US 101 interchanges. Frontage roads will be developed to City standards, including a turn lane on Principal Avenue. All internal and abutting public roads have been designed to City standard. All residences within the project area will be required to annex into the Citywide Community Facilities District to cover costs associated with the increased City costs of providing police, fire, and park services to new residents.

7. The proposed zone change is consistent with the project-specific Mitigated Negative Declaration and incorporates all feasible mitigation measures consistent with the Mitigation Monitoring and Reporting Program; and

Fact. A Mitigated Negative Declaration has been prepared for the Planned Development amendment and circulated in accordance with CEQA. All feasible mitigation measures have been incorporated.

8. Modification of development standards or processing requirements of the Zoning Ordinance through the PD overlay is warranted to promote orderly and harmonious development; and

Fact. The PD-24 established development standards that promote a cohesive neighborhood development and ensure that City goals related to traffic mitigation, aesthetic character, inclusionary housing, and pedestrian connectivity, among others, are achieved. Minor modifications to the PD-24 zone text are currently proposed.

9. Modification of development standards or processing requirements of the zoning ordinance through the PD overlay will enhance the opportunity to best utilize special characteristics of an area and will have a beneficial effect on the area; and

Fact. The Planned Development 24 overlay text modifies standard development requirements to allow for a mixed-use residential and commercial project. Modified standards for the development enable the unit count and site design as proposed by the applicant.

10. Benefits derived from the Planned Development Overlay Zone cannot be reasonably achieved through existing development standards or processing requirements; and

Fact. The Planned Development Overlay Zone 24 ensures that development within the area provide certain benefit as identified by Council Policy. Development under the PD24 standards will maintain and enhance neighborhood character and provide transition between commercial and single-family uses.

11. Proposed plans offer certain redeeming features to compensate for requested modifications of the Planned Development Overlay zone.

Fact. City Council Planned Development Policy requires project benefits such as affordable inclusionary housing, pocket parks, and high quality landscape and architecture in exchange for modified development standards. As conditioned, the project satisfies these requirements.

SECTION 3. Zone Map Amendment Recommendation of Approval. The Planning Commission of the City of Atascadero, in a regular session assembled on May 7, 2019 resolved to recommend the City Council introduce for first reading by title only, an Ordinance that will rezone one (1) lot along the El Camino Real frontage on the subject site consistent with the following:

Exhibit A: Zone Change Map

SECTION 4. Zone Text Change Recommendation of Approval. The Planning Commission of the City of Atascadero, in a regular session assembled on May 7, 2019 resolved to recommend the City Council introduce for first reading by title only, an Ordinance that will replace Section 9-3.669, Establishment of Planned Development Overlay Zone No. 24, of the Atascadero Municipal Code with the following:

Exhibit B: Amendment to Section 9-3.669 Planned Development Overlay Zone No. 24 (PD24)

BE IT FURTHER RESOLVED, that a copy of this Resolution be delivered forthwith by the Planning Commission Secretary to the City Council of the City of Atascadero.

On motion by Commissioner _____, and seconded by Commissioner _____, the foregoing resolution is hereby adopted in its entirety by the following roll call vote:

AYES:	()
NOES:	()
ABSENT:	()
ABSTAINED:	()
ADOPTED:	

CITY OF ATASCADERO, CA

Tom Zirk
Planning Commission Chairperson

ATTEST:

Phil Dunsmore
Planning Commission Secretary

Exhibit B: Amendment to section 9-3.669 Planned Development Overlay Zone No. 24 (PD24)

9-3.669 Establishment of Planned Development Overlay Zone No. 24 (PD-24)

Planned Development Overlay Zone No. 24 is established as shown on the official zoning maps (Section 9-1.102 of this title). A Planned Development Overlay Zone No. 24 is established on parcels APN 030-491-013, 001, 020, 019 with a combined gross acreage of 5.32 acres. The maximum residential density within the planned development shall not exceed a maximum of ~~thirty-seven (37)~~ fifty-two (52) residential units as identified in the Master Plan of Development (PLN 2014-1529/CUP 2003-0117 as amended), subject to the densities allowed by the underlying zoning districts and any approved density bonuses. The development standards contained within the Master Plan of Development document (CUP 2003-0117 as amended), as conditioned, shall be applied to all future development within the project area, and as follows:

- (a) All site development shall require the approval of a Master Plan of Development. All construction and development shall conform to the approved Master Plan of Development, as conditioned.
- (b) The vesting tentative subdivision map (~~TTM 2014-0107~~ Tract 3070, as amended) and any subsequent amendments for the site shall be consistent with ~~CUP 2003-0117~~ PLN 2014-1529 as amended. All construction and development shall conform to the approved Master Plan of Development, as conditioned.
- (c) No subsequent tentative parcel or tract map shall be approved unless found to be consistent with the approved Master Plan of Development.
- (d) The commercial area, residential dwelling units, landscaping, walls and fencing shall be consistent with the approved Master Plan of Development. Building setbacks, lot sizes, landscape area, and lot coverage shall be as identified within the approved Master Plan of Development.
- (e) All landscaping shown on the approved landscape plan will be installed by the developer and shall be maintained as approved.
- (f) All utilities, including electric, telephone and cable, along the frontage of, and within the PD and along the project frontages shall be installed and/or relocated underground, except as noted in the in the Master Plan of Development and the Conditions of Approval.
- (g) The nonresidential uses shall retain the commercial retail zoning district designation, including proposed office spaces in the mixed-used area identified in the Master Plan of Development. The following allowable uses are proposed for this district within the PD-24 overlay zone:
 - (1) Residential multifamily (second and third floors only);
 - (2) Broadcast studios;
 - (3) Building materials and hardware (indoor only);

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- (4) Food and beverage retail sales;
- (5) Furniture, home furnishings and equipment (indoor only);
- (6) General merchandise stores;
- (7) Mail order and vending;
- (8) Car-wash;
- (9) Financial services;
- (10) Health care services;
- (11) Offices;
- (12) Personal services;
- (13) Eating and drinking places;
- (14) Business support services, where all areas of use are located within a building;
- (15) Utility service center;
- (16) Temporary events;
- (17) Day care.

(h) The conditional uses will be consistent with those listed for the underlying commercial retail zone and will require an amendment to the Master Plan of Development.

(i) All residential and commercial uses shall be consistent with the requirements of the underlying zoning district except as allowed by the Master Plan of Development.

(j) All trees shown to be protected on the approved Master Plan of Development shall be maintained. Any future tree removal shall require approval per the requirements set forth in the Atascadero Native Tree Ordinance.

(k) All public improvements shall be consistent with proposed improvements that are identified in vesting tentative map ~~2014-0107~~ [Tract 3070, as amended](#). Frontage improvements for Gusta Road will not be required. (Ord. 589 § 4, 2015; Ord. 465 § 2, 2004)

ATTACHMENT 8: Draft PC Resolution 2019-D Vesting Tentative Tract Map and Master Plan of Development
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DRAFT PC RESOLUTION 2019-D

**RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF ATASCADERO, CALIFORNIA,
RECOMMENDING THE CITY COUNCIL APPROVE A
CONDITIONAL USE PERMIT (2019 MASTER PLAN OF
DEVELOPMENT) AND VESTING TENTATIVE SUBDIVISION MAP
(TRACT 3070), FOR THE PRINCIPAL MIXED-USE PROJECT**

APN 030-491-001, 013, 019, 020
9105 Principal Avenue / ECR Principal, LLC

WHEREAS, an application has been received from Barry Ephraim of ECR Principal, LLC (125 South Bowling Green Way, Los Angeles, CA 90049), Applicant and Owner, and Principal Partners LLC, (555 Ramona Drive, San Luis Obispo, CA 93405), Owner, to consider a zoning amendment to a previously approved Planned Development 24 Overlay zone, a General Plan map amendment, a Master Plan of Development (Conditional Use Permit), a new Vesting Tentative Tract Map, and certification of a Mitigated Negative Declaration on a 5.25-acre site located at 9105, 9107, 9109 Principal Ave and 9300 Pino Solo (APN 030-491-001, 013, 019, 020); and,

WHEREAS, the site's current General Plan Land Use Designation is Medium Density Residential (MDR) and General Commercial (GC); and

WHEREAS, the site's current Zoning Designation is Residential Multi-Family (RMF-10) and Commercial Retail (CR) with a Planned Development #24 (PD-24) Overlay; and

WHEREAS, the Planning Commission has recommended that the City Council approve a General Plan Land Use Diagram Amendment to change the Land Use Designation of one (1) lot within the project site from Medium Density Residential (MDR) to General Commercial (GC); and,

WHEREAS, the Planning Commission has recommended that the City Council approve a Zoning Ordinance Text Change to amend zoning code text for Planned Development Overlay Zone #24 (PD-24) and amend the zoning map designation of one (1) lot on El Camino Real frontage from Residential Multi-Family (RMF-10) to Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay in order to correspond with the recommended General Plan Land Use Diagram Amendment; and

WHEREAS, the PD-24 requires the adoption of a Master Plan of Development, approved in the form of a Conditional Use Permit; and

WHEREAS, the City Council approved the original Master Plan of Development (CUP 2003-0117) of the project on October 12, 2004, and approved the most recent amendment to the Master Plan of Development on May 26, 2015; and

WHEREAS, a Vesting Tentative Subdivision Map (TTM 2014-0107) previously approved for the site on May 26, 2015, will be considered expired with approval of the 2019 Vesting Tentative Subdivision Map Tract 3070; and

WHEREAS, an Initial Study and Proposed Mitigated Negative Declaration 2019-0002 were prepared for the project and made available for public review in accordance with the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, the laws and regulations relating to the preparation and public notice of environmental documents, as set forth in the State and local guidelines for implementation of the California Environmental Quality Act (CEQA) have been adhered to; and

WHEREAS, a timely and properly noticed Public Hearing upon the subject Master Plan of Development was held by the Planning Commission of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said Master Plan of Development; and

WHEREAS, the Planning Commission of the City of Atascadero, at a duly noticed Public Hearing held on May 7, 2019, studied and considered the proposed Conditional Use Permit (Master Plan of Development) and the proposed the 2019 Vesting Tentative Subdivision Map Tract 3070, after studying and considering the proposed Mitigated Negative Declaration prepared for the project.

NOW, THEREFORE, BE IT RESOLVED, the Planning Commission of the City of Atascadero takes the following actions:

SECTION 1. Findings for Approval of Conditional Use Permit. The Planning Commission of the City of Atascadero finds as follows:

1. The proposed project or use is consistent with the General Plan; and

Fact. The proposed amendments are consistent with General Plan Land Use Policies 1.1, 1.3, 2.3, 5.3, 6.1, 7.1, 7.2, 8.5, 15.1, and 15.6; Circulation Policies 1.1, 1.3, 1.4, and 1.5; and Housing Element Policies 1.1, 4.1, and 4.3. The Planned Development 24 overlay allows for development standards to be established through a Master Plan of

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Development. The proposed project is consistent with the Zoning Ordinance and the PD 24 as proposed for amendment.

2. The proposed project or use satisfies all applicable provisions of the Title (Zoning Ordinance) including provisions of the PD-24 Overlay Zone; an,

Fact. The Planned Development 24 overlay allows for development standards to be established through a Master Plan of Development. The proposed project is consistent with the Zoning Ordinance and the PD-24 as proposed for amendment.

3. The establishment, and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety, or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use; and

Fact. The proposed residential use will not be detrimental to the health, safety, or welfare of the general public or persons residing in the neighborhood. A residential use is consistent with the surrounding neighborhood to the west and south, and the commercial development is consistent with the adjacent commercial uses on El Camino Real and the corner of Principal Avenue. The Planned Development overlay language, mitigation measures, and City development standards will ensure that pedestrian and vehicular access conditions are designed in a manner which does not create ongoing safety concerns.

4. The proposed project or use will not be inconsistent with the character or the immediate neighborhood or contrary to its orderly development; and

Fact. The proposed residential use is consistent with other attached and detached multi-family residential and residential serving uses in the area.

5. The proposed use or project will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved in conjunction with the project, or beyond the normal traffic volume of the surrounding neighborhood that would result from full development in accordance with the Land Use Element; and

Fact. The proposed residential and commercial uses will not generate significant and unavoidable impacts to traffic. The project will contribute City TIF fees toward the US 101 interchanges. Frontage roads will be developed to City standards, including a turn lane on Principal Avenue. All internal and abutting public roads have been designed to City standard.

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6. The proposed project is in compliance with any pertinent City policy or criteria adopted by ordinance or resolution of the City Council, including the City's Appearance Review Manual and the Inclusionary Housing Policy; and

Fact. The Design Review Committee reviewed the proposed architectural and site design changes, and recommended project enhancements to comply with the Appearance Review Manual. Changes have been incorporated into the project as currently proposed. The applicant is proposing to utilize the State's Density Bonus Law to provide 10% moderate income affordable housing, rather than the City's required 20% Inclusionary Housing. The current Council Inclusionary policy allows State Density Bonus projects to count towards meeting the Inclusionary Housing requirement.

7. The Master Plan of Development standards or processing requirements will enhance the opportunity to best utilize special characteristics of an area and will have a beneficial effect on the area; and

Fact. The PD-24 established development standards that promote a cohesive neighborhood development and ensure that City goals related to traffic mitigation, aesthetic character, inclusionary housing, and pedestrian connectivity, among others, are achieved. Minor modifications to the PD-24 zone text are currently proposed.

8. The requested height waiver exception will not result in substantial detrimental effects on the enjoyment and use of adjoining properties, and the modified height will not exceed the lifesaving equipment capabilities of the Fire Department; and

Fact. The proposed 39-foot mixed-use live-work building proposed on Principal Avenue will serve as a transition between commercial and residential uses. The structure is located adjacent to the proposed carwash, and across the street from other commercial and office uses. The Fire Department has the equipment needed to serve a building of this height at this location.

9. Benefits derived from the Master Plan of Development and PD-24 Overlay Zone cannot be reasonably achieved through existing development standards or processing requirements.

Fact. The Planned Development 24 overlay text modifies standard development requirements to allow for a mixed-use residential and commercial project. Modified standards for the development enable the unit count and site design as proposed by the applicant. City Council Planned Development Policy requires project benefits such as affordable inclusionary housing, pocket parks, and high-quality landscape and architecture in exchange for modified development standards. As conditioned, the project satisfies these requirements.

SECTION 2. Findings of Approval for Tentative Tract Map, the Planning Commission of the City of Atascadero recommends that the City Council find as follows:

1. The proposed subdivision, design and improvements as conditioned, is consistent with the General Plan and applicable zoning requirements, including provisions of the PD-24 overlay district; and

Fact. The proposed amendments are consistent with General Plan Land Use Policies 1.1, 1.3, 2.3, 5.3, 6.1, 7.1, 7.2, 8.5, 15.1, and 15.6; Circulation Policies 1.1, 1.3, 1.4, and 1.5; and Housing Element Policies 1.1, 4.1, and 4.3. The site complies with density standards for the RMF-10 zoning district. The Planned Development 24 overlay allows for development standards to be established through a Master Plan of Development. The proposed project is consistent with the Zoning Ordinance and the PD 24 as proposed for amendment.

2. The proposed subdivision, as conditioned, is consistent with the proposed Planned Development Overlay District-24 Master Plan of Development (CUP 2003-0117); and

Fact. The subdivision is consistent with the currently proposed Master Plan of Development.

3. The site is physically suitable for the type of development proposed; and

Fact. The site is mostly flat, with slopes near Pino Solo and along the ephemeral drainage area. Development has been designed to avoid the drainage swale and most of the large native trees on site. The overall development pattern and site layout has been maintained consistent with the 2015 project approval.

4. The site is physically suitable for the density of development proposed; and

Fact. The site is located between a major commercial area on El Camino Real, and a single-family residential development to the west. The configuration of the project design takes into account natural topography of the site, and acts as a buffer between commercial and single-family residential uses.

5. The design and improvement of the proposed subdivision will not cause substantial environmental damage or substantially and unavoidably injure fish and wildlife or their habitat; and

Fact. Setbacks are maintained between the proposed development and the ephemeral drainage swale on site. Permits, or letters of exemption, are required from permitting agencies for work around the swale, as identified in the mitigation measures.

6. The design of the subdivision or the type of improvements will not cause serious health problems; and

Fact. A mitigated negative declaration was prepared for the project, which considered environmental effects, including impacts to air quality, and determined the project would not create significant impact with the incorporated mitigation measures. The design of the subdivision or the type of improvements will not cause serious health problems

7. The design of the subdivision will not conflict with easements acquired by the public at large for access through, or the use of property within, the proposed subdivision; or substantially equivalent alternative easements are provided; and

Fact. The site is private property, currently fenced and restricted to public access. Frontage improvements will be installed to provide pedestrian access on sidewalks around the periphery of the project site.

8. Covenants, Conditions and Restrictions (CC&R's) or equivalent shall be required that incorporate the Master Plan of Development conditions of approval to ensure that the site retains the proposed qualities (architecture, colors, materials, plan amenities, fencing, and landscaping) over time; and

Fact. A condition of approval has been included in the attached resolution, requiring CC&R's be recorded concurrently with the final map.

9. The proposed subdivision design and type of improvements proposed will not be detrimental to the health, safety or welfare of the general public; and

Fact. The proposed residential use will not be detrimental to the health, safety, or welfare of the general public or persons residing in the neighborhood. A residential use is consistent with the surrounding neighborhood to the west and south, and the commercial development is consistent with the adjacent commercial uses on El Camino Real and the corner of Principal Avenue. The Planned Development overlay language, mitigation measures, and City development standards will ensure that pedestrian and vehicular access conditions are designed in a manner which does not create ongoing safety concerns.

10. All previous vesting tentative subdivision maps and parcels maps will be extinguished and no longer valid for the properties listed as a part of this application.

Fact. Conditions of approval and findings have been included to extinguish all previous non-recorded tentative maps with approval of the proposed 2017 Vesting Tentative Subdivision Map.

SECTION 3. Recommendation for Approval. The Planning Commission of the City of Atascadero, in a regular session assembled on May 7, 2019, recommends the City Council approve Principal Mixed-use Conditional Use Permit (2019 Master Plan of Development) and the proposed 2019 Vesting Tentative Subdivision Map (Tract 3070) subject to the following:

- EXHIBIT A: 2019 Vesting Tentative Subdivision Map, Grading, Utility Plan (Tract 3070)
- EXHIBIT B: Conditions of Approval / Mitigation Monitoring Program.
- EXHIBIT C: Housing Product Type
- EXHIBIT D: Site / Landscape Plan
- EXHIBIT E: Architectural Elevation Key
- EXHIBIT F: Mixed-Use Elevations / Floor Plans
- EXHIBIT G: Car-Wash Elevations / Floor Plans
- EXHIBIT H: Detached SFR Elevations and Floor Plans
- EXHIBIT I: Attached Units Elevations and Floor Plans
- EXHIBIT J: Stacked Flat 4 plex Elevations and Floor Plans
- EXHIBIT K: Fencing Plan
- EXHIBIT L: Landscape Screening Plan
- EXHIBIT M: Sound wall between carwash and residential
- EXHIBIT N: Car-Wash Signage Plan
- EXHIBIT O: Affordable Housing Locations
- EXHIBIT P: Renderings

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BE IT FURTHER RESOLVED, that a copy of this Resolution be delivered forthwith by the Planning Commission Secretary to the City Council of the City of Atascadero.

On motion by Commissioner _____, and seconded by Commissioner _____, the foregoing resolution is hereby adopted in its entirety by the following roll call vote:

AYES:	()
NOES:	()
ABSENT:	()
ABSTAINED:	()
ADOPTED:	

CITY OF ATASCADERO, CA

Tom Zirk
Planning Commission Chairperson

ATTEST:

Phil Dunsmore
Planning Commission Secretary

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EXHIBIT A: 2019 Vesting Tentative Subdivision Map, Grading, Utility Plan (Tract 3070)
PLN 2014-1519 Principal Mixed-use Amendment 2019

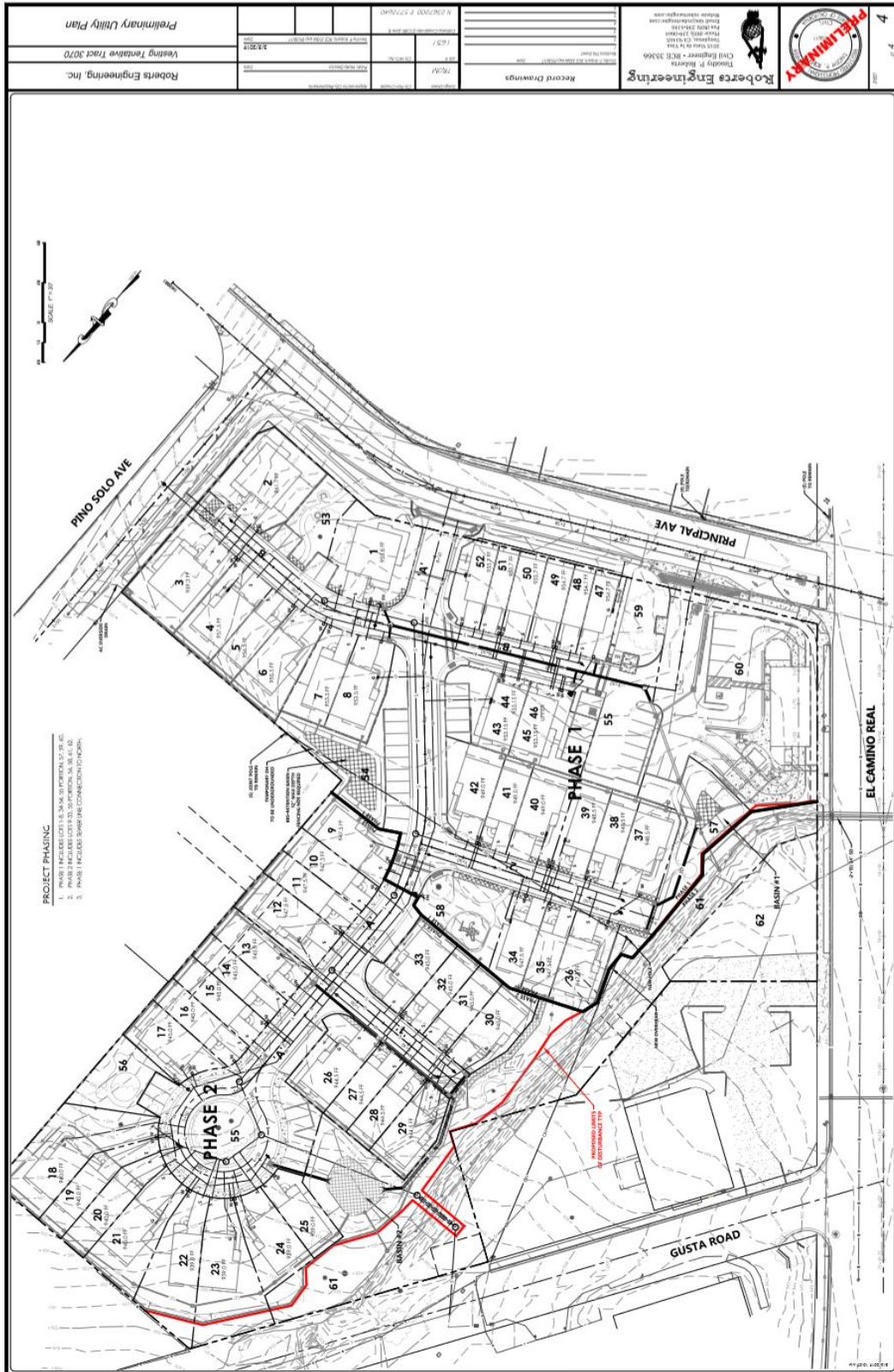


EXHIBIT B: Conditions of Approval / Mitigation Monitoring Program
2019 Conditional Use Permit and 2019 Vesting Tentative Tract Map (Tract 3070)
Principal Mixed-Use 2019 Amendment, Planned Development (PD-24)

GENERAL PLANNING CONDITIONS

1. The approval of this General Plan amendment, zone change, tentative tract map, and use permit shall become final and effective following City Council approval.
2. The approval of this use permit shall become final and effective for the purposes of issuing building permits thirty (30) days following the City Council approval of the Zone text and map change upon second reading, unless prior to that time, an appeal to the decision is filed as set forth in Section 9-1.111(b) of the Zoning Ordinance.
3. The Community Development Department shall have the authority to approve the following minor changes to the project that (1) modify the site plan project by less than 10%, (2) result in a superior site design or appearance, and/or (3) address a construction design issue that is not substantive to the Master Plan of Development.
4. The Planning Commission shall have the final authority to approve any other changes to the Master Plan of Development and any associated Tentative Maps unless appealed to the City Council.
5. Approval of this Conditional Use Permit shall be valid for twenty-four (24) months after its effective date, and/or for the life of Tentative Tract Map (3070 dated 2019). At the end of the period or upon expiration of Tentative Tract Map (3070 dated 2019), the approval shall expire and become null and void unless the project has received a building permit.
6. All previous exhibits approved shall be superseded by the most current 2019 Master Plan of Development approved by City Council on _____.
7. The applicant shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the city, or any of its entities, concerning the subdivision
8. All subsequent subdivisions and construction permits shall be consistent with the Master Plan of Development contained herein.

ARCHITECTURAL CONDITIONS

1. All exterior elevations, finish materials, colors, completed structures, hardscape finishes, and site improvements shall be consistent with the Master Plan of Development as shown in the attached EXHIBITS with the following modifications and clarifications. Conformance with the Master Plan of Development and Conditions of Approval shall be required at time of at time of building permit submittal, and time of permit final, and ongoing in perpetuity for the life of the Master Plan of Development:
 - All exterior material finishes (siding, trim, doors, windows, light fixtures, garage doors) shall be durable, high quality, and consistent with the architectural appearance of the development.

- Side and rear residential elevations shall be consistent with the color, architectural detail, materials, window and door detail, roof eaves, trellis elements, as shown in the proposed Master Plan of Development, except as noted in the conditions of approval. Elevations shall be 4-sided and not contain blank walls or facades.
 - All trash storage, recycle storage, and air conditioning units shall be screened from view behind architecturally compatible screening, fencing, or landscaped enclosures.
 - The garage door styles and materials shall be architectural grade, with decorative styles to match the building architecture. Garage doors shall be painted to match the building color scheme of the unit.
 - Any proposed exterior street, pedestrian, or building mounted light fixtures shall be of architectural grade, appropriate scale, and design and shall compliment the architectural style, subject to staff approval. Light fixtures shall comply with Zoning Ordinance requirements for shielding of light sources to prevent offsite glare.
 - Stucco siding shall be smooth troweled or similar.
 - Roof materials shall be architectural grade.
2. Upgraded elevation styles, material upgrades such as siding or shingles, and architectural enhancements shall be installed on all visible side and rear elevations of the attached and detached residential units, subject to staff approval at time of building permit submittal. Enhancements shall be identified on plans at time of building permit submittal, and shall be installed prior to building permit final.
3. At time of permit submittal, time of permit final, and ongoing, the proposed mixed-use live-work building shall be consistent with Exhibits of the approved Master Plan of Development, subject to the following modifications and clarifications:
- The first-floor elevation facing Principal Avenue and the two side elevations of the building shall incorporate doors/windows/storefronts, materials, and architectural enhancements consistent with the City's Appearance Review Manual guidelines and Design Toolbox for commercial buildings. The architecture at ground floor of this building shall reflect a commercial office style. Commercial entrances/storefronts shall be denoted by the architectural design elements of the building. Elevations for the live-work building shall be reviewed by the Planning Director prior to Building Permit issuance.
 - Emphasis on the residential doorway entrances on Principal Avenue shall be minimized on this frontage, where feasible, in order to enhance the commercial office appearance and commercial viability of future businesses at this location.
 - An area for signage shall be identified for each live-work building. Signage shall be consistent design, size, material, and lighting for all live-work spaces in this building.
 - Walkways, landscape, and signage for each commercial unit in the live-work building shall be designed and reviewed to enhance the commercial entrances on Principal Avenue.
 - Any proposed changes to the architectural character must be approved by the Design Review Committee or other mechanism deemed appropriate by the Planning Director.

4. The proposed car-wash shall be consistent with Exhibit G and N of the approved Master Plan of Development. A solar shade structure may be added to the site to provide covered parking for the carwash. Any proposed changes to the architectural character must be approved by the Design Review Committee or other mechanism deemed appropriate by the Planning Director. The carwash shall be maintained in conformance with the Exhibits and the conditions of approval for the life of the Master Plan of Development.
5. Colors and materials shall be as generally shown in Exhibits, subject to the following modifications and clarifications:
 - Distinct color schemes shall be provided throughout the development, subject to approval of the Community Development Director.
 - A complete color scheme key/map shall be provided at time of building permits to identify color schemes to be used on each unit throughout the development, subject to staff approval. Color schemes shall be disbursed throughout the development so that no identical color schemes are directly adjacent or directly across the street from one another.
 - Paint colors and materials shall wrap corners/sides of the building and be consistent on materials which wrap around sides so that wall colors and wainscoting do not abruptly change at building facades.
 - Garage doors shall be painted to match the building color scheme of the individual units.
 - Final selection of colors and materials, and location of color schemes throughout development shall be submitted with Building Permits and shall be subject to staff approval.

SITE DEVELOPMENT CONDITIONS

1. All site work, grading, and site improvements shall be consistent with the Master Plan of Development as shown in EXHIBITS, except as noted in conditions of approval.
2. Decorative concrete pavement shall be added to the easterly driveway entrance onto Principal Avenue (main residential entrance) as shown on the Landscape plan, Exhibit D. Within the public right-of-way, decorative pavement shall be limited to the vehicular drive isles and shall not encroach onto or replace the City Standard public sidewalk within said public right-of-way, to the satisfaction of the City Engineer.
3. The driveway on Lot 17 shall be modified to provide adequate depth for parked cars in front of the garage. Depth and design of driveway shall be identified on building permits to the satisfaction of the City Engineer and the Community Development Director.
4. The building permits for the stacked-flat units (lots 43 – 46) shall identify trash storage areas and access, private open space, laundry facilities, and enclosed storage in compliance with Atascadero Municipal Code standards for multifamily units.
5. A minimum of two (2) dedicated parking spaces shall be provided with signage for each of the stacked flat units (lots 43 – 46.)

6. All utilities within the project boundaries and along project frontages shall be installed underground, with the exception of the power line that extends across the ephemeral drainage swale on the interior of the project.
7. Approval of this permit shall include the removal of 6 Native Oak Trees, totaling 149-inches dbh. The applicant shall be required to pay mitigation fees or provide replantings on-site per the requirements of the Atascadero Native Tree Ordinance. Any additional removals shall be subject to Planning Commission approval.
8. The recommendations identified in the arborist report shall be implemented during construction. The developer shall contract with a certified arborist to monitor all activity within the drip lines of existing native oak trees during construction.
9. Proposed improvements may impart modifications to the existing channel and may be subject to Fish & Wildlife and/or US Army Corp review/permits. Applicant will be responsible to obtain any required agency permit prior to issuance of a grading permit.
10. Any future development signage shall be architecturally compatible with the proposed buildings. All future signage shall be subject to the review and approval of planning staff. No signage shall be placed above the first floor roofline. No signage shall be permitted facing the proposed residential uses.
11. Residential neighborhood identification monument signage shall be permitted through a staff level review and subject to a separate building permit. Residential monument signage shall comply with the size and lighting standards of the Atascadero Municipal Code, and the monument structure(s) shall be architecturally compatible with the overall project design. Residential neighborhood identification shall not be internally illuminated (external lighting is permitted.)
12. Any monument signs proposed within the project area shall be located outside of the line of sight at intersections. Verification of line of sight clearance shall be required at time of building permit submittal for the sign(s).
13. A sound wall may be installed as shown in Exhibit M between the residential and commercial portions of the project. The wall shall include a decorative finish, such as stucco with a decorative cap or similar style (not exposed CMU block,) subject to approval of the Community Development Director. Colors and materials shall be consistent with surrounding development, subject to staff approval. Landscape of varying heights shall be installed on both sides of the wall to soften the appearance of the sound wall.
14. Prior to final of public improvements, Subdivider shall install red curb or no parking striping and/or signage, parking height restriction, and weight and along Principal Avenue / El Camino Real for intersection and traffic safety to the satisfaction of the City Engineer
15. The proposed car -wash use shall apply for a building permit prior to occupancy for the 1st residential unit.
16. Lot 62, the 8111 sq. ft. commercial parcel on El Camino Real identified for future development, shall be landscaped and maintained in clean condition as part of the subdivision improvements for Tract 3070. Interim site improvements as identified on the preliminary landscape plan Exhibit D, shall be installed prior to completion of Phase 1 of the residential units (prior to final of 26th unit.) Any security fencing on the site shall be decorative in style (open tubular black metal fencing or

similar.) Chain link, T-posts, or barb wire fences shall not be permitted to be installed on the vacant commercial lot. Any frontage improvements, undergrounding of utilities, or landscape required in front of this parcel on the El Camino Real frontage, shall be required to be installed as part of the subdivision improvements for Tract 3070.

Lot 62 shall be owned and maintained in separate ownership and shall not be included with the CC&R's or maintenance responsibilities of the residential HOA.

17. Future development of Lot 62, the 8111 sq. ft. commercial parcel on El Camino Real, shall be reviewed and approved by the Design Review Committee prior to building permit or grading permit issuance.

No new or additional driveways on El Camino Real shall be permitted to be installed for access to Lot 62 due to traffic safety limitations at this location. Per the previously recorded reciprocal easement and access agreement, access to Lot 62 shall be taken from the existing El Camino Real driveway located at the north side of Lot 62, or access shall be provided through an internal connection to the Planned Development. The Final Map for Tract 3070 shall show dedication of vehicular access rights along the El Camino Real frontage, or existing access rights, of Lot 62 to the satisfaction of the City Engineer. The existing driveway on Lot 62 may be widened to serve this lot. The proposal for access to lot 62 shall be reviewed and approved by City Engineer to ensure traffic safety and easement requirements are met prior to Building Permit or grading permit issuance for future development of Lot 62.

Future development on Lot 62 shall be subject to a minimum setback of 20 feet from the drainage swale and/or wetland areas. Future development of Lot 62 may propose a less restrictive setback if supported by a biological evaluation prepared by a City approved Biologist, and reviewed and approved by the Community Development Director.

LANDSCAPE AND FENCING CONDITIONS

1. A final landscape and irrigation plan shall be approved prior to the issuance of building permits and included as part of site improvement plan consistent with EXHIBITS, and as follows:
 - All exterior meters, air conditioning units and mechanical equipment shall be screened with landscape material.
 - All areas shown on the landscape plan shall be landscaped by the developer completed at the discretion of the Community development Department.
 - London Plane or similar street trees shall be provided along El Camino Real, Principal Avenue, Pino Solo, and all interior streets at a minimum spacing of 30 feet on center. Trees planted near roads and sidewalks shall include deep-root planting barriers.
 - Street and open space trees shall be minimum 15-gallon size and double staked.
 - The bio swales shall be incorporated into the landscape plan to be aesthetic and act as landscape features. Landscape in and around bio swales shall be installed by the developer prior or building permit final.

- The final landscape and irrigation plan shall conform to Atascadero Municipal Code requirements, including the City’s Water Efficient Landscape Ordinance. Landscaping must consist of drought tolerant species and utilize drip irrigation.
 - The landscape plan submittal at time of building permits shall identify a variety of heights of landscape material (low, medium, and tall plants.)
2. Prior to final of residential units, additional 24-inch box size evergreen screen trees shall be incorporated in the rear yards of properties identified in Exhibit L.
 3. All landscape shall be maintained in a healthy and thriving condition in perpetuity. The applicant and its successors shall be responsible for maintaining landscape and replacing any dead or failing landscape trees, ground cover and shrubs.
 4. Ongoing, all project fencing shall be installed consistent with EXHIBIT K, with following exceptions:
 - Lot 3: Side yard fence adjacent to Pino Solo shall be setback a minimum 10 feet from the back of sidewalk.
 - Side fencing adjacent to the on street parking, roads, and sidewalks shall be setback a minimum of 5 feet.
 - Gates shall be included as necessary to access any trash storage locations on side or rear yards.
 - All fences shall be either stained or painted to maintain the appearance and life of the wood fencing. All fences shall have trim caps as identified in EXHIBIT K.
 - Decorative fences under four (4) feet in height, and consistent with the fencing color and general style of the development, may be installed within required front and corner side or rear setbacks, upon applicant’s request, upon review and approval by the Planning Department.
 5. Drainage basins shall not be fenced. Basins shall be designed to meet maximum depth and slope requirements in way which does not require basins to provide safety fences. The basins primary purpose is water filtration and they shall be designed per the requirements of the RWQCB. Basins shall be landscaped to serve a secondary purpose as visual landscape features for the development, and shall serve as multipurpose open space / potential recreation areas, to the extent feasible.
 6. Trash and recycling container storage areas shall be provided on each lot in a screened location. Designated trash storage shall not be located within the garage if it conflicts with providing adequate parking spaces within the garage. If trash storage is proposed to be located outside, a concrete pad shall be installed for placement of trash receptacles, and gate access shall be provided to bring trash out to the curb. Trash storage location shall be identified for each unit at time of building permit submittal, and shall be installed prior to final of each residential units.

FINAL MAP, PLANNING CONDITIONS

1. Affordable Housing Requirement: The Subdivider shall deed restrict a minimum of six (6) residential units for the time period required by the California State Density Bonus Law, and not less

than 30 years. Three of the units shall be dedicated at the Moderate-income level and three units at the Low-income affordability level, prior to or concurrently with City Council approval of the Final Map. The project's affordable housing shall comply with State Density Bonus Law.

All affordable units shall be distributed throughout the project, and shall be constructed at the same time as the market rate units. A phasing plan shall be submitted by the Applicant to show affordable unit construction in each phase of the project, to ensure a percentage of affordable units are built in each phase at the same construction timing as the market rate units. Affordable unit location and phasing plan shall be reviewed and approved by the Community Development Director to ensure consistency with the City Council's Inclusionary Housing Policy. The Community Development Director may require the affordable housing lots to be identified on the Final Map, on an additional map sheet for information purposes only, as provided by the Subdivision Map Act.

2. The emergency services and facility maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance costs shall be funded through a community facilities district established by the City at the developer's cost. The funding mechanism must be in place prior to or concurrently with acceptance of the final maps. The funding mechanism shall be approved by the City Attorney, City Engineer and Administrative Services Director prior to acceptance of any final map. The administration of the above mentioned funds shall be by the City. Developer agrees to participate in the community facilities district and to take all steps reasonably required by the City with regard to the establishment of the district and assessment of the property.
 - All Atascadero Police Department service costs to the project.
 - All Atascadero Fire Department service costs to the project.
 - Off-site common City of Atascadero park facilities maintenance service costs related to the project.

3. All maintenance costs for all on-site improvements, facilities, and areas listed below shall be 100% funded by the project in perpetuity. The service and maintenance costs shall be funded through a Home Owners Association, or similar funding mechanism, established by the developer and subject to City approval. The Home Owners Association or other funding mechanism shall be in place prior to City Council approval of the Final Map. The Home Owners Association shall be approved by the City Attorney and Administrative Services Director prior to City Council approval of the Final Map. The administration of the above mentioned funds, and the coordination and performance of maintenance activities, shall be the responsibility of the Home Owners Association.
 - a. All streets, bridges, sidewalks, streetlights, street signs, roads, emergency access roads, emergency access gates, and sewer mains.
 - b. All parks, trails, recreational facilities and like facilities.
 - c. All open space and native tree preservation areas.
 - d. All drainage facilities and detention basins.
 - e. All creeks, flood plains, floodways, wetlands, and riparian habitat areas.
 - f. All common landscaping areas, street trees, medians, parkway planters, manufactured slopes outside private yards, and other similar facilities.
 - g. All frontage landscaping and sidewalks along arterial streets

4. At time of Final Map submittal, the applicant shall submit Covenants, Conditions & Restrictions (CC&Rs) for review and approval by the Community Development Department. The CC&R's shall record concurrently with the Final Map and shall include the following:
 - i. Provisions for maintenance of all common areas including access, parking, street trees, fencing and landscaping.
 - ii. A detailed list of each individual homeowner's responsibilities for maintenance of the individual units.
 - iii. Individual unit's responsibility for keeping all trash receptacles within the designated screened trash storage areas.
 - iv. A provision for review and approval by the City Community Development Department for any changes to the CC&R's that relate to the above requirements prior to the changes being recorded or taking effect.
5. Deed notification shall be applied to each of the new lots, notifying homeowners of the following:
 - That adjacent residential lots outside the PD 24 boundaries may be used for agricultural purposes, including keeping of livestock animals, facilities, and equipment;
 - Residential lots are located within a Master Plan of Development and are subject to rules and regulations established by the CC&Rs, PD-24 overlay zone, and the approved Master Plan of Development;
 - Residential lots are adjacent to approved commercial uses that may generate noise consistent with the City's Noise Ordinance.
 - Drainage swales, basins, and other storm water facilities are located within private lots and must be maintained as design, engineered and installed by the original developer. Alterations to the drainage plan for Tract 3070 are not allowed without prior approval of the City.
 - Fences or other structures are not allowed within or adjacent to the existing drainage swale located on the westerly and northwesterly site boundaries without proper approvals by the City and any other required outside permitting agencies such as the California Department of Fish and Wildlife, Army Corps of Engineers, or the Regional Water Quality Control Board (RWQCB).
6. Deed notifications shall be recorded on the live-work units to notify future property owners that the first floor of the building is reserved for office or commercial uses, consistent with the Master Plan of Development and PD 24 overlay. The ground floor of these units shall not be permitted to be used as residential dwelling space.

WATER AND FIRE CONDITIONS

1. Fire Sprinklers are required on all structures consistent with the California Building Code adopted at the time of building permit submittal.
2. Before issuance of building permits, the applicant shall obtain a "Will Serve" letter from AMWC for the newly created lots within the subdivision.

3. The Applicant shall extend the water distribution system to the satisfaction of the Atascadero Mutual Water Company (AMWC) and City Engineer.
4. Before the start of construction on the water system improvements, the applicant shall pay all installation and connection fees required by AMWC.
5. The applicant is responsible for designing and constructing water system improvements that will provide water at pressures and flows adequate for the domestic and fire protection needs of the project.

PUBLIC WORKS GENERAL CONDITIONS

1. Plans, specifications, and details prepared for the public and private improvements required of Tract 3070 shall be prepared in accordance with City Standard Specifications and Drawings, and to the satisfaction of the City Engineer.
2. Public improvement plans (PIPs) shall be prepared by a licensed civil engineer. PIPs shall be prepared on 24"x36" plan sheets, use the City Standard border and signature block, and shall comply with Section 2 of City Standard Specifications.
3. The Applicant is responsible for all rights-of-way acquisitions and associated costs.
4. All plans shall contain the City of Atascadero "Standard Notes for Improvement Plans" on file in the City Engineer's office.
5. Roadway signing and striping shall be in accordance with the California Manual on Uniform Traffic Control Devices (CA-MUTCD).
6. Improvements involving wetlands, waterways, watercourses, sensitive habitat, etc., may require the review and approval of other agencies (e.g. – Army Corp of Engineers, State Fish & Wildlife, State Water Resources, etc.). If additional permits are required from other agencies, said permits shall be issued prior to the approval of the subdivision improvement plans.
7. In accordance with City of Atascadero Municipal Code Section 11-8.06, the Subdivider shall enter into an inspection agreement with the City Engineer. The City Engineer may require the Project Engineer to provide construction inspection for the project at the cost of the Subdivider. The contract inspector shall provide ongoing inspection as frequently as the City Engineer deems appropriate to satisfy that construction has been completed in substantial conformance with the plans and specifications.

At the completion of construction and prior to the final inspection, the contract inspector shall submit the following items to the City Engineer:

- Engineer of Work Certification (City form)
- Soil Testing Reports
- Material Certification Compliance
- Record Drawings (including electronic files in PDF format and an AutoCAD base map)
- Other documentation that may be required by the City Engineer to determine satisfactory completion of the project

FINAL MAP

1. The Subdivider shall enter into a Subdivision Improvement Agreement with the City and bond for all subdivision improvements (public and certain private improvements) that are not completed prior to recordation of the Final Map. The Subdivision Improvement Agreement and bonds shall be approved by the City Council.
2. An engineer's estimate of probable cost shall be submitted for review and approval by the City Engineer to determine the amount of the bonds.
3. If the tract monuments are not set prior to recordation of the Final Map, the Surveyor shall submit a letter stating the cost required to set the tract monuments and the Subdivider shall submit a Monumentation Bond in an equal amount, to the satisfaction of the City Engineer.
4. Street centerline monuments shall be provided at the following locations:
 - a. Centerline of streets at intersections with other streets
 - b. At the beginning and end of curves on the street centerline
5. The on-site roads and common open space areas shall be separate lots on the Final Map.
6. All on-site road rights-of-way shall be offered to the public in perpetuity.
7. Prior to recording the Final Map, the Applicant shall have the map reviewed by the public utility providers for power, telephone, gas, cable TV, and the Atascadero Mutual Water Company. The Applicant shall obtain a letter from each utility company stating that the easements and rights-of-way shown on the map for public utility purposes are acceptable.
8. Documents that the City of Atascadero requires to be recorded concurrently with the Map (e.g.: off-site rights-of-way dedications, easements not shown on the map, agreements, etc.) shall be listed on the certificate sheet of the map.
9. The City of Atascadero may require an additional map sheet for information purposes in accordance with the Subdivision Map Act.

EASEMENTS

1. A 6-foot wide Public Utility Easement (PUE) shall be dedicated contiguous to all road rights-of-way within or contiguous to the subject property.
2. Road slope easements may be required where the road prism (including cut-fill slopes) extends beyond the rights-of-way. The easements shall extend not less than five feet (horizontally) beyond any daylight or catch line of the graded slope or other required road facility (such as a brow ditch, retaining wall, drainage swale, etc.), to the satisfaction of the City Engineer.
3. The Subdivider shall dedicate an easement for the following over the on-site private roadways and, as necessary, the common areas :
 - a. A private wastewater collection system
 - b. Atascadero Mutual Water System (AMWC)
 - c. Public and private utilities
 - d. Stormwater
 - e. Ingress and egress of pedestrians and vehicles

4. Driveways serving more than one lot may require an easement for ingress/egress, public & private utilities, and drainage, to the satisfaction of the City Engineer.
5. Drainage easements:
 - a. Easements shall be dedicated over areas containing drainage improvements that benefit or serve more than one property. The determination as to whether the easement is private or offered to the public will be determined by the City Engineer prior to approval of the subdivision improvement plan and Final Map.
 - b. All lots shall be graded to preclude cross-lot drainage where possible; when required, concentrated drainage shall be conveyed via drainage improvements within appropriate easements, to the satisfaction of the City Engineer.
 - c. Easements shall be dedicated over areas containing drainage improvements that benefit or serve more than one property. The determination as to whether the easement is private or offered to the public will be determined by the City Engineer prior to approval of the subdivision improvement plan and Final Map.
 - d. Development on any lot that blocks or changes a natural drainage course may be required to provide an easement for the benefit of upstream tributary properties to an adequate point of discharge, to the satisfaction of the City Engineer.
6. Wherever an easement is created for commonly owned or operated improvements for the benefit of more than one lot, there shall also be created a maintenance and operations agreement, to the satisfaction of the Community Development Director, City Engineer and City Attorney.
7. Easements that are not intended to continue in perpetuity shall not be shown on the Final Map and shall be recorded by separate instrument.

OFF-SITE ROAD IMPROVEMENTS

1. The Subdivider shall construct new street frontage improvements and street pavement on Principal Ave along the project frontage, to the satisfaction of the City Engineer. Frontage improvements shall be in accordance with City Standards Specifications and Drawings. Principal Ave (on the project side) shall be removed and replaced so as to complete a City standard street cross-section in accordance with City Standard No. 406, to the satisfaction of the City Engineer. Pavement removal shall be at least to the centerline of the roadway pavement (crown). The pavement section shall be designed based on a Traffic Index (TI) = 7.0 and a 50-yr design life. That portion of Principal Ave between El Camino Real and the first street entrance into the subject property shall be widened to accommodate one left-turn lane and one right-turn lane and the new frontage improvements shall align with the existing El Camino Real curb return. Overlay or reconstruction of additional portions of the Principal Ave may be required to conform the full roadway width to City Standard Specifications and Drawings, or, as a result of damage caused in-part or in-full by development activities of this subdivision. Existing overhead utilities shall be placed underground in conformance with plans and specifications to be prepared by the public utility companies having aerial facilities adjacent to or through the subject property, to satisfaction of the City Engineer
2. The Subdivider shall improve El Camino Real, to the satisfaction of the City Engineer. Improvements shall include at a minimum:

- a. Repair or replacement of the existing frontage improvements where said improvements are damaged or not in compliance with City Standard Specifications and Drawings.
 - b. Street furniture as required by the City Engineer.
 - c. Existing overhead utilities shall be placed underground in conformance with plans and specifications to be prepared by the public utility companies having aerial facilities adjacent to or through the subject property, to the satisfaction of the City Engineer.
3. The Subdivider shall improve Pino Solo, to the satisfaction of the City Engineer. Improvements shall include at a minimum:
- a. Repair or replacement of the existing pavement and shoulder (project side) where said improvements are damaged or not in compliance with City Standard Specifications and Drawings.
 - b. Existing overhead utilities shall be placed underground in conformance with plans and specifications to be prepared by the public utility companies having aerial facilities adjacent to or through the subject property, to satisfaction of the City Engineer.
4. The two (2) street intersections on Principal Ave, serving the subject property, shall be constructed in accordance with City Standard Specifications and Drawings. Decorative pavements on-site shall not extend into the public right-of-way except as approved by the City Engineer. In general, decorative pavements extending off-site must be terminated prior to pedestrian walkways, cross-gutters, spandrels, etc., and will only be considered if constructed of stamped or colored concrete, to the satisfaction of the City Engineer. If decorative concrete pavement is permitted to extend into the public right-of-way, said pavement shall be maintained by the HOA.

ON-SITE ROADWAYS

1. The horizontal and vertical design of roads shall be in compliance with the City of Atascadero Engineering Standards and Standard Specifications, to the satisfaction of the City Engineer. The City Engineer reserves the right to make modifications to all submitted road designs, when, in the opinion of the City Engineer, the public's health and safety is benefitted.
2. The structural pavement section for private roads shall be based on a Traffic Index (TI) = 5.5 and a 50-year design life.

New roads with pavement placed prior to the construction of buildings will be subjected to additional construction traffic and wear associated with the on-site construction not included in the design life of the pavement section. Therefore to off-set this, the AC thickness shall be increased from that which is derived from Caltrans method by either:

- 1" if the pavement is placed prior to building construction (pavement not phased).
 - 1.5" if the pavement construction is phased (i.e. – a portion of the ultimate pavement thickness is deferred and a final pavement cap placed prior to final inspection). Final pavement cap shall not be less than 1.5".
3. Street centerline monuments shall be provided at intersections and at the beginning and end of curves along the street centerline.

4. Prior to recordation of the Final Map, the Applicant shall establish a Homeowners' Association (HOA) to provide sufficient funds on an annual basis to pay for the operation, maintenance and future replacement of the internal road system, serving the subdivision, including but not limited to:
 - a. Pavement, pavement seals, aggregate base, road frontage improvements
 - b. Striping, signage, street furniture
 - c. Drainage facilities, detention basins, retention basins, bio-swales, & storm water treatment/control measures
 - d. Maintenance of slopes containing the road prism

Prior to recordation of the Final Map, the Applicant's engineer shall prepare and submit an estimated operating budget and capital improvement replacement analysis for review and approval by the City Engineer.

5. Pavement and base sections shall be designed and constructed in accordance with the City of Atascadero Engineering Standard Specifications. When said specifications are not clear, lack necessary details, or are silent, the minimum standard shall be based upon the current edition of the San Luis Obispo County Public Improvement Standards or Caltrans Standard Drawings and Standard Specifications, as determined by the City Engineer.

GRADING, DRAINAGE, & STORMWATER

1. Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer.
2. The City Engineer may require the Geotechnical Engineer to sign the improvement plans or provide a letter stating that the recommendations in the soils report have been incorporated into the improvement plans.
3. A Storm Water Control Plan (SWCP) shall be prepared in accordance with City Standard Specifications and the Regional Water Quality Control Board Res. No. R3-2013-0032. The SWCP shall include the City SWCP form available from the City Engineer. A hydrology study shall be included in the SWCP and the analysis shall include calculations supporting each Tier requirement identified in the SWCP.

The scope of the study shall include analysis of the existing drainage channel located along the westerly side of the subject property. The study must identify on-site stormwater mitigation measures that result in a no-impact or minimal-impact to the existing drainage channel and downstream properties. Storm water detention and retention facilities will be required. All proposed detention or retention basins and associated drainage improvements shall be privately owned and maintained by the HOA.

4. Bridging, culverting, and/or modifications to the existing drainage channel must be in compliance with City standards and policies, the City's flood management regulations and be approved by the City Engineer, Community Development Director, Army Corp of Engineers, and the CA Department of Fish & Wildlife.
5. A Storm Water Pollution Prevention Plan (SWPPP) is required prior to any ground disturbing activities. The WDID number provided upon acceptance of the SWPPP into the State's SMARTS System shall be noted on the Title Sheet of the Public Improvement Plans.

6. Storm Sewer. Shall be of either cast-in-place or precast reinforced concrete pipe, polyvinyl chloride pipe, high density polyethylene pipe or an approved equal.
 - a. Minimum pipe diameter allowable on any storm drain within a roadway or road right-of-way shall be 18" diameter. A lesser size may be used for down drains on fill slopes if approved by the City Engineer.
 - b. Minimum design velocity in closed conduits shall be 2 f.p.s. when conduit is flowing to the design capacity and should not exceed 15 f.p.s.
 - c. Closed conduits shall be designed to convey the 10-year storm flow with gravity flow, the 25-year storm flow with head, and provide a safe overland route for the conveyance of overflow from a 100-year storm event.
 - d. Storm Sewer Manholes shall be located at junction points, changes in gradient, and changes in conduit size to the satisfaction of the City Engineer. On curved pipes with radii of 200-ft to 400-ft, manholes shall be placed at the BC or EC of the curve and on 300-ft maximum intervals along the curve. On curves with radii exceeding 400-ft, manholes shall be placed at the BC or EC of the curve and on 400-ft maximum intervals along the curve for pipes 24" and less in diameter and 500-ft maximum intervals along the curve for pipes greater than 24" in diameter. Curves with a radius less than 200-ft will be handled on an individual basis to be reviewed and approved by the City Engineer.
 - e. Spacing of manholes or inlets, of such size as to be enterable for maintenance, shall not exceed 500-ft for pipes 24" and smaller diameter and 600-ft for pipes greater than 24" in diameter, except under special conditions as approved by the City Engineer. The spacing of manholes shall be nearly equal wherever possible.
 - f. Manholes or junction boxes shall be located to avoid being located in the gutter. Where a manhole or junction structure must fall in the gutter line, it shall be constructed as a grated inlet.
 - g. Storm Sewer Inlets shall be spaced so gutter flow does not exceed a depth of 6" at the face of the curb for a 10-year storm and the 25-year storm flow will not damage private property and can be contained within the right-of-way.
 - h. All on-site storm sewers shall be owned and operated by the HOA.

FLOOD CONTROL BASINS

1. Flood control basins are utilized in the City of Atascadero, as determined appropriate depending upon site conditions: Retention basins, Detention basins, and Subsurface Infiltration Basins. In all cases, the Project Engineer shall provide evidence that the basin will completely drain within five (5) days to the satisfaction of the City Engineer.

Retention Basin. Any drainage basin which is used as a terminal disposal facility shall be classified as a retention basin.

- a. Basin Capacity. The basin capacity is to be based on the theoretical runoff from a 50-year storm, 10-hour intensity for 10-hour duration. No reduction in required capacity shall be given for soil percolation rates.

- b. **Percolation Test Required.** A minimum of 3 percolation tests per basin shall be submitted to the City Engineer for review and approval prior to approval of the plans. The project engineer shall submit calculations and a report demonstrating the basin will drain within five-days of a single storm event as noted above. Deep soil borings may be required in areas where there is concern of shallow depth to groundwater or bedrock. Percolation tests shall be performed at depths beginning from the basin bottom.

Detention Basin. Any drainage basin which has a downstream outlet designed to meter the outflow shall be classified as a detention basin. Basin capacity shall be based on receiving the runoff from a 50-year storm with the watershed in its fully-developed condition, and releasing the flow equivalent to the runoff from a 2-year storm with the project site in its pre-development condition. The outlet shall release water in a non-erosive manner.

Subsurface Infiltration Basins. Subsurface basins may be used for either retention or detention of site runoff, where their application is suitable for project conditions. Subsurface basins shall be limited to locations where the depth to seasonally high groundwater is greater than 10-feet below the deepest portion of the basin.

Drain Rock. Drain rock shall be clean, crushed granite (or clean, angular rock of similar approved hardness) with rock size ranging from 1-1/2-inch to 3/4-inch. Rock gradation shall conform to the Specification of ASTM C-33 #4.

Operational Requirements.

- i. Water quality of inflow (both sediment and chemical loading) may require pretreatment or separation.
- ii. Maintenance plan, including provisions for vehicular access and confined-space entry safety requirements, where applicable.
- iii. A safe overflow path shall be identified on the plan and may require easements.

Easement Requirements. All drainage basins accepting runoff from roads, streets or other common ownership areas shall be located in an easement offered for dedication to the public. Reversionary clauses shall not be permitted. If a fence is required it shall be located not more than 4-inches inside the drainage easement line, except where setbacks are required as part of the land use permit or by the Land Use Ordinance.

Overflow Path Required. The design of all drainage basins shall identify the designated route for overflow. The Project Engineer shall design the overflow path, so that a 100- year storm flow is non-erosive and will not damage downstream improvements, including other basins. Easements may be required for concentrated flows across multiple properties.

WATER DISTRIBUTION SYSTEM

1. The Subdivider shall extend the Atascadero Mutual Water Company (AMWC) water distribution system to the satisfaction of the AMWC, Fire Marshal, and City Engineer.
2. The water system shall include easements outside of the road rights-of-way for water system facilities as required by the AMWC and to the satisfaction of the City Engineer.
3. Each lot shall be served with a separate water lateral and meter in accordance with the AMWC requirements.
4. Where the water distribution system requires an above ground reduced pressure unit, pressure booster station or other above ground facility, said facility shall be located in an easement contiguous to the

road right-of-way and shall include visual screening, to the satisfaction of the AMWC, Community Development Director, and City Engineer.

5. Fire hydrant locations shall be to the satisfaction of the City Fire Marshal and City Engineer.
6. Properties and/or areas that are managed or owned by the HOA shall be metered separately to the satisfaction of the AMWC.

WASTEWATER COLLECTION SYSTEM

1. The Subdivider shall construct a private wastewater collection system serving the subject property. The wastewater collection system shall be designed and constructed in accordance with City Standard Specifications and Drawings, to the satisfaction of the City Engineer. Said system shall extend off-site to a point of connection into the public wastewater collection system approved by the City Engineer. The private wastewater collection system shall be owned and operated by the HOA.
2. If any portion of the system must be pumped or pressurized, the system shall be converted to gravity flow before discharging from the last private manhole or similar structure, to the satisfaction of the City Engineer.
3. The Engineer of Record shall prepare and submit an estimated operating budget and capitol replacement analysis for review and approval by the City Engineer, prior to recordation of the Final Map.
4. Gravity sanitary sewer (SS) mains shall terminate in manholes.
5. Gravity SS mains shall be a minimum of eight (8) inches in diameter.
6. Each lot served by the wastewater collection system shall pay all sewer fees prior to issuance of a building permit for the structure.

UTILITIES – Gas, Power, Telephone, Cable TV

1. Utility distribution systems and services serving the subject property shall be constructed underground, to the satisfaction of the City Engineer.
2. Each lot shall be served with separate services for water, sewer, gas, power, telephone and cable TV. Utility laterals shall be located and constructed to each lot in accordance with City Standard Specifications and Drawings.
3. The Subdivider shall underground the existing overhead utility system within the project boundaries and along the public street frontages, to the satisfaction of the City Engineer. When undergrounding of overhead utilities requires modifications to existing overhead utilities within the adjacent block or neighborhood, the City Engineer shall determine a reasonable limit of the undergrounding efforts in coordination with the affected utility purveyors.
4. The Subdivider shall contract with each public utility purveyor for an underground system design. Each design shall be submitted to the City Engineer for review and approval, prior to approval of the public improvement plans.

MITIGATION MEASURES – MITIGATED NEGATIVE DECLARATION 2015-0001

Mitigation Measure 1.c.1: A landscaping plan shall be submitted for all lots adjacent to existing residential development and must identify locations of proposed evergreen trees or similar screening trees with a minimum box size of 24-inches. These trees shall be spaced throughout an individual lot to ensure screening of existing residences and proposed new development.

Mitigation Measure 1.d.1: All lighting shall be designed to eliminate any off site glare. All exterior site lights shall utilize full cut-off, “hooded” lighting fixtures to prevent offsite light spillage and glare. Any luminaire pole height shall not exceed 20-feet in height, limit intensity to 2.0 foot candles at ingress /egress, and otherwise 0.6 foot candle minimum to 1.0 maximum in parking areas. No light shall be permitted to spill off-site. Fixtures shall be shield cut-off type so that no light sources are visible from offsite.

Mitigation Measure 1.d.2: Applicant must submit a landscaping plan, concurrent with building permit submittal, for the proposed carwash use. Landscaping plan shall include tree plantings 30-feet on center along El Camino Real and additional plantings along property boundary perimeter in designated landscaping planters.

Mitigation Measure 1.d.3: At the time of building permit submittal for car-wash portion of the proposed project, building plans shall indicate the use of a non-reflective coating, or other glare reducing applications on all galvanized or corrugated metal surfaces utilized as a part of the proposed car-wash structure. Materials must be noted on construction detail sheets and lead project designer of record must submit a letter certifying application of materials prior to building permit final.

Mitigation Measure 1.d.4: At the time of building permit submittal for car wash portion of the proposed project, applicant must submit a photometric plan showing locations of proposed on-site lighting. All exterior site lights shall utilize full cut-off, “hooded” lighting fixtures to prevent offsite light spillage and glare. Fixtures shall be shield cut-off type. Prior to final occupancy, City Staff and the applicant shall meet on-site and review lights at nighttime condition to ensure that there is no off-site light spillage or glare.

Mitigation Measure 3.b.1: The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in Section 2 of the CEQA Air Quality Handbook “Assessing and Mitigating Construction Impacts.” The applicant and contractors shall manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402).

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD’s limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible; Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook;
- c. All dirt stock pile areas should be sprayed daily and covered with tarps or other dust barriers as needed;

- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- l. All PM10 mitigation measures required should be shown on grading and building plans; and,
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

Mitigation Measure 3.b.2: The project shall be conditioned to comply with all applicable APCD regulations pertaining to Naturally Occurring Asbestos (NOA). Prior to any grading activities a geologic evaluation should be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, and exemptions request must be filed with the District. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety program for approval by the APCD. Technical Appendix 4.4 of the SLO County APCD CEQA Air Quality Handbook includes a map of zones throughout San Luis Obispo County where NOA has been found and geological evaluation is required prior to any grading.

Mitigation Measure 3.b.3: Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). This project includes these activities and therefore it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Applicant shall contact the APCD Enforcement Division at (805) 781-5912 for further information prior to any demolition onsite or relocation of above or below ground utility pipes/pipelines.

Mitigation Measure 3.b.4: Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. There shall be no developmental burning of vegetative material as part of the proposed project.

Mitigation Measure 3.b.5: Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing; and
- Tub grinders.

Prior to the start of the project, the applicant shall contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Mitigation Measure 3.b.6: Under APCD Rule 504, only APCD approved wood burning devices can be installed in new dwelling units. These devices include:

- All EPA-Certified Phase II wood burning devices;
- Catalytic wood burning devices which emit less than or equal to 4.1 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;
- Non-catalytic wood burning devices which emit less than or equal to 7.5 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;

- Pellet-fueled woodheaters; and
- Dedicated gas-fired fireplaces.

The applicant shall contact the APCD Enforcement Division at 781-5912 with any questions regarding wood burning devices.

Mitigation Measure 4.a.1: A qualified biologist shall conduct a pre-construction survey within 30 days of initial site disturbance to identify whether silvery legless lizards are present. If silvery legless lizards are detected, a biological monitor shall be present during initial ground disturbing and vegetation removal activities to allow for a salvage and relocation effort for the lizard and other ground dwelling common wildlife that may be present.

Mitigation Measure 4.a.2: Conduct a springtime rare plant survey to determine the presence/absence of any special-status plants. Should any be discovered, implement a seed and/or plant salvage program and incorporate the salvaged material into the drainage setback and detention basin landscaped areas.

Mitigation Measure 4.b.c.1: The applicant shall obtain Clean Water Act (CWA) regulatory compliance in the form of a permit from the Corps or written documentation from the Corps that no permit would be required for work in the ephemeral drainage. Should a permit be required, the applicant shall implement all the terms and conditions of the permit to the satisfaction of the Corps. Corps permits and authorizations require applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts on aquatic resources. Compliance with Corps permitting would also include obtaining and CWA 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). In addition, the Corps and RWQCB may require compensatory mitigation for unavoidable permanent impacts on riparian/wetland habitat to achieve the goal of a no net loss of wetland values and functions. As such, regulatory compliance would reduce potential impacts on waters of the U.S. to a less than- significant level.

Mitigation Measure 4.b.c.2: The applicant shall obtain compliance with Section 1600 et.seq. of the California Fish and Game Code (Streambed Alteration Agreements) in the form of a completed Streambed Alteration Agreement or written documentation from the CDFW that no agreement would be required for work within the ephemeral drainage and riparian habitat (stream zone). Should an agreement be required, the applicant shall implement all the terms and conditions of the agreement to the satisfaction of the CDFW. The CDFW Streambed Alteration Agreement process encourages applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts in the stream zone. In addition, CDFW may require compensatory mitigation for unavoidable impacts on riparian habitat in the form of onsite riparian habitat restoration to the extent feasible. As such, regulatory compliance would reduce potential impacts on waters of the state to a less-than-significant level.

Mitigation Measure 4.d.1: Vegetation removal and initial site disturbance shall be conducted between September 1 and January 31 outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1 to August 31), then preconstruction nesting bird surveys shall be required to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required.

Mitigation Measure 4.d.2: If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by a qualified biologist. Nest sites shall be avoided and protected with the non-disturbance

buffer zone until the adults and young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist. As such, avoiding disturbance or take of an active nest would reduce potential impacts on nesting birds to a less-than-significant level.

Mitigation Measure 4.e.1: Grading and excavation work shall be consistent with the City of Atascadero Tree Ordinance. Special precautions when working around native trees include:

1. All existing trees outside of the limits of work shall remain.
2. Earthwork shall not exceed the limits of the project area.
3. Low branches in danger of being torn from trees shall be pruned prior to any heavy equipment work being done.
4. Vehicles and stockpiled material shall be stored outside the drip line of all trees.
5. All trees within twenty feet of construction work shall be fenced for protection with 4-foot chain link, snow or safety fencing placed per the approved tree protection plan. Tree protection fencing shall be in place prior to any site excavation or grading. Fencing shall remain in place until completion of all construction activities.
6. Any roots that are encountered during excavation shall be clean cut by hand and sealed with an approved tree seal.
7. Utilities such as water, gas, power, cable, storm drainage, and sewer should be redirected from under the canopy of any trees that are to remain.
8. Where a building is placed within the canopy of a tree the foundation should be redesigned so that it bridges across any root systems.
9. Any foundation or other structure that encroaches within the drip line of trees to be saved shall be dug by hand.
10. At no time shall tree roots be ripped with construction equipment.

Mitigation Measure 4.e.2: Tree protection fencing shall be installed at the locations called out by the project arborist in a Tree Protection Plan, which shall be submitted with building permits. An inspection of the tree fencing shall be done by City staff prior to issuance of building permits.

Mitigation Measure 4.e.3: The following measure shall be incorporated on-site during the construction process of the proposed project:

1. A minimum height construction protective barrier shall be erected around the drip line of the tree plus 4'. The fence shall be supported with "T" posts at no more than 6' o.c. and tied at least 3 places per post. This fence shall be installed by the General Contractor before any rough grading is allowed on the site. Approval for this stage must be obtained in writing from either the Arborist or the Counties/Cities representative.
2. Earthwork shall not exceed the limits of the project area.
3. Low branches in danger of being torn during construction process shall be pruned prior to any heavy equipment work being undertaken.
4. Once the rough grading is accomplished the fence may be moved closer to the trunk of the tree for finish grading. At no time shall the fence be placed within the Critical Root Zone (CRZ). This location is determined by the diameter of the trunk at Diameter Breast Height (DBH). (4.5' above grade) and is 1' per 1" diameter in the direction of the drip line. At no time shall the fence be moved closer to the trunk than the drip line.
5. Any roots that are encountered over 2" diameter, during the excavation process shall be clean cut perpendicular to the direction of root growth with a handsaw. At no time shall tree seal be applied to any cut. Any roots over 2" diameter the county/city representative shall be notified to determine the preferred course of action.
6. All trenching with CRZ area shall require hand trenching to preserve and protect roots over 2" in diameter.

7. No grading or trenching is allowed within the CRZ fenced area without written permission from the County/City representative or a certified arborist.
8. Any roots over 4" in diameter are not to be cut or ripped until inspected and approved in writing by the arborist.
9. If, for whatever reason, work must be accomplished inside the drip line 4"-6" of mulch must be applied first to decrease the possibilities of compaction upon written approval from the arborist.
10. There shall be a pre-construction meeting between the Engineering/Planning staff of the County/City, Grading equipment operators, Project Superintendent and the Arborist to review the project conditions and requirements prior to any grubbing or earth work for any portions of the project site. All tree protection fencing shall be installed for inspection prior to this meeting.
11. All trees shall be pruned before any construction takes place that are in the development areas to be saved if they might be damaged by the construction equipment. This must be accomplished by a bonded, licensed, and certified Tree Service Contractor.
12. All debris shall be cleared from the area or chipped and spread on the site or stacked in orderly piles for future use by the Owner, at the Owners request.
13. In locations where paving is to occur within the drip line grub only and do not compact unless authorized in writing. Permeable pavers or other preambled surface must be approved by the Arborist.

Mitigation Measure 4.e.4: Upon project completion and prior to final occupancy a final status report shall be prepared by the project arborist certifying that the tree protection plan was implemented, the trees designated for protection were protected during construction, and the construction-related tree protection measures are no longer required for tree protection.

Mitigation Measure 4.e.5: All utilities shall remain outside the driplines of native trees to the extent feasible. Any utilities that encroach on the critical root zone of protected trees shall be monitored during excavation by an arborist to ensure damage to native tree roots is minimized.

Mitigation 5.d.1: In the event that human remains are discovered on the property, all work on the project shall stop and the Atascadero Police Department and the County Coroner shall be contacted. The Atascadero Community Development Department shall be notified. If the human remains are identified as being Native American, the California Native American Heritage Commission (NAHC) shall be contacted at (916) 653-4082 within 24 hours. A representative from both the Chumash Tribe and the Salinan Tribe shall be notified and present during the excavation of any remains.

Mitigation Measure 6.c.1: The on-site subdivision / grading permit plans shall include erosion control measures to prevent soil, dirt, and debris from entering the storm drain system during and after construction, consistent with mitigation or construction methods outlined in the geotechnical report. Plans shall be approved by the City Engineer prior to issuance.

Mitigation Measure 6.c.2: All cut and fill slopes mitigated with an appropriate erosion control method (erosion control blanket, hydro-mulch, or straw mulch appropriately anchored) immediately after completion of earthwork, as approved by the City Engineer. All disturbed slopes shall have appropriate erosion control methods in place.

Mitigation Measure 6.c.3: The contractor will be responsible for the clean-up of any mud or debris that is tracked onto public streets by construction vehicles. An approved device must be in place prior to commencement of grading activities. This device shall be approved by the City Engineer.

Mitigation Measure 6.c.4: A re-vegetation plan shall be submitted with building permits. All disturbed cut and fill slopes shall be vegetated as specified in a landscaping plan. The landscaping plan must be approved by both the Community Development Department and the Public Works Department.

Mitigation Measure 8.h.1: Construction will comply with section the California Building and Fire Codes. New residences in the City are required to install fire sprinklers. Fire protection measures shall include the use of non-combustible exterior construction and roofs and fire-resistant building materials.

Mitigation Measure 9.d.e.f.1: The project shall be designed to comply with the Regional Water Quality Control Board's Post Construction Stormwater Management requirements for development projects in the Central Coast region. This shall be done through a combination of pervious pavement, landscaped areas, and shallow, unfenced retention ponds and detention basins, or other methods consistent with the Post Construction Stormwater Management requirements.

Mitigation Measure 9.d.e.f.2: The developer is responsible for ensuring that all contractors are aware of all storm water quality measures and that such measures are implemented. Failure to comply with the approved construction Best Management Practices will result in the issuance of correction notices, citations, or stop orders.

Mitigation Measure 12.a.1: In order to reduce the impact of the air blower noise associated with the carwash, blowers shall be placed deeper in the carwash tunnel, as recommended in the August 2014 Acoustic Study.

Mitigation Measure 12.a.2: Acoustical protection shall be added to the facades of the residences within the project that face the car wash site, as recommended in the August 2014 Acoustic Study.

Mitigation Measure 12.a.3: Following completion of the car wash phase of construction, noise levels shall be reassessed to determine the need for a noise barrier wall. If determined to be necessary to comply with City noise ordinance standards, the wall shall be constructed at the side of the exit drive, and shall be designed to be several feet higher than the height of the blower closest to the exit. A wall extending eight feet from the end of the tunnel would reduce sideline noise levels by six decibels.

Mitigation Measure 12.a.4: The Acoustic Study recommends the following design and structural specifications for achieving a 25 decibel noise reduction.

- Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
- Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
- Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.
- Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.
- Glass in both windows and doors should not exceed twenty percent (20%) of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 decibel NLR. The

greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities by the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.

- Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
- Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.

Mitigation Measure 15.a.1: The applicant, prior to final map recordation, shall annex into the City's Community Facilities District (CFD) that will be levied to residents on an annual basis within the proposed project boundary to off-set additional maintenance costs by new residents on existing recreation facilities maintained by the City.

Mitigation Measure 16.a.b.1: Principal Avenue shall be improved by the project applicant to include striping of a designated left and right turn lane on westbound Principal Avenue between El Camino Real and the westerly project driveway to reduce queuing times and traffic impacts.

Mitigation Measure 16.a.b.2: On-street parking on Principal Avenue shall be restricted to improve sight lines for vehicles exiting the commercial driveway on the south side of Principal Ave. The area of designated no parking shall be approved by the Public Works department. Restricted parking areas may include red curb striping / signage or any other additional devices required to enforce no parking along this segment, and shall be installed by the project applicant.

Mitigation Measure 16.a.b.3: Payment of Circulation System Fee (TIF) shall be made prior to the issuance of building permits for all residential and non-residential uses within the project. Fees shall be based on the Development Impact Fee schedule adopted by City Council.

Mitigation Measure 16.a.b.4: The project is located within the Santa Rosa interchange reimbursement boundary which was adopted by the Atascadero City Council on February 9, 2016. Both the residential and commercial portions of the project shall be required to pay the Santa Rosa / Highway 101 traffic signal reimbursement mitigation fee in accordance with City Council resolution 2016-005.

Mitigation Measure 17.a: Prior to the removal of native trees on the subject site, the developer shall contract with a cultural resource specialist from a local tribe to be onsite during all native oak tree removals. If any tribal cultural resources are discovered on-site, the City and the developer shall work with the tribe's cultural resource specialist to protect the resources.

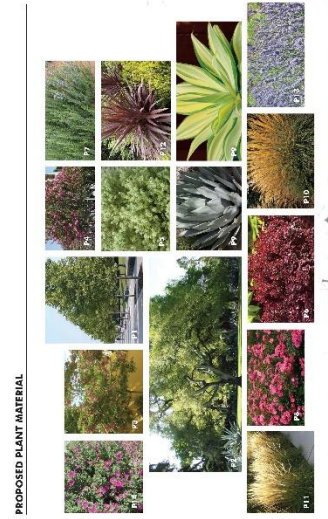
EXHIBIT C: 2019 Housing Product Type

<u>Product</u>	<u>Units</u>	<u>Levels</u>	<u>BRs</u>	<u>BA</u>	<u>Garage</u>	<u>Sq Ft</u>			<u>Total</u>	
						<u>House</u>	<u>Office</u>	<u>Unit</u>	<u>Project</u>	
Detached SFR	3	2	4	2.5	2	2,053	0	2,053	2,053	6,159
Attached TH	19	2	3	2.5	1	1,419	0	1,419	1,419	26,961
Attached TH	3	2	3	2.5	1	1,419	0	1,419	1,419	4,257
Attached TH	17	2	3	2.5	2	1,644	0	1,644	1,644	27,948
Attached Flat	2	1	3	2.0	0	1,056	0	1,056	1,056	2,112
Attached Flat	2	1	3	2.0	0	983	0	983	983	1,966
Attached Live-Work	2	2	1	1.5	1	735	305	1,040	1,040	2,080
Attached Live-Work	2	3	2	3	1	1,287	250	1,537	1,537	3,074
Attached Live -Work	2	3	3	3	2	1,633	360	1,993	1,993	3,986
Total	52		153	128	70		2,190			78,543
Average			2.9	2.5	1.3					1,510

All of the six attached live work townhouses will be in the 6-plex building along Principal Avenue.

All of the four attached flats will be in the 4-plex building just to the north of the live work townhouses.

EXHIBIT D: Site / Landscape Plan (2019)



- PROPOSED PLANT PALETTE**
- 1. PACIFIC COAST REDWOOD
 - 2. PACIFIC COAST DOGWOOD
 - 3. PACIFIC COAST MADROGUE
 - 4. PACIFIC COAST SAGE
 - 5. PACIFIC COAST JUNIPER
 - 6. PACIFIC COAST YEW
 - 7. PACIFIC COAST CEDAR
 - 8. PACIFIC COAST SPRUCE
 - 9. PACIFIC COAST FIR
 - 10. PACIFIC COAST PINE
 - 11. PACIFIC COAST LARCH
 - 12. PACIFIC COAST TYPHONIA
 - 13. PACIFIC COAST GINKGO
 - 14. PACIFIC COAST WALNUT
 - 15. PACIFIC COAST ALMOND
 - 16. PACIFIC COAST PECAN
 - 17. PACIFIC COAST HICKORY
 - 18. PACIFIC COAST BEECH
 - 19. PACIFIC COAST ASH
 - 20. PACIFIC COAST BIRCH
 - 21. PACIFIC COAST MAPLE
 - 22. PACIFIC COAST Sycamore
 - 23. PACIFIC COAST Poplar
 - 24. PACIFIC COAST Cottonwood
 - 25. PACIFIC COAST Willow
 - 26. PACIFIC COAST Dogwood
 - 27. PACIFIC COAST Magnolia
 - 28. PACIFIC COAST Camellia
 - 29. PACIFIC COAST Hibiscus
 - 30. PACIFIC COAST Gardenia
 - 31. PACIFIC COAST Jasmine
 - 32. PACIFIC COAST Lilac
 - 33. PACIFIC COAST Forsythia
 - 34. PACIFIC COAST Azalea
 - 35. PACIFIC COAST Rhododendron
 - 36. PACIFIC COAST Camellia
 - 37. PACIFIC COAST Hibiscus
 - 38. PACIFIC COAST Gardenia
 - 39. PACIFIC COAST Jasmine
 - 40. PACIFIC COAST Lilac
 - 41. PACIFIC COAST Forsythia
 - 42. PACIFIC COAST Azalea
 - 43. PACIFIC COAST Rhododendron
 - 44. PACIFIC COAST Camellia
 - 45. PACIFIC COAST Hibiscus
 - 46. PACIFIC COAST Gardenia
 - 47. PACIFIC COAST Jasmine
 - 48. PACIFIC COAST Lilac
 - 49. PACIFIC COAST Forsythia
 - 50. PACIFIC COAST Azalea

WATER USE CALCULATIONS (MMVA/ETWU)

Category	Area (sq ft)	ETW (in)	ETW (mm)	ETW (mm)
Grass	100,000	0.5	12.7	12.7
Shrub	50,000	0.2	5.1	5.1
Tree	20,000	0.1	2.5	2.5
Other	10,000	0.05	1.3	1.3
Total	180,000	0.85	21.6	21.6

- LANDSCAPE ELEMENTS**
- 1. PLAYGROUND
 - 2. BIKEWAY
 - 3. BIKEWAY
 - 4. BIKEWAY
 - 5. BIKEWAY
 - 6. BIKEWAY
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- KEYNOTE LEGEND**
- 1. PROPERTY SETTING
 - 2. PROPERTY SETTING
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 - 48. PROPERTY SETTING
 - 49. PROPERTY SETTING
 - 50. PROPERTY SETTING

- CONCEPT NOTES**
- 1. CONCEPTUAL LANDSCAPE PLAN
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 - 49. CONCEPTUAL LANDSCAPE PLAN
 - 50. CONCEPTUAL LANDSCAPE PLAN

EXHIBIT E: Architectural Elevation Key (2019)



EXHIBIT F: Mixed-Use Elevations / Floor Plans (2019)

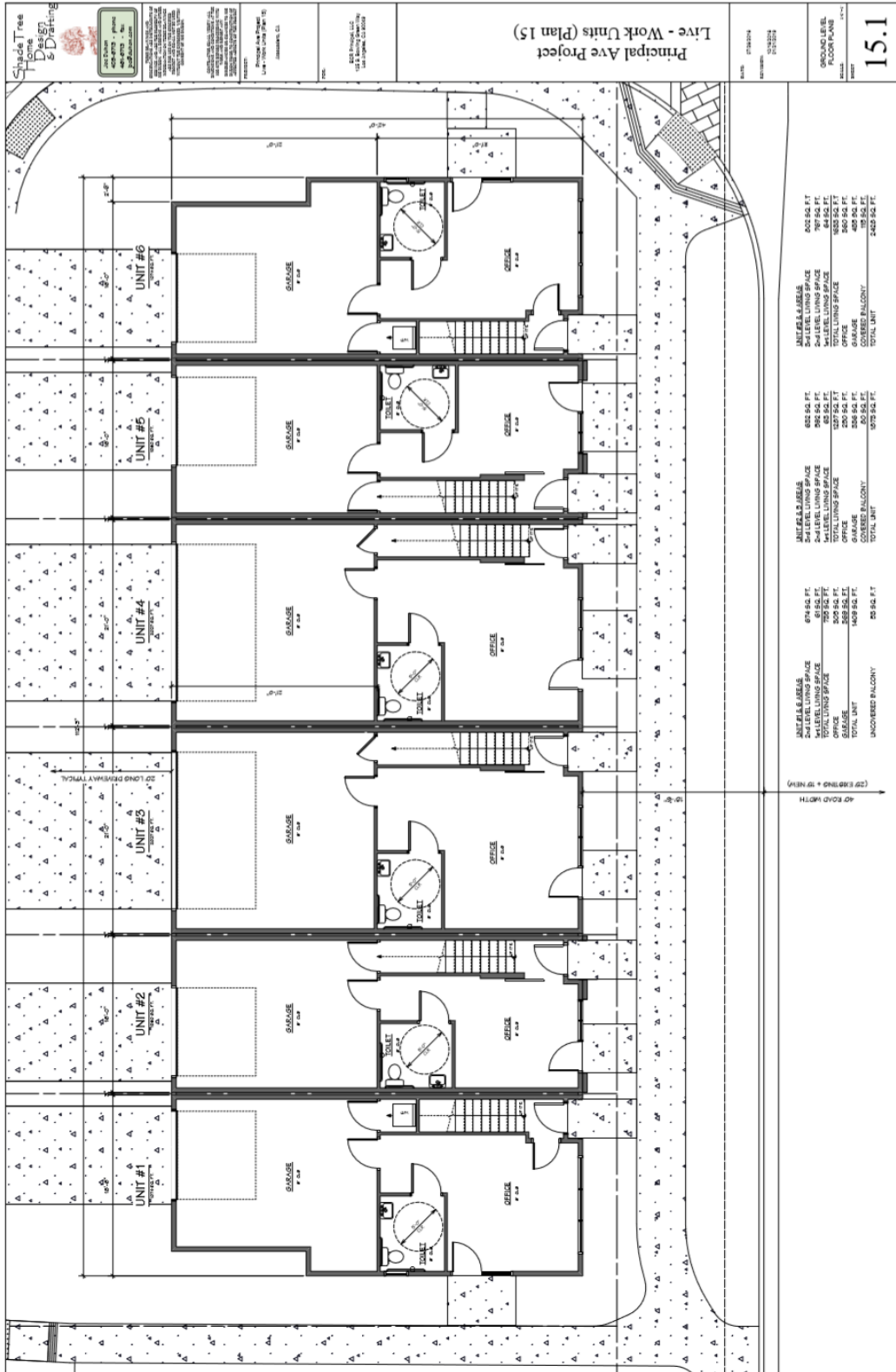


EXHIBIT F: Mixed-Use Elevations / Floor Plans (2019)

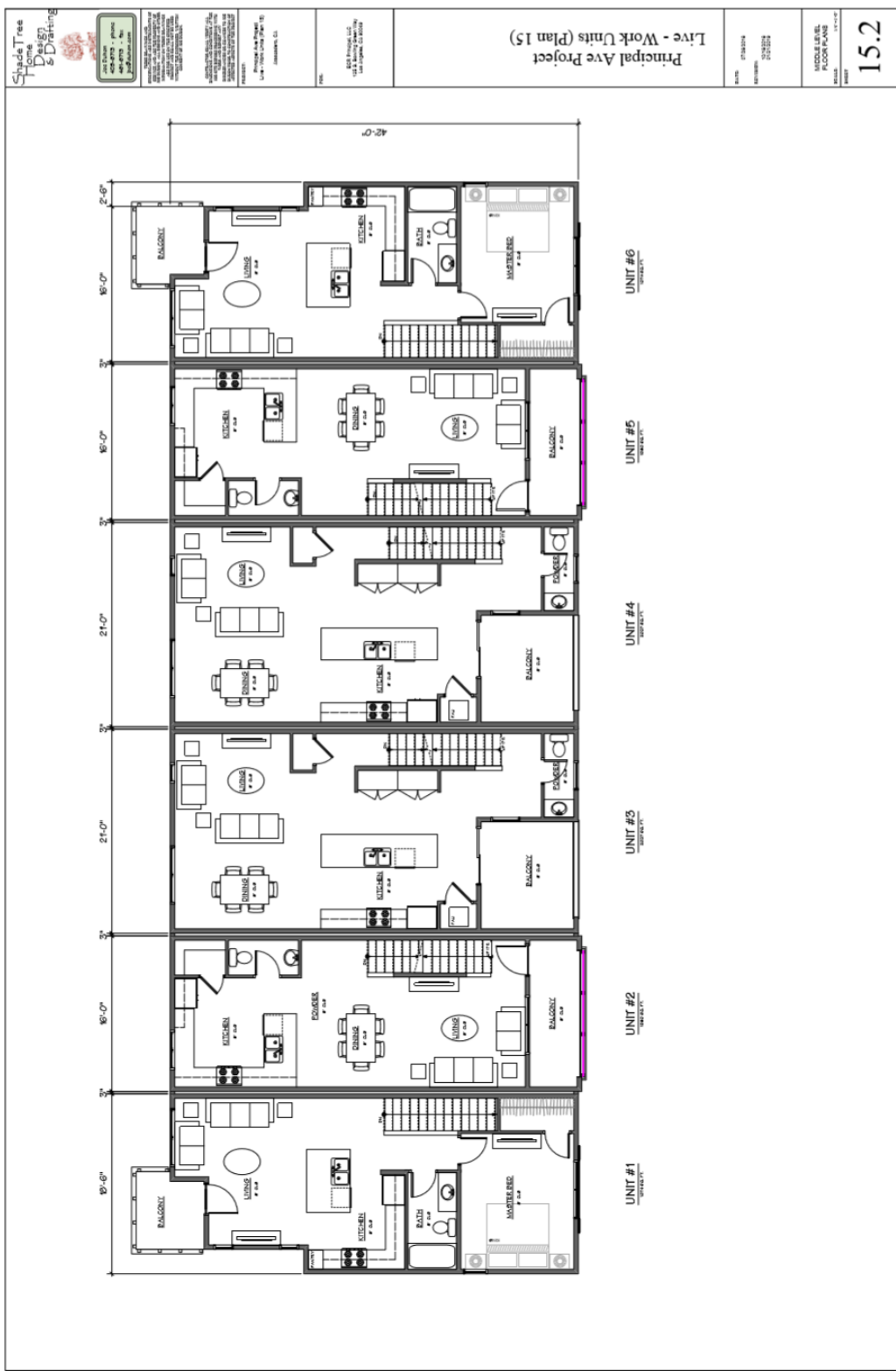


EXHIBIT F: Mixed-Use Elevations / Floor Plans (2019)

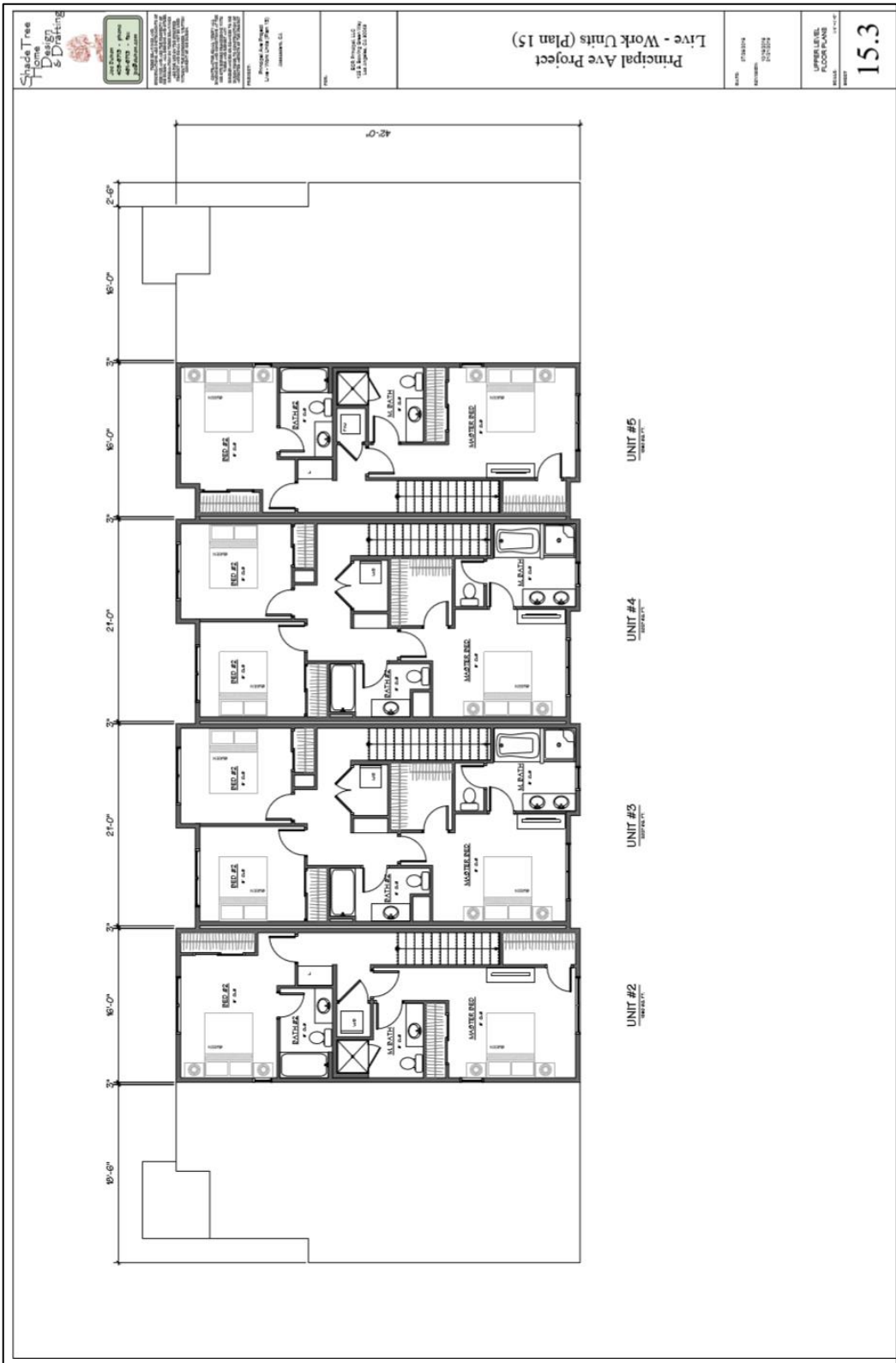


EXHIBIT G: Car-Wash Elevations / Floor Plan (2015)

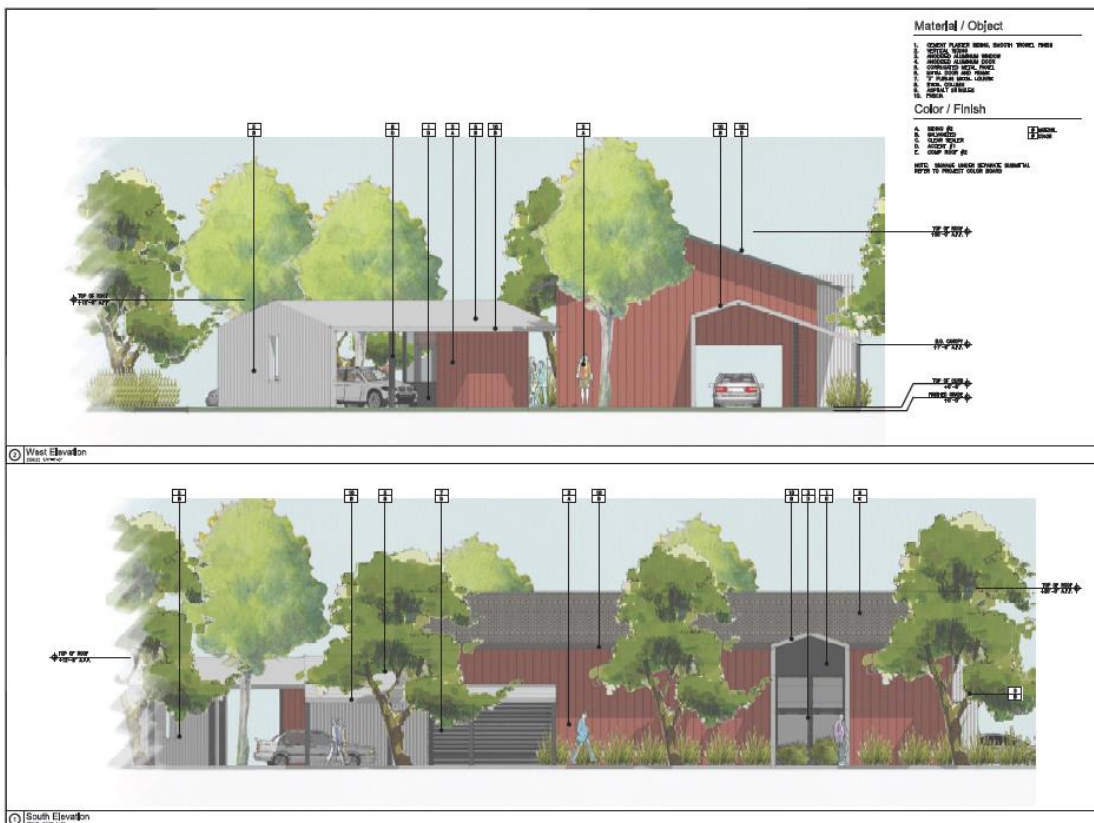
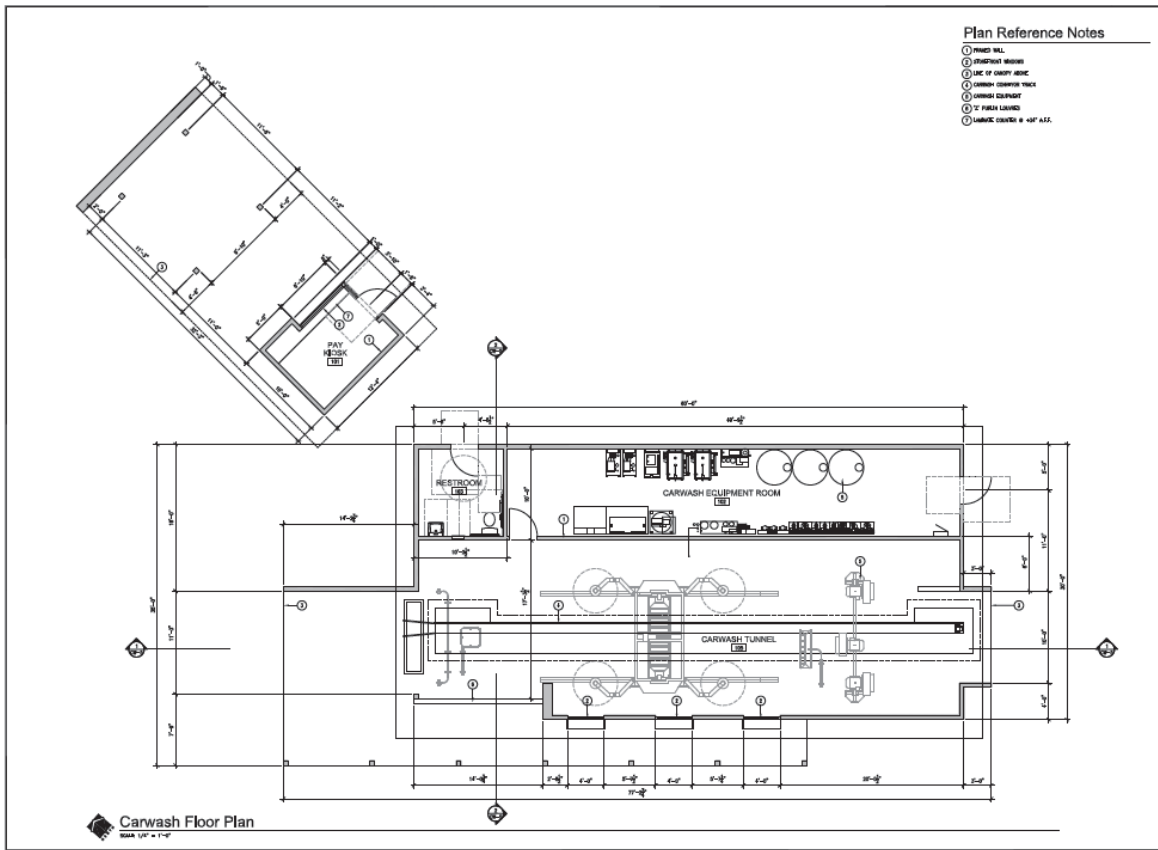


EXHIBIT G: Car-Wash Elevations / Floor Plan (2015)

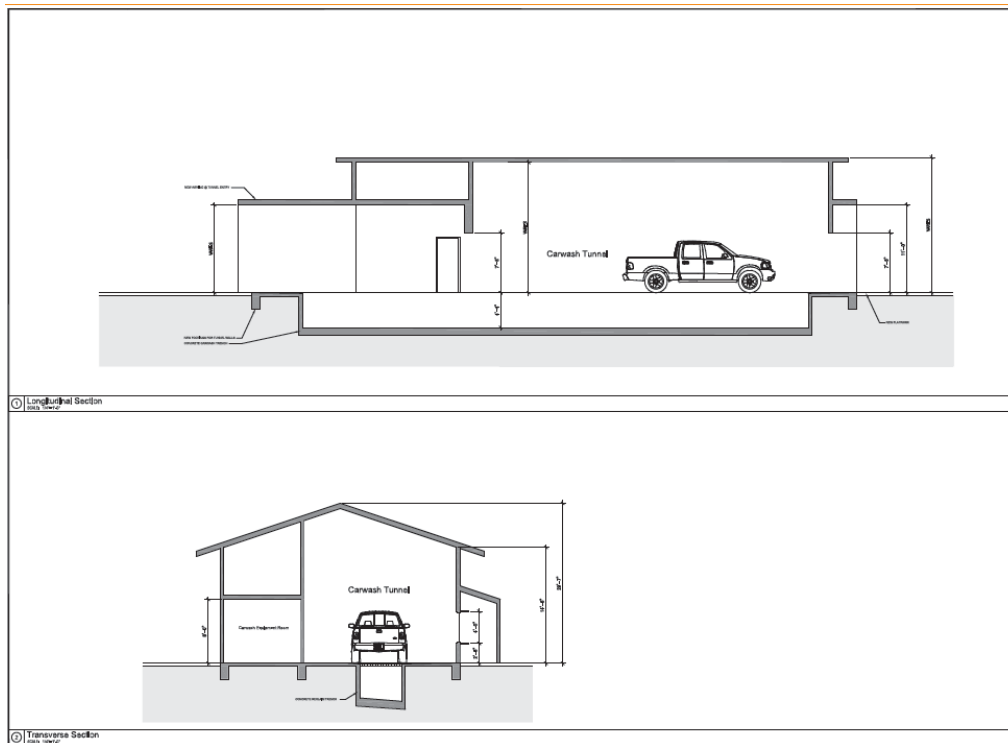
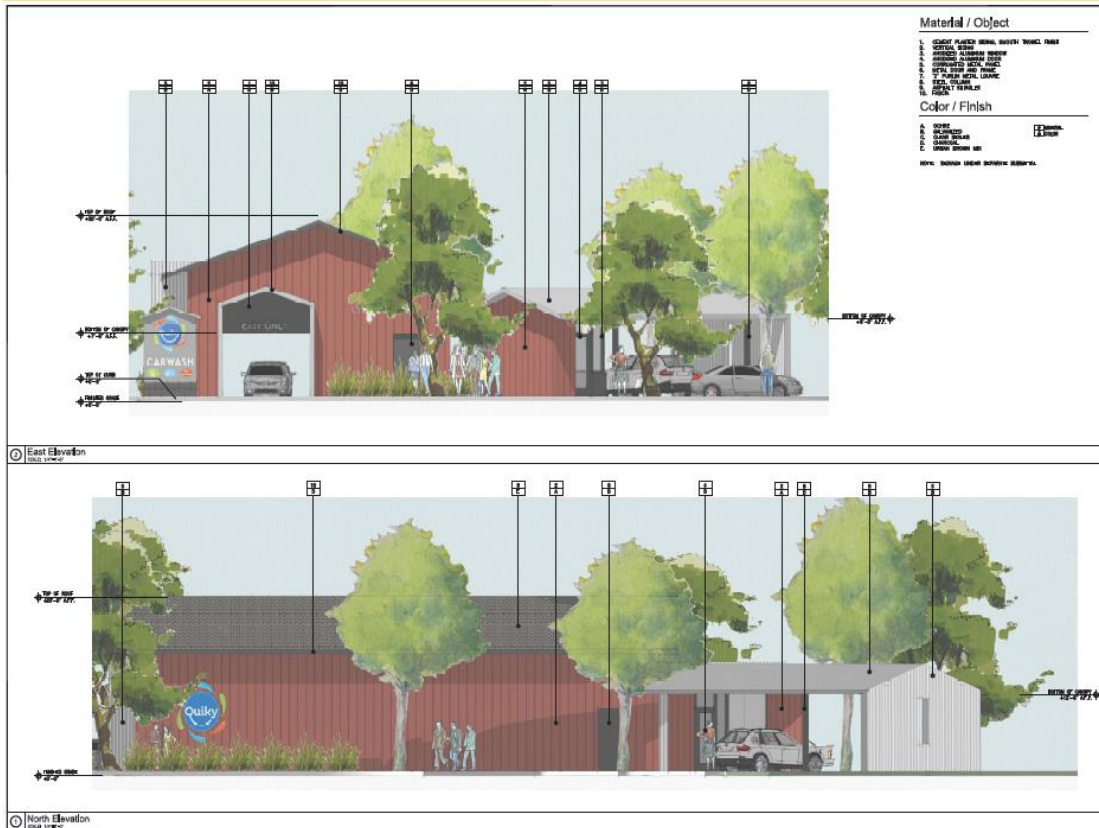


EXHIBIT H: Detached SFR Elevations and Floor Plans (2019)



Shade Tree Home Design & Drafting
 1000 Parkwood Drive
 Suite 100
 Raleigh, NC 27604
 Phone: 919-875-1111
 Fax: 919-875-1112
 www.shadetreehome.com

PROJECT: Single Family Home (Plan 13)
 DATE: 05/07/2019
 DRAWN BY: [Redacted]
 CHECKED BY: [Redacted]

UPPER AND LOWER FLOOR PLANS
 SHEET NO. 13.1



UPPER FLOOR PLAN



LOWER FLOOR PLAN

UPPER LEVEL LIVING SPACE	1500 SQ. FT.
LOWER LEVEL LIVING SPACE	2000 SQ. FT.
COVERED PORCHES (TOTAL)	2000 SQ. FT.
GARAGE	400 SQ. FT.
TOTAL FINISHED FLOOR AREA	5900 SQ. FT.
TOTAL STRUCTURE FLOOR AREA	5900 SQ. FT.

EXHIBIT H: Detached SFR Elevations and Floor Plans (2019)

INTERIOR STREET SIDE (FRONT) ELEVATION

PRINCIPAL AVE SIDE ELEVATION - COLOR SCHEME "A"

RIGHT ELEVATION

PRINCIPAL AVE SIDE ELEVATION - COLOR SCHEME "B"

LEFT ELEVATION

PRINCIPAL AVE MODEL - PLAN 13
 OCCURS ON LOTS 1 AND 2

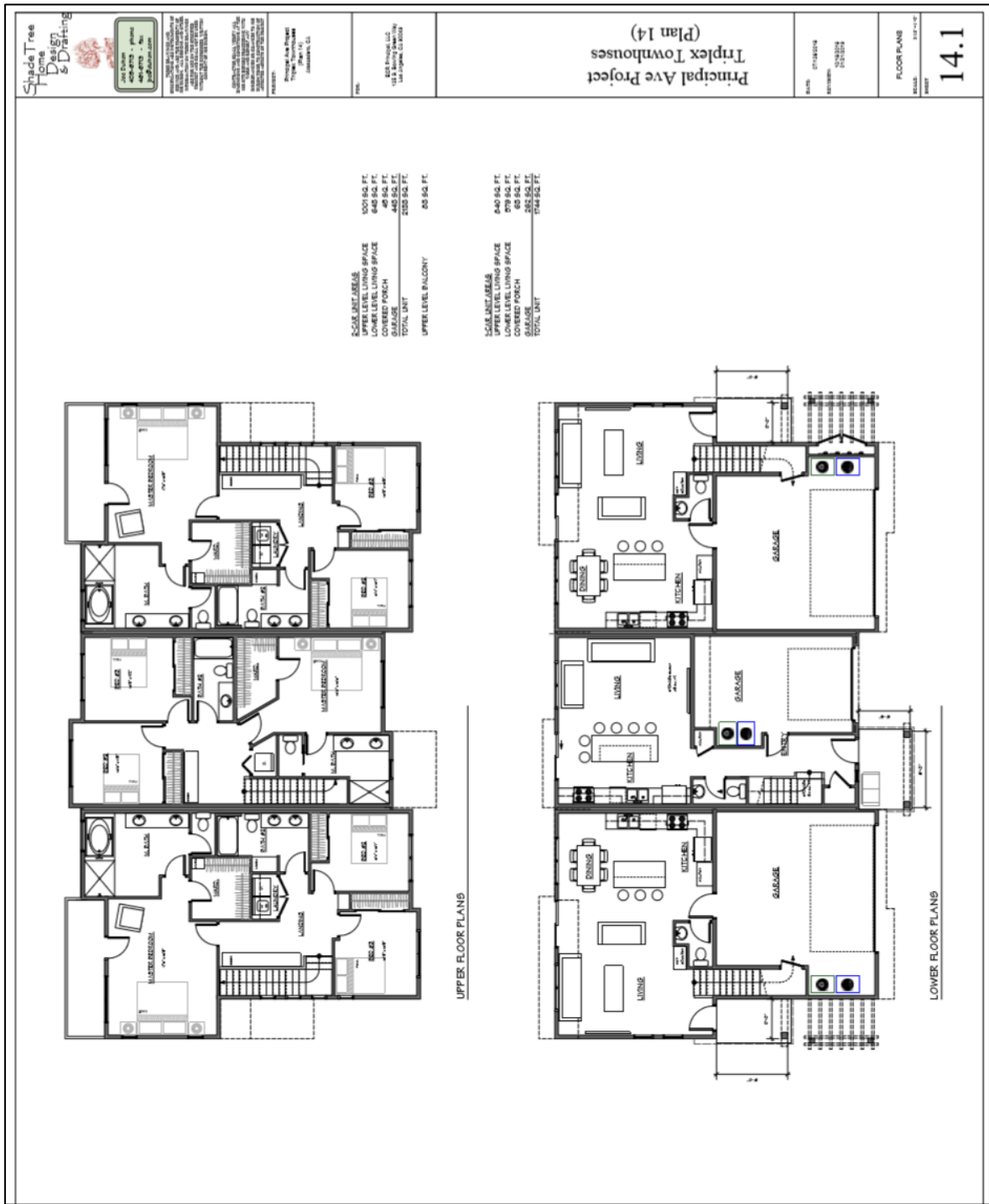
Shade Tree Landscape & Drafting
 10000 Wilshire Blvd, Suite 100
 Los Angeles, CA 90024
 (310) 205-1100
 www.shadetreedrafting.com

Principal Ave Project
 Single Family Home (Plan 13)
 APPROVED 1/15/19

Principal Ave Project
 Single Family Home (Plan 13)

13.2
 PRINCIPAL AVE ELEVATIONS
 SHEET

EXHIBIT I: Attached Units Elevations and Floor Plans (2019)



Shade Tree
 Tree Design
 & Drafting
 404-875-7777 - Phone
 404-875-7778 - Fax
 www.shadetreedesign.com



Principal Ave Project
 13.2 Acre Site
 13.2 Acre Site
 13.2 Acre Site

Principal Ave Project
 13.2 Acre Site
 13.2 Acre Site
 13.2 Acre Site

Principal Ave Project
 13.2 Acre Site
 13.2 Acre Site
 13.2 Acre Site

Principal Ave Project
 Triplex Townhouses
 (Plan 14)

DATE: 07/18/2019
 DRAWN BY: [Name]
 CHECKED BY: [Name]

FLOOR PLANS
 SHEET
14.1

EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

ROOF
Asph/Flt

WALLS
Siding

TRIM
Crown Moulding

ACCENTS
Shutters

DOOR
Front Entry

SCREENING
Screens

ROOFING
Roofing

SCREENING
Screens

SCREENING
Screens

PLAN 14 - B
OCCURS ON LOTS 40, 41, 42

Shade Tree Home Design & Drafting
 1401 E. 15th Ave
 Suite 100
 Aurora, CO 80012
 303.733.1111
 www.shadetreehomedesign.com

Principal Ave Project
 (Plan 14)
 14.3

FRONT ELEVATION - COLOR SCHEME "B"

REAR ELEVATION

SIDE ELEVATION - "T"

SIDE ELEVATION - "2"

EXHIBIT I: Attached Units Elevations and Floor Plans (2019)



EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

Shade Tree Home Design & Drafting

10000 E. 1st Ave. Suite 100
 Denver, CO 80231
 303.755.1111
 www.shadetreehome.com

Principal Ave Project
 5-plex
 (Plan 16)

DATE: 05/07/2019
 DRAWN BY: JLD
 CHECKED BY: JLD

SCALE: 1/8" = 1'-0"

16.2

FRONT ELEVATION

REAR ELEVATION

STACKED FLAT END ELEVATION

PLAN 16
 OCCURS ON LOTS 13, 14, 15, 16, 17, 18

1-CAR END ELEVATION

FINISHES

EXTERIOR:
 SIDING: BRICK, STUCCO
 ROOFING: ASPH/FLT
 GUTTERS: ALUMINUM
 DOWNSPUTTERS: BRASS
 TRIM: PVC
 DOORS: WOOD GRAIN
 WINDOWS: WHITE
 FLOORING: CERAMIC TILE, CARPET

INTERIOR:
 FLOORING: CERAMIC TILE, CARPET
 WALLS: PLYMOUTH
 CEILING: POP
 LIGHTS: RECESSED
 SINKS: STAINLESS STEEL
 STOVE: ELECTRIC
 DISHWASHER: STAINLESS STEEL
 REFRIG: STAINLESS STEEL
 CUPBDS: WOOD GRAIN
 CABINETS: WOOD GRAIN
 COUNTERTOPS: QUARTZ

NOTES:

1. ALL FINISHES TO BE MATCHED TO THE FINISHES SHOWN ON THE ELEVATIONS AND FLOOR PLANS.

2. ALL FINISHES TO BE MATCHED TO THE FINISHES SHOWN ON THE ELEVATIONS AND FLOOR PLANS.

3. ALL FINISHES TO BE MATCHED TO THE FINISHES SHOWN ON THE ELEVATIONS AND FLOOR PLANS.

4. ALL FINISHES TO BE MATCHED TO THE FINISHES SHOWN ON THE ELEVATIONS AND FLOOR PLANS.

5. ALL FINISHES TO BE MATCHED TO THE FINISHES SHOWN ON THE ELEVATIONS AND FLOOR PLANS.

EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

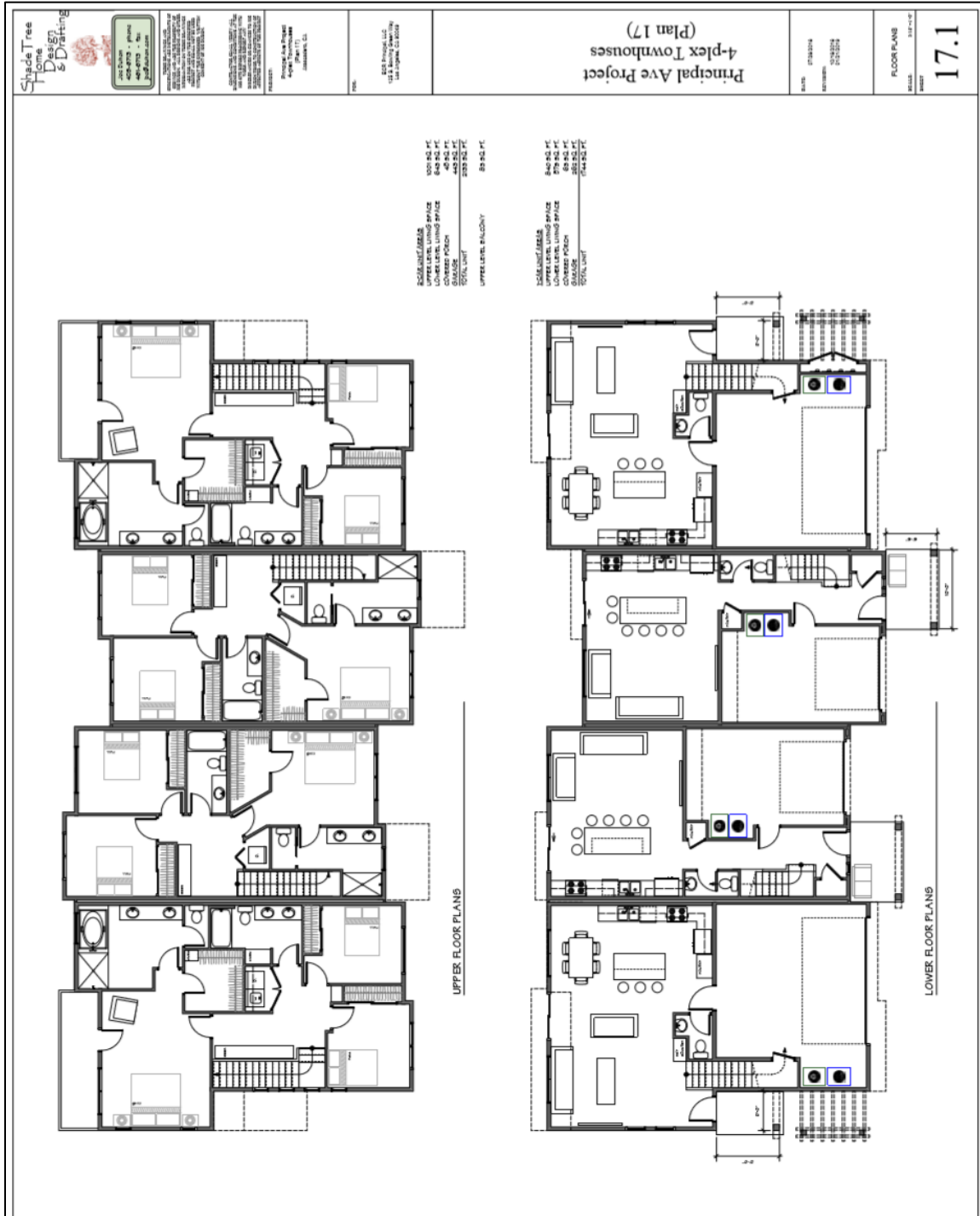


EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

ROOF
 ASPHALT/FLYSHINGLE
 DARK GRAY

SIDING
 LIGHT BEIGE
 DARK GRAY
 DARK GREEN
 BRICK

TRIM
 DARK GRAY
 DARK GREEN
 BRICK

STONE
 BRICK

EXTERIOR FINISHES
 BRICK
 STONE
 ASPHALT/FLYSHINGLE
 SIDING
 TRIM
 ROOF

PLAN 17 - A

OCCURS ON LOTS 18, 19, 20, 21 AND 30, 31, 32, 33

FRONT ELEVATION - COLOR SCHEME "A"

REAR ELEVATION

SIDE ELEVATION - "T"

SIDE ELEVATION - "Z"

Principal Ave Project
 4-plex Townhouses
 (Plan 17)

DATE: 5/7/2019
 DRAWN BY: [Name]
 PROJECT NO: [Number]

ECR Principal, LLC
 1000 N. GARDEN AVENUE
 SUITE 100
 LOS ANGELES, CA 90012

17.2

EXTERIOR ELEVATIONS

EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

PLAN 17 - B
 OCCURS ON LOTS 9, 10, 11, 12 AND 26, 27, 28, 29

FRONT ELEVATION - COLOR SCHEME "B"

REAR ELEVATION

SIDE ELEVATION - "T"

SIDE ELEVATION - "2"

Principal Ave Project (Plan 17)

4-plex Townhouses

17.3

EXTERIOR ELEVATION

DATE: 5/15/2019
 DRAWN BY: J. D. BROWN
 CHECKED BY: J. D. BROWN

PROJECT: Principal Ave Project
 1731 S. University Blvd., Suite 100
 Littleton, CO 80120

OWNER: ECR Principal, LLC
 100 S. University Blvd., Suite 100
 Littleton, CO 80120

DESIGNER: Spade Tree Home Design & Drafting
 2001 E. South Platte
 Denver, CO 80202
 303.755.1111
 www.spadetreedesign.com

MATERIALS

WALL - 1ST FLOOR	WALL - 2ND FLOOR	WALL - 3RD FLOOR	WALL - 4TH FLOOR
WALL - 1ST FLOOR	WALL - 2ND FLOOR	WALL - 3RD FLOOR	WALL - 4TH FLOOR
WALL - 1ST FLOOR	WALL - 2ND FLOOR	WALL - 3RD FLOOR	WALL - 4TH FLOOR
WALL - 1ST FLOOR	WALL - 2ND FLOOR	WALL - 3RD FLOOR	WALL - 4TH FLOOR

ROOFING

ROOF - 1ST FLOOR	ROOF - 2ND FLOOR	ROOF - 3RD FLOOR	ROOF - 4TH FLOOR
ROOF - 1ST FLOOR	ROOF - 2ND FLOOR	ROOF - 3RD FLOOR	ROOF - 4TH FLOOR
ROOF - 1ST FLOOR	ROOF - 2ND FLOOR	ROOF - 3RD FLOOR	ROOF - 4TH FLOOR
ROOF - 1ST FLOOR	ROOF - 2ND FLOOR	ROOF - 3RD FLOOR	ROOF - 4TH FLOOR

FINISHES

FINISH - 1ST FLOOR	FINISH - 2ND FLOOR	FINISH - 3RD FLOOR	FINISH - 4TH FLOOR
FINISH - 1ST FLOOR	FINISH - 2ND FLOOR	FINISH - 3RD FLOOR	FINISH - 4TH FLOOR
FINISH - 1ST FLOOR	FINISH - 2ND FLOOR	FINISH - 3RD FLOOR	FINISH - 4TH FLOOR
FINISH - 1ST FLOOR	FINISH - 2ND FLOOR	FINISH - 3RD FLOOR	FINISH - 4TH FLOOR

EXTERIOR MATERIALS

WALLS: BRICK, STUCCO, SIDING
 ROOF: ASPH/FLT, SHINGLES
 FLOORS: CERAMIC TILE, CARPET, WOOD
 CEILING: DRYWALL, POP
 PAINT: INTERIOR, EXTERIOR
 FINISHES: GRANITE, MARBLE, QUARTZ, COUNTERTOPS
 LIGHTS: RECESSED, PENDANT, TRACK
 FIXTURES: SINKS, TUBS, TOILETS, SHOWER
 CLOSET: WARDROBE, LINEN
 HARDWARE: DOOR, WINDOW

EXHIBIT I: Attached Units Elevations and Floor Plans (2019)



EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

Shade Tree
 Landscape Design & Drafting
 10000 Wilshire Blvd, Suite 100
 Los Angeles, CA 90024
 (310) 205-1100
 www.shadetreedesign.com

2-plex Townhouses
 (Plan 18)

18.3

1-CAR END ELEVATION
SECTION 18.3

FRONT ELEVATION - COLOR SCHEME "B"
SECTION 18.3

2-CAR END ELEVATION
SECTION 18.3

REAR ELEVATION
SECTION 18.3

PLAN 18 - B
OCURS ON LOT 24, 25

18.3

18.3

18.3

EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

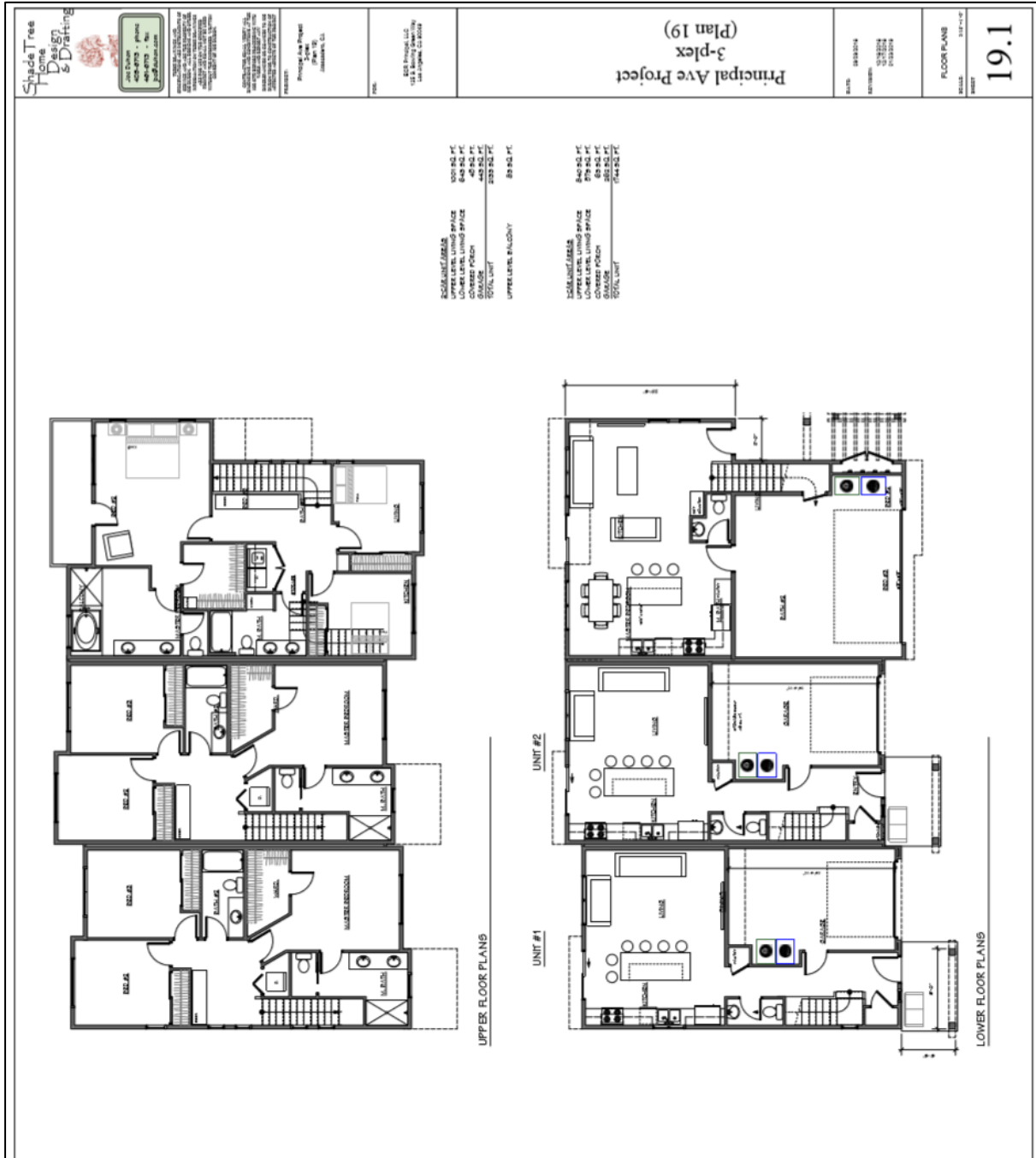


EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

PLAN 19 - A
 OCCURS ON LOTS 37, 38, 39

FRONT ELEVATION - COLOR SCHEME "A"

REAR ELEVATION

1-CAR END ELEVATION - "1"

2-CAR END ELEVATION - "2"

ShadeTree Home Design & Drafting
 10000 W. Highway 190, Suite 100
 Houston, TX 77058
 281-460-1111 | www.shadetreehome.com

Principal Ave Project (Plan 19)

19.2

DATE: 05/07/2019
 DRAWN BY: [Name]
 CHECKED BY: [Name]

EXTERIOR ELEVATIONS

COLOR SCHEME "A"

WALLS	TRIM	ROOF	SKYLIGHT
ACCENT WALLS	DOOR	SHUTTERS	SCREEN DOOR
SCREEN DOOR	SCREEN DOOR	SCREEN DOOR	SCREEN DOOR
SCREEN DOOR	SCREEN DOOR	SCREEN DOOR	SCREEN DOOR

FINISHES

- ROOF: ASPHALT/FLY
- WALLS: BRICK, STUCCO, SIDING
- TRIM: WOOD, VINYL, METAL
- SKYLIGHT: GLASS
- ACCENT WALLS: STUCCO, SIDING
- DOOR: WOOD, METAL
- SHUTTERS: WOOD, METAL
- SCREEN DOOR: METAL

NOTES:

- SEE ARCHITECTURAL PLAN FOR FINISHES AND MATERIALS.
- SEE ARCHITECTURAL PLAN FOR FINISHES AND MATERIALS.
- SEE ARCHITECTURAL PLAN FOR FINISHES AND MATERIALS.
- SEE ARCHITECTURAL PLAN FOR FINISHES AND MATERIALS.

EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

FRONT ELEVATION - COLOR SCHEME "A"

REAR ELEVATION

1-CAR END ELEVATION - "T"

2-CAR END ELEVATION - "Z"

PLAN 19 - B
 OCCURS ON LOTS 39, 40, 41, 42

<p>ROOFING</p> <ul style="list-style-type: none"> ROOFING - ASPHALT/FLYSH ROOFING - METAL 	<p>WALLS</p> <ul style="list-style-type: none"> WALLS - BRICK WALLS - STUCCO WALLS - SIDING WALLS - CONCRETE WALLS - CMU WALLS - GLASS WALLS - METAL PANELS WALLS - CLAY TILE WALLS - TERRAZZO WALLS - POLYMER CONCRETE WALLS - GYPSUM BOARD WALLS - BRICK WALLS - STUCCO WALLS - SIDING WALLS - CONCRETE WALLS - CMU WALLS - GLASS WALLS - METAL PANELS WALLS - CLAY TILE WALLS - TERRAZZO WALLS - POLYMER CONCRETE WALLS - GYPSUM BOARD 	<p>FLOORS</p> <ul style="list-style-type: none"> FLOORS - CERAMIC TILE FLOORS - POLYMER CONCRETE FLOORS - WOOD FLOORS - CARPET FLOORS - VINYL FLOORS - STUCCO FLOORS - CONCRETE FLOORS - CMU FLOORS - GLASS FLOORS - METAL PANELS FLOORS - CLAY TILE FLOORS - TERRAZZO FLOORS - POLYMER CONCRETE FLOORS - GYPSUM BOARD 	<p>EXTERIOR FINISHES</p> <ul style="list-style-type: none"> EXTERIOR FINISHES - BRICK EXTERIOR FINISHES - STUCCO EXTERIOR FINISHES - SIDING EXTERIOR FINISHES - CONCRETE EXTERIOR FINISHES - CMU EXTERIOR FINISHES - GLASS EXTERIOR FINISHES - METAL PANELS EXTERIOR FINISHES - CLAY TILE EXTERIOR FINISHES - TERRAZZO EXTERIOR FINISHES - POLYMER CONCRETE EXTERIOR FINISHES - GYPSUM BOARD
--	--	---	--

SHADE TREE HOME DESIGN & DRAFTING
 1000 S. GARDEN AVENUE, SUITE 100
 DENVER, CO 80202
 303.733.1111
 WWW.SHADETREEHOMEDESIGN.COM

Principal Ave Project
 3-plex
 (Plan 19)

19.3

EXHIBIT J: Stacked Flat 4 plex Elevations and Floor Plans (2019)

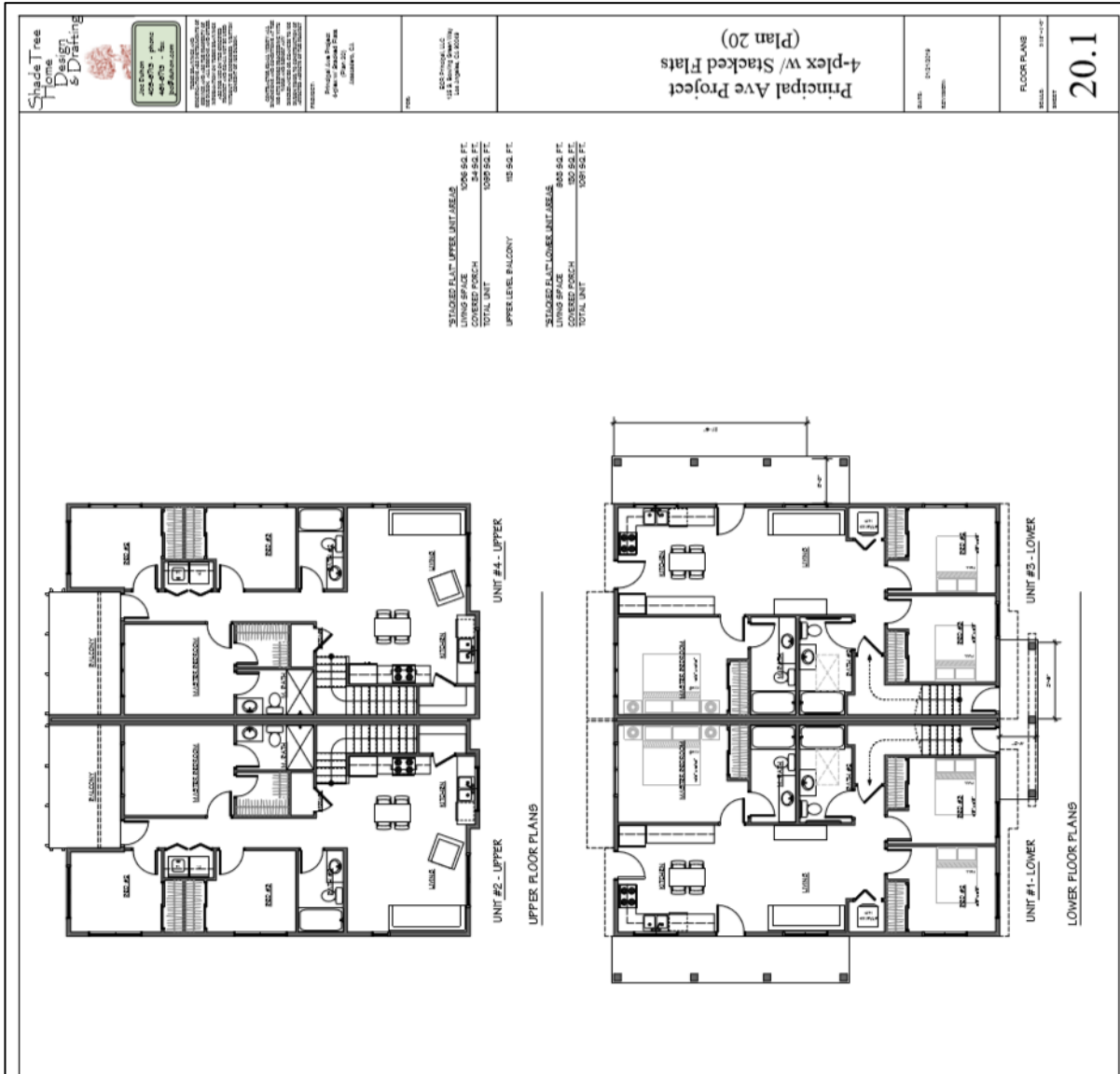


EXHIBIT K: Fencing Plan (2019)

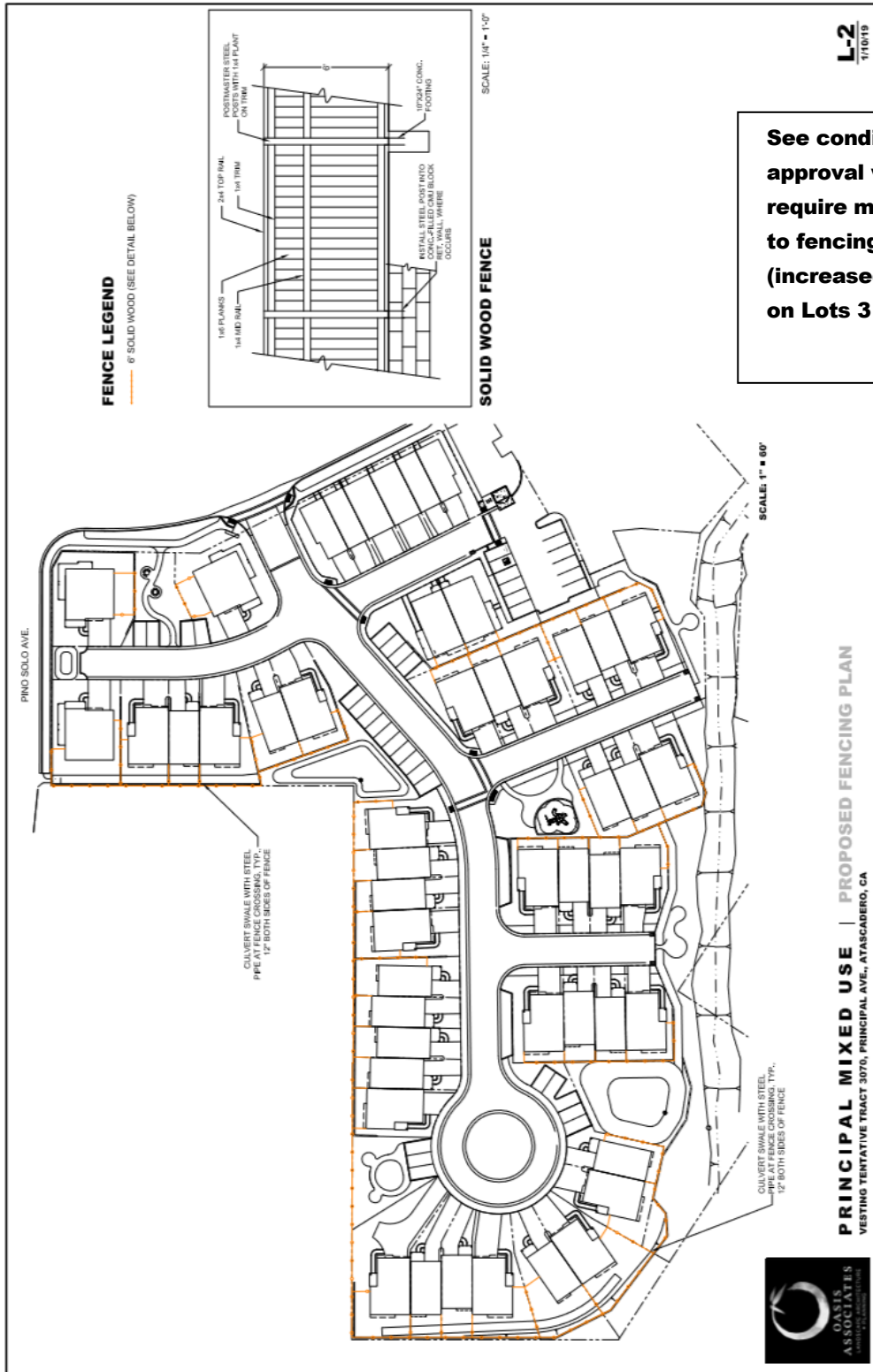


EXHIBIT L: Landscape Screening Plan (2019)

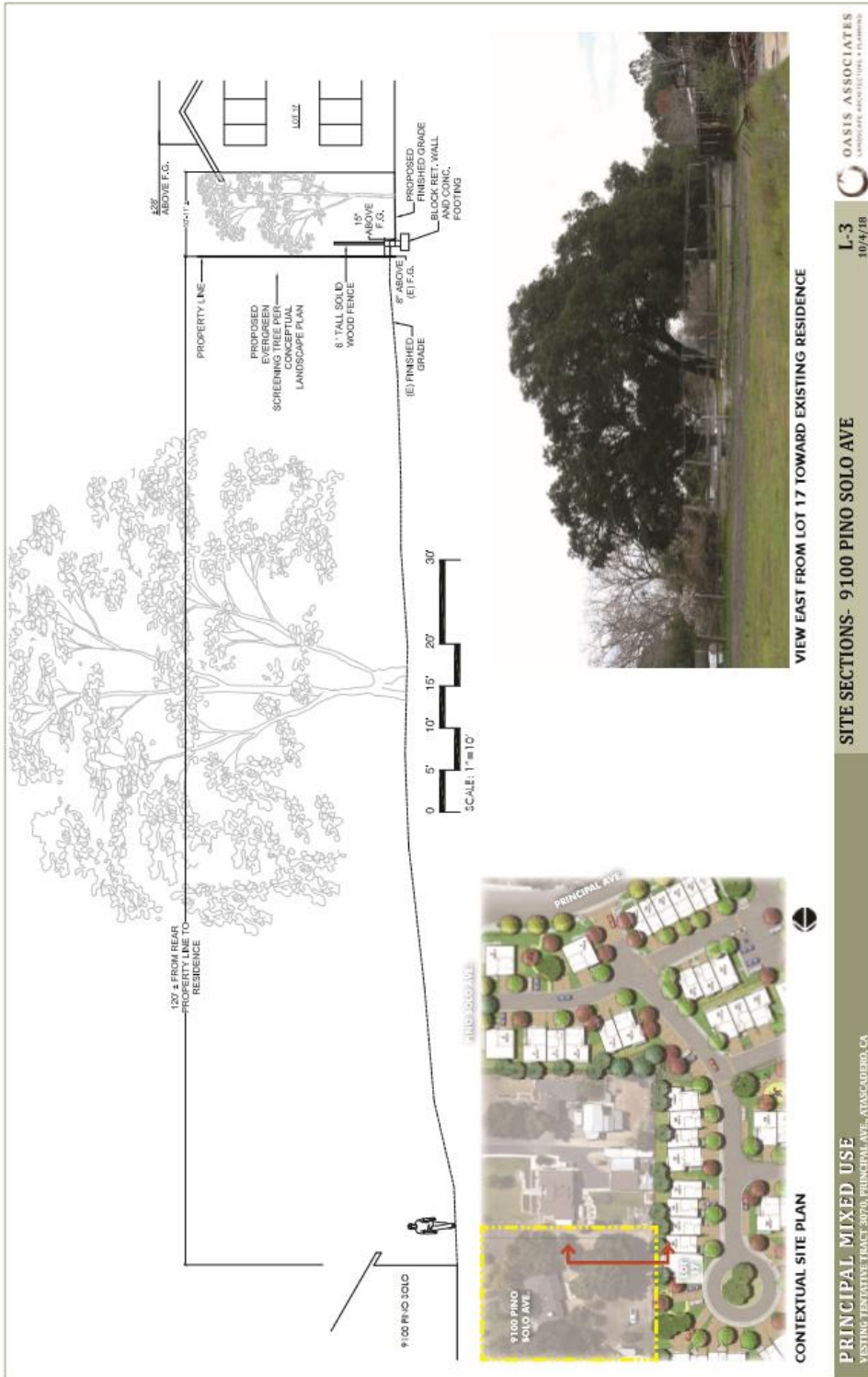
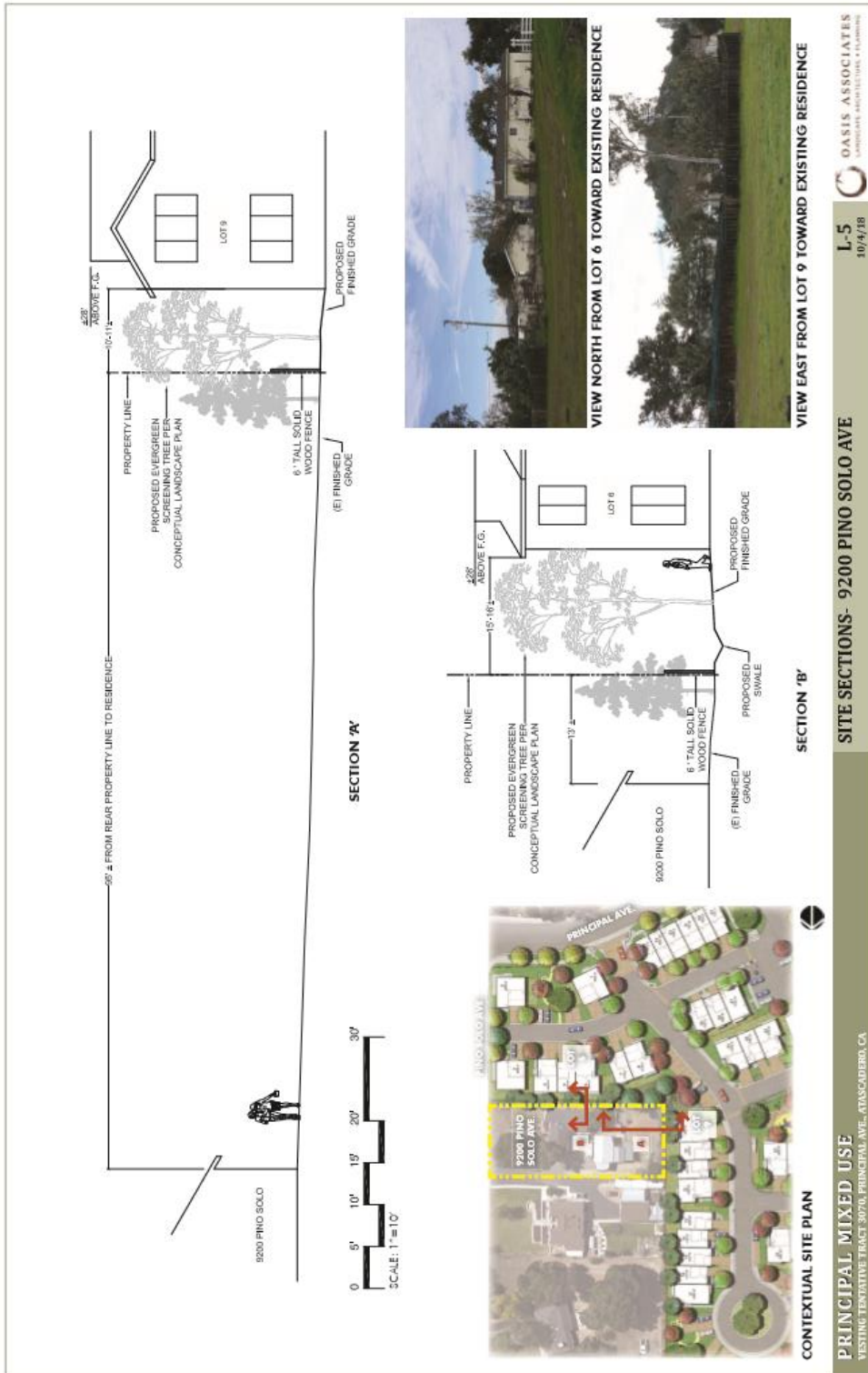


EXHIBIT L: Landscape Screening Plan (2019)



EXHIBIT L: Landscape Screening Plan (2019)

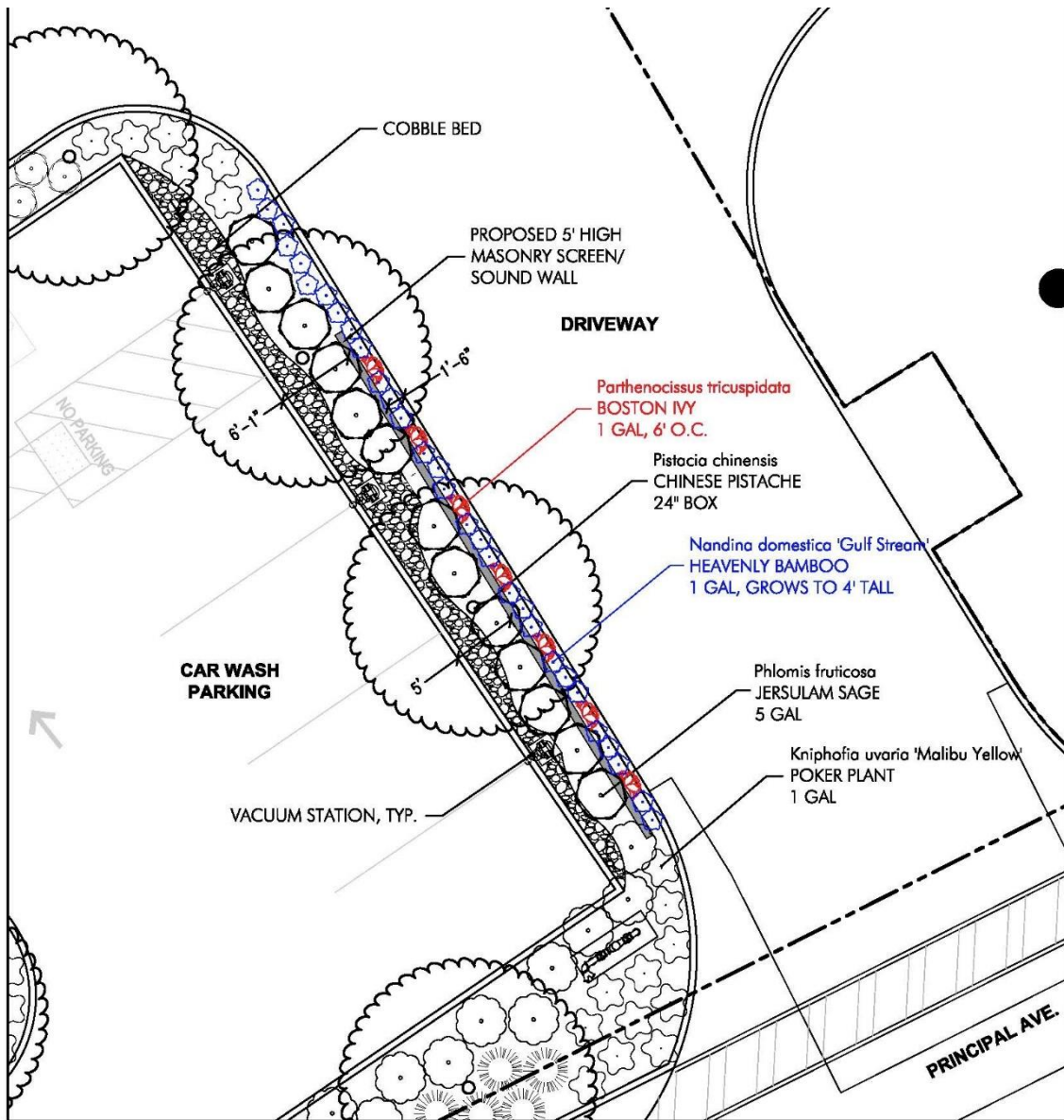


L-5
 10/4/18
 OASIS ASSOCIATES
 LANDSCAPE ARCHITECTURE + PLANNING

SITE SECTIONS- 9200 PINO SOLO AVE

PRINCIPAL MIXED USE
 VESTING TENTATIVE TRACT 3070, PRINCIPAL AVE., ATASCADERA, CA

EXHIBIT M: Sound wall between carwash and residential



WALL EXHIBIT

Masonry wall shall be required to be stucco finish, with decorative trim cap, or similar decorative treatment (not CMU block.) Colors and materials shall be consistent with surrounding development, subject to staff approval

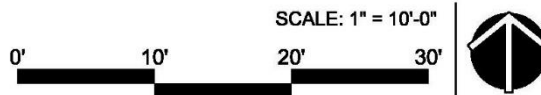


EXHIBIT N: Car-Wash Signage (2015)

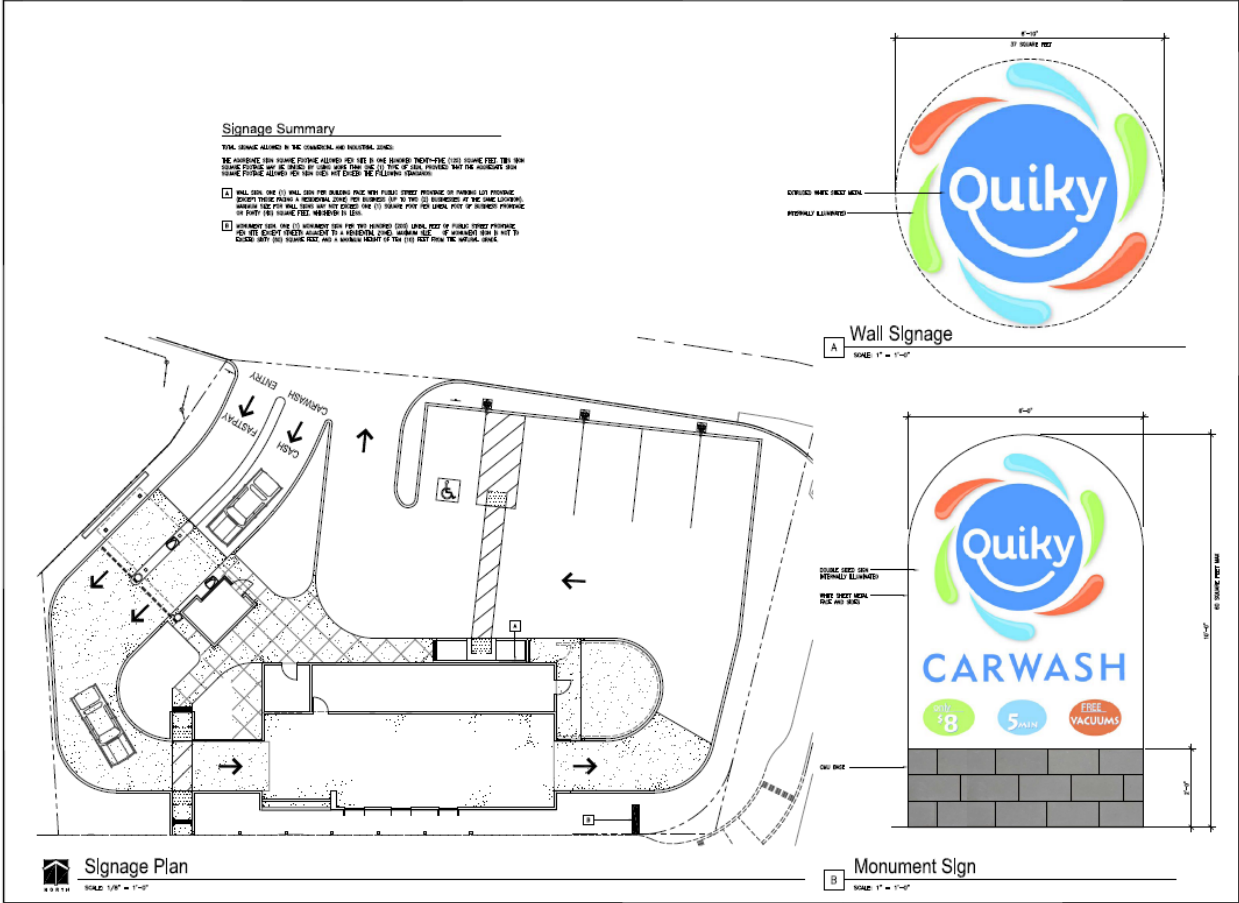


EXHIBIT O: Affordable Housing Locations

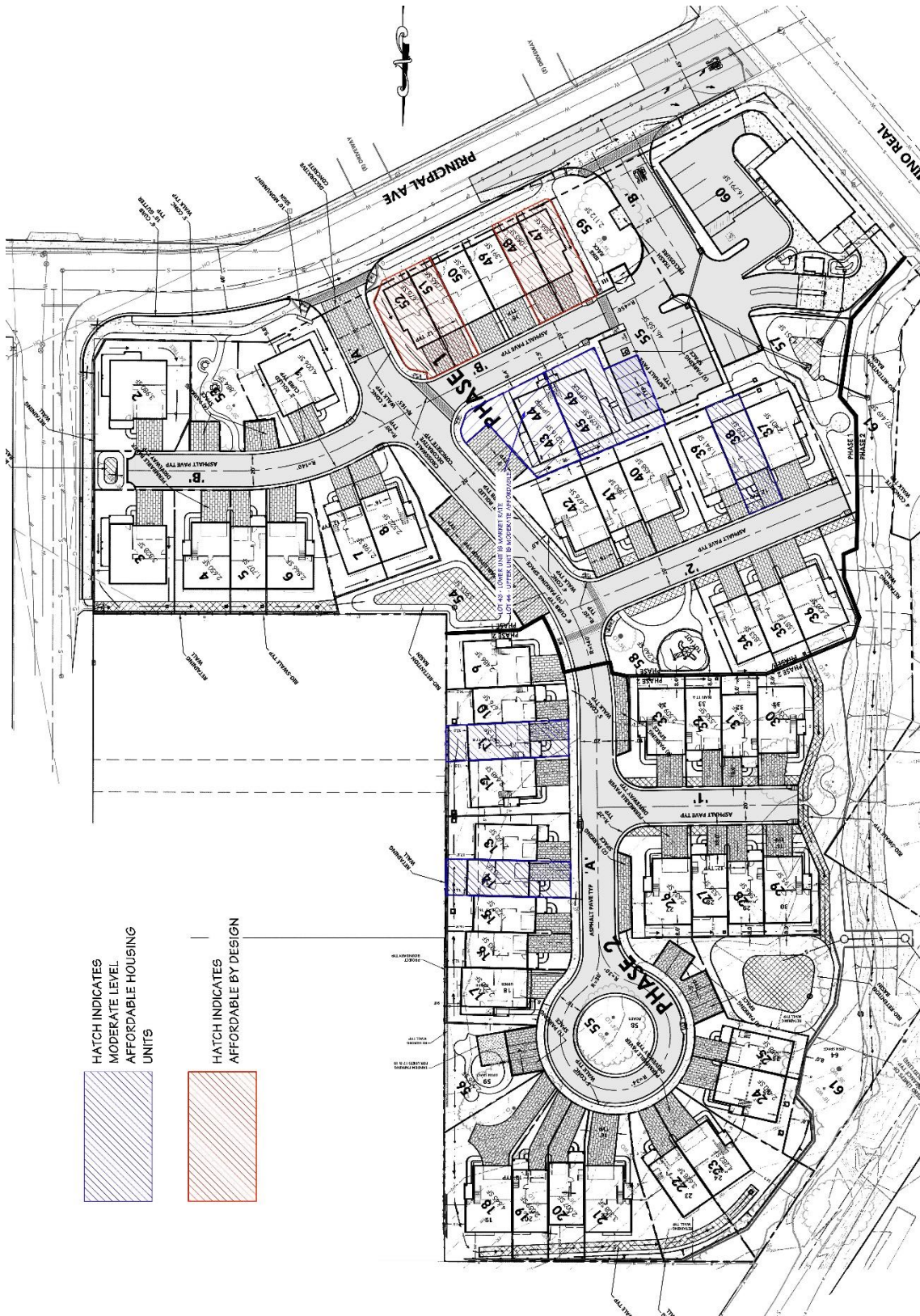


EXHIBIT P: Renderings





**TRACT 3070
MASTER PLAN OF DEVELOPMENT
PROJECT**

**BIOLOGICAL AND WETLAND
RESOURCES ASSESSMENT**

Revised
February 10, 2015



sage institute

Southern California Office
2945 Townsgate Road, Suite 200
Westlake Village, CA 91361
tel: 805.497.8557
fax: 805.496.4939

Central Coast Office
1065 Higuera Street, Suite 301
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tel: 805.434.2804
fax: 805.980.5886

www.sageii.com
sage@sageii.com

Prepared for:

OASIS ASSOCIATES, INC.

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- FIGURE 1: REGIONAL LOCATION MAP
- FIGURE 2: VICINITY AERIAL PHOTOGRAPH MAP
- FIGURE 3: SOILS MAP
- FIGURE 4: HABITAT MAP
- FIGURE 5: GENERAL PLAN BLUE LINE DRAINAGE MAP
- FIGURE 6: CNDDDB OCCURRENCES MAP
- FIGURE 7: REPRESENTATIVE PHOTOGRAPHS

APPENDIX B – TABLES

- TABLE B-1: PLANT SPECIES OBSERVED
- TABLE B-2: CNDDDB RECORDED OCCURRENCES

TRACT 3070 MASTER PLAN OF DEVELOPMENT PROJECT BIOLOGICAL AND WETLAND RESOURCES ASSESSMENT

1.0 INTRODUCTION AND PURPOSE

Sage Institute, Inc. (SII) has completed this biological and wetland resources assessment to describe and map the existing conditions within the approximately five-acre mostly undeveloped project site. The Tract 3070 proposed project includes development of four parcels for mix uses including site access from Principal Avenue.

- APN: 030-491-001: 0.30 acre
- APN: 030-491-013: 2.99 acre
- APN: 030-491-019: 1.01 acre
- APN: 030-491-020: 1.02 acre

The proposed project is located at 9105 Principal Avenue at the intersection with El Camino Real on the eastside of U.S. Highway 101 in the City of Atascadero, San Luis Obispo County. The property is directly surrounded on all sides by residential and commercial/industrial/urban development. Open space lands are to the northwest through the Chalk Mountain Golf Course that abuts the railroad tracks, with the wastewater treatment plant and the Salinas River corridor across the tracks approximately one mile to the east of the proposed project site.

The purpose of this biological assessment is to document existing conditions of the proposed project site and to evaluate the potential for any direct or indirect potentially significant impacts on biological or wetland resources or adverse effects on any rare, threatened, or endangered plant or wildlife species (special-status species). This report is intended to support the environmental review documentation process for the City of Atascadero. A Regional Location Map and Vicinity Aerial Photograph Map are provided as Figure 1 and Figure 2 in Appendix A.

2.0 EXISTING CONDITIONS

The Tract 3070 project site supports predominantly a disturbed non-native annual grassland habitat with scattered oaks, coyote brush shrubs, and non-native trees. The grassland habitat is dominated by mostly non-native annual grasses and herbaceous broadleaf species (forbs) with a few widely scattered native forbs. Native forbs may be more prevalent but were not observable during the late season field survey conducted for this study. There are nine coast live oaks, five valley oaks, and five blue oaks currently existing around and on the project site. (For more information on trees see Arborist Report, Solid Oak Tree Management, October 27, 2014.) There is one ephemeral drainage that runs along the western site boundary that supports a willow and cottonwood riparian habitat that appears to essentially flow into a City mapped blue line drainage. There are three remaining residential structures along Principal Avenue and a remnant foundation in the middle of the eastern project boundary. Review of aerial photography dating back to 1994 suggests the site is mostly unchanged over that time and does not appear to have been subject to intensive grazing or cultivation.

The USDA Natural Resources Conservation Service (NRCS) has identified two soil series with two mapping units on the study area. Onsite soils are mapped as San Andreas-Arujo complex and Botella

series. The following briefly describes the soil series and mapping units within the study area that are shown on Figure 3 of Appendix A. The surface layer and formation descriptions of soil types can be helpful in predicting suitability for certain plants, plant communities, and certain wildlife use.

San Andreas-Arujo complex (9 to 15 percent slopes) – The San Andreas-Arujo complex (9 to 15 percent slopes), mapping unit 193, consists of 30 percent San Andreas sandy loam and 25 percent Arujo sandy loam. Areas of these are too intricately mixed for separate mapping.

The San Andreas series consists of well drained soils with moderately rapid permeability formed over weathered sandstone. The San Andreas series representative profile is a dark gray sandy loam surface layer to about 12 inches, a light brownish gray and light gray sandy loam about 17 inches thick, and weathered sandstone to a depth of 29 inches or more.

The Arujo series consists of a well-drained soil with moderately slow permeability that formed in material weathered from sandstone. The Arujo series representative profile is a dark gray sandy loam surface layer to about 10 inches, a grayish brown and light grayish brown sandy clay loam about 21 inches thick, a light gray sandy loam substratum at a depth of 47 inches or more. Depth to the white weathered sandstone ranges from 40 to 60 inches.

Botella sandy loam (2 to 9 percent slopes) – The Botella series consists of very deep well drained soil with moderately slow permeability that forms in alluvial fans from sedimentary-derived rocks. The Botella series consists of a dark gray sandy loam surface layer to about 16 inches, a dark gray sandy loam about five inches thick, a dark grayish brown sandy clay loam about 25 inches thick, a light brownish gray sandy clay loam about 14 inches thick, and a light brownish gray sandy clay loam to a depth of about 60 inches.

3.0 METHODOLOGY

SII biologists conducted a review of the available background information including project plan maps, U.S. Geological Survey (USGS) Atascadero 7.5-minute topographic quadrangle map, several years of available aerial photography of the study area from Bing and Google Earth, the NRCS soil survey, and query results from the California Natural Diversity Data Base (CNDDDB) for information on special-status species recorded occurrences within an approximately five mile radius of the proposed project site. The five mile search radius was used as an alternative to the typical 10-mile CNDDDB search radius because it would have included other areas generally not relevant to this urbanized study area. The CNDDDB provided a list and mapped locations of special-status plants and wildlife species that have been recorded in the region of the project site. The CNDDDB records help to focus the field survey efforts and evaluation of potential project effects on specific species or habitats. It is noted that the CNDDDB does not necessarily include all potential special-status species occurring in the region, but rather only those that have been recorded by the CNDDDB.

SII Principal Ecologist David Wolff and SII Biologist Noel Fie conducted a field reconnaissance survey of the proposed project site on October 23, 2014, with Ms. Fie and Mr. Wolff conducting additional site surveys on October 28 and December 24, 2014 respectively. Field reconnaissance included walking the entirety of the proposed project site recording plant and wildlife species observed. The site survey was conducted between 1300 and 1600 hours under 75°F on October 23, 2014. The site was surveyed a second time on October 28th 2014 between 0900 and 1400 hours under clear skies and 71°F

temperatures and briefly a third time on December 24th between 1220 and 1330 hours under partly cloudy skies and 66°F. The purpose of the field surveys was to document existing conditions in terms of habitat for plant and wildlife species, suitability to support special-status species, and the potential to support wetland and/or riparian habitats. Plant and wildlife species observed in the field were recorded. The onsite habitat types were described by the aggregation of plants and wildlife based on the composition and structure of the dominant vegetation observed at the time field reconnaissance was conducted. SII Principal Ecologist David Wolff conducted a field survey and acted as primary editor and principal in charge of report preparation. The survey data collected on plant and wildlife species and conclusions presented in this biological assessment are based on the methods and field reconnaissance conducted over the project site as described above.

4.0 RESULTS

4.1 HABITAT TYPES AND PLANT COMMUNITIES

The plant communities within the study area are generally described by the assemblages of observed plant species that occur together in the same area forming habitat types. Plant community descriptions are generally based on *A Manual of California Vegetation, 2nd Edition* (Sawyer et al. 2009). Plant names used in this report follow *The Jepson Manual, Vascular Plants of California, Second Edition Thoroughly Revised and Expanded* (Baldwin et al. 2012). The following describes the plant communities and habitat characteristics observed within the project site. The project site supports the following distinct plant communities: 1) disturbed non-native annual grassland with scattered coyote brush shrubs; 2) remnant valley/live oak woodland alliance; and 3) arroyo willow riparian alliance associated with the drainage that runs along the western side of the site. Table B-1 in Appendix B provides a list of plant species observed during the SII field survey. Figure 4 in Appendix A provides a habitat map for the project site, and Figure 7 provides a set of representative photographs.

4.1.1 DISTURBED NON-NATIVE ANNUAL GRASSLAND

The non-native annual grassland habitat, or semi-natural annual brome grassland alliance, is typically dominated by non-native annual grasses and herbaceous broadleaf plant species, along with native forbs and wildflowers. Annual grassland habitat occurs as the dominant habitat type within the proposed project site and occurs as the understory to the oak woodland. The non-native annual grassland within the project was observed to be relatively low in species diversity and dominated by grasses that are typical of areas that have been subject to previous disturbance. Dominant plant species observed in the non-native annual grassland habitat include oats (*Avena sativa*), rip gut brome (*Bromus diandrus*), fiddleneck (*Amsinckia menziesii*), red brome (*Bromus madritensis ssp. rubens*), yellow-star thistle (*Centaurea solstitialis*), foxtail barley (*Hordeum murinum ssp. leporinum*), and cheeseweed (*Malva parviflora*). Native species observed in low abundance include Salinas River tarweed (*Deinandra pentactis*), vinegarweed (*Trichostema lanceolatum*), and a few scattered purple needle grass (*Stipa pulchra*), soap plant (*Chlorogalum sp.*), and deer grass (*Muhlenbergia rigens*).

4.1.2 COAST LIVE OAK WOODLAND

The project site supports a remnant coast live oak woodland that can be described by scattered coast live oaks (*Quercus agrifolia*), along with several valley oaks (*Quercus lobata*) and blue oaks (*Quercus douglassii*). The oak woodland onsite consists of nine coast live oaks, five valley oaks, and five blue oaks widely spaced throughout the site (See Figure 4). (For more information on trees see Arborist Report, Solid Oak Tree Management, October 27, 2014.) The understory was dominated by the non-native annual grassland habitat described above.

4.1.3 ARROYO WILLOW RIPARIAN HABITAT

The arroyo willow riparian habitat occurs within and along the ephemeral drainage that runs approximately 630 feet along the northwest border of the project site (Figure 4). The riparian habitat is dominated by arroyo willow (*Salix lasiolepis*) with one large thicket occurring at the southwest corner of the study area. The riparian habitat along the drainage includes scattered Fremont cottonwood (*Populus fremontii*), red willow (*Salix laevigata*), non-native elm trees (*Ulmus parviflora*), oaks, and a small patch (25 sq. ft.) of red fescue (*Festuca rubra*) in the center of the drainage. The understory was dominated by the non-native annual grassland habitat described above.

4.2 WILDLIFE

The annual grassland, oak woodland, and riparian habitat types on the proposed project site may provide habitat for common resident and migratory wildlife species typical in the region adapted to the urban environment. The grassland and trees can provide food, cover, and nesting habitat for birds. Wildlife species observed during the limited field reconnaissance included the scrub jay and California black-tailed deer. Additional resident, locally nomadic, and migratory, bird, mammal, reptile and amphibian species could occur on the project site that were not observed during the field visits. The site is connected at the north end to the open space of the golf course and the Salinas River corridor to the east. However, given that the site is surrounded by urban development, Highway 101 and El Camino Real, wildlife use is likely limited given it is essentially a “dead end” for the habitat area against the urbanization. Additionally, the small remnant of habitat on the project area does not support a significant amount of grassland and oak woodland habitat in the context of the great expanse of the interconnected and diverse habitat mosaic available to wildlife in the undeveloped areas in this region of San Luis Obispo County.

4.3 WATERS OF THE U.S., WATERS OF THE STATE & WETLANDS

The study area is traversed by one ephemeral drainage which enters the property from the south through a pipe under El Camino Real and may capture runoff from the west side of the freeway. This drainage runs for 630 feet along the western property line and has a defined bed, bank, and channel supporting varied riparian, wetland, and upland plant species. As discussed above, the riparian habitat is dominated by arroyo willows stands with elm trees, red willows, valley oaks, and several Fremont cottonwoods. According to the City of Atascadero’s General Plan Land Use, Open Space and Conservation Element Figure II-8, the onsite ephemeral drainage leads to the start of a mapped blue line creek approximately 790 feet downstream of the project site. The City’s mapped blue line creek runs approximately 1.08 miles to the northeast where it appears to hit a culvert crossing of the railroad tracks near the Salinas River corridor (see Figure 5). Given the defined channel characteristics that continue as tributary to a mapped blue line creek, this drainage is likely considered waters of the U.S. and waters of the State subject to U.S. Army Corps of Engineers (Corps) and California Department of Fish and Wildlife (CDFW) jurisdiction respectively. In addition, the City’s General Plan requires a 20-foot setback from mapped blue line creeks in the General Plan and as shown on USGS maps.

4.4 SPECIAL-STATUS SPECIES AND NATURAL COMMUNITIES OF SPECIAL CONCERN

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the United States Fish and Wildlife Service (USFWS) under the federal Endangered Species Act (FESA); those considered “species of concern” by the USFWS; those listed or

candidates for listing as rare, threatened, or endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as “Species of Special Concern” by the CDFW; and plants occurring on lists 1B, 2, and 4 of the CNPS *Inventory of Rare and Endangered Vascular Plants of California*. Natural Communities of Special Concern are habitat types considered rare and worthy of tracking in the CNDDDB by the CDFG because of their limited distribution or historic loss over time. Special-status species typically require specific soil or habitat types such as serpentine soils or aquatic resources.

The search and review of the CNDDDB revealed 12 special-status plant species and 13 special-status wildlife species with recorded occurrences in the five-mile search radius of the project site. The following briefly describes or summarizes the special-status species issues and potential for occurrence within the study area. While none of these species, or remnants thereof, were observed during the SII field survey, appropriately timed surveys for rare plants were not conducted as a part of this study. Table B-2 in Appendix B provides a list of special-status species recorded in the CNDDDB and includes scientific and common names, listing status, habitat requirements, and likelihood for occurrence within the project area.

4.4.1 SPECIAL STATUS BOTANICAL RESOURCES

The CNDDDB revealed the recorded occurrences of 12 special-status plant species within a five mile radius of the project site. The special-status plant species occurrences recorded in the CNDDDB are commonly associated with a specific soil type, moisture regime, habitat, and/or elevation range that dictates the range or microhabitat of the species. No vernal pools or other seasonal wetlands were observed within the study area, and while the surveys were conducted late in the growing season, no rare, threatened, or endangered plant species or remnants thereof were observed within the project area. But these observations are based on fall plant growth with most of the site mowed leaving little identifiable herbaceous species plant material. While there is a low probability for these species, a chance remains for special-status plants associated with sandy soils given the site does not appear to have been subject to intensive grazing or cultivation dating back to 1994. As such, onsite a springtime floristic survey would be needed to confirm definitive negative findings for grassland and sandy soil associated annual plant species. The following provides a suitability analysis for special-status plant species with CNDDDB recorded occurrences in the region.

The special-status plant species associated with the grassland habitats occurring in the region associated with heavy clay soils are the Mile’s milk vetch (*Astragalus didymocarpus* var. *milesianus*) and the round-leaved filaree (*California macrophylla*). These species are typically restricted to semi-shaded areas along the margins and/or adjacent to cismontane woodland and chaparral and prefer soil types that contain a high content of clay. The existing soil types within the project area are mapped and observed with a sandy loam surface layer and therefore would not represent suitable habitat for these species. No remnants of these grassland species were observed during SII field reconnaissance of the project site.

The perennial woody species Santa Margarita manzanita *Arctostaphylos pilosula* and mesa horkelia (*Horkelia cuneata* var. *puberula*) would have been noticeable even during the late season survey. Neither species was observed during SII field reconnaissance of the project site. The special-status plant species known from vernal pool wetland habitat occurring in the region is the shining navarretia (*Navarretia nigeliformis*). The proposed project site does not support seasonal wetland areas or vernal pools and, therefore, does not represent suitable habitat for this plant species.

Special-status plants associated with serpentine soils include Eastwood's larkspur (*Delphinium parryi* ssp. *eastwoodiae*), the most beautiful jewelflower (*Streptanthus albidus* ssp. *peramoenus*), Brewer's spineflower (*Chorizanthe breweri*), and Palmer's monardella (*Monardella palmeri*). No serpentine soils are mapped or observed within the project area, therefore, the site does not represent suitable habitat for these plant species.

The special-status annual plant species associated with sandy soils in chaparral and oak woodland habitats are the La Panza mariposa lily (*Calochortus simulans*), yellow flowered eriastrum (*Eriastrum luteum*), and straight-awned spineflower (*Chorizanthe rectispina*). The existing soil type on the study area contains a high percentage of sand content with a sandy loam surface layer and could represent suitable habitat for these species. None of these species are formally listed under FESA or CESA but are CNPS List 1B species. While there is a low probability for these species within the project area, a springtime floristic survey would be needed to confirm definitive negative findings.

4.4.2 SPECIAL STATUS WILDLIFE

The CNDDDB search revealed the recorded occurrences of 13 special-status wildlife species within the five-mile search radius of the project site. Special-status wildlife species known from the region evaluated for this study are discussed by groups based upon habitat preferences, specific habitat use requirements (i.e. terrestrial or aquatic), mobility, and migratory patterns.

Aquatic Species – The CNDDDB has recorded occurrences within the five-mile search range for the western pond turtle (*Emys marmorata*), Coast Range newt (*Taricha torosa*), California red-legged frog (*Rana draytonii*), and foothill yellow-legged frog (*Rana boylei*). These species are closely associated with perennial aquatic habitats of streams and ponds for most of their life cycle with the Coast Range newt seeking aquatic habitat for breeding from dense woodlands of upland habitats. California red-legged frogs were observed approximately 5.2 miles north of the study area in 2003 in a ponded area of Paso Robles Creek just upstream of the confluence with the Salinas River. The foothill yellow-legged frog is recorded from Santa Margarita well south of the project site. The Coast Range newt is recorded from western Atascadero in the Graves Creek area woodlands approximately 3.25 miles to the west. Occurrence data for the western pond turtle is suppressed by the CNDDDB to minimize capturing for pets or sale. Based on the review of aerial imagery back to 1994, the drainage that runs through the project area appears to have become more distinct from a swale to a defined channel over time with increased urbanization. Given the onsite drainage starts from a culvert at El Camino Real, does not represent an established historic creek with perennial or long term seasonal flows, and there is not a hydrologic connection to a perennial aquatic habitat, the project site drainage does not represent suitable habitat for any of these species.

The California linderiella (*Linderiella occidentalis*) a species of fairy shrimp, and western spadefoot (toad) (*Spea hammondi*) are closely associated with vernal pool or temporary pond/puddle habitats that are not subject to flowing water. No evidence of vernal pool or seasonal pond habitats were observed during SII field surveys. As such, the project site does not support suitable seasonal aquatic habitat for these species.

Birds – The CNDDDB includes occurrences for wide-ranging resident and migratory bird species known from the region of the project site. The golden eagle (*Aquila chrysaetos*) is known for using open grassland areas for foraging and large oaks or cliffs for nesting habitat. The ferruginous hawk (*Buteo regalis*) is a winter visitor known for using open expanses of grassland for foraging. The small project site in an urban setting is not suitable nesting habitat for the golden eagle or foraging habitat for either raptor species.

The grasshopper sparrow (*Ammodramus savannarum*) is typically found within grassland habitats, preferring drier sparse sites in tall grass prairies, with open or bare ground for feeding. The grassland and oak canopy on the project site represents suitable habitat for the grasshopper sparrow, however, the surrounding urbanization suggests this is a very low probability for occurrence.

The purple martin (*Progne subis*) is a cliff nesting species (or bridges and overpasses) preferably in open areas situated close to a water source including creeks, rivers, wetlands, swamps, and wet meadows. The nearest known purple martin CNDDDB occurrence is approximately 1.45 miles to the west in the Graves Creek area. The project site does not represent suitable habitat for the purple martin.

Reptiles – The silvery legless lizard is mostly associated with sandy soils in grassland, coastal scrub, oak woodland, or chaparral habitats. The sandy loam soils within the grassland and oak woodland on the project site represents suitable habitat for the silvery legless lizard.

Mammals – The Townsend's big-eared bat (*Corynorhinus townsendii*) habitat is strongly correlated with the availability of caves and crevices. No such habitat occurs within the study area.

5.0 IMPACT ASSESSMENT AND MITIGATION RECOMMENDATIONS

5.1 SUFFICIENCY OF BIOLOGICAL DATA

The SII field surveys on October 23 and 28, 2014 were sufficient to adequately document existing conditions of the project area for habitat types and generalized wildlife use. However, the surveys were not sufficient enough or conducted at the proper time of year to detect sandy soil grassland special-status plant species, the grasshopper sparrow use, or presence of the silvery legless lizard. Definitive surveys for annual grassland special-status species would need to be conducted in the springtime. Otherwise, the data collected as articulated in this report provide sufficient biological data to adequately address the potential significance of impacts on biological resources.

5.2 IMPACTS

The proposed project would convert the approximately five acres of grassland and oak woodland habitats to urban development while retaining some oak trees, and the drainage and most of the associated riparian tree habitat. Project plans show the removal of two live oaks, three valley oaks, two blue oaks, one non-native pine tree, and one non-native elm tree. The rest of the oaks would be retained within the development. The proposed project includes 30 replacement oak trees (11 live oaks, 13 valley oaks, 7 blue oaks) to be planted onsite with minimum 15-gallon size trees. For specific tree removal, retention, and replacement information see Oasis Associates, Inc. 10/29/2014 Sheet L-1 Conceptual Landscape Plan. Project plans illustrated on the Figure 4 habitat map show encroachment of project elements into the riparian canopy and 20-foot setback of the ephemeral drainage with retaining walls, building envelopes, and backyards. The project site supporting a mostly non-native annual grassland habitat with scattered oaks and an ephemeral drainage with patchy riparian habitat provides habitat for locally common wildlife accustomed to the urban environment. The project site is essentially an infill location and a “dead end” for habitat abutted against the urban development. As such, the conversion of the small plot of habitat may be considered a less than significant impact.

Construction of the proposed project and conversion to urban development could result in the loss of mortality and/or displacement of locally common wildlife, and potentially the silvery legless lizard and grasshopper sparrow should they occur. Further, three special-status plants, the La Panza mariposa lily,

yellow flowered eriastrum, and straight-awned spineflower, could occur and be lost to development. Given the small project size, urban surroundings, and none of the potentially occurring special-status plant or wildlife species are formally listed under FESA or CESA, impacts on biological resources could be considered to be less than significant. Vegetation, tree removal, and encroachment into the riparian canopy during the nesting season for birds could result in the destruction of active bird's nests and/or loss of nesting success. Destruction of active nests is prohibited by the Fish and Game Code of California Sections 3503 and 3503.1 (raptors specifically) and impacts on riparian habitat are subject to Fish and Game Code Section 1600 *et. seq.* As such, this could be considered a significant impacts. The following mitigation measures would avoid take or destruction of active nests and loss of riparian habitat thereby reducing this potentially significant impact to a less than significant level.

5.3 MITIGATION MEASURES

To reduce any potentially significant impact on nesting birds from vegetation and tree removals, the following mitigation measures are recommended.

- *Vegetation removal and initial site disturbance shall be conducted between September 1 and January 31 outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1 to August 31), then preconstruction nesting bird surveys shall be conducted by a qualified biologist to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required.*
- *If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by a qualified biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist. As such, avoiding disturbance or take of an active nest would reduce potential impacts on nesting birds to a less-than-significant level.*

To reduce any potentially significant impacts on waters of the U.S., waters of the State and riparian habitat, the following mitigation measures are recommended.

- The applicant shall obtain Clean Water Act (CWA) regulatory compliance in the form of a permit from the Corps or written documentation from the Corps that no permit would be required for work in the ephemeral drainage. Should a permit be required, the applicant shall implement all the terms and conditions of the permit to the satisfaction of the Corps. Corps permits and authorizations require applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts on aquatic resources. Compliance with Corps permitting would also include obtaining and CWA 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). In addition, the Corps and RWQCB may require compensatory mitigation for unavoidable permanent impacts on riparian/wetland habitat to achieve the goal of a no net loss of wetland values and functions. As such, regulatory compliance would reduce potential impacts on waters of the U.S. to a less-than-significant level.
- The applicant shall obtain compliance with Section 1600 *et. seq.* of the California Fish and Game Code (Streambed Alteration Agreements) in the form of a completed Streambed Alteration Agreement or written documentation from the CDFW that no agreement would be required for

work within the ephemeral drainage and riparian habitat (stream zone). Should an agreement be required, the applicant shall implement all the terms and conditions of the agreement to the satisfaction of the CDFW. The CDFW Streambed Alteration Agreement process encourages applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts in the stream zone. In addition, CDFW may require compensatory mitigation for unavoidable impacts on riparian habitat in the form of onsite riparian habitat restoration to the extent feasible. As such, regulatory compliance would reduce potential impacts on waters of the state to a less-than-significant level.

To further reduce the less than significant impacts on non-listed special-status plants and wildlife potentially occurring on the site, the following mitigation measures are recommended if feasible.

- *Conduct a springtime rare plant survey to determine the presence/absence of any special-status plants. Should any be discovered, implement a seed and/or plant salvage program and incorporate the salvaged material into the drainage setback and detention basin landscaped areas.*
- *A qualified biologist shall conduct a pre-construction survey within 30 days of initial site disturbance to identify whether silvery legless lizards are present. If silvery legless lizards are detected, a biological monitor shall be present during initial ground disturbing and vegetation removal activities to allow for a salvage and relocation effort for the lizard and other ground dwelling common wildlife that may be present.*

6.0 CONCLUSIONS

In conclusion, based on the findings described above establishing the existing conditions of biological resources within the study area, and incorporation of the recommended mitigation measures, implementation of the proposed project would not result in any substantial adverse effects or significant impacts to biological, botanical, wetland, or riparian habitat resources. Therefore, with mitigation measures incorporated into the project, direct and indirect (temporary) project impacts on biological resources would be considered to be at a less than significant level.

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APPENDIX A

FIGURES

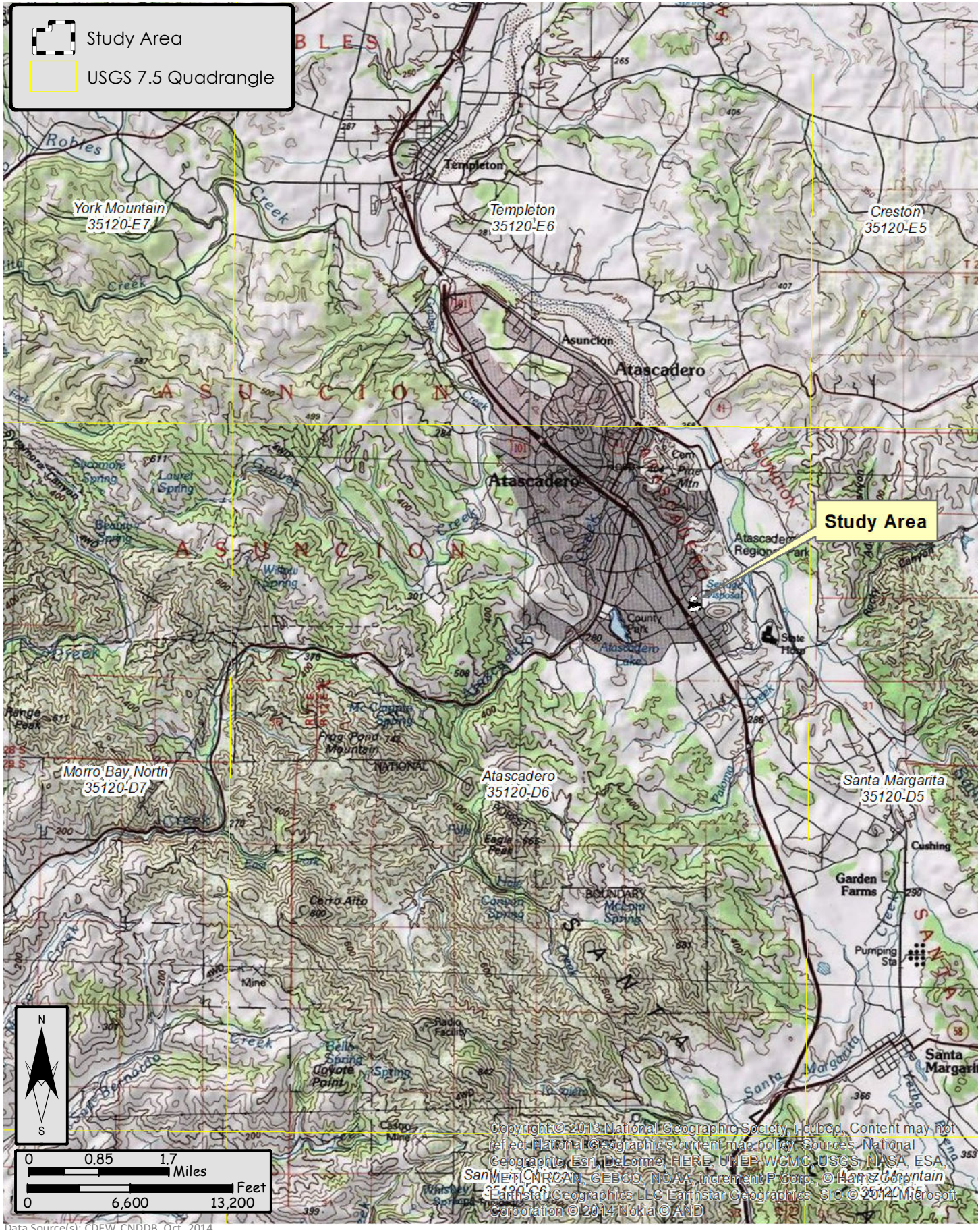
- FIGURE 1: REGIONAL LOCATION MAP
- FIGURE 2: VICINITY AERIAL PHOTOGRAPH MAP
- FIGURE 3: SOILS MAP
- FIGURE 4: HABITAT MAP
- FIGURE 5: GENERAL PLAN BLUE LINE DRAINAGE MAP
- FIGURE 6: CNDDDB OCCURRENCES MAP
- FIGURE 7: REPRESENTATIVE PHOTOGRAPHS

APPENDIX B

TABLES

TABLE B-1: PLANT SPECIES OBSERVED

TABLE B-2: CNDDDB RECORDED OCCURRENCES (10 MILE SEARCH RADIUS)



Tract 3070 Master Plan of Development Project
 Biological and Wetland Resources Assessment

Figure 1
 Regional Location Map



Study Area



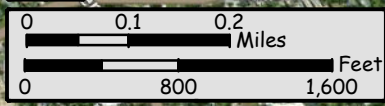
Approximate City of Atascadero Mapped Blue Line Creek



Observed Drainage Channel



Salinas River



Copyright © 2013 National Geographic Society, i-cubed. Image courtesy of USGS © 2014 Microsoft Corporation © 2014 Nokia © AND. Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.

Data Source(s): CDFW, CNDBB, Oct. 2014.



Tract 3070 Master Plan of Development Project

Figure 2

Biological and Wetland Resources Assessment

Vicinity Aerial Overview



Study Area



Ephemeral Drainage

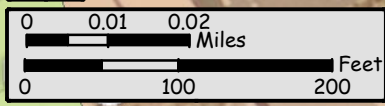
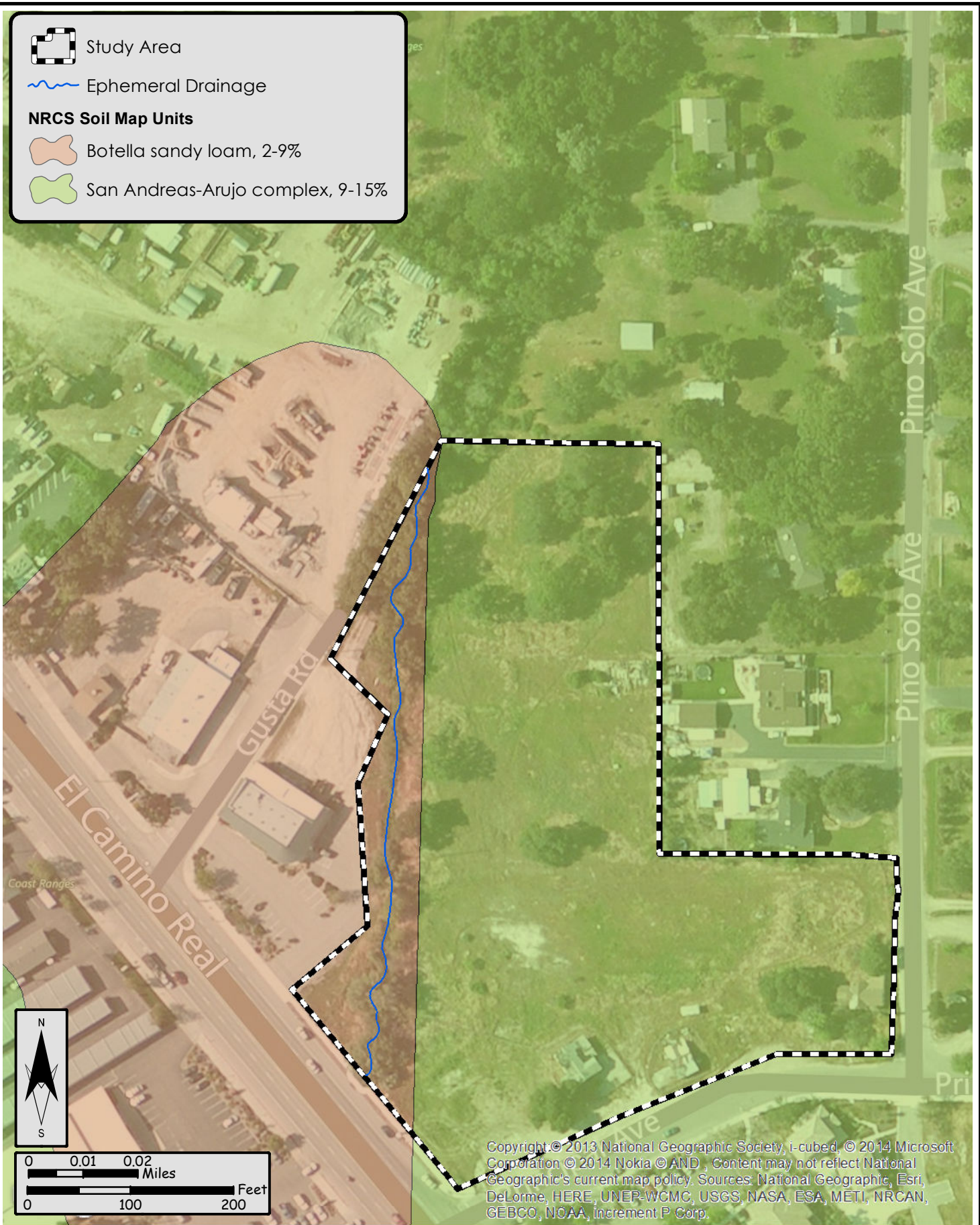
NRCS Soil Map Units



Botella sandy loam, 2-9%



San Andreas-Arujo complex, 9-15%



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Data Source(s): CDFW, CNDDb, Oct. 2014.



Tract 3070 Master Plan of Development Project

Biological and Wetland Resources Assessment

Figure 3

Soils Map

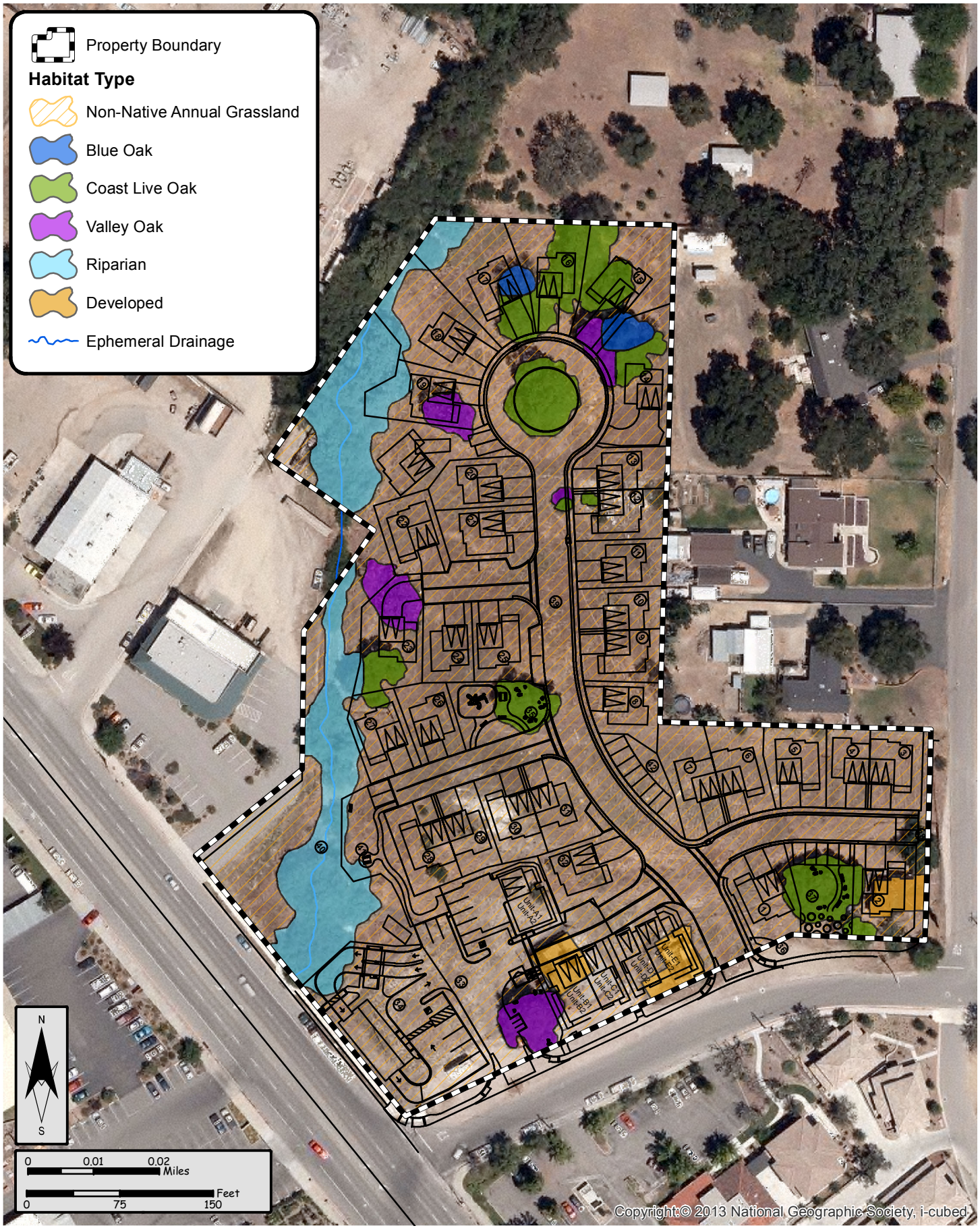
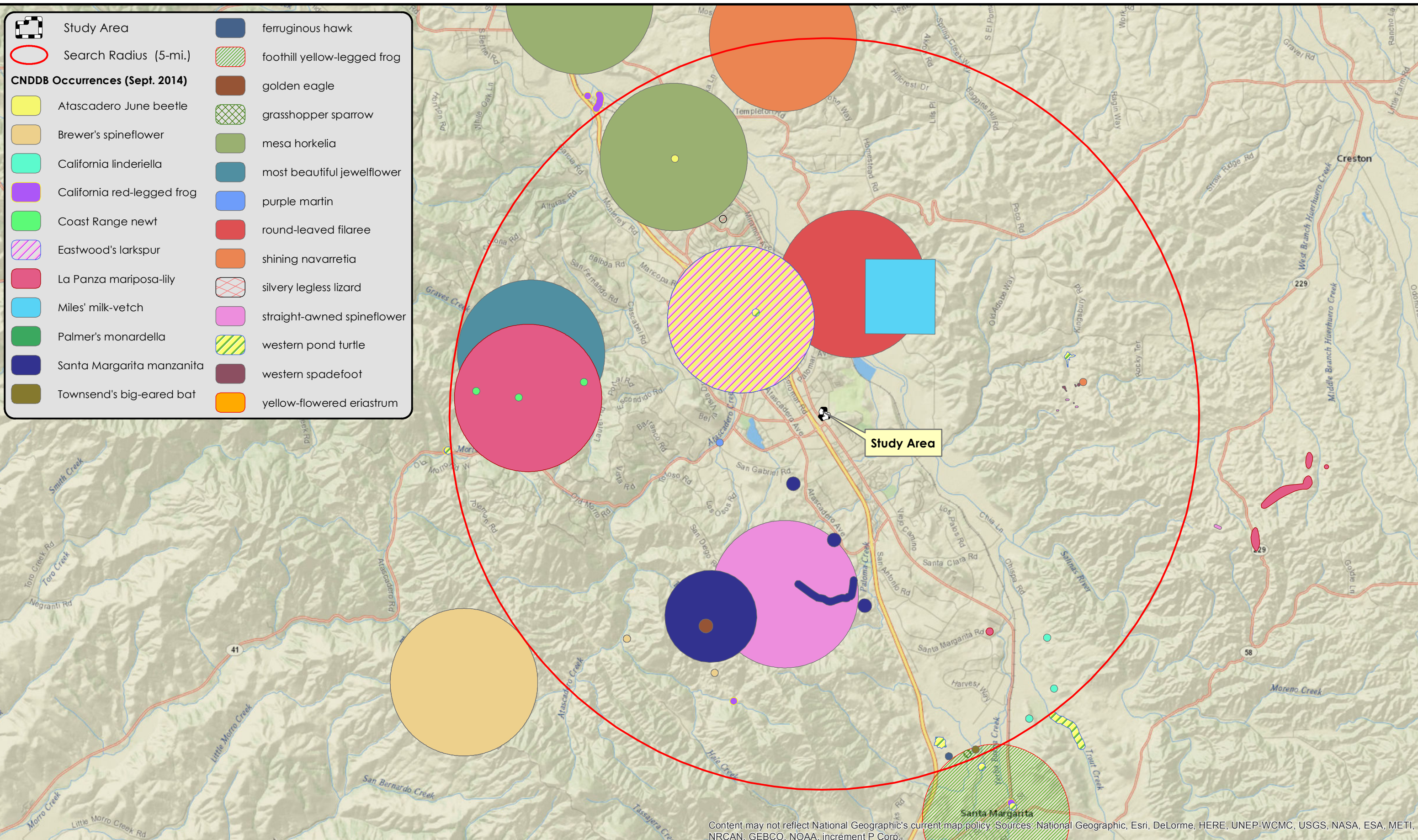


Figure II-8: Blue Line Creek Diagram

-  Salinas River
-  Blue Line Creeks
-  City Boundaries
-  City Limits
-  Atascadero Lake

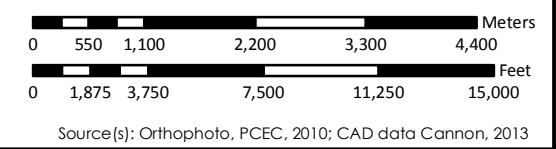


This diagram is a representation of the General Plan. Refer to official GIS maps for any boundary determination.



- | | | | |
|---------------------------------------|----------------------------|--|-----------------------------|
| | Study Area | | ferruginous hawk |
| | Search Radius (5-mi.) | | foothill yellow-legged frog |
| CNDDB Occurrences (Sept. 2014) | | | |
| | Atascadero June beetle | | golden eagle |
| | Brewer's spineflower | | grasshopper sparrow |
| | California linderiella | | mesa horkelia |
| | California red-legged frog | | most beautiful jewelflower |
| | Coast Range newt | | purple martin |
| | Eastwood's larkspur | | round-leaved filaree |
| | La Panza mariposa-lily | | shining navarretia |
| | Miles' milk-vetch | | silvery legless lizard |
| | Palmer's monardella | | straight-awned spineflower |
| | Santa Margarita manzanita | | western pond turtle |
| | Townsend's big-eared bat | | western spadefoot |
| | | | yellow-flowered eriastrum |

Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.



Tract 3070 Master Plan of Development Project
 Biological and Wetland Resources Assessment

Figure 6
 CNDDB Special-Status Species



Photo 1 – View northwest of the ephemeral drainage culvert outfall along the west property line adjacent to El Camino Real. **10/23/2014**



Photo 2 – View northeast of the incised channel with a willow tree thicket along the lower reach of the ephemeral drainage. **10/28/2014**



Photo 3 – View north of the upper reach of the ephemeral drainage along west property line showing willow trees and herbaceous understory. **10/28/2014**



Photo 4 – View west along north property line showing non-native annual grassland habitat. **10/28/2014**

FIGURE 7 – REPRESENTATIVE PHOTOGRAPHS



Photo 5 –View south along east property line showing oak trees, non-native annual grassland, and sandy loam soils. **10/28/2014**



Photo 6 – View south along east property line showing developed building (red arrow), pile of debris, and non-native annual grassland. **10/28/2014**



Photo 7 – View west along south property line showing non-native annual grassland habitat with scattered oak trees. **10/28/2014**



Photo 8 – View west along east property boundary. **10/28/2014**

FIGURE 7 – REPRESENTATIVE PHOTOGRAPHS

TABLE B-1: PLANT SPECIES OBSERVED (10/24, 10/28, 12/24, 2014)	
COMMON NAME	SCIENTIFIC NAME(S)
Blow-wives*	<i>Achyranchaena mollis</i>
Fiddleneck*	<i>Amsinkia</i> sp.
Oats	<i>Avena sativa</i>
Coyote brush*	<i>Baccharis pilularis</i>
Rip gut brome*	<i>Bromus diandrus</i>
Red brome	<i>Bromus madritensis</i> ssp. <i>rubens</i>
Yellow-star thistle	<i>Centaurea solstitialis</i>
Soap plant*	<i>Chlorogalum</i> sp.
Redstem filaree	<i>Erodium cicutarium</i>
Red fescue	<i>Festuca rubra</i>
Foxtail barley	<i>Hordeum murinum</i> ssp. <i>leporinum</i>
Deer grass*	<i>Muhlenbergia rigens</i>
Coast live oak*	<i>Quercus agrifolia</i>
Valley oak*	<i>Quercus lobata</i>
Fremont cottonwood	<i>Populus fremontii</i>
Wild radish	<i>Raphanus sativus</i>
Red willow*	<i>Salix laevigata</i>
Arroyo willow*	<i>Salix lasiolepis</i>
Purple needle grass*	<i>Stipa pulchra</i>
Wheat	<i>Triticum</i> sp.
Chinese elm	<i>Ulmus parvifolia</i>
Vetch	<i>Vicia</i> sp.
Cocklebur*	<i>Xanthium strumarium</i>
*=native species	

TABLE B-2 CNDDDB RECORDED OCCURRENCES (FIVE-MILE SEARCH RADIUS)				
Common Name Scientific Name(s)	Listing Status USFWS/CDFW/ CNPS	General Habitat Description	Period of Identification	Potential Occurrence
Plants				
Santa Margarita manzanita <i>Arctostaphylos pilosula</i>	--/--/1B.2	Closed-cone coniferous forest and chaparral communities on decomposed granite and sandstone shale outcrops and slopes. 170-1100m.	Flowering: December - March	Not observed
Miles' milk-vetch <i>Astragalus didymocarpus</i> var. <i>milesianus</i>	--/--/1B.2	Grassy areas and coastal scrub typically on clay soils near coast, <400m. Central Coast.	Flowering: March - May	Not suitable soils
La Panza mariposa-lily <i>Calochortus simulans</i>	--/--/1B.3	Chaparral, valley grassland, foothill woodland. Sand (often granitic), < 1100 m. se Outer South Coast Ranges (c San Luis Obispo Co.).	Flowering: May - July	Very low
Brewer's spineflower <i>Chorizanthe breweri</i>	--/--/1B.3	Chaparral, foothill woodland, coastal sage scrub, closed-cone pine forest. Serpentine gravel or rocks; 60–800 m. Outer South Coast Ranges (SW SLO Co).	Flowering: March - July	Not suitable soils
Straight-awned spineflower <i>Chorizanthe rectispina</i>	--/--/1B.3	Chaparral, foothill woodland, northern coastal scrub, coastal sage scrub. Sand or gravel; 200-600 m. Outer south coast ranges.	Flowering: May-July	Very low
Eastwood's larkspur <i>Delphinium parryi</i> ssp. <i>eastwoodiae</i>	--/--/1B.2	Coastal chaparral, grassland, on serpentine; 100–500 m. s Central Coast, Outer South Coast Ranges (San Luis Obispo Co.).	Flowering March - May	Not suitable soils
Yellow-flowered eriastrum <i>Eriastrum luteum</i>	--/--/1B.2	Chaparral, foothill woodland, mixed evergreen forest. Drying slopes in sandy gravelly soils; <1000 m. south coast ranges (Monterey, San Luis Obispo cos.).	Flowering: May - July	Very low
round-leaved filaree <i>(Erodium macrophyllum</i> var. <i>californicum)</i>	--/--/1B.1	Cismontane woodland, scrubland, valley and foothill grassland with clay soils. 15-1200m.	Flowering: March - July	Not suitable soils
Mesa horkelia <i>Horkelia cuneata</i> var. <i>puberula</i>	--/--/1B.1	Dry, sandy, coastal chaparral, outer south coast ranges.	Flowering: March - July	Not observed
Palmer's monardella <i>Mondardella palmeri</i>	--/--/1B.2	Chaparral, foothill woodland on serpentine; 200-800 m. north outer south coast ranges (Santa Lucia range).	Flowering: June - August	Not suitable soils
shining navarretia <i>Navarretia nigelliformis</i> ssp. <i>radians</i>	--/--/1B.2	Valley grassland, foothill woodland, usually occurs in vernal pool and wetlands, but occasionally found in non-wetlands.	Flowering: April - July	No suitable wetland habitat

TABLE B-2 CNDDDB RECORDED OCCURRENCES (FIVE-MILE SEARCH RADIUS)				
Common Name Scientific Name(s)	Listing Status USFWS/CDFW/ CNPS	General Habitat Description	Period of Identification	Potential Occurrence
Most beautiful jewelflower <i>Streptanthus albidus</i> ssp. <i>peramoenus</i>	--/--/1B.2	Chaparral, valley grassland, foothill woodland on serpentine.	Flowering: April - September	Not suitable soils
Invertebrates				
California linderiella <i>Linderiella occidentalis</i>	--/ST/--	Prefers geologic formations and soil types supporting vernal pools in California, at altitudes as high as 1,150 meters (3,770 ft) above sea level.	Breeding: December - May	No suitable wetland habitat onsite
Amphibians				
California red-legged frog <i>Rana draytonii</i>	FT/SSC/--	Frequents perennial rocky streams and rivers with rocky substrate and open, sunny banks, in forests, chaparral, and woodlands. Sometimes found in isolated pools, vegetated backwaters, and deep, shaded, spring-fed pools.	Breeding: April - June	No suitable habitat onsite
Foothill yellow-legged frog <i>Rana boylei</i>	--/SSC/--	Found mainly near ponds in humid forests, woodlands, grasslands, coastal scrub, and streambanks with plant cover. Most common in lowlands or foothills. Frequently found in woods adjacent to streams.	Breeding: November - April	No suitable habitat onsite
Western spadefoot <i>Spea hammondi</i>	--/SSC/--	Largely terrestrial; enters seasonal ponds only to breed. Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, foothills, and mountains.	Breeding: January to May, depending on development of seasonal ponds.	No suitable wetland breeding habitat onsite
Coast range newt <i>Taricha torosa</i>	--/SSC/--	Found in wet forests, oak forests, chaparral, and rolling grasslands and aquatic habitats for breeding (creeks, ponds).	Breeding: Fall through late spring.	No suitable habitat onsite
Reptiles				
silvery legless lizard <i>Anniella pulchra pulchra</i>	--/SSC/--	Shows a preference for areas of leaf litter and loose sandy soil along washes, beach sand dunes, open scrub and woodland, and sandy benches along alluvial fans.	Observable year round.	Low
Western pond turtle <i>Emys marmorata</i>	--/SSC/--	Requires perennial aquatic habitat and constructs nests along edge of streams and ponds.	Observable year round.	No suitable aquatic habitat onsite

TABLE B-2 CNDDDB RECORDED OCCURRENCES (FIVE-MILE SEARCH RADIUS)				
Common Name Scientific Name(s)	Listing Status USFWS/CDFW/ CNPS	General Habitat Description	Period of Identification	Potential Occurrence
Birds				
grasshopper sparrow <i>Ammodramus savannarum</i>	--/SSC/--	typically found within intermediate grassland habitats, preferring drier sparse sites in tall grass prairies, with open or bare ground for feeding	Observable year round.	Low
golden eagle <i>Aquila chrysaetos</i>	MBTA, BGEPA/SSC,CFP/--	Breeds on cliffs, in large trees, or atop electrical towers; forages in open habitats.	Nesting: January - June. Year round resident.	No suitable habitat onsite
Ferruginous hawk <i>Buteo regalis</i>	--/--/--	Open country, primarily prairies, plain and badlands, breeding in trees near streams or on steep slopes, sometimes on mounds in open desert.	Observable year round.	No suitable habitat onsite
Purple martin <i>Progne subis</i>	--/SSC/--	Distributed in forest and woodland areas at low to intermediate elevations throughout much of California. Prefer open spaces that are situated close to any water source including wetlands, swamps, and wet meadows.	March - September	No suitable habitat onsite
Mammals				
Townsend's big-eared bat <i>Corynorhinus townsendii</i>	--/SSC/--	Sea level to 3,300 meters: coniferous forests, mixed meso-phytic forests, deserts, native prairies, riparian communities, active agricultural areas, and coastal habitat types. Distribution is strongly correlated with the availability of caves and cave-like roosting habitat.	Breeding: November - February	No suitable habitat onsite
Status Codes				
Federal FE = Federally Endangered FT = Federally Threatened FC= Federal Candidate CH = Federal Critical Habitat BGEPA= Bald and Golden Eagle Protection Act MBTA = Protected by Federal Migratory Bird Treaty Act	State SE = State Endangered ST = State Threatened SR= State Rare CFP = California Fully Protected SSC = State Species of Special Concern SA = Not formally listed but included in CDFG "Special Animal" list.	California Native Plant Society List 1 = Plants of Highest Priority (2 sub lists): 1A = Plants Presumed Extinct in California 1B = Plants Rare and Endangered in California and Elsewhere List 2 = Plants Rare or Endangered in California, but More Common Elsewhere List 3 = Plants about which More Information is needed List 4 = Plants of Limited Distribution (A Watch List)		

Principal Mixed Use Atascadero

Transportation Impact Study



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November 2014

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

Executive Summary

This study evaluates the potential transportation impacts of the Principal Mixed Use project located on the northeast corner of El Camino Real and Principal Avenue in the City of Atascadero.

The project consists of 37 residential units, 3,215 square feet (s.f.) of office uses, and a single bay automated car wash. Project access would be provided via two driveways on Principal Avenue. The project would generate 633 new daily trips, 60 new AM peak hour trips, and 66 new PM peak hour trips.

The following intersections are analyzed during the weekday morning (7-9 AM) and evening (4-6 PM) time periods:

1. Principal Avenue/El Camino Real
2. Santa Rosa Road/US 101 Southbound Ramps
3. Santa Rosa Road/US 101 Northbound Ramps
4. Santa Rosa Road/El Camino Real

The study intersections are evaluated under these scenarios:

1. **Existing Conditions** reflect 2014 traffic counts and the existing transportation network.
2. **Existing Plus Project Conditions** add project generated traffic to Existing Conditions volumes.
3. **Cumulative Conditions** represent future traffic conditions reflective of buildout of land uses in the area.
4. **Cumulative Plus Project Conditions** add project traffic to Cumulative Conditions volumes.

All of the study intersections would operate acceptably at LOS B or better under all analysis scenarios.

On-site circulation is adequate as proposed. Site access would be improved by delineating a left and right turn lane for westbound Principal Avenue at El Camino Real. This may require the restriction of parking on the south side of Principal Avenue, eliminating three on-street parking spaces and improving sight lines for vehicles exiting the commercial driveway on the south side of Principal Avenue.



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Introduction

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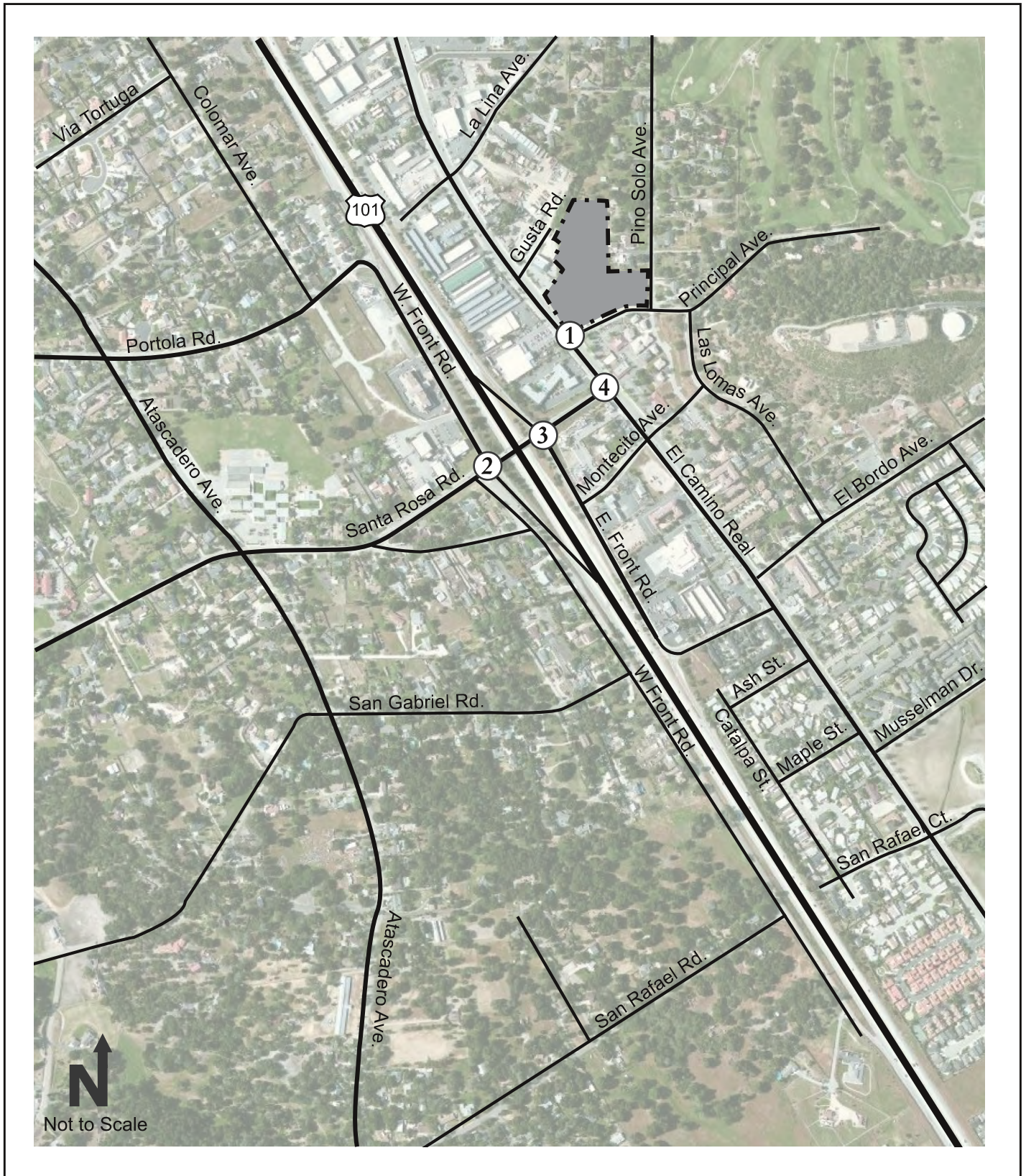
The project's location and study intersections are shown on **Figure 1**, while **Figure 2** shows the site plan. The following intersections are analyzed during the weekday morning (7-9 AM) and evening (4-6 PM) time periods:

5. Principal Avenue/El Camino Real
6. Santa Rosa Road/US 101 Southbound Ramps
7. Santa Rosa Road/US 101 Northbound Ramps
8. Santa Rosa Road/El Camino Real

The study intersections are evaluated under these scenarios:

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7. **Cumulative Conditions** represent future traffic conditions reflective of buildout of land uses in the area.
8. **Cumulative Plus Project Conditions** add project traffic to Cumulative Conditions volumes.

Figure 1: Project and Study Locations



November 2014

Legend:

 - Project Site  - Study Intersection

Principal Mixed Use Atascadero

Figure 2: Site Plan



Source: Oasis Associates



Analysis Methods

The analysis approach was developed based on the City of Atascadero and Caltrans standards.

City of Atascadero Facilities

The Circulation Element of the City of Atascadero's General Plan includes a policy to maintain LOS C or better as the standard at all intersections and on all arterial and collector roads. LOS D is acceptable upon City Council approval where residences are not directly affected and improvements to meet the LOS C standard are not feasible.

Caltrans Facilities

Caltrans operates the US 101 mainline and ramps. Caltrans strives to maintain operations at the LOS C/D threshold on state-operated facilities, where LOS C is acceptable but LOS D is not. If an existing State Highway facility is operating at LOS D, E, or F the existing service level should be maintained.

Level of Service Thresholds

The level of service thresholds for intersections based on the 2010 Highway Capacity Manual (HCM) are presented in Table 1.

Signalized Intersections¹		Stop Sign Controlled Intersections²	
Control Delay (seconds/vehicle)	Level of Service	Control Delay (seconds/vehicle)	Level of Service
≤ 10	A	≤ 10	A
> 10 - 20	B	> 10 - 15	B
> 20 - 35	C	> 15 - 25	C
> 35 - 55	D	> 25 - 35	D
> 55 - 80	E	> 35 - 50	E
> 80	F	> 50	F

1. Source: Exhibit 18-4 of the 2010 *Highway Capacity Manual*.

2. Source: Exhibits 19-1 and 20-2 of the 2010 *Highway Capacity Manual*.

The study intersections are analyzed with the Synchro 8 software package applying the 2010 HCM methods.

The 95th percentile queues represent the queue length that would not be exceeded 95 percent of the time. Queue lengths are discussed under each scenario, and are reported on the calculation sheets in Appendix B.

Existing Conditions

This section describes the existing transportation system and current operating conditions in the study area.

EXISTING ROADWAY NETWORK

US Highway 101 is a north-south facility connecting Los Angeles to San Francisco. In the vicinity of the project it is a four-lane freeway with a grade separated full access interchange at Santa Rosa Road.

El Camino Real is a north-south major arterial with a varying cross-section of two to four lanes, with four lanes and a center two-way left-turn lane in the study area. It parallels US 101 through the City.

Santa Rosa Road is an east-west minor arterial with two travel lanes connecting State Route 41 to US 101 and El Camino Real.

Principal Avenue is an east-west roadway with two travel lanes. It is classified as a local road, serving nearby residential and commercial areas.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian facilities include sidewalks, crosswalks, multi-use paths, and pedestrian signals at signalized intersections. Sidewalks are provided along the development frontage on El Camino Real, on El Camino Real toward Santa Rosa Road, and along the south side of the Santa Rosa Road overcrossing of US 101.

Bicycle facilities in the study area consist of multi-use paths separate from the roadway (Class I), on-street striped bike lanes (Class II), and signed bike routes (Class III). The City's Bike Plan identifies existing Class II bike lanes on Santa Rosa Road from US 101 to El Camino Real and on El Camino Real from Santa Rosa Road to the northern area of the City.

EXISTING TRANSIT SERVICE

The Regional Transit Authority (RTA) provides fixed route transit service to the study area. Route 9 serves San Luis Obispo, Santa Margarita, Atascadero, Templeton, Paso Robles, and San Miguel with 20-60 minute headways on weekdays and 2-3 hour headways on weekends. There is a Route 9 bus stop on the project's frontage on El Camino Real near the Principal Avenue intersection. Atascadero Dial-A-Ride provides door-to-door service within the City limits on weekdays.

EXISTING TRAFFIC CONDITIONS

Traffic counts for weekday AM and PM peak hour conditions were collected at the study intersections in 2014 while schools were in session. Traffic count sheets are provided in Appendix A.

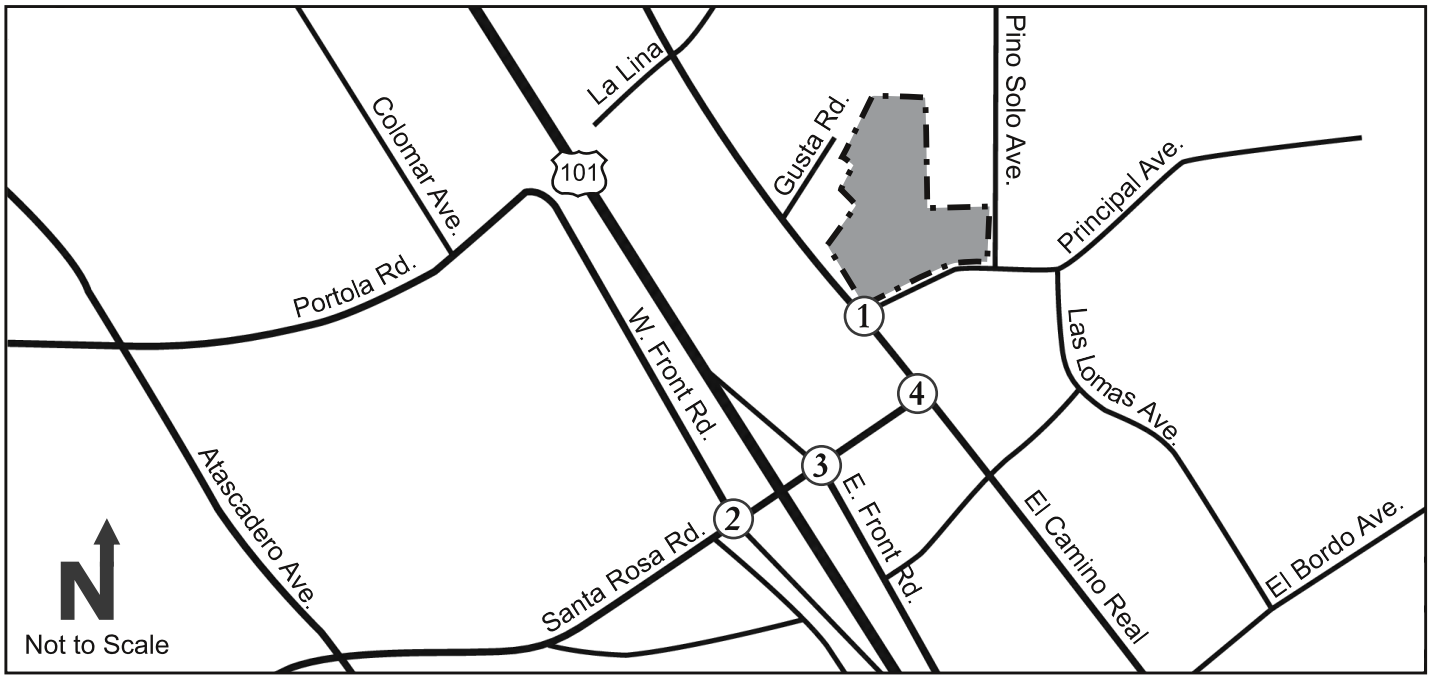
Figure 3 shows the existing peak hour traffic volumes. Table 2 presents the LOS for the study intersections based on the thresholds shown in Table 1, with detailed calculation sheets included in Appendix B.

Table 2: Existing Intersection Levels of Service				
Intersection	Peak Hour	Delay¹ (sec/veh)	LOS²	Queues Exceed Storage?
1. Principal Ave/ El Camino Real	AM	1.0 (11.7)	A (B)	No
2. Santa Rosa Rd/ US 101 SB Ramps	AM	9.8	A	No
	PM	7.2	A	No
3. Santa Rosa Rd/ US 101 NB	AM	7.1	A	No
	PM	9.3	A	Yes
4. Santa Rosa Rd/ El Camino Real	AM	15.3	B	No
	PM	14.3	B	No
1. HCM 2010 average control delay in seconds per vehicle.				
2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis next to the overall intersection delay.				

The study intersections operate acceptably at LOS B or better. Queue spillback on the eastbound approaches to the Santa Rosa Road/US 101 NB Ramps and Santa Rosa Road/El Camino Real intersection was noted during field observations. These queues generally cleared within one signal cycle and did not result in a breakdown of flow at adjacent intersections.

The northbound left turn movement at Santa Rosa Road/El Camino Real experiences long queues during peak hours, at times spilling out of the designated left-turn pocket into the two-way left-turn lane. They were not observed to reach Montecito Avenue. These observations are consistent with the analysis results.

Figure 3: Existing Peak Hour Volumes and Lane Configurations



Existing Peak Hour Volumes			
<p>1.</p>	<p>2.</p>	<p>3.</p>	<p>4.</p>

Existing Lane Configuration			
<p>1.</p>	<p>2.</p>	<p>3.</p>	<p>4.</p>



Legend:		
	- Traffic Signal	
	- Stop Sign	
	xx(yy) - AM(PM) Peak Hour Traffic Volumes	

Existing Plus Project Conditions

This section evaluates the impacts of the proposed project on the surrounding transportation network. Existing Plus Project conditions reflect existing traffic levels plus the estimated traffic generated by the proposed project.

PROJECT TRAFFIC ESTIMATES

The amount of project traffic affecting the study intersections is estimated in three steps: trip generation, trip distribution, and trip assignment. Trip generation refers to the total number of trips generated by the site. Trip distribution identifies the general origins and destination of these trips, and trip assignment specifies the routes taken to reach these origins and destinations.

Trip Generation

The project's trip generation estimate, shown in Table 3, was developed using data provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.

Land Use	Size	Number of Trips						
		Daily	AM			PM		
			In	Out	Total	In	Out	Total
Single Family Residential ¹	20 units	190	4	11	15	13	7	20
Residential Condo/Townhouse ²	17 units	138	2	11	13	9	5	14
General Office ³	3215 sq ft	35	4	1	5	1	4	5
Automated Car Wash ⁴	1945 sq ft	270	14	13	27	14	13	27
Total Trips		633	24	36	60	37	29	66

1. ITE Land Use Code 210, Single-Family Detached Housing. Average rates used.
 2. ITE Land Use Code 230, Single-Family Detached Housing. Average rates used.
 3. ITE Land Use Code 710, General Office Building. Average rates used.
 4. ITE Land Use Code 948, Automated Car Wash. Average rate used, with daily taken as ten times the PM peak hour, due to limited data. AM data taken to be equal to PM data.
 Source: Trip Generation, 9th Edition, ITE (2012) and CCTC, 2014

The project trip generation estimate shows 633 new daily trips, 60 new AM peak hour trips, and 66 new PM peak hour trips.

Trip Distribution and Assignment

The directions of approach and departure for project trips were estimated based on existing trip patterns and the locations of complementary land uses. Project trips were assigned to individual intersections based on the trip distribution percentages, and were then added to the existing traffic volumes for Existing Plus Project Conditions. **Figure 4** shows the trip distribution percentages, project trip assignment, and Existing Plus Project volumes.

EXISTING PLUS PROJECT IMPACT ANALYSIS

Table 4 summarizes the operating conditions under Existing and Existing Plus Project conditions. All study intersections would operate acceptably at LOS B or better with the addition of project trips. No queuing issues are reported.

Table 4: Existing & Existing Plus Project Intersection Levels of Service

Intersection	Peak Hour	Existing		Existing Plus Project		
		Delay ¹ (sec/veh)	LOS ²	Delay ¹ (sec/veh)	LOS ²	Queues Exceed Storage?
1. Principal Ave/ El Camino Real	AM	1.0 (11.7)	A (B)	1.6 (12.4)	A (B)	No
	PM	0.7 (13.6)	A (B)	1.2 (15.0)	A (C)	No
2. Santa Rosa Rd/ US 101 SB Ramps	AM	9.8	A	17.0	B	No
	PM	7.2	A	12.9	B	No
3. Santa Rosa Rd/ US 101 NB	AM	7.1	A	7.2	A	No
	PM	9.3	A	15.2	B	Yes
4. Santa Rosa Rd/ El Camino Real	AM	15.3	B	15.4	B	No
	PM	14.3	B	14.5	B	No

1. HCM 2010 average control delay in seconds per vehicle.
2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis next to the overall intersection delay.

Site Access and On-Site Circulation

On-site circulation deficiencies would occur if project designs fail to meet appropriate standards, fail to provide adequate truck access, or would result in hazardous conditions.

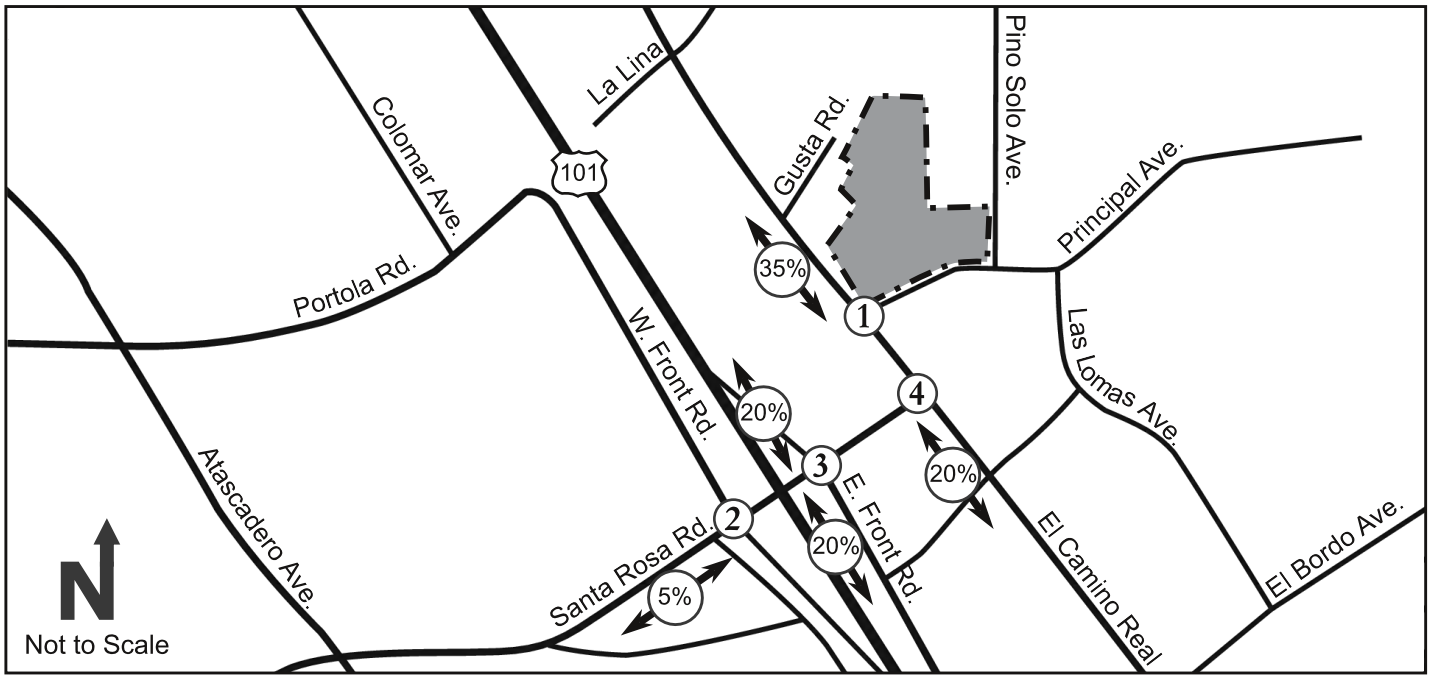
The proposed site plan is shown on **Figure 2**. Two driveways on Principal Avenue provide access to the project. Curb ramps and sidewalks are proposed along the project frontages. On-site circulation is adequate as proposed.

Principal Avenue is currently stop controlled at El Camino Real, which has a center two-way left-turn lane to separate turning traffic from through vehicles. The Principal Avenue approach was evaluated with a single shared left/right turn lane. The Principal Avenue/El Camino Real intersection is projected to operate acceptably under all studied scenarios with this configuration, and would not meet the peak hour signal warrant under any scenario.

The curb-to-curb width of Principal Avenue is proposed to be 40 feet near El Camino Real. Adding delineated right and left turn lanes to Principal Avenue would minimize the potential for confusion for drivers exiting the driveways on the west side of El Camino Real.

Striping Principal Avenue to provide a designated left and right turn lane between El Camino Real and the westerly project driveway is recommended. This may require on-street parking restrictions on the south side of Principal Avenue, resulting in the loss of approximately three parking spaces. Restricting parking would improve sight lines for vehicles exiting the commercial driveway on the south side of Principal Avenue.

Figure 4: Project Trip Distribution, Assignment, and Existing Plus Project Volumes



Project Trip Assignment			
<p>1.</p>	<p>2.</p>	<p>3.</p>	<p>4.</p>

Existing Plus Project Peak Hour Volumes			
<p>1.</p>	<p>2.</p>	<p>3.</p>	<p>4.</p>



Legend:	
- Project Site	- Project Trip Distribution Percentage
- Study Area Intersection	xx(yy) - AM(PM) Peak Hour Traffic Volumes

Cumulative Conditions

Cumulative conditions represent build-out of the land uses in the region.

CUMULATIVE ROADWAY NETWORK

The Cumulative roadway network was assumed to stay the same as the Existing conditions network. Various planning documents show the reconstruction of the Santa Rosa Road interchange, with roundabout traffic control at the ramp junctions. These improvements are not currently funded, so they were not assumed to be in place under Cumulative conditions.

CUMULATIVE VOLUME FORECASTS

Cumulative traffic forecasts were developed using the most recent version of the SLOCOG Transportation Demand Model, which projects traffic growth throughout the region. The forecasts were compared to those developed as a part of the 2014 US 101 Corridor Mobility Study and were found to be consistent. Cumulative and Cumulative Plus Project volumes are shown on **Figure 5**.

CUMULATIVE TRAFFIC CONDITIONS

Table 5 summarizes Cumulative traffic conditions with and without the project.

Table 5: Cumulative & Cumulative Plus Project Intersection Levels of Service						
Intersection	Peak Hour	Cumulative		Cumulative Plus Project		
		Delay ¹ (sec/veh)	LOS ²	Delay ¹ (sec/veh)	LOS ²	Queues Exceed Storage?
1. Principal Ave/ El Camino Real	AM	1.0 (12.2)	A (B)	1.5 (13.2)	A (B)	No
	PM	0.9 (15.0)	A (C)	1.3 (16.9)	A (C)	No
2. Santa Rosa Rd/ US 101 SB Ramps	AM	17.6	B	17.8	B	No
	PM	14.9	B	15.1	B	No
3. Santa Rosa Rd/ US 101 NB	AM	7.5	A	7.7	A	No
	PM	15.2	B	15.5	B	Yes
4. Santa Rosa Rd/ El Camino Real	AM	17.5	B	17.8	B	No
	PM	16.3	B	16.5	B	No

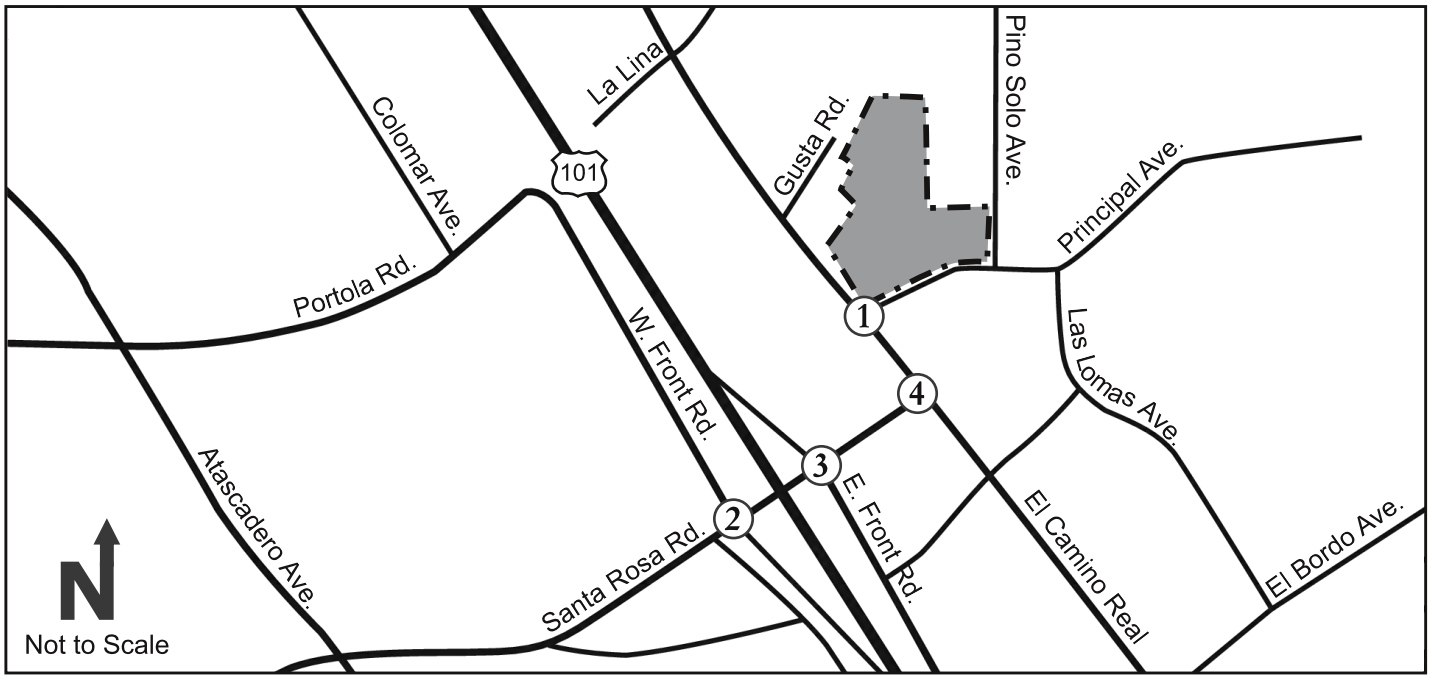
1. HCM 2010 average control delay in seconds per vehicle.
2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis next to the overall intersection delay.

Under Cumulative and Cumulative Plus Project conditions all study intersections would operate acceptably at LOS B or better.

The eastbound 95th percentile queues at Santa Rosa Road/US 101 NB Ramps would continue to spill back across the overcrossing. These queues are projected to increase from 274 feet under Existing PM conditions to 317 feet under Cumulative PM conditions. Under Cumulative Plus Project PM conditions the queues are projected to be 322 feet. The project extends these queues by an insignificant amount.

The northbound left turn at Santa Rosa Road/El Camino Real spills out of the marked turn pocket and into the two-way left-turn lane under Existing conditions. Cumulative growth will extend the queues at this location, but not to the extent that they would block Montecito Avenue. Installation of a second left turn lane would reduce this queuing but would require a second receiving lane on Santa Rosa Road. The proposed project does not add traffic to this movement. The project's payment of traffic impact fees would constitute its fair share contribution to future improvements in the area.

Figure 5: Cumulative and Cumulative Plus Project Peak Hour Volumes



Cumulative Peak Hour Volumes			
<p>1.</p>	<p>2.</p>	<p>3.</p>	<p>4.</p>

Cumulative Plus Project Peak Hour Volumes			
<p>1.</p>	<p>2.</p>	<p>3.</p>	<p>4.</p>



November 2014

Legend:

- Project Site
- Study Area Intersection

xx(yy) - AM(PM) Peak Hour Traffic Volumes

Principal Mixed Use Atascadero

References

California Department of Transportation. 2002. Guide for the Preparation of Traffic Impact Studies.

_____. 2012. Highway Design Manual.

City of Atascadero. 2010. Bicycle Transportation Plan.

_____. 2004. General Plan 2025.

SLOCOG. 2014. US 101 Corridor Mobility Master Plan.

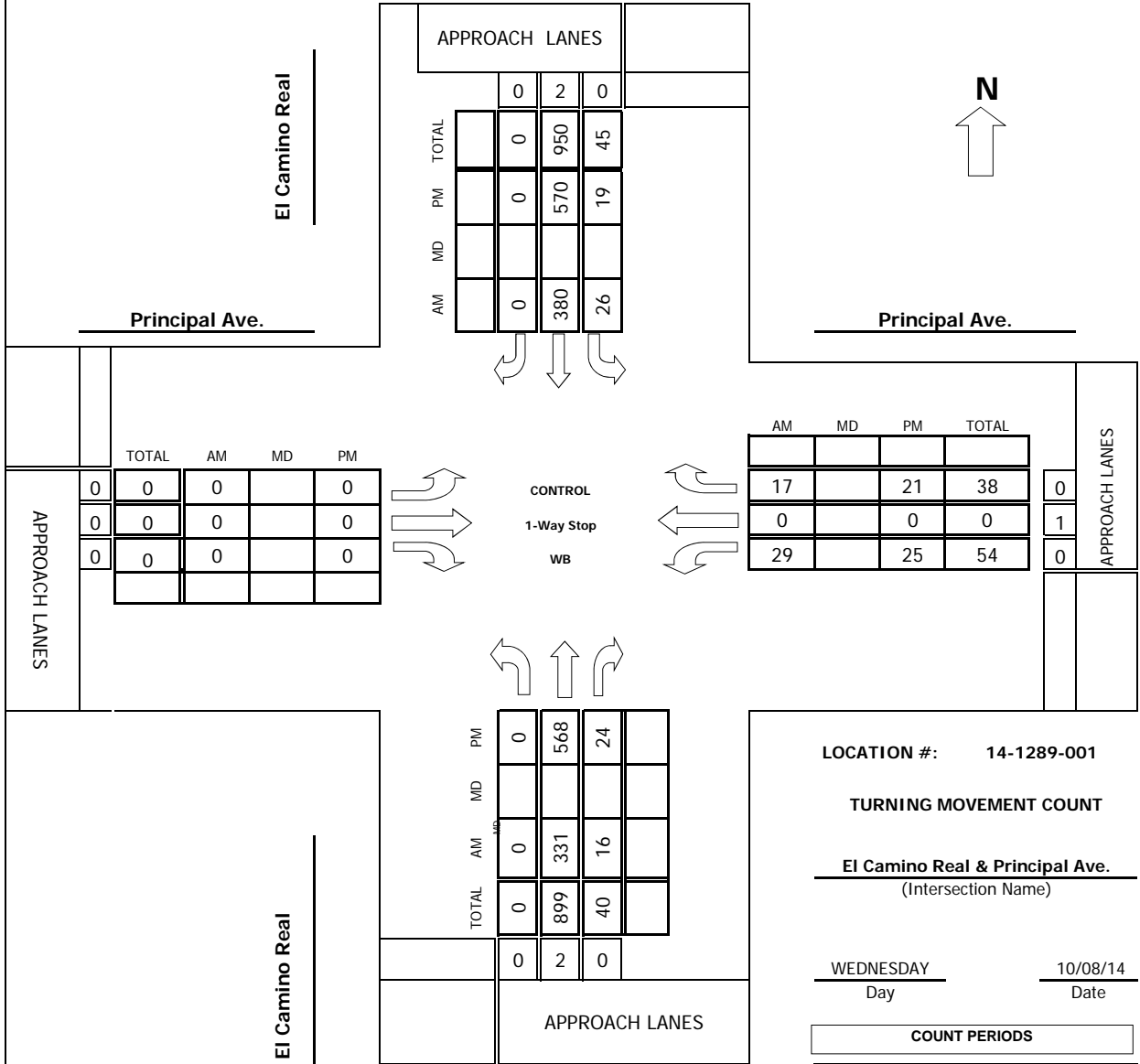
Transportation Research Board. 2010. Highway Capacity Manual.

W-Trans. 2008. Interchange Operational Improvement Study.

Appendix A: Traffic Count Sheets

Project #: 14-1289-001

TMC SUMMARY OF El Camino Real & Principal Ave.



LOCATION #: 14-1289-001

TURNING MOVEMENT COUNT

El Camino Real & Principal Ave.
(Intersection Name)

WEDNESDAY 10/08/14
Day Date

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

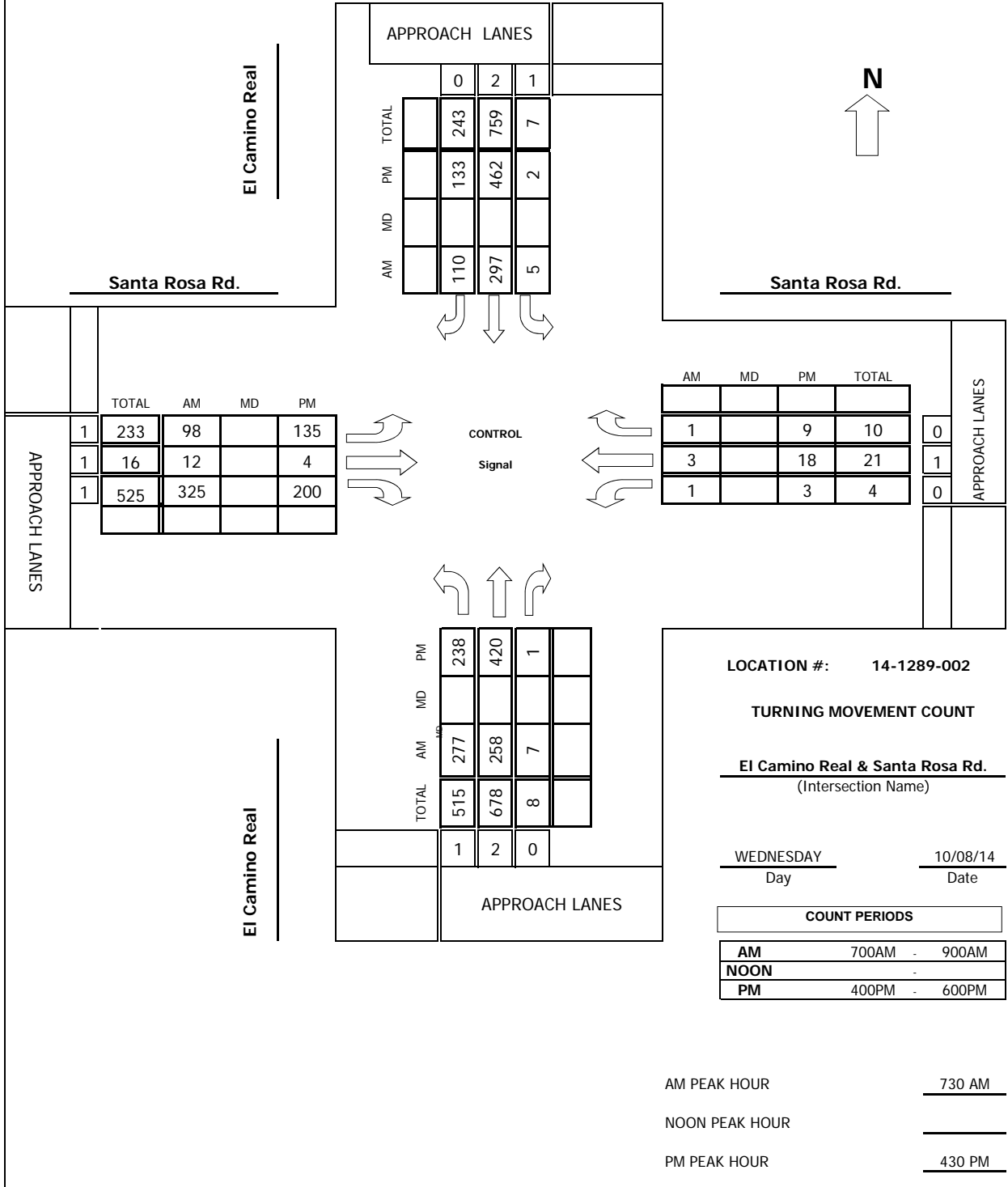
AM PEAK HOUR 730 AM

NOON PEAK HOUR _____

PM PEAK HOUR 430 PM

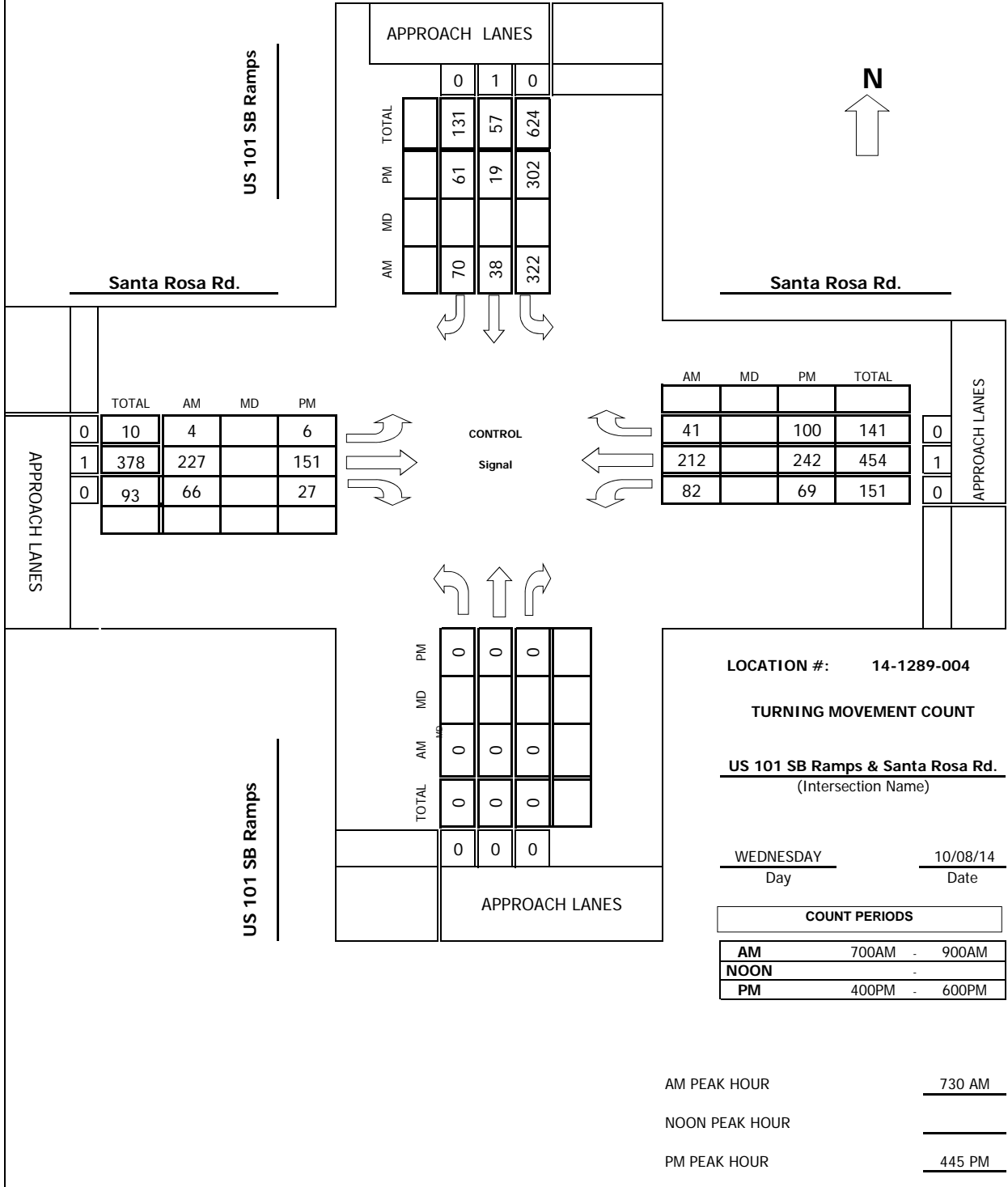
Project #: 14-1289-002

TMC SUMMARY OF El Camino Real & Santa Rosa Rd.



Project #: 14-1289-004

TMC SUMMARY OF US 101 SB Ramps & Santa Rosa Rd.



Appendix B: LOS/Queue Calculation Sheets

Intersection	Major		Minor		Major1		Major2	
Int Delay, s/veh	WBL	WBR	NBT	NBR	SBL	SBT	SBL	SBT
1	29	17	331	16	26	380	-	-
Vol, veh/h	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0	-	0
Grade, %	0	-	0	-	-	0	-	0
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	31	18	356	17	28	409	-	-
Minor/Minor	Minor1	Minor2	Major1	Major2	Major1	Major2	Major1	Major2
Conflicting Flow All	625	187	0	0	373	0	-	-
Stage 1	365	-	-	-	-	-	-	-
Stage 2	260	-	-	-	-	-	-	-
Critical Hwy	6.84	6.94	-	-	4.14	-	-	-
Critical Hwy Slg 1	5.84	-	-	-	-	-	-	-
Critical Hwy Slg 2	5.84	-	-	-	-	-	-	-
Follow-up Hwy	3.52	3.32	-	-	2.22	-	-	-
Plat Cap-1 Maneuver	417	823	-	-	1182	-	-	-
Stage 1	673	-	-	-	-	-	-	-
Stage 2	760	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	404	823	-	-	1182	-	-	-
Mov Cap-2 Maneuver	504	-	-	-	-	-	-	-
Stage 1	673	-	-	-	-	-	-	-
Stage 2	736	-	-	-	-	-	-	-
Approach	WB	NB	NB	NB	SB	SB	SB	SB
HCM Control Delay, s	11.7	-	0	-	-	0.6	-	-
HCM LOS	B	-	-	-	-	-	-	-
Minor Lane/Major/Mvmt	NBT	NBR	WBLt1	SBL	SBT	SBT	SBT	SBT
Capacity (veh/h)	-	-	588	1182	-	-	-	-
HCM Lane V/C Ratio	-	-	0.084	0.024	-	-	-	-
HCM Control Delay (s)	-	-	11.7	8.1	0.1	-	-	-
HCM Lane LOS	-	-	B	A	A	-	-	-
HCM 95th %ile Q(veh)	-	-	0.3	0.1	-	-	-	-

Intersection	Major		Minor	
Int Delay, s/veh	EBT	EBR	WBT	WBR
1	263	75	381	489
Vol, veh/h	10.8	3.4	12.8	27.1
Conflicting Peds, #/hr	0.0	0.0	0.7	0.0
Sign Control	0.0	0.0	0.0	0.0
RT Channelized	0.0	0.0	0.0	0.0
Storage Length	53	0	83	162
Veh in Median Storage, #	111	19	172	220
Grade, %	445	100	235	842
Peak Hour Factor	983	875	848	771
Heavy Vehicles, %	0	0	209	0
Mvmt Flow	0	0	0	0
Minor/Minor	EBT	EBR	WBT	WBR
Conflicting Flow All	0.27	0.09	0.60	0.63
Stage 1	0.27	0.09	0.60	0.63
Stage 2	-	-	-	-
Critical Hwy	-	-	-	-
Critical Hwy Slg 1	-	-	-	-
Critical Hwy Slg 2	-	-	-	-
Follow-up Hwy	-	-	-	-
Plat Cap-1 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Approach	EBT	EBR	WBT	WBR
HCM Control Delay, s	0.27	0.09	0.60	0.63
HCM LOS	A	B	A	A
Minor Lane/Major/Mvmt	NBT	NBR	WBLt1	SBL
Capacity (veh/h)	-	-	588	1182
HCM Lane V/C Ratio	-	-	0.084	0.024
HCM Control Delay (s)	-	-	11.7	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %ile Q(veh)	-	-	0.3	0.1

Principal MU Existing AM
11/3/2014
2. US 101 SB Ramp/W Front Rd & Santa Rosa Rd

	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	4	227	66	82	212	41	0	0	322	38	70
Volume (veh/h)	7	4	14	3	8	18	0	0	1	6	16
Number	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Op) veh	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	1900	1863	1863	1900	1863	1900	1900	1863	1900	1863	1900
Adj Sat Flow, veh/h	5	258	75	93	241	47	366	43	80	80	80
Adj Flow Rate, veh/h	0	1	1	1	1	1	0	1	0	1	0
Adj No. of Lanes	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Peak Hour Factor	2	2	2	2	2	2	2	2	2	2	2
Percent Heavy Veh, %	134	720	618	260	455	78	426	50	93	93	93
Cap, veh/h	0.39	0.39	0.39	0.39	0.39	0.39	0.33	0.33	0.33	0.33	0.33
Arrive On Green	9	1847	1583	258	1167	200	1308	154	286	286	286
Sat Flow, veh/h	263	0	75	381	0	0	489	0	0	0	0
Grp Volume(v), veh/h	1856	0	1583	1625	0	0	1747	0	0	0	0
Grp Sat Flow(s), veh/h	0	0	0.9	1.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0
O Serve(g.s), s	2.8	0.0	0.9	4.8	0.0	0.0	7.4	0.0	0.0	0.0	0.0
Cycle O Clear(g_o), s	0.02	1.00	0.24	0.12	0.12	0.12	0.75	0.12	0.12	0.12	0.12
Prop In Lane	854	0	618	793	0	0	569	0	0	0	0
Lane Grp Cap(c), veh/h	0.31	0.00	0.12	0.48	0.00	0.00	0.86	0.00	0.00	0.00	0.00
V/C Ratio(X)	2031	0	1631	1775	0	0	1737	0	0	0	0
Avail Cap(c_a), veh/h	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoon Ratio	1.00	0.00	0.97	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Upstream Filler(I)	6.1	0.0	5.5	6.6	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Uniform Delay (d), s/veh	0.9	0.0	0.4	2.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	1.6	0.0	0.4	2.7	0.0	0.0	4.0	0.0	0.0	0.0	0.0
%ile Back(Q)(50%), veh/h	7.0	0.0	5.9	8.7	0.0	0.0	12.8	0.0	0.0	0.0	0.0
LnGrp Delay(d), s/veh	A	A	A	A	A	A	B	B	B	B	B
LnGrp LOS	A	A	A	A	A	A	B	B	B	B	B
Approach Vol, veh/h	338				381					489	
Approach Delay, s/veh	6.8				8.7					12.8	
Approach LOS	A				A					B	
Timer	1	2	3	4	5	6	7	8			
Assigned Phs						6		8			
Phs Duration (G+Y+Rc), s						51.8		51.8			
Change Period (Y+Rc), s						4.0		4.0			
Max Green Setting (Gmax), s						29.0		29.0			
Max O Clear Time (g_c+1T), s						4.8		9.4			
Green Ext Time (g_e), s						4.3		0.0			
Intersection Summary						9.8					
HCM 2010 Ctrl Delay						A					
HCM 2010 LOS						A					

Central Coast Transportation Consulting Synchro 8 Report

Principal MU Existing AM
11/3/2014
3. US 101 NB Ramp/E Front St & Santa Rosa Rd

	EBT	WBT	WBR	NBT
Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	592	264	144	281
v/c Ratio	0.66	0.27	0.16	0.57
Control Delay	11.5	6.6	1.8	19.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.5	6.6	1.8	19.5
Queue Length 50th (ft)	80	28	0	50
Queue Length 95th (ft)	204	73	18	147
Internal Link Dist (ft)	235	398		686
Turn Bay Length (ft)	1492	1662	1445	736
Base Capacity (vph)	71	0	0	0
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.16	0.10	0.38
Intersection Summary				

Central Coast Transportation Consulting Synchro 8 Report

Principal MU Existing AM
11/3/2014
3. US 101 NB Ramp/E Front St & Santa Rosa Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	369	78	6	234	131	138	98	19	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Op), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pb1)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h	1900	1863	1900	1900	1863	1900	1863	1900	1863			
Adj Flow Rate, veh/h	101	405	86	7	257	144	152	108	21			
Adj No. of Lanes	0	1	0	0	1	1	0	1	0			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	237	662	129	131	982	846	190	135	26			
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.20	0.20			
Sat Flow, veh/h	178	1240	241	11	1840	1583	969	688	134			
Grp Volume(v), veh/h	592	0	0	264	0	144	281	0	0			
Grp Sat Flow(s), veh/h	1660	0	0	1851	0	1583	1791	0	0			
O Serve(g.s), s	1.6	0.0	0.0	0.0	0.0	1.4	4.4	0.0	0.0			
Cycle O Clear(g_o), s	7.0	0.0	0.0	2.3	0.0	1.4	4.4	0.0	0.0			
Prop In Lane	0.17	0.15	0.03	0.03	1.00	0.54	0.07					
Lane Grp Cap(c), veh/h	1029	0	0	1113	0	846	350	0	0			
V/C Ratio(X)	0.58	0.00	0.00	0.24	0.00	0.17	0.80	0.00	0.00			
Avail Cap(c_a), veh/h	2319	0	0	2593	0	2139	1028	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filler(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00			
Uniform Delay (d), s/veh	4.8	0.0	0.0	3.7	0.0	3.5	11.4	0.0	0.0			
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.1	4.3	0.0	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back(Q)(50%), veh/h	3.4	0.0	0.0	1.1	0.0	0.6	2.6	0.0	0.0			
LnGrp Delay(d), s/veh	5.3	0.0	0.0	3.9	0.0	3.6	15.6	0.0	0.0			
LnGrp LOS	A			A		A	B					
Approach Vol, veh/h	592			408			281					
Approach Delay, s/veh	5.3			3.8			15.6					
Approach LOS	A			A			B					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4			8					
Phs Duration (G+Y+R), s	9.8			19.8			19.8					
Change Period (Y+R), s	4.0			4.0			4.0					
Max Green Setting (Gmax), s	17.0			40.0			40.0					
Max O Clear Time (g_c+1T), s	6.4			9.0			4.3					
Green Ext Time (g_e), s	0.0			6.8			7.0					
Intersection Summary												
HCM 2010 Ctrl Delay	7.1											
HCM 2010 LOS	A											

Central Coast Transportation Consulting Synchro 8 Report

Principal MU Existing AM
11/3/2014
4. El Camino Real & Santa Rosa Rd/Driveway

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	132	392	6	334	319	6	358
v/c Ratio	0.36	0.38	0.03	0.56	0.13	0.04	0.41
Control Delay	26.2	1.8	28.2	20.9	5.8	32.2	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	1.8	28.2	20.9	5.8	32.2	21.0
Queue Length 50th (ft)	32	0	1	77	14	2	45
Queue Length 95th (ft)	105	17	13	201	60	14	115
Internal Link Dist (ft)	398		252	434		267	183
Turn Bay Length (ft)				140		105	183
Base Capacity (vph)	563	1362	1061	1084	3003	159	1678
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.29	0.01	0.31	0.11	0.04	0.21
Intersection Summary							

Central Coast Transportation Consulting Synchro 8 Report

Principal MU
4: El Camino Real & Santa Rosa Rd/Driveway

Existing AM
11/3/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	98	12	325	1	3	1	277	258	7	5	297	110
Volume (veh/h)	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Op) veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h	1900	1863	1863	1900	1863	1900	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	118	14	392	1	4	1	334	311	8	6	358	133
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2	2	2	2
Cap. veh/h	368	44	736	2	8	2	414	1530	39	11	731	327
Arrive On Green	0.23	0.23	0.23	0.01	0.01	0.01	0.23	0.43	0.43	0.01	0.21	0.21
Sat Flow, veh/h	1594	189	1583	299	1197	299	1774	3526	91	1774	3539	1583
Grp Volume(v), veh/h	132	0	392	6	0	0	334	156	163	6	358	133
Grp Sat Flow(s), veh/h	1783	0	1583	1795	0	0	1774	1770	1847	1774	1770	1583
O Serve(g.s), s	3.1	0.0	8.7	0.2	0.0	0.0	8.8	2.7	2.7	0.2	4.4	3.6
Cycle O Clear(g_o), s	3.1	0.0	8.7	0.2	0.0	0.0	8.8	2.7	2.7	0.2	4.4	3.6
Prop In Lane	0.89	1.00	1.00	0.17	1.00	0.17	1.00	0.05	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	412	0	736	11	0	0	414	768	801	11	731	327
V/C Ratio(X)	0.32	0.00	0.53	0.52	0.00	0.00	0.81	0.20	0.20	0.53	0.49	0.41
Avail(Cap(c),a), veh/h	503	0	817	940	0	0	1001	1605	1675	143	1498	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filler(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	9.5	24.6	0.0	0.0	18.0	8.7	8.7	24.6	17.4	17.1
Incr Delay (d2), s/veh	0.4	0.0	0.6	32.2	0.0	0.0	3.7	0.1	0.1	33.2	0.5	0.8
Initial Q Delay(g3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back(Q)(50%), veh/h	1.6	0.0	3.9	0.2	0.0	0.0	4.7	1.3	1.4	0.2	2.2	1.6
LnGrp Delay(d), s/veh	16.3	0.0	10.1	56.8	0.0	0.0	21.7	8.9	8.8	57.8	17.9	17.9
LnGrp LOS	B	B	B	E	E	E	C	A	A	E	B	B
Approach Vol, veh/h	524											
Approach Delay, s/veh	11.6											
Approach LOS	B											
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2										
Phs Duration (G+Y+Rc), s	4.3	25.5	15.5	15.6	14.3							8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0							4.0
Max Green Setting (Gmax), s	4.0	45.0	14.0	28.0	21.0							26.0
Max O Clear Time (g_c+1T), s	2.2	4.7	10.7	10.8	6.4							2.2
Green Ext Time (g_e), s	0.0	4.9	0.7	0.9	3.8							0.0
Intersection Summary												
HCM 2010 Ctrl Delay	15.3											
HCM 2010 LOS	B											

Central Coast Transportation Consulting Synchro 8 Report

Principal MU
1: El Camino Real & Principal Ave

Existing PM
11/3/2014

Intersection	0.7												
Ini Delay, s/veh	0.7												
Movement	WBL	WBR	NBT	NBR	SBL	SBT							
Vol, veh/h	25	21	568	24	19	570							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Stop	Stop	Free	Free	Free	Free							
RT Channelized	-	None	-	None	-	None							
Storage Length	0	-	-	-	-	-							
Veh in Median Storage, #	0	-	0	-	-	-							
Grade, %	0	-	0	-	-	-							
Peak Hour Factor	94	94	94	94	94	94							
Heavy Vehicles, %	2	2	2	2	2	2							
Mvmt Flow	27	22	604	26	20	606							
Major/Minor	Minor1						Major1						
Conflicting Flow All	961	315	0	0	630	0							
Stage 1	617	-	-	-	-	-							
Stage 2	344	-	-	-	-	-							
Critical Hbwy	6.84	6.94	-	-	4.14	-							
Critical Hbwy Sig 1	5.84	-	-	-	-	-							
Critical Hbwy Sig 2	5.84	-	-	-	-	-							
Follow-up Hbwy	3.52	3.32	-	-	2.22	-							
Pot Cap-1 Maneuver	254	681	-	-	948	-							
Stage 1	501	-	-	-	-	-							
Stage 2	689	-	-	-	-	-							
Platoon blocked, %	-	-	-	-	-	-							
Mov Cap-1 Maneuver	246	681	-	-	948	-							
Mov Cap-2 Maneuver	370	-	-	-	-	-							
Stage 1	501	-	-	-	-	-							
Stage 2	667	-	-	-	-	-							
Approach	WB	NB	NB				SB						
HCM Control Delay, s	13.6		0				0.4						
HCM LOS	B		B				0.4						
Minor Lane/Minor Mvmt	NBT	NBR	WBLn1	SBL	SBT								
Capacity (veh/h)	-	-	467	948	-								
HCM Lane V/C Ratio	-	-	0.105	0.021	-								
HCM Control Delay (s)	-	-	13.6	8.9	0.1								
HCM Lane LOS	-	-	B	A	A								
HCM 95th %ile Q(veh)	-	-	0.3	0.1	-								

Central Coast Transportation Consulting Synchro 8 Report

	EBT	WBT	WBR	NBT
Lane Group	476	222	200	415
Lane Group Flow (vph)	0.49	0.21	0.20	0.77
v/c Ratio	19.0	8.3	2.1	29.7
Control Delay	1.1	0.0	0.0	0.0
Queue Delay	20.1	8.3	2.1	29.7
Total Delay	169	38	0	142
Queue Length 50th (ft)	274	84	28	210
Queue Length 95th (ft)	235	398		686
Internal Link Dist (ft)				
Turn Bay Length (ft)	978	1076	1007	648
Base Capacity (vph)	276	0	0	0
Station Cap Reductn	0	12	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.68	0.21	0.20	0.64
Intersection Summary				

	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	76	279	87	6	201	186	195	52	0	0	0
Volume (veh/h)	7	4	14	3	8	18	5	2	12		
Number	Initial O (Ob) veh	0	0	0	0	0	0	0	0	0	0
Initial O (Ob) veh	Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	Adj Sat Flow, veh/hln	1900	1863	1900	1900	1863	1900	1863	1900	1863	1900
Adj Sat Flow, veh/hln	Adj Flow Rate, veh/h	82	300	94	6	216	200	210	149	56	56
Adj Flow Rate, veh/h	Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0
Adj No. of Lanes	Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Peak Hour Factor	Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Percent Heavy Veh, %	Cap, veh/h	220	520	147	130	832	716	250	177	67	67
Cap, veh/h	Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.28	0.28	0.28	0.28
Arrive On Green	Sat Flow, veh/h	171	1150	325	12	1840	1583	898	637	240	240
Sat Flow, veh/h	Grp Volume(v), veh/h	476	0	0	222	0	200	415	0	0	0
Grp Volume(v), veh/h	Grp Sat Flow(s), veh/hln	1646	0	0	1852	0	1583	1776	0	0	0
Grp Sat Flow(s), veh/hln	O Serve(g.s.), s	1.2	0.0	0.0	0.0	0.0	2.4	6.5	0.0	0.0	0.0
O Serve(g.s.), s	Cycle O Clear(g.c.), s	6.1	0.0	0.0	2.2	0.0	2.4	6.5	0.0	0.0	0.0
Cycle O Clear(g.c.), s	Prop In Lane	0.17	0.20	0.03	0.03	1.00	0.51	0.13			
Prop In Lane	Lane Grp Cap(c), veh/h	887	0	0	962	0	716	494	0	0	0
Lane Grp Cap(c), veh/h	V/C Ratio(X)	0.54	0.00	0.00	0.23	0.00	0.28	0.84	0.00	0.00	0.00
V/C Ratio(X)	Avail Cap(c.a), veh/h	1967	0	0	2222	0	1813	1375	0	0	0
Avail Cap(c.a), veh/h	HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoon Ratio	Upstream Filler(I)	0.99	0.00	0.00	0.92	0.00	0.92	1.00	0.00	0.00	0.00
Upstream Filler(I)	Uniform Delay (d), s/veh	6.1	0.0	0.0	5.1	0.0	5.1	10.1	0.0	0.0	0.0
Uniform Delay (d), s/veh	Incr Delay (d2), s/veh	2.3	0.0	0.0	0.5	0.0	0.9	3.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	Initial O Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial O Delay(d3), s/veh	%ile Back(Q(50%), veh/h	3.3	0.0	0.0	1.2	0.0	1.2	3.7	0.0	0.0	0.0
%ile Back(Q(50%), veh/h	LnGrp Delay(d), s/veh	8.4	0.0	0.0	5.6	0.0	6.0	14.0	0.0	0.0	0.0
LnGrp Delay(d), s/veh	LnGrp LOS	A	A	A	A	A	B	B			
LnGrp LOS	Approach Vol, veh/h	476			422		415				
Approach Vol, veh/h	Approach Delay, s/veh	8.4			5.8		14.0				
Approach Delay, s/veh	Approach LOS	A			A		B				
Approach LOS	Timer	1	2	3	4	5	6	7	8		
Timer	Assigned Phs	2			4		8				
Assigned Phs	Phs Duration (G+Y+Rc), s	12.3			52.7		52.7				
Phs Duration (G+Y+Rc), s	Change Period (Y+Rc), s	4.0			4.0		4.0				
Change Period (Y+Rc), s	Max Green Setting (Gmax), s	23.0			34.0		34.0				
Max Green Setting (Gmax), s	Max O Clear Time (g_c+I1), s	8.5			8.1		4.4				
Max O Clear Time (g_c+I1), s	Green Ext Time (g_c), s	0.0			5.4		5.5				
Green Ext Time (g_c), s	Intersection Summary										
HCM 2010 Ctrl Delay											
HCM 2010 LOS											
A											

Principal MU Existing PM
11/3/2014

4: El Camino Real & Santa Rosa Rd/Driveway

	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group								
Lane Group Flow (vph)	148	213	32	253	448	2	491	141
v/c Ratio	0.40	0.25	0.13	0.52	0.19	0.01	0.49	0.26
Control Delay	29.2	2.0	26.5	25.8	7.8	36.0	22.0	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	2.0	26.5	25.8	7.8	36.0	22.0	6.4
Queue Length 50th (ft)	42	0	7	68	24	1	67	0
Queue Length 95th (ft)	128	21	37	191	103	8	168	43
Internal Link Dist (ft)	398		252		434		267	
Turn Bay Length (ft)				140		105		
Base Capacity (vph)	602	1197	975	937	2737	150	1649	813
Station Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.18	0.03	0.27	0.16	0.01	0.30	0.17
Intersection Summary								

Central Coast Transportation Consulting

Synchro 8 Report

Principal MU Existing PM
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4: El Camino Real & Santa Rosa Rd/Driveway

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		4	200	3	18	9	238	420	1	2	462	133
Volume (veh/h)	135	4	200	3	18	9	238	420	1	2	462	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Op) veh	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2	2	2	2
Arrive On Green	0.16	0.16	0.16	0.03	0.03	0.03	0.18	0.46	0.46	0.00	0.27	0.27
Sat Flow, veh/h	1728	48	1583	165	1044	549	1774	3623	8	1774	3539	1583
Grp Volume(v), veh/h	148	0	213	32	0	0	253	218	230	2	491	141
Grp Sat Flow(s), veh/h/h	1776	0	1583	1758	0	0	1774	1770	1861	1774	1770	1583
O Serve(g.l.s), s	3.5	0.0	4.7	0.8	0.0	0.0	6.3	3.5	3.5	0.1	5.4	3.3
Cycle O Clear(g.l.s)	3.5	0.0	4.7	0.8	0.0	0.0	6.3	3.5	3.5	0.1	5.4	3.3
Prop In Lane	0.97		1.00	0.09		0.31	1.00	0.00	1.00		1.00	
Lane Grp Cap(c), veh/h	293	0	554	51	0	0	328	810	851	4	972	435
V/C Ratio(X)	0.51	0.00	0.38	0.62	0.00	0.00	0.77	0.27	0.27	0.51	0.51	0.32
Avail Cap(c.a), veh/h	615	0	841	989	0	0	960	1647	1733	154	1686	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filler(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	11.3	22.2	0.0	0.0	17.9	7.8	7.8	23.0	14.1	13.3
Incr Delay (d2), s/veh	1.3	0.0	0.4	11.8	0.0	0.0	3.8	0.2	0.2	77.9	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back(Q(50%)), veh/h	1.8	0.0	2.1	0.6	0.0	0.0	3.4	1.7	1.8	0.1	2.6	1.5
LnGrp Delay(d), s/veh	18.9	0.0	11.7	34.0	0.0	0.0	21.7	7.9	7.9	100.9	14.5	13.8
LnGrp LOS	B		B	C			C	A	A	F	B	B
Approach Vol, veh/h	361			32			701					634
Approach Delay, s/veh	14.7			34.0			12.9					14.6
Approach LOS	B			C			B					B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	25.1		11.6	12.5	16.7		5.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	43.0		16.0	25.0	22.0		26.0				
Max O Clear Time (g.l+I1), s	2.1	5.5		6.7	8.3	7.4		2.8				
Green Ext Time (g.l.c), s	0.0	7.1		1.0	0.6	5.3		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay	14.3											
HCM 2010 LOS	B											

Central Coast Transportation Consulting

Synchro 8 Report

Intersection	1.6					
Init Delay, s/veh	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	52	30	331	32	34	380
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	32	356	34	37	409

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	650	195	0
Stage 1	373	-	390
Stage 2	277	-	-
Critical Hwy	6.84	6.94	4.14
Critical Hwy Stg 1	5.84	-	-
Critical Hwy Stg 2	5.84	-	-
Follow-up Hwy	3.52	3.32	2.22
Plat Cap-1 Maneuver	402	814	1165
Stage 1	666	-	-
Stage 2	745	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	386	814	1165
Mov Cap-2 Maneuver	490	-	-
Stage 1	666	-	-
Stage 2	714	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	574	1165	-
HCM Lane V/C Ratio	-	0.154	0.031	-
HCM Control Delay (s)	-	12.4	8.2	0.1
HCM Lane LOS	-	B	A	A
HCM 95th %ile Q(veh)	-	0.5	0.1	-

Intersection	1.6				
Init Delay, s/veh	EBT	EBR	WBT	WBR	SBT
Vol, veh/h	264	75	391	495	495
Conflicting Peds. #/hr	0.27	0.09	0.47	0.79	0.79
Sign Control	10.7	3.3	13.0	27.7	27.7
Queue Delay	0.0	0.0	0.8	0.0	0.0
Total Delay	10.7	3.3	13.7	27.7	27.7
Queue Length 50th (ft)	54	0	87	164	164
Queue Length 95th (ft)	109	19	175	227	227
Internal Link Dist (ft)	445	-	235	842	842
Turn Bay Length (ft)	100	-	-	-	-
Base Capacity (vph)	979	872	835	767	767
Starvation Cap Reductn	0	0	199	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.09	0.61	0.65	0.65

Intersection Summary

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	SBR
Movement												
Lane Configurations	4	228	66	89	214	41	0	0	0	327	38	70
Volume (veh/h)	7	4	14	3	8	18	0	0	0	1	6	16
Number	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Op), veh	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pb1)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1900	1863	1863	1900	1863	1900	1900	1863	1900	1863	1900	1900
Adj Sat Flow, veh/h	5	259	75	101	243	47	0	0	0	372	43	80
Adj Flow Rate, veh/h	0	1	1	0	1	0	0	0	0	0	1	0
Adj No. of Lanes	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Peak Hour Factor	2	2	2	2	2	2	2	2	2	2	2	2
Percent Heavy Veh, %	60	1017	870	251	578	104	430	50	92	0.33	0.33	0.33
Cap, veh/h	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Arrive On Green	7	1851	1583	330	1051	189	1313	152	282	0	0	0
Sat Flow, veh/h	264	0	75	391	0	0	495	0	0	1747	0	0
Grp Volume(v), veh/h	1858	0	1583	1569	0	0	1747	0	0	17.3	0.0	0.0
Grp Sat Flow(s), veh/h	0.0	0.0	1.5	2.9	0.0	0.0	17.3	0.0	0.0	0.0	0.0	0.0
O Serve(g.s), s	4.8	0.0	1.5	8.6	0.0	0.0	17.3	0.0	0.0	0.75	0.16	0.16
Cycle O Clear(g_o), s	1077	0	870	932	0	0	572	0	0	0.87	0.00	0.00
Prop In Lane	0.25	0.00	0.09	0.42	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap(c), veh/h	1077	0	870	932	0	0	572	0	0	753	0	0
V/C Ratio(X)	1077	0	870	932	0	0	753	0	0	1.00	1.00	1.00
Avail(Cap(c_a)), veh/h	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoon Ratio	1.00	0.00	1.00	0.97	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Upstream Filler(I)	7.7	0.0	6.9	8.4	0.0	0.0	20.5	0.0	0.0	8.3	0.0	0.0
Uniform Delay (d), s/veh	0.5	0.0	0.2	1.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	2.6	0.0	0.7	4.4	0.0	0.0	9.6	0.0	0.0	28.8	0.0	0.0
%ile Back(Q_c<26165%),veh/h	82	0.0	71	98	0.0	0.0	28.8	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	A	A	A	A	A	A	C	C	C	495	28.8	C
LnGrp LOS	A	A	A	A	A	A	C	C	C	495	28.8	C
Approach Vol, veh/h	339			391								
Approach Delay, s/veh	8.0			9.8								
Approach LOS	A			A								
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	4			4		6		8				
Phs Duration (G+Y+Rc), s	39.7			39.7		25.3		39.7				
Change Period (Y+Rc), s	4.0			4.0		4.0		4.0				
Max Green Setting (Gmax), s	29.0			29.0		28.0		29.0				
Max O Clear Time (g_c+1T), s	6.8			6.8		19.3		10.6				
Green Ext Time (g_e), s	4.3			4.3		2.0		4.0				
Intersection Summary												
HCM 2010 Ctrl Delay	17.0											
HCM 2010 LOS	B											

	EBT	WBT	WBR	NBT
Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	599	274	152	286
v/c Ratio	0.67	0.28	0.17	0.58
Control Delay	11.7	6.7	1.8	19.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.7	6.7	1.8	19.8
Queue Length 50th (ft)	83	30	0	51
Queue Length 95th (ft)	207	76	18	151
Internal Link Dist (ft)	235	398		686
Turn Bay Length (ft)	1488	1656	1440	733
Base Capacity (vph)	82	0	0	0
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	0.17	0.11	0.39
Intersection Summary				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	375	78	6	243	138	138	98	24	0	0	0
Initial Q (Op) veh	7	4	14	3	8	18	5	2	12			
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h	1900	1863	1900	1900	1863	1900	1863	1900	1863			
Adj Flow Rate, veh/h	101	412	86	7	267	152	152	108	26			
Adj No. of Lanes	0	1	0	0	1	1	0	1	0			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2			
Cap, veh/h	225	653	125	120	970	834	213	152	36			
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.22	0.22			
Sat Flow, veh/h	178	1239	238	11	1840	1583	950	675	162			
Grp Volume(v), veh/h	599	0	0	274	0	152	286	0	0			
Grp Sat Flow(s), veh/h	1654	0	0	1851	0	1583	1787	0	0			
O Serve(g.s), s	2.4	0.0	0.0	0.0	0.0	1.6	4.8	0.0	0.0			
Cycle O Clear(g_o), s	8.0	0.0	0.0	2.6	0.0	1.6	4.8	0.0	0.0			
Prop In Lane	0.17			0.14		0.03	1.00	0.53	0.09			
Lane Grp Cap(c), veh/h	1002	0	0	1090	0	834	401	0	0			
V/C Ratio(X)	0.60	0.00	0.00	0.25	0.00	0.18	0.71	0.00	0.00			
Avail(Cap(c)_a), veh/h	2130	0	0	2387	0	1967	943	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filler(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	5.4	0.0	0.0	4.2	0.0	4.0	11.5	0.0	0.0			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.1	2.4	0.0	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back(Q_c<26165%),veh/h	3.8	0.0	0.0	1.3	0.0	0.7	2.6	0.0	0.0			
LnGrp Delay(d),s/veh	6.0	0.0	0.0	4.3	0.0	4.1	13.9	0.0	0.0			
LnGrp LOS	A			A		A	B					
Approach Vol, veh/h	599			426			286					
Approach Delay, s/veh	6.0			4.3			13.9					
Approach LOS	A			A			B					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4			8					
Phs Duration (G+Y+Rc), s	11.2			21.0			21.0					
Change Period (Y+Rc), s	4.0			4.0			4.0					
Max Green Setting (Gmax), s	17.0			40.0			40.0					
Max O Clear Time (g_c+1T), s	6.8			10.0			4.6					
Green Ext Time (g_e), s	1.1			7.0			7.2					
Intersection Summary												
HCM 2010 Ctrl Delay	7.1											
HCM 2010 LOS	A											

Movement	EBT	EBR	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	145	392	6	334	325	6	366	152
v/c Ratio	0.39	0.38	0.03	0.57	0.14	0.04	0.42	0.30
Control Delay	26.6	1.8	28.4	21.2	5.9	32.4	21.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	1.8	28.4	21.2	5.9	32.4	21.2	6.7
Queue Length 50th (ft)	36	0	1	79	15	2	47	0
Queue Length 95th (ft)	115	17	13	201	61	14	117	37
Internal Link Dist (ft)	398		252		434		267	
Turn Bay Length (ft)			140		105		183	
Base Capacity (vph)	556	1359	1051	1073	2979	157	1657	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.29	0.01	0.31	0.11	0.04	0.22	0.18
Intersection Summary								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	109	12	325	1	3	1	277	263	7	5	304	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Op) veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pb1)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h	1900	1863	1863	1900	1863	1900	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	131	14	392	1	4	1	334	317	8	6	366	152
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Cap, veh/h	372	40	735	2	8	2	414	1541	39	11	743	332
Arrive On Green	0.23	0.23	0.23	0.01	0.01	0.01	0.23	0.44	0.44	0.01	0.21	0.21
Sat Flow, veh/h	1610	172	1583	299	1197	299	1774	3528	89	1774	3539	1583
Grp Volume(v), veh/h	145	0	392	6	0	0	334	159	166	6	366	152
Grp Sat Flow(s), veh/h	1782	0	1583	1795	0	0	1774	1770	1847	1774	1770	1583
O Serve(g,s), s	3.4	0.0	8.8	0.2	0.0	0.0	8.9	2.8	2.8	0.2	4.6	4.2
Cycle O Clear(g_o), s	3.4	0.0	8.8	0.2	0.0	0.0	8.9	2.8	2.8	0.2	4.6	4.2
Prop In Lane	0.90	1.00	0.17	0.00	0.17	0.00	1.00	0.05	1.00	1.00	0.05	1.00
Lane Grp Cap(c), veh/h	411	0	735	11	0	0	414	773	807	11	743	332
V/C Ratio(X)	0.35	0.00	0.53	0.52	0.00	0.00	0.81	0.21	0.21	0.53	0.49	0.46
Avail(Cap(c),a), veh/h	498	0	812	932	0	0	992	1591	1660	142	1485	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filler(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	9.6	24.8	0.0	0.0	18.1	8.7	8.7	24.8	17.4	17.3
Incr Delay (d2), s/veh	0.5	0.0	0.6	32.2	0.0	0.0	3.8	0.1	0.1	33.2	0.5	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back(Qc<26165%),veh/h	1.7	0.0	3.9	0.2	0.0	0.0	4.8	1.4	1.4	0.2	2.3	1.9
LnGrp Delay(d),s/veh	16.6	0.0	10.2	57.0	0.0	0.0	21.9	8.9	8.9	58.0	17.9	18.3
LnGrp LOS	B	B	E	E	E	E	C	A	A	E	B	B
Approach Vol, veh/h	537			6			659				524	
Approach Delay, s/veh	11.9			57.0			15.5				18.5	
Approach LOS	B			E			B				B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.3	25.9		15.6	15.7	14.5		4.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	45.0		14.0	28.0	21.0		26.0				
Max O Clear Time (g_c+1T), s	2.2	4.8		10.8	10.9	6.6		2.2				
Green Ext Time (g_e), s	0.0	5.1		0.7	0.9	3.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	15.4											
HCM 2010 LOS	B											

Intersection	1 2											
Ini Delay, s/veh												
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Vol, veh/h	44	31	568	48	32	570						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Free	Free						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	-	-	-						
Veh in Median Storage, #	0	-	0	-	-	0						
Grade, %	0	-	0	-	-	0						
Peak Hour Factor	94	94	94	94	94	94						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	47	33	604	51	34	606						
Major/Minor	Minor1						Major1					
Conflicting Flow All	1001	328	0	0	655	0						
Stage 1	630	-	-	-	-	-						
Stage 2	371	-	-	-	-	-						
Critical Hwy	6.84	6.94	-	-	-	4.14						
Critical Hwy Sig 1	5.84	-	-	-	-	-						
Critical Hwy Sig 2	5.84	-	-	-	-	-						
Follow-up Hwy	3.52	3.32	-	-	-	2.22						
Plat Cap-1 Maneuver	239	668	-	-	-	928						
Stage 1	493	-	-	-	-	-						
Stage 2	668	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	226	668	-	-	-	928						
Mov Cap-2 Maneuver	353	-	-	-	-	-						
Stage 1	493	-	-	-	-	-						
Stage 2	631	-	-	-	-	-						
Approach	WB	NB	SB									
HCM Control Delay, s	15	0	0.7									
HCM LOS	C											
Minor Lane/Major Mvmt	NBT	NBR/WB/ln1	SBL	SBT								
Capacity (veh/h)	-	-	438	928								
HCM Lane V/C Ratio	-	-	0.182	0.037								
HCM Control Delay (s)	-	-	15	9	0.2							
HCM Lane LOS	-	-	C	A	A							
HCM 95th %ile Q(veh)	-	-	0.7	0.1	-							

	EBT	EBR	WBT	SBT
Lane Group	EBT	EBR	WBT	SBT
Lane Group Flow (vph)	162	28	427	396
v/c Ratio	0.15	0.03	0.44	0.74
Control Delay	8.2	3.8	8.5	27.8
Queue Delay	0.0	0.0	0.5	0.0
Total Delay	8.2	3.8	9.0	27.8
Queue Length 50th (ft)	26	0	95	133
Queue Length 95th (ft)	66	11	152	189
Internal Link Dist (ft)	445		235	842
Turn Bay Length (ft)	100			
Base Capacity (vph)	1071	933	982	691
Stationing Cap Reductn	0	0	214	0
Spillback Cap Reductn	156	0	0	1
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.03	0.56	0.57

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	153	27	75	243	100	0	0	0	309	19	61
Volume (veh/h)	7	4	14	3	8	18				1	6	16
Number	0	0	0	0	0	0				0	0	0
Initial Q (Obs) veh	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Bus. Adj	1900	1863	1863	1900	1863	1900				1900	1863	1900
Adj Sat Flow, veh/h/ln	6	156	28	77	248	102				315	19	62
Adj Flow Rate, veh/h	0	1	1	0	1	0				0	1	0
Adj No. of Lanes	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Peak Hour Factor	2	2	2	2	2	2				2	2	2
Percent Heavy Veh. %	70	1110	963	204	632	242				373	23	73
Cap. veh/h	0.61	0.61	0.61	1.00	1.00	1.00				0.27	0.27	0.27
Arrive On Green	21	1825	1583	228	1040	398				1388	84	273
Sat Flow, veh/h	162	0	28	427	0	0				396	0	0
Grp Volume(v), veh/h	1846	0	1583	1665	0	0				1745	0	0
Grp Sat Flow(s), veh/h/ln	0.0	0.0	0.5	0.0	0.0	0.0				13.9	0.0	0.0
O Serve(g.s.), s	2.4	0.0	0.5	0.0	0.0	0.0				13.9	0.0	0.0
Cycle O Clear(g.c.), s	0.04	1.00	0.18	0.24						0.80	0.16	
Prop In Lane	1180	0	963	1078	0	0				469	0	0
Lane Grp Cap(c), veh/h	0.14	0.00	0.03	0.40	0.00	0.00				0.84	0.00	0.00
V/C Ratio(X)	1180	0	963	1078	0	0				671	0	0
Avail Cap(c.a), veh/h	1.00	1.00	1.00	2.00	2.00	2.00				1.00	1.00	1.00
HCM Platoon Ratio	1.00	0.00	1.00	0.99	0.00	0.00				1.00	0.00	0.00
Upstream Filler(I)	5.5	0.0	5.1	0.0	0.0	0.0				22.5	0.0	0.0
Uniform Delay (d), s/veh	0.2	0.0	0.1	1.1	0.0	0.0				6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
Initial Q Delay(d3), s/veh	1.3	0.0	0.2	0.3	0.0	0.0				7.6	0.0	0.0
%ile Back(Q<26165%),veh/ln	5.7	0.0	5.1	1.1	0.0	0.0				29.2	0.0	0.0
LnGrp Delay(d),s/veh	A	A	A	A	A	A				C	C	C
LnGrp LOS	190			427						396		
Approach Vol, veh/h	5.6			1.1						29.2		
Approach Delay, s/veh	A			A						C		
Approach LOS	1	2	3	4	5	6	7	8				
Timer	Assigned Phs	4		6								
Phs Duration (G+Y+Rc), s	43.5	21.5		43.5								
Change Period (Y+Rc), s	4.0	4.0		4.0								
Max Green Setting (Gmax), s	32.0	25.0		32.0								
Max O Clear Time (g_c+I1), s	4.4	15.9		2.0								
Green Ext Time (g_e-c), s	3.8	1.5		3.9								
Intersection Summary												
HCM 2010 Ctrl Delay	12.9			B								
HCM 2010 LOS												

	EBT	WBT	WBR	NBT
Lane Group	486	230	206	422
Lane Group Flow (vph)	0.50	0.22	0.21	0.78
v/c Ratio	19.0	8.3	2.1	30.0
Control Delay	1.1	0.0	0.0	0.0
Queue Delay	20.1	8.3	2.1	30.0
Total Delay	179	40	0	144
Queue Length 50th (ft)	277	86	28	215
Queue Length 95th (ft)	235	398		686
Internal Link Dist (ft)				
Turn Bay Length (ft)	975	1073	1007	647
Base Capacity (vph)	270	0	0	0
Stationing Cap Reductn	0	25	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.69	0.22	0.20	0.65
Intersection Summary				

	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4
Volume (veh/h)	76	288	87	6	208	139	195	59	0	0
Number	7	4	14	3	8	18	5	2	12	
Initial Q (Obs) veh	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/hln	1900	1863	1900	1900	1863	1900	1863	1900	1863	
Adj Flow Rate, veh/h	82	310	94	6	224	206	210	149	63	
Adj No. of Lanes	0	1	0	0	1	0	1	0	1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	
Cap, veh/h	184	664	188	63	1106	950	244	173	73	
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.28	0.28	0.28	
Sat Flow, veh/h	198	1107	313	11	1842	1583	882	626	265	
Grp Volume(v), veh/h	486	0	0	230	0	206	422	0	0	
Grp Sat Flow(s), veh/hln	1619	0	0	1853	0	1583	1772	0	0	
O Serve(g.s.), s	0.0	0.0	0.0	0.0	0.0	3.9	14.7	0.0	0.0	
Cycle O Clear(g.c.), s	9.6	0.0	0.0	3.7	0.0	3.9	14.7	0.0	0.0	
Prop In Lane	0.17	0.19	0.03	1.00	0.50	0.50	0.15	0.15	0.15	
Lane Grp Cap(c), veh/h	1036	0	0	1169	0	950	490	0	0	
V/C Ratio(X)	0.47	0.00	0.00	0.20	0.00	0.22	0.86	0.00	0.00	
Avail Cap(c.a), veh/h	1036	0	0	1169	0	950	627	0	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filler(I)	0.99	0.00	0.00	0.90	0.00	0.90	1.00	0.00	0.00	
Uniform Delay (d), s/veh	7.1	0.0	0.0	5.9	0.0	6.0	22.3	0.0	0.0	
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.3	0.0	0.5	9.6	0.0	0.0	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile Back(Q<=26165%),veh/hln	5.2	0.0	0.0	2.0	0.0	1.8	8.5	0.0	0.0	
LnGrp Delay(d),s/veh	8.6	0.0	0.0	6.3	0.0	6.4	31.9	0.0	0.0	
LnGrp LOS	A	A	A	A	A	C	C	A	C	
Approach Vol, veh/h	486		436		422					
Approach Delay, s/veh	8.6		6.3		31.9					
Approach LOS	A		A		C					
Timer	1	2	3	4	5	6	7	8		
Assigned Phs	2		4					8		
Phs Duration (G+Y+Rc), s	22.0		43.0					43.0		
Change Period (Y+Rc), s	4.0		4.0					4.0		
Max Green Setting (Gmax), s	23.0		34.0					34.0		
Max O Clear Time (g_c+H), s	16.7		11.6					5.9		
Green Ext Time (g_e), s	1.3		5.3					5.6		
Intersection Summary										
HCM 2010 Ctrl Delay	15.2									
HCM 2010 LOS	B									

	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group	166	213	32	253	455	2	498	155
Lane Group Flow (vph)	0.47	0.23	0.15	0.56	0.22	0.02	0.53	0.29
v/c Ratio	30.5	1.9	27.2	27.7	8.3	36.5	23.3	6.4
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	30.5	1.9	27.2	27.7	8.3	36.5	23.3	6.4
Total Delay	48	0	7	70	26	1	71	0
Queue Length 50th (ft)	143	21	37	191	105	8	171	44
Queue Length 95th (ft)	398	252			434		267	
Internal Link Dist (ft)	523	1190	818	816	2687	130	1435	734
Turn Bay Length (ft)	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0
Stavation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.18	0.04	0.31	0.17	0.02	0.35	0.21
Intersection Summary								

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	152	4	200	3	18	9	238	427	1	2	468	146
Lane Configurations	7	4	14	3	8	18	5	2	12	1	6	16
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Q (Op) veh	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1900	1863	1863	1900	1863	1900	1863	1900	1863	1863	1863	1863
Parking Bus, Adj	162	4	213	3	19	10	253	454	1	2	498	155
Adj Sat Flow, veh/h	0	1	1	0	1	0	1	2	0	1	2	1
Adj Flow Rate, veh/h	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Peak Hour Factor	2	2	2	2	2	2	2	2	2	2	2	2
Percent Heavy Veh, %	288	7	555	5	30	16	328	1665	4	4	980	438
Cap, veh/h	0.17	0.17	0.17	0.03	0.03	0.03	0.18	0.46	0.46	0.00	0.28	0.28
Arrive On Green	1733	43	1583	165	1044	549	1774	3623	8	1774	3539	1583
Sat Flow, veh/h	166	0	213	32	0	0	253	222	233	2	498	155
Grp Volume(v), veh/h	1776	0	1583	1758	0	0	1774	1770	1861	1774	1770	1583
Grp Sat Flow(s), veh/h	4.0	0.0	4.7	0.8	0.0	0.0	6.3	3.6	3.6	0.1	5.5	3.7
O Serve(g.s.), s	4.0	0.0	4.7	0.8	0.0	0.0	6.3	3.6	3.6	0.1	5.5	3.7
Cycle O Clear(g.c.), s	0.98	1.00	0.09	0.31	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Prop In Lane	295	0	555	51	0	0	328	813	855	4	980	438
Lane Grp Cap(c), veh/h	0.56	0.00	0.38	0.63	0.00	0.00	0.77	0.27	0.27	0.51	0.51	0.35
V/C Ratio(X)	610	0	836	980	0	0	951	1632	1717	152	1670	747
Avail Cap(c.a), veh/h	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoon Ratio	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filler(I)	17.9	0.0	11.4	22.4	0.0	0.0	18.1	7.8	7.8	23.2	14.2	13.5
Uniform Delay (d), s/veh	1.7	0.0	0.4	11.9	0.0	0.0	3.9	0.2	0.2	77.9	0.4	0.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	2.1	0.0	2.1	0.6	0.0	0.0	3.4	1.8	1.9	0.1	2.8	1.7
%ile Back(Q<26165%),veh/h	19.6	0.0	11.8	34.2	0.0	0.0	21.9	8.0	8.0	101.1	14.6	14.0
LnGrp Delay(d),s/veh	B	B	B	C	C	C	C	A	A	F	B	B
LnGrp LOS	379			32			708				655	
Approach Vol, veh/h	15.2			34.2			13.0				14.7	
Approach Delay, s/veh	B			C			B				B	
Approach LOS	1	2	3	4	5	6	7	8				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	25.4		11.7	12.6	16.9		5.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	43.0		16.0	25.0	22.0		26.0				
Max O Clear Time (g.c+I1), s	2.1	5.6		6.7	8.3	7.5		2.8				
Green Ext Time (g.c), s	0.0	7.2		1.1	0.6	5.4		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay	14.5											
HCM 2010 LOS	B											

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Initial Delay, s/veh	1					
Movement	30	20	380	20	30	450
Vol, veh/h	0	0	0	0	0	0
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	22	409	22	32	484

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	725	215	430
Stage 1	419	-	-
Stage 2	306	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Slg 1	5.84	-	-
Critical Hdwy Slg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	360	790	1126
Stage 1	632	-	-
Stage 2	720	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	346	790	1126
Mov Cap-2 Maneuver	459	-	-
Stage 1	632	-	-
Stage 2	692	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	551	1126	-
HCM Lane V/C Ratio	-	0.098	0.029	-
HCM Control Delay (s)	-	12.2	8.3	0.1
HCM Lane LOS	-	B	A	A
HCM 95th %ile Q(veh)	-	0.3	0.1	-



Lane Group	EBT	EBR	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	301	80	443	523		
v/c Ratio	0.31	0.09	0.54	0.81		
Control Delay	11.4	3.3	14.5	28.4		
Queue Delay	0.0	0.0	1.1	0.0		
Total Delay	11.4	3.3	15.7	28.4		
Queue Length 50th (ft)	65	0	108	172		
Queue Length 95th (ft)	124	19	206	247		
Internal Link Dist (ft)	445		235	842		
Turn Bay Length (ft)		100				
Base Capacity (vph)	957	857	821	767		
Starvation Cap Reductn	0	0	181	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.31	0.09	0.69	0.68		

Intersection Summary

Principal MU
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Principal MU
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative AM
11/6/2014

Cumulative AM
11/6/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	260	70	90	250	50	0	0	0	330	50	80
Number	7	4	14	3	8	18				1	6	16
Initial Q (Op) veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pb1)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h	1900	1863	1863	1900	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	6	295	80	102	284	57				375	57	91
Adj No. of Lanes	0	1	1	0	1	0				0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	61	988	847	220	585	109				429	65	104
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53				0.34	0.34	0.34
Sat Flow, veh/h	8	1848	1583	285	1095	204				1262	190	304
Grp Volume(v), veh/h	301	0	80	443	0	0				523	0	0
Grp Sat Flow(s), veh/h	1856	0	1583	1583	0	0				1747	0	0
O Serve(g.s), s	0.0	0.0	1.6	3.9	0.0	0.0				18.3	0.0	0.0
Cycle O Clear(g_o), s	5.8	0.0	1.6	10.6	0.0	0.0				18.3	0.0	0.0
Prop In Lane	0.02	1.00	0.23	0.13						0.72	0.17	
Lane Grp Cap(c), veh/h	1049	0	847	915	0	0				598	0	0
V/C Ratio(X)	0.29	0.00	0.09	0.48	0.00	0.00				0.87	0.00	0.00
Avail Cap(c_a), veh/h	1049	0	847	915	0	0				782	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filler(I)	1.00	0.00	1.00	0.96	0.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	8.4	0.0	7.4	9.4	0.0	0.0				20.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.2	1.8	0.0	0.0				9.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back(Q_c<26165%),veh/h	3.1	0.0	0.7	5.4	0.0	0.0				10.3	0.0	0.0
LnGrp Delay(d),s/veh	9.1	0.0	7.6	11.1	0.0	0.0				29.5	0.0	0.0
LnGrp LOS	A		A	B						C		
Approach Vol, veh/h	381		443							523		
Approach Delay, s/veh	8.8		11.1							29.5		
Approach LOS	A		B							C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		4				6		8				
Phs Duration (G+Y+Rc), s		38.8				26.2		38.8				
Change Period (Y+Rc), s		4.0				4.0		4.0				
Max Green Setting (Gmax), s		29.0				28.0		29.0				
Max O Clear Time (g_c+1T), s		7.8				20.3		12.6				
Green Ext Time (g_e), s		4.9				2.0		4.5				
Intersection Summary												
HCM 2010 Ctrl Delay	17.6											
HCM 2010 LOS	B											

Movement	EBT	WBT	WBR	NBT	NBR
Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	638	319	176	297	
v/c Ratio	0.70	0.32	0.18	0.62	
Control Delay	12.6	6.8	1.6	22.1	
Queue Delay	0.1	0.0	0.0	0.0	
Total Delay	12.7	6.8	1.6	22.1	
Queue Length 50th (ft)	97	38	0	58	
Queue Length 95th (ft)	230	87	19	171	
Internal Link Dist (ft)	235	398		686	
Turn Bay Length (ft)					
Base Capacity (vph)	1410	1580	1394	695	
Starvation Cap Reductn	111	0	0	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.49	0.20	0.13	0.43	
Intersection Summary					

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Synchro 8 Report

Synchro 8 Report

Principal MU
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Principal MU
4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative AM
11/6/2014

Cumulative AM
11/6/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	100	400	80	10	280	160	140	100	30	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Op) veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pb1)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h	1900	1863	1900	1900	1863	1863	1900	1863	1900			
Adj Flow Rate, veh/h	110	440	88	11	308	176	154	110	33			
Adj No. of Lanes	0	1	0	0	1	1	0	1	0			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2			
Cap. veh/h	220	666	123	114	1000	867	211	151	45			
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55			
Sat Flow, veh/h	186	1217	224	17	1827	1583	924	660	198			
Grp Volume(v), veh/h	638	0	0	319	0	176	297	0	0			
Grp Sat Flow(s), veh/h	1627	0	0	1844	0	1583	1782	0	0			
O Serve(g.s), s	3.7	0.0	0.0	0.0	0.0	2.0	5.5	0.0	0.0			
Cycle O Clear(g_o), s	9.6	0.0	0.0	3.3	0.0	2.0	5.5	0.0	0.0			
Prop In Lane	0.17			0.14		0.03	1.00	0.52	0.11			
Lane Grp Cap(c), veh/h	1009	0	0	1114	0	867	407	0	0			
V/C Ratio(X)	0.63	0.00	0.00	0.29	0.00	0.20	0.73	0.00	0.00			
Avail Cap(c_a), veh/h	1897	0	0	2144	0	1777	850	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filler(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	5.7	0.0	0.0	4.4	0.0	4.1	12.7	0.0	0.0			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.1	2.5	0.0	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back(Qc<26165%),veh/h	4.6	0.0	0.0	1.7	0.0	0.9	2.9	0.0	0.0			
LnGrp Delay(d),s/veh	6.4	0.0	0.0	4.5	0.0	4.2	15.3	0.0	0.0			
LnGrp LOS	A			A		A	B					
Approach Vol, veh/h	638			495			297					
Approach Delay, s/veh	6.4			4.4			15.3					
Approach LOS	A			A			B					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4			8					
Phs Duration (G+Y+Rc), s	12.1			23.5			23.5					
Change Period (Y+Rc), s	4.0			4.0			4.0					
Max Green Setting (Gmax), s	17.0			40.0			40.0					
Max O Clear Time (g_c+1T), s	7.5			11.6			5.3					
Green Ext Time (g_e), s	1.1			7.9			8.3					
Intersection Summary												
HCM 2010 Ctrl Delay							7.5					
HCM 2010 LOS							A					

Lane Group	EBT	EBR	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	151	434	18	398	385	6	422	157
v/c Ratio	0.48	0.40	0.09	0.67	0.18	0.05	0.52	0.33
Control Delay	33.7	1.9	29.5	26.6	7.0	38.0	26.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	1.9	29.5	26.6	7.0	38.0	26.4	7.3
Queue Length 50th (ft)	48	0	4	111	20	2	67	0
Queue Length 95th (ft)	124	19	24	258	74	15	136	37
Internal Link Dist (ft)	398		252		771		267	
Turn Bay Length (ft)				140		105		183
Base Capacity (vph)	427	1244	795	848	2677	121	1272	669
Starvation Cap Reductn	0	34	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.36	0.02	0.47	0.14	0.05	0.33	0.23
Intersection Summary								

Central Coast Transportation Consulting

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Synchro 8 Report

Synchro 8 Report

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	110	15	360	5	5	5	330	310	10	5	350	130
Volume (veh/h)	7	4	14	3	8	18	5	2	12	1	6	16
Number	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Op) veh	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pb1)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	1900	1863	1863	1900	1863	1900	1863	1900	1863	1900	1863	1863
Adj Sat Flow, veh/h	133	18	434	6	6	6	398	373	12	6	422	157
Adj Flow Rate, veh/h	0	1	1	0	1	0	1	2	0	1	2	1
Adj No. of Lanes	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Peak Hour Factor	2	2	2	2	2	2	2	2	2	2	2	2
Cap. veh/h	361	49	782	10	10	10	469	1654	53	11	760	340
Arrive On Green	0.23	0.23	0.23	0.02	0.02	0.02	0.26	0.47	0.47	0.01	0.21	0.21
Sat Flow, veh/h	1571	213	1583	577	577	577	1774	3500	112	1774	3539	1583
Grp Volume(v), veh/h	151	0	434	18	0	0	398	188	197	6	422	157
Grp Sat Flow(s), veh/h	1784	0	1583	1732	0	0	1774	1770	1843	1774	1770	1583
O Serve(g,s), s	4.2	0.0	11.2	0.6	0.0	0.0	12.4	3.7	3.7	0.2	6.2	5.0
Cycle O Clear(g,s), s	4.2	0.0	11.2	0.6	0.0	0.0	12.4	3.7	3.7	0.2	6.2	5.0
Prop In Lane	0.88	1.00	1.00	0.33	0.33	1.00	0.06	0.06	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	410	0	782	30	0	0	469	836	871	11	760	340
V/C Ratio(X)	0.37	0.00	0.56	0.60	0.00	0.00	0.85	0.23	0.23	0.53	0.56	0.46
Avail Cap(c,a), veh/h	428	0	798	771	0	0	851	1364	1420	122	1273	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filler(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	10.3	28.5	0.0	0.0	20.4	9.1	9.1	28.9	20.4	20.0
Incr Delay (d2), s/veh	0.6	0.0	0.8	17.6	0.0	0.0	4.4	0.1	0.1	33.8	0.6	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back(QC<26165%),veh/ln	2.1	0.0	4.9	0.4	0.0	0.0	6.7	1.8	1.9	0.2	3.1	2.3
LnGrp Delay(d),s/veh	19.5	0.0	11.1	46.1	0.0	0.0	24.8	9.2	9.2	62.8	21.1	21.0
LnGrp LOS	B	B	D	D	D	D	C	A	A	E	C	C
Approach Vol, veh/h	585	18	783	18	18	18	783	171	171	171	585	18
Approach Delay, s/veh	13.3	46.1	17.1	46.1	46.1	46.1	17.1	17.1	17.1	46.1	17.1	17.1
Approach LOS	B	D	B	D	D	D	B	B	B	C	B	C
Timer	1	2	3	4	5	6	7	8	8	8	8	8
Assigned Phs	1	2	4	4	5	6	7	8	8	8	8	8
Phs Duration (G+Y+Rc), s	4.4	31.6	17.4	19.4	16.5	16.5	5.0	5.0	5.0	5.0	5.0	5.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	45.0	14.0	28.0	21.0	21.0	26.0	26.0	26.0	26.0	26.0	26.0
Max O Clear Time (g_c+1T), s	2.2	5.7	13.2	14.4	8.2	8.2	2.6	2.6	2.6	2.6	2.6	2.6
Green Ext Time (g_e), s	0.0	6.0	0.2	1.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary												
HCM 2010 Ctrl Delay	17.5											
HCM 2010 LOS	B											

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	30	30	660	30	20	670
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	32	702	32	21	713
Major/Minor	Minor1	Major1	Major1	Major2	Major1	Major2
Conflicting Flow All	1117	367	0	0	734	0
Stage 1	718	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hbwy	6.84	6.94	-	-	4.14	-
Critical Hbwy Sig 1	5.84	-	-	-	-	-
Critical Hbwy Sig 2	5.84	-	-	-	-	-
Follow-up Hbwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	201	630	-	-	867	-
Stage 1	444	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	193	630	-	-	867	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Approach	WB	NB	SB	SB	SB	SB
HCM Control Delay, s	15	0	0.5	0.5	0.5	0.5
HCM LOS	C					
Minor Lane/Minor Mvmt	NBT	NBR/WBLn1	SBL	SBT	SBT	SBT
Capacity (veh/h)	-	-	425	867	-	-
HCM Lane V/C Ratio	-	-	0.15	0.025	-	-
HCM Control Delay (s)	-	-	15	9.3	0.2	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %ile Q(veh)	-	-	0.5	0.1	-	-

	EBT	EBR	WBT	SBT
Lane Group	173	31	449	469
Lane Group Flow (vph)	0.17	0.04	0.49	0.80
v/c Ratio	9.2	4.0	10.1	29.2
Control Delay	0.1	0.0	0.5	0.3
Queue Delay	9.3	4.0	10.6	29.5
Total Delay	32	0	101	158
Queue Length 50th (ft)	71	12	150	233
Queue Length 95th (ft)	445		235	842
Internal Link Dist (ft)	100			
Turn Bay Length (ft)	1003	887	926	693
Base Capacity (vph)	0	0	172	0
Stavation Cap Reductn	158	0	0	26
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0.20	0.03	0.60	0.70
Reduced v/c Ratio				
Intersection Summary				

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	10	160	30	80	250	110	0	0	0	370	20	70
Lane Configurations	7	4	14	3	8	18				1	6	16
Volume (veh/h)	0	0	0	0	0	0				0	0	0
Number	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Initial Q (Ob) veh	1900	1863	1863	1900	1863	1900				1900	1863	1900
Ped-Bike Adj(A_pbT)	10	163	31	82	255	112				378	20	71
Parking Bus. Adj	0	1	1	0	1	0				0	1	0
Adj Sat Flow, veh/h/ln	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Adj Flow Rate, veh/h	2	2	2	2	2	2				2	2	2
Adj No. of Lanes	83	1015	900	194	580	235				434	23	81
Peak Hour Factor	0.57	0.57	0.57	1.00	1.00	1.00				0.31	0.31	0.31
Percent Heavy Veh. %	42	1785	1583	226	1020	414				1407	74	264
Cap. veh/h	173	0	31	449	0	0				469	0	0
Arrive On Green	1827	0	1583	1660	0	0				1746	0	0
Sat Flow, veh/h	0.0	0.0	0.6	0.0	0.0	0.0				16.5	0.0	0.0
Grp Volume(v), veh/h	2.9	0.0	0.6	0.0	0.0	0.0				16.5	0.0	0.0
Grp Sat Flow(s), veh/h/ln	0.06		1.00	0.18	0.25					0.81		0.15
O Serve(g.s.), s	1098	0	900	1009	0	0				538	0	0
Cycle O Clear(g.c.), s	0.16	0.00	0.03	0.44	0.00	0.00				0.87	0.00	0.00
Prop In Lane	1098	0	900	1009	0	0				671	0	0
Lane Grp Cap(c), veh/h	1098	0	900	1009	0	0				1000	1.00	1.00
V/C Ratio(X)	1.00	1.00	1.00	2.00	2.00	2.00				1.00	1.00	1.00
Avail Cap(c.a), veh/h	1.00	0.00	1.00	0.98	0.00	0.00				1.00	0.00	0.00
HCM Platoon Ratio	6.7	0.0	6.2	0.0	0.0	0.0				21.3	0.0	0.0
Upstream Filler(I)	0.3	0.0	0.1	1.4	0.0	0.0				10.2	0.0	0.0
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.3	0.4	0.0	0.0				9.5	0.0	0.0
Initial Q Delay(d3), s/veh	7.0	0.0	6.2	1.4	0.0	0.0				31.4	0.0	0.0
%ile Back(Q<26165%),veh/ln	A	A	A	A	A	A				C	C	C
LnGrp Delay(d),s/veh	204			449						469		
LnGrp LOS	6.9			1.4						31.4		
Approach Vol, veh/h	A			A						C		
Approach Delay, s/veh	1	2	3	4	5	6	7	8				
Approach LOS	Assigned Phs	4										
Timer	Phs Duration (G+Y+Rc), s	41.0		24.0		41.0						
Assigned Phs	Change Period (Y+Rc), s	4.0		4.0		4.0						
Phs Duration (G+Y+Rc), s	Max Green Setting (Gmax), s	32.0		25.0		32.0						
Change Period (Y+Rc), s	Max O Clear Time (g_c+H), s	4.9		18.5		2.0						
Max Green Setting (Gmax), s	Green Ext Time (g_e), s	4.1		1.5		4.2						
Max O Clear Time (g_c+H), s	Intersection Summary											
Green Ext Time (g_e), s	HCM 2010 Ctrl Delay	14.9										
Intersection Summary	HCM 2010 LOS	B										
HCM 2010 Ctrl Delay												
HCM 2010 LOS												

Principal MU
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Principal MU
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative PM
11/6/2014

Cumulative PM
11/6/2014

	EBT	WBT	WBR	NBT
Lane Group	560	258	247	431
Lane Group Flow (vph)	0.58	0.25	0.24	0.80
v/c Ratio	20.2	8.4	2.0	31.4
Control Delay	2.1	0.0	0.0	0.0
Queue Delay	22.3	8.4	2.0	31.4
Total Delay	217	47	0	147
Queue Length 50th (ft)	317	92	28	230
Queue Length 95th (ft)	235	398		686
Internal Link Dist (ft)				
Turn Bay Length (ft)	970	1053	1019	640
Base Capacity (vph)	266	0	0	0
Stationing Cap Reductn	0	52	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.80	0.26	0.24	0.67
Intersection Summary				

	EBT	EBR	WBL	WBR	NBL	NBR	SBL	SBR	
Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Lane Configurations	80	340	100	10	230	200	140	60	0
Volume (veh/h)	7	4	14	3	8	18	5	2	12
Number	Initial O (Ob) veh	0	0	0	0	0	0	0	0
Initial O (Ob) veh	Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	Parking Bus. Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus. Adj	Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1900	1863	1900	1863
Adj Sat Flow, veh/h/ln	Adj Flow Rate, veh/h	86	366	108	11	247	247	215	65
Adj Flow Rate, veh/h	Adj No. of Lanes	0	1	0	0	1	0	0	1
Adj No. of Lanes	Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Peak Hour Factor	Percent Heavy Veh. %	2	2	2	2	2	2	2	2
Percent Heavy Veh. %	Cap. veh/h	168	675	186	73	1078	943	249	175
Cap. veh/h	Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.28	0.28
Arrive On Green	Sat Flow, veh/h	174	1134	313	26	1810	1583	884	621
Sat Flow, veh/h	Grp Volume(v), veh/h	560	0	0	258	0	247	431	0
Grp Volume(v), veh/h	Grp Sat Flow(s), veh/h/ln	1621	0	0	1836	0	1583	1771	0
Grp Sat Flow(s), veh/h/ln	O Serve(g.s.), s	1.8	0.0	0.0	0.0	0.0	4.9	15.0	0.0
O Serve(g.s.), s	Cycle O Clear(g.l.o.), s	12.2	0.0	0.0	4.2	0.0	4.9	15.0	0.0
Cycle O Clear(g.l.o.), s	Prop In Lane	0.15	0.19	0.04	1.00	0.04	1.00	0.50	0.15
Prop In Lane	Lane Grp Cap(c), veh/h	1029	0	0	1151	0	943	499	0
Lane Grp Cap(c), veh/h	V/C Ratio(X)	0.54	0.00	0.00	0.22	0.00	0.26	0.86	0.00
V/C Ratio(X)	Avail Cap(c.a), veh/h	1029	0	0	1151	0	943	627	0
Avail Cap(c.a), veh/h	HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoon Ratio	Upstream Filler(I)	0.99	0.00	0.00	0.85	0.00	0.85	1.00	0.00
Upstream Filler(I)	Uniform Delay (d), s/veh	7.7	0.0	0.0	6.2	0.0	6.3	22.2	0.0
Uniform Delay (d), s/veh	Incr Delay (d2), s/veh	2.0	0.0	0.0	0.4	0.0	0.6	10.1	0.0
Incr Delay (d2), s/veh	Initial O Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial O Delay(d3), s/veh	%ile BackOf(<26165%)veh/ln	6.3	0.0	0.0	2.3	0.0	2.2	8.7	0.0
%ile BackOf(<26165%)veh/ln	LnGrp Delay(d),s/veh	9.8	0.0	0.0	6.6	0.0	6.9	32.3	0.0
LnGrp Delay(d),s/veh	LnGrp LOS	A	A	A	A	A	C	C	C
LnGrp LOS	Approach Vol, veh/h	560			505			431	
Approach Vol, veh/h	Approach Delay, s/veh	9.8			6.7			32.3	
Approach Delay, s/veh	Approach LOS	A			A			C	
Approach LOS	Timer	1	2	3	4	5	6	7	8
Timer	Assigned Phs	2			4				8
Assigned Phs	Phs Duration (G+Y+Rc), s	22.3			42.7				42.7
Phs Duration (G+Y+Rc), s	Change Period (Y+Rc), s	4.0			4.0				4.0
Change Period (Y+Rc), s	Max Green Setting (Gmax), s	23.0			34.0				34.0
Max Green Setting (Gmax), s	Max O Clear Time (g_c+H), s	17.0			14.2				6.9
Max O Clear Time (g_c+H), s	Green Ext Time (g_e), s	1.3			6.1				6.8
Green Ext Time (g_e), s	Intersection Summary								
HCM 2010 Ctrl Delay									
HCM 2010 LOS									
B									

Central Coast Transportation Consulting

Central Coast Transportation Consulting

Synchro 8 Report

Synchro 8 Report

Principal MU
4: El Camino Real & Santa Rosa Rd/Driveway

Principal MU
4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative PM
11/6/2014

Cumulative PM
11/6/2014

	EBT	EBR	WBT	NBL	NBT	SBL	SBR
Lane Group	175	255	37	319	548	5	574
Lane Group Flow (vph)	0.53	0.28	0.20	0.66	0.27	0.04	0.62
v/c Ratio	36.0	1.9	30.3	32.1	9.1	39.8	27.5
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	36.0	1.9	30.3	32.1	9.1	39.8	27.5
Total Delay	76	0	12	135	61	2	124
Queue Length 50th (ft)	154	23	43	243	127	14	206
Queue Length 95th (ft)	398	252		780		267	
Internal Link Dist (ft)				140		105	
Turn Bay Length (ft)	457	1082	694	712	2471	114	1254
Base Capacity (vph)	0	0	0	0	0	0	0
Stavation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.24	0.05	0.45	0.22	0.04	0.46
Intersection Summary							

	EBT	EBR	WBT	NBL	NBT	SBL	SBR
Movement	160	5	240	5	20	10	300
Lane Configurations	7	4	14	3	8	18	5
Volume (veh/h)	0	0	0	0	0	0	0
Number	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Q (Op) veh	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	1900	1863	1863	1900	1863	1900	1863
Adj Sat Flow, veh/hln	170	5	255	5	21	11	319
Adj Flow Rate, veh/h	0	1	1	0	1	0	1
Adj No. of Lanes	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Peak Hour Factor	2	2	2	2	2	2	2
Percent Heavy Veh, %	299	9	623	7	31	16	391
Cap, veh/h	0.17	0.17	0.17	0.03	0.03	0.03	0.22
Arrive On Green	1726	51	1583	238	998	523	1774
Sat Flow, veh/h	175	0	255	37	0	0	319
Grp Volume(v), veh/h	1776	0	1583	1759	0	0	1774
Grp Sat Flow(s), veh/hln	4.9	0.0	6.4	1.1	0.0	0.0	9.3
O Serve(g,s), s	4.9	0.0	6.4	1.1	0.0	0.0	9.3
Cycle O Clear(g,c), s	0.97	1.00	0.14	0.30	1.00	0.02	1.00
Prop In Lane	308	0	623	55	0	0	391
Lane Grp Cap(c), veh/h	0.57	0.00	0.41	0.67	0.00	0.00	0.82
V/C Ratio(X)	521	0	813	838	0	0	1395
Avail Cap(c,a), veh/h	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoon Ratio	20.7	0.0	12.0	26.1	0.0	0.0	20.2
Upstream Delay (d), s/veh	1.6	0.0	0.4	13.0	0.0	0.0	4.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	2.6	0.0	2.8	0.7	0.0	0.0	5.0
%ile Back(Q<26165%)veh/hln	22.3	0.0	12.4	39.2	0.0	0.0	24.5
LnGrp Delay(d),s/veh	430	16.4	39.2	37	14.3	8	739
LnGrp LOS	B	B	D	D	B	B	B
Approach Vol, veh/h	1	2	3	4	5	6	7
Approach Delay, s/veh	1	2	3	4	5	6	7
Approach LOS	B	B	D	D	B	B	B
Timer	1	2	3	4	5	6	7
Assigned Phs	1	2	4	5	6	8	8
Phs Duration (G+Y+Rc), s	4.3	31.1	13.5	16.0	19.4	5.7	5.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	43.0	16.0	25.0	22.0	26.0	26.0
Max O Clear Time (g_c+I1), s	2.2	6.9	8.4	11.3	9.6	3.1	3.1
Green Ext Time (g_c), s	0.0	8.8	1.1	0.8	5.8	0.1	0.1
Intersection Summary							
HCM 2010 Ctrl Delay	16.3						
HCM 2010 LOS	B						

Central Coast Transportation Consulting

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Synchro 8 Report

Synchro 8 Report

Intersection	1.5					
Initial Delay, s/veh	WBL	WBR	NBT	NBR	SBL	SBT
Movement	53	33	380	36	38	450
Vol, veh/h	0	0	0	0	0	0
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	35	409	39	41	484
Major/Minor	Minor1	Major1	Major1	Major2		
Conflicting Flow All	752	224	0	0	447	0
Stage 1	428	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Plat Cap-1 Maneuver	346	779	-	-	1110	-
Stage 1	625	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	328	779	-	-	1110	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Approach	WB	NB	SB	SB		
HCM Control Delay, s	13.2	0		0.8		
HCM LOS	B					
Minor Lane/Major/Mvmt	NBT	NBR/WBL/1	SBL	SBT		
Capacity (veh/h)	-	-	532	1110	-	-
HCM Lane V/C Ratio	-	-	0.174	0.037	-	-
HCM Control Delay (s)	-	-	13.2	8.4	0.2	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %ile Q(veh)	-	-	0.6	0.1	-	-

	EBT	EBR	WBT	WBR	SBT
Lane Group	303	80	453	529	
Lane Group Flow (vph)	0.32	0.09	0.56	0.81	
v/c Ratio	11.6	3.3	15.2	28.2	
Control Delay	0.0	0.0	1.1	0.0	
Queue Delay	11.6	3.3	16.4	28.2	
Total Delay	68	0	116	171	
Queue Length 50th (ft)	126	19	214	251	
Queue Length 95th (ft)	445		235	842	
Internal Link Dist (ft)		100			
Turn Bay Length (ft)			949	851	767
Base Capacity (vph)			0	164	0
Starvation Cap Reductn			0	0	0
Spillback Cap Reductn			0	0	0
Storage Cap Reductn			0	0	0
Reduced v/c Ratio	0.32	0.09	0.71	0.69	
Intersection Summary					

Principal MU
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd
Cumulative Plus Project AM
11/6/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	SBR
Lane Configurations	5	261	70	97	252	50	0	0	0	335	50	80
Volume (veh/h)	7	4	14	3	8	18	0	0	0	1	6	16
Initial Q (Op) veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h	1900	1863	1863	1900	1863	1900	1900	1863	1900	1863	1900	1900
Adj Flow Rate, veh/h	6	297	80	110	286	57	0	0	0	381	57	91
Adj No. of Lanes	0	1	1	0	1	0	0	0	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	983	842	229	569	105	0	0	0	434	65	104
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	8	1848	1583	302	1070	197	0	0	0	1258	188	300
Grp Volume(v), veh/h	303	0	80	453	0	0	0	0	0	529	0	0
Grp Sat Flow(s), veh/h	1856	0	1583	1569	0	0	0	0	0	1747	0	0
O Serve(g.s), s	0.0	0.0	1.6	5.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0
Cycle O Clear(g_o), s	5.9	0.0	1.6	11.2	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0
Prop In Lane	0.02	1.00	0.24	0.13	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.17
Lane Grp Cap(c), veh/h	1043	0	842	903	0	0	0	0	0	603	0	0
V/C Ratio(X)	0.29	0.00	0.10	0.50	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	1043	0	842	903	0	0	0	0	0	752	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filler(I)	1.00	0.00	1.00	0.95	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	7.5	9.6	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.2	1.9	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back(Q_c<26165%),veh/h	3.2	0.0	0.8	5.6	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
LnGrp Delay(d),s/veh	9.2	0.0	7.7	11.5	0.0	0.0	0.0	0.0	0.0	29.7	0.0	0.0
LnGrp LOS	A		A	B						C		
Approach Vol, veh/h	383		453							529		
Approach Delay, s/veh	8.9		11.5							29.7		
Approach LOS	A		B							C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		4				6		8				
Phs Duration (G+Y+Rc), s		38.6				26.4		38.6				
Change Period (Y+Rc), s		4.0				4.0		4.0				
Max Green Setting (Gmax), s		29.0				28.0		29.0				
Max O Clear Time (g_L+1T), s		7.9				20.5		13.2				
Green Ext Time (g_e), s		5.0				2.0		4.5				
Intersection Summary												
HCM 2010 Ctrl Delay	17.8											
HCM 2010 LOS	B											

Central Coast Transportation Consulting
Synchro 8 Report

Principal MU
3: US 101 NB Ramp/E Front St & Santa Rosa Rd
Cumulative Plus Project AM
11/6/2014

Movement	EBT	WBT	NBT	EBR	WBR	NBR
Lane Group	EBT	WBT	NBT	EBR	WBR	NBR
Lane Group Flow (vph)	644	329	184	302	184	302
v/c Ratio	0.71	0.33	0.19	0.63	0.19	0.63
Control Delay	12.7	6.9	1.6	22.5	6.9	1.6
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	6.9	1.6	22.5	6.9	1.6
Queue Length 50th (ft)	100	40	0	60	40	0
Queue Length 95th (ft)	233	90	19	178	90	19
Internal Link Dist (ft)	235	398		686	398	
Turn Bay Length (ft)						
Base Capacity (vph)	1399	1569	1386	690	1569	1386
Starvation Cap Reductn	117	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.21	0.13	0.44	0.21	0.13
Intersection Summary						

Central Coast Transportation Consulting
Synchro 8 Report

Principal MU
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Principal MU
4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative Plus Project AM
11/6/2014

Cumulative Plus Project AM
11/6/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations											
Volume (veh/h)	100	406	80	10	289	167	140	100	35	0	0
Number	7	4	14	3	8	18	5	2	12	0	0
Initial Q (Op) veh	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0	0
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h	1900	1863	1900	1900	1863	1863	1900	1863	1900	1863	1900
Adj Flow Rate, veh/h	110	446	88	11	318	184	154	110	38	0	0
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2	2	2
Cap. veh/h	217	669	122	111	1005	870	209	150	52	0	0
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	185	1217	222	16	1828	1583	907	648	224	0	0
Grp Volume(v), veh/h	644	0	0	329	0	184	302	0	0	0	0
Grp Sat Flow(s), veh/h	1623	0	0	1844	0	1583	1778	0	0	0	0
O Serve(g.s), s	4.0	0.0	0.0	0.0	0.0	2.2	5.7	0.0	0.0	0.0	0.0
Cycle O Clear(g_o), s	9.9	0.0	0.0	3.5	0.0	2.2	5.7	0.0	0.0	0.0	0.0
Prop In Lane	0.17	0.14	0.03	1.00	0.03	1.00	0.51	0.13	0.13	0.00	0.00
Lane Grp Cap(c), veh/h	1008	0	0	1116	0	870	411	0	0	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.29	0.00	0.21	0.74	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	1850	0	0	2097	0	1737	829	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filler(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	5.8	0.0	0.0	4.5	0.0	4.2	13.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.1	2.6	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back(Qc<26165%),veh/h	4.7	0.0	0.0	1.8	0.0	0.9	3.1	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	6.5	0.0	0.0	4.6	0.0	4.3	15.6	0.0	0.0	0.0	0.0
LnGrp LOS	A			A		A	B				
Approach Vol, veh/h	644			513		302					
Approach Delay, s/veh	6.5			4.5		15.6					
Approach LOS	A			A		B					
Timer	1	2	3	4	5	6	7	8			
Assigned Phs	2			4		8					
Phs Duration (G+Y+Rc), s	12.4			24.0		24.0					
Change Period (Y+Rc), s	4.0			4.0		4.0					
Max Green Setting (Gmax), s	17.0			40.0		40.0					
Max O Clear Time (g_c+I1), s	7.7			11.9		5.5					
Green Ext Time (g_e), s	1.1			8.1		8.5					
Intersection Summary											
HCM 2010 Ctrl Delay	7.7										
HCM 2010 LOS	A										

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	164	434	18	398	367	6	430
v/c Ratio	0.50	0.40	0.10	0.67	0.17	0.05	0.53
Control Delay	34.2	1.9	29.7	27.0	7.1	38.2	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	1.9	29.7	27.0	7.1	38.2	26.6
Queue Length 50th (ft)	53	0	4	115	20	2	71
Queue Length 95th (ft)	134	19	24	259	70	15	138
Internal Link Dist (ft)	398		252		771		267
Turn Bay Length (ft)				140		105	
Base Capacity (vph)	419	1240	781	833	2648	119	1249
Starvation Cap Reductn	0	46	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.36	0.02	0.48	0.14	0.05	0.34
Intersection Summary							

Principal MU
4: El Camino Real & Santa Rosa Rd/Driveway
Cumulative Plus Project AM
11/6/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	4	4	4	4	4	4	4	4	4	4
Volume (veh/h)	121	15	360	5	5	5	330	295	10	5	357	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Op) veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pb1)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/hln	1900	1863	1863	1900	1863	1900	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	146	18	434	6	6	6	398	355	12	6	430	176
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Cap. veh/h	364	45	781	10	10	10	468	1656	56	11	765	342
Arrive On Green	0.23	0.23	0.23	0.02	0.02	0.02	0.26	0.47	0.47	0.01	0.22	0.22
Sat Flow, veh/h	1588	196	1583	577	577	577	1774	3494	118	1774	3539	1583
Grp Volume(v), veh/h	164	0	434	18	0	0	398	179	188	6	430	176
Grp Sat Flow(s), veh/hln	1783	0	1583	1732	0	0	1774	1770	1842	1774	1770	1583
O Serve(g,s), s	4.6	0.0	11.2	0.6	0.0	0.0	12.5	3.5	3.5	0.2	6.4	5.7
Cycle O Clear(g,s), s	4.6	0.0	11.2	0.6	0.0	0.0	12.5	3.5	3.5	0.2	6.4	5.7
Prop In Lane	0.89	1.00	0.33	0.33	1.00	0.06	0.06	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	409	0	781	30	0	0	468	839	873	11	765	342
V/C Ratio(X)	0.40	0.00	0.56	0.60	0.00	0.00	0.85	0.21	0.21	0.53	0.56	0.51
Avail Cap(c,a), veh/h	426	0	796	768	0	0	847	1358	1414	121	1268	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filler(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	10.4	28.6	0.0	0.0	20.5	9.0	9.0	29.0	20.5	20.3
Incr Delay (d2), s/veh	0.6	0.0	0.8	17.7	0.0	0.0	4.4	0.1	0.1	33.9	0.6	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back(QC<26165%),veh/ln	2.3	0.0	5.0	0.4	0.0	0.0	6.7	1.7	1.8	0.2	3.2	2.6
LnGrp Delay(d),s/veh	19.8	0.0	11.2	46.3	0.0	0.0	24.9	9.2	9.2	62.9	21.1	21.5
LnGrp LOS	B	B	D	D	D	D	C	A	A	E	C	C
Approach Vol, veh/h	598	18	18	463	17.3	17.3	765	612	21.6	21.6	612	21.6
Approach Delay, s/veh	13.5	B	B	D	D	D	B	B	B	C	C	C
Approach LOS	B	B	B	D	D	D	B	B	B	C	C	C
Timer	1	2	3	4	5	6	7	8	8	8	8	8
Assigned Phs	1	2	4	5	6	6	6	6	6	6	6	6
Phs Duration (G+Y+Rc), s	4.4	31.8	17.5	19.5	16.7	16.7	5.0	5.0	5.0	5.0	5.0	5.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	45.0	14.0	28.0	21.0	21.0	26.0	26.0	26.0	26.0	26.0	26.0
Max O Clear Time (g_c+1T), s	2.2	5.5	13.2	14.5	8.4	8.4	2.6	2.6	2.6	2.6	2.6	2.6
Green Ext Time (g_c), s	0.0	6.0	0.2	1.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary												
HCM 2010 Ctrl Delay	17.8											
HCM 2010 LOS	B											

Central Coast Transportation Consulting
Synchro 8 Report

Principal MU
1: El Camino Real & Principal Ave
Cumulative Plus Project PM
11/6/2014

Intersection	1.3											
Ini Delay, s/veh	1.3											
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Vol, veh/h	49	40	660	54	33	670						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Free	Free						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	-	-	-						
Veh in Median Storage, #	0	-	0	-	-	0						
Grade, %	0	-	0	-	-	0						
Peak Hour Factor	94	94	94	94	94	94						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	52	43	702	57	35	713						
Major/Minor	Minor1						Major1					
Conflicting Flow All	1158	380	0	0	760	0						
Stage 1	731	-	-	-	-	-						
Stage 2	427	-	-	-	-	-						
Critical Hbwy	6.84	6.94	-	-	4.14	-						
Critical Hbwy Sig 1	5.84	-	-	-	-	-						
Critical Hbwy Sig 2	5.84	-	-	-	-	-						
Follow-up Hbwy	3.52	3.32	-	-	2.22	-						
Pot Cap-1 Maneuver	189	618	-	-	848	-						
Stage 1	437	-	-	-	-	-						
Stage 2	626	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	176	618	-	-	848	-						
Mov Cap-2 Maneuver	306	-	-	-	-	-						
Stage 1	437	-	-	-	-	-						
Stage 2	583	-	-	-	-	-						
Approach	WB	NB	SB									
HCM Control Delay, s	16.9	0	0.7									
HCM LOS	C											
Minor Lane/Minor Mvmt	NBT	NBR/WB/ln1	SBL	SBT								
Capacity (veh/h)	-	-	396	848								
HCM Lane V/C Ratio	-	-	0.239	0.041								
HCM Control Delay (s)	-	-	16.9	9.4	0.3							
HCM Lane LOS	-	-	C	A	A							
HCM 95th %ile Q(veh)	-	-	0.9	0.1	-							

Central Coast Transportation Consulting
Synchro 8 Report

	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group	175	31	456	476				
Lane Group Flow (vph)	0.18	0.04	0.50	0.80				
v/c Ratio	9.3	3.9	10.1	29.7				
Control Delay	0.1	0.0	0.5	0.3				
Queue Delay	9.3	3.9	10.6	30.0				
Total Delay	33	0	101	160				
Queue Length 50th (ft)	71	12	149	241				
Queue Length 95th (ft)	445		235	842				
Internal Link Dist (ft)	100							
Turn Bay Length (ft)	999	884	918	692				
Base Capacity (vph)	0	0	162	0				
Stavation Cap Reductn	222	0	0	24				
Spillback Cap Reductn	0	0	0	0				
Storage Cap Reductn	0.23	0.04	0.60	0.71				
Reduced v/c Ratio								
Intersection Summary								

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Movement	10	162	30	86	251	110	0	0	0	377	20
Lane Configurations	7	4	14	3	8	18				1	6
Volume (veh/h)	0	0	0	0	0	0				0	0
Initial Q (Obs) veh	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00
Parking Bus. Adj	1900	1863	1863	1900	1863	1900				1900	1863
Adj Sat Flow, veh/hln	10	165	31	88	256	112				385	20
Adj Flow Rate, veh/h	0	1	1	0	1	0				0	1
Adj No. of Lanes	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98
Peak Hour Factor	2	2	2	2	2	2				2	2
Percent Heavy Veh. %	82	1010	895	203	567	229				440	23
Cap. veh/h	0.57	0.57	0.57	1.00	1.00	1.00				0.31	0.31
Arrive On Green	41	1787	1583	242	1004	406				1412	73
Sat Flow, veh/h	175	0	31	456	0	0				476	0
Grp Volume(v), veh/h	1828	0	1583	1652	0	0				1746	0
Grp Sat Flow(s), veh/hln	0.0	0.0	0.6	0.0	0.0	0.0				16.8	0.0
O Serve(g.s.), s	2.9	0.0	0.6	0.0	0.0	0.0				16.8	0.0
Cycle O Clear(g.c.), s	0.06	1.00	0.19	0.25						0.81	0.15
Prop In Lane	1091	0	895	999	0	0				545	0
Lane Grp Cap(c), veh/h	0.16	0.00	0.03	0.46	0.00	0.00				0.87	0.00
V/C Ratio(X)	1091	0	895	999	0	0				672	0
Avail Cap(c.a), veh/h	1.00	1.00	1.00	2.00	2.00	2.00				1.00	1.00
HCM Platoon Ratio	1.00	0.00	1.00	0.98	0.00	0.00				1.00	0.00
Upstream Filler(I)	6.8	0.0	6.3	0.0	0.0	0.0				21.2	0.0
Uniform Delay (d), s/veh	0.3	0.0	0.1	1.5	0.0	0.0				10.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0
Initial Q Delay(d3), s/veh	1.6	0.0	0.3	0.4	0.0	0.0				9.7	0.0
%ile Back(Q<26165%), veh/hln	7.1	0.0	6.3	1.5	0.0	0.0				31.7	0.0
LnGrp Delay(d), s/veh	206									476	
LnGrp LOS	A	A	A	A	A	A				C	C
Approach Vol, veh/h	7.0									31.7	
Approach Delay, s/veh	7.0									31.7	
Approach LOS	A									C	
Timer	1	2	3	4	5	6	7	8			
Assigned Phs	4					6		8			
Phs Duration (G+Y+Rc), s	40.7			24.3		40.7					
Change Period (Y+Rc), s	4.0			4.0		4.0					
Max Green Setting (Gmax), s	32.0			25.0		32.0					
Max O Clear Time (g_c+I1), s	4.9			18.8		2.0					
Green Ext Time (g_e), s	4.2			1.5		4.2					
Intersection Summary											
HCM 2010 Ctrl Delay	15.1										
HCM 2010 LOS	B										

	EBT	WBT	WBR	NBT
Lane Group	569	266	254	438
Lane Group Flow (vph)	0.59	0.25	0.25	0.80
v/c Ratio	20.6	8.5	2.0	31.4
Control Delay	2.3	0.0	0.0	0.0
Queue Delay	22.9	8.6	2.0	31.4
Total Delay	222	49	0	148
Queue Length 50th (ft)	322	94	29	234
Queue Length 95th (ft)	235	398		686
Internal Link Dist (ft)				
Turn Bay Length (ft)	967	1051	1020	641
Base Capacity (vph)	262	0	0	0
Station Cap Reductn	0	52	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.81	0.27	0.25	0.68
Intersection Summary				

	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	80	349	100	10	237	200	140	67	0	0	0
Volume (veh/h)	7	4	14	3	8	18	5	2	12		
Number	Initial O (Ob) veh	0	0	0	0	0	0	0	0	0	0
Initial O (Ob) veh	Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	Adj Sat Flow, veh/hln	1900	1863	1900	1863	1900	1863	1900	1863	1900	1863
Adj Sat Flow, veh/hln	Adj Flow Rate, veh/h	86	375	108	11	255	254	215	151	72	72
Adj Flow Rate, veh/h	Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0
Adj No. of Lanes	Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Peak Hour Factor	Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2
Percent Heavy Veh, %	Cap, veh/h	165	675	182	72	1072	937	248	174	83	83
Cap, veh/h	Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.29	0.29	0.29	0.29
Arrive On Green	Sat Flow, veh/h	171	1141	307	24	1813	1583	868	610	291	291
Sat Flow, veh/h	Grp Volume(v), veh/h	569	0	0	266	0	254	438	0	0	0
Grp Volume(v), veh/h	Grp Sat Flow(s), veh/hln	1620	0	0	1837	0	1583	1768	0	0	0
Grp Sat Flow(s), veh/hln	O Serve(g,s), s	2.4	0.0	0.0	0.0	0.0	5.1	15.3	0.0	0.0	0.0
O Serve(g,s), s	Cycle O Clear(g,c), s	12.7	0.0	0.0	4.4	0.0	5.1	15.3	0.0	0.0	0.0
Cycle O Clear(g,c), s	Prop In Lane	0.15	0.19	0.04	1.00	0.49	0.16	0.16	0.16	0.16	0.16
Prop In Lane	Lane Grp Cap(c), veh/h	1022	0	0	1144	0	937	505	0	0	0
Lane Grp Cap(c), veh/h	V/C Ratio(X)	0.56	0.00	0.00	0.23	0.00	0.27	0.87	0.00	0.00	0.00
V/C Ratio(X)	Avail Cap(c,a), veh/h	1022	0	0	1144	0	937	626	0	0	0
Avail Cap(c,a), veh/h	HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoon Ratio	Upstream Filler(0)	0.99	0.00	0.00	0.84	0.00	0.84	1.00	0.00	0.00	0.00
Upstream Filler(0)	Uniform Delay (d), s/veh	7.9	0.0	0.0	6.3	0.0	6.5	22.1	0.0	0.0	0.0
Uniform Delay (d), s/veh	Incr Delay (d2), s/veh	2.2	0.0	0.0	0.4	0.0	0.6	10.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	Initial O Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial O Delay(d3), s/veh	%ile BackOf<26165%>veh/hln	6.6	0.0	0.0	2.3	0.0	2.3	8.9	0.0	0.0	0.0
%ile BackOf<26165%>veh/hln	LnGrp Delay(d),s/veh	10.1	0.0	0.0	6.7	0.0	7.1	32.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	LnGrp LOS	B	A	A	A	C	C				
LnGrp LOS	Approach Vol, veh/h	569		520		438					
Approach Vol, veh/h	Approach Delay, s/veh	10.1		6.9		32.6					
Approach Delay, s/veh	Approach LOS	B		A		C					
Approach LOS	Timer	1	2	3	4	5	6	7	8		
Timer	Assigned Phs	2		4		8					
Assigned Phs	Phs Duration (G+Y+Rc), s	22.6		42.4		42.4					
Phs Duration (G+Y+Rc), s	Change Period (Y+Rc), s	4.0		4.0		4.0					
Change Period (Y+Rc), s	Max Green Setting (Gmax), s	23.0		34.0		34.0					
Max Green Setting (Gmax), s	Max O Clear Time (g_c+I1), s	17.3		14.7		7.1					
Max O Clear Time (g_c+I1), s	Green Ext Time (g_c), s	1.3		6.2		7.0					
Green Ext Time (g_c), s	Intersection Summary										
HCM 2010 Ctrl Delay											
15.5											
B											
HCM 2010 LOS											

Principal MU
4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative Plus Project PM
11/6/2014

	EBT	EBR	WBT	NBL	NBT	SBL	SBR
Lane Group	193	255	37	319	555	5	581
Lane Group Flow (vph)	0.56	0.28	0.21	0.67	0.27	0.05	0.62
v/c Ratio	0.56	0.28	0.21	0.67	0.27	0.05	0.62
Control Delay	36.5	1.9	30.5	32.7	9.3	40.2	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	1.9	30.5	32.7	9.3	40.2	28.0
Queue Length 50th (ft)	86	0	12	140	65	2	130
Queue Length 95th (ft)	169	23	43	243	129	14	209
Internal Link Dist (ft)	398		252		780		267
Turn Bay Length (ft)				140		105	
Base Capacity (vph)	448	1080	677	698	2445	111	1228
Stationing Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.24	0.05	0.46	0.23	0.05	0.47
Intersection Summary							

	EBT	EBR	WBT	NBL	NBT	SBL	SBR
Movement	177	5	240	5	20	10	300
Lane Configurations	7	4	14	3	8	18	5
Volume (veh/h)	0	0	0	0	0	0	0
Number	0	0	0	0	0	0	0
Initial Q (Op) veh	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	1900	1863	1863	1900	1863	1900	1863
Adj Sat Flow, veh/h	188	5	255	5	21	11	319
Adj Flow Rate, veh/h	0	1	1	0	1	0	1
Adj No. of Lanes	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Peak Hour Factor	2	2	2	2	2	2	2
Percent Heavy Veh. %	301	8	624	7	31	16	390
Cap. veh/h	0.17	0.17	0.03	0.03	0.03	0.03	0.22
Arrive On Green	1730	46	1583	238	998	523	1774
Sat Flow, veh/h	193	0	255	37	0	0	319
Grp Volume(v), veh/h	1776	0	1583	1759	0	0	1774
Grp Sat Flow(s), veh/h	5.5	0.0	6.4	1.1	0.0	0.0	9.4
O Serve(g,s), s	5.5	0.0	6.4	1.1	0.0	0.0	9.4
Cycle O Clear(g,c), s	0.97	1.00	0.14	0.30	1.00	0.02	1.00
Prop In Lane	0.62	0.00	0.41	0.67	0.00	0.00	0.82
Lane Grp Cap(c), veh/h	517	0	809	832	0	0	807
V/C Ratio(X)	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Avail Cap(c,a), veh/h	1.00	0.00	1.00	1.00	0.00	0.00	1.00
HCM Platoon Ratio	21.0	0.0	12.0	26.3	0.0	0.0	20.4
Upstream Delay (d), s/veh	2.1	0.0	0.4	13.1	0.0	0.0	4.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	2.9	0.0	2.9	0.8	0.0	0.0	5.1
%ile Back(Q<26165%),veh/h	23.1	0.0	12.5	39.5	0.0	0.0	24.7
LnGrp Delay(d),s/veh	448		37		874		759
LnGrp LOS	17.0		39.5		14.3		17.5
Approach Delay, s/veh	1	2	3	4	5	6	7
Approach LOS	1	2	3	4	5	6	7
Timer	1	2	3	4	5	6	7
Assigned Phs	1	2	4	5	6	8	8
Phs Duration (G+Y+Rc), s	4.3	31.4	13.6	16.1	19.6	5.7	5.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	43.0	16.0	25.0	22.0	26.0	26.0
Max O Clear Time (g_c+1t), s	2.2	7.0	8.4	11.4	9.7	3.1	3.1
Green Ext Time (g_e), s	0.0	9.1	1.2	0.8	5.8	0.1	0.1
Intersection Summary							
HCM 2010 Ctrl Delay	16.5						
HCM 2010 LOS	B						